SOUTH FLORIDA REGIONAL TRANSPORTATION AUTHORITY

GOVERNING BOARD

REGULAR MEETING AGENDA
August 23, 2013
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

Mayor Steven L. Abrams, Chair
Frank Frione
Mayor Kristin Jacobs
Commissioner Bruno Barreiro
Marie Horenburger
George Morgan, Jr.
James A. Cummings
Nick Inamdar
James A. Wolfe

Executive Director

Joseph Giulietti

GOVERNING BOARD REGULAR MEETING
OF AUGUST 23, 2013

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, 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 June 7, 2013.

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: MOTION TO APPROVE: Recommendation to exercise the one three-year renewal option to Agreement No. 06-112, between the South Florida Regional Transportation Authority (SFRTA) and Veolia Transportation, Inc., which will extend the Agreement through June 30, 2017, in the not-to-exceed (NTE) amount of $36,827,234.00, making the total NTE amount of the Agreement $105,916,013.00.

Department: Operations
Project Manager: Jim DeVaughn

Department Director: Bradley Barkman
Procurement Director: Christopher Bross

R2. MOTION TO APPROVE: Recommendation to exercise the one three-year renewal option to Agreement No. 06-113, between the South Florida Regional Transportation Authority (SFRTA) and Bombardier Mass Transit Corporation, which will extend the Agreement through June 30, 2017, in the not-to-exceed (NTE) amount of $58,603,792.00, making the total NTE amount of the Agreement $151,484,954.00.

Department: Operations
Project Manager: Jim DeVaughn

Department Director: Bradley Barkman
Procurement Director: Christopher Bross

R3. MOTION TO APPROVE: Joint Participation Agreement (JPA), Supplement #1, between the South Florida Transportation Authority (SFRTA) and the Florida Department of Transportation (FDOT), for Transportation Regional Incentive Program (TRIP) funds in the amount of $900,000 towards the purchase of the SFRTA fleet locomotives.

Department: Finance & Information Technology
Project Manager: Elizabeth Walter-Ebersole

Interim Department Director: Jack Stephens
Procurement Director: Christopher Bross

R4. MOTION TO APPROVE: Fourth 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 Two hundred ninety three thousand seven hundred thirty-six and 00/100 dollars ($293,736.00) to the new maximum total not-to-exceed amount of Twenty seven million five hundred twenty three thousand nine hundred sixty-one and 00/100 dollars ($27,523,961) for the remainder of the five-year term.

Department: Executive
Project Manager: Allen Yoder

Department Director: Jack Stephens
Procurement Director: Christopher Bross

R5. MOTION TO APPROVE: The South Florida Regional Transportation Authority's (SFRTA's) "Moving Our Region Forward" TDP, Major Update, FY 2014-2023.

Department: Planning & Capital Development
Project Manager: Natalie Yesbeck Pustizzi

Department Director: William L. Cross, P.E.
Procurement Director: N/A

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 - Tri-Rail Coastal Link On FEC Corridor

I-2. PRESENTATION - Tri-Rail Onboard Survey Results

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 May/ June / July
C. PLANNING TECHNICAL ADVISORY COMMITTEE May/ June
D. MARKETING COMMITTEE May/ June / July
E. OPERATIONS TECHNICAL COMMITTEE May/ July
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 – May/ June / July

B. RIDERSHIP GRAPHS – May / June / July

C. ON-TIME PERFORMANCE GRAPHS – May / June / July

D. MARKETING MONTHLY SUMMARY – May / June / July

E. BUDGETED INCOME STATEMENT – May / June / July

F. PAYMENTS OVER $2,500.00 – May / June / July

G. REVENUE AND FARE EVASION REPORTS – May/ June / July

H. SOLICITATION SCHEDULE – May / June / July

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

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

K. PROPERTY COMMITTEE – PROJECT SCHEDULE - May / June / July

L. SECURITY REPORT - May / June / July

M. EXPIRING CONTRACTS - May / June / July

N. CONTRACT ACTIONS EXECUTED UNDER GENERAL COUNSEL'S AUTHORITY
May / June / 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 JUNE 7, 2013

The regular meeting of the South Florida Regional Transportation Authority Governing Board was held at 9:30 a.m. on Friday, June 7, 2013 in the South Florida Regional Transportation Authority Board Room, 800 Northwest 33rd Street, Suite 100, Pompano Beach, Florida 33064.

BOARD MEMBERS PRESENT:
Steven Abrams, Chair, Palm Beach County Mayor
Bruno Barreiro, Commissioner, Miami-Dade County – *arrived at 10:02 a.m.*
James A. Cummings, Citizen Representative, Broward County
Marie Horenburger, Citizen Representative, Palm Beach County – *via telephone*
Nick A. Inamdar, Citizen Representative, Miami-Dade County
Kristin Jacobs, Broward County Mayor
George Morgan, Governor's Appointee
James A. Wolfe, Florida Department of Transportation, District IV

BOARD MEMBERS ABSENT:
Frank Frione, Governor's Appointee

ALSO PRESENT:
Joseph Giulietti, Executive Director, SFRTA
Jack Stephens, Deputy Executive Director, SFRTA
Bonnie Arnold, Public Information Officer, SFRTA
Bradley Barkman, Director of Operations, SFRTA
William Cross, Director of Planning, SFRTA
Diane Hernandez Del Calvo, Director of Administration, SFRTA
Mary Jane Lear, Director of Human Resources, SFRTA
Daniel Mazza, P.E., Director of 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 9:30 a.m.

ROLL CALL

The Chair requested a roll call. A quorum was established.

MOMENT OF SILENCE

PLEDGE OF ALLEGIANCE

AGENDA APPROVAL – Additions, Deletions, Revisions

Mr. Joseph Giulietti requested the following revisions to the Agenda:

ADDITION

R7. MOTION TO APPROVE: South Florida Regional Transportation Authority's (SFRTA's) Planning and Technical Advisory Committee's (PTAC) funding recommendations for the Job Access and Reverse Commute (JARC) and New Freedom (NF) applications.

R8. MOTION TO ELECT: SFRTA Chair and Vice-Chair for the Fiscal Year 2013-2014.

Mr. Giulietti requested a reordering of the Agenda to hear R7 prior to R1.

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

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

MATTERS BY THE PUBLIC

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.

The Chair inquired if there were any changes to the Consent Agenda.

Board Member Jim Cummings requested that items C5 and C6 be removed from the Consent Agenda for discussion.

C5. MOTION TO APPROVE: Delegation to Mayor Steve Abrams to negotiate, on SFRTA's behalf, with Florida Department of Transportation ("FDOT") and Florida East Coast ("FEC") representatives for the provision of Tri-Rail Coastal Link service on the FEC Corridor. All resulting agreements shall be brought to the SFRTA Board for its approval.

And

C6. MOTION TO APPROVE: Delegation to the Executive Director to execute all documents necessary for the procurement of capital improvements to the SFRTA Dispatch Desk to dispatch over the South Florida Rail Corridor (SFRC), including improvements associated with Positive Train Control, which shall all be fully funded by the Florida

Department of Transportation, in an amount currently estimated at approximately $22,000,000.

Mayor Kristin Jacobs moved for approval of the Consent Agenda as amended. The motion was seconded by Board Member Jim Cummings.

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

Board Member Cummings stated that Item C5 needed to be discussed. Mr. Cummings referred to the Memorandum of Understanding (MOU) for the Tri-Rail Costal-Link Project. He stated that there should be a delegate for discussion and decisions in these negotiations however he did not want the Board to lose the right to accept or not to accept the terms.

Discussion took place.

Board Member Jim Cummings moved to authorize Mayor (Chair) Steven Abrams, to represent SFRTA in negotiations with authorized representatives from FDOT and FEC for the provision of Tri-Rail Coastal Link Service on the FEC Corridor until such times that the terms and conditions of the general framework of the agreement have been finalized. Results and progress of the negotiations shall be brought to the full Board to provide direction, review for comment on a monthly basis. The motion was seconded by Board Member Marie Horenburger.

Discussion took place.

Commissioner Bruno Barreiro arrived at 10:02 a.m.

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

C6. <u>MOTION TO APPROVE</u>: Delegation to the Executive Director to execute all documents necessary for the procurement of capital improvements to the SFRTA Dispatch Desk to dispatch over the South Florida Rail Corridor (SFRC), including improvements associated with Positive Train Control, which shall all be fully funded by the Florida Department of Transportation, in an amount currently estimated at approximately $22,000,000.

Board Member Cummings requested an explanation as to what the $22,000,000 is being spent on.

Mr. Giulietti responded that the Board had previously approved the SFRTA to be moved out of the MIC and that FDOT was to provide for the bussing, security and all the costs associated with the move. FDOT was able to get CSXT to abandon the tracks south of the interlocking so

construction could be quickened and costs could be saved. In the interim, the federal government mandated positive train control (PTC). The original planned dispatch desk cannot accommodate this PTC integration. FDOT proposed that they move the budgeted funds to SFRTA to handle the dispatch desk negotiations. This will ensure that the dispatch desk will be fully integrational with the CSXT system and the PTC system.

Board Member Cummings noted that this is in addition to the money to dispatch over the bridge and in addition to the SFOMA agreement.

Board Member Morgan inquired if this system was compatible with the FEC system.

Mr. Giulietti responded that part of the negotiations is to find out what type of system the FEC is putting in.

Board Member Jim Cummings moved for approval. 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.

C1. **MOTION TO APPROVE**: Minutes of Governing Board's Regular Meeting of April 26, 2013.

C2. **REQUESTED ACTIONS**:

(A) **MOTION TO APPROVE:** Exercising the second 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 a not-to-exceed amount of $5,000,000 for the duration of the contract.

(B) **MOTION TO APPROVE:** Exercising the second 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 a not-to-exceed amount of $5,000,000 for the duration of the contract.

(C) **MOTION TO APPROVE:** Exercising the second 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 a not-to-exceed amount of $5,000,000 for the duration of the contract.

(D) **MOTION TO APPROVE:** Exercising the second 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 a not-to-exceed amount of $5,000,000 for the duration of the contract.

(E) **MOTION TO APPROVE:** Exercising the second 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 a not-to-exceed amount of $5,000,000 for the duration of the contract.

C3. REQUESTED ACTIONS:

(A) **MOTION TO APPROVE:** Exercising the first of two (2) one (1) year renewal option periods to Agreement No. 10-017(A), between South Florida Regional Transportation Authority (SFRTA) and PB Americas, Inc., for General Engineering Consultant Services. Contract 10-017(A) is a not-to-exceed amount of $5,000,000 for the duration of the contract.

(B) **MOTION TO APPROVE:** Exercising the first of two (2) one (1) year renewal option periods to Agreement No. 10-017(B), between South Florida Regional Transportation Authority (SFRTA) and Gannett Fleming, Inc., for General Engineering Consultant Services. Contract 10-017(B) is a not-to-exceed amount of $5,000,000 for the duration of the contract.

(C) **MOTION TO APPROVE:** Exercising the first of two (2) one (1) year renewal option periods to Agreement No. 10-017(C), between South Florida Regional Transportation Authority (SFRTA) and T.Y. Lin International, for General Engineering Consultant Services. Contract 10-017(C) is a not-to-exceed amount of $5,000,000 for the duration of the contract.

(D) **MOTION TO APPROVE:** Exercising the first of two (2) one (1) year renewal option periods to Agreement No. 10-017(D), between South Florida Regional Transportation Authority (SFRTA) and Parsons Transportation Group, Inc., for General Engineering Consultant Services. Contract 10-017(D) is a not-to-exceed amount of $5,000,000 for the duration of the contract.

(E) **MOTION TO APPROVE:** Exercising the first of two (2) one (1) year renewal option periods to Agreement No. 10-017(E), between South Florida Regional Transportation Authority (SFRTA) and EAC Consulting, Inc., for General Engineering Consultant Services. Contract 10-017(E) is a not-to-exceed amount of $5,000,000 for the duration of the contract.

F) **MOTION TO APPROVE:** Exercising the first of two (2) one (1) year renewal option periods to Agreement No. 10-017(F), between South Florida Regional Transportation Authority (SFRTA) and Jacobs Engineering Group, Inc., for General Engineering Consultant Services. Contract 10-017(F) is a not-to-exceed amount of $5,000,000 for the duration of the contract.

(G) **MOTION TO APPROVE:** Exercising the first of two (2) one (1) year renewal option periods to Agreement No. 10-017(G), between South Florida Regional Transportation Authority (SFRTA) and HDR Engineering, Inc., for General Engineering Consultant Services. Contract 10-017(G) is a not-to-exceed amount of $5,000,000 for the duration of the contract.

(H) **MOTION TO APPROVE:** Exercising the first of two (2) one (1) year renewal option periods to Agreement No. 10-017(H), between South Florida Regional Transportation Authority (SFRTA) and Kimley Horn and Associates, Inc., for General Engineering Consultant Services. Contract 10-017(H) is a not-to-exceed amount of $5,000,000 for the duration of the contract.

(I) **MOTION TO APPROVE:** Exercising the first of two (2) one (1) year renewal option periods to Agreement No. 10-017(I), between South Florida Regional Transportation Authority (SFRTA) and Bergmann Associates, Inc., for General Engineering Consultant Services. Contract 10-017(I) is a not-to-exceed amount of $5,000,000 for the duration of the contract.

C4. REQUESTED ACTIONS:

(A) **MOTION TO APPROVE:** Exercising the first of two (2) one (1) year renewal option periods to Agreement No. 10-018(A), between South Florida Regional Transportation Authority (SFRTA) and PB Americas, Inc., for General Systems Engineering Services. Contract 10-018(A) is a not-to-exceed amount of $5,000,000 for the duration of the contract.

(B) **MOTION TO APPROVE:** Exercising the first of two (2) one (1) year renewal option periods to Agreement No. 10-018(B), between South Florida Regional Transportation Authority (SFRTA) and CH2M Hill, Inc., for General Systems Engineering Services. Contract 10-018(B) is a not-to-exceed amount of $5,000,000 for the duration of the contract.

(C) **MOTION TO APPROVE:** Exercising the first of two (2) one (1) year renewal option periods to Agreement No. 10-018(C), between South Florida Regional Transportation Authority (SFRTA) and Parsons Transportation Group, Inc., for General Systems Engineering Services. Contract 10-018(C) is a not-to-exceed amount of $5,000,000 for the duration of the contract.

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.

The Chair stated that R7 and R1 will be heard together and voted on separately.

R7. **MOTION TO APPROVE:** South Florida Regional Transportation Authority's (SFRTA's) Planning and Technical Advisory Committee's (PTAC) funding recommendations for the Job Access and Reverse Commute (JARC) and New Freedom (NF) applications.

Mr. Giulietti stated that the Board had previously approved that SFRTA would be the recipient of the JARC and NF grants. SFRTA now has an opportunity to receive the additional funds that can be distributed through the PTAC process.

Board Member George Morgan moved for approval. The motion was seconded by Mayor Kristin Jacobs.

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

R1. MOTION TO APPROVE:

(A) Resolution No. 13-02, authorizing the South Florida Regional Transportation Authority (SFRTA) staff to submit Fiscal Year (FY) 2012 grant applications to the Federal Transit Administration (FTA) in order to secure $5,700,151 in funds to support the SFRTA Job Access and Reverse Commute (JARC) and New Freedom Program of Projects (NF).

(B) Delegated Authority to the Executive Director to enter into the Grant Agreement with the FTA and the Subrecipient Agreements with the JARC and NF Subgrantees approved by the Governing Board.

Board Member George Morgan moved for approval of "A" and "B". 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.

R2. MOTION TO APPROVE: Interlocal Agreement (Agreement) between the South Florida Regional Transportation Authority (SFRTA) and the City of Delray Beach (City) for Community Shuttle Bus Transportation Services.

Board Member Nick Inamdar moved for approval. The motion was seconded by Mayor Kristin Jacobs.

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: Purchase and Sale Agreement for Purchase of 250 Parking Spaces for $3,000,000.00 to Facilitate Implementation of the West Palm Beach Transit Oriented Development between the South Florida Regional Transportation Authority ('SFRTA") and Transit Village, LLC ("TV") (the " P/S Agreement"), subject to approval of the P/S Agreement by Palm Beach County.

Board Member Morgan requested an explanation of the agreement.

Ms. Teresa Moore, General Council, SFRTA responded that the Board had previously approved a letter of intent with the same developer to purchase 250 parking spaces in a parking garage to be constructed as part of the TOD in West Palm Beach. The document before the Board only addresses 160 parking spaces and guarantees certain performances and concessions.

Discussion took place.

Mr. Michael D. Masanoff, Chair of Transit Village addressed the Board. Mr. Masanoff explained that the Transit Village has crafted a 150 page agreement with Palm Beach County and the agreement provides for an additional 90 spaces for Tri-Rail. He stated that Palm Beach County can approve the design and construction plan. It is the City of West Palm Beach that has the authority for final approval of this parking garage and this process has taken over two years of negotiations. Mr. Masanoff stated that Transit Village is conscious of accommodating all parties involved and will provide for sufficient Tri-Rail parking.

The Chair directed staff to be aware of the location and availability of the designated Tri-Rail parking spaces.

Board Member Jim Cummings moved for approval. The motion was seconded by Board Member George Morgan.

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

R4. **MOTION TO APPROVE**: Third Amendment to Agreement No. 10-010 between South Florida Regional Transportation Authority (SFRTA) and Ericks Consultants, Inc. to exercise the first one (1) year renewal of the Agreement, and to include the services of Mr. William D. Rubin of the Rubin Group in the amount of Two Hundred Forty Six Thousand Dollars ($246,000.00).

Mayor Kristin Jacobs moved for approval. The motion was seconded by Board Member Jim Cummings.

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

R5. **MOTION TO APPROVE**: Agreement No. 13-006 between South Florida Regional Transportation Authority (SFRTA) and Bitner Goodman, Inc. for corporate & community outreach and marketing services, for a period of five (5) years, in the maximum not-to-exceed amount of $2,500,000.

Board Member Marie Horenburger moved for approval. The motion was seconded by Mayor Kristin Jacobs.

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

R6. MOTION TO APPROVE:

(A) Preliminary Plan for the Renovation of the SFRTA Boardroom

(B) Delegation to the Executive Director to execute the necessary agreements for the Renovation as currently estimated at $105,000.

Board Member Jim Cummings moved for approval of "A" and "B". 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.

R8. MOTION TO ELECT: SFRTA Chair and Vice-Chair for the Fiscal Year 2013-2014.

The Chair opened the floor for nominations for office of Chair for Fiscal Year 2013-2014.

Mayor Kristin Jacobs moved to nominate Mayor Steven Abrams for the Office of the Chair. The motion was seconded by Board Member Marie Horenburger.

Commissioner Bruno Barreiro commented on the duration of the Office of the Chair and recommended that the By-Laws be amended to permit a two year term. This would allow for consistency.

Board Member George Morgan agreed with Commissioner Barreiro's suggestion of a two year term. Mr. Morgan noted that the Office of Chair and Vice Chair have historically been held by county commissioners. Mr. Morgan nominated Board Member Jim Cummings to the Office of Vice Chair.

Commissioner Barreiro noted that the chair positions have traditionally been switched amongst the counties.

Board Member Horenburger commented that it has been her practice to defer the chair positions to the county commissioner in that the commissioner has a stronger presence among elected officials.

Board Member Cummings stated that he has served as a past chair and that he supports the nomination of Mayor Steven Abrams to serve a second term. Mr. Cummings declined the nomination for Vice Chair.

Mayor Jacobs clarified that the item before the Board is to nominate Mayor Steven Abrams for an additional one-year term as Chair.

The Chair asked for additional nominations for the Office of the Chair. There were none. The Chair declared the nominations closed.

The Chair called for further discussion and/or opposition to the motion. Upon hearing none, the Chair declared the motion carried unanimously. The Chair announced that Mayor Steven Abrams will serve as Chair.

The Chair thanked the Board Members for their support. The Chair opened the floor for nominations for Office of Vice Chair for Fiscal Year 2013-2014.

Board Member Horenburger moved to nominate Mayor Kristin Jacobs for Office of Vice Chair.

Mayor Kristin Jacobs commented that she was going to nominate Commissioner Bruno Barreiro for Office of Vice Chair. Mayor Jacobs explained that she is term limited in November of 2014 and may not be able to fulfill the term.

Board Member Horenburger withdrew her nomination of Mayor Kristin Jacobs for Vice Chair.

Mayor Kristin Jacobs moved to nominate Commissioner Bruno Barreiro for Office of Vice Chair for Fiscal Year 2013-2014.

Board Member George Morgan moved to nominate Board Member Jim Cummings for Office of Vice Chair.

The Chair closed the nominations for Office of Vice Chair. A vote was taken by show of hands.

The vote showed five in favor of Commissioner Bruno Barreiro as Vice Chair. The vote showed one in favor of Board Member Jim Cummings as Vice Chair.

The Chair called for further discussion and/or opposition to the motion. Upon hearing none, the Chair declared Commissioner Bruno Barreiro as Vice Chair for Fiscal Year 2013-2014.

The Chair opened the floor to discuss the proposed By-Laws Amendment.

Ms. Teresa Moore stated that a super majority of the Board is present, which is needed in order to vote to change the By-Laws.

Commissioner Bruno Barreiro moved to change the By-Laws to show a two year term for Office of the Chair and Vice Chair.

Discussion took place.

The Chair called for further discussion and/or opposition to the motion. The Chair asked for a show of hands to adopt the motion. The vote showed 1 in favor of the motion and 5 opposed to the motion. The Chair declared the motion failed.

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 - Tri-Rail Coastal Link On FEC Corridor

Mr. William Cross, Director of Planning and Capital Development, SFRTA gave a status report presentation on the progress of the Tri-Rail Coastal Link on the FEC Corridor.

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

B. RIDERSHIP GRAPHS – April

Mr. Giulietti reported that Tri-Rail is tracking a 13% increase in passengers for the month of May. Weekly ridership has increased 3.7% and weekend ridership is up 23%. April was up 26% weekend and 4% on the weekday.

C. ON-TIME PERFORMANCE GRAPHS – April

D. MARKETING MONTHLY SUMMARY – April

E. BUDGETED INCOME STATEMENT – April

F. PAYMENTS OVER $2,500.00 – April

G. REVENUE AND FARE EVASION REPORTS – April

H. SOLICITATION SCHEDULE – April

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

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

K. PROPERTY COMMITTEE – PROJECT SCHEDULE - April

L. SECURITY REPORT - April

M. EXPIRING CONTRACTS - April

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

OTHER BUSINESS

EXECUTIVE DIRECTOR REPORTS/COMMENTS

Mr. Giulietti requested the Board's decision to declare hiatus for the summer.

The Chair stated that the next SFRTA Governing Board meeting to be held August 23, 2013.

Mr. Giulietti announced that on May 9, 2013, the SFRTA hosted the Florida Transportation Workshop (FTC). A letter of thanks and the FTC Annual Report was provided for the Boards review.

The SFRTA received a letter of congratulations from Senator Bill Nelson on being awarded the $18 million TIGER Grant.

LEGAL COUNSEL COMMENTS

CHAIR COMMENTS

The Chair stated that he and Board Member Cummings gave the evaluation review for General Counsel. They found General Counsel's performance to be superior and recommended a 3% raise.

Board Member George Morgan moved to amend the General Counsel's contract as recommended. 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.

BOARD MEMBER COMMENTS

Mayor Jacobs announced that at the last Broward County Commission meeting, the Commission voted 5:0 in favor of the WAVE.

ADJOURNMENT

There being no further business the meeting was adjourned at 11:40 a.m.

Tracking No. 08231337 AGENDA ITEM NO. R1

SOUTH FLORIDA REGIONAL TRANSPORTATION AUTHORITY
GOVERNING BOARD MEETING: AUGUST 23, 2013

AGENDA ITEM REPORT

☐ Consent ☒ Regular

RENEWAL OPTION TO AGREEMENT NO. 06-112
WITH VEOLIA TRANSPORTATION, INC. FOR
COMMUTER RAIL OPERATIONS

REQUESTED ACTION:

MOTION TO APPROVE: Recommendation to exercise the one three-year renewal option to Agreement No. 06-112, between the South Florida Regional Transportation Authority (SFRTA) and Veolia Transportation, Inc., which will extend the Agreement through June 30, 2017, in the not-to-exceed (NTE) amount of $36,827,234.00, making the total NTE amount of the Agreement $105,916,013.00.

SUMMARY EXPLANATION AND BACKGROUND:

On January 26, 2007 SFRTA entered in to a seven (7) year agreement with Veolia Transportation, Inc. for train operations. Services under the Agreement commenced on July 1, 2007 and there is one three-year renewal option. On August 24, 2012, the Board approved the First Amendment to the Agreement for additional funding for additional weekday, weekend, special event, and test trains and additional personnel.

SFRTA wishes to exercise the one three-year renewal option, which includes enhanced weekday and weekend service, special event trains, test trains, and additional personnel in the total not-to-exceed amount of $36,827,234.00.

SFRTA is required by Section 343.58(4)(c)1., Florida Statutes, to notify and obtain approval from the Florida Department of Transportation for the renewal of any existing contract that is paid for using State funds. The Operations Contract is paid for with State funds. Approval of this renewal was obtained from FDOT on April 18, 2013 from Gerry O'Reilly, FDOT District 4's Director of Transportation Development.

Department: Operations
Project Manager: Jim DeVaughn

Department Director: Bradley Barkman
Procurement Director: Christopher Bross

FISCAL IMPACT: Funding is available in the FY 2013-3014 Operations Budget

EXHIBITS ATTACHED: None

RENEWAL OPTION TO AGREEMENT NO. 06-112
WITH VEOLIA TRANSPORTATION INC. FOR
COMMUTER RAIL OPERATIONS

Recommended by: _____ 8/14/13 Approved by: _____ 8/14/13
Department Director Date Contracts Director Date

Authorized by: _____ 8/14/13 Approved as to Form by: _____ 8/14/13
Executive Director Date General Counsel Date

Board Action:

Approved: _____Yes _____No

Vote: _____ Unanimous

Amended Motion:

Commissioner Steven L. Abrams	____Yes ____ No	Commissioner Kristin Jacobs	____Yes ____No
Commissioner Bruno Barreiro	____Yes ____No	Nick A. Inamdar	_____ Yes ____ No
James A. Cummings	____Yes ____No	George A. Morgan, Jr.	_____Yes _____No
Frank Frione	____Yes ____No	James A. Wolfe, P.E.	_____Yes _____No
Marie Horenburger	____Yes ____No		

Tracking No. 08231338 AGENDA ITEM NO. R2

SOUTH FLORIDA REGIONAL TRANSPORTATION AUTHORITY
GOVERNING BOARD MEETING: AUGUST 23, 2013

AGENDA ITEM REPORT

☐ Consent ☒ Regular

RENEWAL OPTION TO AGREEMENT NO. 06-113
WITH BOMBARDIER MASS TRANSIT CORPORATION FOR
COMMUTER RAIL FLEET MAINTENANCE

REQUESTED ACTION:

MOTION TO APPROVE: Recommendation to exercise the one three-year renewal option to Agreement No. 06-113, between the South Florida Regional Transportation Authority (SFRTA) and Bombardier Mass Transit Corporation, which will extend the Agreement through June 30, 2017, in the not-to-exceed (NTE) amount of $58,603,792.00, making the total NTE amount of the Agreement $151,484,954.00.

SUMMARY EXPLANATION AND BACKGROUND:

On March 23, 2007 SFRTA entered in to a seven (7) year agreement with Bombardier Mass Transit Corporation for fleet maintenance. Services under the Agreement commenced on July 1, 2007 and there is one three-year renewal option. On March 28, 2008, the Board approved the First Amendment for additional repair and renovation services to SFRTA's fleet and facilities in the NTE amount $934,427.00. On May 28, 2010, the Second Amendment was approved by the Board for additional upgrades, installations and repairs of the existing fleet along with work for the new Hyundai Rotem cars in the NTE amount $5,539,000.00. On January 27, 2012, the Board approved the Third Amendment for transfer of the Diesel Multiple Unit (DMU) Railcar maintenance of equipment function to the Contractor in the NTE amount $2,891,728.00.

SFRTA wishes to exercise the one three-year renewal option, which includes DMU maintenance of equipment, onboard camera maintenance, additional restroom cleanings, maintenance for the entire Hyundai Rotem fleet, maintenance for the new Brookville locomotives, and additional weekend service equipment maintenance in the total NTE amount of $58,603,792.00.

This contract does not use state funds. Therefore, unlike the Operations Contract, FDOT approval for the renewal of this contract is not required by Section 343.58(4)(c)1., Florida Statutes.

Department: Operations
Project Manager: Jim DeVaughn

Department Director: Bradley Barkman
Procurement Director: Christopher Bross

FISCAL IMPACT: Funding is available in the FY 2013-2014 Operations Budget.

EXHIBITS ATTACHED: None

RENEWAL OPTION TO AGREEMENT NO. 06-113
WITH BOMBARDIER MASS TRANSIT CORPORATION FOR
COMMUTER RAIL FLEET MAINTENANCE

Recommended by: _____ 8/18/13 Approved by: _____ 8/14/13
Department Director Date Contracts Director Date

Authorized by: _____ 8/14/13 Approved as to Form by: _____ 8/14/13
Executive Director Date General Counsel Date

Board Action:

Approved: _____Yes _____No

Vote: _____ Unanimous

Amended Motion:

Commissioner Steven L. Abrams	____Yes ____ No	Commissioner Kristin Jacobs	____Yes ____No
Commissioner Bruno Barreiro	____Yes ____No	Nick A. Inamdar	____ Yes ____ No
James A. Cummings	____Yes ____No	George A. Morgan, Jr.	____Yes ____No
Frank Frione	____Yes ____No	James A. Wolfe, P.E.	____Yes ____No
Marie Horenburger	____Yes ____No		

Tracking No. 08231339 AGENDA ITEM NO. R3

SOUTH FLORIDA REGIONAL TRANSPORTATION AUTHORITY
GOVERNING BOARD MEETING: AUGUST 23, 2013

AGENDA ITEM REPORT

☐ Consent ☒ Regular

JOINT PARTICIPATION AGREEMENT TRANSPORTATION REGIONAL INCENTIVE PROGRAM FOR FISCAL YEAR 2013-2014

REQUESTED ACTION:

MOTION TO APPROVE: Joint Participation Agreement (JPA), Supplement #1, between the South Florida Transportation Authority (SFRTA) and the Florida Department of Transportation (FDOT), for Transportation Regional Incentive Program (TRIP) funds in the amount of $900,000 towards the purchase of the SFRTA fleet locomotives.

SUMMARY EXPLANATION AND BACKGROUND:

On January 25, 2013, FDOT and the SFRTA entered into an agreement through a JPA for FDOT to fund $2,602,875 towards the purchase of new locomotives. FDOT will now provide the SFRTA with a Supplemental JPA for funds towards the purchase of our fleet of locomotives. All FDOT funds will be matched 100% by the SFRTA.

Department: Finance & Information Technology
Project Manager: Elizabeth Walter-Ebersole
Interim Department Director: Jack Stephens
Procurement Director: Christopher Bross

FISCAL IMPACT: This Agreement will fund $900,000 through a JPA from FDOT towards the purchase of locomotives out of the SFRTA Fiscal Year 2013-2014 Capital Budget.

EXHIBITS ATTACHED: Exhibit 1 – TRIP/FDOT Joint Participation Agreement

JOINT PARTICIPATION AGREEMENT
TRANSPORTATION REGIONAL INCENTIVE PROGRAM
FOR FISCAL YEAR 2012-2013

Recommended by: _____ 8/14/13
Interim Department Director Date

Approved by: _____ 8/14/13
Contracts Director Date

Authorized by: _____ 8/14/13
Executive Director Date

Approved as to Form by: _____ 8/14/13
General Counsel Date

Board Action:

Approved: _____Yes _____No

Vote: _____ Unanimous

Amended Motion:

Commissioner Steve Abrams	_____Yes _____No	Commissioner Kristin Jacobs	____Yes ____No
Commissioner Bruno Barreiro	_____Yes _____ No	Nick A. Inamdar	_____ Yes ____ No
James A .Cummings	_____Yes _____No	George A. Morgan, Jr.	_____Yes _____No
Frank Frione	_____Yes _____No	James A. Wolfe, P.E.	_____Yes _____No
Marie Horenburger	_____Yes _____No		

Exhibit 1

DUNS No.:	80-939-7102	Contract No.:	AQX-45
CSFA No.:	55.026	FM No:	421871-3-94-01
		Vendor No:	VF 596-002-789

STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION
AND
SOUTH FLORIDA REGIONAL TRANSPORTATION AUTHORITY
TRANSPORTATION REGIONAL INCENTIVE PROGRAM AGREEMENT
AMENDMENT NUMBER ONE

THIS Amendment, made and entered into this ___ day of _____, 20__, by and between the State of Florida Department of Transportation, an agency of the State of Florida, hereinafter called the DEPARTMENT, and SOUTH FLORIDA REGIONAL TRANSPORTATION AUTHORITY, 800 NW 33RD Street, Pompano Beach, Florida 33064, hereinafter called the AUTHORITY.

WITNESSETH

WHEREAS, on March 7, 2013, the parties entered into a Transportation Regional Incentive Program Agreement, hereinafter referred to as the Agreement, wherein the DEPARTMENT agreed to provide the AUTHORITY with financial assistance in connection with Financial Management (FM) No. 421871-3-94-01 for the purchase of ten (10) Tri-Rail/ South Florida Regional Transportation Authority locomotives, hereinafter referred to as the Project; and,

WHEREAS, the parties desire to amend the Agreement; and

WHEREAS, the parties hereto mutually agree that this Amendment is in their best interest;

NOW, THEREFORE, in consideration of the mutual covenants, promises and representations herein, the parties agree to amend that certain Transportation Regional Incentive Program Agreement dated March 7, 2013, as follows:

1. The recitals set forth above are true and correct and are deemed incorporated herein.

2. This Amendment adds FM Number 421871-4-94-01 to this Agreement.

3. The DEPARTMENT agrees to pay the AUTHORITY an additional amount of NINE HUNDRED THOUSAND DOLLARS AND NO CENTS ($900,000.00) for FM# 421871-4-94-01, which is needed to complete the purchase of the ten (10) locomotives.

   Paragraph 4B of the Agreement is amended to read as follows:

   The estimated total cost as set forth in the DEPARTMENT'S adopted work program for this Project is SEVEN MILLION FIVE THOUSAND SEVEN HUNDRED FIFTY DOLLARS AND NO CENTS ($7,005,750.00). The estimated AUTHORITY's share for 50% of the Project cost is THREE MILLION FIVE HUNDRED TWO THOUSAND EIGHT HUNDRED SEVENTY FIVE DOLLARS AND NO CENTS ($3,502,875.00). The estimated DEPARTMENT's share for 50% of the Project cost is THREE MILLION FIVE HUNDRED TWO THOUSAND EIGHT HUNDRED SEVENTY FIVE DOLLARS AND NO CENTS ($3,502,875.00) which is the maximum participation by the DEPARTMENT, for

actual costs incurred. The parties further agree all remaining costs of the Project shall be the sole responsibility of the AUTHORITY. However and notwithstanding the foregoing in the event the total Project cost is less than SEVEN MILLION FIVE THOUSAND SEVEN HUNDRED FIFTY DOLLARS AND NO CENTS ($7,005,750.00), the DEPARTMENT shall only pay 50% of the lesser amount and all remaining costs of the Project will be paid by the AUTHORITY.

		Department Share	Participant Share	Total Project Cost
Agreement	**(FM# 421871-3-94-01)**	**$2,602,875.00**	**$2,602,875.00**	**$5,205,750.00**
Amendment No. 1	**(FM# 421871-4-94-01)**	**$900,000.00**	**$900,000.00**	**$1,800,000.00**
Total Contract Amount		**$3,502,875.00**	**$3,502,875.00**	**7,005,750.00**

Except as hereinbefore set forth, all other terms set forth in Paragraph 4B of the Agreement are still in force and effect.

All provisions, covenants, terms and conditions of the Agreement between the parties theretofore entered into on March 7, 2013, as originally set forth therein, which are not hereby expressly amended or modified and not in conflict with the terms hereof, are hereby ratified and confirmed and shall remain the same and be unaffected by these presents.

IN WITNESS WHEREOF, the AUTHORITY has caused this Agreement to be executed in its behalf, by the Chair of the AUTHORITY or its designee, as authorized by Agenda Item No. _____, and the FLORIDA DEPARTMENT OF TRANSPORTATION has caused this Amendment to be executed in its behalf through its District Secretary or authorized designee:

SOUTH FLORIDA REGIONAL TRANSPORTATION AUTHORITY

ATTEST:

BY: _____
CLERK (SEAL)

BY: _____

NAME: _____

TITLE: CHAIR

APPROVED AS TO FORM AND
LEGAL SUFFICIENCY:

BY: _____
SFRTA GENERAL COUNSEL

STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION

ATTEST:

BY: _____
EXECUTIVE SECRETARY (SEAL)

_____
Print Name (Date)

BY: _____
DIRECTOR OF TRANSPORTATION
DEVELOPMENT DISTRICT 4

_____
Print Name (Date)

Availability of Funds Approval:

_____
(Date)

LEGAL REVIEW

BY: _____
OFFICE OF THE GENERAL COUNSEL

Tracking No. 08231340 AGENDA ITEM NO. R4

SOUTH FLORIDA REGIONAL TRANSPORTATION AUTHORITY
GOVERNING BOARD MEETING: AUGUST 23, 2013

AGENDA ITEM REPORT

☐ Consent ☒ Regular

FOURTH AMENDMENT TO AGREEMENT NO. 11-003 WITH G4S SECURE SOLUTIONS USA, FOR ARMED SECURITY, FARE ENFORCEMENT, AND REVENUE COLLECTION SERVICES

REQUESTED ACTION:

MOTION TO APPROVE: Fourth 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 Two hundred ninety three thousand seven hundred thirty-six and 00/100 dollars ($293,736.00) to the new maximum total not-to-exceed amount of Twenty seven million five hundred twenty three thousand nine hundred sixty-one and 00/100 dollars ($27,523,961) for the remainder of the five-year term.

SUMMARY EXPLANATION AND BACKGROUND:

This Fourth Amendment will incorporate funding due to delays in the completion of the MIC and the continued need for twenty-four hour, seven day a week, armed security services for the Hialeah Market Station through June 30, 2014. Approval of this amendment will result in an increase to the total not-to-exceed amount of the Agreement by $293,736.00, which is being reimbursed to SFRTA by the Florida Department of Transportation per the Miami Intermodal Center JPA.

Department: Executive
Project Manager: Allen Yoder

Department Director: Jack Stephens
Procurement Director: Christopher Bross

FISCAL IMPACT: Funds to be expended in this fiscal year pursuant to this amendment are already available in the budget. Budgets in future fiscal years would be adjusted accordingly to account for the increase in the contract amount.

EXHIBITS ATTACHED: Exhibit 1 – Fourth Amendment to Agreement No. 11-003

AGENDA ITEM NO. R4

FOURTH AMENDMENT TO AGREEMENT NO. 11-003
WITH G4S SECURE SOLUTIONS USA
FOR ARMED SECURITY, FARE ENFORCEMENT, AND
REVENUE COLLECTION SERVICES

Recommended by: _____ 8/14/13
Department Director Date

Approved by: _____ 8/14/13
Contracts Director Date

Authorized by: _____ 8/14/13
Executive Director Date

Approved as to Form by: _____ 8/14/13
General Counsel Date

Board Action:

Approved: _____Yes _____No

Vote: _____ Unanimous

Amended Motion:

Commissioner Steven L. Abrams	____Yes ____ No	Nick A. Inamdar	____Yes ____ No
Commissioner Bruno Barreiro	____ Yes ____No	Commissioner Kristin Jacobs	____Yes _____No
James A. Cummings	____Yes ____No	George A. Morgan, Jr.	____Yes _____No
Frank Frione	____Yes ____No	James A. Wolfe, P.E	____Yes _____No
Marie Horenburger	____Yes ____No		

EXHIBIT 1

FOURTH AMENDMENT TO AGREEMENT NO. 11-003

BETWEEN

SOUTH FLORIDA REGIONAL TRANSPORTATION AUTHORITY

AND

G4S SECURE SOLUTIONS (USA) INC.

FOR

ARMED SECURITY, FARE ENFORCEMENT,
AND REVENUE COLLECTION SERVICES

FOURTH AMENDMENT TO AGREEMENT NO. 11-003

BETWEEN

SOUTH FLORIDA REGIONAL TRANSPORTATION AUTHORITY

AND

G4S SECURE SOLUTIONS (USA) INC.

FOR

ARMED SECURITY, FARE ENFORCEMENT, AND REVENUE COLLECTION SERVICES

This is a Fourth Amendment to the Agreement for Armed Security, Fare Enforcement, and Revenue Collection Services between **SOUTH FLORIDA REGIONAL TRANSPORTATION AUTHORITY,** hereinafter referred to as **"SFRTA"** and **G4S SECURE SOLUTIONS (USA) INC.,** hereinafter referred to as **"CONTRACTOR".**

WHEREAS, on September 24, 2010, **SFRTA** and **CONTRACTOR** entered into a five year Agreement, hereinafter referred to as "Agreement", in the maximum not-to-exceed amount of $25,382,285.00; and

WHEREAS, on March 25, 2011, **SFRTA** and **CONTRACTOR** entered into a First Amendment to the Agreement, to incorporate twenty-four hour, seven day a week, armed security services for the Hialeah Market Station during the closure of the Miami Airport Station in the maximum not-to-exceed amount of $467,550.00, which is being reimbursed to **SFRTA** by the Florida Department of Transportation per the Miami Airport Station Temporary Relocation Agreement; and

WHEREAS, on July 27, 2012, **SFRTA** and **CONTRACTOR** entered into a Second Amendment to the Agreement, to incorporate funding for additional security services during overnight patrols, additional security services during weekend service, direct connect communications, and for accrued overtime, using the rates in the original Agreement, in the not-to-exceed amount of $1,338,000.00; and

WHEREAS, on July 29, 2013, **SFRTA** and **CONTRACOTR** entered into a Third Amendment to the Agreement, for continued twenty-four hour, seven day a week, armed security services at the Hialeah Market Station during Miami Intermodal Center (MIC) construction, in the not-to-exceed amount of $42,390.00; and

WHEREAS, due to delays in the completion of the MIC and the continued need for twenty-four hour, seven day a week, armed security services for the Hialeah Market Station

during MIC construction, **SFRTA** now wishes to amend the agreement to incorporate funding in the not-to-exceed amount of $293,736.00 for services through June 30, 2014.

NOW, THEREFORE, IN CONSIDERATION of the promises, mutual covenants and obligations herein contained, and subject to the terms and conditions hereinafter stated, the parties hereto agree to amend the Agreement as follows:

1. **COMPENSATION** is amended to read as follows:

   SFRTA agrees to pay the CONTRACTOR compensation as specified in the Contract Documents the total not-to-exceed amount of ~~Twenty Seven Million Two Hundred Thirty Thousand Two Hundred Twenty-five Dollars ($27,230,225.00)~~ Twenty Seven Million Five Hundred Twenty Three Thousand Nine Hundred Sixty-one Dollars ($27,523,961.00), which includes an increase in weekly service hours from 3,272 to 3,482.

Except to the extent amended, the Agreement shall remain in full force and effect. In the event of any conflict between the terms of this Fourth Amendment to the Agreement and the Agreement, the parties hereby agree that this document shall control.

IN WITNESS WHEREOF, the parties have made and executed this Fourth Amendment to the Agreement on the respective date under each signature: **G4S SECURE SOLUTIONS (USA) INC.,** signing by and through its _____, duly authorized to execute same and **SOUTH FLORIDA REGIONAL TRANSPORTATION AUTHORITY** signing by and through its Chair, authorized to execute same on the ____ day of _____, 2013.

ATTEST:

_____
JOSEPH GIULIETTI
EXECUTIVE DIRECTOR

(SFRTA SEAL)

SOUTH FLORIDA REGIONAL
TRANSPORTATION AUTHORITY

By_____
COMMISSIONER STEVEN ABRAMS, CHAIR

_____ DAY OF _____, 2013

Approved as to form by:

_____
CHRIS BROSS, Director
Procurement

_____
TERESA MOORE, General Counsel

ATTEST:

_____
WITNESS

(Corporate Seal)

G4S SECURE SOLUTIONS (USA) INC.

By_____
PRESIDENT OR VICE PRESIDENT

_____ DAY OF _____, 2013

Tracking No. 08231341 AGENDA ITEM NO. R5

SOUTH FLORIDA REGIONAL TRANSPORTATION AUTHORITY
GOVERNING BOARD MEETING: AUGUST 23, 2013
AGENDA ITEM REPORT

☐ Consent ☒ Regular

SFRTA "MOVING OUR REGION FORWARD"
TRANSIT DEVELOPMENT PLAN (TDP), MAJOR UPDATE,
FISCAL YEARS (FY) 2014-2023

REQUESTED ACTIONS:

MOTION TO APPROVE: The South Florida Regional Transportation Authority's (SFRTA's) "Moving Our Region Forward" TDP, Major Update, FY 2014-2023.

SUMMARY EXPLANATION AND BACKGROUND:

The State of Florida Public Transit Block Grant Program was enacted by the Florida Legislature to provide a stable source of state funding for public transportation. The Block Grant Program requires public transit providers to develop and adopt a TDP on an annual basis, with major updates every five years. Adopted TDPs must be submitted to the Florida Department of Transportation (FDOT) by September 1 of each year. The SFRTA last developed a major update of its TDP in 2008. In 2009, 2010, 2011 and 2012, annual minor updates of the TDP were completed. Last year's grant was $1,698,625.00.

Throughout 2013, the SFRTA has worked with consultant Tindale-Oliver and Associates to conduct an extensive outreach, coordination, and technical effort to develop "SFRTA Moving Our Region Forward," a major five-year update of our TDP. This TDP Major Update covers the required ten year period through FY 2023. Similar to past SFRTA TDPs, the first five years of the document match with the SFRTA's adopted capital and operating budgets, while years six through ten serve as the SFRTA's vision, containing unfunded needs and planned projects.

The Planning Technical Advisory Committee (PTAC), SFRTA's technical sub-committee to the Governing Board, endorsed the SFRTA FY 2014-2023 TDP on July 22, 2013.

(Continued on Page 2)

Department: Planning & Capital Development Department Director: William L. Cross, P.E.
Project Manager: Natalie Yesbeck Pustizzi, AICP Procurement Director: Chris Bross

EXHIBITS ATTACHED: Exhibit 1- SFRTA's "Moving Our Region Forward" TDP, Major Update, FY 2014-2023, Executive Summary
Exhibit 2-SFRTA's "Moving Our Region Forward" TDP, Major Update, FY 2014-2023
Exhibit 3-TDP FY 2014-2023 Summary Presentation

SFRTA MOVING OUR REGION FORWARD
TRANSIT DEVELOPMENT PLAN (TDP) FY 2014-2023 MAJOR UPDATE

SUMMARY EXPLANATION AND BACKGROUND: Continued

Some of the key elements of the draft SFRTA FY 2014-2023 TDP Major Update are:

- Summary of extensive TDP outreach activities, which resulted in substantial feedback from passengers, partner agencies, and the general public.
- New TDP Goals and Objectives.
- A comprehensive peer review and analysis of various productivity measures.
- Measurement of ridership growth trends for the SFRTA's commuter rail and shuttle bus services.
- The recently adopted SFRTA Five-Year Capital and Operating Budgets
- Documentation of the SFRTA's overall needs and projected costs over a full ten-year period.

Some of the noteworthy projects and information contained in the draft SFRTA FY 2014-2023 TDP document are:

- Modernization and expansion of the Tri-Rail fleet, which supports both the existing system and expansion onto the Florida East Coast (FEC) Railway
- The SFRTA's long sought control of dispatch and maintenance of the South Florida Rail Corridor will occur in 2014
- Tri-Rail service to the new Miami Airport Station at the Miami Intermodal Center (MIC) is scheduled to begin in 2014
- Various station improvement projects will occur, as well as efforts to facilitate transit oriented development (TOD) around current and future stations
- The recently approved (cost constrained) Five-Year Shuttle Bus Service & Financial Plan is documented, along with identification of potential additional shuttle bus services
- The SFRTA is actively working with its partners to advance Tri-Rail expansion onto the FEC corridor, and has been designated as the FTA project sponsor/grant recipient and lead agency for the finance plan, design, construction, and operation of new Tri-Rail Coastal Link service
- The SFRTA is actively working with its partners to implement The Wave (Downtown Fort Lauderdale) modern streetcar project, and is serving as coordinating agency, FTA project sponsor, and lead of the design and construction phases
- Projected capital and operating expenses during the TDP planning horizon include both the existing Tri-Rail system and planned Coastal Link expansion onto the FEC corridor

SFRTA MOVING OUR REGION FORWARD
TRANSIT DEVELOPMENT PLAN (TDP) FY 2014-2023 MAJOR UPDATE

Recommended by: B Cross 8/14/13 Approved 8/14/13
Department Director Date Procurement Director Date

Authorized by: 8/14/13 Approved as to Form by: 8/14/13
Executive Director Date General Counsel Date

Board Action:

Approved: _____Yes _____No

Vote: _____ Unanimous

Amended Motion:

Commissioner Steve Abrams	_____Yes _____No	Nick A. Inamdar	_____Yes ____No
Commissioner Bruno A. Barreiro	_____Yes _____No	Commissioner Kristin Jacobs	_____Yes ____No
James A. Cummings	_____Yes _____No	George Morgan, Jr.	_____Yes ____No
Frank Frione	_____Yes _____No	James Wolfe, P.E.	_____Yes _____No
Marie Horenburger	_____Yes _____No		

Exhibit 1

SFRTA
MOVING OUR REGION
FORWARD

FY 2014 - 2023

SFRTA FORWARD PLAN

Executive Summary

Draft Report

A Transit Development Plan for SFRTA

SFRTA FY 2014 - 2023

SFRTA FORWARD PLAN

Executive Summary

Draft Report

Prepared for:

South Florida Regional Transportation Authority
800 NW 33rd Street, Suite 100
Pompano Beach, FL 33064
(954) 942-7245

Prepared by:

Tindale-Oliver & Associates, Inc.
6750 N. Andrews Avenue, Suite 200
Fort Lauderdale, FL 33309
(954) 489-2748

In cooperation with

July 2013

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Figure ES-2: SFRTA Estimated Operating Revenues (FY 2014-2023) ES-22

1. INTRODUCTION

Numerous current transportation and land development trends point towards a bright future for transit in South Florida. Nationwide, transit ridership has now grown to levels not seen since the 1950's. Transit ridership is growing at a faster pace than automobile vehicle miles traveled and population growth. Higher gasoline prices have become the new normal, and all signs point to a future of volatile energy prices. Fewer numbers of teenagers and the "millennial" age cohort are seeking drivers' licenses. Numerous recent real estate studies indicate that the desirability of walkable mixed-use communities has grown significantly and that properties with easy access to transit have either retained their value or saw their value increase at higher levels than properties without transit access. All of these trends point to a need for increased transit investment in South Florida over the next ten years.

The South Florida Regional Transportation Authority (SFRTA) seeks to work with partners in both the public sector and private sector to provide improved transit, along with its associated economic development benefits, to the region in the coming years. The FY 2014¬2023 Transit Development Plan (TDP) for the SFRTA serves as the strategic guide for public transportation for the agency over the next 10 years. This TDP, referred to as SFRTA: Moving Our Region Forward (***SFRTA Forward***), documents the investments that SFRTA is committed to making over the next five years, as well as its vision for additional priorities and improvements through FY 2023. The ***SFRTA Forward*** process presents a great opportunity for the agency to:

- reinvigorate its identity and reassess its mission
- address the mobility needs of a growing and dynamic region
- continue building partnerships to advance transportation projects in the South Florida region and beyond

Many exciting transit projects and concepts are included throughout the ten-year period of ***SFRTA Forward***, including some near-term projects that are poised to have a significant positive impact. These immediate improvements include the modernization and expansion of the Tri-Rail fleet, the shift of rail corridor dispatch and maintenance duties to SFRTA, and the opening of the new Miami Airport Tri-Rail Station at the Miami Intermodal Center (MIC). SFRTA is working diligently with multiple agencies to advance other transformational projects, such as Tri-Rail expansion onto the Florida East Coast (FEC) Railway corridor (now known as the Tri-Rail Coastal Link) and The WAVE modern streetcar in downtown Fort Lauderdale. SFRTA is extremely grateful to the thousands of individuals who participated in the numerous ***SFRTA Forward*** outreach activities and helped to shape the vision and priorities contained within this document.

1.1. TDP CHECKLIST

SFRTA Forward meets the requirement for a major TDP update in accordance with Rule Chapter 14-73, Florida Administrative Code (F.A.C.). Table ES-1 is a list of TDP requirements from Rule 14-73.001. The table serves as a checklist that all requirements are addressed in the ***SFRTA Forward*** plan documentation.

Table ES-1: TDP Checklist

Public Involvement Process	
√	Public Involvement Plan (PIP)
√	PIP approved by FDOT
√	TDP includes description of Public Involvement Process
√	Provide notification to FDOT
√	Provide notification to Regional Workforce Board
Situation Appraisal	
√	Land use
√	State and local transportation plans
√	Other governmental actions and policies
√	Socioeconomic trends
√	Organizational issues
√	Technology
√	10-year annual projections of transit ridership using approved methodology
√	Assessment of whether land uses and urban design patterns support/hinder transit service provision
√	Calculate farebox recovery
Mission and Goals	
√	Provider's vision
√	Provider's mission
√	Provider's goals
√	Provider's objectives
Alternative Courses of Action	
√	Develop and evaluate alternative strategies and actions
√	Benefits and costs of each alternative
√	Financial alternatives examined
Implementation Program	
√	Ten-year implementation program
√	Maps indicating areas to be served
√	Maps indicating types and levels of service
√	Monitoring program to track performance measures
√	Ten-year financial plan listing operating and capital expenses
√	Capital acquisition or construction schedule
√	Anticipated revenues by source
Relationship to Other Plans	
√	Consistent with Florida Transportation Plan
√	Consistent with local government comprehensive plans
√	Consistent with MPO long-range transportation plans
√	Consistent with regional transportation goals and objectives
Submission	
	Adopted by SFRTA Governing Board
	Submitted to FDOT by September 1, 2013

2. OVERVIEW OF SFRTA

SFRTA was created on July 1, 2003, when legislation passed by the Florida Senate and the Florida House of Representatives and signed by Governor Jeb Bush transformed the Tri-County Commuter Rail Authority (Tri-Rail) into SFRTA. The SFRTA service area is defined by statute as Miami-Dade, Broward, and Palm Beach counties. However, this area may be expanded to include Monroe County by mutual consent of SFRTA and the Boards of County Commissioners representing the proposed expansion area. Expanding SFRTA's service area outside of these four counties requires legislative action.

2.1 SFRTA EXISTING SERVICES

SFRTA operates Tri-Rail commuter rail service in Miami-Dade, Broward, and Palm Beach counties. The rail line goes as far south as Miami International Airport and as far north as Mangonia Park in Palm Beach County. There are currently 17 Tri-Rail stations open for service—6 in Palm Beach County (Mangonia Park, West Palm Beach, Lake Worth, Boynton Beach, Delray Beach, and Boca Raton), 7 in Broward County (Deerfield Beach, Pompano Beach, Cypress Creek, Fort Lauderdale, Fort Lauderdale/Hollywood International (FLL) Airport at Dania Beach, Sheridan Street, and Hollywood), and 4 in Miami-Dade County (Golden Glades, Opa-locka, Metrorail Transfer, and Hialeah Market/Miami Airport). Since September 2011, the Hialeah Market Station has served as the southern terminus for Tri-Rail service due to the Miami Airport Station being temporarily closed to facilitate the construction of the MIC. A new Tri-Rail Miami Airport Station is being rebuilt and will be connected to the airport via an escalator and people mover. The new Tri-Rail Miami Airport Station is expected to open to the public in 2014.

SFRTA also operates a free shuttle bus program to and from select Tri-Rail stations, providing connecting service for Tri-Rail riders to numerous destinations in South Florida. Map ES-1 displays the existing network of SFRTA's services, including Tri-Rail's commuter rail line and station locations and the SFRTA shuttle bus service network. Table ES-2 provides a summary of the average weekly boardings by Tri-Rail station and Table ES-3 summarize the shuttle bus routes currently operated and/or funded by SFRTA.

Map ES-1: SFRTA Existing Service

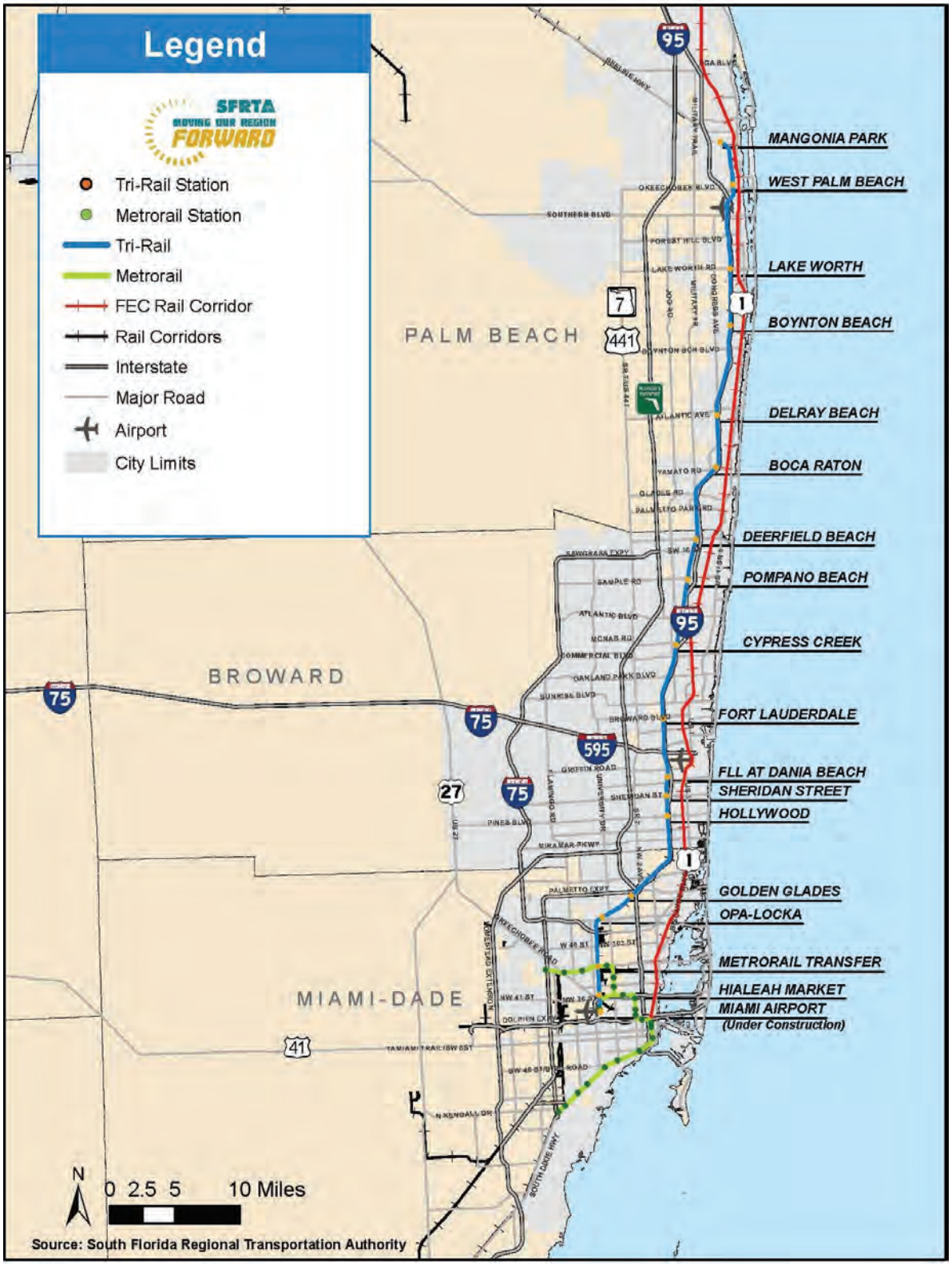


Table ES-2: Average Weekly Boardings by Tri-Rail Station (CY 2012)

Station	WEEKDAY		WEEKEND/HOLIDAY	
	Average Weekday Boardings	Rank	Average Weekend Boardings	Rank
Mangonia Park	898	6th	500	10th
West Palm Beach	1,104	3rd	917	2nd
Lake Worth	853	7th	833	3rd
Boynton Beach	754	10th	449	12th
Delray Beach	596	15th	386	15th
Boca Raton	1,329	2nd	436	13th
Deerfield Beach	734	11th	431	14th
Pompano Beach	828	8th	511	9th
Cypress Creek	1,064	4th	567	7th
Fort Lauderdale	936	5th	655	5th
FLL at Dania Beach	805	9th	651	6th
Sheridan Street	408	16th	245	16th
Hollywood	694	12th	553	8th
Golden Glades	615	14th	500	10th
Opa-locka	294	17th	187	17th
Metrorail Transfer	1,428	1st	1,330	1st
Hialeah Market/Miami Airport	660	13th	660	4th
Total Boardings	**14,000**		**9,811**	

Source: SFRTA.

Table ES-3: SFRTA Shuttle Bus Routes and Annual Boardings

Tri-Rail Station	Shuttle Bus Routes	Start Time	End Time	Peaks Only Service	Weekend Service	Annual Boardings (March 2012–February 2013)
Lake Worth	LKW-1	5:45	18:54	No	No	28,171
Boca Raton	BR-1	6:05	19:05	Yes	No	28,289
Boca Raton	APOC East	6:40	21:32	No	No	31,030
Boca Raton	APOC West	6:30	19:29	No	No	41,711
Deerfield Beach	DB-1	5:35	19:25	Yes	No	31,554
Deerfield Beach	DB-2	5:30	19:45	Yes	No	18,268
Pompano Beach	PB-1	4:55	19:30	Yes	No	22,850
Cypress Creek	CC-1	5:11	19:20	Yes	No	31,620
Cypress Creek	CC-2	5:11	19:20	Yes	No	53,376
Cypress Creek	CC-3	5:11	19:20	Yes	No	35,744
Fort Lauderdale	FL-1	5:10	22:15	No	Yes	113,452
Fort Lauderdale	FL-2	6:00	19:15	No	No	25,278
Fort Lauderdale	FL-3	6:46	21:00	No	Yes (Only)	17,120
Fort Lauderdale	NW Community Link	7:10	18:48	No	No	104,791
FLL at Dania Beach	FLA-1	4:55	22:00	No	Yes	349,871
Sheridan Street	SS-1	6:02	19:10	Yes	No	15,084
Opa-locka	North Link	6:28	19:07	No	No	58,032
Opa-locka	South Link	5:45	19:10	No	No	114,204
					Total Boardings	**1,120,445**

Source: SFRTA.

2.2 ACCOMPLISHMENTS SINCE THE LAST TDP MAJOR UPDATE

Since the adoption of the last SFRTA TDP Major Update in 2008, the agency has accomplished several initiatives and participated in a number of activities that have set the tone for the agency's vision for the next 10 years. Some of SFRTA's efforts and accomplishments since the 2008 Major TDP Update are outlined below.

- ***The WAVE, Downtown Fort Lauderdale Modern Streetcar***- The WAVE will operate along a 2.7-mile corridor that will connect and circulate the downtown area and connect to regional bus and rail systems currently and planned in the area. SFRTA serves as the project sponsor for this project.
- ***Tri-Rail Coastal Link***- SFRTA has worked with its partner agencies over the past two years to accelerate the process to expand Tri-Rail service onto the FEC Railway. Recent technical coordination with FDOT, the region's MPOs, and regional planning councils (RPCs) has resulted in planning for achievable and affordable alternatives that are fully integrated with the existing Tri-Rail system.
- ***South Florida Rail Corridor***- In March 2013, SFRTA executed an agreement to take over the SFRC dispatch and maintenance of way on the CSX tracks. The agency is working towards an implementation date of December 2014. This agreement will allow SFRTA to provide more reliable service as SFRTA will control Tri-Rail's trains movement, but also CSX Transportation freight trains and Amtrak intercity passenger trains.
- ***Shuttle Bus Program***-The SFRTA Shuttle Bus Service and Financial Assessment Study, completed in 2009 (Phase I) and in 2010 (Phase II), identified the new routes to be implemented within the next five years.
- ***Station Improvements***- SFRTA has continued to perform heavy maintenance at all of its Tri-Rail stations. These activities include the regular repairs, painting, and upkeep of the parking lots and station platforms. In addition, the agency has revised its Station Design Guidelines to incorporate "green" building initiatives.
- ***Parking Enhancements***- SFRTA closely analyzed the parking needs and strategies along the Tri-Rail system to monitor demand for parking at its stations. Some of the recent parking enhancements efforts include the completion of the SFRTA Parking Management Study in 2010, regular parking lot utilization counts, and individual projects to increase capacity at certain stations. These projects include the 163-space parking lot at West Palm Beach Intermodal Center (2009), a 402-space, 3-level parking garage on the west side of the Fort Lauderdale Airport Station (2010), the 358-space parking lot west of the Cypress Creek Tri-Rail Station (2011), and the Opa-locka Tri-Rail station 74-space parking lot expansion (construction anticipated to begin in 2013).
- ***Bicycle Locker Program***- Bicycle lockers have been implemented system wide. The SFRTA bicycle locker program is the fourth largest bicycle locker program to be implemented by a public

agency in the United States. Currently, there are approximately 600 lockers installed at stations for passenger use.

- ***Hialeah Yard Maintenance Facility***- The Hialeah Yard Maintenance Facility has been upgraded. Construction of new storage tracks, a new fueling facility, and an inspection pit have been completed.
- ***EASY Card Implementation***- This new fare collection system, implemented in February 2011, is fully integrated into the Miami Dade Transit (MDT) fare system and shares the central computer system. The system has the technical capabilities to process and maintain a regional fare card program.
- ***Transit Oriented Development (TOD) Opportunities at Tri-Rail Stations***- The recent economic recovery and improving housing market in the region have sparked a renewed interest in TOD and has renewed efforts to facilitate such development. . SFRTA is ready to implement the TOD planning efforts conducted in past years near existing Tri-Rail stations and future Tri-Rail Coastal Link stations on the FEC corridor.
- ***Federal Funding/Grants***- SFRTA has worked diligently to apply for Federal and State grants to help fund and support efforts that enhance accessibility and mobility for the region, as summarized in Table ES-4.

Table ES-4: SFRTA Federal Grant Awards

Grant	Amount Awarded	Project	Award Date
Transit Investments for Greenhouse Gas and Energy Reduction (TIGGER)	$5,713,549	Tri-Rail's Pompano Beach Green Station Demo Project	December 1, 2011
Transportation Investment Generating Economic Recovery Program (TIGER IV)	$18,000,000	The WAVE Streetcar Project	June 1, 2012
Bus Livability	$4,556,000	Alternative Fuel Shuttle Bus Fleet	October 1, 2011
Job Access and Reverse Commute (JARC)	$479,050	SFRTA New Shuttle Bus Routes	September 1, 2010
JARC	$371,800	SFRTA Opa-Locka Shuttle South Route	September 1, 2010
JARC	$273,845	SFRTA Shuttle Service	February 1, 2013
JARC	$10,992	SFRTA Boynton Beach Shuttle Service	February 1, 2013
New Freedom	$960,219	ADA Improvements of Tri-Rail Pompano Green Station Demo Project	May 1, 2012
New Freedom	$1,612,788	ADA Improvements of Tri-Rail Pompano Green Station Demo Project	February 1, 2013

Source: SFRTA.

- ***Tri-Rail Mobile Application -*** A free Tri-Rail phone application was launched on September 2012 for iPhone, iPad, and Android mobile devices. The mobile app is free and allows mobile users to plan their trips by checking for train arrival and departure times, locating the nearest train station, and calculating how much a trip will cost.

3. SUMMARY OF PUBLIC INVOLVEMENT

A Public Involvement Plan (PIP) was prepared at the onset of the 10-year TDP for SFRTA which identified the public engagement activities to be completed during the ***SFRTA Forward*** planning process. The PIP was reviewed and approved by FDOT per TDP Rule, on March 15, 2013. This section summarizes the public involvement activities undertaken throughout the course of ***SFRTA Forward*** and assesses the level of participation of the ***SFRTA Forward*** public outreach efforts.

3.1 TRI-RAIL ON-BOARD SURVEY

A system-wide survey was conducted on-board Tri-Rail as a separate task from the TDP update on Wednesday, February 13, 2013. A total of 5,175 on-board surveys were collected and analyzed during this effort, the results of which were reviewed and incorporated into the development of ***SFRTA Forward***, as appropriate. The survey instrument asked 27 questions on various origin-destination elements, demographics, and customer service aspects.

3.2 INTERCEPT SURVEY

Intercept surveys or platform interviews were conducted at nine Tri-Rail stations over the course of three days in 2013: Tuesday, March 19; Thursday, March 21; and Saturday, April 6, 2013. These platform interviews were conducted to obtain feedback from Tri-Rail riders on their main reasons to ride Tri-Rail and their most important improvements or initiatives for SFRTA/Tri-Rail in the next 10 years. During the interviews, Project Team members were available to obtain feedback and answer any questions the riding public had about the TDP Major Update process, SFRTA operations, etc. A table was set up at the station where the project presentation boards were displayed and ***SFRTA Forward*** published materials were available. A total of 898 intercept surveys were completed from the interviews with Tri-Rail riders over the 3-day survey period.

3.3 ONLINE EFFORTS

Project Website

A website for ***SFRTA Forward*** (www.SFRTAForward.com) was developed early in the project and launched on March 18, 2013, to serve as the principal information portal for citizens and stakeholder agencies. In addition to hosting project-related information and documents, visitors to the website could access the online survey (in either English or Spanish), send comment/questions to the Project Team, and join the project email mailing list.

Table ES-5 summarizes the statistics for the project website, including the total number of website visitors, number of persons that provided a comment or question via the website comment box, and number of persons who participated in the survey via the website. The project website was updated regularly throughout the course of the project. Draft project documents and PowerPoint presentations were uploaded to the project website as they were available for review and comment.

Table ES-5: Project Website Statistics

Description	Statistic
Total website visits (unique visits)*	982 (848)
Total comments/questions submitted	25
Total website survey participants (English)	733
Total website survey participants (Spanish)	11

*Includes website visits from April 1–May 31, 2013.
Unique visits are those visits from the same computer.

Online Survey

The online survey was prepared to obtain feedback from both public transportation users (including those who use Tri-Rail or other county transit service providers) and non-transit users that will help make decisions to improve service, evaluate the transportation needs of the region, and prioritize future improvements and initiatives. Table ES-6 summarizes participation in the ***SFRTA Forward*** online survey.

Table ES-6: Online Survey Participation Summary

Survey Version	Number of Participants
English	733
Spanish	11
Social Media	62
Total	**806**

Based on survey responses received March 18-May 31, 2013

Email Campaign

An email blast was sent on March 28, 2013, to over 7,000 persons in the SFRTA's contact database to inform the public about the launch of ***SFRTA Forward***, as well as to provide a link to the project website and online survey. Regional and local agencies and organizations also maintain their own internal contact lists. In most cases, it was not feasible for the Project Team to obtain these internal contact lists to send them the email blast directly. Therefore, the Project Team coordinated with several partner agencies and organizations in the region to have the ***SFRTA Forward*** email blast forwarded to their internal databases.

Social Media

Given the expedited project schedule for ***SFRTA Forward*** ,it was determined that there was not enough time to create a project-specific Facebook page or Twitter account and invite enough people to join the page and build a "friend" or follower network. In the interest of time, the Project Team reached out to other partner agencies and organizations that already have a social media presence to request that information about ***SFRTA Forward*** be shared with their social media contact networks. The benefit to using existing social media accounts from partner agencies is that these agencies already have established contact networks or a list of followers, so there was no delay in reaching new contacts through existing social media networks. Several partner agencies and organizations posted information about ***SFRTA Forward*** on their Facebook page and to their Twitter accounts reaching close to 20,000 friends in each social media network.

3.4 MEETINGS AND PRESENTATIONS

During the development of ***SFRTA Forward***, several presentations were made to the SFRTA's Planning Technical Advisory Committee (PTAC), which serves as the External Review Committee (ERC) for ***SFRTA Forward***, as well as to the SFRTA Governing Board, the boards and committees of the Palm Beach, Broward, and Miami-Dade MPOs, and other organizations. A list of each meeting attended and where a presentation was made is provided in Table ES-7.

Table ES-7: Meetings and Presentations Summary

Meeting	Date	Participation
External Review Committee/PTAC	February 19, 2013	20
External Review Committee/PTAC	April 10, 2013	34
SFRTA Governing Board	April 26, 2013	19
Palm Beach MPO – Technical Advisory Committee (TAC)	May 1, 2013	18
Palm Beach MPO –Citizen's Advisory Committee (CAC)	May 1, 2013	12
Miami-Dade MPO –Transportation Planning Technical Advisory Committee (TPTAC)	May 1, 2013	14
Citizen's Independent Transportation Trust (CITT)	May 9, 2013	26
Miami-Dade MPO– Citizen's Transportation Advisory Committee(CTAC)	May 22, 2013	20
PTAC	June 12, 2013	24
Broward MPO – Board	June 13, 2013	41
Broward MPO – Technical Coordinating Committee (TCC)	June 26, 2013	20
Broward MPO – Community Involvement Roundtable (CIR)	June 26, 2013	23
External Review Committee/PTAC	July 22, 2013	TBD
SFRTA Governing Board*	August 23, 2013	TBD
TOTAL		**271**

TBD – To be determined when minutes of meeting are available.

*Upcoming meeting, no meeting summary available.

4. SFRTA GOALS & OBJECTIVES

SFRTA Forward presents a great opportunity for SFRTA to reassess its mission and reinvigorate its identity, address the mobility needs of a growing and dynamic region, and continue building partnerships to move transportation projects forward in South Florida. The SFRTA Goals and Objectives reflect the internal and external strategies and initiatives that SFRTA is committing to pursue to achieve its vision to promote transit growth and improvement over the next decade. The Goals and Objectives were developed by SFRTA staff in response to (1) communication with each department of SFRTA, (2) input from the PTAC/ERC and numerous public outreach efforts, and (3) input from regional stakeholders, including the local workforce board representatives. The Goals were grouped into six categories reflective of the mission of SFRTA, its regional identity, and its vision for the next 10 years:

VISION

Goal 1: Take an active leadership role in expanding premium transit in the region.

Goal 2: Provide leadership in advocacy and education of the need for an expanded regional premium transit system.

PARTNERSHIPS

Goal 3: Continue utilization of private sector contractors for majority of SFRTA services and operations.

Goal 4: Develop and pursue partnerships with agencies/entities in both the public and private sector.

QUALITY/PERFORMANCE

Goal 5: Maximize the performance, reliability, efficiency and capacity of the existing SFRTA/Tri-Rail system.

Goal 6: Improve the Tri-Rail passenger experience.

Goal 7: Improve connecting transit and transportation services.

SUSTAINABLE FUNDING

Goal 8: Pursue funding opportunities to support both the existing SFRTA/Tri-Rail system and expanded premium transit in the region.

ECONOMIC GROWTH

Goal 9: Facilitate economic growth and development throughout the region.

ENVIRONMENTAL SUSTAINABILITY

Goal 10: Maximize environmentally sustainable practices for both the current SFRTA/Tri-Rail system and expanded premium services in the region.

5. SFRTA NEEDS PLAN

In response to public outreach, direction from SFRTA staff, PTAC/ERC, and the SFRTA Governing Board, as well as the demand and mobility needs identified during the ***SFRTA Forward*** development process, potential transit improvements and initiatives are documented below as candidates for funding in the ***SFRTA Forward*** plan. These improvements and initiatives essentially comprise the ***SFRTA Forward*** Needs Plan.

5.1 PREMIUM TRANSIT

1. Expanded periods of Tri-Rail20 minute headways on weekdays
2. Provide late evening service on Tri-Rail
3. Manage dispatch and maintenance of the South Florida Rail Corridor
4. Implement Tri-Rail Coastal Link service on the FEC Railway corridor (as lead agency for financial planning, design, construction, operations, and FTA project sponsor)
    - Rehabilitate older existing rolling stock and acquire some additional units to support "full build" scenario of Tri-Rail Coastal Link
5. Implement *The WAVE* modern streetcar in downtown Fort Lauderdale (as coordinating agency, FTA project sponsor, and lead of design and construction phases).
6. Coordinate streetcar feasibility studies
    - Extensions of The WAVE (south and west)
    - West Palm Beach
    - Delray Beach
    - Boca Raton
    - Miami-Dade County
7. Study future passenger rail service in Miami-Dade on underutilized freight corridors (Dolphin, Kendall, and FEC-Ludlam corridors)
8. Coordinate feasibility studies for regional premium transit connections to Monroe, Martin, and St. Lucie counties.

5.2 SHUTTLE BUS AND OTHER STATION ACCESS

1. Expand existing shuttle bus routes.
    - Address capacity issues:
        - Add capacity to Fort Lauderdale International Airport Shuttle (FLA 1)
        - Add capacity to Downtown Fort Lauderdale Shuttle (FLL 1)
    - Improve shuttle bus stop infrastructure at stations

2. Pursue new shuttle bus route concepts.
    - Shuttle Bus Improvement Program
    - Improved, direct connections to major regional destinations and employment centers, including Miami Beach, Port Miami, and Palm Beach International Airport
3. Improve bicycle and pedestrian access to stations
4. Implement car sharing program at stations.
5. Implement bike sharing program at stations.

5.3 SYSTEM AND STATION INFRASTRUCTURE

1. Plan, design, and construct new facilities.
    - Construct Pompano Beach Green Station Demonstration Project
    - Pursue new northern layover and maintenance facility at Mission Spur in Palm Beach County
    - Pursue Miami River/Miami Intermodal Center Capacity Improvement (MR-MICCI)
    - Pursue small, strategic track improvements at key locations
    - Pursue direct connection to east Tri-Rail platform at Metrorail Transfer station
    - Design and construct new Tri-Rail Coastal Link stations
    - Permanent administration building for SFRTA
2. Implement parking and circulation improvements.
    - Opa-locka Station circulation and parking project
    - West Palm Beach Station
    - Lake Worth Station (in conjunction with adjacent School Board parking)
    - Delray Beach Station
    - Boca Raton Station
    - Deerfield Beach Station
    - Work with CRAs, DDAs, and local governments to develop cost-effective shared-use parking strategies at new Tri-Rail Coastal Link stations.
3. Support and/or develop inter/multimodal transfer facilities.
    - Completion/full opening of Miami Intermodal Center (MIC) at MIA
    - All Aboard Florida stations in Miami, Fort Lauderdale, and West Palm Beach
    - “Mobility Hubs” at current and future Tri-Rail stations in Broward County
4. Upgrade signage at stations.
5. Provide electric car charging stations.
6. Allow for increased bicycle capacity onboard Tri-Rail trains.

5.4 STATION AREA DEVELOPMENT

1. Pursue transit-oriented development (TOD) at existing stations.
2. Pursue TOD at new stations.
    - Boca Raton at Glades Road
    - Palm Beach International (PBI) Airport
    - Tri-Rail Coastal Link stations

5.5 TECHNOLOGY

1. Pursue technologies to enhance the passenger experience and increase efficiency.
    - Provide online renewal capability to EASY card system
    - New passenger announcement system
    - Provide real-time passenger information
    - Pursue Wi-Fi and additional power outlets on-board and at stations
    - Pursue more ticket vending machines and ticket validation machines
    - Pursue enhanced regional fare integration

5.6 SERVICE AND CAPITAL PLANNING

1. Perform plans and studies that support SFRTA's service and capital planning work program.
    - Develop procedures to streamline and simplify the Transit Oriented Development approval and implementation process.
    - Conduct station way-finding study and implementation plan.
    - Conduct streetcar feasibility studies.
    - Conduct a market analysis for a new administrative building for SFRTA.
    - Perform a fare study to reevaluate existing fare structure and policies.
    - Conduct planning studies for new Tri-Rail stations (Boca Raton @ Glades and PBI Airport).
    - Implement demonstration project at selected stations for enhancing bicycle and pedestrian access to stations (one in each county).
    - Document the benefits of premium transit to educate citizens and elected officials (economic development, environmental, sustainability, etc.).
    - Update the Five-Year Shuttle Bus Service and Financial Plan on an annual basis.
    - Perform annual progress reports for the TDP from 2014 through 2017.
    - Complete major update of TDP in 2018.
    - Update Tri-Rail monitoring program annually to assess performance.
    - Other plans and studies as identified.

6. SFRTA FROWARD PLAN

This section presents the 10-year implementation program and finance plan for ***SFRTA Forward*** based on current and projected operating and capital budgets. It also presents a 10-year outlook of SFRTA's financial situation for programmed and planned improvements, including a summary of the assumptions used. The expansion of SFRTA's role and responsibilities beyond operating the existing Tri-Rail System (i.e. SFRC Dispatch, The WAVE, Tri-Rail Coastal Link, etc.) will require additional capital and operating funds to fully implement these initiatives, as outlined below.

6.1 OPERATING PLAN FORECAST

Operating Costs

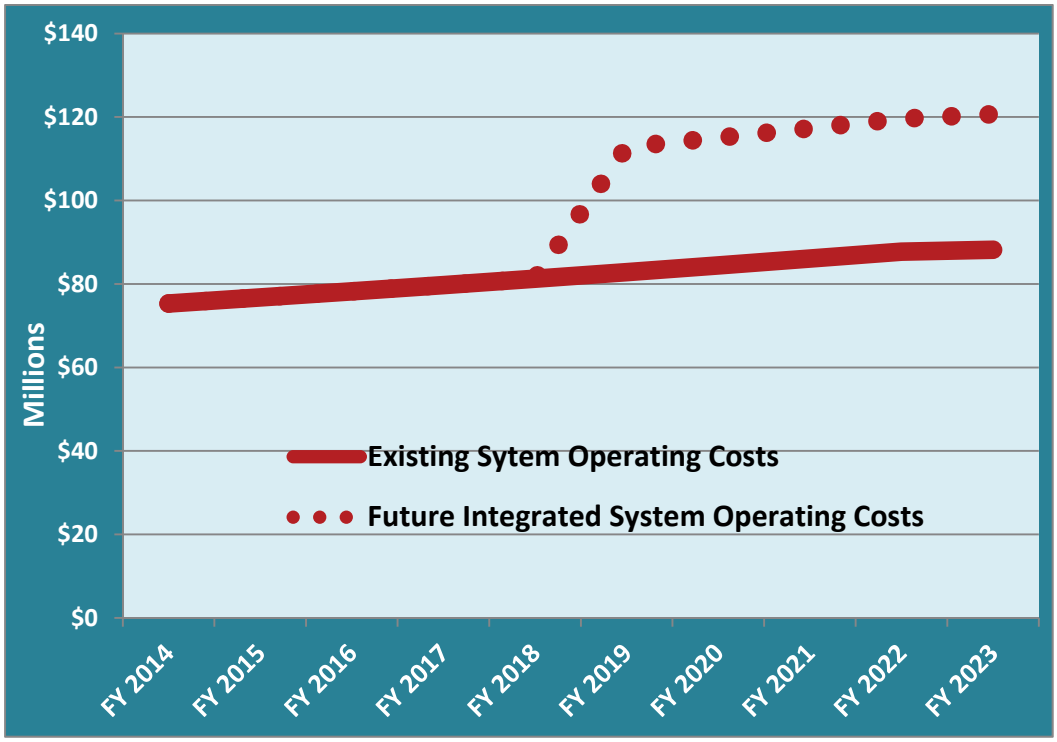
SFRTA's operating costs for FY 2014, based on the adopted operating budget, totaled $75.3 million. For the purposes of estimating the operating expenses of SFRTA in the next 10 years, service-related contract costs (operating, maintenance, feeder service, security, fuel, and personnel services were assumed to escalate by 2 percent annually for the 10-year projection, while other expenses were assumed to remain constant to match recent historical trends. The SFRC and New River Bridge dispatch as well as maintenance-of-way expenses for the New River Bridge were assumed to escalate by 3 percent annually, based on current contract rates. Professional fees and office rent were also assumed to escalate by 3 percent for the analysis period. Under these assumptions, operating costs in FY 2023 are estimated to reach $88.2million for the existing SFRTA/Tri-Rail system.

The expansion of the existing Tri-Rail system to the proposed Tri-Rail Coastal Link starting in FY 2019will bring SFRTA's operating costs to a total of $120.7 million by FY 2023 for its future integrated system, as shown in Table ES-8 and Figure ES-1. Tri-Rail Coastal Link's operating costs are estimated to be about $30 million for its first year and escalating about 2 percent each year thereafter.

Table ES-8: *SFRTA Forward* Projected 10-Year Operating Costs (FY 2014 – FY 2023)

	APPROVED BUDGET FY 2014	PROJECTED FY 2015	PROJECTED FY 2016	PROJECTED FY 2017	PROJECTED FY 2018	PROJECTED FY 2019	PROJECTED FY 2020	PROJECTED FY 2021	PROJECTED FY 2022	PROJECTED FY 2023	TOTAL FY 2014 - FY 2023
OPERATING EXPENSES											
Operating Contract	$11,356,868	$11,584,005	$11,815,685	$12,051,999	$12,293,039	$12,538,900	$12,789,678	$13,045,472	$13,306,381	$13,306,381	$124,088,408
Train Maintenance Contract	$18,406,716	$18,774,850	$19,150,347	$19,533,354	$19,924,021	$20,322,502	$20,728,952	$21,143,531	$21,566,401	$21,566,401	$201,117,077
Station Maintenance Contract	$2,393,584	$2,441,456	$2,490,285	$2,540,090	$2,590,892	$2,642,710	$2,695,564	$2,749,476	$2,804,465	$2,804,465	$26,152,988
Feeder Service Contract	$5,289,632	$5,395,425	$5,503,333	$5,613,400	$5,725,668	$5,840,181	$5,956,985	$6,076,124	$6,197,647	$6,197,647	$57,796,042
Emergency Feeder Service	$55,000	$55,000	$55,000	$55,000	$55,000	$55,000	$55,000	$55,000	$55,000	$55,000	$550,000
Security Contract	$6,089,147	$6,210,930	$6,335,149	$6,461,852	$6,591,089	$6,722,910	$6,857,369	$6,994,516	$7,134,406	$7,134,406	$66,531,773
Insurance - Liability/Property/Auto	$2,500,000	$2,500,000	$2,500,000	$2,500,000	$2,500,000	$2,500,000	$2,500,000	$2,500,000	$2,500,000	$2,500,000	$25,000,000
Train Fuel Contract	$9,937,500	$10,136,250	$10,338,975	$10,545,755	$10,756,670	$10,971,803	$11,191,239	$11,415,064	$11,643,365	$11,643,365	$108,579,985
SFRC Dispatch	$381,320	$392,760	$404,542	$416,679	$429,179	$442,054	$455,316	$468,976	$483,045	$497,536	$4,371,406
NRB Dispatch	$3,354,096	$3,454,719	$3,558,360	$3,665,111	$3,775,065	$3,888,317	$4,004,966	$4,125,115	$4,248,868	$4,376,335	$38,450,952
NRB Maintenenace	$550,000	$566,500	$583,495	$601,000	$619,030	$637,601	$656,729	$676,431	$696,724	$717,625	$6,305,134
Station Utilities	$652,000	$652,000	$652,000	$652,000	$652,000	$652,000	$652,000	$652,000	$652,000	$652,000	$6,520,000
Revenue Collection	$605,000	$605,000	$605,000	$605,000	$605,000	$605,000	$605,000	$605,000	$605,000	$605,000	$6,050,000
Corporate & Community Outreach	$627,500	$627,500	$627,500	$627,500	$627,500	$627,500	$627,500	$627,500	$627,500	$627,500	$6,275,000
Legal Expenses	$843,214	$843,214	$843,214	$843,214	$843,214	$843,214	$843,214	$843,214	$843,214	$843,214	$8,432,140
Personnel Services	$10,322,506	$10,528,956	$10,739,535	$10,954,326	$11,173,412	$11,396,881	$11,624,818	$11,857,315	$12,094,461	$12,336,350	$113,028,561
Office Business Expense	$945,900	$945,900	$945,900	$945,900	$945,900	$945,900	$945,900	$945,900	$945,900	$945,900	$9,459,000
Business Travel/Conferences	$240,475	$240,475	$240,475	$240,475	$240,475	$240,475	$240,475	$240,475	$240,475	$240,475	$2,404,750
Dues & Subscriptions	$157,758	$157,758	$157,758	$157,758	$157,758	$157,758	$157,758	$157,758	$157,758	$157,758	$1,577,580
General Training & Seminar	$145,485	$145,485	$145,485	$145,485	$145,485	$145,485	$145,485	$145,485	$145,485	$145,485	$1,454,850
Professional Fees	$609,500	$627,785	$646,619	$666,017	$685,998	$706,578	$727,775	$749,608	$772,096	$795,259	$6,987,234
Office Rent	$655,705	$675,376	$695,637	$716,507	$738,002	$760,142	$782,946	$806,434	$830,627	$855,546	$7,516,923
Electronic Messaging Boards	$145,500	$145,500	$145,501	$145,502	$145,503	$145,504	$145,505	$145,506	$145,507	$145,508	$1,455,036
Smart Card	$85,000	$85,000	$85,000	$85,000	$85,000	$85,000	$85,000	$85,000	$85,000	$85,000	$850,000
APTA Peer Review	$19,000	$19,000	$19,000	$19,000	$19,000	$19,000	$19,000	$19,000	$19,000	$19,000	$190,000
Alarm Systems	$18,000	$18,000	$18,000	$18,000	$18,000	$18,000	$18,000	$18,000	$18,000	$18,000	$180,000
Uniforms	$4,000	$4,000	$4,000	$4,000	$4,000	$4,000	$4,000	$4,000	$4,000	$4,000	$40,000
Reserve	$500,000	$500,000	$500,000	$500,000	$500,000	$500,000	$500,000	$500,000	$500,000	$500,000	$5,000,000
Transfer to Capital Program	($1,575,000)	($1,575,000)	($1,575,000)	($1,575,000)	($1,575,000)	($1,575,000)	($1,575,000)	($1,575,000)	($1,575,000)	($1,575,000)	($15,750,000)
Projected Existing System Operating Costs	$75,315,406	$76,757,844	$78,230,796	$79,734,923	$81,270,899	$82,839,414	$84,441,174	$86,076,899	$87,747,326	$88,200,157	$820,614,838
Tri-Rail Coastal Link Operating Costs						$30,000,000	$30,600,000	$31,212,000	$31,836,240	$32,472,965	$156,121,205
Integrated System Operating Costs	**$75,315,406**	**$76,757,844**	**$78,230,796**	**$79,734,923**	**$81,270,899**	**$112,839,414**	**$115,041,174**	**$117,288,899**	**$119,583,566**	**$120,673,122**	**$976,736,043**

Figure ES-1: SFRTA Projected 10-Year Operating Costs (FY 2014 – FY 2023)



Operating Revenues

SFRTA's operating revenues for FY 2014, based on the adopted operating budget, total $75.3 million. SFRTA's operating train revenues are generated through Tri-Rail fares. The remainder of the operating revenues is a combination of federal, State, and local funds received from each of the three counties in the South Florida region (Palm Beach, Broward, and Miami-Dade).

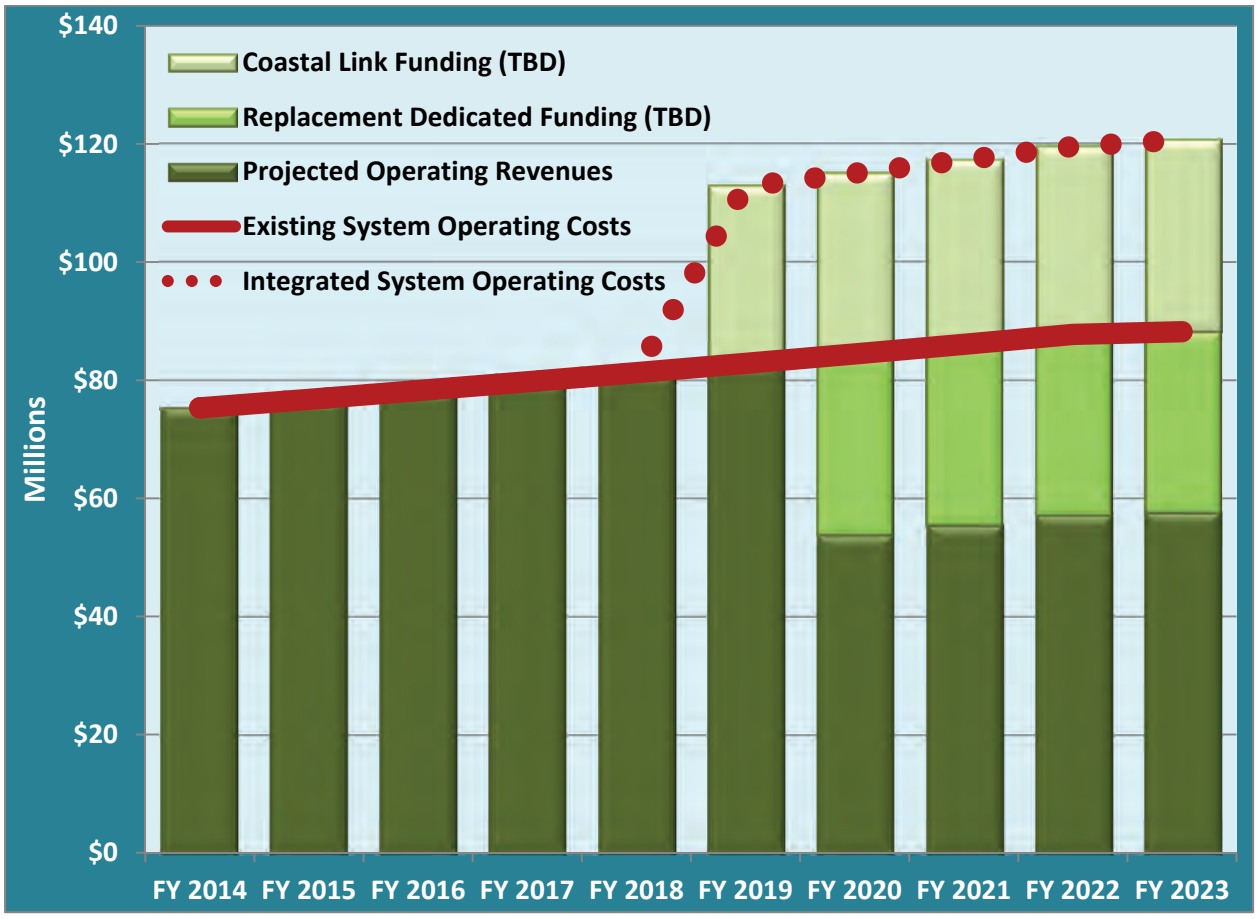
Based on the first five-year revenue estimates for FY 2015 to FY 2019 produced by SFRTA's Finance Department and the TDP Project Team, train revenues are assumed to increase 2 percent annually. Federal funds will range between $23 and $28 million, including an increase in FTA Preventive Maintenance funds but the loss of FTA JARC/New Freedom revenues starting in FY 2017. The new transportation reauthorization, MAP-21, combined these programs with other funding programs that will be managed by local transit agencies and not SFRTA. State and local funding assistance are assumed to remain at the same levels for the first five-year estimates.

For the second five-year estimates (FY 2019 to FY 2023), the SFRTA is committed to working with FDOT and other partners to identify a new dedicated revenue source that will cover continued operations for the existing Tri-Rail system and the Coastal Link expansion on the FEC Railway. The intent is to identify and secure a new dedicated revenue source prior to FY 2019, so that Tri-Rail Coastal Link service on the FEC can be implemented in an accelerated manner. By FY 2020, the State dedicated operating assistance now received by SFRTA ($13.3 million and $17.3 million, respectively) shall cease per the terms of HB 599 (signed into law in 2012). Per HB 599, a new dedicated revenue source must replace

this state statutory operating assistance by FY 2020. Therefore, for purposes of the ***SFRTA Forward*** financial plan, it is assumed that a new dedicated funding source will be identified by SFRTA, the State, and other partners to cover operating costs of both the existing system and anticipated Tri-Rail Coastal Link expansion. As shown in Figure ES-2, potential funding provided by this new dedicated funding source is first shown in FY 2019 for Coastal Link expansion and in FY 2020 to replace the current State dedicated funding.

Starting in FY 2015, SFRTA will assume the MOW of the SFRC, for which it will receive an additional $11.5 million annually of dedicated funding from the State. FDOT has agreed to a cost-sharing plan to cover MOW expenses in excess of the $11.5 million in dedicated funding. For the purposes of this financial analysis, it is assumed that this MOW dedicated funding source will remain constant for the second five-year projection period, as shown in Table ES-9. County and other local contributions are also assumed to continue through FY 2023. Under these assumptions, the ***SFRTA Forward*** 10-year plan estimated and expected operating revenues are estimated to total $120.7million by FY 2023, as shown in Table ES-10. Table ES-11 summarizes the 10-year operating costs and revenues projections.

Figure ES-2: SFRTA Estimated Operating Revenues (FY 2014-FY 2023)



SFRTA is committed to implementing the Tri-Rail Coastal Link in the near future as funding becomes available. As the leading agency of the newly formed Tri-Rail Coastal Link Finance Subcommittee, SFRTA is investigating a wide variety of funding options to cover both the incremental capital and operating and maintenance costs of the Tri-Rail Coastal Link expansion, as well as a plan to cover all costs of the future integrated Tri-Rail system.

Table ES-9: South Florida Rail Corridor (SFRC) Maintenance-of-Way (MOW) Operating Budget (FY 2014 - FY 2023)

	APPROVED BUDGET FY 2014	PROJECTED FY 2015	PROJECTED FY 2016	PROJECTED FY 2017	PROJECTED FY 2018	PROJECTED FY 2019	PROJECTED FY 2020	PROJECTED FY 2021	PROJECTED FY 2022	PROJECTED FY 2023	TOTAL FY 2014 - FY 2023
SFRC Maintenance-of-Way (MOW)											
Statutory Operating Assistance MOW	$0	$11,500,000	$11,500,000	$11,500,000	$11,500,000	$11,500,000	$11,500,000	$11,500,000	$11,500,000	$11,500,000	$103,500,000
SFRC MOW Expense	$0	($11,500,000)	($11,500,000)	($11,500,000)	($11,500,000)	($11,500,000)	($11,500,000)	($11,500,000)	($11,500,000)	($11,500,000)	($103,500,000)
Total	**$0**	**$0**	**$0**	**$0**	**$0**	**$0**	**$0**	**$0**	**$0**	**$0**	**$0**

Table ES-10: *SFRTA Forward* Estimated Operating Revenues (FY 2014 - FY 2023)

	APPROVED BUDGET FY 2014	PROJECTED FY 2015	PROJECTED FY 2016	PROJECTED FY 2017	PROJECTED FY 2018	PROJECTED FY 2019	PROJECTED FY 2020	PROJECTED FY 2021	PROJECTED FY 2022	PROJECTED FY 2023	TOTAL FY 2014 - FY 2023
OPERATING REVENUES											
Train Service Revenue	$12,289,106	$12,534,888	$12,785,586	$13,041,298	$13,302,124	$13,568,166	$13,839,529	$14,116,320	$14,398,646	$14,398,646	$134,274,309
Interest Income/Other Income	$325,000	$320,000	$320,000	$320,000	$320,000	$320,000	$320,000	$320,000	$320,000	$320,000	$3,205,000
Statutory Dedicated Funding	$13,300,000	$13,300,000	$13,300,000	$13,300,000	$13,300,000	$13,300,000					$79,800,000
Statutory Operating Assistance	$17,300,000	$17,300,000	$17,300,000	$17,300,000	$17,300,000	$17,300,000					$103,800,000
FTA Planning Grant	$1,700,000	$1,300,000	$1,450,000	$1,450,000	$1,500,000	$800,000	$800,000	$800,000	$800,000	$800,000	$11,400,000
FTA Preventive Maintenance	$20,472,940	$22,222,183	$23,290,210	$24,538,626	$26,608,775	$28,611,248	$29,941,644	$31,300,579	$32,688,680	$33,141,511	$272,816,396
FTA Designated Recipient Fees	$618,000	$350,000	$350,000	$350,000	$50,000	$50,000	$50,000	$50,000	$50,000	$50,000	$1,968,000
FTA JARC/NF Program Fee	$46,897	$125,000	$125,000	$125,000							$421,897
FTA JARC/NF Program Match	$373,725	$415,773	$420,000	$420,000							$1,629,498
FHWA	$4,000,000	$4,000,000	$4,000,000	$4,000,000	$4,000,000	$4,000,000	$4,000,000	$4,000,000	$4,000,000	$4,000,000	$40,000,000
Miami-Dade Statutory Operating Assistance	$1,565,000	$1,565,000	$1,565,000	$1,565,000	$1,565,000	$1,565,000	$1,565,000	$1,565,000	$1,565,000	$1,565,000	$15,650,000
Broward Statutory Operating Assistance	$1,565,000	$1,565,000	$1,565,000	$1,565,000	$1,565,000	$1,565,000	$1,565,000	$1,565,000	$1,565,000	$1,565,000	$15,650,000
Palm Beach Statutory Operating Assistance	$1,565,000	$1,565,000	$1,565,000	$1,565,000	$1,565,000	$1,565,000	$1,565,000	$1,565,000	$1,565,000	$1,565,000	$15,650,000
Other Local Funding	$194,738	$195,000	$195,000	$195,000	$195,000	$195,000	$195,000	$195,000	$195,000	$195,000	$1,949,738
Projected Operating Revenues	$75,315,406	$76,757,844	$78,230,796	$79,734,923	$81,270,899	$82,839,414	$53,841,174	$55,476,899	$57,147,326	$57,600,157	$698,214,838
Projected Operating Funding Gap						($30,000,000)	($61,200,000)	($61,812,000)	($62,436,240)	($63,072,965)	($278,521,205)
Coastal Link Funding (TBD)						*$30,000,000*	*$30,600,000*	*$31,212,000*	*$31,836,240*	*$32,472,965*	*$156,121,205*
Replacement Dedicated Funding (TBD)							*$30,600,000*	*$30,600,000*	*$30,600,000*	*$30,600,000*	*$122,400,000*
Total Operating Revenues	**$75,315,406**	**$76,757,844**	**$78,230,796**	**$79,734,923**	**$81,270,899**	**$112,839,414**	**$115,041,174**	**$117,288,899**	**$119,583,566**	**$120,673,122**	**$976,736,043**

Table ES-11: *SFRTA Forward* 10-Year Operating Budget (FY 2014 - FY 2023)

	APPROVED BUDGET FY 2014	PROJECTED FY 2015	PROJECTED FY 2016	PROJECTED FY 2017	PROJECTED FY 2018	PROJECTED FY 2019	PROJECTED FY 2020	PROJECTED FY 2021	PROJECTED FY 2022	PROJECTED FY 2023	TOTAL FY 2014 - FY 2023
OPERATING EXPENSES											
Projected Existing System Operating Costs	$75,315,406	$76,757,844	$78,230,796	$79,734,923	$81,270,899	$82,839,414	$84,441,174	$86,076,899	$87,747,326	$88,200,157	$820,614,838
Tri-Rail Coastal Link Operating Costs						$30,000,000	$30,600,000	$31,212,000	$31,836,240	$32,472,965	$156,121,205
Integrated System Operating Costs	**$75,315,406**	**$76,757,844**	**$78,230,796**	**$79,734,923**	**$81,270,899**	**$112,839,414**	**$115,041,174**	**$117,288,899**	**$119,583,566**	**$120,673,122**	**$976,736,043**
OPERATING REVENUES											
Projected Operating Revenues	$75,315,406	$76,757,844	$78,230,796	$79,734,923	$81,270,899	$82,839,414	$53,841,174	$55,476,899	$57,147,326	$57,600,157	$698,214,838
Projected Operating Funding Gap						($30,000,000)	($61,200,000)	($61,812,000)	($62,436,240)	($63,072,965)	($278,521,205)
Coastal Link Funding (TBD)						*$30,000,000*	*$30,600,000*	*$31,212,000*	*$31,836,240*	*$32,472,965*	*$156,121,205*
Replacement Dedicated Funding (TBD)							*$30,600,000*	*$30,600,000*	*$30,600,000*	*$30,600,000*	*$122,400,000*
Total Operating Revenues	**$75,315,406**	**$76,757,844**	**$78,230,796**	**$79,734,923**	**$81,270,899**	**$112,839,414**	**$115,041,174**	**$117,288,899**	**$119,583,566**	**$120,673,122**	**$976,736,043**

6.2 CAPITAL PLAN FORECAST

This section presents the 10-year Capital Plan for ***SFRTA Forward.*** It is based on the demand and mobility needs documented previously in Section 5: SFRTA Needs Plan and SFRTA's Adopted Capital Budget and Five-Year Plan. The improvements and initiatives identified in the Needs Plan and included in the Capital Plan are listed in Table ES-12. This table also makes reference to the capital improvement projects identified by the PTAC (External Review Committee) and the general public as priorities for SFRTA in the next ten years, as well as it relates each improvement to the SFRTA's Goals presented earlier in Section 4.

Table ES-12: *SFRTA Forward* Capital Improvements Implementation Plan

10-Year Improvement List	Implementation Year	PTAC	Public Outreach	Goals
Pompano Beach Green Station	Prior Allocation	√		10
Passenger Wi-Fi to Fleet	Prior Allocation	√	√	6
Passenger Information System	FY 2014	√	√	6
WAVE Streetcar (Phase 1A)	FY 2014 - FY 2015	√	√	1
Miami River/Miami Intermodal Center	FY 2014 - FY 2018	√	√	5
New TOD Station (Location TBD)	FY 2014 - FY 2017	√	√	9
Transit Oriented Development Support	FY 2014 - FY 2018	√	√	9
Tri-Rail/Metrorail Transfer Connection	FY 2015		√	5
OpaLocka Parking Lot Improvements	FY 2015		√	5
Miami Airport/Hialeah Station - MIC	FY 2015	√	√	5
Broward Mobility Hub	FY 2016	√	√	9
Cypress Creek Mobility Hub	FY 2018	√		9
Northern Layover Facility	Unfunded	•	•	5
Iris & Northwood Rail Connection (SFRTA Match)	Unfunded	√	√	5
Locomotive & Railcar Rehab	Unfunded	•	•	5
WAVE Streetcar(Phase 1)	Unfunded	√	√	1
WAVE Streetcar Extension	Unfunded	√	√	1
Tri-Rail Coastal Link	Unfunded	√	√	1
New Rolling Stock for Tri-Rail Coastal Link	Unfunded	•	•	5
"Mobility Hubs" at current/future stations	Unfunded	√	√	9
Streetcar Feasibility Studies	Unfunded	√	√	9
Bike Storage Cars	Unfunded	√	√	6
West Palm Beach Additional Parking (250)	Unfunded		√	5
Lake Worth Parking Improvements	Unfunded		√	5
Palm Beach Int'l Airport Station	Unfunded	√	√	5
Boca Raton Station @ Glades Rd.	Unfunded	√	√	5
Miami Freight Rail Corridors Study	Unfunded	√	√	1

These items relate to the ability to increase train frequency, capacity, hours of operation, etc. to address service improvements.

Capital Expenses

For the purposes of the ***SFRTA Forward*** plan, the Capital Budget has been expanded into a Capital Program. The first five years of the Capital Program originate directly from the SFRTA FY 2014 Capital Budget and the Five-Year Plan for FY 2015 to FY 2018. The latter years (FY 2019 to FY 2023) contain not only those projects that are anticipated to receive funding but also a list of additional projects that SFRTA has identified as priorities. While projects in this second five years are unfunded, it is anticipated that, as additional funding becomes available, projects can be programmed into the first five years. Table ES-13 summarizes the programmed and planned capital expenses for ***SFRTA Forward.***

Based on the 10-year projection of the ***SFRTA Forward*** Capital Plan summarized in Table 8-6, SFRTA would require $1.3 billion to implement its planned capital improvements in the next 10 years. The largest capital expense in the next decade will be implementing the Tri-Rail Coastal Link expansion at an estimated capital cost of $700 million in FY 2019.It is important to emphasize that the implementation schedule developed by SFRTA staff and presented in Table ES-13 does not preclude the opportunity to advance or delay any of the projects included in the ***SFRTA Forward*** 10-year Capital Plan. As capital funding opportunities become available, this capital plan should be adjusted according to SFRTA's priorities during next year's TDP Annual Progress Report.

Table ES-13: *SFRTA Forward* 10-Year Capital Expenses (FY 2014 - FY 2023)

	FIRST FIVE YEAR PLAN					SECOND FIVE YEAR PLAN					
	APPROVED BUDGET FY 2014	PROJECTED FY 2015	PROJECTED FY 2016	PROJECTED FY 2017	PROJECTED FY 2018	PROJECTED FY 2019	PROJECTED FY 2020	PROJECTED FY 2021	PROJECTED FY 2022	PROJECTED FY 2023	TOTAL FY 2014 - FY 2023
CAPITAL EXPENSES											
Project Support/Administration	$1,700,000	$1,300,000	$1,450,000	$1,450,000	$1,500,000	$1,300,000	$1,300,000	$1,300,000	$1,300,000	$1,300,000	$13,900,000
Computer/Office Equipment/Software	$100,000	$300,000		$450,000	$275,000	$1,500,000	$150,000	$150,000	$150,000	$150,000	$3,225,000
79th Street Station - Metrorail Transfer		$2,802,000									$2,802,000
Planning & Capital Development	$2,500,000	$2,205,000	$1,500,000	$850,000	$850,000	$700,000	$700,000	$700,000	$700,000	$700,000	$11,405,000
Hialeah Yard Improvements	$205,000	$250,000	$250,000	$250,000	$250,000	$300,000	$300,000	$300,000	$300,000	$300,000	$2,705,000
Passenger Information System	$378,450										$378,450
Non-Revenue Fleet Vehicles	$75,000		$75,000		$75,000		$75,000		$75,000		$375,000
General Engineering Consultants	$1,750,000	$1,000,000	$1,000,000	$1,000,000	$840,000	$840,000	$840,000	$840,000	$840,000	$840,000	$9,790,000
New Locomotives	$6,680,000										$6,680,000
Locomotive Spare Parts		$300,000	$250,000	$500,000	$500,000	$550,000	$550,000	$550,000	$550,000	$550,000	$4,300,000
Passenger Emergency Intercom	$825,000										$825,000
Transit Oriented Development (TOD II)	$75,000	$200,000	$200,000	$200,000	$200,000	$200,000	$200,000	$200,000	$200,000	$200,000	$1,875,000
Heavy Station Maintenance/Construction			$250,000	$325,000	$350,000	$350,000	$350,000	$350,000	$350,000	$350,000	$2,675,000
Station Beautification	$135,000	$135,000	$135,000	$135,000	$135,000	$135,000	$135,000	$135,000	$135,000	$135,000	$1,350,000
Opa Locka Parking Lot Improvements	$1,321,708										$1,321,708
Northern Layover Facility					$5,900,000	$28,967,890					$34,867,890
WAVE Streetcar - Phase 1A	$78,922,707	$4,277,293									$83,200,000
Broward Mobility Hub			$8,840,000								$8,840,000
Miami Airport/Hialeah Station	$336,126										$336,126
Miami River Intermodal Center (MR-MICCI)	$2,600,000	$2,000,000	$6,500,000	$6,500,000	$12,000,000						$29,600,000
Positive Train Control	$1,000,000	$2,106,000									$3,106,000
Preventive Maintenance	$10,043,292	$15,160,000	$17,390,000	$18,040,000	$18,050,000	$19,865,000	$19,865,000	$19,865,000	$19,865,000	$19,865,000	$178,008,292
New TOD Station	$1,000,000	$1,000,000	$1,000,000	$1,500,000							$4,500,000
Cypress Creek Mobility Hub	$800,000				$8,000,000						$8,800,000
Passenger Car Spare Parts	$2,460,000										$2,460,000
County Gas Tax Funds Unallocated	$521,550	$1,252,000	$10,000	$310,000	$985,000						$3,078,550
Tri-Rail Coastal Link						$700,000,000					$700,000,000
WAVE Streetcar - Phase 1						$50,000,000					$50,000,000
WAVE Streetcar Extension						$1,500,000					$1,500,000
Locomotive & Railcar Rehab						$10,000,000					$10,000,000
New Rolling Stock										$25,000,000	$25,000,000
Iris & Northwood Connections						$2,500,000					$2,500,000
Pompano Beach Mobility Hub						$2,900,000					$2,900,000
Deerfield Mobility Hub							$10,500,000				$10,500,000
Hollywood Mobility Hub								$10,500,000			$10,500,000
FLL/Dania Beach Mobility Hub									$10,500,000		$10,500,000
Sheridan Mobilty Hub										$2,900,000	$2,900,000
Hollywood Coastal Link Mobility Hub						$10,000,000					$10,000,000
Oakland Park Coastal Link Mobility Hub						$2,900,000					$2,900,000
Pompano Beach Coastal Link Mobility Hub						$2,900,000					$2,900,000
FLL Airport Coastal Link Mobility Hub						$10,500,000					$10,500,000
Bike Storage Cars						$1,000,000					$1,000,000
West Palm Beach Additional Parking (250)						$3,000,000					$3,000,000
Lake Worth Parking Improvements						$500,000					$500,000
PBI Airport Station						$1,500,000			$5,100,000		$6,600,000
Boca Raton Station @ Glades						$1,500,000		$8,500,000			$10,000,000
Miami Freight Rail Corridors						$7,500,000					$7,500,000
Streetcar Feasibility Studies						$800,000					$800,000
Total Capital Expenses	**$113,428,833**	**$34,287,293**	**$38,850,000**	**$31,510,000**	**$49,910,000**	**$863,707,890**	**$34,965,000**	**$43,390,000**	**$40,065,000**	**$52,290,000**	**$1,302,404,016**

Source: SFRTA Adopted Budget FY 2013-2014 and Five Year Plan, and TDP Analysis by SFRTA staff

Capital Revenues

Table ES-14 presents the capital revenues forecasted for SFRTA's FY 2014 Adopted Capital Budget and its Five-Year Plan as well as the forecasted revenues for the second five years of the 10-year Capital Plan. The first five year plan's revenue estimates present SFRTA's assumption that FTA Section 5307 Formula funds and FTA Section 5309 Rail Modernization funds will be the federal funds available for the capital plan. The majority of the State and local capital funds available in the first five years will support the development of The WAVE modern streetcar project where a multi-agency partnership agreed to share the capital costs of design and construction of its first phase. SFRTA, as the responsible party to design and construct the project, will receive capital funds from FDOT, the MPO, the City of Fort Lauderdale, and Downtown Fort Lauderdale's special taxing district in FY 2014. The capital funds assumed for the second five years of the 10-year ***SFRTA Forward*** plan are FTA Section 5307, FTA Section 5309, and County gas tax contributions. Under these assumptions, the total capital revenues expected in the 10-year period of the plan are $418 million.

The ***SFRTA Forward*** 10-year Capital Plan calls for $1.3 billion in investments, as presented earlier, but revenue estimates provide only $418 million, resulting in a capital funding gap of about $884.4million for the 10-year period, as shown in Table ES-15. The Tri-Rail Coastal Link Finance Subcommittee's charge is to investigate a wide variety of funding options to cover both the capital and operating costs of the new Coastal Link service, as well as the existing Tri-Rail system. For other capital initiatives, SFRTA will continue to utilize current county capital contributions and pursue Federal and State grant opportunities (as it has successfully done in the past) to advance the implementation schedule of the capital improvements included in the ***SFRTA Forward*** Capital Plan.

Table ES-14: *SFRTA Forward* Estimated Capital Revenues (FY 2014 - FY 2023)

	FIRST FIVE YEAR PLAN					SECOND FIVE YEAR PLAN					
	APPROVED BUDGET FY 2014	PROJECTED FY 2015	PROJECTED FY 2016	PROJECTED FY 2017	PROJECTED FY 2018	PROJECTED FY 2019	PROJECTED FY 2020	PROJECTED FY 2021	PROJECTED FY 2022	PROJECTED FY 2023	TOTAL FY 2014 - FY 2023
CAPITAL REVENUES											
FTA Section 5307 - Formula Funds	$13,000,000	$13,000,000	$13,000,000	$13,000,000	$13,000,000	$13,000,000	$13,000,000	$13,000,000	$13,000,000	$13,000,000	$130,000,000
FTA Section 5309 - Rail Mod.	$9,000,000	$9,000,000	$9,000,000	$9,000,000	$9,000,000	$9,000,000	$9,000,000	$9,000,000	$9,000,000	$9,000,000	$90,000,000
FTA - TIGER Funds	$18,000,000										$18,000,000
FDOT GMR Funds				$1,500,000	$5,900,000						$7,400,000
FDOT JPA's	$28,658,833	$4,277,293									$32,936,126
FDOT TRIP Funds	$900,000				$6,000,000						$6,900,000
MPO Funds	$8,940,000		$8,840,000		$8,000,000						$25,780,000
City of Fort Lauderdale	$10,500,000										$10,500,000
Taxing District	$13,960,000										$13,960,000
Rotem Credit	$2,460,000										$2,460,000
County Gas Tax	$8,010,000	$8,010,000	$8,010,000	$8,010,000	$8,010,000	$8,010,000	$8,010,000	$8,010,000	$8,010,000	$8,010,000	$80,100,000
Total Capital Revenues	**$113,428,833**	**$34,287,293**	**$38,850,000**	**$31,510,000**	**$49,910,000**	**$30,010,000**	**$30,010,000**	**$30,010,000**	**$30,010,000**	**$30,010,000**	**$418,036,126**

Source: SFRTA Adopted Budget FY 2013-2014 and Five Year Plan, and TDP Analysis by SFRTA staff.

Table ES-15: *SFRTA Forward* 10-Year Projected Funding Gap (FY 2014 - FY 2023)

	FIRST FIVE YEAR PLAN					SECOND FIVE YEAR PLAN					
	APPROVED BUDGET FY 2014	PROJECTED FY 2015	PROJECTED FY 2016	PROJECTED FY 2017	PROJECTED FY 2018	PROJECTED FY 2019	PROJECTED FY 2020	PROJECTED FY 2021	PROJECTED FY 2022	PROJECTED FY 2023	TOTAL FY 2014 - FY 2023
CAPITAL EXPENSES											
Total Capital Expenses	$113,428,833	$34,287,293	$38,850,000	$31,510,000	$49,910,000	$863,707,890	$34,965,000	$43,390,000	$40,065,000	$52,290,000	$1,302,404,016
CAPITAL REVENUES											
Total Capital Revenues	$113,428,833	$34,287,293	$38,850,000	$31,510,000	$49,910,000	$30,010,000	$30,010,000	$30,010,000	$30,010,000	$30,010,000	$418,036,126
Projected Capital Funding Gap						**($833,697,890)**	**($4,955,000)**	**($13,380,000)**	**($10,055,000)**	**($22,280,000)**	**($884,367,890)**

6.3 CONCLUSION

SFRTA's FY 2014–2023 Transit Development Plan Major Update, "SFRTA: Moving our Region Forward" documents the investments that SFRTA is committed to making over the next five years, as well as its vision for additional priorities and improvements through FY 2023.

As summarized in the ***SFRTA Forward*** Capital Plan presented earlier, many exciting transit projects and concepts are included throughout the 10-year period of ***SFRTA Forward***, including some near-term projects that are poised to have a significant positive impact in the South Florida region. These immediate improvements include the modernization and expansion of the Tri-Rail fleet, the shift of rail corridor dispatch and maintenance duties to SFRTA, and the opening of the new Miami Airport Tri-Rail Station at the MIC. SFRTA is working diligently with multiple agencies to advance other premium transit projects, such as Tri-Rail expansion onto the FEC Railway corridor (Tri-Rail Coastal Link) and The WAVE modern streetcar in downtown Fort Lauderdale, which are poised to transform the transportation landscape in the South Florida region.

SFRTA is committed to expanding premium transit in the South Florida region. As capital and operating funding opportunities become available, the ***SFRTA Forward*** Capital Plan will be adjusted and these transformational projects advanced. In conclusion, ***SFRTA Forward*** is an ambitious plan that is responsive to the project's extensive outreach activities, addresses the mobility needs of South Florida's growing and dynamic region, identifies a need for continued partnerships, and shows a commitment to expanded premium transit and associated economic development.

Exhibit 2

SFRTA
MOVING OUR REGION
FORWARD

FY 2014 - 2023

SFRTA FORWARD PLAN

Draft Report

A Transit Development Plan for SFRTA

SFRTA FY 2014 - 2023

SFRTA FORWARD PLAN

Draft Report

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In cooperation with

July 2013

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SECTION 1

INTRODUCTION

SFRTA
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1. INTRODUCTION

Numerous current transportation and land development trends point towards a bright future for transit in South Florida. Nationwide, transit ridership has now grown to levels not seen since the 1950's. Transit ridership is growing at a faster pace than automobile vehicle miles traveled and population growth. Higher gasoline prices have become the new normal, and all signs point to a future of volatile energy prices. Fewer numbers of teenagers and the "millennial" age cohort are seeking drivers' licenses. Numerous recent real estate studies indicate that the desirability of walkable mixed-use communities has grown significantly and that properties with easy access to transit have either retained their value or saw their value increase at higher levels than properties without transit access. All of these trends point to a need for increased transit investment in South Florida over the next ten years.

The South Florida Regional Transportation Authority (SFRTA) seeks to work with partners in both the public sector and private sector to provide improved transit, along with its associated economic development benefits, to the region in the coming years. The FY 20142023 Transit Development Plan (TDP) for the SFRTA serves as the strategic guide for public transportation for the agency over the next 10 years. This TDP, referred to as SFRTA: Moving Our Region Forward (***SFRTA Forward***), documents the investments that SFRTA is committed to making over the next five years, as well as its vision for additional priorities and improvements through FY 2023. The ***SFRTA Forward*** process presents a great opportunity for the agency to:

- reinvigorate its identity and reassess its mission
- address the mobility needs of a growing and dynamic region
- continue building partnerships to advance transportation projects in the South Florida region and beyond

Many exciting transit projects and concepts are included throughout the ten-year period of ***SFRTA Forward***, including some near-term projects that are poised to have a significant positive impact. These immediate improvements include the modernization and expansion of the Tri-Rail fleet, the shift of rail corridor dispatch and maintenance duties to SFRTA, and the opening of the new Miami Airport Tri-Rail Station at the Miami Intermodal Center (MIC). SFRTA is working diligently with multiple agencies to advance other transformational projects, such as Tri-Rail expansion onto the Florida East Coast (FEC) Railway corridor (now known as the Tri-Rail Coastal Link) and The WAVE modern streetcar in downtown Fort Lauderdale. SFRTA is extremely grateful to the thousands of individuals who participated in the numerous ***SFRTA Forward*** outreach activities and helped to shape the vision and priorities contained within this document.

TDP REQUIREMENTS

SFRTA Forward is consistent with the requirements for the State of Florida Public Transit Block Grant (PTBG) Program, a program enacted by the Florida Legislature to provide a stable source of funding for public transit. The Block Grant Program requires public transit service providers to develop and adopt a 10-Year TDP using the requirements formally adopted by the Florida Department of Transportation (FDOT) on February 20, 2007. Major requirements of the rule include the following:

- Major updates must be completed every 5 years, covering a 10-year planning horizon.
- A public involvement plan must be developed and approved by FDOT or be consistent with the approved MPO public involvement plan.
- FDOT, the Regional Workforce Development Board, and the Metropolitan Planning Organization (MPO) must be advised of all public meetings where the TDP is presented and discussed, and these entities must be given the opportunity to review and comment on the TDP during the development of the mission, goals, objectives, alternatives, and 10-year implementation program.
- Estimation of the community's demand for transit service (10-year annual projections) must be made using the planning tools provided by FDOT or a demand estimation technique approved by FDOT.
- Consistency with the approved local government comprehensive plans and the MPO's Long Range Transportation Plans is required.

An additional requirement for the TDP was added by the Florida Legislature in 2007 when it adopted House Bill 985. This legislation amended s. 341.071 of the Florida Statutes (F.S.), requiring transit agencies to "… specifically address potential enhancements to productivity and performance which would have the effect of increasing farebox recovery ratio." FDOT subsequently issued guidance requiring the TDP and each annual update to include a one- to two-page summary report on the farebox recovery ratio, and strategies implemented and planned to improve it (provided in Appendix E of this plan).

TDP CHECKLIST

This 10-year plan meets the requirement for a major TDP update in accordance with Rule Chapter 14-73, Florida Administrative Code (F.A.C.). Table 1-1 is a list of TDP requirements from Rule 14-73.001. The table serves as a checklist that all requirements are addressed in the ***SFRTA Forward*** plan documentation.

Table 1-1: TDP Checklist

Public Involvement Process	
√	Public Involvement Plan (PIP)
√	PIP approved by FDOT
√	TDP includes description of Public Involvement Process
√	Provide notification to FDOT
√	Provide notification to Regional Workforce Board
Situation Appraisal	
√	Land use
√	State and local transportation plans
√	Other governmental actions and policies
√	Socioeconomic trends
√	Organizational issues
√	Technology
√	10-year annual projections of transit ridership using approved methodology
√	Assessment of whether land uses and urban design patterns support/hinder transit service provision
√	Calculate farebox recovery
Mission and Goals	
√	Provider's vision
√	Provider's mission
√	Provider's goals
√	Provider's objectives
Alternative Courses of Action	
√	Develop and evaluate alternative strategies and actions
√	Benefits and costs of each alternative
√	Financial alternatives examined
Implementation Program	
√	Ten-year implementation program
√	Maps indicating areas to be served
√	Maps indicating types and levels of service
√	Monitoring program to track performance measures
√	Ten-year financial plan listing operating and capital expenses
√	Capital acquisition or construction schedule
√	Anticipated revenues by source
Relationship to Other Plans	
√	Consistent with Florida Transportation Plan
√	Consistent with local government comprehensive plans
√	Consistent with MPO long-range transportation plans
√	Consistent with regional transportation goals and objectives
Submission	
	Adopted by SFRTA Governing Board
	Submitted to FDOT by September 1, 2013

ORGANIZATION OF *SFRTA Forward*

SFRTA Forward is organized into eight major sections (including this introduction). Each of the remaining sections is summarized below.

Section 2 summarizes the baseline conditions within SFRTA's transit service area, which establish the context for delivery of transit services in the South Florida region, including Miami-Dade, Broward, and Palm Beach counties. The baseline conditions analysis also provides the necessary background information needed to understand SFRTA's service operating environment and includes a description of the service area, demographic characteristics, land use information (existing and future), commuting patterns, and roadway conditions. Information and data reflect the most recent available at the time of the preparation of the ***SFRTA Forward*** plan.

Section 3 begins with an overview of SFRTA services, as well as a summary of improvements and accomplishments since the last TDP Major Update (2008). In addition to commuter rail and shuttle buses operated by SFRTA, an overview of the county's transit operators and other transportation providers in the region is provided. This is followed by a performance evaluation of Tri-Rail, including a trend analysis to assess the performance of the system for the last five years and a peer review analysis that compares Tri-Rail to other commuter rail systems throughout the U.S.

Section 4 presents the public involvement efforts undertaken as part of ***SFRTA Forward***. A Public Involvement Plan (PIP) was prepared at the onset of the TDP to identify the public engagement activities to be completed during the TDP update process. Evaluation measures also were identified to gauge the effectiveness of the public involvement activities. The PIP was reviewed and approved by FDOT per TDP Rule on March 15, 2013. The results of public involvement activities are summarized in this section.

Section 5 documents the situation appraisal performed as part of ***SFRTA Forward***. As required by Florida Statutes, a situation appraisal is an evaluation of the environment in which the transit agency operates. To support the appraisal, a review of applicable federal, state, regional, and local plans, programs, and studies that influence SFRTA operations, infrastructure, policy, or funding was performed. Findings of this review are used as appropriate to support the situation appraisal. A good understanding of SFRTA's operating environment provides a better starting point for updating the vision, goals, and objectives for the next 10 years.

Section 6 includes the goals and objectives developed to reinforce SFRTA's vision to promote transit growth and improvement over the next decade. The goals and objectives were developed by SFRTA staff in response to (1) communication with each department of SFRTA; (2) input from the ***SFRTA Forward*** External Review Committee, the composition of which included the SFRTA's Planning Technical Advisory Committee (PTAC) and representatives from the workforce development boards from each of the three counties in South Florida; (3) input from the significant public outreach efforts; and (4) input from regional stakeholders.

Section 7 discusses the demand and mobility needs assessment conducted as part of ***SFRTA Forward***. The assessment techniques are summarized, along with the results of each analysis used to assess

demand for transit services in the SFRTA study area. The transit market assessment uses dwelling unit densities, employment densities, and selected demographics to assess the discretionary and traditional transit markets by area throughout the South Florida region. In addition, this section includes a 10-year annual projection of ridership for the existing and future commuter rail and shuttle bus services provided by SFRTA. Also included is an overview of planned commuter rail expansion and the 10-year plan for shuttle bus services (committed shuttle bus routes and conceptual shuttle bus opportunities). This is followed by the identification and categorization of alternatives and initiatives that were established based on technical analysis of the project team, guidance from SFRTA staff and Board, input from the ERC, and public input derived from significant outreach efforts undertaken throughout the plan development process.

Section 8 presents the ***SFRTA Forward*** 10-year transit plan, including the 10-year implementation program and finance plan for SFRTA's operating and capital programs. The 10-year financial plan includes a cost feasible plan and a needs plan that reflects unfunded projects.

In conclusion, ***SFRTA Forward*** is a plan that thinks big and focuses on reinvigorating the identity of SFRTA and evolving and expanding the leadership role of SFRTA with regarding to premium transit services throughout the South Florida region.

TRANSIT AGENCY CONTACT INFORMATION

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SECTION 2

BASELINE CONDITIONS

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2. BASELINE CONDITIONS

2.1: INTRODUCTION

This section summarizes the baseline conditions within SFRTA's transit service area, which establish the context for delivery of transit services in the South Florida region, including Miami-Dade Broward, and Palm Beach counties. The baseline conditions analysis also provides the necessary background information needed to understand SFRTA's service operating environment and includes a description of the service area, demographic characteristics of the region, land use information (existing and present), commuting patterns, and roadway conditions (existing and present). Information and data reflect the most recent available at the time of the preparation of the ***SFRTA Forward*** plan.

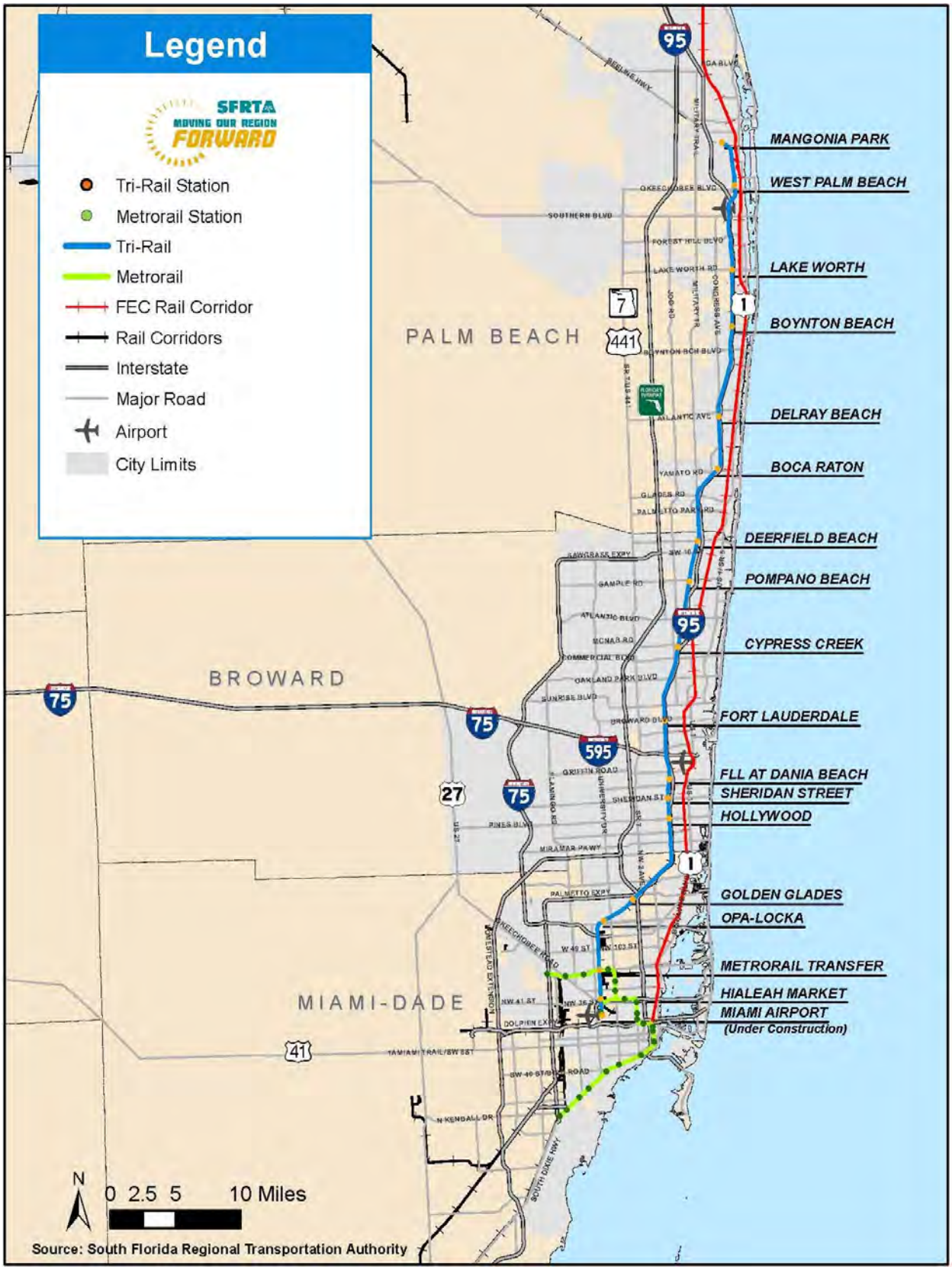
2.2: SERVICE AREA DESCRIPTION

SFRTA was created on July 1, 2003, when legislation passed by the Florida Senate and the Florida House of Representatives and signed by Governor Jeb Bush[1] transformed the Tri-County Commuter Rail Authority (Tri-Rail) into SFRTA. The SFRTA service area is defined by statute as Miami-Dade, Broward, and Palm Beach counties. However, this area may be expanded to include Monroe County by mutual consent of SFRTA and the Boards of County Commissioners representing the proposed expansion area. Expanding SFRTA's service area outside of these four counties requires legislative actions

Map 2-1 illustrates SFRTA's existing service area. To better understand the service area conditions and demographic characteristics of these counties and the South Florida region as a whole, a review of pertinent information was conducted as part of the ***SFRTA Forward*** process. The sources for this information are documented within this report and include the U.S. Census Bureau, the American Community Survey (ACS), the Southeast Florida Regional Planning Model (SERPM) 6.5, SFRTA/Tri-Rail, and others as noted.

[1] Chapter 343.51-343.58, Florida Statutes: Regional Transportation Authorities, Part I South Florida Regional Transportation Authority, http://www.leg.state.fl.us/statutes/index.cfm?App_mode=Display_Statute&Search_String=&URL=0300-0399/0343/0343PARTIContentsIndex.html.

Map 2-1: SFRTA Service Area



2.3: POPULATION PROFILE

Per the 2010 Census, the total population of Miami-Dade, Broward, and Palm Beach counties was 5 million, with 50 percent of the population residing in Miami-Dade County. Table 2-1 provides a comparison of the 2000 and 2010 population and 10-year population growth for the three counties and municipalities within SFRTA's existing service area.

At the county level, Palm Beach County experienced the most significant population growth during this 10-year period (17%), followed by Miami-Dade County (11%) and Broward County (8%). At the municipal level, the cities of Sunny Isles Beach, Aventura, Florida City, and Homestead in Miami-Dade County experienced the most significant increases in population growth between 2000 and 2010. The cities of Greenacres, Palm Beach Gardens, Jupiter, Wellington, Royal Palm Beach, and Palm Springs experienced the most significant increases in population growth within Palm Beach County. The cities of Pompano Beach, Weston, Oakland Park, Dania Beach, Miramar, Parkland, and Lauderdale-by-the-Sea experienced the most significant increases in population growth within Broward County.

Another aspect of the population profile is to examine the population, employment, and dwelling unit densities using existing data and future projections by Traffic Analysis Zone (TAZ) from the SERPM. TAZs are geographic units in the transportation planning process used to assist in forecasting travel demand. Existing and future population, employment, and housing unit data by TAZ are used to calculate densities on a per-acre basis.

- **Existing and Future Population Densities** – Map 2-2 illustrates the 2013 population densities; Map 2-3 illustrates the future (2035) population densities for the South Florida region. As shown, the highest existing and future population densities are found in Miami-Dade County, with notable increases in population densities projected to occur in central Broward County. In Palm Beach County, smaller concentrations of population density increases are projected to occur in and around Mangonia Park, West Palm Beach, Boynton Beach, Delray Beach, and Boca Raton.
- **Existing and Future Employment Densities** – Map 2-4 illustrates the 2013 employment densities; Map 2-5 illustrates the 2035 employment densities for the South Florida region. As shown, the highest concentrations of existing employment densities are located in Miami-Dade County, specifically in downtown Miami and near Miami International Airport (MIA). Employment densities are projected to increase in these areas as well as within smaller geographic areas in Broward and Palm Beach counties.
- **Existing and Future Dwelling Unit Densities** – Map 2-6 illustrates the 2013 dwelling unit densities; Map 2-7 illustrates the 2035 dwelling unit densities for the South Florida region. These two maps illustrate that little change is projected to occur for dwelling unit densities throughout the region, as the urban areas that are primarily developable within these counties are largely built out, and increasing dwelling unit densities would require significant changes to the single-family housing patterns and overall land-use patterns. However, more prominent increases in employment densities will occur due to redevelopment projects with higher floor area ratios (FARs) and development intensities as opposed to large-scale geographic redevelopment.

Table 2-1: Population Trends for Counties and Cities

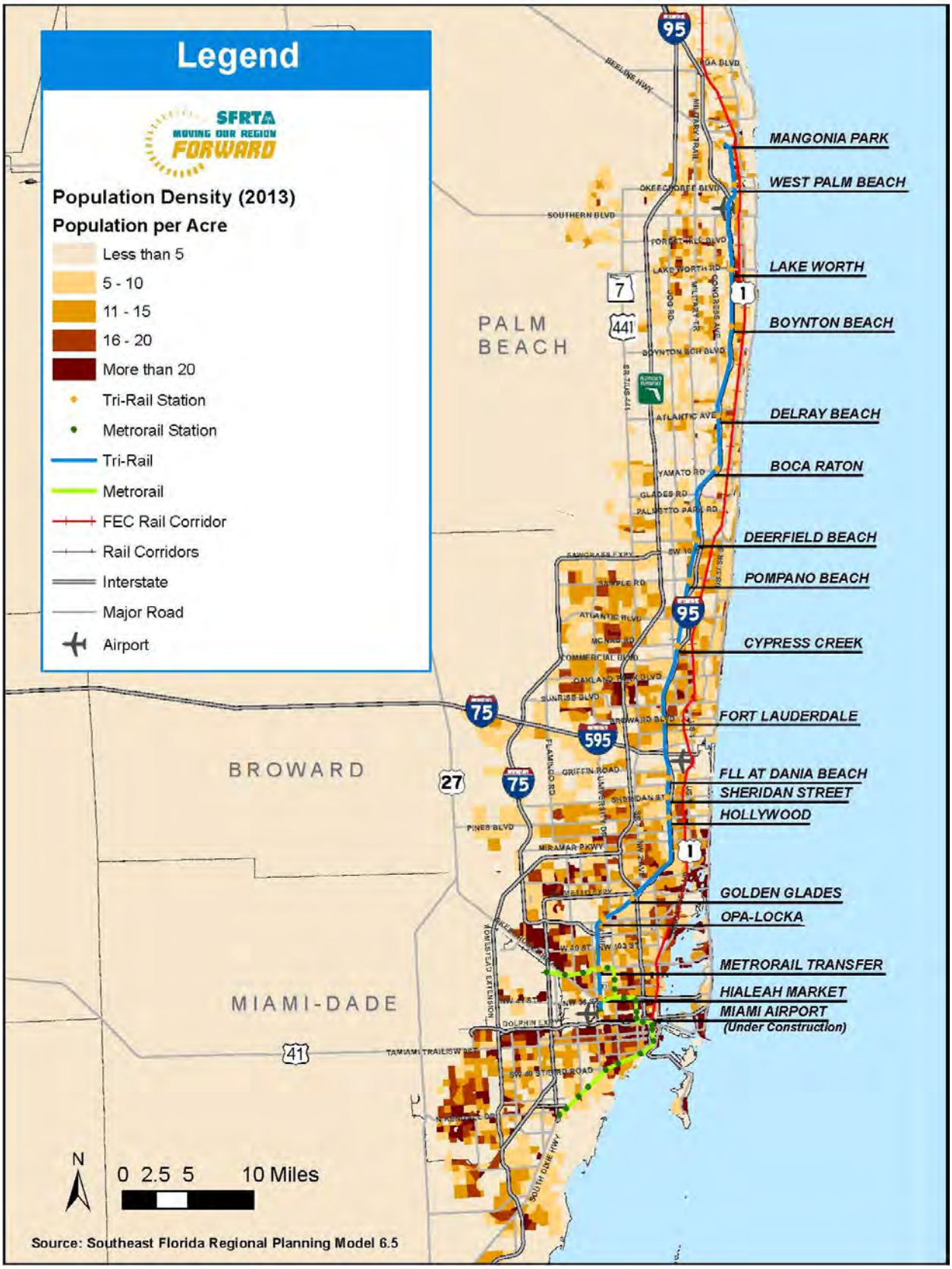
Population Trends - Miami-Dade County			
Location	2000	2010	Population Growth (2000-2010)
Miami-Dade County	**2,253,779**	**2,496,435**	**11%**
Aventura	25,267	35,762	42%
Bal Harbour	3,305	2,513	-24%
Bay Harbor Islands	5,146	5,628	9%
Biscayne Park	3,269	3,055	-7%
Coral Gables	42,249	46,780	11%
Cutler Bay	0	40,286	--
Doral	0	45,704	--
El Portal	2,505	2,325	-7%
Florida City	7,843	11,245	43%
Golden Beach	919	919	0%
Hialeah	226,419	224,669	-1%
Hialeah Gardens	19,297	21,744	13%
Homestead	31,909	60,512	90%
Indian Creek Village	33	86	161%
Islandia	6	18	200%
Key Biscayne	10,507	12,344	17%
Medley	1,098	838	-24%
Miami	362,470	399,457	10%
Miami Beach	87,933	87,779	0%
Miami Gardens	0	107,167	--
Miami Lakes	0	29,361	--
Miami Shores	10,380	10,493	1%
Miami Springs	13,712	13,809	1%
North Bay	6,733	7,137	6%
North Miami	59,880	58,786	-2%
North Miami Beach	40,786	41,523	2%
Opa-locka	14,951	15,219	2%
Palmetto Bay	0	23,410	--
Pinecrest	19,055	18,223	-4%
South Miami	10,741	11,657	9%
Sunny Isles Beach	15,315	20,832	36%
Surfside	4,909	5,744	17%
Sweetwater	14,226	13,499	-5%
Virginia Gardens	2,348	2,375	1%
West Miami	5,863	5,965	2%
Unincorporated County	1,204,705	1,109,571	-8%

Population Trends - Broward County			
Location	2000	2010	Population Growth (2000-2010)
Broward County	**1,623,018**	**1,748,066**	**8%**
Coconut Creek	43,566	52,909	21%
Cooper City	27,914	28,547	2%
Coral Springs	117,549	121,096	3%
Dania Beach	20,061	29,639	48%
Davie	75,720	91,992	21%
Deerfield Beach	64,585	75,018	16%
Ft. Lauderdale	152,397	165,521	9%
Hallandale Beach	34,282	37,113	8%
Hillsboro Beach	2,163	1,875	-13%
Hollywood	139,368	140,768	1%
Lauderdale-by-the-Sea	3,221	6,056	88%
Lauderdale Lakes	31,705	32,593	3%
Lauderhill	57,585	66,887	16%
Lazy Lake Village	38	24	-37%
Lighthouse Point	10,767	10,344	-4%
Margate	53,909	53,284	-1%
Miramar	72,739	122,041	68%
North Lauderdale	32,264	41,023	27%
Oakland Park	30,966	41,363	34%
Parkland	13,835	23,962	73%
Pembroke Park	5,384	6,102	13%
Pembroke Pines	137,427	154,750	13%
Plantation	82,934	84,955	2%
Pompano Beach	78,191	99,845	28%
Sea Ranch Lakes	734	670	-9%
Southwest Ranches	0	7,345	--
Sunrise	85,787	84,439	-2%
Tamarac	55,588	60,427	9%
Weston	49,286	65,333	33%
West Park	0	14,156	--
Wilton Manors	12,697	11,632	-8%
Unincorporated County	130,356	16,357	-87%

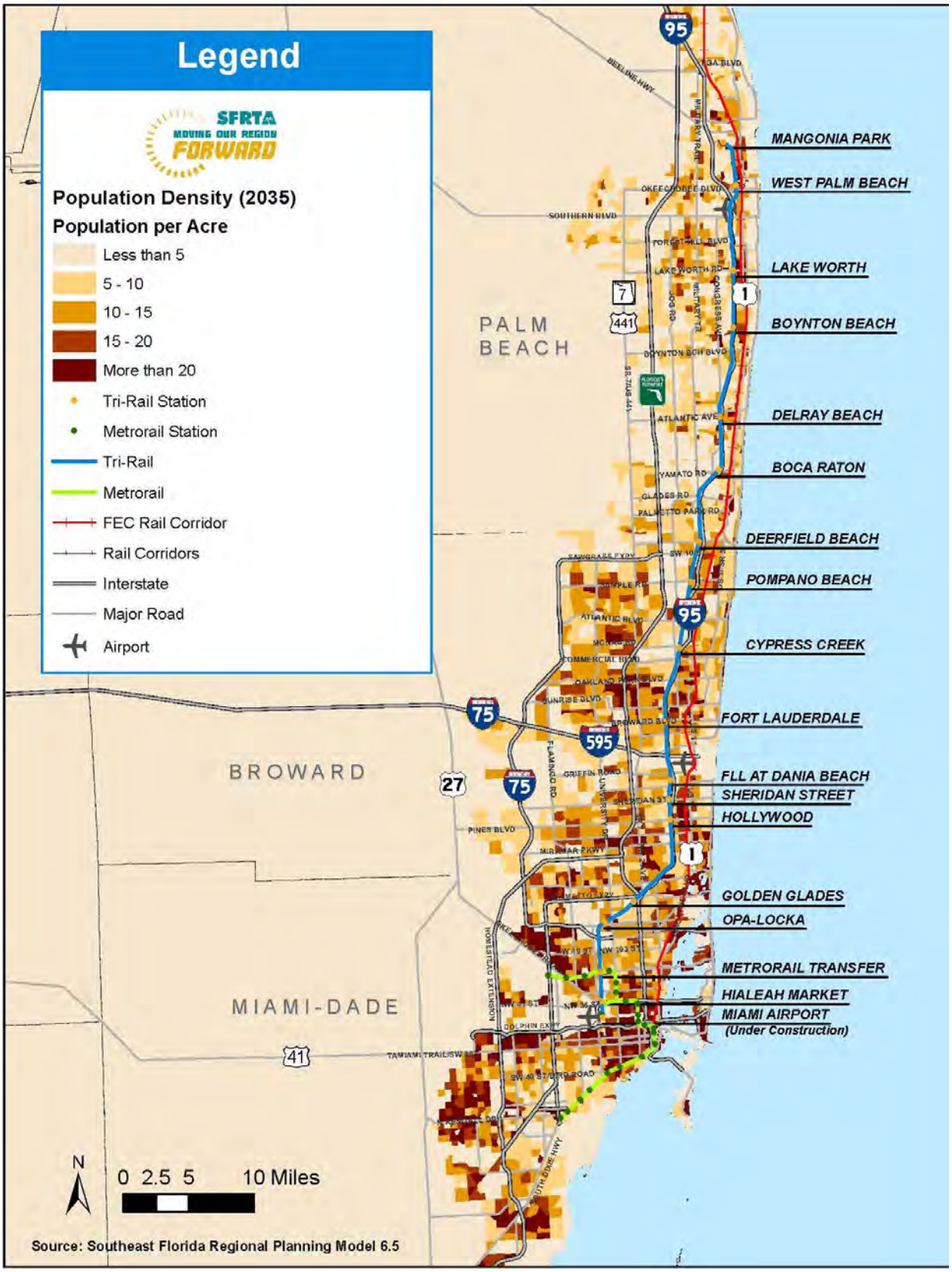
Population Trends - Palm Beach County			
Location	2000	2010	Population Growth (2000-2010)
Palm Beach County	**1,131,191**	**1,320,134**	**17%**
Atlantis	2,005	2,005	0%
Belle Glade	14,906	17,467	17%
Boca Raton	74,764	84,392	13%
Boynton Beach	60,389	68,217	13%
Briny Breezes	411	601	46%
Cloud Lake	167	135	-19%
Delray Beach	60,020	60,522	1%
Glen Ridge	276	219	-21%
Golf Village	230	252	10%
Greenacres	27,569	37,573	36%
Gulf Stream	716	786	10%
Haverhill	1,454	1,873	29%
Highland Beach	3,775	3,539	-6%
Hypoluxo	2,015	2,588	28%
Juno Beach	3,262	3,176	-3%
Jupiter	39,328	55,156	40%
Jupiter Inlet Colony	368	400	9%
Lake Clarke Shores	3,451	3,376	-2%
Lake Park	8,721	8,155	-6%
Lake Worth	35,133	34,910	-1%
Lantana	9,404	10,423	11%
Loxahatchee Groves	0	3,180	--
Manalapan	321	406	26%
Mangonia Park	1,283	1,888	47%
North Palm Beach	12,064	12,015	0%
Ocean Ridge	1,636	1,786	9%
Pahokee	5,985	5,649	-6%
Palm Beach	9,676	8,348	-14%
Palm Beach Gardens	35,058	48,452	38%
Palm Beach Shores	1,269	1,142	-10%
Palm Springs	11,699	18,928	62%
Riviera Beach	29,884	32,488	9%
Royal Palm Beach	21,523	34,140	59%
South Bay	3,859	4,876	26%
South Palm Beach	1,531	1,171	-24%
Tequesta Village	5,273	5,629	7%
Wellington	38,216	56,508	48%
West Palm Beach	82,103	99,919	22%
Unincorporated County	521,447	587,844	13%

Note: Cities with zero population shown for 2000 were incorporated after April 1, 2000.
Source: University of Florida Bureau of Economic and Business Research (BEBR), *2011 Florida Statistical Abstract*, Table 1.25.

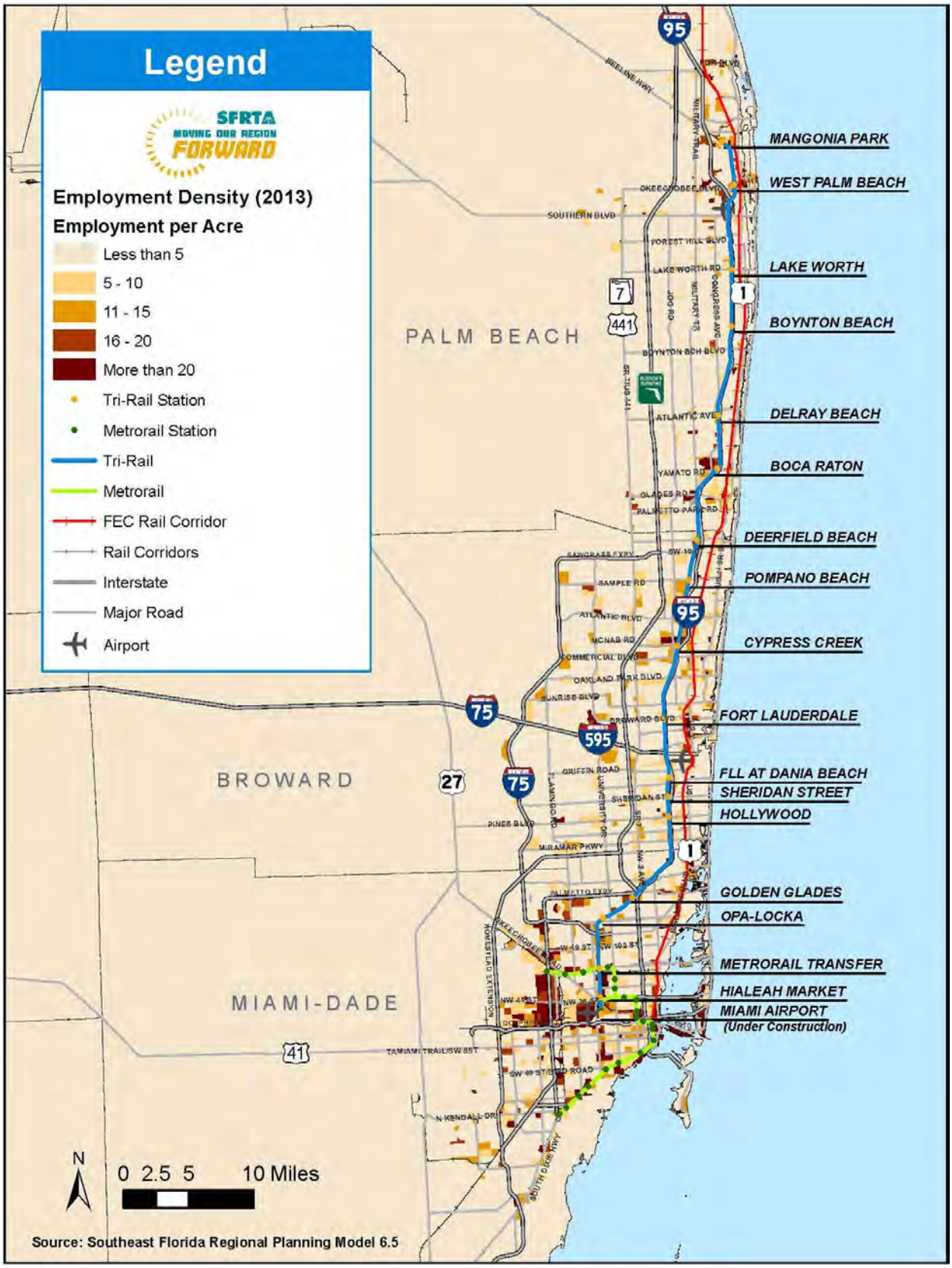
Map 2-2: 2013 Population Densities



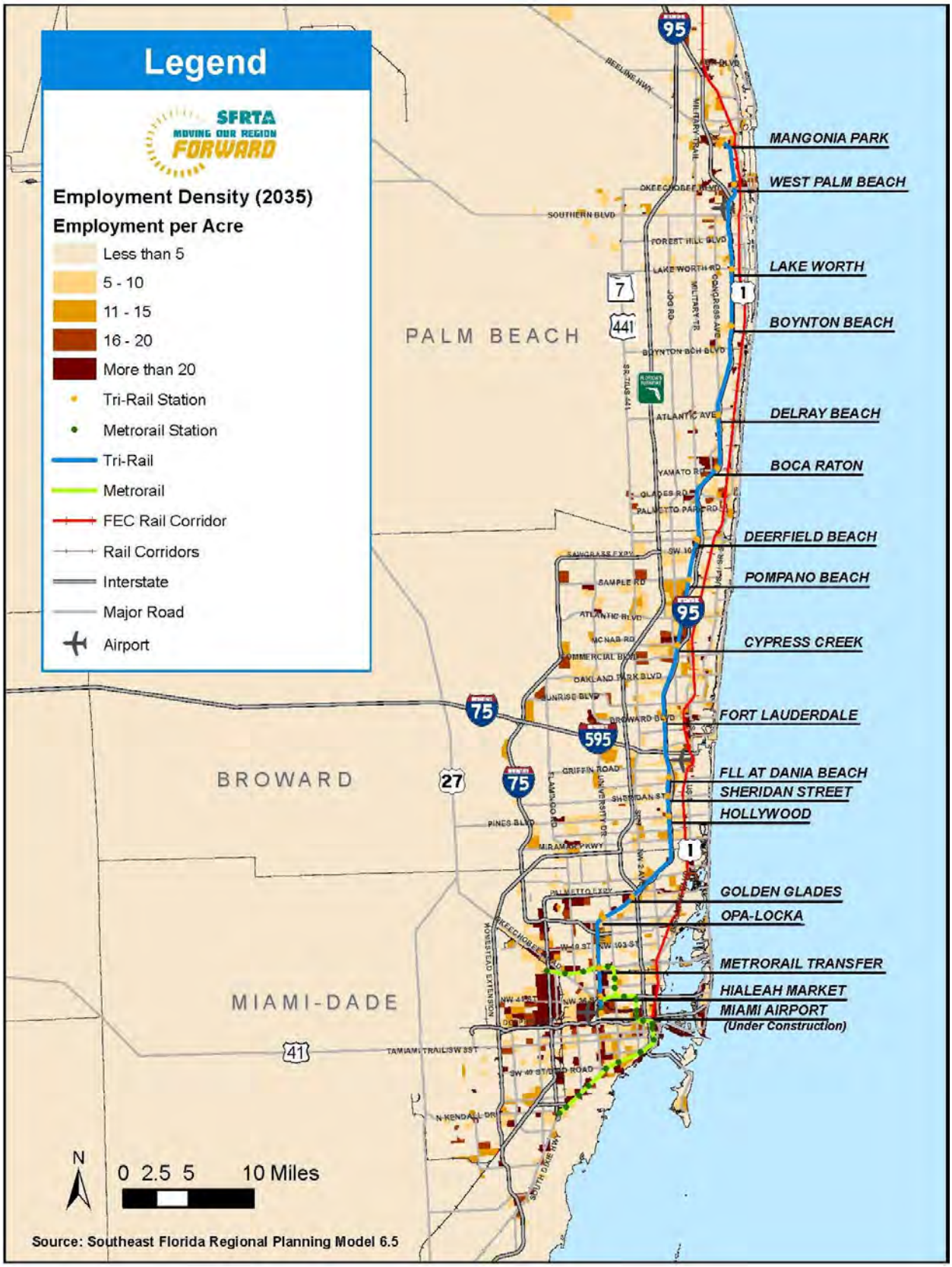
Map 2-3: 2035 Population Densities



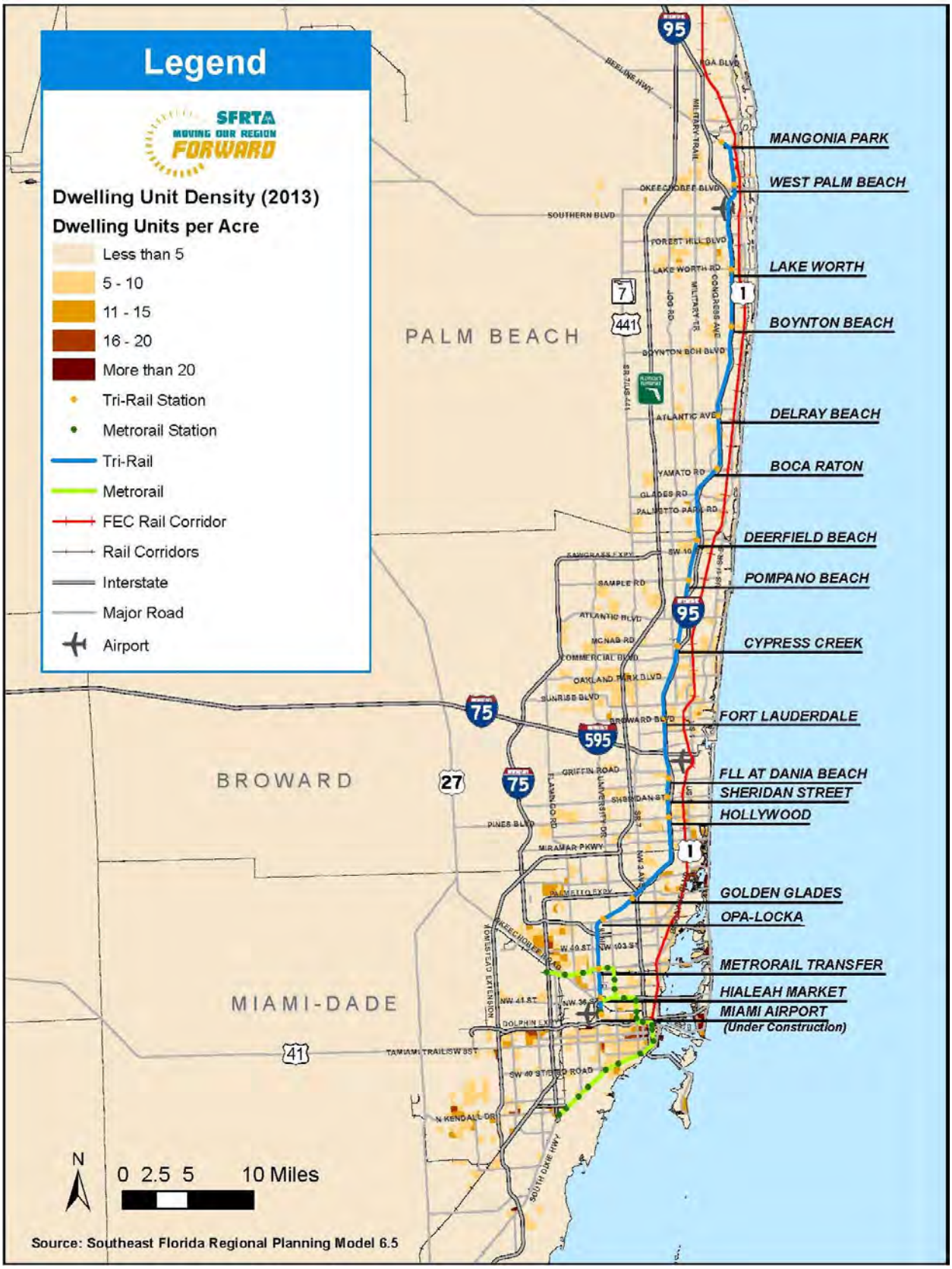
Map 2-4: 2013 Employment Densities



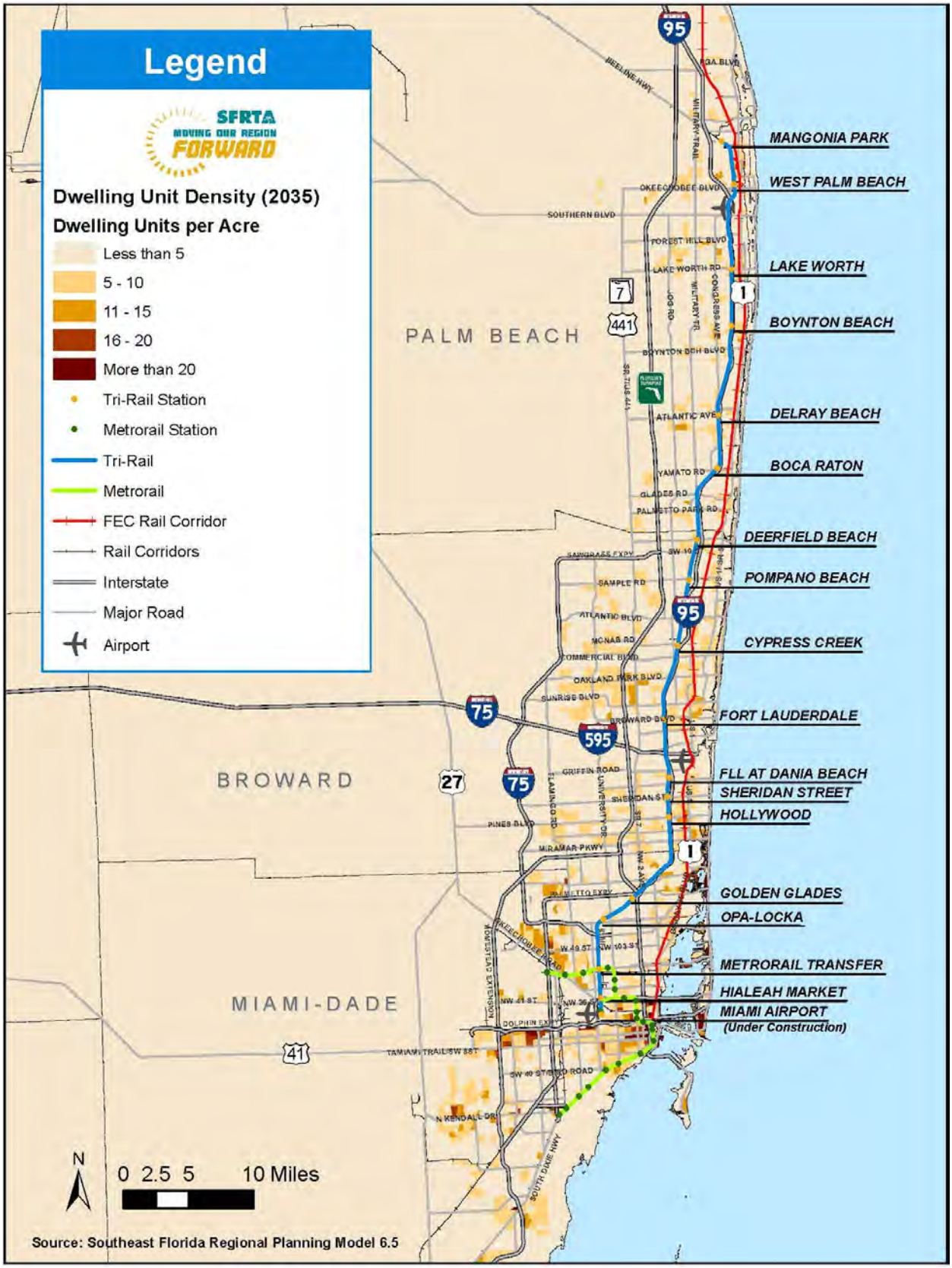
Map 2-5: 2035 Employment Densities



Map 2-6: 2013 Dwelling Unit Densities



Map 2-7: 2035 Dwelling Unit Densities



2.4: POTENTIAL TRANSPORTATION DISADVANTAGED POPULATION

As shown in Table 2-2, Transportation Disadvantaged (TD) population estimates are provided for each county, based on the most recent TDP updates completed for each the local transit service providers in the South Florida region. The percent of total population, based on the estimated TD population for each county, also is provided. As shown, there is significant variation in the TD population as a percentage of the total countywide population within the South Florida region, with the TD population equating to only 9 percent of the total population in Palm Beach County, while the TD population equates to 39 percent and 48 percent of the total population in Broward and Miami-Dade counties, respectively.

Table 2-2: Potential Transportation Disadvantaged Population

Estimated Transportation Disadvantaged Population			
County	**Total Population**	**TD Population (Year)**	**Percent of Total Population**
Miami-Dade	2,474,676	1,198,615 (2012)	48%
Broward	1,742,012	687,000 (2009)	39%
Palm Beach	1,309,401	121,314 (2009)	9%
Total	**5,526,089**	**2,006,929**	**36%**

Source: Miami-Dade County Transit Development Plan 2012, Broward County TDP 2009, Palm Beach TDP 2009

2.5: DEMOGRAPHIC AND JOURNEY-TO-WORK CHARACTERISTICS

Table 2-3 displays the percent distribution of minority populations in the South Florida region. Miami-Dade County has the highest percentage of minority population (84%), followed by Broward County and Palm Beach County. The significant minority population found in Miami-Dade County is due primarily to the concentration of Hispanic population, which equates to approximately 1.6 million persons (65% of the total county population).

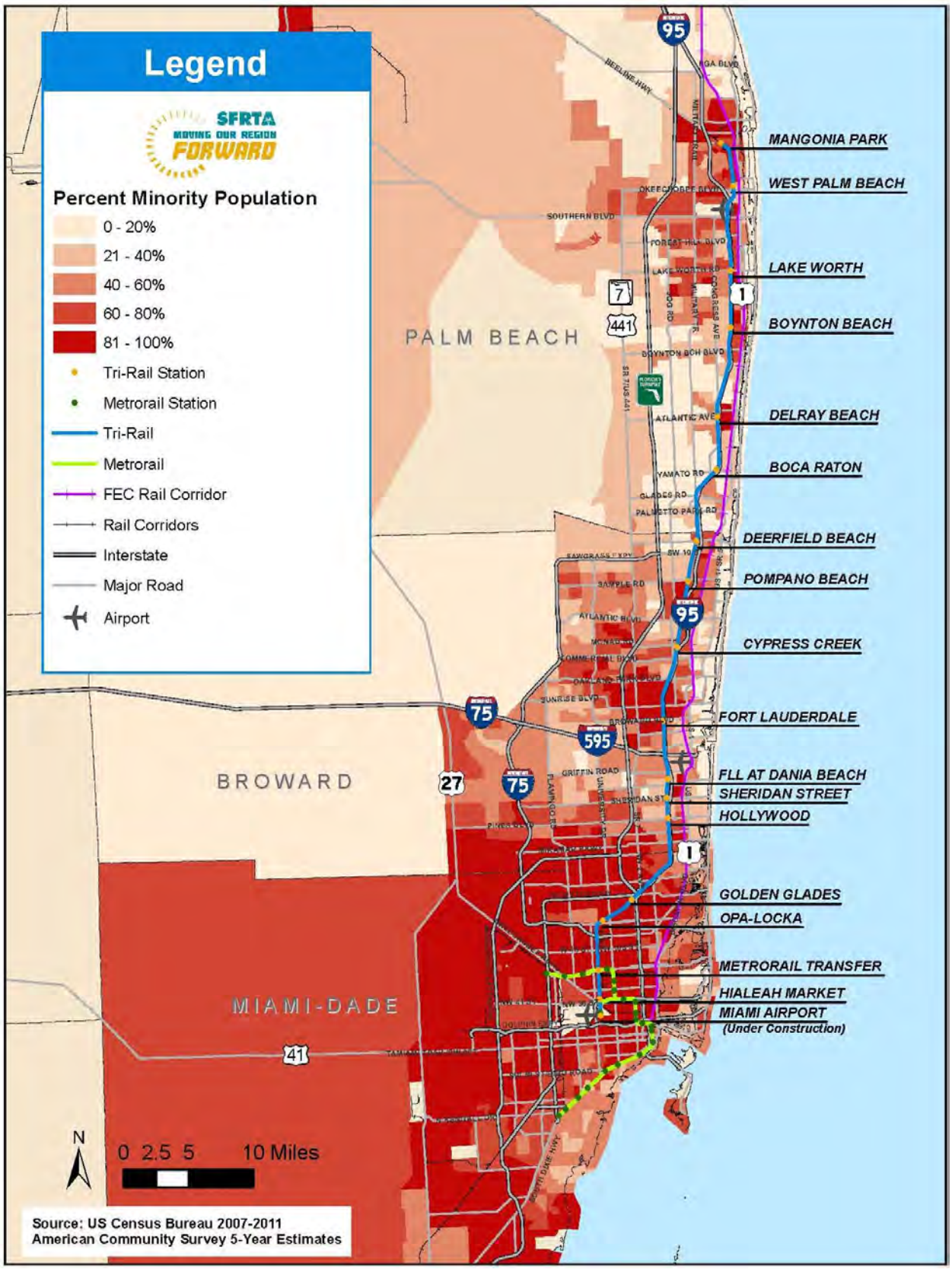
Table 2-3: Minority and Non-Minority Population, 2011

Minority Population			
County	**Population (2010)**	**Non-Hispanic White**	**Percent Minority**
Miami-Dade	2,474,676	15.8%	84.2%
Broward	1,742,012	44.6%	55.4%
Palm Beach	1,309,401	60.9%	39.1%

Source: U.S. Census Bureau, 2007–2011 American Community Survey

Map 2-8 illustrates the percent minority population by TAZ for the South Florida region. A significant portion of Miami-Dade County has minority population levels that exceed 80 percent of the total population. In Broward and Palm Beach counties, areas with higher percentages of minority population are located, in many instances, along the Tri-Rail corridor.

Map 2-8: Percent of Minority Population by Census Tract, 2011



Age Distribution

Table 2-4 provides an overview of the total population and population by age distribution for the South Florida region. As shown, the three counties have a similar distribution of persons under the age of 18 years. Palm Beach County has a higher percentage of persons over age 65 and a higher average age compared to Miami-Dade and Broward counties.

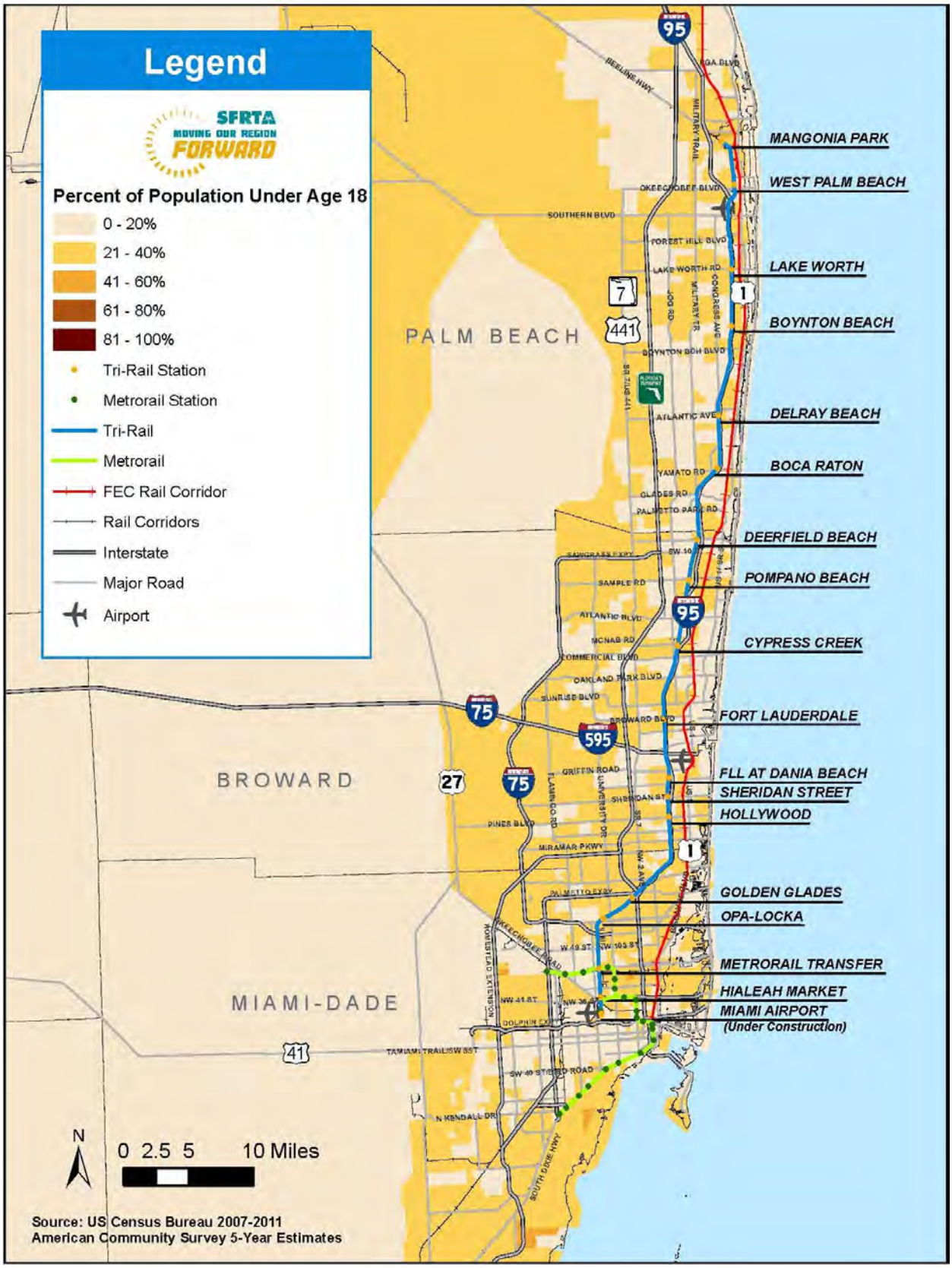
Table 2-4: Distribution of Population by Age, 2011

Age Distribution					
County	**Population (2010)**	**Under Age 18**	**Age 18–64 Years**	**Over Age 65**	**Average Age (Years)**
Miami-Dade	2,474,676	21.4%	64.3%	14.2%	38.0
Broward	1,742,012	22.0%	63.6%	14.3%	39.4
Palm Beach	1,309,401	20.3%	57.8%	21.8%	43.3

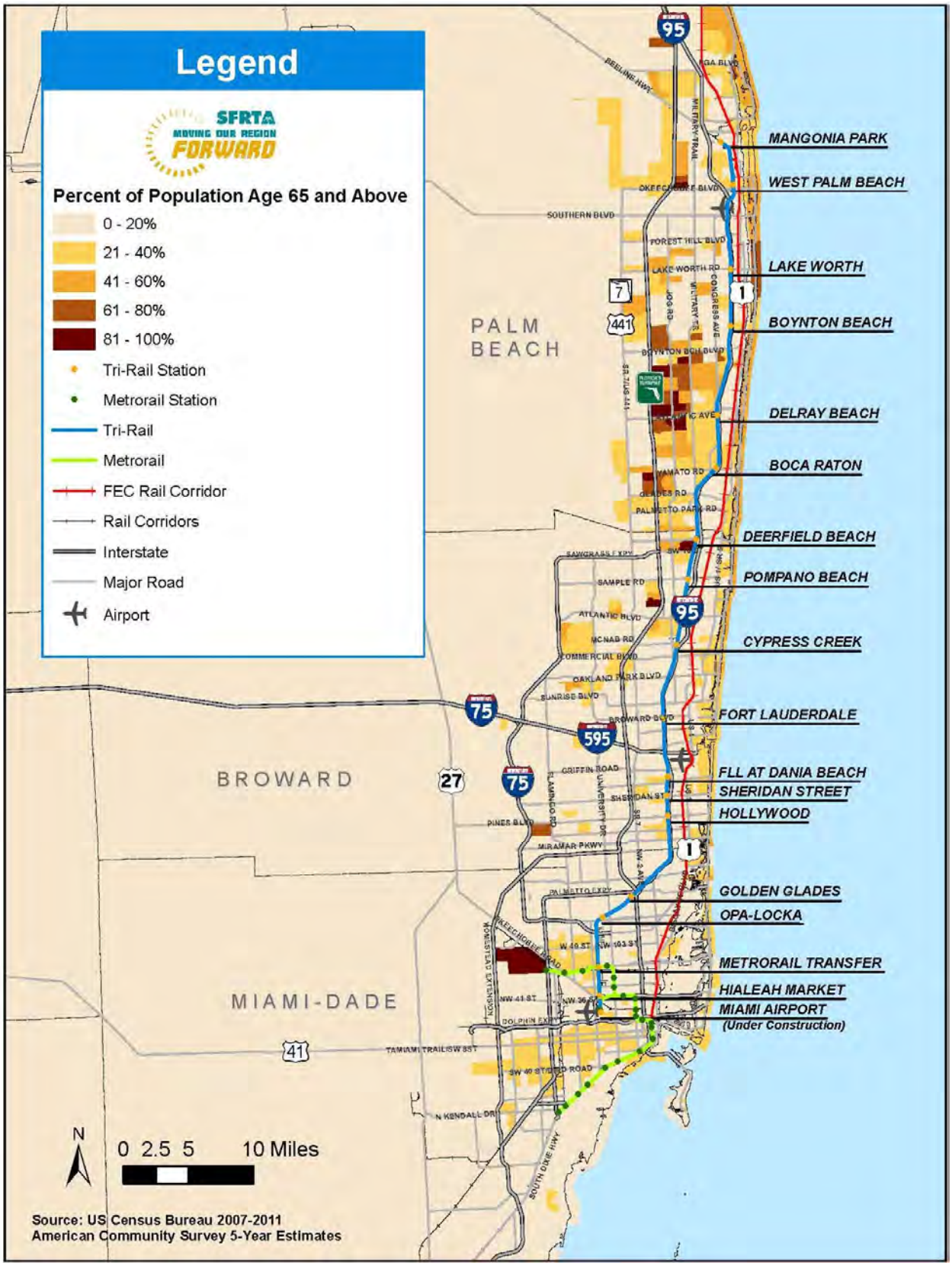
Source: U.S. Census Bureau, 2007-2011 American Community Survey

Age distribution is an important factor to consider because young people and older adults are more likely than the rest of the population to use public transportation. These populations include youth under age 18 who either cannot legally operate a motor vehicle or are not likely to own their own vehicle and, therefore, typically have a higher propensity for using transit, as well as older adults, who often are no longer able to drive due to impairments from aging. Maps 2-9 and 2-10 illustrate the concentrations of residents under age 18 and those who are over age 65 within each county.

Map 2-9: Percent of Population under Age 18, 2011



Map 2-10: Percent of Population over Age 65, 2011



Income

As shown in Table 2-5, Miami-Dade County has a slightly higher percentage of households below the poverty level compared to Broward and Palm Beach counties. Miami-Dade County also has a lower average income compared to both Broward and Palm Beach counties. Households with incomes below the poverty level may be more likely to require public transit for transportation due to the cost of owning and operating a household vehicle.

Table 2-5: Household Income Distribution, 2011

Household Income Distribution			
County	**Total Households**	**Average Income**	**Below Poverty Level**
Miami-Dade	825,337	$43,957	17.9%
Broward	665,037	$51,782	13.0%
Palm Beach	523,559	$52,951	13.3%

Source: U.S. Census Bureau, 2007–2011 American Community Survey

Household Vehicle Availability

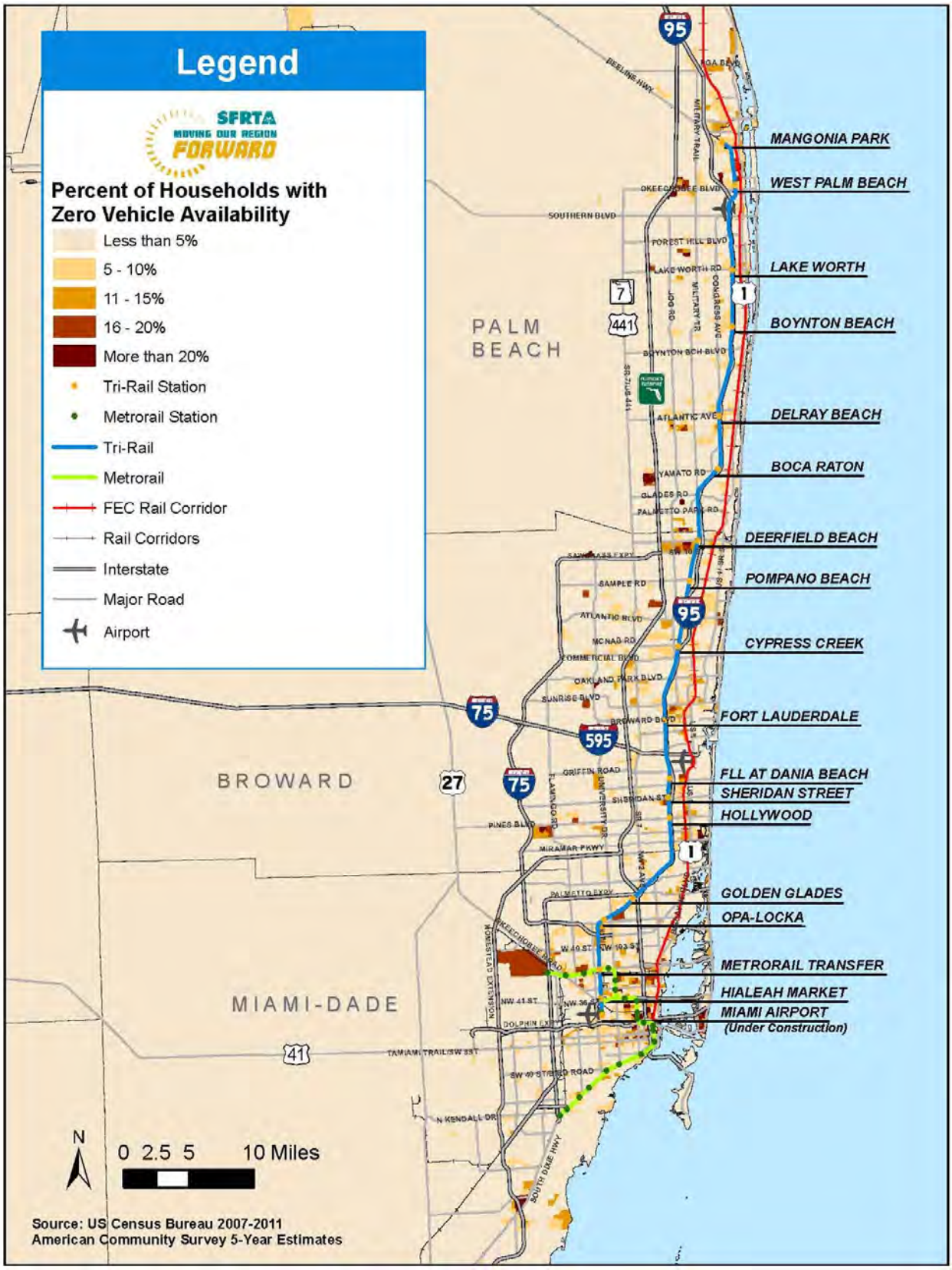
As shown in Table 2-6, Miami-Dade County has the highest percentage of households with zero vehicles. Zero-vehicle households are traditionally considered transit-dependent as they rely heavily upon transit to fulfill their transportation needs. Map 2-11 illustrates the geographic distribution of zero-vehicle households within the South Florida region by census block group.

Table 2-6: Distribution of Vehicle Availability by Household, 2011

Distribution of Vehicle Availability by Household					
County	**Total Households**	**0 vehicle**	**1 vehicle**	**2 vehicles**	**3 or more vehicles**
Miami-Dade	825,337	11.1%	39.5%	35.1%	14.3%
Broward	665,037	7.3%	41.8%	36.8%	14.1%
Palm Beach	523,559	6.2%	44.1%	37.5%	12.2%

Source: U.S. Census Bureau, 2007-2011 American Community Survey

Map 2-11: Percent of Households with No Vehicle, 2011



Labor Force

Table 2-7 displays the percentage of population ages 16 and older in the labor force and the unemployment rate within each county. As of 2011, the unemployment rate is slightly lower in Miami-Dade County than in Broward and Palm Beach counties.

Table 2-7: Labor Force Participation, 2011

Labor Force Participation				
County	**Population (Age 16 and older)**	**Part of Labor Force**	**Not in Labor Force**	**Percent Unemployed**
Miami-Dade	1,995,801	1,257,458	738,343	9.9%
Broward	1,398,747	946,193	452,554	10.5%
Palm Beach	1,074,083	647,885	426,198	10.5%

Source: U.S. Census Bureau, 2007-2011 American Community Survey

Commuting Patterns

Tables 2-8 and 2-9 summarize the commuter flows for workers living in the South Florida region. Table 2-8 looks at the percentage of residents of each county traveling outside of the county for work versus those staying within their county of residence for work. The result of this analysis indicates that a higher percentage of residents of Broward and Palm Beach Counties are employed and must commute outside of their county of residence for work compared to residents of Miami-Dade County.

Table 2-8: County of Work for Workers Residing in the SFRTA Service Area

County in which South Florida Residents Live			
	Miami-Dade	**Broward**	**Palm Beach**
Lives in county	892,925	717,651	477,488
Lives in county but employed outside of county	196,983	270,665	161,133
Percent of residents employed outside of county	22%	38%	34%
Lives and employed in county	695,942	446,986	316,355
Percent of residents employed in county	78%	62%	66%

Source: U.S. Census Bureau, OnTheMap Application and Longitudinal Employer-Household Dynamics (LEHD) Origin Destination Employment Statistics

Conversely, Table 2-9 looks at the total number of persons employed within each county and their location of residence. The results of this table also indicate that Broward and Palm Beach counties have more employees commuting into each respective county for work than Miami-Dade County, which has a higher percentage of employees that both live and work within the county. The findings of these two tables are consistent with Map 2-4, which illustrates that the highest concentration of existing employment densities in the South Florida region is found in Miami-Dade County, specifically in Miami.

Table 2-9: Commuting from Neighboring Counties, SFRTA Service Area

County in which South Florida Employees Live			
	Miami-Dade	Broward	Palm Beach
Employed in county	938,014	695,631	485,188
Employed in county but live outside of county	242,072	248,645	168,833
Percent of employees living outside of county	26%	36%	35%
Employed and lives in county	695,942	446,986	316,355
Percent of employees living inside of county	74%	64%	65%

Source: U.S. Census Bureau, OnTheMap Application and LEHD Origin-Destination Employment Statistics

Means of Travel to Work

Table 2-10 provides the distribution of the primary modes of transportation used to commute to work by employees in Broward, Palm Beach, and Miami-Dade counties. Approximately 77 percent of workers in Miami-Dade County, 80 percent of workers in Broward County, and 79 percent of workers in Palm Beach County drive alone to work; the remaining workers use some form of alternative mode of transportation or work from home. Miami-Dade County has the highest percentage of workers using public transportation to travel to work compared to Broward County or Palm Beach County. Palm Beach County has a slightly higher percentage of workers that carpool, walk, use some other mode, or work at home (20%) than Miami-Dade County (18%) or Broward County (17%).

Table 2-10: Journey-to-Work Mode Split and Average Travel Time to Work, 2011

Journey-To-Work Mode Split														
County	Workers (16 years and older)	Car, Truck, or Van (drove alone)		Car, Truck, or Van (carpooled)		Public Transp.		Walked		Other Modes		Worked at Home		Avg. Travel Time to Work (mins)
Miami-Dade	1,112,485	857,994	77%	107,117	10%	57,546	5%	23,705	2%	22,647	2%	43,476	4%	29.2
Broward	825,581	661,053	80%	79,357	10%	23,702	3%	11,068	1%	14,832	2%	35,569	4%	26.9
Palm Beach	565,488	445,356	79%	61,043	11%	8,626	2%	9,521	2%	11,612	2%	29,330	5%	24.3

Source: U.S. Census Bureau, 2007-2011 American Community Survey

2.6: ROADWAY CONDITIONS

Maps 2-12 and 2-13 illustrate the existing and future peak-hour level-of-service (LOS) information for major roadways within the South Florida region for 2013 and 2035, respectively. A number of major travel corridors throughout the region are either currently deficient or are projected to become deficient by 2035. When comparing the existing and future roadway LOS, notable geographic areas of LOS deterioration include northern Palm Beach County, central Broward County, and Miami-Dade County, which is projected to have the greatest overall deterioration of level of service by 2035.

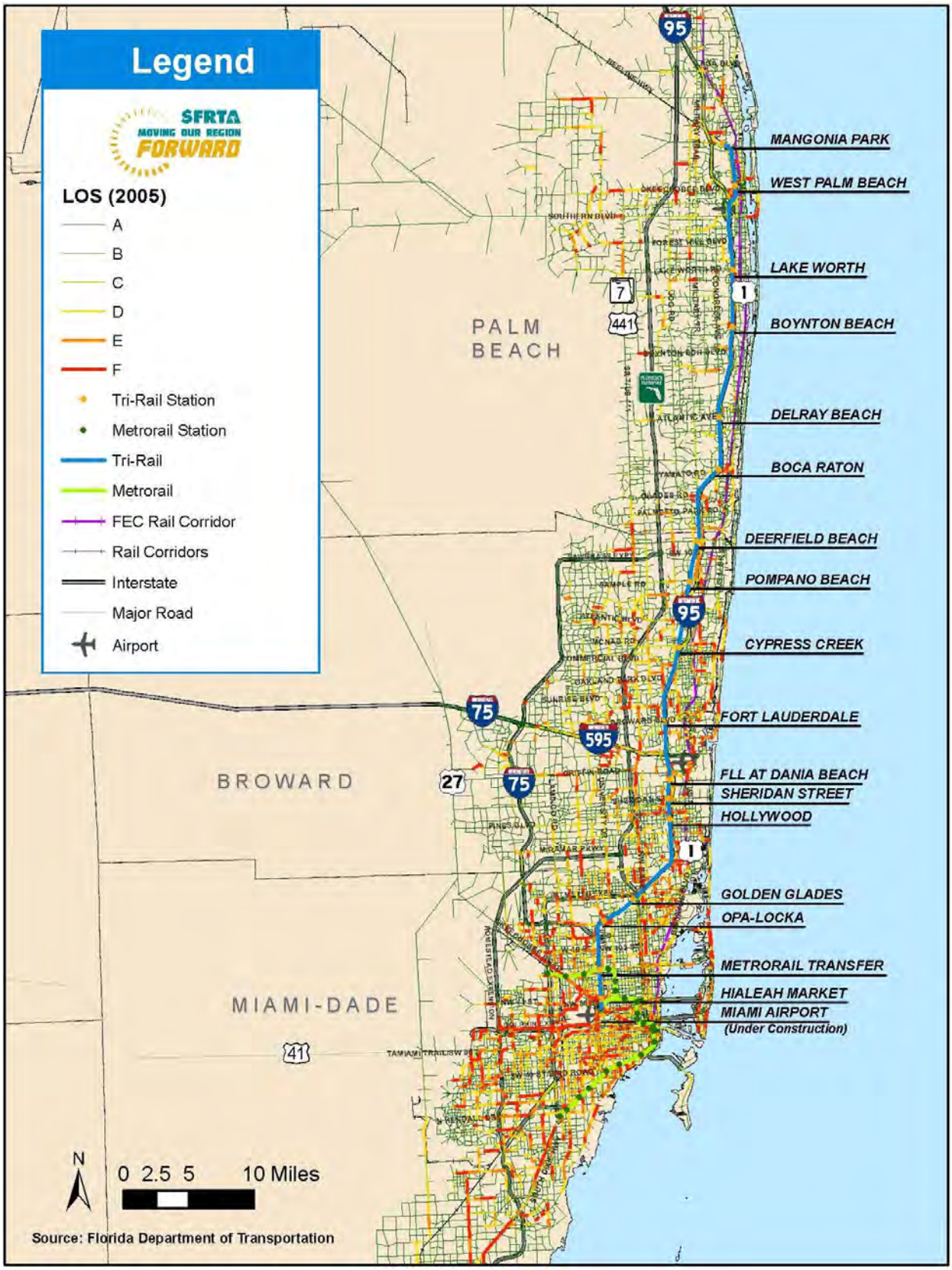
2.7: MAJOR EMPLOYERS AND TRIP GENERATORS

As part of the baseline conditions analysis, data on major public and private employers in Broward, Miami-Dade, and Palm Beach counties were reviewed and summarized. The major industries in the South Florida region are diverse and include education and health care services, retail trade, professional services, and arts, entertainment, leisure, and hospitality.

Table 2-11 summarizes the top public and private employers in the South Florida region by county, and the location of each employer is illustrated in Map 2-14 using the Map ID # reference provided in Table 2-11. Within each county, the top public employer is the respective School District. The second largest public employer in both Miami-Dade and Palm Beach counties is the respective county government agency; in Broward County, the second largest public employer is Memorial Health Care System. Broward County has the largest private employer in the region, Spherion Corporation, which employs approximately 258,000 workers. Table 2-12 summarizes the distribution of workers by industry for the civilian population age 16 and older by county, based on data obtained from the ACS.

Table 2-13 lists the major trip generators in Miami-Dade, Broward, and Palm Beach counties by type of trip generator: employment centers, educational institutions, hospitals, shopping centers, and recreational attractions. Maps 2-14, 2-15, and 2-16 illustrate the location of each major trip generator in each of the using the Map ID # reference provided in Table 2-13.

Map 2-12: Existing Peak-Hour Roadway Level of Service (2005)



Map 2-13: Future Peak-Hour Roadway Level of Service (2035)

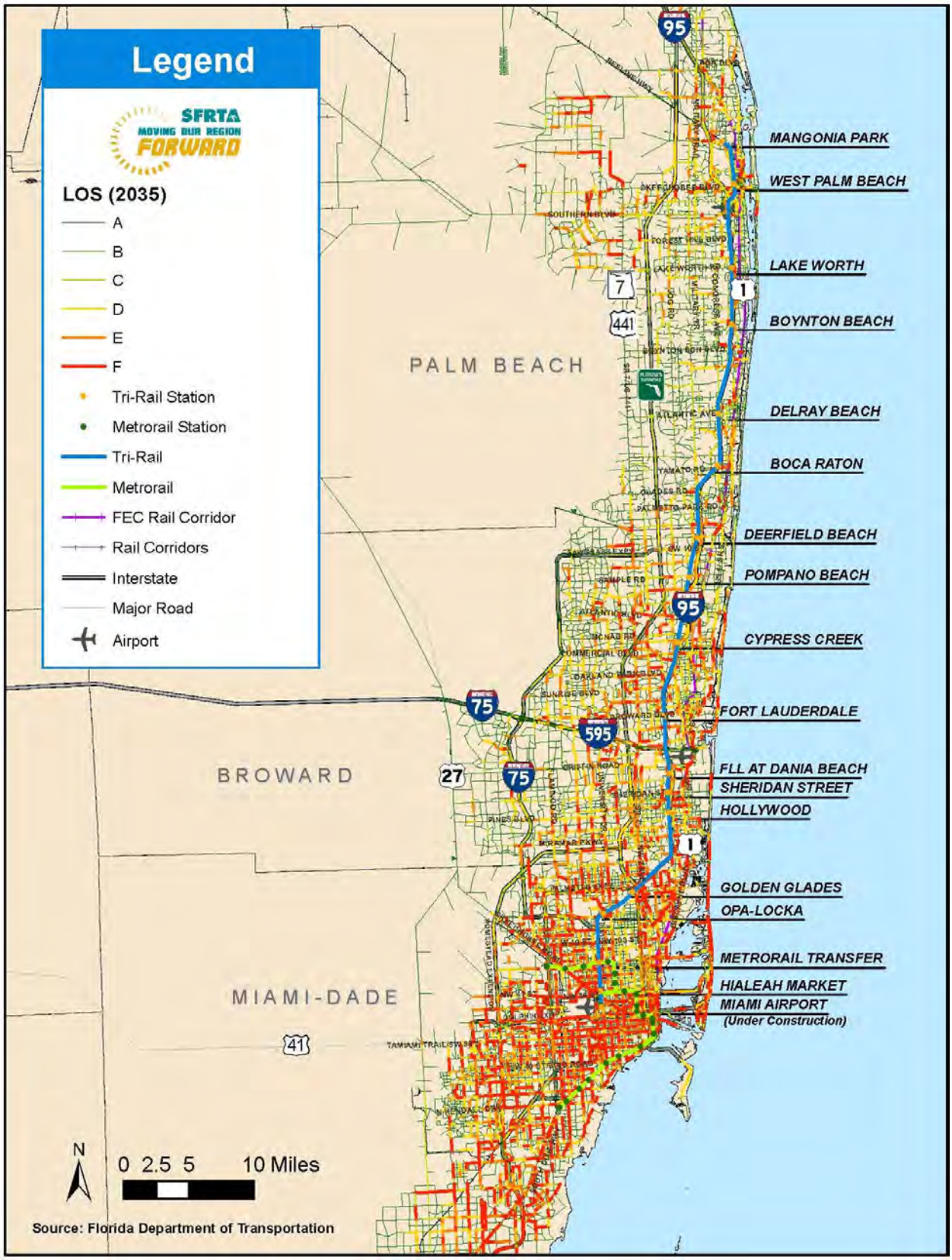


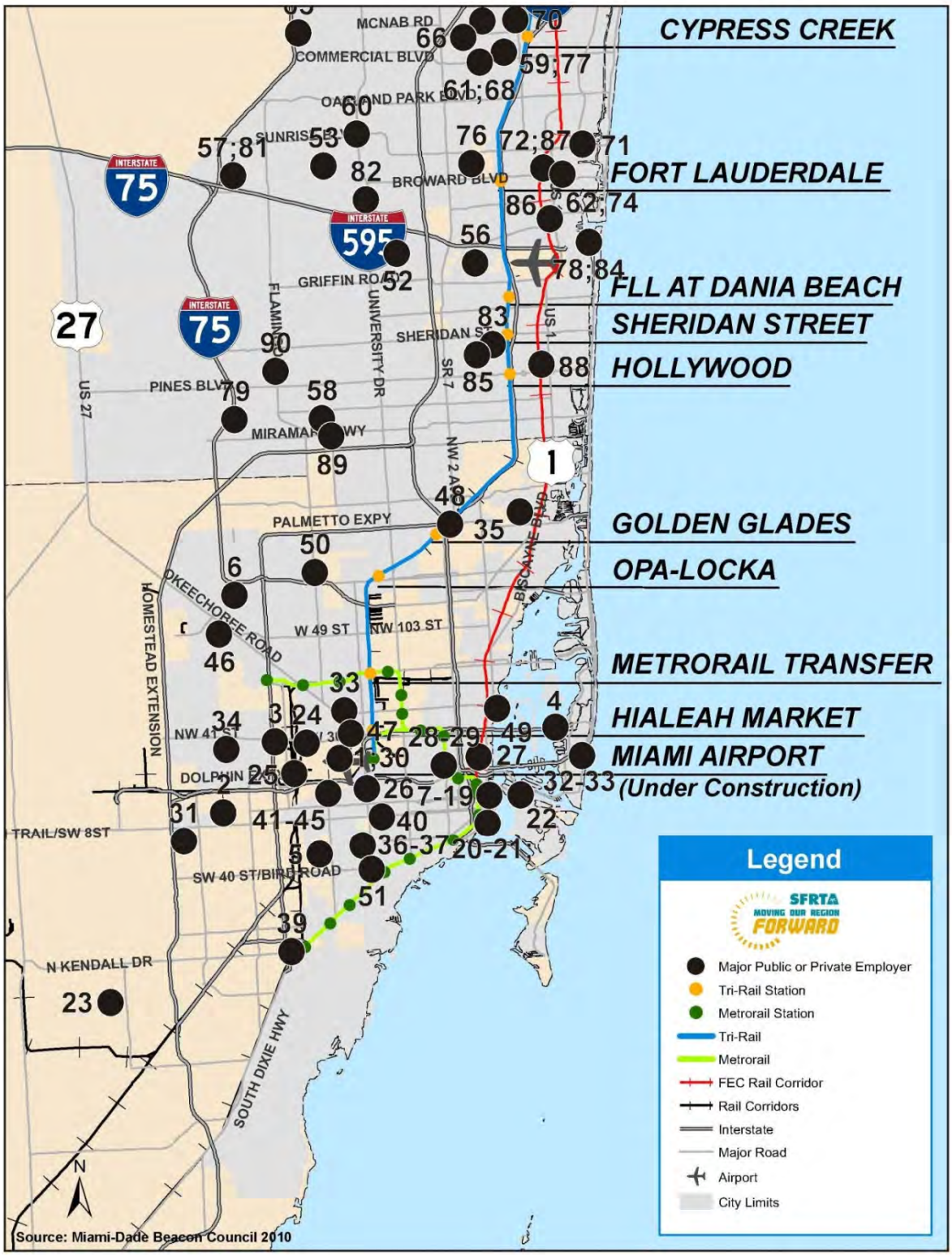
Table 2-11: Major Public and Private Employers

Major Public and Private Employers								
Map ID #	Miami-Dade County	# of Employees	Map ID #	Broward County	# of Employees	Map ID #	Palm Beach County	# of Employees
Public Employers per County								
27	Miami-Dade County Public Schools	48,571	73	Broward County School Board	26,933	99	Palm Beach School Board	21,718
11	Miami-Dade County	29,000	85	Memorial Healthcare System	10,700	100	Palm Beach County	11,381
16	Federal Government	19,500	86	Broward Health	8,207	104	Florida Atlantic University	2,776
17	Florida State Government	17,100	84	Broward County Sheriff	5,315	106	Veterans Health Administration	2,205
28	Jackson Health System	12,571	87	City of Fort Lauderdale	2,487	111	South Florida Water Management	1,700
31	Florida International University	8,000	88	City of Hollywood	1,239	112	City of West Palm Beach	1,671
18	Miami-Dade College	6,200	90	City of Pembroke Pines	1,077	113	City of Boca Raton	1,638
19	City of Miami	4,309	89	City of Miramar	938	114	Palm Beach State College	982
29	Miami VA Healthcare System	2,385				115	City of Boynton Beach	925
32	City of Miami Beach	1,950				125	Palm Beach Atlantic University	400
33	City of Hialeah	1,700						
34	U.S. Southern Command	1,600						
36	City of Coral Gables	901						
35	City of North Miami Beach	626						
Private Employers per County								
1	American Airlines	9,000	77	Spherion Corp.	258,000	101	Tenet Healthcare Corporation	5,127
2	Florida Power & Light Company	3,840	74	AutoNation	25,000	102	Hospital Corporation of America	4,150
3	Carnival Cruise Lines	3,500	76	Republic Services	13,000	103	Florida Power & Light	3,658
4	Mount Sinai Medical Center	3,000	78	Seacor Holdings	5,268	105	Bethesda Memorial Hospital	2,300
5	Miami Children's Hospital	2,800	75	JM Family Enterprises	4,700	107	Boca Raton Resort & Club	2,200
6	Sedanos Supermarkets	2,500	52	Nova Southeastern University	3,971	108	Office Depot	2,100
7	Wachovia, A Wells Fargo Co.	2,179	81	Pediatrix Medical Group	3,914	109	Boca Raton Community Hospital	2,100
8	Bank of America	2,000	80	BFC Financial Corp	3,559	91	Florida Crystals	1,900
22	Royal Caribbean International/Celebrity Cruises	1,880	53	American Express	3,000	110	The Breakers	1,800
23	Beckman Coulter Corp.	1,400	79	Elizabeth Arden	2,850	92	Thomas Produce Co.	1,000
24	United Parcel Service	1,150	54	Kaplan Higher Education	2,800	116	NCCI	872
48	Vitas Innovative Hospice Cars	1,118	55	The Answer Group	2,800	117	CSC Applied Technologies	700
25	Eulen America	1,000	56	Interbond Corp. of America dba BrandsMart USA	2,600	118	Lynn University	700
9	Miami Herald Publishing Co.	850	83	Heico Corporation	2,185	93	SimplexGrinnell/Tyco International	698
20	BankUnited	750	57	Alorica	2,000	119	The Continental Group Inc.	640
13	Regions Bank	700	58	Spirit Airlines	1,450	120	The GEO Group	635
43	Burger King	700	59	Citrix Systems	1,428	94	IBM Corporation	600
26	Ocean Bank	633	60	Motorola	1,400	95	Palm Beach Newspapers	585
40	MasTec, Inc.	500	82	National Beverage Corporation	1,300	96	Cheney Brothers	550
49	TEVA Pharmaceuticals Industries	500	61	SFN Group	1,208	121	Applied Card Systems	550
10	SunTrust Bank	400	62	Sun Sentinel Co. / WSFL - TV	1,133	122	TMS Health	515
12	CitiBank	391	63	DHL Express	1,075	123	Tropical Shipping	515
41	Discovery Networks Latin America/US Hispanic	385	64	Saveology.com	900	124	Churchill Benefit Corporation/Yurcor Virtual Bank	500
15	Terremark Worldwide, Inc.	350	65	City Furniture	883	97	Pepsi Cola Bottling Corporation	450
38	Northern Trust Bank of Florida	325	66	Aviall	842	98	Siemens/Enterprise Communications	400
14	Mellon United National Bank	300	67	First Data	800			
44	Avaya	300	68	Zimmerman Advertising	800			
46	AAR Landing Gear Services	279	69	Rick Case Automotive Group	796			
50	Merck	260	70	American Changer Corp.	590			
30	LAN Airlines	257	71	Ed Morse Automotive Group	558			
21	Telefonica Data USA	193	72	Franklin Templeton Investments	550			
39	AXA Advisors South Florida Branch	125						
47	Swissport USA, Inc.	110						
51	HBO Latin America	105						
42	Hewlett-Packard Co.	100						
45	Aerospace Engineering Group	95						
37	ExxonMobil Inter-America	53						

Note: Map ID # for each Major Employer associated with numbers found on Map 2-14.

Source: Broward Alliance Economic Sourcebook 2012, Palm Beach Business Development Board 2011, Miami-Dade Beacon Council 2010

Map 2-14: Major Public and Private Employers, Miami-Dade County



Map 2-15 Major Public and Private Employers, Broward County

Map 2-16 Major Public and Private Employers, Palm Beach County

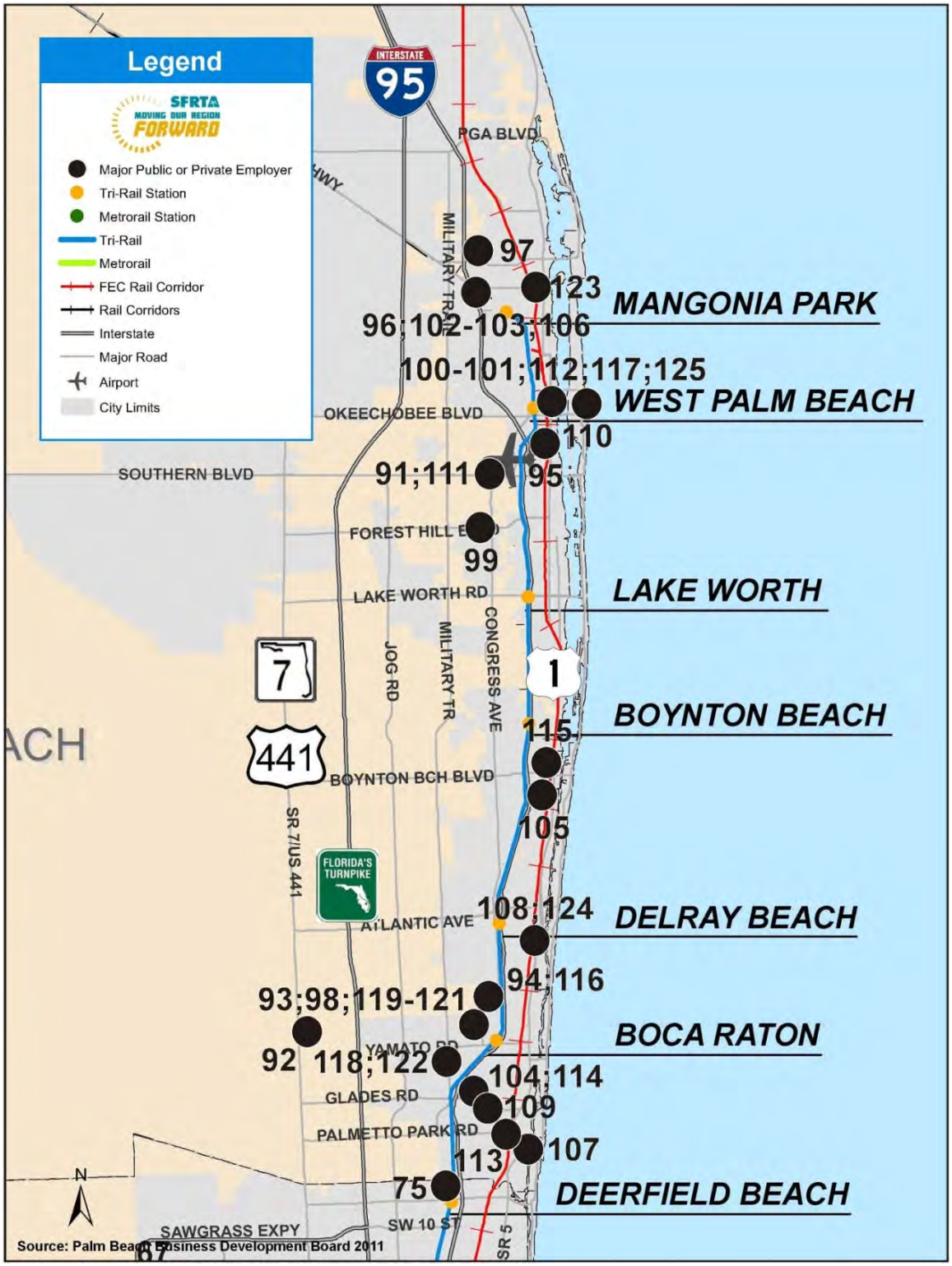


Table 2-12: Distribution of Civilian Workers Age 16 and Older by Industry, 2011

Employment Distribution by Industry						
Industry	**Miami-Dade**		**Broward**		**Palm Beach**	
Agriculture/forestry/fishing/hunting, mining	7,328	0.6%	2,248	0.3%	6,732	1.2%
Construction	87,730	7.8%	56,498	6.7%	44,245	7.6%
Manufacturing	61,043	5.4%	43,585	5.2%	25,890	4.5%
Wholesale trade	51,127	4.5%	33,486	4.0%	17,367	3.0%
Retail trade	140,414	12.4%	111,300	13.2%	77,603	13.4%
Transportation/warehousing, utilities	82,575	7.3%	45,377	5.4%	25,772	4.4%
Information	25,757	2.3%	23,050	2.7%	12,066	2.1%
Finance/insurance, real estate, rental/leasing	85,899	7.6%	75,364	8.9%	49,467	8.5%
Professional/scientific/management, administrative, waste management services	138,423	12.2%	112,691	13.3%	80,980	14.0%
Educational services/health care/social assistance	223,765	19.8%	170,671	20.2%	115,679	20.0%
Arts/entertainment/recreation, accommodation/food services	114,331	10.1%	85,718	10.1%	64,851	11.2%
Other services (except public administration)	69,819	6.2%	48,336	5.7%	35,351	6.1%
Public administration	43,247	3.8%	37,168	4.4%	23,513	4.1%
Total	**1,131,458**	**100.0%**	**845,492**	**100.0%**	**579,516**	**100.0%**

Source: U.S. Census Bureau, 2007–2011 American Community Survey

Table 2-13: Major Trip Generators

Major Trip Generators

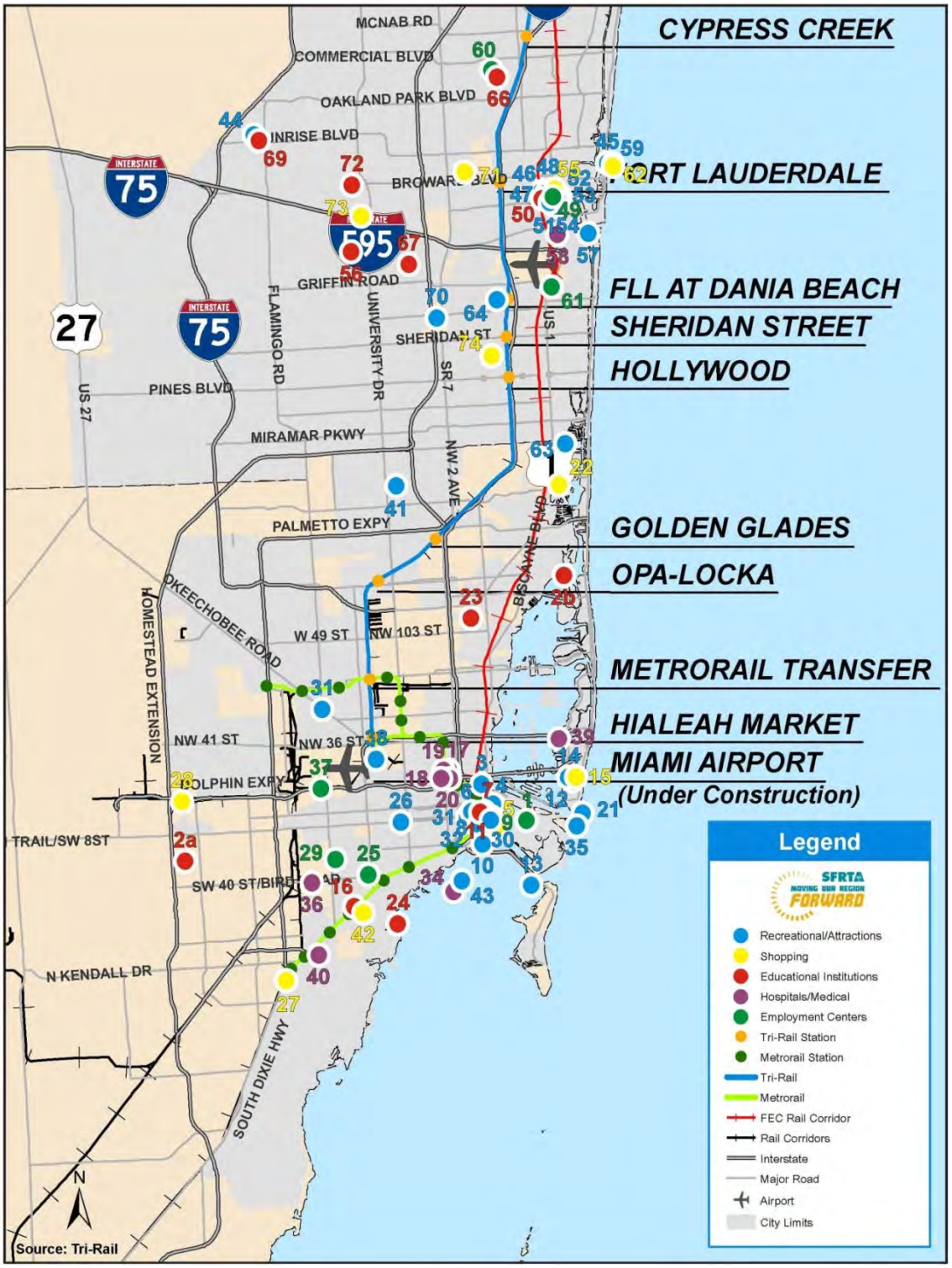
Trip Generator Type	Map ID #	Miami-Dade County
Hospital/Medical	17	UM - Jackson Memorial Hospital
Hospital/Medical	18	UM - Sylvester Comprehensive Cancer Center
Hospital/Medical	19	VA Hospital
Hospital/Medical	20	Bascom Palmer Eye Institute
Hospital/Medical	34	Mercy Hospital
Hospital/Medical	36	Miami Children's Hospital
Hospital/Medical	39	Mount Sinai Hospital
Hospital/Medical	40	South Miami Hospital
Educational Institution	2a	Florida International University (FIU) - Modesto A. Maidique Campus
Educational Institution	2b	Florida International University (FIU) - Biscayne Bay Campus
Educational Institution	7	Miami-Dade College
Educational Institution	11	New World School of The Arts
Educational Institution	16	University of Miami (UM)
Educational Institution	23	Barry University
Employment Centers	1	Port Miami
Employment Centers	9	Downtown Miami
Employment Centers	25	Coral Gables City Hall
Employment Centers	29	Downtown Coral Gables & Miracle Mile
Employment Centers	37	Miami International Airport
Recereation/Attraction	3	Adrienne Arsht Center
Recereation/Attraction	4	American Airlines Arena
Recereation/Attraction	6	Miami Art Museum
Recereation/Attraction	8	Miami-Dade Cultural Center & Main Library
Recereation/Attraction	10	Miami Science Museum
Recereation/Attraction	12	The Fillmore Miami Beach at the Jackie Gleason Theater
Recereation/Attraction	13	Miami Seaquarium
Recereation/Attraction	14	Miami Beach Convention Center
Recereation/Attraction	21	Art Deco District
Recereation/Attraction	26	Dade County Auditorium
Recereation/Attraction	30	Gusman Center for the Performing Arts
Recereation/Attraction	31	Hialeah Park & Race Course
Recereation/Attraction	32	Historical Museum of Sourthern Florida
Recereation/Attraction	33	James L. Knight International Center/Miami Convention Center
Recereation/Attraction	35	Miami Beach (South)
Recereation/Attraction	38	Miami Jai Alai
Recereation/Attraction	41	Sun Life Stadium
Recereation/Attraction	43	Vizcaya Museum and Gardens
Shopping	5	Bayside Marketplace
Shopping	15	Lincoln Road Mall Shops
Shopping	22	Aventura Mall
Shopping	24	Coconut Grove/Coco Walk
Shopping	27	Dadeland Mall
Shopping	28	Dolphin Mall
Shopping	29	Downtown Coral Gables & Miracle Mile
Shopping	42	The Village of Merrick Park

Trip Generator Type	Map ID #	Broward County
Hospital/Medical	58	Broward General Medical Center
Hospital/Medical	65	Imperial Point Medical Center
Hospital/Medical	68	North Broward Medical Center
Educational Institution	50	Florida Atlantic University - Broward Campus
Educational Institution	56	Broward College - Central Campus
Educational Institution	66	Keiser University
Educational Institution	67	McFatter Technical Center
Educational Institution	72	University of Phoenix - South Florida Campus
Employment Centers	49	Downtown Fort Lauderdale
Employment Centers	60	Fort Lauderdale Executive Airport
Employment Centers	61	Fort Lauderdale-Hollywood International Airport
Recereation/Attraction	44	Bank Atlantic Center
Recereation/Attraction	45	Bonnet House
Recereation/Attraction	46	Broward Center for the Performing Arts
Recereation/Attraction	47	Broward County Main Library
Recereation/Attraction	48	Broward Central Terminal
Recereation/Attraction	51	Las Olas Riverfront
Recereation/Attraction	52	Museum of Art
Recereation/Attraction	53	Museum of Discovery and Science
Recereation/Attraction	54	Fort Lauderdale Historical Society
Recereation/Attraction	57	Broward County Convention Center
Recereation/Attraction	59	Fort Lauderdale Beach
Recereation/Attraction	63	Gulfstream Park
Recereation/Attraction	64	IGFA Fishing Hall of Fame & Museum
Recereation/Attraction	70	Seminole Hard Rock Hotel and Casino
Shopping	55	Riverwalk
Shopping	62	Galleria Mall
Shopping	69	Sawgrass Mills
Shopping	71	Swap Shop
Shopping	73	Westfield Broward
Shopping	74	Yellow Green Farmers Market

Trip Generator Type	Map ID #	Palm Beach County
Hospital/Medical	95	VA Medical Center
Hospital/Medical	96	Worth Avenue Shopping District
Educational Institution	81	Florida Atlantic University - Main Campus
Educational Institution	84	Lincoln Culinary Institute
Educational Institution	89	Palm Beach State College
Employment Centers	78	Downtown Delray Beach
Employment Centers	79	Downtown Lake Worth
Employment Centers	80	Downtown West Palm Beach
Employment Centers	88	Palm Beach International Airport
Recereation/Attraction	77	Cruzan Amphitheatre
Recereation/Attraction	82	Norton Museum of Art
Recereation/Attraction	83	Kravis Center for the Performing Arts
Recereation/Attraction	86	Museum of Polo and Hall of Fame
Recereation/Attraction	87	Palm Beach Institute of Contemporary Art
Recereation/Attraction	90	Palm Beach Zoo
Recereation/Attraction	91	Rapids Water Park
Recereation/Attraction	92	South Florida Science Museum
Recereation/Attraction	93	The Henry M. Flagler Museum
Shopping	75	Boynton Beach Mall
Shopping	76	City Place
Shopping	85	Mizner Park
Shopping	94	Town Center Mall
Shopping	96	Worth Avenue Shopping District

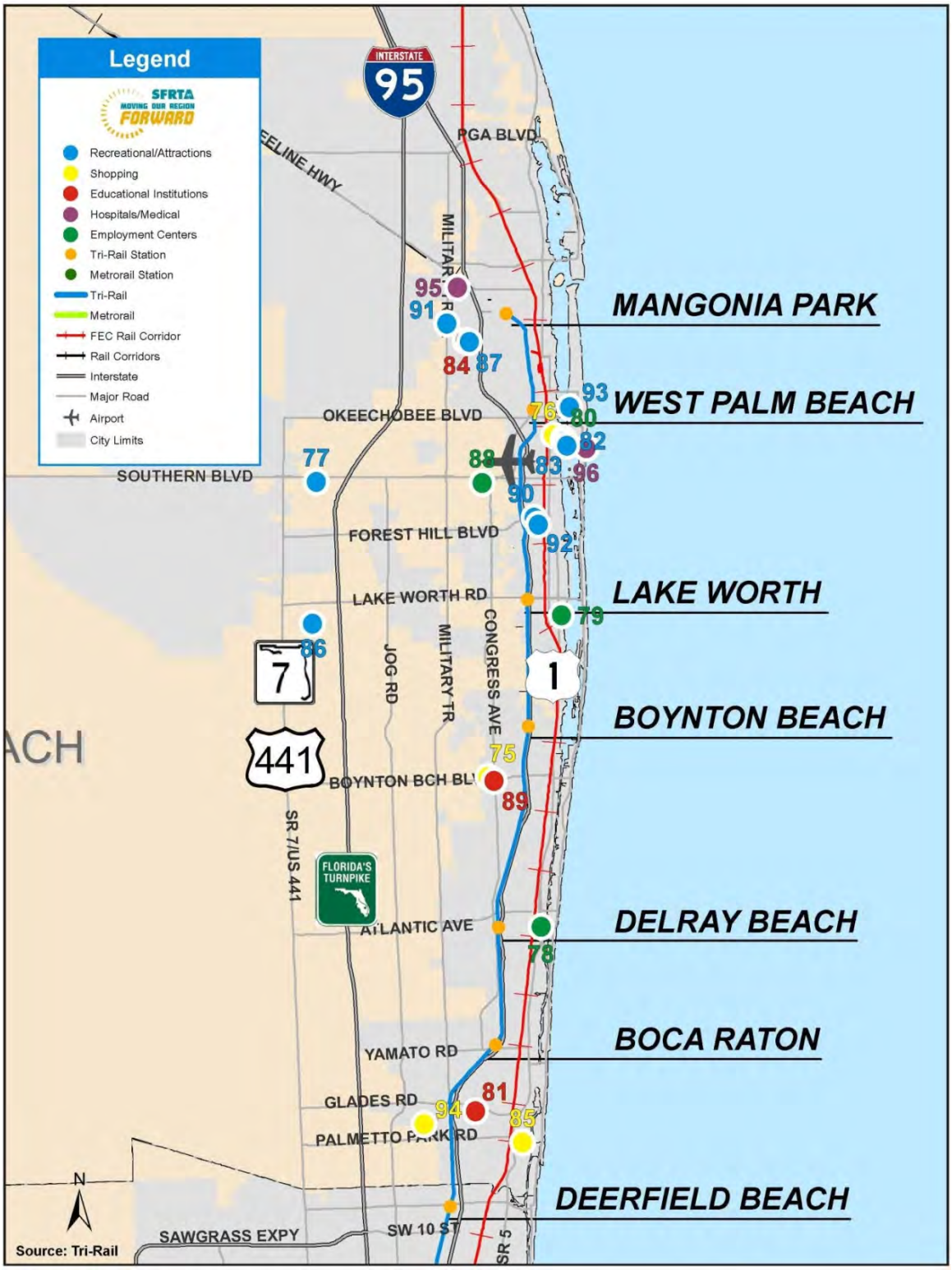
Note: Map ID # for each Major Trip Generator associated with numbers found on Map 2-15.
Source: http://www.tri-rail.com/# (Destinations)

Map 2-17: Major Trip Generators, Miami-Dade County



Map 2-18: Major Trip Generators, Broward County

Map 2-19: Major Trip Generators, Palm Beach County

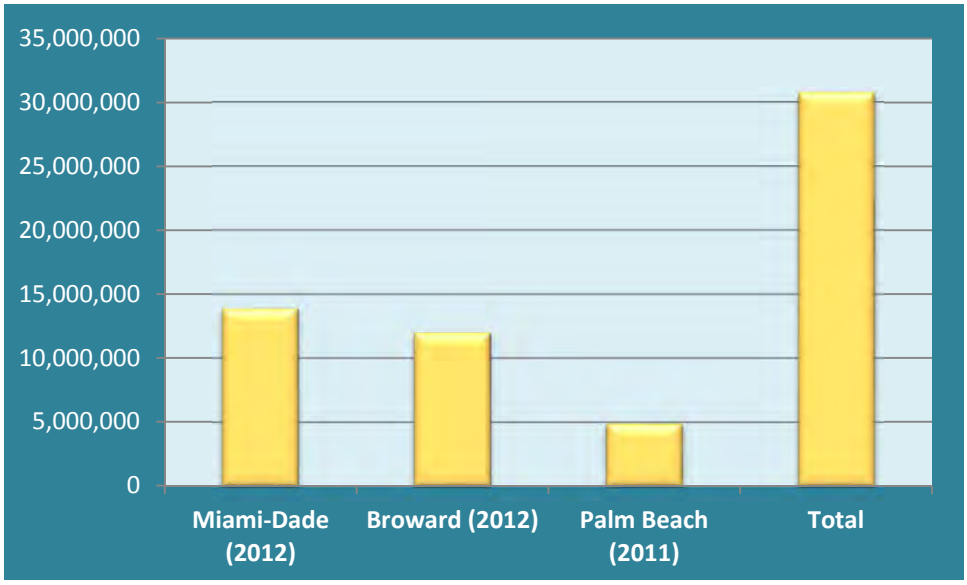


2.8: TOURISM

Tourism is one of the largest economic and employment sectors in the South Florida region. Figure 2-1 summarizes the number of annual visitors to each county, with the total for the region exceeding 30 million annual visitors. Map 2-20 illustrates the locations of hotel units within the South Florida region and in relation to SFRTA services. As expected, the majority of the hotel/motel units are located along the coastal areas of the region as well as in downtown Miami and around Miami International Airport.

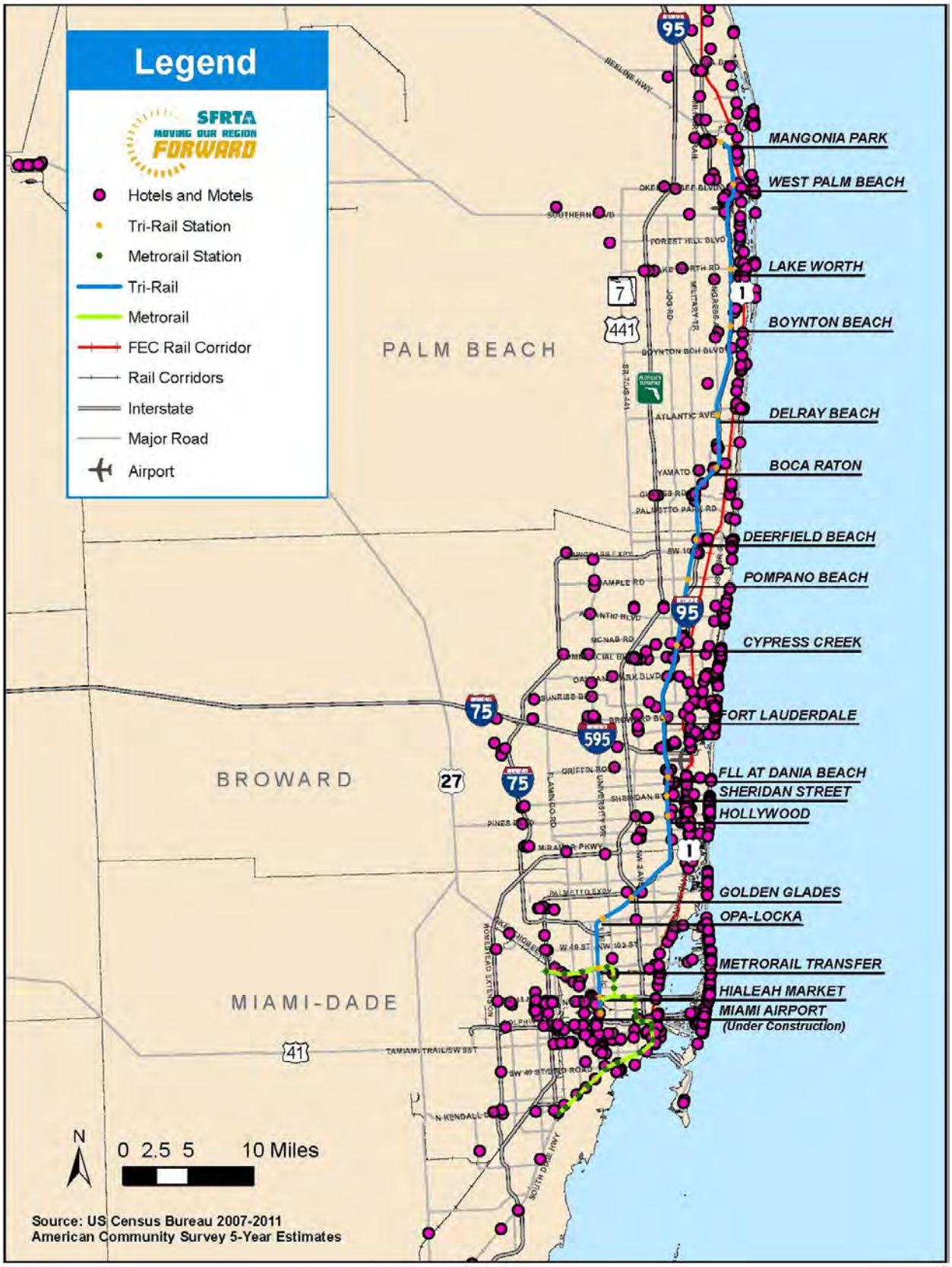
In 2012, Broward County had a total of 12 million visitors, including 2.8 million international visitors, according to the Greater Fort Lauderdale Convention & Visitors Bureau. In addition, visitors spent $9.81 billion in Broward County in 2012. In Miami-Dade County, a record $21.8 billion was spent by overnight visitors in 2012, according to the Greater Miami and the Beaches Visitors and Convention Bureau. According to the Palm Beach County Visitors and Convention Bureau, tourism is Palm Beach County's top industry, with nearly 5 million annual visitors generating more than $5 billion in 2011 for the local economy.

Figure 2-1: Annual Number of Tourists by County



Source: Greater Miami and the Beaches Visitors and Convention Bureau, Greater Fort Lauderdale Convention and Visitors Bureau, Palm Beach County Visitors and Convention Bureau

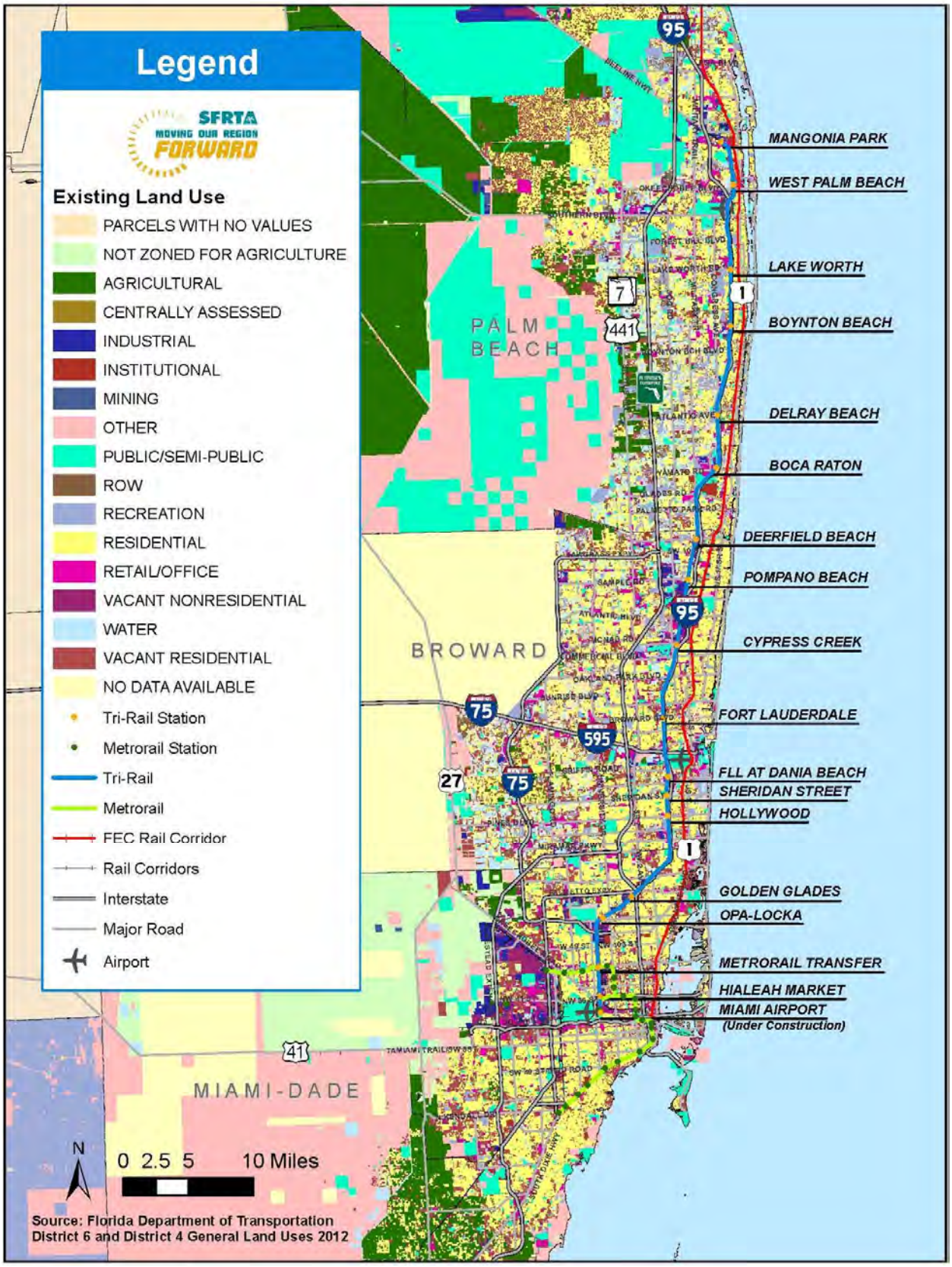
Map 2-20: Hotel and Motel Units, 2011



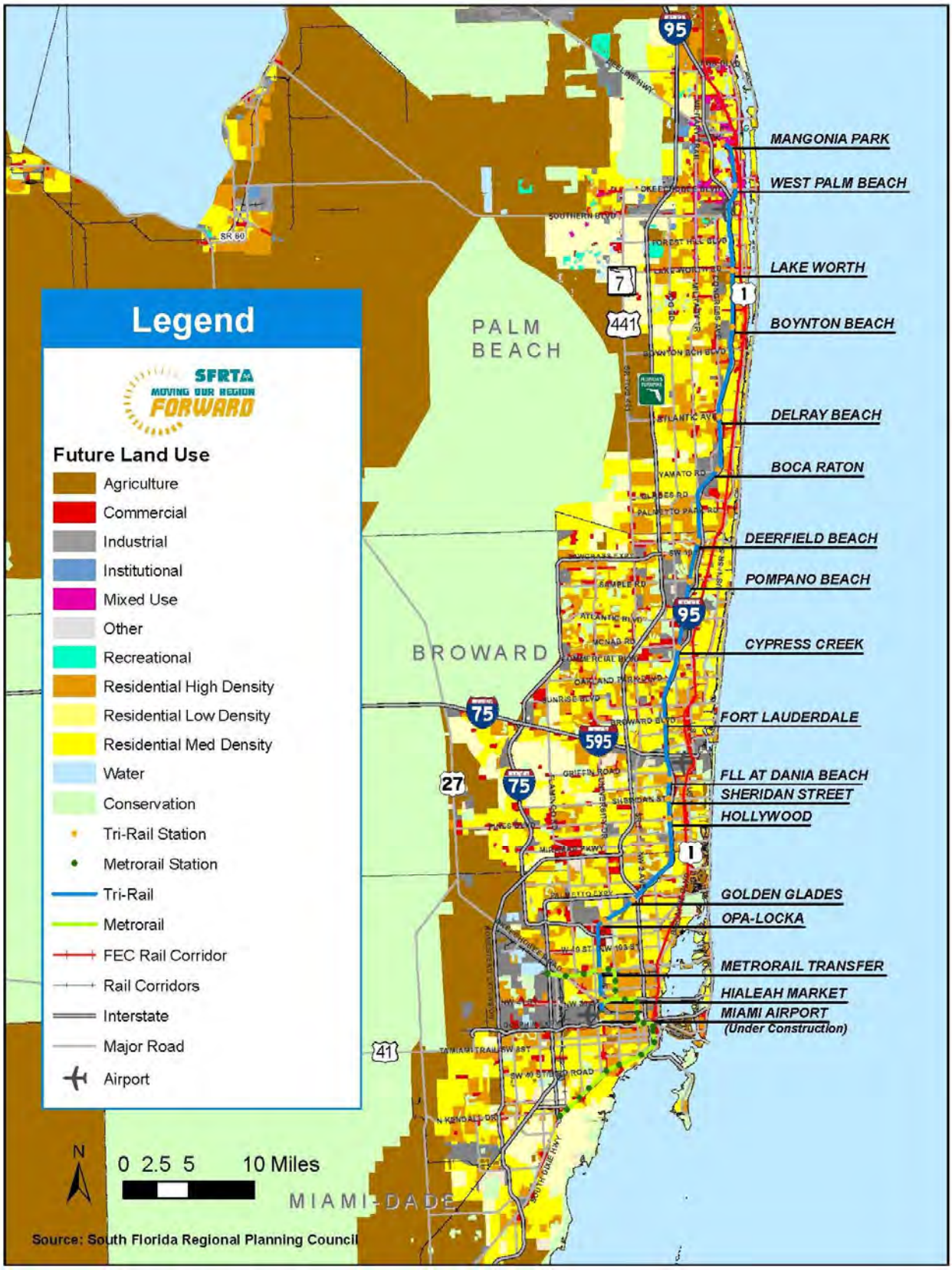
2.9: LAND USE CHARACTERISTICS

FDOT's updated TDP guidelines promote the review of ongoing and anticipated residential and commercial development activities. Broward, Palm Beach, and Miami-Dade counties and their respective municipalities have established land use and zoning maps to guide future developments in both the unincorporated and incorporated areas of each county. Map 2-21 presents the existing land uses, and Map 2-22 presents future land use designations within the South Florida region, based on the adopted land use maps for each county. While not shown on the map, within each county are designated future land use designations that are considered transit-supportive and that may be applied in specific locations of the county. Examples of transit supportive land use policies and designations include Regional Activity Centers, Local Activity Centers, Transit-Oriented Corridors, and Transit-Oriented Developments in Broward County; Mixed-Use Planned Developments, Transit-Oriented Developments, and Transit-Oriented Corridors in Palm Beach County; and Mixed-Use Developments, Urban Centers, Transit Corridors, Intermodal Centers, and Station Areas in Miami-Dade County.

Map 2-21: Existing Land Use, 2012



Map 2-22: Future Land Use



SECTION 3

EVALUATION OF EXISTING TRANSIT SERVICES

SFRTA
MOVING OUR REGION
FORWARD

3.1 SFRTA OVERVIEW AND EXISTING SERVICES

3.1.1: HISTORY OF SFRTA

In January 1989, the Tri-Rail was established to provide interim commuter rail service along a 67-mile corridor between the West Palm Beach Station in Palm Beach County and the Hialeah Market Station in Miami-Dade County after the 1988 FDOT purchase of the South Florida Rail Corridor (SFRC) from CSX Transportation, Inc. Between 1997 and 1998, Tri-Rail service was extended to the Mangonia Park Station in Palm Beach County and to the Miami Airport Station in Miami-Dade County.

In 2003, SFRTA, a tri-county federal public transit authority, was created by the Florida Legislature and enacted by FDOT, transforming Tri-Rail into SFRTA. The purpose for creating SFRTA was to expand cooperation between Tri-Rail commuter rail services and county transit operators and planning agencies within Miami-Dade, Broward, and Palm Beach counties with a vision to coordinate, develop, and implement a viable transportation system in South Florida that improves the quality of life and promotes sustainable growth for future generations.

3.1.2: SFRTA EXISTING TRANSPORTATION SERVICES

SFRTA operates Tri-Rail commuter rail service in Miami-Dade, Broward, and Palm Beach counties. The rail line goes as far south as Miami International Airport and as far north as Mangonia Park in Palm Beach County. There are currently 17 Tri-Rail stations open for service—6 in Palm Beach County (Mangonia Park, West Palm Beach, Lake Worth, Boynton Beach, Delray Beach, and Boca Raton), 7 in Broward County (Deerfield Beach, Pompano Beach, Cypress Creek, Fort Lauderdale, Fort Lauderdale/Hollywood International (FLL) Airport at Dania Beach, Sheridan Street, and Hollywood), and 4 in Miami-Dade County (Golden Glades, Opa-locka, Metrorail Transfer, and Hialeah Market/Miami Airport). Since September 2011, the Hialeah Market Station has served as the southern terminus for Tri-Rail service due to the Miami Airport Station being temporarily closed to facilitate the construction of the MIC. A new Tri-Rail Miami Airport Station is being rebuilt and will be connected to the airport via an escalator and people mover. The new Tri-Rail Miami Airport Station is expected to open to the public in 2014.

SFRTA also operates a free shuttle bus program to and from select Tri-Rail stations, providing connecting service for Tri-Rail riders to numerous destinations in South Florida.

Map 3-1 displays the existing network of SFRTA's services, including Tri-Rail's commuter rail line and station locations and the SFRTA shuttle bus service network. Table 3-1 provides a summary of the shuttle bus routes currently operated and/or funded by SFRTA.

Map 3-1: SFRTA Existing Service

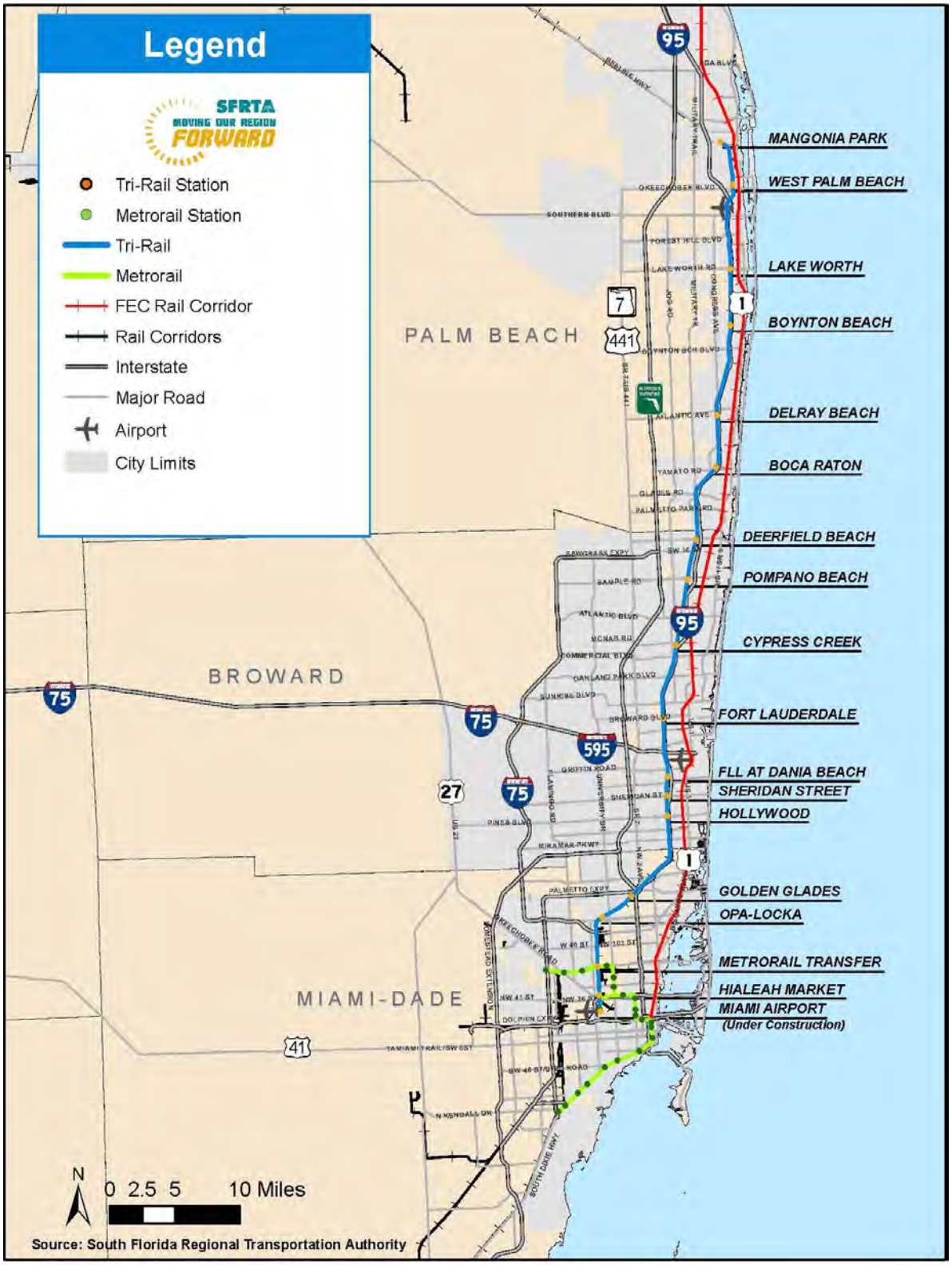


Table 3-1: SFRTA Shuttle Bus Routes

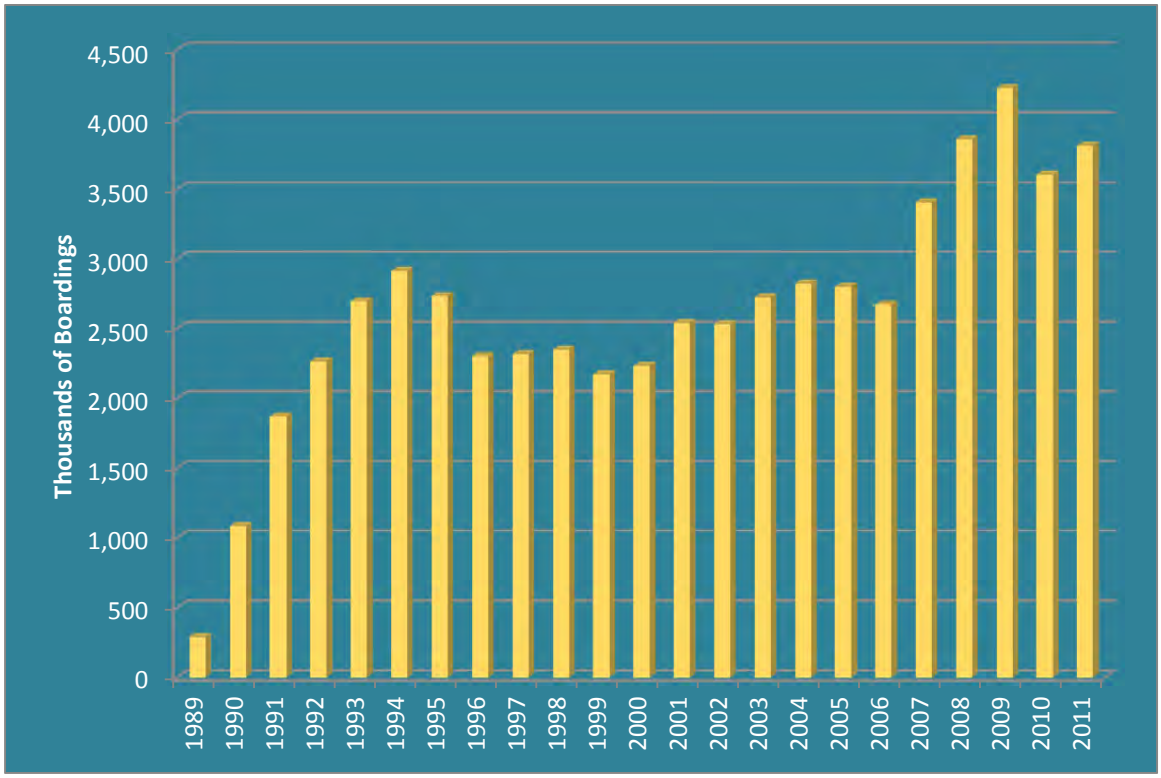
Tri-Rail Station	Shuttle Bus Routes	Start Time	End Time	Peaks Only Service	Weekend Service	Annual Ridership (March 2012–February 2013)
Lake Worth	LKW-1	5:45	18:54	No	No	28,171
Boca Raton	BR-1	6:05	19:05	Yes	No	28,289
Boca Raton	APOC East	6:40	21:32	No	No	31,030
Boca Raton	APOC West	6:30	19:29	No	No	41,711
Deerfield Beach	DB-1	5:35	19:25	Yes	No	31,554
Deerfield Beach	DB-2	5:30	19:45	Yes	No	18,268
Pompano Beach	PB-1	4:55	19:30	Yes	No	22,850
Cypress Creek	CC-1	5:11	19:20	Yes	No	31,620
Cypress Creek	CC-2	5:11	19:20	Yes	No	53,376
Cypress Creek	CC-3	5:11	19:20	Yes	No	35,744
Fort Lauderdale	FL-1	5:10	22:15	No	Yes	113,452
Fort Lauderdale	FL-2	6:00	19:15	No	No	25,278
Fort Lauderdale	FL-3	6:46	21:00	No	Yes (Only)	17,120
Fort Lauderdale	NW Community Link	7:10	18:48	No	No	104,791
FLL at Dania Beach	FLA-1	4:55	22:00	No	Yes	349,871
Sheridan Street	SS-1	6:02	19:10	Yes	No	15,084
Opa-locka	North Link	6:28	19:07	No	No	58,032
Opa-locka	South Link	5:45	19:10	No	No	114,204
					Total Ridership	**1,120,445**

Source: SFRTA

Ridership Trends

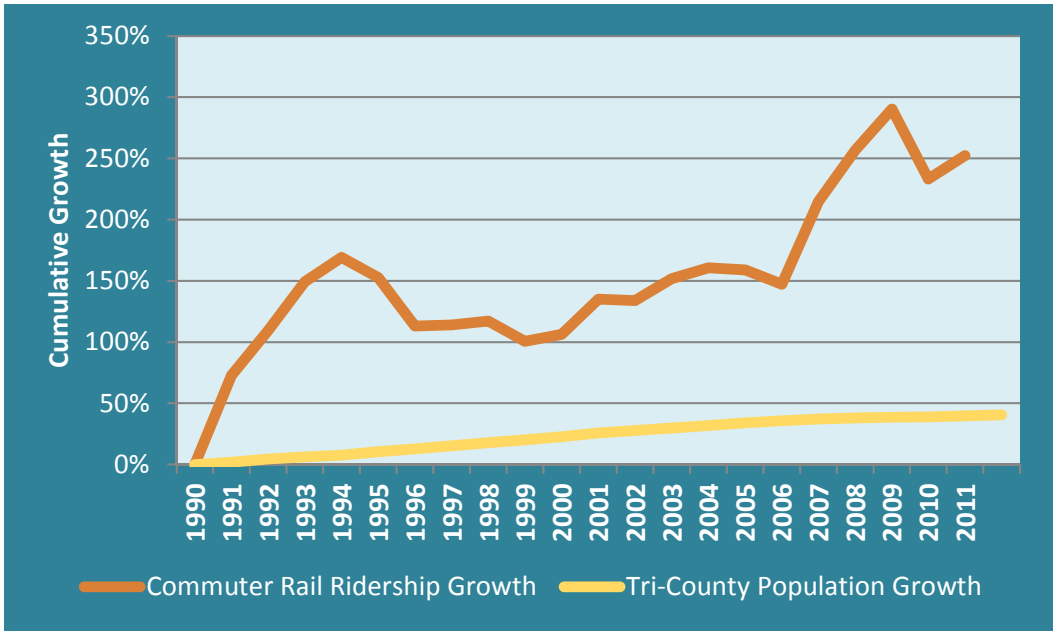
Figure 3-1 presents SFRTA's commuter rail ridership, which peaked in 2009 at 4.2 million passenger trips. Figure 3-2 provides a comparison of the historical growth in commuter rail ridership compared to growth in population for the tri-county region since 1990. As shown, SFRTA's commuter rail ridership growth has significantly outpaced population growth.

Figure 3-1: Commuter Rail Historical Ridership Data (FYs 1989–2011)



Source: National Transit Database (NTD) (FYs 1989-2011)

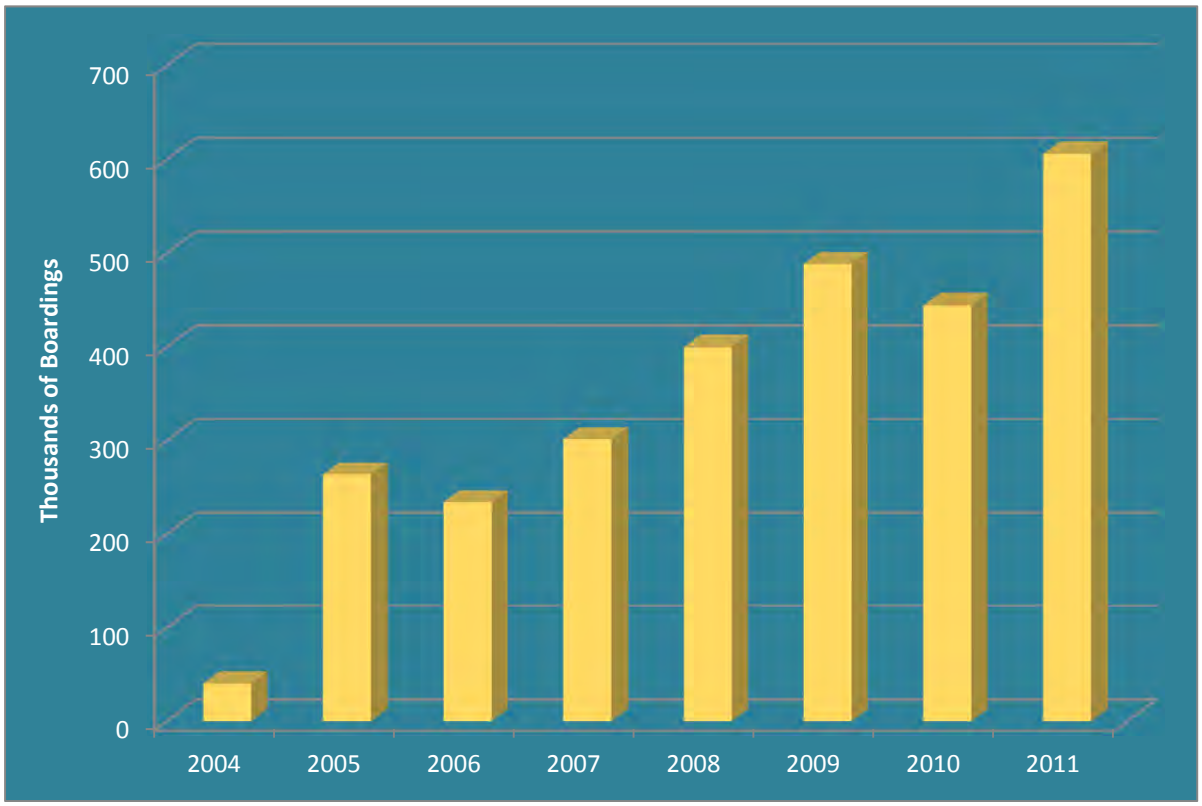
Figure 3-2: Commuter Rail Ridership and Tri-County Population Growth (FYs 1990–2011)



Sources: NTD for ridership (FYs 1990–2011); Florida Office of Economic and Demographic Research for historical population figures (population count April 1st 1990-2011).

Figure 3-3 illustrates the historical annual ridership for SFRTA's shuttle services since 2004, as reported to the National Transit Database (NTD). In Calendar Year (CY) 2012, the SFRTA shuttle bus program experienced record ridership with just over one million riders system-wide. In addition, currently, all shuttle bus routes are exceeding the minimum performance standard of seven passengers per hour.

Figure 3-3: Shuttle Bus Service Historical Ridership Data (FYs 2004–2011)



Source: NTD (FYs 2004-2011)

COMMUTER RAIL SCHEDULE

As shown in Table 3-2, on weekdays, southbound Tri-Rail service operates from approximately 4:00 AM until 10:30 PM, with a morning peak frequency of approximately 20 minutes and an evening peak frequency of around 30 minutes. Northbound weekday service runs from approximately 4:15 AM to 11:35 PM, with a morning peak frequency of approximately 20 minutes and an evening peak frequency of 10–20 minutes.

Tri-Rail service was improved on weekends and holidays on March 2, 2013, from every 2 hours to every 60 minutes/1 hour. As shown in Table 3-3, southbound service runs from 5:50 AM to 11:00 PM, and northbound service runs from 5:20 AM to 11:45 PM.

Table 3-2: Commuter Rail Weekday Operating Schedule

Tri-Rail Weekday Operating Schedule					
Weekday Southbound Train			Weekday Northbound Train		
Train	*FROM* Mangonia Park	*TO* Hialeah Market	Train	*FROM* Hialeah Market	*TO* Mangonia Park
P601	4:00 AM	5:44 AM	P600	4:18 AM	6:05 AM
P603	4:40 AM	6:29 AM	P602	4:48 AM	6:40 AM
P605	5:20 AM	7:09 AM	P604	5:13 AM	7:05 AM
P607	6:00 AM	7:49 AM	P606	5:38 AM	7:35 AM
P609	6:20 AM	8:09 AM	P608	6:03 AM	7:55 AM
P611	6:40 AM	8:29 AM	P610	6:23 AM	8:15 AM
P613	7:00 AM	8:49 AM	P612	7:03 AM	8:55 AM
P615	7:30 AM	9:19 AM	P614	7:43 AM	9:35 AM
P617	8:00 AM	9:49 AM	P616	8:23 AM	10:20 AM
P619	9:00 AM	10:54 AM	P618	9:23 AM	11:20 AM
P621	10:00 AM	11:54 AM	P620	10:23 AM	12:20 PM
P623	11:00 AM	12:54 PM	P622	11:23 AM	1:20 PM
P625	12:00 PM	1:54 PM	P624	12:23 PM	2:20 PM
P627	1:00 PM	2:54 PM	P626	1:23 PM	3:20 PM
P629	2:00 PM	3:56 PM	P628	2:23 PM	4:20 PM
P631	3:00 PM	5:12 PM	P630	3:13 PM	5:10 PM
P633	3:30 PM	5:26 PM	P632	3:53 PM	5:55 PM
P635	4:00 PM	6:12 PM	P634	4:33 PM	6:25 PM
P637	4:25 PM	6:21 PM	P636	4:53 PM	6:45 PM
P639	5:00 PM	6:56 PM	P638	5:00 PM	7:15 PM
P641	5:30 PM	7:19 PM	P640	5:51 PM	7:43 PM
P643	6:15 PM	8:04 PM	P642	5:58 PM	8:15 PM
P645	6:45 PM	8:34 PM	P644	6:53 PM	8:45 PM
P647	7:40 PM	9:29 PM	P646	7:53 PM	9:45 PM
P649	8:40 PM	10:29 PM	P648	9:43 PM	11:35 PM

Source: SFRTA

Table 3-3: Commuter Rail Weekend and Holiday Operating Schedule

Tri-Rail Weekend Operating Schedule					
Southbound Train			Northbound Train		
Train	*FROM* Mangonia Park	*TO* Hialeah Market	Train	*FROM* Hialeah Market	*TO* Mangonia Park
P661	5:50 AM	7:50 AM	P660	5:20 AM	7:20 AM
P663	6:50 AM	8:50 AM	P662	6:20 AM	8:20 AM
P665	7:50 AM	9:50 AM	P664	7:20 AM	9:20 AM
P667	8:50 AM	10:50 AM	P666	8:20 AM	10:25 AM
P669	9:50 AM	11:50 AM	P668	9:20 AM	11:20 AM
P671	10:50 AM	12:50 PM	P670	10:20 AM	12:20 PM
P673	11:50 AM	1:50 PM	P672	11:20 AM	1:20 PM
P675	12:50 PM	2:50 PM	P674	12:20 PM	2:20 PM
P677	1:50 PM	3:50 PM	P676	1:20 PM	3:20 PM
P679	2:50 PM	4:50 PM	P678	2:20 PM	4:20 PM
P681	3:50 PM	5:50 PM	P680	3:20 PM	5:20 PM
P683	4:50 PM	6:50 PM	P682	4:20 PM	6:20 PM
P685	5:50 PM	7:50 PM	P684	5:20 PM	7:20 PM
P687	6:50 PM	8:50 PM	P686	6:20 PM	8:20 PM
P689	9:00 PM	11:00 PM	P688	9:45 PM	11:45 PM

Source: SFRTA

Commuter Rail Passenger Activity

Table 3-4 summarizes the average weekly boardings at each Tri-Rail station during 2012. The top three stations for weekday boardings include Metrorail Transfer, Boca Raton and West Palm Beach. The top station for weekend and holiday boardings also is Metrorail Transfer, followed by West Palm Beach and Lake Worth. The three stations with the least number of boardings are Delray Beach, Sheridan Street, and Opa-locka. This ranking is consistent for both weekday and weekend/holiday travel.

SFRTA conducted the 2013 SFRTA On-Board Survey of Tri-Rail riders in February 2013, the results of which provide information on commuter rail passenger travel activity. Table 3-5 summarizes the northbound passenger activity observed during the 2013 SFRTA On-Board Survey. During the morning travel period, the Metrorail Transfer, Golden Glades, and Fort Lauderdale stations had the greatest number of passengers boarding the trains and traveling northbound. Northbound passengers most frequently disembarked the trains at the Boca Raton, West Palm Beach, and Mangonia Park stations. During the evening travel period, the Hialeah Market, Metrorail Transfer, and Boca Raton stations experienced the greatest number of passengers boarding the trains, whereas passengers most frequently disembarked in the evening at the Lake Worth, West Palm Beach, and Mangonia Park stations.

Table 3-4: Average Weekly Boardings by Tri-Rail Station (CY 2012)

Station	WEEKDAY		WEEKEND/HOLIDAY	
	Avg. Weekday Boardings	Rank	Avg. Weekend Boardings	Rank
Mangonia Park	898	6th	500	10th
West Palm Beach	1,104	3rd	917	2nd
Lake Worth	853	7th	833	3rd
Boynton Beach	754	10th	449	12th
Delray Beach	596	15th	386	15th
Boca Raton	1,329	2nd	436	13th
Deerfield Beach	734	11th	431	14th
Pompano Beach	828	8th	511	9th
Cypress Creek	1,064	4th	567	7th
Fort Lauderdale	936	5th	655	5th
FLL at Dania Beach	805	9th	651	6th
Sheridan Street	408	16th	245	16th
Hollywood	694	12th	553	8th
Golden Glades	615	14th	500	10th
Opa-locka	294	17th	187	17th
Metrorail Transfer	1,428	1st	1,330	1st
Hialeah Market/Miami Airport	660	13th	660	4th
Total Boardings	**14,000**		**9,811**	

Source: SFRTA

Table 3-5: Northbound Passenger Activity by Tri-Rail Station

Northbound Station Activity						
Station	Total	Total	AM		PM	
	Ons	Offs	Ons	Offs	Ons	Offs
Hialeah Market	847	0	358	0	489	0
Metrorail Transfer	1328	26	479	13	849	13
Opa-Locka	337	28	157	8	180	20
Golden Glades	541	100	368	30	173	70
Hollywood	465	233	292	96	173	137
Sheridan Street	336	124	220	56	116	296
FLL/Dania Beach	542	307	248	149	294	158
Fort Lauderdale	671	309	368	126	303	183
Cypress Creek	606	582	327	354	279	228
Pompano Beach	439	428	259	213	180	215
Deerfield Beach	357	507	192	228	165	279
Boca Raton	682	949	278	795	404	154
Delray Beach	267	464	184	236	83	228
Boynton Beach	337	625	267	159	70	466
Lake Worth	145	834	96	250	49	584
West Palm Beach	47	1255	13	692	34	563
Mangonia Park	0	1176	0	701	0	475
TOTAL	**7,947**	**7,947**	**4,106**	**4,106**	**3,841**	**3,841**

Source: 2013 SFRTA On-Board Survey

Table 3-6 summarizes the southbound passenger activity observed during the 2013 SFRTA On-Board Survey. During the morning travel period, the three northernmost stations (Mangonia Park, West Palm Beach, and Lake Worth) had the greatest number of passengers boarding the trains. The greatest number of morning passengers disembarked at the Boca Raton, Metrorail Transfer, and Hialeah Market stations. This indicates that morning passengers were traveling from West Palm Beach to the Boca Raton and Miami employment centers. During the evening travel period, the Mangonia Park, West Palm Beach, and Boca Raton stations had the most passengers boarding the trains, whereas afternoon passengers disembarked at stations throughout the study area, though most frequently at the Metrorail Transfer station.

Table 3-6: Southbound Passenger Activity by Tri-Rail Station

Southbound Station Activity						
Station	TOTAL ONS	TOTAL OFFS	AM		PM	
			ONS	OFFS	ONS	OFFS
Mangonia Park	1,136	0	430	0	706	0
West Palm Beach	1,277	67	525	23	752	44
Lake Worth	832	203	536	45	296	158
Boynton Beach	588	303	397	78	191	225
Delray Beach	437	296	246	102	191	194
Boca Raton	961	666	212	421	749	245
Deerfield Beach	465	348	270	145	195	203
Pompano Beach	380	410	203	157	177	253
Cypress Creek	491	576	205	274	286	302
Fort Lauderdale	334	678	173	331	161	347
FLL at Dania Beach	268	484	142	249	126	235
Sheridan Street	116	316	65	105	51	211
Hollywood	258	449	164	124	94	325
Golden Glades	87	532	52	178	35	354
Opa-locka	46	293	29	145	17	148
Metrorail Transfer	32	1,324	18	845	14	479
Hialeah Market	0	763	0	445	0	318
TOTAL	**7,708**	**7,708**	**3,667**	**3,667**	**4,041**	**4,041**

Source: 2013 SFRTA On-Board Survey.

Table 3-7 summarizes passenger count characteristics resulting from the 2013 SFRTA On-Board Survey. Key highlights include the following:

- The number of total boardings was evenly split between the morning (AM) travel period (49.7%) and evening (PM) travel period (50.3%).
- There were slightly more boardings for northbound travel (53%) versus boardings for southbound travel (47%) during the morning travel period. During the evening travel period, the directional split was more evenly split, with 49 percent of passengers boarding traveling northbound and the remaining 51 percent of passengers traveling southbound.
- The heaviest northbound train carried 610 passengers, whereas the heaviest southbound train carried 612 passengers.

- The Metrorail Transfer station had the largest number of boardings for northbound passengers in both the morning and evening travel periods. The West Palm Beach station had the largest number of passengers boarding and traveling southbound in both the morning and evening travel period.
- Traveling northbound, the Boca Raton station had the largest number of passengers disembarking (alighting) the trains during the morning travel period; the Lake Worth station had the largest number of alightings by morning travelers. Traveling southbound, the Metrorail Transfer station had the largest number of passengers alighting the trains during both the morning and evening travel periods.

Table 3-7: 2013 SFRTA On-Board Survey Passenger Count Characteristics

Passenger Count Results			
Total Boardings: 15,655			
AM		**PM**	
Total Boardings: 7,773 (49.7%)		*Total Boardings: 7,882 (50.3%)*	
Northbound	Southbound	Northbound	Southbound
4,106 (53%)	3,667 (47%)	3,841 (49%)	4,041 (51%)
Heaviest Boardings		Heaviest Boardings	
Northbound	Southbound	Northbound	Southbound
Metrorail Transfer (429)	West Palm Beach (525)	Metrorail Transfer (849)	West Palm Beach (752)
Heaviest Alightings		Heaviest Alightings	
Northbound	Southbound	Northbound	Southbound
Boca Raton (795)	Metrorail Transfer (525)	Lake Worth (584)	Metrorail Transfer (479)
Northbound		**Southbound**	
Total Boardings: 7,947 (50.7%)		*Total Boardings: 7,708 (49.3%)*	
AM:	PM	AM	PM
4,106 (52%)	3,841 (48%)	3,667 (46%)	4,041 (54%)
Peak Load: 368		Peak Load: 336	
Load Point: Train 608 at Lake Worth		Load Point: Train 633 at West Palm Beach	
Heaviest NB Train 608/610 passengers		Heaviest SB Train 633/612 passengers	

Source: 2013 SFRTA On-Board Survey

Commuter Rail Capital Equipment and Rolling Stock

Table 3-8 provides SFRTA's inventory of rolling stock by type of vehicle. Table 3-9 provides an overview of the different categories of equipment in SFRTA's broader capital inventory; the estimated useful life of each equipment category also is shown.

Table 3-8: Inventory of Commuter Rail Rolling Stock

SFRTA Rolling Stock		
Vehicles	**Number**	**Status**
Locomotives		
• MK F40 PHL (802, 803, 805) • MK F40 PHL (801, 804) • MK F40 PHM-2C (807-809) • EMD F40 PHR (810, 811) • EMD GP 49PH (812-817)	3 2 3 2 6	To be retired Used for parts
In Operation	14	
• Brookville BL 36 PH	12	On Order
Cab Cars		
• Bombardier Cab Car (501-511) • Hyundai/Rotem Cab Cars (512-515)	11 4	
Current Cab Cars	15	
• Hyundai/Rotem Cab Cars	6	On Order
Coaches		
• Bombardier Coaches (1001-1015) • Hyundai/Rotem Coaches (1101-1102)	15 2	
Current Cab Cars	17	
• Hyundai/Rotem Coaches	12	On Order
DMU		
• Colorado Rail Car Power Car (703-706) • Colorado Rail Car Trailers (7001-7002)	4 2	
Total Diesel Multiple Units	6	

Source: SFRTA

Table 3-9: Commuter Rail Capital Equipment Useful Life

SFRTA Capital Equipment	
Equipment	**Estimated Useful Life (yrs)**
Rail track	30
Rolling stock	25
Ticket vending machines	15
Stations	15
Hialeah Yard	5
Leasehold improvements	15
Furniture/fixtures/office equipment	5
Bridges	45
Repairable parts	5
Automobiles	5
Other fixed assets	5
Computer Equipment	3

Source: 2012 SFRTA Comprehensive Annual Financial Report

Park-and-Ride Facilities

SFRTA provides free parking at Tri-Rail stations as a convenience to riders. Table 3-10 provides the inventory of available parking capacity at each SFRTA park-and-ride facility, as well as a summary of the occupancy observed during the 2013 SFRTA On-Board Survey.

For all but two of the 17 stations (Pompano Beach and Cypress Creek), parking occupancy was 60 percent or higher, based on the results of the SFRTA 2013 On-Board Survey. Parking occupancy was greater than 80 percent for 6 stations, with the Hollywood and Hialeah Market stations experiencing the greatest parking occupancy rates, approximately 96 percent and 104 percent, respectively.

Table 3-10: SFRTA Park-and-Ride Location, Capacity and Occupancy

Tri-Rail Parking Occupancy – February 13, 2013			
Tri-Rail Station	**Total Parking Spaces**	**Parking Count**	**Occupancy**
Mangonia Park	272	225	82.7%
West Palm Beach	231	157	67.9%
Lake Worth	225	178	79.1%
Boynton Beach	324	184	56.8%
Delray Beach	129	87	67.4%
Boca Raton	159	109	68.5%
Deerfield Beach	236	143	60.5%
Pompano Beach	298	121	40.6%
Cypress Creek	345	175	50.7%
Fort Lauderdale	325	219	67.4%
FLL at Dania Beach	450	205	45.5%
Sheridan Street	470	323	68.7%
Hollywood	110	106	96.3%
Golden Glades	205	181	88.2%
Opa-locka	72	60	83.3%
Metrorail Transfer	44	38	86.3%
Hialeah Market	164	170	103.6%
TOTAL	**4,059**	**2,681**	**66.1%**

Source: 2013 SFRTA On-Board Survey

Fare Structure and Programs

The Tri-Rail system consists of six fare zones. Weekday fare is determined by the number of zones through which a passenger travels. Fares range from $2.50 to $6.90 per one-way trip and $4.40 to $11.55 per round trip. SFRTA recently implemented the EASY Card, Tri-Rail's automated fare collection system. Users are able to add cash values of up to $150 to pay fares, or they can load the card with all of Tri-Rail's different fare products, including monthly, multi-trip, or weekend passes. The EASY Card

can also be used to pay fares for service on Miami-Dade Transit routes, including Metrorail and Metrobus.

To enhance commuter benefits and to meet the needs of employees of area businesses throughout the tri-county region, SFRTA has developed the Employer Discount Program (EDP). Through the EDP, employees of registered companies can save 25 percent off Tri-Rail fares on monthly and 12-trip passes. To-date, more than 2,600 companies have signed up to receive benefits under the EDP.

SFRTA does not charge passengers extra for its connecting shuttle bus service.

Table 3-11 provides an overview of SFRTA's existing fare structure for Tri-Rail.

Table 3-11: Commuter Rail Fare Structure

SFRTA Tri-Rail Fare Structure						
	Zone 1	**Zone 2**	**Zone 3**	**Zone 4**	**Zone 5**	**Zone 6**
One-Way or Two-Way Discount	$2.50	$3.75	$5.00	$5.65	$6.25	$6.90
One-Way Discount	$1.25	$1.90	$2.50	$2.80	$3.15	$3.45
Two-Way (per One-Way trip)	$4.40 ($2.20)	$6.25 ($3.12)	$8.45 ($4.22)	$9.70 ($4.85)	$10.65 ($5.32)	$11.55 ($5.77)
12 Trip Ticket (per One-Way trip)	$21.25 ($1.77)	$31.25 ($2.60)	$41.90 ($3.49)	$47.50 ($3.96)	$52.50 ($4.37)	$57.50 ($4.79)
12 Trip Employer Discount Program (per One-Way trip)	$15.95 ($1.33)	$23.45 ($1.95)	$31.40 ($2.62)	$35.65 ($2.97)	$39.40 ($3.28)	$43.15 ($3.60)
Monthly Pass	$100.00					
Monthly Discount	$50.00					
Monthly Employer Discount Program	$75.00					
Regional Pass	$140.00					
Regional Discount	$70.00					
Regional Employer Discount Program	$115.00					
Weekend One- or Two-Way Travel	$5.00					
Weekend Discount Travel	$2.50					

Source: SFRTA

3.1.3: SFRTA EFFORTS AND ACCOMPLISHMENTS SINCE LAST TDP

Since the adoption of the last SFRTA TDP Major Update in 2008, the agency has accomplished several initiatives and participated in a number of activities that have set the tone for the agency's vision for the next 10 years. SFRTA's efforts and accomplishments since the 2008 Major TDP Update are summarized below.

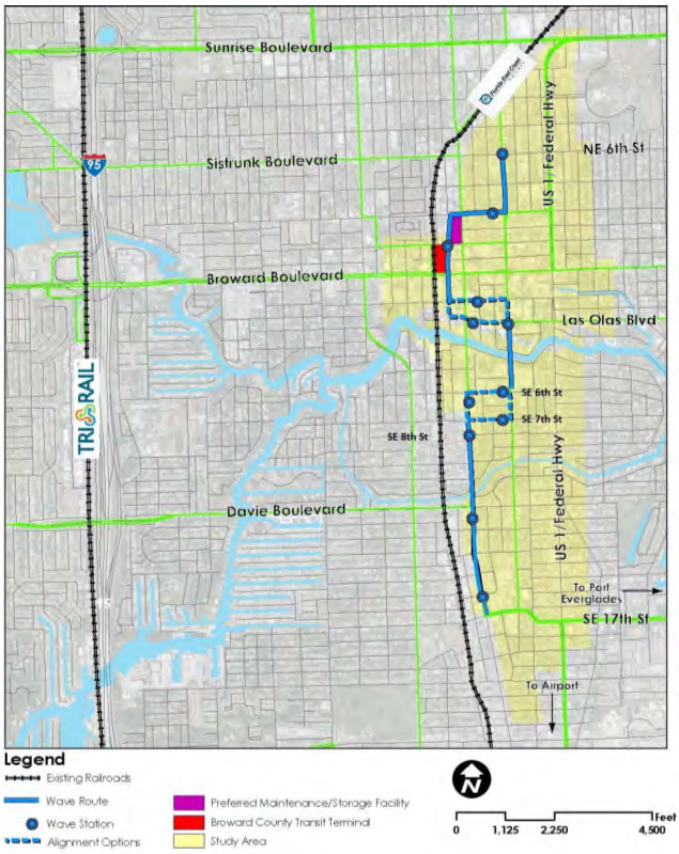
Premium Transit Implementation

The WAVE, Downtown Fort Lauderdale Modern Streetcar

SFRTA has partnered with the Fort Lauderdale Downtown Development Authority (DDA), the Broward MPO, Broward County, Broward County Transit, the City of Fort Lauderdale, and FDOT to bring The WAVE streetcar project to Downtown Fort Lauderdale. The WAVE will operate along a 2.7-mile corridor that will connect and circulate the downtown area and connect to regional bus and rail systems currently and planned in the area; the proposed route is shown in Figure 3-4 below. It is anticipated that this project will bring private investment, growth, and jobs to Downtown Fort Lauderdale.

As the project sponsor, SFRTA will administer the $18 million grant awarded to the SFRTA through the Federal Transit Administration (FTA) Transportation Investment Generating Economic Recovery (TIGER) program in June, 2012 and also lead the planning, environmental review, design, vehicle procurement, and construction of the planned streetcar system. In April 2013, the partnership agreement detailing the planning, finance, design, implementation, project sponsorship, ownership, and maintenance roles agreed among the regional team of partners was signed, which will allow the FTA to release the $18 million TIGER funds. SFRTA will also sponsor an application for additional capital funds under the FTA's Small Starts Discretionary Grant Program in Summer 2013.

Figure 3-4: The WAVE Streetcar Route



Tri-Rail Coastal Link

SFRTA has been part of the South Florida East Coast Corridor (SFECC) Study partnership dating back to its inception in 2004. SFRTA has worked with its partner agencies over the past two years to accelerate the process to expand Tri-Rail service onto the FEC Railway. Recent technical coordination with FDOT, the region's MPOs, and regional planning councils (RPCs) has resulted in planning for achievable and affordable alternatives that are fully integrated with the existing Tri-Rail system. SFRTA's recent outreach and engagement with municipalities on a station area market and economic analysis has resulted in the direct project benefits to cities being quantified for the first time.

In 2013, the region's MPOs and RPCs, under the umbrella of the Southeast Florida Transportation Council (SEFTC), worked to develop a Memorandum of Understanding (MOU) that establishes clear roles and responsibilities for the project going forward. As part of the MOU, SFRTA has been identified as the FTA Project Sponsor and designated federal grant recipient, as well as the lead agency for the project financial plan, engineering, design, construction, and operations. The MOU also identifies the project as the Tri-Rail Coastal Link, a new name that was approved by the SFECC Steering Committee in March 2013.

South Florida Rail Corridor

In March 2013, SFRTA executed an agreement to take over the SFRC dispatch and maintenance of way on the CSX tracks. The agency is working towards an implementation date of December 2014. This agreement will allow SFRTA to provide more reliable service as SFRTA will control Tri-Rail's trains movement, but also CSX Transportation freight trains and Amtrak intercity passenger trains.

SFRTA will also serve as the "Host Railroad" for Positive Train Control (PTC) purposes as well as provide oversight and management of the Hialeah Yard and provide all flagging services on the corridor. The agency will also be responsible for rail crossings.

Regional Leadership and Coordination

SFRTA has always strived for effective and extensive coordination with its partner agencies. Those efforts have increased over the last five years as new initiatives emerge. These include the following.

Transportation Workshops

- In Fall 2008, SFRTA held transportation workshops in each of the three counties in the South Florida region. These workshops brought together members of the general public with those working within private and public sectors to discuss issues surrounding public transportation. This culminated with the 2009 SFRTA Transportation Summit, which brought national leaders to South Florida to discuss the region's public transportation and financial needs.

- A West Palm Beach FEC Corridor charrette was held in January 2010. The report resulted in community direction on station locations along the FEC in West Palm Beach, as well as the location of a rail connection between the FEC and the South Florida Rail Corridor.
- On April 23, 2010, the SFRTA Governing Board held a transportation planning workshop. This informative workshop was held after the Governing Board's monthly meeting and was an informative session for SFRTA Board Members and the public. The focus of the workshop was on the transportation plans of each MPO in the tri-county area, SEFTC, FDOT Districts 4 and 6, and SFRTA.

Transportation Studies

- SFRTA has partnered with the City of Fort Lauderdale, the Broward MPO, and FDOT for the Broward Boulevard Gateway and Downtown Mobility Hub Project. This project is aimed at developing a well-coordinated land use and transportation vision for the corridor and will include a gateway master plan, a mobility HUB walkability initiative, and a joint development agreement.
- SFRTA has participated in the Miami-Dade MPO's Sustainability and The Transportation System study, which identified strategies to improve the sustainability of the county's transportation system.

SFRTA has and continues to participate in studies/committees throughout the South Florida region, as are summarized in Table 3-12.

Table 3-12: SFRTA Participation in Transportation Studies/Committees

Regional Project Studies/Committees	SFRTA Participation/Involvement
Southeast Florida Transportation Council (SEFTC)	Regional Transportation Technical Advisory Committee
South Florida East Coast Corridor (SFECC) Study	Steering Committee
Tri-Rail Coastal Link	Steering Committee and Finance Sub-Committee
Miami-Dade MPO	Transportation Planning Technical Advisory Committee and LRTP Steering Committee
Broward MPO	Technical Coordinating Committee and LRTP Steering Committee
Palm Beach MPO	Technical Advisory Committee
Broward County Transit Development Plan	Advisory Review Committee
Central Broward East-West Transit Study	Technical Advisory Group
Oakland Park Boulevard Transit Study	Technical Advisory Committee
University Drive Mobility Improvements Planning Study	Project Advisory Committee
Hollywood/Pines Boulevard Corridor Project	Project Advisory Committee
Glades Road Mobility Study	Kick-Off Meeting
Urban Land Institute – Southeast Florida/ Caribbean	Infrastructure Committee and Transportation Subcommittee

Source: SFRTA

Shuttle Bus Program

In September 2008, SFRTA implemented the new Fort Lauderdale/Hollywood International Airport Circulator. This shuttle service runs 20–30 minute continuous loops between the airport and the Airport Tri-Rail Station at Dania Beach. The SFRTA Shuttle Bus Service and Financial Assessment Study, completed in 2009 (Phase I) and in 2010 (Phase II), identified the following new routes to be implemented within the next five years:

- Collaboration with the Downtown Fort Lauderdale Transportation Management Association (TMA) to expand its Northwest Circulator Route to connect to the Fort Lauderdale Tri-Rail station (weekday operation) – implemented October 2010
- Fort Lauderdale-Hospital Route (weekday peak operation) – implemented December 2010
- Lake Worth Palm Beach State College/Palm Beach County School Board/South Florida Water Management District Route (weekday peak operation) – implemented December 2010
- Fort Lauderdale-Downtown/Hospital Route (weekend operation)- implemented January 2011
- Opa-locka South Route (weekday operation) – implemented February 2011

Among other standards, the Shuttle Bus Service and Financial Assessment Study established a minimum threshold for route ridership of seven passengers per hour. The implemented routes noted above have all surpassed that minimum and are now among SFRTA's higher ridership shuttle routes. SFRTA now funds and/or operates approximately 20 shuttle routes and recently surpassed one million passengers in calendar year 2012. Since July 2010, shuttle bus ridership has more than doubled, and the surge in ridership has increased overall cost efficiency. In February 2011, the shuttle bus cost per passenger was $6.64; two years later, that cost was reduced by more than half, to $3.13 per passenger.

The shuttle system is an important part of the Tri-Rail system moving forward, as nearly 25 percent of all rail passengers use shuttle service at some point in their daily trips. The shuttle system has become more popular due to an agency-wide focus on efficiency, collaborative private-public partnerships, and a user-friendly marketing approach.

Capital Improvements

New Rolling Stock

Over the past five years, SFRTA purchased 12 new locomotives. These environmentally-friendly locomotives will help SFRTA save on operating costs by featuring improved fuel efficiency, idling/shut-off features, and lower emissions. Additionally, 24 new railcars have been purchased. Ten of these cars are currently in service, with the remainder to be delivered to SFRTA by the end of 2013. These high-tech railcars provide needed capacity and operational flexibility to operate both the existing Tri-Rail system, as well as the Tri-Rail Coastal Link expansion.

Station Improvements

SFRTA has continued to perform heavy maintenance at all of its Tri-Rail stations. These activities include the regular repairs, painting, and upkeep of the parking lots and station platforms. In addition, the agency has revised its Station Design Guidelines to incorporate "green" building initiatives. These guidelines will be used in all new stations, as well as any major station renovations.

Parking Enhancements

- The Tri-Rail Parking and Circulation Study, completed in 2007, identified parking needs based on moderate growth. A year after the study was completed, an update was needed to respond to the increase in parking demand resulting from the boost in ridership. The document was updated in 2008 based on a revised station parking demand forecast and parking improvement strategies. The study estimated parking demand at each station for both short-term (2015) and long-term (2025) scenarios. Parking occupancy is continually monitored quarterly at all SFRTA parking facilities.
- To monitor demand for parking at its stations, the SFRTA closely analyzed the parking needs and strategies along the Tri-Rail system. This includes the completion of the SFRTA Parking Management Study in 2010, regular parking lot utilization counts, and individual projects to increase capacity at certain stations. These are summarized below:
    - The West Palm Beach Intermodal Center was fully completed in August 2009. This included a new parking lot that added 163 parking spaces (118 public and 45 employee spaces), motorcycle and scooter parking, 20 bicycle lockers, sidewalks, and a drop-off lane.
    - A 402-space, 3-level parking garage on the west side of the Fort Lauderdale Airport Station was completed in September 2010. This garage added 222 parking spaces and 12 motorcycle spaces to the west side of the station. It also features LED lighting, machine-room-less elevators, and efficient vehicular circulation for buses, taxis, and kiss-and-ride.
    - Improvements for the Cypress Creek Tri-Rail Station were completed in 2011. A new surface lot added 358 new parking spaces. The new parking lot also includes new sidewalks, bicycle racks, ADA ramps, motorcycle parking, and a bus lane and canopy. The Lake Worth Tri-Rail Station also received parking enhancements. The parking lot received new bus drop-off lanes to improve bus circulation and was rewired for LED lighting.
    - The Opa-locka Tri-Rail station is currently undergoing a parking lot expansion, which will create an additional 74 spaces. The agency is now working through the federal National Environmental Policy Act (NEPA) approval process. Construction is anticipated to begin in 2013.

Bicycle Locker Program

Bicycle lockers have been implemented system wide. The SFRTA bicycle locker program is the fourth largest bicycle locker program to be implemented by a public agency in the United States. Currently, there are approximately 600 lockers installed at stations for passenger use.

Hialeah Yard Maintenance Facility

The Hialeah Yard Maintenance Facility has been upgraded. Construction of new storage tracks, a new fueling facility, and an inspection pit have been completed.

EASY Card

In August 2008, the SFRTA Governing Board approved SFRTA to enter into negotiations for the procurement of a new fare collection system. In February 2010, SFRTA entered into a contract with Cubic Transportation Systems, Inc., and in February 2011, the new fare collection system was implemented. The new system, named EASY Card, is fully integrated into the Miami Dade Transit (MDT) fare system and shares the central computer system. The system has the technical capabilities to process and maintain a regional fare card program. A regional fare card program has been established between SFRTA and MDT by extending the EASY Card, already in use by MDT, into the SFRTA system. In addition to seamlessly integrating with MDT, the EASY Card offers discounted transfers on both Broward County Transit (BCT) and Palm Tran regular bus fares.

Transit-Oriented Development (TOD) Activities and Opportunities at Tri-Rail Stations

For many years, SFRTA and its partner agencies have been engaged in various efforts to advance new transit-oriented development (TOD) projects at Tri-Rail stations. Before the recession hit in 2008, many of the stations along the existing Tri-Rail line had active TOD plans or initiatives that were moving forward. Unfortunately, the global economic downturn and the housing market crash created havoc in South Florida, devastating the real estate development and construction industry. One of the many negative outcomes of the recession was the stalling and/or cancellation of various TOD projects and initiatives at Tri-Rail stations.

However, the recent economic recovery and improving housing market in the region have sparked a renewed interest in TOD and has renewed efforts to facilitate such development. TOD planning conducted in past years is now poised to be put into action. For example, various charrettes on which SFRTA partnered over the years with agencies such as the region's RPCs and MPOs, FDOT, and local governments are now the basis for some of the current TOD initiatives near existing Tri-Rail stations and future Tri-Rail Coastal Link stations on the FEC corridor. Current trends that show an increased preference for housing and commercial spaces near transit will likely prompt more of the concepts and community visions that were established as part of these charrettes and will earn serious consideration by local governments and developers in the coming months and years.

Over the past 12 months, a number of new TOD-related analyses and efforts have taken place in the region. Some of these include FDOT's completion of a statewide TOD guidebook in December 2012 and the region's participation in Reconnecting America's "Financing TOD and Infill Supportive Infrastructure Peer Exchange" in February 2013. In addition, SFRTA has worked with the Urban Land Institute's (ULI) Southeast Caribbean chapter on two recent TOD-related events with extensive developer involvement.

A joint SFRTA-ULI-sponsored TOD developer brainstorming session in November 2012 provided valuable insight and guidance from 10 of the region's most prominent urban developers. A larger scale SFRTA-ULI event in April 2013, "Development Opportunities on the FEC Corridor: An Interactive Forum," had 250 attendees and included a showcase that allowed cities to show off their potential TOD sites to members of the development community. One of the products of the April 2013 SFRTA-ULI event is *Tri-Rail Coastal Link Station Area Opportunities*, a compilation of local plans that includes a detailed analysis that quantifies development potential and tax revenue around future Tri-Rail Coastal Link stations. *Tri-Rail Coastal Link Station Area Opportunities* is available online at www.sfrta.fl.gov.

In addition to data on future FEC corridor stations, *Tri-Rail Coastal Link Station Area Opportunities* also contains valuable information on the characteristics of the areas surrounding existing Tri-Rail stations, including demographics, housing, employment and land use data. However, to further facilitate a better understanding of the TOD opportunities and activities along the existing Tri-Rail system, a brief status report for each station is presented.

Mangonia Park

The vacant former Palm Beach jai-alai fronton site is the key to future TOD development at the Mangonia Park Station. Totaling more than 45 acres (almost as large as the successful Midtown Miami redevelopment along the FEC corridor), the site is privately-owned and sits immediately southwest of the station. Currently, there are no active development plans for the site. Despite this large vacancy adjacent to the station, Mangonia Park continues to attract strong ridership, with the 4th highest ridership on weekdays. SFRTA hopes to work with the Town of Mangonia Park, private landowners, and other partners to facilitate development on the fronton site.

West Palm Beach

TOD implementation at the West Palm Beach Station is progressing. A private developer and Palm Beach County are in negotiations to acquire land to construct a new mixed-use development on the west side of the station. SFRTA has worked with the developer to reserve 250 spaces in the TOD project's future parking garage for Tri-Rail patrons. The TOD concept now moving forward at the West Palm Beach Station stems from the SFRTA's multi-party "Transit Village" charrette in 2005 that evaluated the station's development potential.

Lake Worth

Various challenges and opportunities at the Lake Worth Station were identified as part of the Lake Worth Transit-Oriented Development Charrette conducted by the Treasure Coast Regional Planning Council in 2008. The charrette investigated TOD opportunities at future Lake Worth stations on the FEC corridor and at the existing Lake Worth Tri-Rail Station. TOD opportunities on the east side of the station are challenging due to the presence of an elevated section of Interstate 95. The charrette's Citizens' Master Plan proposed an appropriately scaled "Transit Village" on a 6.5-acre privately-owned

parcel located immediately west of the station. However, the transit village concept on this site has not moved forward. SFRTA hopes to work with the City of Lake Worth and other key partners in the coming years to advance this concept further.

Boynton Beach

While not immediately adjacent to the Boynton Beach Tri-Rail Station, new development activity (part of the Quantum Park development, within one-half mile west and south of the station) has occurred in recent years. Through its established relationship with Treasure Coast Regional Planning Council, The City of Boynton Beach has moved forward recently with transit supportive amendments to its comprehensive plan and is contemplating zoning and regulatory changes that would spur TOD at both the existing Tri-Rail station and the future FEC corridor station. While no development activities are currently taking place at the Boynton Beach Tri-Rail Station, but it is one of the few locations where SFRTA has land holdings large enough to accommodate a future TOD project.

Delray Beach

Palm Beach County is the primary land owner at the Delray Beach Tri-Rail Station, as the South County Government Center is located immediately to the west. Various TOD concepts have been discussed for this station area over the years, with a new parking garage to serve both Tri-Rail patrons and a new development identified as a critical element. SFRTA hopes to work with Palm Beach County and the City of Delray Beach to maximize the potential of this station area and collaborate on infrastructure that will facilitate TOD investment.

Boca Raton

The Boca Raton station has recently become the Tri-Rail station with the highest weekday ridership. Office and retail development in the area just west and southwest of the Boca Raton Station has occurred in recent years. SFRTA owns land immediately northwest of the station that generated strong developer interest just prior to the recession. Unfortunately, none of the developer proposals that emerged during that period came to fruition. SFRTA hopes to work with the City of Boca Raton and other key partners to bring development activity to the SFRTA parcel in the near term.

Deerfield Beach

Broward County is the primary land owner on the west side of the Deerfield Beach Station, as its North Regional Courthouse is located in close proximity. Parcels on the east side of the station are privately-owned. Prior to the recession, SFRTA worked with the City of Deerfield Beach and a private developer to have the east station area designated for TOD for future land use and zoning. A TOD project on the east side was approved but was never implemented due to the housing market crash and economic downturn. SFRTA hopes to work with the City of Deerfield Beach and other key partners to bring development interest back to this site. Broward MPO Mobility Hub funds may help to provide infrastructure that would facilitate TOD at the Deerfield Beach Station.

Pompano Beach

The Pompano Beach Station will undergo a number of environmentally-friendly upgrades and infrastructure improvements in the near term, resulting in it being SFRTA's first LEED certified station. However, minimal TOD-related activity has taken place at the Pompano Beach Station over the years. SFRTA is now investigating the feasibility of a new headquarters building immediately adjacent to the station, which could spark additional TOD efforts at Pompano Beach.

Cypress Creek

A number of large office buildings are located in close proximity to the Cypress Creek Station. Nearby parcels owned by SFRTA (west side of station) and FDOT (east of Andrews Avenue) that are currently used as park-and-ride lots present opportunities for further development at the station. SFRTA is considering its land on the west side as one of the potential sites for a new headquarters building. An improving office market in the Cypress Creek area and the availability of Broward MPO Mobility Hub funds in the near term may help facilitate station improvements and TOD development at Cypress Creek.

Fort Lauderdale

FDOT is the primary landowner at the Fort Lauderdale Station, as its large park-and-ride lots dominate the landscape on the west side and a combined 15 traffic lanes (mainline and ramps) of Interstate 95 are located immediately to the east. Large parcels within a half-mile west of the station are slated for development by private interests, but the timetable is uncertain. It is expected that the Fort Lauderdale Station will be transformed in the long term, but the station area's numerous highway ramps and unfriendly pedestrian conditions serve as an impediment in the near term. Broward MPO Mobility Hub funds have enabled a study of potential pedestrian and gateway enhancements to the area. The future WAVE Streetcar extension planned from Downtown Fort Lauderdale to the Fort Lauderdale Tri-Rail Station will also serve as a TOD catalyst.

Fort Lauderdale-Hollywood International Airport (FLL) at Dania Beach

The City of Dania Beach is the primary landowner on the west side of the FLL station, which includes parks and educational facilities that are part of the Tigertail Lake Center. Development on the east side of the station has already occurred, including a hotel, the International Game Fish Association Museum, Bass Pro Shops, and Outdoor World. With the west side consisting primarily of park lands and the east side containing relatively new development, future TOD opportunities in the immediate area surrounding the FLL/Dania Beach station will likely be infill supporting the development east of the station with corresponding pedestrian connection improvements.

Sheridan Street

Industrial uses and a farmers market on privately-owned land are located immediately west of the Sheridan Street Station. The east side of the station contains a large park-and-ride lot on tracts owned by FDOT. A large scale mixed-use development was proposed on these east side tracts, but its timing was hampered by the recession. It is hoped that improved economic conditions will allow for FDOT and private developers to bring TOD to this site to transform the character and passenger experience at the Sheridan Street Station.

Hollywood

The Hollywood Tri-Rail Station's TOD prospects are limited due to a number of factors: the station has a small land footprint and challenging access to/from Hollywood Boulevard, is bounded by a park to the north, and has a major interchange of Interstate 95 located immediately to its east. The current Hollywood/Pines Boulevard Corridor Congestion Management Process/Livability Planning Project is investigating a number of concepts that could improve the connectivity and functionality of the Hollywood Tri-Rail Station, but no new TOD activity is anticipated.

Golden Glades

The west side of the Golden Glades Station contains numerous active private industrial properties, none of which have access to the station. The east side of the station consists of large park-and-ride lots owned by FDOT. A charrette and developer forum for the Golden Glades Station area was held as part of the Rail-Volution Conference in Miami in 2007. The charrette, which included developers from all over the U.S., expressed little hope that the Golden Glades Station area was a viable market for a traditional mixed-use TOD. Charrette participants viewed transportation-related uses as being much more viable at Golden Glades. Consistent with these findings, plans have advanced for the Golden Glades Station area to be transformed into a modern transportation hub with improved direct seamless access between different modes. SFRTA hopes to work with FDOT District 6, the Miami-Dade MPO, Miami-Dade Transit, and other potential partners to allow for the construction and ongoing operations and maintenance of an improved Golden Glades multimodal facility.

Opa-locka

Opa-locka's distinctive Moorish architecture and historic character (with 20 buildings listed on the National Register of Historic Places) make it unique among Tri-Rail station areas. Various grant funded initiatives are seeking to bring increased economic development to Opa-locka. The Opa-locka Community Development Corporation and South Florida RPC have engaged SFRTA to conduct a market study to assist in efforts to bring more development to downtown Opa-locka and the area immediately surrounding the Tri-Rail Station. One impediment to large-scale TOD development at Opa-locka is that the majority of parcels in the station area are relatively small in size and have numerous private owners.

Metrorail Transfer (79th Street)

Thousands of transit patrons use the Tri-Rail and Metrorail stations at the Metrorail Transfer Station on a daily basis, but currently there are no TOD plans or projects actively moving forward. The area surrounding the station consists of small parcels and primarily industrial land uses. SFRTA has land holdings on both the east and west sides of the station but, similar to most of the parcels in the area, these are small in size. A community-based group called the 79th Street Neighborhood Initiative was formed many years ago with hopes of revitalizing the area in the vicinity of the station and beyond, but no major development plans or projects have advanced. SFRTA hopes to work with Miami-Dade County, the City of Hialeah, and other key partners to overcome some of the area's challenges and attract additional development activity to the Metrorail Transfer Station.

Hialeah Market

The Hialeah Market Station has a number of characteristics that make future TOD development a challenge. The area around the station primarily has industrial land uses, including sanitation related facilities on the east side of the tracks. A Home Depot store, with a large surface parking lot, is located immediately west of the station. Also, the Airport Expressway (SR 112) is located to the south of the station, creating a barrier and challenging local road access. Currently, there is no TOD-related activity at the Hialeah Market Station. Any future TOD at the station would need to bridge these industrial land uses with the residential neighborhoods and elementary school within walking distance to the west of the station.

Miami Airport

The multi-faceted new Miami Intermodal Center (MIC) will include a new Miami Airport Tri-Rail Station and a joint development component. The MIC joint development component may contain up to 1.4 million square feet of new mixed-use development on land now in public ownership. In addition, the Palmer Lake area to the immediate northeast of the station has promising development potential and has undergone an extensive community planning process in recent years. The Palmer Lake Charrette in 2010 led to the May 2013 adoption of the Palmer Lake Metropolitan Urban Center District by the Miami-Dade Board of County Commissioners. This new district provides development standards that permit mixed residential, retail, office, hotel, and industrial uses. SFRTA looks forward to working with FDOT, Miami-Dade County, and other key partners to facilitate TOD implementation in the area surrounding the new MIC and Tri-Rail Miami Airport Station.

Environmental Sustainability

In October 2008, SFRTA announced its transition to biodiesel fuels. The goal is to operate trains on a 99% blend whenever possible. The transition to biodiesel fuel has resulted in significant environmental and economic benefits and has not caused any operational or performance difficulties. This initiative is supported by FTA.

SFRTA has completed a design plan for its Pompano Beach Green Station Demonstration Project. This new station will be the prototype "green" Tri-Rail station; its various design elements work to reduce energy consumption, generate solar energy, and promote alternative modes of transportation.

Federal Funding/Grants

SFRTA has worked diligently to apply for Federal and State grants to help fund and support efforts that enhance accessibility and mobility for the region. The agency has submitted applications for the enhancement of its shuttle system and has been successful in gaining that funding through the Bus and Bus Facility Livability Grant and the Job Access and Reverse Commute (JARC) program. The Pompano Beach Green Station Demonstration Project received funding through Transit Investment in Greenhouse Gas and Energy Reduction (TIGGER) III and New Freedom (NF) grants.

As the project sponsor for The WAVE, SFRTA received funding through Transportation Investment Generating Economic Recovery (TIGER) IV grants. In 2009, it received $16.2 million under the American Recovery and Reinvestment Act (ARRA) program, which was applied towards the purchase of three new locomotives. In recent years, Transportation Regional Incentive Program (TRIP) grant funds were awarded by FDOT District 4; the $2.25 million was used towards the purchase of 10 new locomotives. SFRTA was also fortunate to have several projects included in the State of Florida Rail Plan, Investment Element. These projects included Hialeah Yard Improvements, Positive Train Control, and Boynton Beach station improvements.

Table 3-13 summarizes grants awarded to SFRTA since FY 2012.

Table 3-13: SFRTA Grant Awards

Grant	Amount Awarded	Project	Award Date
Transit Investments for Greenhouse Gas and Energy Reduction (TIGGER)	$5,713,549	Tri-Rail's Pompano Beach Green Station Demo Project	December 1, 2011
Transportation Investment Generating Economic Recovery Program (TIGER IV)	$18,000,000	The WAVE Streetcar Project	June 1, 2012
Bus Livability	$4,556,000	Alternative Fuel Shuttle Bus Fleet	October 1, 2011
Job Access and Reverse Commute (JARC)	$479,050	SFRTA New Shuttle Bus Routes	September 1, 2010
JARC	$371,800	SFRTA Opa-Locka Shuttle South Route	September 1, 2010
JARC	$273,845	SFRTA Shuttle Service	February 1, 2013
JARC	$10,992	SFRTA Boynton Beach Shuttle Service	February 1, 2013
New Freedom	$960,219	ADA Improvements of Tri-Rail Pompano Green Station Demo Project	May 1, 2012
New Freedom	$1,612,788	ADA Improvements of Tri-Rail Pompano Green Station Demo Project	February 1, 2013

Source: SFRTA

Job Access and Reverse Commute/ New Freedom Designated Recipient

In 2008, FTA informed MDT that the Miami Urbanized Area would lose its FY 2007 JARC and NF funds unless it received applications by July 15, 2009. In February 2009, SFRTA agreed to become the Designated Recipient for JARC Section 5316 and NF Section 5317 funds for the Miami Urbanized Area. In doing this, SFRTA ensured that the region would be able to receive millions of dollars in funding for eligible transportation projects. Since then, SFRTA successfully completed five cycles to distribute funding for FYs 2007–2011. Currently, SFRTA is in the process of completing the last funding cycle, distributing funds for FY 2012.

Customer Support and Outreach

Market Research Initiatives

The SFRTA Public Opinion Study, conducted between November 2008 and January 2009, was designed to capture the public's opinions regarding needs, strategies, and attitudes towards public transportation. Using Web-based, telephone, and focus group survey methods, SFRTA was able to identify the views of the general public.

In October 2008, SFRTA coordinated with FDOT to conduct a Tri-Rail on-board survey. Designed as an update to the 2007 on-board survey, it collected travel pattern information for 6,148 passengers. SFRTA conducted another on-board survey in February 2013. The results from this effort will be compared to the previous effort.

In October 2009, SFRTA invited the public to participate in an online survey and follow-up focus groups. These initiatives were designed to gather the public's opinion on parking strategies for the Tri-Rail Parking Management Study.

Signage and Wayfinding Plan

The Tri-Rail Signage and Wayfinding Plan was completed in June 2009. This effort created a database of existing Tri-Rail signage and a program for sign maintenance. It also identified existing Americans with Disabilities Act (ADA) signage and produced GIS maps that can be used to locate signage in the field. SFRTA maintains a database of all existing wayfinding signage, which is continually monitored for accuracy and good repair.

Train Safety Awareness Week

SFRTA continues its annual participation in Train Safety Awareness Week (TSAW), working with Operation Lifesaver, Amtrak, Bombardier, CSX Transportation, FTA, FDOT, Veolia, and the Wackenhut Corporation, as well as various law-enforcement agencies and first-responder teams throughout the region.

Tri-Rail Mobile Application

A free Tri-Rail phone application was launched on September 2012 for iPhone, iPad, and Android mobile devices. The mobile app is free and allows mobile users to plan their trips by checking for train arrival and departure times, locating the nearest train station, and calculating how much a trip will cost. In addition, mobile app users can get receive notifications on service interruptions, access information to get to popular destinations, and obtain general information of Tri-Rail system.

Industry Involvement

Rail-Volution is a national conference that focuses on building livable communities through land use and transit. SFRTA is a national partner and participates on the National Steering Committee. SFRTA helped plan and organize the following national Rail-Volution conferences:

- San Francisco, 2008
- Boston, 2009
- Portland, 2010
- Washington DC, 2011
- Los Angeles, 2012

SFRTA is continually a partner/sponsor of relevant groups in the transportation industry, including the Conference of Minority Transportation Officials (COMTO) and the Women in Transportation Seminar (WTS), as well as regional transportation summits and other related collaborative opportunities.

Awards

The Florida Association of Public Purchasing Officers (FAPPO) awarded SFRTA's Procurement Department with awards for Excellence in Public Procurement in 2010, 2011, and 2012. This awards program was established to recognize organizational excellence in procurement and recognizes agencies that meet and exceed benchmarks and best practices in the Procurement Profession based on high scores on a rating of standardized criteria. The program is designed to measure innovation, professionalism, e-procurement, productivity, and leadership attributes of the procurement function.

The Government Finance Officers Association (GFOA) awarded SFRTA with 18 Certificates of Achievement for Excellence in Financial Reporting (CAEFR), which are designed to encourage governments to go beyond the minimum requirements and prepare comprehensive annual financial reports that further the spirit of full disclosure.

SFRTA also took top honors in both the American Public Transportation Association (APTA) and the Florida Public Transportation Association (FPTA) marketing awards competitions in 2011, including a Gold Star for APTA's Ad Wheel awards in the Special Events category for "Senior Idol" and a first place award in the Print category for its "Cleared for Take Off" campaign, which promoted service to the region's airports. SFRTA also won two first place awards in FPTA's annual marketing competition; a TV

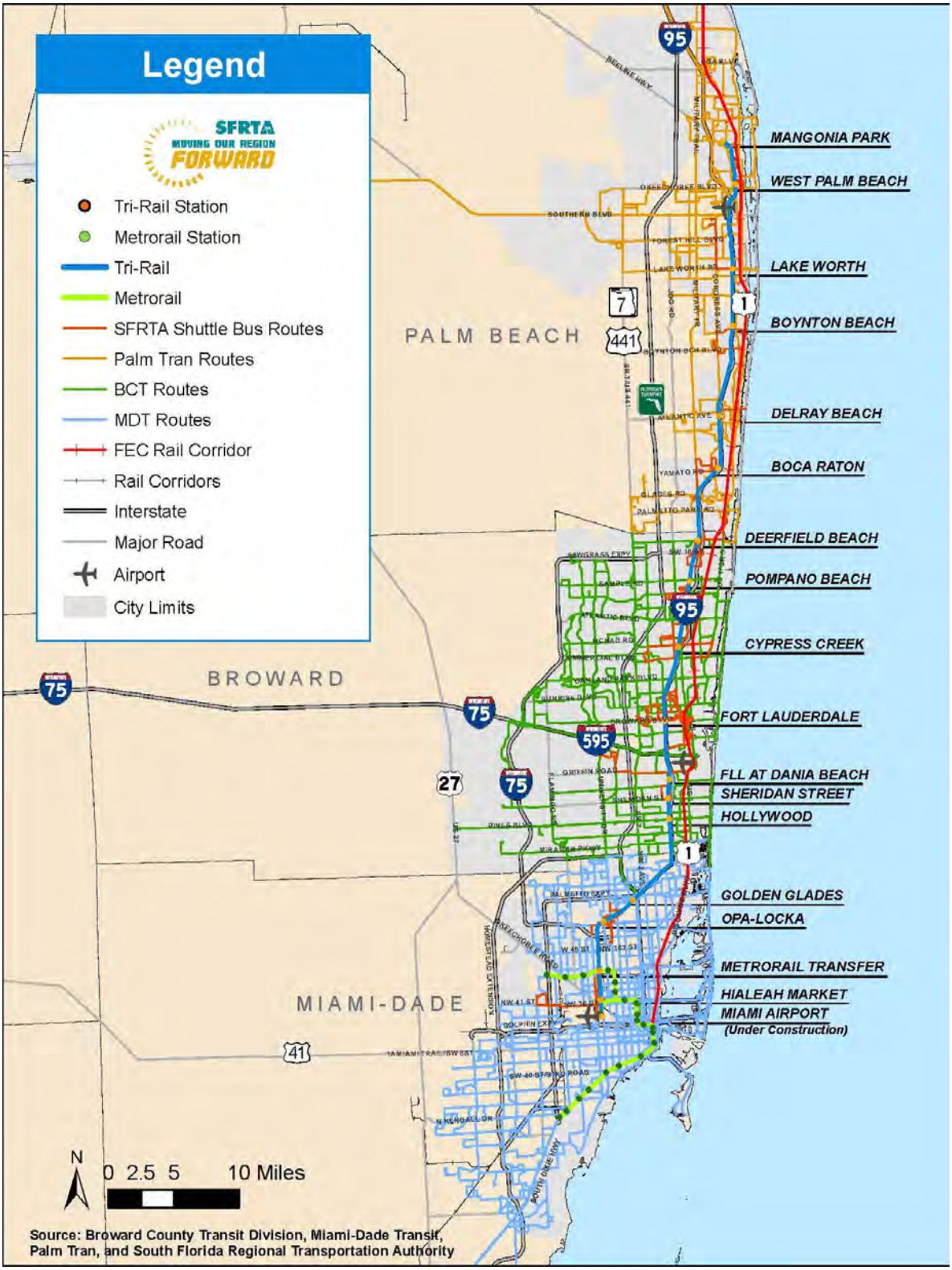
spot created for “Dump the Pump” won in the Electronic Media/Audio/Visual category and the “Cleared for Take Off” poster won in the “Collateral” category.

3.1.4: EXISTING TRANSPORTATION SERVICES—OTHER PROVIDERS

Palm Tran, BCT, and MDT operate fixed-route, circulator, and community shuttle service within the tri-county region that connects to Tri-Rail stations. Connecting service to Metrorail (operated by MDT) is available at the Tri-Rail/Metrorail Transfer Station. This section summarizes transit services provided by Palm Tran, BCT, and MDT, as well as other transportation providers operating in the region.

Map 3-2 illustrates the existing transportation services provided by Palm Tran, BCT, and MDT.

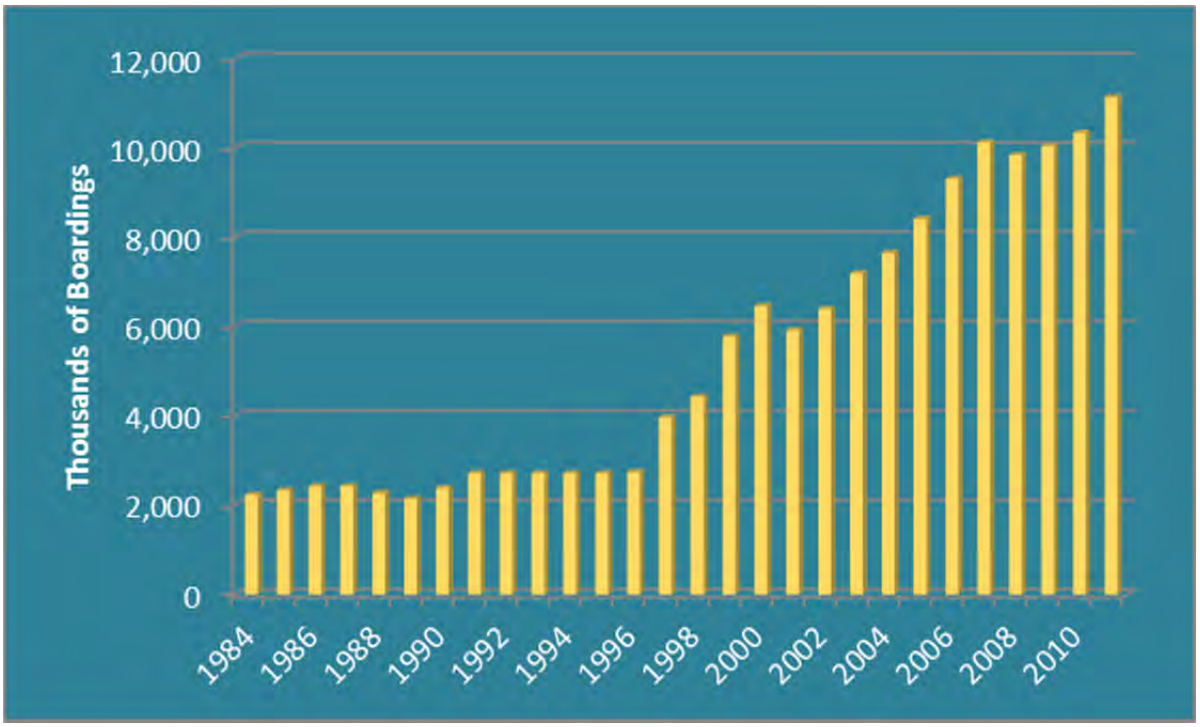
Map 3-2: Existing Transportation Services-Other County Providers



Palm Tran

Palm Tran operates as a department of Palm Beach County. Palm Tran currently operates 34 fixed routes and provides more than10 million trips per year. Operating 7 days a week, Palm Tran provides weekday peak service with 30-minute headways and off-peak and weekend service with 60-minute headways. The majority of fixed-route service is concentrated in the eastern portions of the county between Jupiter and Boca Raton. Three routes (1, 91, and 92) travel into Broward County and connect with BCT Routes 10 and 18. The standard one-way fare on Palm Tran buses is $1.50; 1-Day Passes are $4, and 31-Day Passes are $60. Historical ridership data for Palm Tran is shown in Figure 3-5. Ridership has grown steadily since 1984, with significant growth occurring since 2000.

Figure 3-5: Palm Tran Fixed-Route Bus Historical Ridership Data (FYs 1984–2011)



Source: NTD (FYs 1984-2011)

In addition to its fixed-route service, Palm Tran also serves as the Community Transportation Coordinator (CTC) and provides demand response service known as the Palm Tran Connection. Connection is a shared-ride, door-to-door paratransit service that provides transportation for residents and visitors with disabilities in Palm Beach County. It travels in Palm Beach County from Jupiter to Boca Raton and from Palm Beach to South Bay. The fare for Palm Tran Connection is $3 per one-way trip.

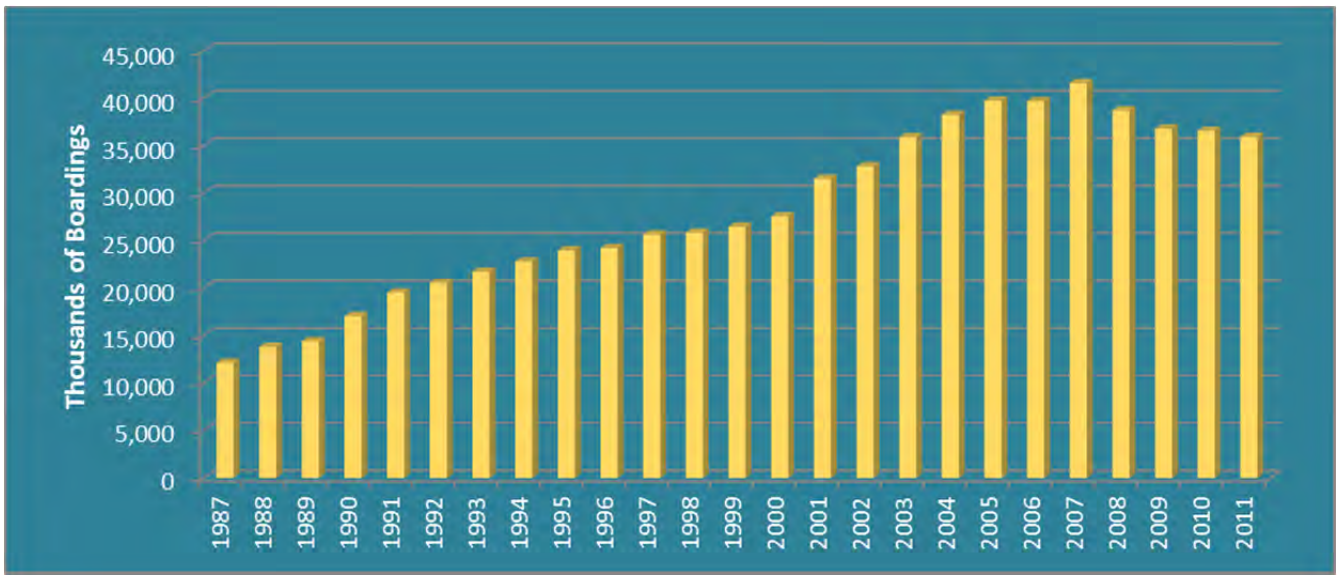
Broward County Transit

BCT provides public transportation services in Broward County, providing fixed-route, community bus, and complementary paratransit service.

BCT Fixed-Route Service

BCT's fixed-route bus services include 42 weekday routes, 30 Saturday routes, and 28 Sunday routes, providing 13.7 million miles of service annually. BCT's fixed routes provide connections to the community's multimodal transportation network and system-wide connections at four transfer terminals: Broward Central Terminal (downtown Fort Lauderdale), West Regional Terminal (Plantation), Lauderhill Mall Transfer Facility (Lauderhill) and Northeast Transit Center (Pompano Beach). The standard one-way fare on BCT is $1.75, an unlimited daily pass is $4, an unlimited 7-Day pass is $16, a 10-Ride pass is $16, and a 31-Day unlimited pass is $58. Historical fixed-route ridership data for BCT are shown in Figure 3-6. Similar to Palm Tran, BCT has experienced significant growth in ridership since 2000.

Figure 3-6: BCT Fixed-Route Bus Historical Ridership Data (FYs 1987-2011)



Source: NTD (FYs 1984-2011).

Broward County Community Bus Service

Broward County Community Bus Service (BCCB) operates in partnership with 18 Broward County municipalities to provide 50 routes. Community buses serve residential areas, freeing larger fixed-route buses to travel along major thoroughfares as part of a regional bus network. BCCB routes provide local circulation to passengers traveling short distances, as well as "first-mile" and "last-mile" connections to BCT fixed routes. BCCB service is designed to increase the number of destinations within city limits that

residents can access through public transit. All community buses connect to BCT fixed routes and are wheelchair accessible and equipped with bike racks.

TOPS

BCT also offers TOPS (Transportation Options) complementary paratransit service for qualified individuals with disabilities. The service is for persons with physical, cognitive, emotional, visual, or other disabilities that functionally prevent them from using the BCT fixed-route bus system. TOPS service is available during BCT's fixed-route hours of service, and reservations must be made in advance. The estimated travel time of a TOPS trip is similar to the same trip, including transfers, if made by a fixed-route bus. The one-way fare per trip is $3.50. Additionally, any registered TOPS rider with current eligibility may use the fixed-route service free of charge.

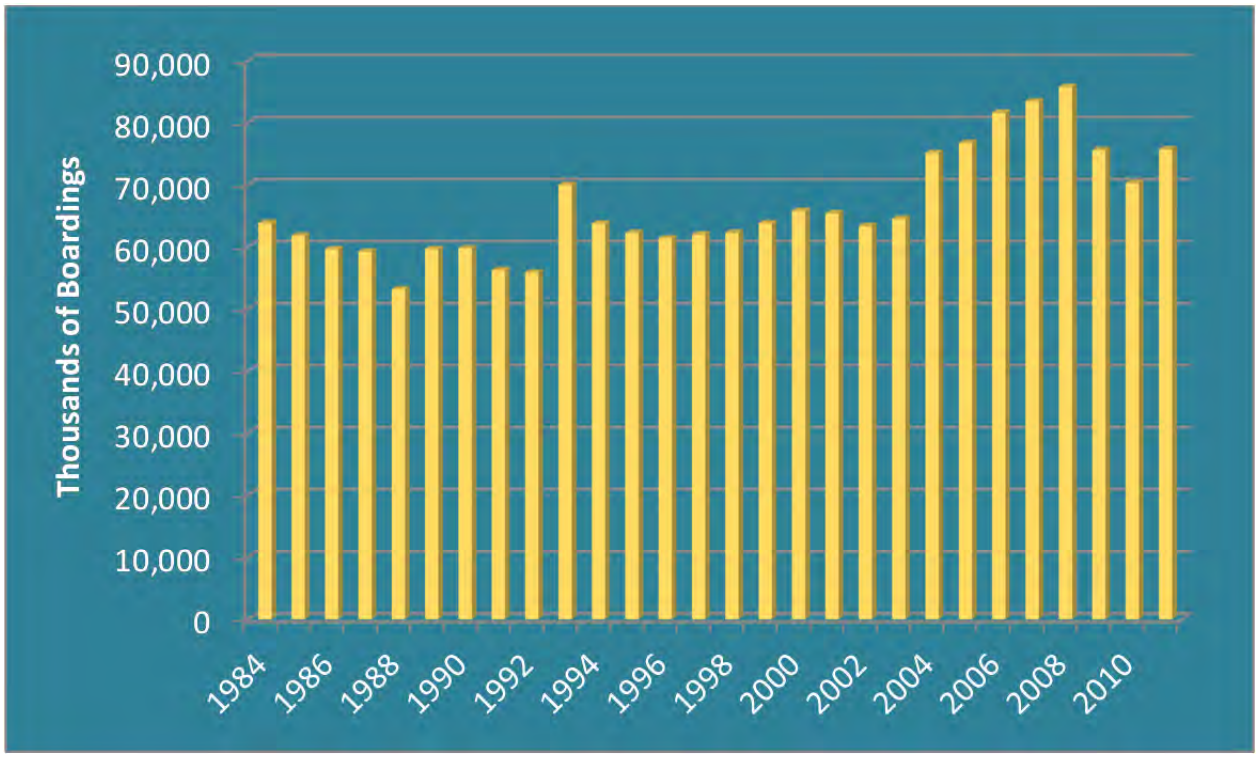
Miami-Dade Transit

MDT operates as a department of the Miami-Dade County government and is the largest transit agency in Florida. It operates Metrobus (fixed-route bus service), Metrorail (24.4-mile elevated heavy rail system); Metromover (4.4-mile, elevated, electric people-mover system); and Special Transportation Service (STS) (paratransit service). MDT's regular fixed-route fare is $2, and monthly passes are $100.

Metrobus

Metrobus offers countywide service from Miami Beach to West Miami-Dade and from the Middle Keys to Broward Boulevard in Broward County. All MDT buses are wheelchair accessible. In addition, Metrobus connects with Metrorail and Metromover. More than 90 Metrobus routes travel approximately 29 million miles per year using over 800 buses. Several bus routes operate 24 hours a day and 3 routes provide overnight service between 11 p.m. and 6 a.m. MDT Routes E and 95 travel into Broward County. Figure 3-7 shows historical ridership data for MDT Metrobus services.

Figure 3-7: MDT Metrobus Historical Ridership Data (FYs 1984–2011)



Source: NTD (FYs 1984–2011)

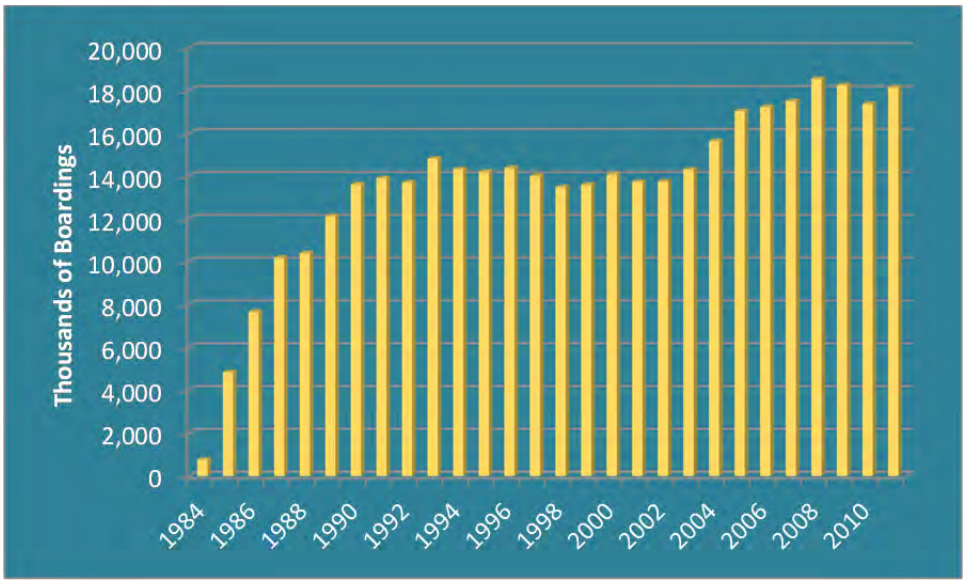
Metrorail

Miami-Dade County's 24.4-mile elevated rail system runs from Kendall through South Miami, Coral Gables, and downtown Miami to the Civic Center/Jackson Memorial Hospital area and to Brownsville, Liberty City, Hialeah, and Medley in northwest Miami-Dade, with connections to Broward and Palm Beach counties at the Tri-Rail/Metrorail Transfer station. There are 23 accessible Metrorail stations, located approximately one mile apart, providing easy access for bus riders, pedestrians, and passengers to be dropped off and picked up. Metrorail operates from 5 AM to 12 midnight, seven days per week. Trains arrive every 10 minutes during weekday peak hours, every 15 minutes at midday, every 30 minutes from about 7:30 PM until closing, and every 30 minutes on weekends. Map 3-3 illustrates the Metrorail system and Figure 3-8 presents historical Metrorail ridership data.

Map 3-3: MDT Metrorail System Map

Source: http://www.miamidade.gov/transit/library/metrorail-map.pdf. Accessed May 2013.

Figure 3-8: MDT Metrorail Historical Ridership Data (FYs 1984–2011)



Source: NTD (FYs 1984–2011)

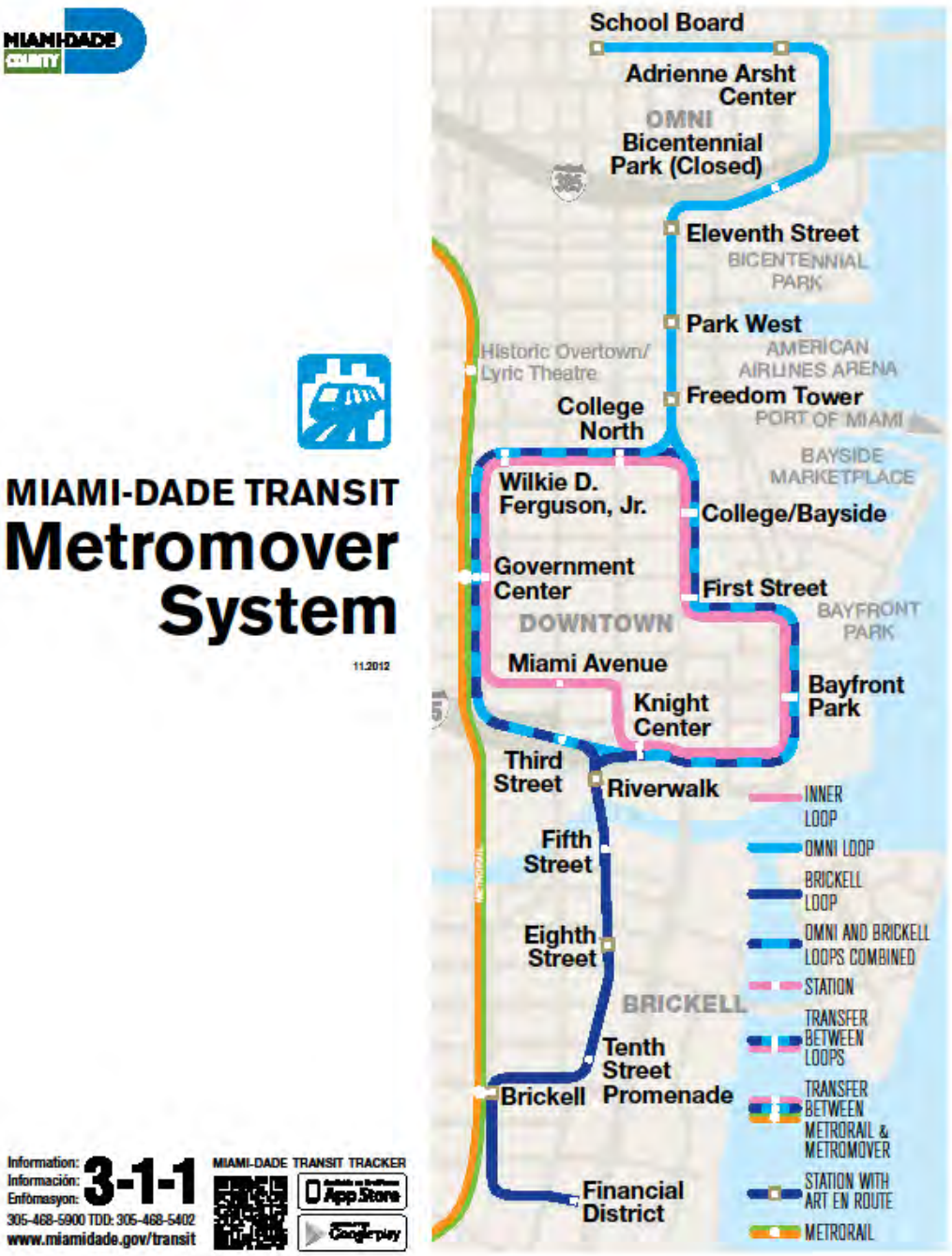
Metromover

Metromover is a 4.4-mile elevated electric people-mover system. The Metromover inner loop and outer loop to Omni and Brickell operate in the downtown Miami area. Trains run from 5 AM to 12 midnight seven days per week. Trains arrive frequently, and all fares are free on the Metromover. Map 3-4 illustrates the Metromover system and Figure 3-9 shows historical Metromover ridership data.

Special Transportation Service

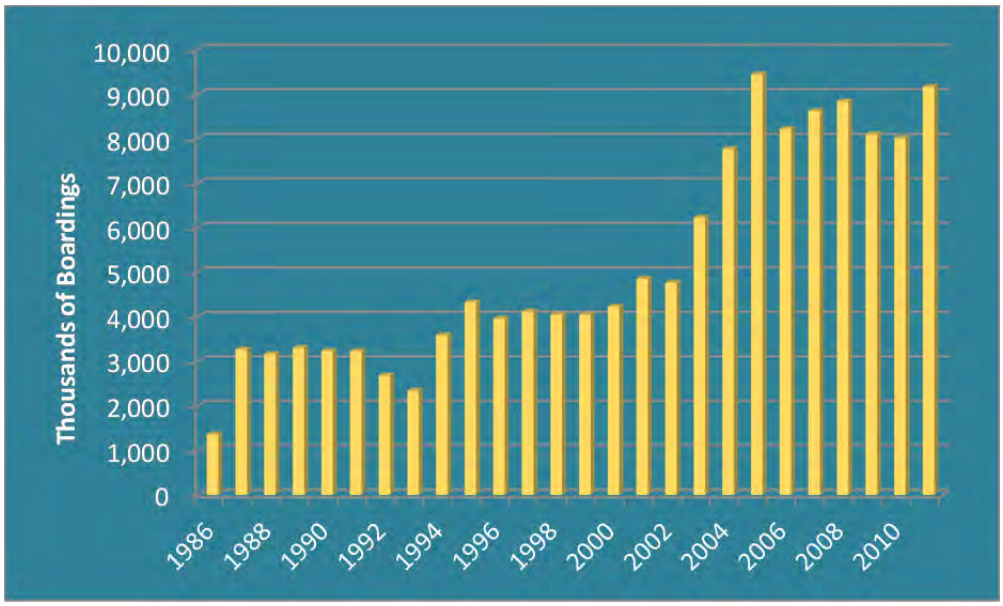
STS is MDT's complementary paratransit service. Established in 1976 to meet the special transportation needs of Miami-Dade County citizens with disabilities, STS is available to anyone deemed eligible. Privately-contracted sedans, vans, and vans equipped with lifts provide door-to-door service for eligible customers. Service is offered with no restrictions on trip purpose.

Map 3-4: MDT Metromover System Map



Source: http://www.miamidade.gov/transit/library/metromover-map.pdf. Accessed May 2013.

Figure 3-9: MDT Metromover Historical Ridership Data (FYs 1986–2011)



Source: NTD (FY 1984–2011)

Other Service Providers

Tables 3-14 through 3-17 summarize other transportation service providers in the tri-county region:

- Table 3-14 lists transportation disadvantaged (TD) service providers.
- Table 3-15 lists intercity transportation service providers.
- Table 3-16 lists charter bus companies.
- Table 3-17 lists taxi service companies.

Intercity service is currently offered from Southeast Florida by Amtrak and Greyhound. As shown in Table 3-15, both transportation companies provide multiple stations throughout the South Florida region. Greyhound offers service between there stations and most cities in Florida and the US. Amtrak provides two round trips each day between Miami and New York. One round trip is provided on the Silver Star, which runs through Tampa and the other route is the Silver Meteor through Orlando.

Table 3-14: Transportation Disadvantaged Service Providers

Palm Beach County		Broward County		Miami-Dade County	
• Children's Home Society • Federation Transportation Services • For the Children, Inc. • Glades Area Assoc. for Retarded Children • Habilitation Center for the Handicapped • Housing Partnership, Inc. • Jewish Residential & Family Services • Marc Volen Senior Center • Palm Beach Habilitation Center • Planned Parenthood • Seagull Industries for the Disabled • South Coast Mental Health Center • The ARC • United Cerebral Palsy	• Achievement and Rehabilitation Center • Agency for Community Treatment Services • Allied Medical Treatment • Ann Storck Center • Archways, Inc. • BARC Housing, Inc. • Broward Children's Center, Inc. • Cerebral Palsy Adult Home • City of Deerfield Beach NEFP • City of Hallandale Beach • City of Lauderhill • City of Margate NWFP • City of Miramar MSSC • City of North Lauderdale • City of Pembroke Pines SWFP • City of Tamarac Senior Ctr. • Daniel D. Cantor Senior Ctr. • Douglas Gardens North • Gulf Coast Jewish Family & Community Services	• Henderson Mental Health • Inktel Direct • Joseph Meyerhoff Senior Ctr. • Lucanus Development Ctr. • Medex Transportation, Inc. • NW Federated Women's Club • Quality Community Services • Rayfield Family Literacy • Seref Jewish Community Center • St. Elizabeth Gardens • St. Joseph Tower • Sunrise Community, Inc. • Sunrise Opportunity, Inc. • Tender Loving Care Transportation Services • Total Intervention Early Services • United Cerebral Palsy • Woodhouse, Inc.	• Action Community Center • Advanced Transportation Solutions • Allapatah Community Center • Alliance for Aging • American Coach Lines of Miami • Assoc. of Retarded Citizens • Better Way of Miami • CHARLEE of Dade County, Inc. • Children's Home Society • Citrus Health Network • Community AIDS Resource, Inc. • Community Council for Jewish Elderly • Dave/Mary Alper Jewish Community Center • DEEDCO • Easter Seals • Economic Opportunity Family Health Ctr. • Federation Gardens • GALATA, Inc. • Goodwill Industries	• Handi-Van, Inc. • Helen Bentley Family Health Ctr. • Hialeah Housing Authority • Historic Mt. Zion Missionary Baptist Church • Hope Center, Inc. • James E. Scott Community Assoc. • Jewish Community Services • JGT Transportation • Little Havana Activities and Nutrition Center • Logistic Solutions, Inc. • MACtown, Inc. • Miami Beach Marian Towers • Miami Bridge Youth and Family Services • Miami Dade County Community Action Agency • Miami Dade County School Board • Miami Jewish Home and Hospital for the Aged • Miami Lighthouse for the Blind	• Michael-Ann Russell Jewish Community Ctr. • New Horizons Community Mental Health Ctr. • North Dade Medical Foundation Regis House • North Miami Foundation for Senior Citizens • Psychosocial Rehabilitation Center • Southern Shuttle Services • Southwest Social Services Program • Sunrise Community • The Village South • UM Linda Ray Intervention Ctr. • UM Mailman Ctr. For Child Development • UM Perinatal Care Program • Unique Charters • United Cerebral Palsy Assoc. • Villa Maria Nursing & Rehabilitation Ctr. • Zuni Transportation

Source: Miami-Dade County Transit Development Plan 2012, Broward County TDP 2009, Palm Beach TDP 2009

Table 3-15: Intercity Transportation Service Providers

Greyhound Stations	Amtrak Stations
Belle Glade	Miami
Delray Beach	Hollywood
Ft. Lauderdale	Ft. Lauderdale
Miami	Deerfield Beach
Miami International Airport	West Palm Beach
Cutler Bay	Delray Beach
Miami North	
West Palm Beach	

Source: Greyhound and Amtrak websites

Table 3-16: Charter Bus Companies

Charter Bus Companies	
Mears Transportation	Coachways Charter Bus
South Florida Tours	Bus One Charter Bus
South Florida Bus Charters	MIA VIP Transportation and Tours
Magic Carpet Ride	National Bus Tansportation
Miami Jet Tours	Bus Reserve
Miami-Dade Bus Charter	Cabana Coaches
Bus Charter.net	

Table 3-17: Taxi Service Companies

Inventory of Taxi Services			
Palm Beach County	**Broward County**	**Miami-Dade County**	
Palm Beach Taxi	Broward Taxi	Yellow Taxi	Key Biscayne Taxi
Yellow Cab	Ft. Lauderdale Taxi	G&K Taxi	Metro Taxi
West Palm Beach City Taxi	Intercity Taxi	Airport Best Taxi	Miami Dade Taxi
Escondido Taxi Service	Best Taxi	AAA Taxi	Miami Springs Taxi
Admiral Cab	On-Time Taxi Services	American Taxi	Moskocab of Dade
Choice Cab Services	Shuttle and Taxi Services	Central Cab	Rickenbacker Taxi
	GM Taxi/Airport Transp.	Century Cab	Society Cab
	King Transportation	Checker Cab	South Beach Taxi Cab
	A Regal Transportation	Comfort Wheelchair Cab	Springs Taxi
	Airport Taxi	Coral Gables Taxi	Sunny Isles Taxi
	Yellow Cab	Crandon Taxi of Key Biscayne	Yellow Taxi
	American Taxi	Diamond Cab	Super Nice Taxi
	Checker Taxi	Doral Taxi	Super Yellow Cab
	SW Ranches Taxi	Eastern Taxi	USA Taxi
	AAA Taxi	Flamingo Taxi	
	Ft. Lauderdale A Taxi	Homestead Yellow Taxi	
		Homestead Yellow Taxi	
		Hurricane Taxi	

Source: Miami-Dade.gov business license taxi cab companies, Internet search of taxi service companies operating in South Florida region.

3.2 TREND ANALYSIS

3.2.1: INTRODUCTION

A trend analysis of critical performance measures and indicators was conducted to examine the performance of SFRTA commuter rail and shuttle bus services over time. To accomplish this, NTD data that present selected performance indicators, effectiveness measures, and efficiency measures for the five-year trend period of FY 2007-2011 were compiled and analyzed. Highlights of the trend analysis are presented below, and summary results are provided at the conclusion of this section.

Three categories of indicators were analyzed for the trend analysis. These include:

- Performance Indicators – the quantity of service supply, passenger and fare revenue generation, and resource input
- Effectiveness Measures –the extent to which the service is effectively provided
- Efficiency Measures –the extent to which cost efficiency is achieved

3.2.2: COMMUTER RAIL TREND ANALYSIS

Table 3-18 lists the measures used in the performance trend analysis conducted for SFRTA's commuter rail service. Highlights of the trend analysis are presented in the remainder of this section.

Table 3-18: Commuter Rail Performance Review Measures for Trend Analysis (FYs 2007–2011)

Commuter Rail Performance Evaluation Indicators and Measures		
General Performance Indicators	**Effectiveness Measures**	**Efficiency Measures**
Passenger Trips	Vehicle Miles per Capita	Operating Expenses per Capita
Passenger Miles	Passenger Trips per Capita	Operating Expenses per Passenger Trip
Vehicle Miles	Passenger Trips per Revenue Mile	Operating Expenses per Passenger Mile
Revenue Miles	Passenger Trips per Vehicle Hour	Operating Expenses per Revenue Mile
Vehicle Hours	Revenue Miles between Incidents	Farebox Recovery Ratio
Route Miles		Revenue Miles per Vehicle Mile
Operating Expenses		Revenue Miles per Vehicle
Capital Expenses		Vehicle Miles per Gallon
Operating Revenue		Average Fare
Vehicles Available for Maximum Service		Fare Revenue

Commuter Rail General Performance Indicators

The general performance indicators are used to gauge the overall system operating performance for Tri-Rail. Table 3-19 and Figures A-1 through A-10 (found in Appendix A) present the selected performance indicators from FY 2007 to FY 2011 for SFRTA commuter rail service. The following is a summary of the trends for Tri-Rail evident from the performance indicators analysis.

- Commuter rail passenger trips increased from 3.4 million in 2007 to 3.8 million in FY 2011, an increase of 11.8 percent. In addition, passenger miles increased from 108 million to 112.4 million during the same period, an increase of 4.1 percent, peaking at 122 million passenger miles in 2008 and 2009. During this same five-year period, the tri-county service area population increased 1.9 percent.
- Total vehicle miles of service increased from 2.6 million miles in FY 2007 to nearly 3.0 million miles in FY 2011, an increase of 12.7 percent. Total revenue miles of service increased from 2.6 million in 2007 to approximately 2.9 million in 2011, or 12.5 percent.
- The number of route miles served remained consistent during this five-year period, at 142.24 miles.
- Total operating expenses increased from $43.3 million in 2007 to $51.7 million FY 2011, an increase of 19.4 percent (peaking in 2008 and 2009 at $52.8 million). Total capital expenses decreased from $64.9 million to $18.0 million during this same period, or 72 percent. Operating revenues increased from $46.8 million to $55.4 million, or 18.4 percent during the five-year period from FY 2007 to FY 2011; the annual operating revenue peaked in FY 2009 at $57.2 million.
- The total number of vehicles needed to operate peak service increased from 44 vehicles in FY 2007 to 45 vehicles in FY 2011, peaking at 47 vehicles in FY 2009 and FY 2010.

Table 3-19: Performance Indicators, Commuter Rail Trend Analysis (FYs 2007–2011)

SFRTA Commuter Rail Performance Indicators						
Performance Indicator	**2007**	**2008**	**2009**	**2010**	**2011**	**% Change (2007–2011)**
Passenger Trips	3,408,500	3,859,000	4,223,400	3,606,100	3,810,800	11.8%
Passenger Miles	107,980,800	122,257,900	122,469,600	104,575,600	112,394,600	4.1%
Vehicle Miles	2,641,700	3,124,400	3,050,300	2,971,400	2,976,500	12.7%
Revenue Miles	2,559,000	2,856,500	2,953,200	2,892,400	2,879,900	12.5%
Vehicle Hours	68,200	87,100	99,500	107,700	108,500	59.1%
Route Miles	142.24	142.24	142.24	142.24	142.24	0.0%
Operating Expenses	$42,306,800	$52,841,600	$52,871,700	$50,252,000	$51,719,000	19.42%
Vehicles Available for Max. Svc.	44	44	47	47	45	2.3%

Source: NTD (FYs 2007-2011)

Commuter Rail Effectiveness Measures

Table 3-20 presents three categories of effectiveness measures that include service supply, service consumption, and quality of service. Figures A-11 through A-15 (located in Appendix A) present the trends in these effectiveness measures observed for SFRTA's commuter rail service, a summary of which is provided below.

- Vehicle miles per capita for commuter rail service increased from 0.48 miles in FY 2007 to 0.52 miles in FY 2011, an increase of nearly 10 percent.
- Passenger trips per capita increased by nearly 9 percent between FY 2007 and FY 2011, from 0.62 trips to 0.67 trips. However, passenger trips per revenue mile decreased slightly (0.7%), from 1.33 trips to 1.32 trips during this same period. Passenger trips per vehicle hour also decreased from 49.98 trips in FY 2007 to 35.12 trips in FY 2011, a decrease of nearly 30 percent.
- Revenue miles between incidents decreased 25.3 percent between FY 2009 and FY 2011, the period for which these data were available. Overall, the revenue miles between incidents decreased from 91,813 in 2009 to 68,569 in FY 2011 (peaking at 97,184 in FY 2010).

Table 3-20: Effectiveness Measures, Commuter Rail Trend Analysis (FYs 2007–2011)

SFRTA Commuter Rail Effectiveness Measures						
Effectiveness Measure	**2007**	**2008**	**2009**	**2010**	**2011**	**Percent Change (2007–2011)**
Service Supply:						
Vehicle Miles per Capita	0.48	0.56	0.55	0.54	0.52	9.8%
Service Consumption:						
Passenger Trips per Capita	0.62	0.70	0.77	0.65	0.67	8.9%
Passenger Trips per Revenue Mile	1.33	1.35	1.43	1.25	1.32	-0.7%
Passenger Trips per Vehicle Hour	49.98	44.31	42.45	33.48	35.12	-29.7%
Quality of Service:						
Revenue Miles Between Incidents	No data available	No data available	91,813	97,184	68,569	-25.3%

Note: Percent Change for Revenue Miles between Incidents reflects change between 2009–2011, the years data for this indicator were available.
Source: NTD (FYs 2007-2011).

Commuter Rail Efficiency Measures

Table 3-21 presents efficiency measures for SFRTA commuter rail service, including cost efficiencies, operating ratios, vehicle and energy utilization, and fare trends. The trends for these efficiency measures are illustrated in Figures A-16 through A-24 (located in Appendix A) and are summarized below.

- Operating expenses per capita increased from $7.84 in 2007 to $9.12 in 2011, or 16.3 percent; however, when the effects of inflation are removed, operating expenses per capita increased only 5.4 percent. Operating expenses per passenger trip increased from $12.71 in FY 2007 to $13.57 in FY 2011, or 6.8 percent (after inflation, decreased 3.3%). Operating expenses per passenger mile increased from $0.40 per mile to $0.46 per mile, or 14.7 percent (5.0% after inflation). Operating expenses per revenue mile increased between FY 2007 and FY 2011 from $16.92 to $17.96, or 6.1 percent (decreased 3.9% after inflation). These trends suggest that SFRTA has experienced some success over the last five years in controlling numerous factors impacting the cost of the agency's commuter rail operations.
- Revenue miles per vehicle mile had no change between FY 2007 and FY 2011, and revenue miles per vehicle increased 10 percent, from 58,159 in 2007 to 63,998 in FY 2011.
- In terms of energy utilization, total vehicle miles per gallon of gasoline increased by 4.6 percent, or 1.18 vehicle miles per gallon in FY 2009 to 1.23 in FY 2011, the years these data were available.
- Farebox recovery has steadily increased from 16.8 percent in FY 2007 to 21.1 percent in FY 2011, an overall increase of 25.6 percent. During this same time period, the average fare increased from $2.10 to $2.90 (38.1%) and annual fare revenue increased from $7.3 million to $10.9 million, a total increase of approximately 50 percent.

Table 3-21: Efficiency Measures, Commuter Rail Trend Analysis (FYs 2007–2011)

SFRTA Commuter Rail Efficiency Measures						
Efficiency Measure	**2007**	**2008**	**2009**	**2010**	**2011**	**Percent Change (2007–2011)**
Cost Efficiency						
Operating Expenses per Capita	$7.84	$9.55	$9.60	$9.09	$9.12	16.3%
Operating Expenses per Capita (2007$)	$7.84	$9.32	$9.28	$8.54	$8.26	5.4%
Operating Expenses per Passenger Trip	$12.71	$13.69	$12.52	$13.94	$13.57	6.8%
Operating Expenses per Passenger Trip (2007$)	$12.71	$13.36	$12.09	$13.08	$12.29	-3.3%
Operating Expenses per Passenger Mile	$0.40	$0.43	$0.43	$0.48	$0.46	14.7%
Operating Expenses per Passenger Mile (2007$)	$0.40	$0.42	$0.42	$0.45	$0.42	5.0%
Operating Expenses per Revenue Mile	$16.92	$18.50	$17.90	$17.37	$17.96	6.1%
Operating Expenses per Revenue Mile (2007$)	$16.92	$18.05	$17.29	$16.31	$16.26	-3.9%
Vehicle Utilization						
Revenue Miles per Vehicle Mile	$0.97	$0.91	$0.97	$0.97	$0.97	-0.1%
Revenue Miles per Vehicle	$58,159	$79,347	$62,834	$61,540	$63,998	10.0%
Energy Utilization						
Vehicle Miles per Gallon	No data available	No data available	1.18	1.17	1.23	4.6%
Operating Ratios						
Farebox Recovery Ratio	16.8%	16.5%	18.4%	20.5%	21.1%	25.6%
Fare						
Average Fare	$2.10	$2.30	$2.30	$2.90	$2.90	38.1%
Fare Revenue	$7,263,500	$8,699,800	$9,744,700	$10,294,670	$10,902,100	50.1%

Note: Percent Change for vehicle miles per gallon reflects change between 2009–2011, the years that data for this indicator were available.

Source: NTD (FYs 2007-2011)

Summary Results of Commuter Rail Trend Analysis

The trend analysis evaluates the performance of SFRTA's commuter rail service over time. A summary of SFRTA's performance for commuter rail is provided for general performance, cost efficiency, operating ratios, vehicle and energy utilization, fare, service supply, service consumption, and quality of service.

- *Service Consumption and Service Supply*– Vehicle miles per capita and passenger trips per capita both have shown positive growth trends from FY 2007 to FY 2011, outpacing overall population growth. Passenger trips per revenue mile have remained almost neutral, whereas passenger trips per vehicle hour have declined. Service supply measures are favorable for Tri-Rail, while service consumption measures reflect some decline in productivity relative to the amount of service supplied.
- *Cost Efficiency*– When removing the effects of inflation, operating expenses per capita and per passenger mile increased minimally (approximately 5%), while operating expenses per passenger trip and per revenue mile decreased from FY 2007 to FY 2011. These trends generally suggest that SFRTA costs have been controlled over the last five-year period.
- *Operating Ratio and Fare*–From FY 2007 to FY 2011, farebox recovery increased nearly 26 percent, whereas average fares increased 38 percent and overall fare revenue increased 50 percent. The trend in Tri-Rail's operating ratio and farebox recovery is very positive, reflecting a good balance of fare policy and increasing ridership. The Farebox Recovery Report is included in Appendix B.

Table 3-22 summarizes the trend analysis, with positive, neutral, or negative trends identified for each indicator. Tri-Rail's overall trend performance is generally positive with a few exceptions that are reflected in the table and mentioned previously.

Table 3-22: Summary of Trend Analysis –Commuter Rail (FYs 2007–2011)

Measure	Percent Change (2007-2011)	Indicator
General Performance		
Passenger Trips	11.8%	+
Passenger Miles	4.1%	+
Vehicle Miles	12.7%	+
Revenue Miles	12.5%	+
Vehicle Hours	59.1%	+
Route Miles	0.0%	o
Operating Expenses	19.4%	-
Capital Expenses	-72.3%	+
Operating Revenue	18.4%	+
Vehicles Available for Maximum Service	2.3%	o
Cost Efficiency		
Operating Expenses per Capita (2007$)	5.4%	-
Operating Expenses per Passenger Trip (2007$)	-3.3%	+
Operating Expenses per Passenger Mile (2007$)	5.0%	-
Operating Expenses per Revenue Mile (2007$)	-3.9%	+
Operating Ratios		
Farebox Recovery Ratio	25.6%	+
Vehicle Utilization		
Revenue Miles per Vehicle Mile	-0.1%	o
Revenue Miles per Vehicle	10.0%	+
Energy Utilization		
Vehicle Miles per Gallon	4.6%	+
Fare		
Average Fare	38.1%	+
Fare Revenue	50.1%	+
Service Supply		
Vehicle Miles per Capita	9.8%	+
Service Consumption		
Passenger Trips per Capita	8.9%	+
Passenger Trips per Revenue Mile	-0.7%	o
Passenger Trips per Vehicle Hour	-29.7%	-
Quality of Service		
Revenue Miles between Incidents	-25.3%	-

Sources: Tables 3-19, 3-20, and 3-21

3.2.3: SHUTTLE BUS SERVICE TREND ANALYSIS

Table 3-23 lists the measures used in the performance trend analysis conducted for SFRTA's shuttle bus service. Highlights of the trend analysis are presented in the remainder of this section.

Table 3-23: Shuttle Bus Service Performance Review Measures for Trend Analysis (FYs 2007–2011)

Shuttle Bus Service Performance Evaluation Indicators and Measures		
General Performance Indicators	**Effectiveness Measures**	**Efficiency Measures**
Passenger Trips	Vehicle Miles per Capita	Operating Expenses per Capita
Passenger Miles	Passenger Trips per Capita	Operating Expenses per Passenger Trip
Vehicle Miles	Passenger Trips per Revenue Mile	Operating Expenses per Passenger Mile
Revenue Miles	Passenger Trips per Vehicle Hour	Operating Expenses per Revenue Mile
Vehicle Hours		Revenue Miles per Vehicle Mile
Route Miles		Revenue Miles per Vehicle
Operating Expenses		Vehicle Miles per Gallon
Vehicles Available for Max. Svc.		

Shuttle Bus Service Performance Indicators

The performance indicators are used to gauge the overall system operating performance for SFRTA's shuttle bus service. Table 3-24 and Figures A-25 through A-32 (located in Appendix A) present the selected performance indicators from 2007 to 2011 for SFRTA shuttle bus service, a summary of which is provided below.

- Passenger trips for shuttle service doubled from 301,400 in FY 2007 to 605,900 in FY 2011. In addition, passenger miles increased by nearly 184 percent during this same period. The tri-county service area population increased 1.9 percent.
- The total vehicle miles of service increased from 610,300 to 827,600, or 35.6 percent, between FY 2007 and FY 2011. Annual revenue miles of service increased from 402,700 miles to nearly 629,000 miles, or 56.2 percent during this same five-year period. Total vehicle hours increased nearly 41 percent, from 53,000 hours in 2007 to 74,800 hours in FY 2011.
- The number of route miles served increased by 26.4 percent between FY 2007 and FY 2011, from 132.3 to 167.2 miles.
- Total operating expense (in current dollars) increased from $2.8 million in FY 2007 to $3.0 million FY 2011, an increase of 6.3 percent.
- The total number of vehicles needed to operate peak service increased from 20 vehicles in FY 2007 to 27 vehicles in FY 2011, an overall increase of 35 percent.

Table 3-24: Performance Indicators, SFRTA Shuttle Bus Service Trend Analysis (FYs 2007–2011)

SFRTA Shuttle Bus Service Performance Indicators						
Performance Indicator	**2007**	**2008**	**2009**	**2010**	**2011**	**Percent Change (2007-2011)**
Passenger Trips	301,400	399,700	488,100	444,300	605,900	101.0%
Passenger Miles	838,000	1,102,700	1,675,000	1,523,900	2,378,400	183.8%
Vehicle Miles	610,300	654,600	658,300	578,600	827,600	35.6%
Revenue Miles	402,700	433,600	436,500	475,900	628,900	56.2%
Vehicle Hours	53,200	56,900	57,000	53,000	74,800	40.6%
Route Miles	132.3	137.3	137.3	105.2	167.2	26.4%
Operating Expenses	$2,849,500	$4,260,800	$4,350,800	$4,261,800	$3,028,000	6.3%
Vehicles Available for Max. Svc.	20	20	20	20	27	35.0%

Source: NTD (FYs 2007-2011)

Shuttle Bus Service Effectiveness Measures

Table 3-25 presents the effectiveness measures analyzed for SFRTA's shuttle bus service, including service supply and service consumption. Figures A-33 through A-36 (located in Appendix A) present trends in effectiveness measures for SFRTA's shuttle bus service, the results of which are summarized below.

- Vehicle miles per capita for shuttle bus service increased from 0.11 miles in FY 2007 to 0.15 miles in FY 2011, an overall increase of 32 percent.
- Passenger trips per capita nearly doubled, increasing by almost 96 percent, from 0.05 trips in FY 2007 to 0.11 trips in FY 2011. Passenger trips per revenue mile increased 28.7 percent during this period, from 0.75 trips to 0.96 trips, though peaking at 1.12 trips in FY 2009. Passenger trips per vehicle hour increased from 5.67 trips in FY 2007 to 8.10 trips in FY 2011, an increase of 43 percent.

Table 3-25: Effectiveness Measures: Shuttle Bus Service Trend Analysis (FYs 2007–2011)

SFRTA Shuttle Bus Service Effectiveness Measures						
Effectiveness Measure	**2007**	**2008**	**2009**	**2010**	**2011**	**Percent Change (2007-2011)**
Service Supply:						
Vehicle Miles per Capita	0.11	0.12	0.12	0.10	0.15	32.1%
Service Consumption:						
Passenger Trips per Capita	0.05	0.07	0.09	0.08	0.11	95.8%
Passenger Trips per Revenue Mile	0.75	0.92	1.12	0.93	0.96	28.7%
Passenger Trips per Vehicle Hour	5.67	7.02	8.56	8.38	8.10	43.0%

Source: NTD (FYs 2007-2011)

Shuttle Bus Service Efficiency Measures

Table 3-26 presents the trends of the efficiency measures for SFRTA shuttle bus service, which are illustrated in Figures A-37 through A-42 (located in Appendix A) and summarized below.

- Operating expenses per capita increased from $0.52 in FY 2007 to $0.53 in FY 2011, an overall increase of 3.5 percent. However, operating expenses per capita were significantly higher in the interim years at $0.77 per capita in FY 2008 and FY 2010 and $0.79 per capita in FY 2009. When the effects of inflation are removed, operating expenses per capita decreased 7.7 percent. Operating expenses per passenger trip decreased from $9.45 in FY 2007 to $5.00 in FY 2011, an overall decrease of approximately 47 percent (or a decrease of 52.2% in 2007 dollars). Operating expenses per passenger mile decreased from $3.40 per mile to $1.27 per mile, a decrease of 62.6 percent (or 66.2% when removing the effects of inflation). Operating expenses decreased from $7.08 to $4.81 per revenue mile, or 32 percent between FY 2007 and FY 2011 (38.4% in FY 2007 dollars). These trends suggest that SFRTA has experienced some success over the last five years in controlling numerous factors impacting the cost of the agency's shuttle bus operations.
- Revenue miles per vehicle mile increased by 15.2 percent between FY 2007 and FY 2011, from 0.66 to 0.76 per mile. Revenue miles per vehicle increased 15.7 percent, from 20,135 in 2007 to 23,293 in FY 2011, though peaking at 48,178 revenue miles per vehicle in FY 2008.
- In terms of energy utilization, total vehicle miles per gallon of gasoline increased by 153.2 percent, or from 2.35 vehicle miles per gallon in FY 2009 to 5.96 in FY 2011 (peaking at 7.82 vehicle miles per gallon in FY 2010).

Table 3-26: Efficiency Measures: Shuttle Bus Service Trend Analysis (FYs 2007–2011)

SFRTA Shuttle Bus Service Efficiency Measures						
Efficiency Measure	**2007**	**2008**	**2009**	**2010**	**2011**	**Percent Change (2007–2011)**
Cost Efficiency						
Operating Expenses per Capita	$0.52	$0.77	$0.79	$0.77	$0.53	3.5%
Operating Expenses per Capita (2007$)	$0.52	$0.75	$0.76	$0.72	$0.48	-7.7%
Operating Expenses per Passenger Trip	$9.45	$10.66	$8.91	$9.59	$5.00	-47.1%
Operating Expenses per Passenger Trip (2007$)	$9.45	$10.40	$8.61	$9.00	$4.52	-52.2%
Operating Expenses per Passenger Mile	$3.40	$3.86	$2.60	$2.80	$1.27	-62.6%
Operating Expenses per Passenger Mile (2007$)	$3.40	$3.77	$2.51	$2.63	$1.15	-66.2%
Operating Expenses per Revenue Mile	$7.08	$9.83	$9.97	$8.96	$4.81	-32.0%
Operating Expenses per Revenue Mile (2007$)	$7.08	$9.59	$9.63	$8.41	$4.36	-38.4%
Vehicle Utilization						
Revenue Miles per Vehicle Mile	0.66	0.66	0.66	0.82	0.76	15.2%
Revenue Miles per Vehicle	20,135	48,178	21,825	23,795	23,293	15.7%
Energy Utilization						
Vehicle Miles per Gallon	No data available	No data available	2.35	7.82	5.96	153.2%

Note: Percent change for vehicle miles per gallon reflects change between FYs 2009–2011, the years data for this indicator were available.
Source: NTD (FYs 2007–2011)

Summary Results of Shuttle Bus Service Trend Analysis

Similar to that provided for commuter rail service, a summary of SFRTA's performance for its shuttle bus service is provided, based on the trend analysis in terms of general performance, cost efficiency, vehicle and energy utilization, service supply, and service consumption.

- ***Service Consumption and Service Supply*** – Vehicle miles per capita, passenger trips per capita, passenger trips per revenue mile, and passenger trips per vehicle hour have all shown positive growth trends from FY 2007 to FY 2011, with growth in both vehicle miles and passenger trips significantly outpacing overall population growth for the tri-county region.
- ***Cost Efficiency*** – When removing the effects of inflation, operating expenses per capita, per passenger trip, per passenger mile, and per revenue mile decreased from FY 2007 to FY 2011. These trends generally suggest that SFRTA costs for its shuttle bus service have largely been controlled over the last five-year period.

- ***Vehicle and Energy Utilization*** – From FY 2007 to FY 2011, revenue miles per vehicle mile and revenue miles per vehicle increased consistently at approximately 15 percent, while vehicle miles per gallon increased considerably (153.2%).

Table 3-27 summarizes the trend analysis, with positive and negative trends identified for each indicator. Nearly all performance indicators and performance measures reflect positive trends for SFRTA shuttle bus services.

Table 3-27: Summary of Trend Analysis: Shuttle Bus Service (FYs 2007–2011)

Measure	Percent Change (2007-2011)	Indicator
General Performance		
Passenger Trips	101.0%	+
Passenger Miles	183.8%	+
Vehicle Miles	35.6%	+
Revenue Miles	56.2%	+
Vehicle Hours	40.6%	+
Route Miles	26.4%	+
Operating Expenses	6.3%	-
Vehicles Available for Maximum Service	35.0%	+
Cost Efficiency		
Operating Expenses per Capita (in 2007$)	-7.7%	+
Operating Expenses per Passenger Trip (in 2007$)	-52.2%	+
Operating Expenses per Passenger Mile (in 2007$)	-66.2%	+
Operating Expenses per Revenue Mile (in 2007$)	-38.4%	+
Vehicle Utilization		
Revenue Miles per Vehicle Mile	15.2%	+
Revenue Miles per Vehicle	15.7%	+
Energy Utilization		
Vehicle Miles per Gallon	153.2%	+
Service Supply		
Vehicle Miles per Capita	32.1%	+
Service Consumption		
Passenger Trips per Capita	95.8%	+
Passenger Trips per Revenue Mile	28.7%	+
Passenger Trips per Vehicle Hour	43.0%	+

Sources: Tables 3-24, 3-25, and 3-26

3.3 PEER REVIEW ANALYSIS

3.3.1: INTRODUCTION

A peer review analysis of SFRTA's Tri-Rail existing service provides the opportunity for SFRTA to compare its performance with other commuter rail systems in the United States that have similar agency features with SFRTA. In addition to the peer analysis, a similar review of other commuter rail systems in the U.S. was conducted as an opportunity to enlighten, inform, and present SFRTA with a more complete picture of Tri-Rail's performance in relation to not only its peers but the universe of commuter rail systems in the nation.

3.3.2: PEER REVIEW METHODOLOGY

American commuter rail systems can be divided two categories—"Legacy" systems and "New Start" systems.

- "Legacy" refers to systems that were previously reorganized from a combination of private passenger rail systems that have operated commuter or intercity service since as early as the mid-19th century.
- "New Start" systems are new start-up systems that exist where there previously was no commuter or intercity service (typically located in fast-growing southern and western Sunbelt regions). The first wave of New Start systems, of which Tri-Rail is considered part, began operation as early as the mid-1980s.

SFRTA's previous TDP peer reviews analyzed six systems considered to be comparable to SFRTA/Tri-Rail based on operating and other characteristics: CalTrain, Virginia Railway Express (VRE), Sounder Commuter Rail, Trinity Railway Express (TRE), Coaster, and Altamont Commuter Express (ACE). These were all included in the peer means in previous TDPs. Metrolink and Maryland Area Rail Commuter (MARC) were shown in past comparisons but not actually included in the peer means.

As part of the SFRTA TDP 2013–2022 Major Update, MARC and four additional new systems were included in the peer means; South Shore Line, FrontRunner, New Mexico Rail Runner Express, and Shore Line East were all considered to have enough characteristics similar to SFRTA/Tri-Rail to be included and present a more inclusive peer analysis.

Table 3-28 presents the 23"Legacy" and "New Start" commuter rail systems reviewed to compare SFRTA/Tri-Rail's performance to its 11 peers and 12 non-peers.

Table 3-28: U.S. Commuter Rail Systems Reviewed

Commuter Rail System	Major Cities Served	Date Opened	Legacy/ New Start	Saturday Service	Sunday Service	Tri-Rail Peer?
A-Train	Denton–Carrollton, TX	2011	New Start	Yes	No	No
Altamont Commuter Express	Stockton–San Jose, CA	1998	New Start	No	No	Yes
CalTrain	San Francisco–San Jose, CA	1987	Legacy	Yes	Yes	Yes
Capital MetroRail	Austin, TX	1996	New Start	Yes	No	No
Coaster	San Diego, CA	1995	New Start	Yes	Yes	Yes
FrontRunner	Salt Lake City, UT	2008	New Start	Yes	No	Yes
Long Island Rail Road	New York, NY	1836	Legacy	Yes	Yes	No
MARC	Baltimore M.D–Washington DC	1984	New Start	No	No	Yes
MBTA	Boston, MA	1973	Legacy	Yes	Yes	No
Metra	Chicago, IL	1984	Legacy	Yes	Yes	No
Metrolink	Los Angeles, CA	1992	New Start	Yes	Yes	No
Metro-North Railroad	New York, NY	1983	Legacy	Yes	Yes	No
Music City Star	Nashville, TN	2006	New Start	No	No	No
New Jersey Transit Rail	New York, NY/ Philadelphia, PA	1983	Legacy	Yes	Yes	No
New Mexico Rail Runner Express	Albuquerque–Santa Fe, NM	2006	New Start	Yes	Yes	Yes
Northstar Line	Minneapolis, MN	2009	New Start	Yes	Yes	No
SEPTA Regional Rail	Philadelphia, PA	1983	Legacy	Yes	Yes	No
SFRTA/Tri-Rail	**Miami–Ft. Lauderdale–West Palm Beach, FL**	**1989**	**New Start**	**Yes**	**Yes**	**N/A**
Shore Line East	New Haven–New London, CT	1990	New Start	Yes	Yes	Yes
Sounder	Seattle–Everett, WA	2000	New Start	No	No	Yes
South Shore Line	Chicago, IL–Gary–South Bend, IN	1903	Legacy	Yes	Yes	Yes
Trinity Railway Express (TRE)	Dallas–Fort Worth, TX	1996	New Start	Yes	No	Yes
Virginia Railway Express (VRE)	Washington DC–Manassas –Fredericksburg, VA	1992	New Start	No	No	Yes
Westside Express Service	Beaverton–Wilsonville, OR	2010	New Start	No	No	No

Source: SFRTA

SFRTA/Tri-Rail Peer Systems

A total of 11 commuter rail agencies were selected as peers of SFRTA/Tri-Rail. They are described below, including the reasons they were deemed eligible to be considered SFRTA/Tri-Rail peers.

Altamont Commuter Express (ACE)

The ACE train connects San Jose to Stockton, California. Service began in 1998, and the trains are owned by the San Joaquin Regional Rail Commission (SJRRC). ACE trains traverse some operationally-challenging countryside, including climbing mountain passes and tunnels that may impact travel times. ACE operates very similar diesel-electric locomotives and rolling stock to SFRTA/Tri-Rail and other "New Start" systems. According to APTA's fourth-quarter 2012 ridership statistics, ACE had an average weekday ridership of approximately 3,700. It is considered a peer of SFRTA/Tri-Rail given the age of the system, fleet similarities, its single-lined system, and other similar operating characteristics.

CalTrain[1]

CalTrain is a "Legacy" system that operates between the San Francisco peninsula and Silicon Valley connecting San Francisco to Gilroy through San Jose, California. CalTrain, formed in 1987 and operated by the Peninsula Corridor Joint Powers Board (PCJPB), is a single-lined system that is a successor of the Southern Pacific Railroad. The PCJPB is made up of agencies from the three counties within which it operates (San Francisco, San Mateo, Santa Clara). CalTrain operates an all-diesel-powered locomotive system and a unique system of express service (dubbed the Baby Bullet) that accounts for a significant portion of its overall system ridership. According to APTA's fourth-quarter 2012 ridership statistics, CalTrain had an average weekday ridership of just over 47,000. It is considered a peer of SFRTA/Tri-Rail due to it being a single-line system, its similarities in route mile length, and other operating characteristics.

Coaster[2]

Coaster is a commuter rail system that operates near the Pacific coast between Oceanside and San Diego. The service is operated by a private entity, with overall management oversight provided by the North County Transit District (NCTD). A "New Start" system that began service in 1995, Coaster uses a combination of diesel-electric locomotives and rolling stock very similar to SFRTA/Tri-Rail. According to APTA's fourth-quarter 2012 ridership statistics, Coaster had an average weekday ridership of about 5,000. It is considered a peer of SFRTA/Tri-Rail given the age of the system, fleet similarities, and its single-line system, among other similar operating characteristics.

[1] "CalTrain History," CalTrain website: http://www.caltrain.com/about/History.html,accessed April 29, 2013.
[2] "NCTD Overview," Coaster website, http://www.gonctd.com/nctd_overview, accessed April 30, 2013.

FrontRunner[3]

The FrontRunner is a commuter rail system that serves Salt Lake City and the communities in the Wasatch Front, north to Ogden, terminating south in Provo. FrontRunner is operated by the Utah Transit Authority (UTA). A "New Start" system beginning operations in 2008, FrontRunner uses diesel-electric locomotives and has enjoyed strong ridership for such a young system. According to APTA's fourth-quarter 2012 ridership statistics, FrontRunner had an average weekday ridership of approximately 7,800. A single-line system with 88 route miles and 16 stations, it shares enough operating and system characteristics to be considered a peer of SFRTA/Tri-Rail.

Maryland Area Regional Commuter (MARC)[4]

One of the top 10 busiest commuter rail systems in the country, MARC connects the greater Baltimore-Washington metropolitan area. The three-lined MARC system extends as far west as West Virginia and is considered a "New Start" system, beginning service in 1984. MARC uses a combination of diesel locomotives and electric rolling stock and, in certain segments, trains travel at speeds up to 125 MPH. According to APTA's fourth-quarter 2012 ridership statistics, MARC had an average weekday ridership of just over 36,100. It is considered a peer of SFRTA/Tri-Rail due to the comparable age of the two systems, similarities in rolling stock, and other operating characteristics.

New Mexico Rail Runner Express[5]

Beginning operation in 2006, the New Mexico Rail Runner Express is a commuter rail system connecting the cities of Santa Fe, Albuquerque, and Belen. The dual-line "New Start" system is administered jointly by the Mid Region Council of Governments (MRCOG) and the New Mexico Department of Transportation (NMDOT). Rail Runner uses a combination of diesel-electric locomotives and rolling stock very similar to SFRTA/Tri-Rail. According to APTA's fourth-quarter 2012 ridership statistics, Rail Runner had an average weekday ridership of about 3,500. It can be considered a peer of SFRTA/Tri-Rail given the fleet similarities and its single-line system, among other similar operating characteristics.

Shore Line East (SLE)[6]

The Shore Line East is a commuter rail service that operates along the Amtrak-owned Northeast Corridor, connecting coastal Connecticut cities and indirectly providing access to New York City. Much like SFRTA/Tri-Rail, SLE began in 1990 as a temporary measure to mitigate construction-related impacts on Interstate 95 and is considered a "New Start" system. The system is jointly owned by the

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[3] "Five Years of FrontRunner," UTA website, http://www.letsrideuta.com/2013/04/25/five-years-of-frontrunner/, accessed April 26, 2013.
[4] "MARC Train History," Trains.com website, http://trn.trains.com/en/sitecore/content/Home/Railroad%20Reference/Passenger%20Trains/2006/06/Maryland%20Rail%20Commuter%20MARC.aspx,accessed April 27, 2013.
[5] "New Mexico Rail Runner Project History," Rail Runner website, http://www.nmrailrunner.com/rio-metro-schedules/train-schedule/19-ct-categories-en/ct-about-en/71-project-history, accessed April 29, 2013.
[6] "Governor Rell and Amtrak Announce Expanded Shore Line East Service to New London," Connecticut DEP website, http://www.ct.gov/deep/cwp/view.asp?A=3847&Q=455216,accessed April 30, 2013.

Connecticut Department of Transportation (CDOT) and Amtrak, with Amtrak also serving as the sole operator. SLE uses diesel-electric locomotives and push-pull rolling stock. According to APTA's fourth-quarter 2012 ridership statistics, SLE had an average weekday ridership of approximately 2,200. It is considered a peer agency of SFRTA/Tri-Rail considering its similar beginning service date, number of stations, and route miles.

Sounder[7]

Sounder is a commuter rail system that serves Seattle and the neighboring cities of Everett, Lakewood, and Tacoma, among others. A "New Start" system, the two-line Sounder is operated by Sound Transit and originally began service in 2000. Sounder is operated by BNSF and uses diesel-electric locomotives with electric rolling stock. According to APTA's fourth-quarter 2012 ridership statistics, Sounder had an average weekday ridership of approximately 10,900. Although the system has two lines, it operates in a linear fashion comparable to SFRTA/Tri-Rail. The route miles, locomotives, and rolling stock are also comparable to SFRTA/Tri-Rail; therefore, because of these and other characteristics, it was determined to be a SFRTA/Tri-Rail peer agency.

South Shore Line[8]

The South Shore Line is a commuter rail system that connects South Bend and other northwestern Indiana cities to Chicago. It is operated by the Northern Indiana Commuter Transportation District (NICTD). The South Shore Line is unique in many ways from other commuter rail systems. The entire South Shore fleet is completely electrically-powered. A "Legacy" system, the South Shore Line is technically the second oldest commuter rail property in the nation opening in 1903. The South Shore Line also operates in the middle of a residential street in Michigan City, Indiana. According to APTA's fourth-quarter 2012 ridership statistics, the South Shore Line had an average weekday ridership of approximately 11,600. A single-line system with 90 route miles and 20 stations, it shares enough operating and system similarities to be considered a peer of SFRTA/Tri-Rail.

Trinity Railway Express (TRE)[9]

TRE connects Dallas and Fort Worth and the in-between cities of Grand Prairie and Irving. A "New Start" system, TRE began service in 1996 and is jointly owned by both Dallas Area Regional Transit (DART) and the Fort Worth Transportation Authority (The T) for commuter rail operations. TRE uses diesel-electric locomotives and rolling stock that are similar to SFRTA/Tri-Rail's. According to APTA's fourth-quarter 2012 ridership statistics, TRE had an average weekday ridership of approximately 7,300. It is considered a peer of SFRTA/Tri-Rail given the age of the system, similarities of locomotives/rolling stock, and its single-line system, among other similar operating characteristics.

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[7] "Sounder Chronology," Sound Transit website, http://www.soundtransit.org/Documents/pdf/about/Chronology.pdf, accessed April 29, 2013.
[8] "History of the South Shore Rail Passenger Service," www.nictd.com/links/ourhistory.htm, accessed April 27, 2013.
[9] "About Trinity Railway Express," TRE website, http://www.trinityrailwayexpress.org/aboutTRE.html,accessed April 30, 2013.

Virginia Railway Express (VRE)[10]

The Virginia Railway Express is a weekday-only commuter rail system connecting the Northern Virginia suburbs to Washington, DC via two lines, the Fredericksburg and Manassas lines. VRE is a "New Start" system that began operation in 1992 and is owned by the Northern Virginia Transportation Commission (NVTC) and the Potomac and Rappahannock Transportation Commission (PRTC). VRE operates diesel locomotives owned and maintained by Amtrak, Norfolk Southern, and CSX Transportation. According to APTA's 2011 fourth-quarter ridership statistics (the latest available for VRE), VRE had an average weekday ridership of about 19,000. It is considered a peer due to SFRTA/Tri-Rail due to its similar route miles, number of stations, opening date, fleet, and other operating characteristics.

SFRTA/Tri-Rail Non-Peer Systems

The 12commuter rail systems reviewed but not considered eligible to be SFRTA/Tri-Rail peers are described below, including the reasons for their exclusion from the peer review.

A-Train[11]

A-Train is a commuter rail line that connects Denton, Texas, a northwest Dallas suburb, with the DART system in Carrollton, another northwestern Dallas suburb. The service is owned and operated by the Denton County Transportation Authority (DCTA). A-Train is the newest commuter rail system in the country, with service beginning in 2011. It is a one-way, 21-mile route and provides service to six stations. A-Train uses unique rolling stock, operating diesel multiple unit (DMU) articulated railcars similar to Capital MetroRail in Austin. According to APTA's fourth-quarter 2012 ridership statistics, A-Train had an average weekday ridership of approximately 2,000. A suburb-to-suburb system, it is not considered a peer agency of SFRTA/Tri-Rail considering the newness of the system, different rolling stock, route miles, and other operating characteristics.

Capital MetroRail[12]

Capital MetroRail is relatively new "New Start" commuter rail system that began service in 2010 and connects downtown Austin with its northern suburbs. Although it is technically a commuter rail system, it is classified by NTD as "Hybrid Rail" since it operates as a tram in some downtown Austin areas. Capital MetroRail uses self-propelled DMU articulated railcars without locomotives. According to APTA's fourth-quarter 2012 ridership statistics, Capital MetroRail had an average weekday ridership of approximately 2,800. It is not considered a peer of SFRTA/Tri-Rail given the differences in age of the system, ridership, and lack of similar operating characteristics.

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[10] "VRE Chronology," http://www.vre.org/about/company/VRE-Chronology.pdf.
[11] "Denton-Dallas A-Train Services to Start in June," *Railway Gazette* International website, http://www.railwaygazette.com/index.php?id=44&no_cache=1&tx_ttnews%5Btt_news%5D=13268&cHash=d1cb85d83, accessed April 26, 2013.
[12] "MetroRail to begin service," *Austin Statesman* website, http://www.statesman.com/news/news/local/metrorail-to-begin-service-march-22/nRq4h/, accessed April 26, 2013.

Long Island Rail Road (LIRR)[13]

LIRR is the oldest of the "Legacy" systems as well as the oldest continuously-operating railroad in the U.S. (since 1834). As the one of the busiest commuter rail systems in the country, LIRR connects the entire length of Long Island to Manhattan and is the only commuter railroad to currently operate 24 hours a day, seven days a week. Owned and operated by the Metropolitan Transportation Authority (MTA), LIRR runs a combination of diesel-electric and electric rolling stock. According to APTA's fourth-quarter 2012 ridership statistics, LIRR had an average weekday ridership of 324,300. It is not considered a peer of SFRTA/Tri-Rail due to its system size, number of lines, and other operating characteristics.

Massachusetts Bay Transportation Authority Commuter Rail (MBTA)[14]

One of the five busiest commuter rail systems in the country serving the greater Boston area as far west as Worcester and as far south as Rhode Island, MBTA is a "Legacy "system that was consolidated in 1973 from a multitude of private rail companies. Amtrak managed all of MBTA's commuter rail lines between 1987 and 2003. It is now operated under contract by the Massachusetts Bay Commuter Railroad Company (MBCR) a joint partnership of three private companies (Veolia Transportation, Bombardier Transportation, and Alternate Concepts, Inc.). MBTA uses diesel locomotives and has been actively updating its cab fleet. An extensive system that uses 11 lines and 133 stations, MBTA had an average weekday ridership of over 127,000, according to APTA's most recent statistics. MBTA is not considered a peer of SFRTA/Tri-Rail due to its sheer system size, number of lines, and other operating characteristics.

Metra[15]

Metra is one of the busiest commuter rail systems in the country. This "Legacy" system serves greater Chicago and its metropolitan area on 11 different lines. Metra service extends as far as southern Wisconsin and northwestern Indiana, using its existing and extensive 19th-century rail infrastructure. Metra uses primarily diesel-electric locomotives, with the exception of its electric fleet, which is used in the Electric District, a portion of the Chicago south suburbs. While Metra owns all rolling stock, some of its lines are contracted out for operation by freight carriers Union Pacific (UP) and Burlington Northern Santa Fe (BNSF). Overall oversight is provided by the Regional Transportation Authority (RTA). According to APTA's fourth-quarter 2012 ridership statistics, Metra had an average weekday ridership of just over 300,000. It is not considered a peer of SFRTA/Tri-Rail due to its system size, number of lines, and other operating characteristics.

Metrolink[16]

Beginning operations in 1991, Metrolink is the largest of the "New Start" systems, with more than 500 miles of track and 56 stations serving the greater Los Angeles metropolitan area. Owned by the

[13] "MTA Network Info," MTA website, http://www.mta.info/mta/network.htm#statslirr,accessed April 30, 2013.
[14] "History of the MBTA," MBTA website, http://www.mbta.com/about_the_mbta/history/, accessed April 30, 2013.
[15] "Metra History," Metra website, http://metrarail.com/metra/en/home/about_metra/leadership/metra_history.html, accessed April 26, 2013.
[16]"Metrolink History," Metrolink website, http://www.metrolinktrains.com/agency/page/title/about,accessed May 5, 2013.

Southern California Regional Rail Authority (SCRRA), Metrolink operates seven lines, all of which use diesel locomotives and railcars. It serves six counties in the Southern California area (Los Angeles, Ventura, San Bernardino, Orange, Riverside, and San Diego), with the majority of lines meeting at Los Angeles Union Station. According to APTA's fourth-quarter 2012 ridership statistics, Metrolink had an average weekday ridership of just over 42,000. It is not considered a peer of SFRTA/Tri-Rail due to its system size, number of lines, and other operating characteristics.

Metro-North Commuter Railroad (Metro-North)[17]

Metro-North is one of the busiest commuter rail systems in the country. With 6 lines and more than 120 stations, Metro-North operates extensive service between New York City and the northern New York and Connecticut suburbs. The system is operated by the MTA. Metro-North runs a diverse and extensive combination of diesel-electric and electric rolling stock. It is a "Legacy" system formed from a combination of private railroads that had been providing passenger service since the late 19th century. According to the APTA's fourth-quarter 2012 ridership statistics, Metro-North had an average weekday ridership of just over 285,700. It is not considered a peer of SFRTA/Tri-Rail due to its system size, number of lines, and other operating characteristics.

Music City Star[18]

Music City Star is a commuter rail service connecting Nashville to eastern satellite cities, including Lebanon roughly following the U.S. 70/ Interstate 40 corridor. The service is owned by the Tennessee Department of Transportation (TDOT) and is operated by the Tennessee Regional Transportation Authority (RTA). Beginning service in 2006 and thus considered a "New Start" system, the Music City Star's rolling stock includes diesel-electric locomotives similar to those used in some Amtrak services. According to APTA's fourth-quarter 2012 ridership statistics, Music City Star had an average weekday ridership of approximately 900. It is not considered a peer agency of SFRTA/Tri-Rail considering the newness of the system, different rolling stock, route miles, and other operating characteristics, including ridership.

New Jersey Transit Rail (NJTR)[19]

NJT Rail is one of the most used commuter rail systems in the nation. It is a "Legacy" system that was reorganized from a combination of predecessors, the Central Railroad of New Jersey, Pennsylvania, and Erie Lackawanna Railroads in 1983. NJT Rail is an 11-line system that serves primarily northern New Jersey connecting the state to the two major metropolitan areas of New York City and Philadelphia. The system uses a mix of diesel locomotives and railcars, electrified locomotives and railcars, and electric multiple units (EMUs). NJT Rail provides service to more than 160 stations that have multiple owners. According to "New Jersey Transit Facts at a Glance," NJT Rail has an average weekday ridership of

[17] "MTA Network Info," MTA website, http://www.mta.info/mta/network.htm#statslirr, accessed April 30, 2013.
[18] "Rail on a Budget: Nashville's Music City Star," Metro Jacksonville website,http://www.metrojacksonville.com/article/2007-sep-rail-on-a-budget-nashvilles-music-city-star, accessed April 30, 2013.
[19] "New Jersey Facts at a Glance," http://www.njtransit.com/pdf/FactsAtaGlance.pdf, accessed May 5, 2013.

approximately 280,000.It is not considered a peer of SFRTA/Tri-Rail due to its system size, number of lines, and other operating characteristics.

Northstar Line[20]

The Northstar Line is a commuter rail line that connects Minneapolis with satellite communities to the northwest along the U.S. 10 corridor. It is owned and operated jointly by BNSF and the Metropolitan Council, which is a regional governmental and planning agency. Service began in 2009, making the "New Start" Northstar Line one of the newer commuter rail systems in the country. It uses a combination of diesel-electric locomotives and Bombardier rolling stock similar to SFRTA/Tri-Rail. According to APTA's fourth-quarter 2012 ridership statistics, the Northstar Line had an average weekday ridership of approximately 2,400. It is not considered a peer of SFRTA/Tri-Rail given the newness of the system and differences in ridership, route miles, and rail stations, among other operating characteristics.

Southeastern Pennsylvania Transportation Authority (SEPTA)[21]

SEPTA's regional rail is a "Legacy" commuter rail system that serves the Philadelphia area, extending into New Jersey and Delaware. It refers to its commuter rail system as "regional rail" and, unlike most U.S. commuter rail systems, the entire SEPTA fleet is electric-powered by overhead catenary lines. According to APTA's fourth-quarter 2012 ridership statistics, SEPTA's regional rail had an average weekday ridership of just over 125,000 and is one of the top 10 systems in the country in terms of ridership. SEPTA's regional rail is not considered a peer of SFRTA/Tri-Rail due to its system size, number of lines, and other operating characteristics.

Westside Express Service (WES)[22]

Westside Express Service is a north-south commuter rail line connecting Beaverton to Wilsonville, Oregon, both western Portland suburbs. Owned by Tri-Met, the regional transit agency, and operated by a local freight operator, the 15-mile line offers passenger rail service to 5 stations. The service roughly follows Oregon State Road 217 and Interstate 5, two busy major roadways. Like the A-Train, the WES is a suburb-to-suburb commuter rail line. A "New Start" system, its rolling stock uses DMUs, which are self-propelled diesel cars. According to APTA's fourth-quarter 2012 ridership statistics, WES had an average weekday ridership of approximately 1,700. It is not considered a peer agency of SFRTA/Tri-Rail because of the newness of the system, different rolling stock, route miles, and other operating characteristics, including ridership.

[20] "History of Northstar," Northstar website, http://www.mn-getonboard.com/abt_history.html, accessed April 30, 2013.
[21] "SEPTA Fiscal 2014-2025 Year Capital Budget Proposal," SEPTA website, http://www.septa.org/reports/pdf/capbudget14.pdf, accessed May 9, 2013.
[22] "WES Commuter Rail Project History," Tri Met website, http://trimet.org/about/history/wes.htm, accessed April 26, 2013.

3.3.3: PEER REVIEW ANALYSIS

Using general performance indicators and effectiveness and efficiency measures obtained from the NTD for FY 2011 (the most recent NTD data available), the performance of SFRTA/Tri-Rail commuter rail system was compared to the 23 commuter rail systems previously described. The indicators and measures evaluated for the peer review analysis are summarized in Table 3-29.

Table 3-29: Peer Review Indicators and Measures Evaluated

General Performance Indicators	Effectiveness Measures	Efficiency Measures
Fleet size	Service density (train miles/route miles)	Passenger trips per revenue hour
Track miles	Average train load (passenger miles/train miles)	Operating cost per revenue hour
Train miles	Fleet productivity (passenger trips/fleet size)	Operating cost per passenger trip
Unlinked passenger trips (boardings)	Boardings per station (passenger trips/no. of stations)	
Passenger miles traveled	Route productivity (passenger miles per one-way route mile)	
Route miles		
Average trip length		
Vehicle revenue miles		
Total operating cost		
Vehicle revenue hours		

Source: SFRTA

From the indicators/measures shown in Table 3-29, a peer mean was calculated for the 11 SFRTA/Tri-Rail peer systems. In addition, FY 2011 NTD data are also shown for the other 12 national systems to compare SFRTA/Tri-Rail's performance to both the 11 peer systems and the other commuter rail systems throughout the U.S. Data for only the 11 peer systems are included in calculating the "peer mean" shown in Table 3-30 (provided in the next section) and the supporting peer analysis figures provided in Appendix A. In each of these tables and the Appendix A figures, the 11 SFRTA/Tri-Rail peer systems are denoted by an asterisk (*) next to the agency name.

Table 3-30 summarizes FY 2011 NTD data for each performance indicator, effectiveness measure, and efficiency measure identified in Table 3-29. To demonstrate the relative magnitude of each system's size, the systems are generally ordered based on highest to lowest annual ridership (unlinked passenger trips) to show the peer agencies together.

Table 3-30: SFRTA/Tri-Rail Peer Review Analysis

Commuter Rail System	Legacy/ New Start	Included in Peer Mean?	Fleet Size	Track Miles	Train Miles	Unlinked Passenger Trips	Passenger Miles Traveled	Route Miles	Vehicle Revenue Miles	Total Operating Cost	Vehicle Revenue Hours	Stations	Average Trip Length (miles)	Operating Cost Per Revenue Hour	Operating Cost Per Passenger Trip	Passenger Trips per Revenue Hour	Service Density	Average Train Load	Fleet Produc-tivity	Boardings Per Station	Route Productivity
Long Island Rail Road (NY)	Legacy	No	1,186	701.1	8,063,842	96,457,658	2,087,848,879	638.2	62,445,372	$1,069,768,165	2,006,356	124	21.6	$533.19	$11.09	48.1	12,635	258.9	81,330.2	777,884.3	3,271,464.9
Metro-North (New York)	Legacy	No	1,167	808.8	9,753,755	81,841,665	2,613,236,453	545.7	57,461,493	$910,491,999	1,584,481	111	31.9	$574.63	$11.13	51.7	17,873	267.9	70,130.0	737,312.3	4,788,427.6
NJ Transit Rail (New Jersey)	Legacy	No	1,370	868.0	9,937,650	79,632,021	1,995,448,983	1001.8	63,945,200	$838,957,195	1,873,800	164	25.1	$447.73	$10.54	42.5	9,920	200.8	58,125.6	485,561.1	1,991,863.6
Metra (Chicago)	Legacy	No	1,156	1206.1	7,157,787	72,349,785	1,645,354,028	980.4	41,844,981	$596,040,975	1,394,927	241	22.7	$427.29	$8.24	51.9	7,301	229.9	62,586.3	300,206.6	1,678,247.7
SEPTA (Philadelphia)	Legacy	No	379	609.5	5,475,041	37,820,990	538,649,776	446.9	17,925,662	$238,669,815	661,700	154	14.2	$360.69	$6.31	57.2	12,250	98.4	99,791.5	245,590.8	1,205,194.8
MBTA (Boston)	Legacy	No	497	665.9	4,111,220	36,212,904	749,345,888	737.5	22,869,608	$301,557,532	776,936	134	20.7	$388.14	$8.33	46.6	5,575	182.3	72,863.0	270,245.6	1,016,062.2
Metrolink (Los Angeles)	New Start	No	247	655.8	2,435,835	11,270,214	387,997,046	777.8	10,294,225	$161,020,631	259,055	55	34.4	$621.57	$14.29	43.5	3,132	159.3	45,628.4	204,913.0	498,839.1
CalTrain (San Jose-San Fco)*	Legacy	Yes	118	136.7	1,328,350	12,574,233	289,067,501	153.7	6,502,392	$92,227,280	185,792	32	23.0	$496.40	$7.33	67.7	8,644	217.6	106,561.3	392,944.8	1,880,970.2
MARC (Baltimore-DC)*	New Start	Yes	177	471.0	1,122,445	8,232,729	248,136,319	400.4	5,698,926	$92,903,640	134,320	42	30.1	$691.66	$11.28	61.3	2,803	221.1	46,512.6	196,017.4	619,721.1
VRE (Northern Virginia-DC)*	New Start	Yes	127	161.5	366,019	4,645,591	144,938,917	161.5	1,920,584	$57,461,301	61,605	18	31.2	$932.74	$12.37	75.4	2,267	396.0	36,579.5	258,088.4	897,565.7
SFRTA/Tri-Rail	***New Start***	***N/A***	***45***	***152.2***	***1,073,885***	***3,810,823***	***112,394,589***	***142.2***	***2,878,369***	***$51,718,986***	***96,960***	***18***	***29.5***	***$533.41***	***$13.57***	***39.3***	***7,550***	***104.7***	***84,685.0***	***211,712.4***	***790,175.7***
PEER MEAN			**74**	**141.3**	**573,928**	**3,610,403**	**97,921,881**	**159.2**	**2,419,187**	**$40,819,837**	**69,558**	**16**	**29.3**	**$635.89**	**$15.69**	**45.8**	**4,074**	**172.3**	**43,116.8**	**195,390.5**	**598,099.4**
NICTD (Indiana-Chicago)*	Legacy	Yes	82	130.4	780,779	3,706,676	107,122,936	179.8	3,421,812	$39,198,932	96,470	20	28.9	$406.33	$10.58	38.4	4,342	137.2	45,203.4	185,333.8	595,789.4
Sounder (Seattle)*	New Start	Yes	69	140.8	256,234	2,626,711	61,549,342	146.9	1,508,867	$31,681,964	38,588	10	23.4	$821.03	$12.06	68.1	1,744	240.2	38,068.3	262,671.1	418,931.0
TRE (Dallas-Ft.Worth)*	New Start	Yes	47	55.3	488,678	2,388,407	44,337,390	72.3	1,119,672	$37,345,660	47,440	10	18.6	$787.22	$15.64	50.3	6,759	90.7	50,817.2	238,840.7	613,241.9
FrontRunner (Utah)*	New Start	Yes	56	52.1	657,738	1,610,773	41,565,944	87.7	1,939,536	$20,517,540	69,228	8	25.8	$296.38	$12.74	23.3	7,498	63.2	28,763.8	201,346.6	473,848.0
Coaster (San Diego)*	New Start	Yes	35	98.9	278,488	1,390,142	38,483,486	82.2	1,317,584	$15,850,637	32,981	8	27.7	$480.60	$11.40	42.1	3,388	138.2	39,718.3	173,767.8	468,168.9
Rail Runner (New Mexico)*	New Start	Yes	31	111.1	490,137	1,219,111	55,811,553	193.1	1,382,782	$24,228,643	37,164	12	45.8	$651.94	$19.87	32.8	2,538	113.9	39,326.2	101,592.6	289,029.3
ACE (Stockton-San Jose)*	New Start	Yes	24	90.0	134,708	718,356	32,938,428	172.0	781,200	$11,732,070	38,588	10	45.9	$304.03	$16.33	18.6	783	244.5	29,931.5	71,835.6	191,502.5
Shore Line East (CT)*	New Start	Yes	47	106.0	409,635	601,708	13,188,875	101.2	1,017,697	$25,870,538	22,966	9	21.9	$1,126.47	$43.00	26.2	4,048	32.2	12,802.3	66,856.4	130,324.9
North Star (Minneapolis)	New Start	Yes	24	69.1	149,290	703,424	17,800,672	77.9	522,871	$15,957,385	14,595	6	25.3	$1,093.35	$22.69	48.2	1,916	119.2	29,309.3	117,237.3	228,506.7
Capital MetroRail (Austin)	New Start	No	6	64.6	227,559	377,666	6,424,718	64.2	224,653	$9,388,517	7,594	9	17.0	$1,236.31	$24.86	49.7	3,542	28.2	62,944.3	41,962.9	100,011.2
WES (Portland)	New Start	No	6	19.2	120,513	371,172	3,106,452	29.2	167,745	$6,256,607	6,587	5	8.4	$949.84	$16.86	56.3	4,124	25.8	61,862.0	74,234.4	106,312.5
Music City Star (Tennessee)	New Start	No	15	33.0	88,600	250,656	3,953,322	62.8	205,168	$3,693,851	6,894	6	15.8	$535.81	$14.74	36.4	1,411	44.6	16,710.4	41,776.0	62,951.0
A-Train (Texas)	New Start	No	11	28.7	79,522	121,061	1,851,047	39.4	137,720	$7,848,267	5,707	8	15.3	$1,375.20	$64.83	21.2	2,018	23.3	11,005.5	15,132.6	46,980.9

* SFRTA/Tri-Rail peer system.

Note: To demonstrate the relative magnitude of each system's size, the systems are generally ordered based on highest to lowest annual ridership (unlinked passenger trips) to show the peer agencies together.

Source: NTD (FY 2011)

3.3.4: SUMMARY OF PEER ANALYSIS

Among its peer systems, SFRTA/Tri-Rail is a Top 3 performer in 5 out of the 19 performance categories and outperforms the peer mean in 14 of those 19 categories. Adding MARC, South Shore Line, Rail Runner, FrontRunner, and Shore Line East to the established peer review agencies (included in previous TDP efforts) enhances an existing mix of smaller and larger systems, which overall help strengthen the peer comparison. For a single-line system that operates on both weekdays and weekends, SFRTA/Tri-Rail is a productive and efficient system. Based on the performance measures presented earlier and summarized in Table 3-31, SFRTA/Tri-Rail compares favorably with its peer systems as well as the overall universe of American commuter rail systems.

Table 3-31: Summary of SFRTA/Tri-Rail Peer Analysis

Performance Measure Metric	What is Measured?	Tri-Rail Rank (Out of 12)	Peer Mean	Top Peer Performer	Least Peer Performer
Fleet Size	Capacity; Productivity; Efficiency	9th (45)	73.9	MARC (177)	ACE (24)
Track Miles	Distance, Geographical Coverage	3rd (152.2)	141.3	MARC (471.0)	FrontRunner (52.1)
Annual Train Miles	Miles of Operational Service	5th (1,073,885)	573,928	CalTrain (1,328,350)	ACE (134,708)
Annual Passenger Trips	Ridership	4th (3,810,823)	3,610,403	CalTrain (12,574,233)	Shore Line East (601,708)
Passenger Miles Traveled	Ridership; Passenger Trip Length	4th (112,394,589)	97,921,881	CalTrain (289,067,501)	Shore Line East (13,188,875)
Route Miles	Distance, Geographical Coverage	7th (142.2)	159.2	MARC (400.4)	TRE (72.3)
Vehicle Revenue Miles	Miles Traveled by Fleet	3rd (2,878,369)	2,419,187	CalTrain (6,502,392)	ACE (781,200)
Total Operating Cost	Extent of Service; Cost Efficiency	9th ($51,718,986)	$40,819,837	ACE ($11,732,070)	MARC ($92,903,640)
Vehicle Revenue Hours	Extent of Service	3rd (96,960)	69,558	CalTrain (185,792)	Shore Line East (22,966)
Stations	Extent of Service	T- 4th (18)	16.3	MARC (40)	FrontRunner/NCTD Coaster (8)
Average Trip Length (Miles)	Passenger Travel Patterns	5th (29.5)	29.3	ACE (45.9)	TRE (18.6)
Operating Cost per Revenue Hour	Cost Efficiency	5th ($533.41)	$635.89	FrontRunner ($296.38)	Shore Line East ($1,126.47)
Operating Cost per Passenger Trip	Cost Efficiency; Productivity	8th ($13.57)	$15.69	CalTrain ($7.33)	Shore Line East ($43.00)
Passenger Trips per Revenue Hour	Cost Efficiency; Productivity	7th (39.3)	45.8	VRE (75.4)	ACE (18.6)
Service Density	Service Frequency & Availability	2nd (7,549.8)	4,074.0	CalTrain (8,643.6)	ACE (783.2)
Average Train Load	Productivity	9th (104.7)	172.3	VRE (396)	Shore Line East (32.2)
Fleet Productivity	Productivity	2nd (84,685)	43,117	CalTrain (106,561)	Shore Line East (12,802)
Annual Boardings per Station	Productivity	3rd (211,712.4)	195,390	CalTrain (392,945)	Shore Line East (66,856)
Route Productivity	Productivity	3rd (790,175.7)	598,099.4	CalTrain (1,880,970.2)	Shore Line East (130,324.9)

3.4 TRI-RAIL PERFORMANCE MEASURES UPDATE

3.4.1: INTRODUCTION

As part of the SFRTA FY 2014–2023 Transit Development Plan Major Update, the performance measures for Tri-Rail were updated based on guidance provided by in the *Tri-Rail Annual Performance Reporting Handbook*, prepared in 2007. The following section summarizes the efforts completed to update Tri-Rail's monitoring program report.

3.4.2: TRI-RAIL PERFORMANCE MEASUREMENT REPORT UPDATE

In 2007, SFRTA developed a Tri-Rail performance measurement report or monitoring program report to "serve as a base for decision making" that "will be integrated into SFRTA planning and operations management." Ongoing measurement and evaluation are important to the success of any performance measurement system. The Tri-Rail performance assessment uses data from NTD, SFRTA Monthly Operations Reports, and other SFRTA internal data sources, and the spreadsheet containing data and charts is designed to be updated annually. Performance measures used in the spreadsheet were updated and data are now available from 1998 to 2011for SFRTA planning and operations management to better assess the performance of Tri-Rail service over the past decade. These internal performance measures are described below.

- **Train Trips per Day:** The total number of trains performing one end-to-end route per day.
- **Span of Revenue Service:** The number of hours during the day that transit service is provided along the route.
- **Span of Peak Service (PM Peak):** The amount of time transit service is provided during daily peak hours (in this case 7–9 AM and 4–6 PM), excluding time not in service.
- **Headway Peak (PM Peak Direction):** The time interval between trains traveling in the peak direction during the PM peak period.
- **Headway Peak (PM Off-Peak Direction):** The time interval between trains traveling in the off-peak direction during the PM peak period.
- **Headway Off-Peak (Midday):** The time interval between trains traveling in the off-peak direction during midday.
- **Train Revenue Miles:** The total train miles per day, excluding distance covered while not in service.
- **Train Revenue Hours:** The total number of hours operated by all trains in service, excluding time used while not in service.

- **Train Vehicle Miles:** The total train miles per day, including distance covered while not in service.
- **Train Vehicle Hours:** The total train hours per day, including hours the train operation while not in service.
- **Route Miles:** Total miles per train to complete one round trip, excluding the distance covered while not in service.
- **Average Daily Boardings:** Average daily boardings per weekday **Boardings per Revenue Hour:** Average passenger train boardings per revenue hour.
- **Passenger Miles Traveled:** Total distance traveled by passengers.
- **Percent Park-and-Ride Lot Usage:** Percent of park-and-ride lots that are at least 80% full but less than 100% full and percent of park-and-ride lots that are completely full.
- **Estimated Park-and-Ride Access:** Percentage of riders who arrive at the station via automobile.
- **On-time Performance, End-to-End:** Percentage of transit vehicles departing or arriving at the end of the line on time.
- **Percent of Population and Employment in Service District with Bus Access to the Station (within ¼ Mile):** The portion of the service district included in the analysis is that portion considered to be a "transit-supportive area." A "transit-supportive area" has enough density to support hourly transit service (minimum household density of 3 households per gross acre, or minimum job density of 4 jobs per gross acre). Within the transit supportive area, the area is considered served by transit if it is within ¼-mile air distances from a bus stop or ½-mile air distances from a rail or bus rapid transit station.
- **Number of Days Not in Service:** Number of days per year that the system did not operate.
- **Vehicles Removed from I-95:** Annual vehicle trips removed from I-95 as a result of Tri-Rail service.
- **Operating Cost:**
    - *Operating Cost per Boarding:* The costs incurred per passenger boarding.
    - *Total Annual Rail Operating Expenses:* The total annual costs associated with operating the entire Tri-Rail system.
- **Annual Tons of Pollutants Reduced:**
    - *Operating Cost per Train Revenue Hour:* The cost of running the train for each hour it is in service (total costs include maintenance, fuel, operators, etc.).
    - *Total Annual Actual Train Revenue Hours:* Total combined train hours per day, excluding distance covered while not in service (non-revenue time).
    - *Air Quality—Tons of CO Reduced per Year:* The carbon monoxide removed from the air per year as a result of the mode shift from vehicle to transit.
    - *Air Quality—Tons of NOx Reduced per Year:* The nitrous oxide removed from the air per year as a result of the mode shift from vehicle to transit.
    - *CO Grams per Mile:* Amount (in grams per mile) of carbon monoxide from vehicle emissions.
    - *NOx Grams per Mile:* Amount (in grams per mile) of nitrous oxide from vehicle emissions.

- **Auto vs. Train Travel Time:**
  - *Rail vs. Auto Travel Time:* No input necessary. Calculation: Train Travel Time minus Auto Travel Time. Shows the extra time it takes to use Tri-Rail.
  - *Auto Travel Time:* Manually input from I-95 non-HOV lane auto travel times, by highway segment, weekdays, both directions. Data is in minutes.
  - *Train Travel Time:* Manually input from Tri-Rail weekday timetables, by segment, both directions. Data is in minutes.
- **Rail Boardings between Passenger Complaints:**
  - *Total Boardings per Complaint:* Total number of rail boardings for every service-related complaint.
  - *Total Annual Complaints Received (Bus + Rail):* The total number of service-related complaints received per year.

3.4.3: SUMMARY OF FINDINGS

Since 2007, the number of train trips per day is 50, as shown in Table 3-32. Revenue miles and vehicle miles reached a peak in 2009, but current numbers still represent a significant increase compared to the amount of service provided before 2007. Revenue hours and vehicle hours have also steadily increased. In 2011, an average of 12,900 passengers traveled 372,600 miles on an average weekday. Passenger trips in 2011 decreased slightly from a peak of 14,430 weekday trips in 2009. At the same time, weekday on-time performance increased to 92 percent in 2011, the best on-time performance seen since 2001.

The updated Tri-Rail performance measures spreadsheet with supporting tables, charts, and maps will be submitted electronically to SFRTA staff for SFRTA's planning and operations management use. A summary of selected performance measures for weekday service since 2007 are presented in Table 3-32.

Finally, the following changes are proposed to the performance measures spreadsheet for the next annual updates:

- **Train Trips per Day** – Data source should be the current schedule, not NTD.
- **Span of Revenue Service** – Data source should be NTD, not the current schedule. This performance measure should be removed for the Saturday and Sunday worksheets, as Saturday and Sunday Span of Revenue Service is not available from NTD.
- **Span of Peak Service** – Remove from spreadsheet analysis. This performance measure is not connected to any other data in the spreadsheet.

Table 3-32: Tri-Rail Selected Weekday Performance Measures (FYs 2007-2011)

Performance Measures	2007	2008	2009	2010	2011
Train trips per day	50	50	50	50	50
Span of revenue service	19.0	19.1	19.1	19.6	19.6
Headway peak (PM peak direction – NB)	20	20	20	20	20
Headway peak (PM off-peak direction – SB)	30	30	30	30	30
Headway off-peak (mid-day)	60	60	60	60	60
Train revenue miles	2,907	3,590	3,696	3,564	3,564
Train revenue hours	75	88	108	122	122
Train vehicle miles	3,066	3,840	3,840	3,692	3,692
Train vehicle hours	79	100	125	137	122
Route miles	142	142	142	142	142
Average daily boardings	11,545	13,228	14,430	12,139	12,900
Boardings per revenue hour	154	150	134	100	106
Passenger miles traveled	365,977	419,328	418,470	352,031	372,600
% park-and-ride lot usage: 80% full	33%	44%	33%	22%	22%
% park-and-ride lot usage: 100% full	6%	39%	0%	6%	6%
Estimated Park and Ride Access	50%	50%	31%	39%	39%
On-time performance, end to end	68%	77%	73%	89%	92%
% of population in service district with bus access to station (within ¼mile)	35%	N/A	N/A	N/A	46%
% of employment in service district with bus access to station (within ¼ mile)	50%	N/A	N/A	N/A	60%
Number of days not in service	2	0	0	0	0

Source: NTD (FYs 2007-2011)

SECTION 4

PUBLIC INVOLVEMENT SUMMARY

SFRTA
MOVING OUR REGION FORWARD

4.1 PUBLIC INVOLVEMENT SUMMARY

4.1.1: INTRODUCTION

A PIP was prepared at the onset of the 10-year TDP for SFRTA to identify the public engagement activities to be completed during the ***SFRTA Forward*** planning process. Evaluation measures also were identified to gauge the effectiveness of the public involvement activities identified in the PIP. The PIP was reviewed and approved by FDOT per TDP Rule, on March 15, 2013. The PIP is included in Appendix C: Public Involvement Detail.

The remainder of this section summarizes the public involvement activities undertaken throughout the course of ***SFRTA Forward***. In addition, this section provides the results of the evaluation measures that were developed to assess the overall effectiveness of the public outreach efforts.

4.1.2: SUMMARY OF PUBLIC INVOLVEMENT ACTIVITIES

On-Board Survey

A system-wide survey was conducted on-board Tri-Rail as a separate task from the TDP update on Wednesday, February 13, 2013. A total of 5,175 on-board surveys were collected and analyzed during this effort, the results of which were reviewed and incorporated into the development of this 10-year TDP, as appropriate. The survey instrument asked 27 questions on various origin-destination elements, demographics, and customer service aspects. Appendix D contains the final report of the Tri-Rail 2013 On-Board Survey effort, including the survey instrument, the methodology employed, and a summary of survey results/findings.

Project Brand

One of the first tasks for SFRTA's 10-year TDP update was to develop a brand (or project identity). The purpose of the brand is to help convey the vision for the agency over the next decade and also to provide a visual identifier for related TDP documents and materials. The Project Team worked with SFRTA staff to develop the brand—**SFRTA: Moving Our Region Forward** (or ***SFRTA Forward*** for short). In addition to the name, a project logo that complements the SFRTA agency logo was developed to identify all ***SFRTA Forward*** documents and materials (see Figure 4-1).

Figure 4-1: Project Logo

Project Website

A website for ***SFRTA Forward*** (www.SFRTAForward.com) was developed early in the project and launched on March 18, 2013, to serve as the principal information portal for citizens and stakeholder agencies. In addition to hosting project-related information and documents, visitors to the website could access the online survey (in either English or Spanish), send comment/questions to the Project Team, and join the email mailing list.

Table 4-1 summarizes the statistics for the project website, including the total number of website visitors, number of persons that provided a comment or question via the website comment box, and number of persons who participated in the survey via the website. The project website was updated regularly throughout the course of the project. Draft project documents and PowerPoint presentations were uploaded to the project website as they were available for review and comment.

Table 4-1: Project Website Statistics

Description	Statistic
Total website visits (unique visits)*	982 (848)
Total comments/questions submitted	25
Total website survey participants (English)	733
Total website survey participants (Spanish)	11

*Includes website visits from April 1–May 31, 2013.
Unique visits are those visits from the same computer.

Project Contact Information

In an effort to provide multiple options for people to submit questions or comments regarding ***SFRTA Forward,*** a specific voicemail line was created to collect messages left when calling SFRTA's main customer service phone number (1-888-GO-SFRTA). A project-specific email address (TDP@sfrta.fl.gov) also was created to easily collect all comments/questions related to the TDP sent via electronic communication. SFRTA's phone and fax number as well as the TDP email address were published on all ***SFRTA Forward*** materials.

Five calls and 23 emails with comments and/or questions related to the TDP were received. Those calls and emails were responded to directly by the SFRTA Project Manager within two business days.

Project Contact Database

One of the primary components of the PIP for ***SFRTA Forward*** is communicating with and obtaining feedback from stakeholder agencies/organizations and the public through the project website, intercept and website surveys, and email campaigns. To develop the initial contact database, SFRTA provided internal contact and customer databases, including contacts from SFRTA's EDP, New Freedom/JARC program, and *Onboard* newsletter email lists. In addition to SFRTA's internal contact databases, contact information received via the project website, during the intercept surveys, or other contact with the Project Team were added to the contact database.

Email Campaign

An email blast was sent on March 28, 2013, to all persons in the project contact database to inform the public about the launch of ***SFRTA Forward***, as well as to provide a link to the project website and online survey. A copy of the email blast is included in Appendix C: Public Involvement Detail. Table 4-2 provides a summary of the statistics for the email blast sent, including the total number of email addresses to which it was sent, the number of persons who opened it, and the number of recipients who clicked on the online survey link.

Table 4-2: Introductory Email Blast Statistics

Email Blast Statistic	Count
Total email recipients	7,579
Total successful deliveries (% of total recipients)	7,053 (93.5%)
Total unique opens (% of total successful deliveries)	1,954 (27.7%)
Total unique "clicks" on survey link	431 – English survey 12 – Spanish survey

Regional and local agencies and organizations also maintain their own internal contact lists. In most cases, it was not feasible for the Project Team to obtain these internal contact lists to send them the email blast directly. Therefore, the Project Team coordinated with several partner agencies and organizations to have the ***SFRTA Forward*** email blast forwarded to their internal databases.It should be noted that the statistics presented in Table 4-2 do not count the contacts who received the email blast from the partner agencies and organizations that forwarded the ***SFRTA Forward*** email blast to their internal databases. The following agencies and organizations below shared the ***SFRTA Forward*** email blast with their contacts or posted a link to the project website or to the online survey on their websites:

- Palm Beach MPO
- Broward MPO
- Miami-Dade MPO
- Miami-Dade Transit
- South Florida Regional Planning Council
- South Florida Commuter Services

- Workforce Alliance (Palm Beach County)
- Greater Fort Lauderdale Alliance
- West Palm Beach Downtown Development Authority
- Miami Downtown Development Authority
- Institute of Transportation Engineers (ITE), Florida International University Student Chapter
- Institute of Transportation Engineers (ITE), Gold Coast Chapter
- Women's Transportation Seminar (WTS), South Florida Chapter

A follow-up email blast will be sent in the final months of the project to notify those included in the project contact database that the draft 10-year TDP has been developed and is available for review.

Published Materials

Several types of published materials were developed and published to advertise ***SFRTA Forward*** to the community. Each is described below, and a copy of each is provided in Appendix C: Public Involvement Detail.

Press Release

SFRTA sent a press release on ***SFRTA Forward*** to 80 companies and publications on March 29, 2013, to notify them of SFRTA's effort to update its 10-year TDP with a link to the project survey and project website. The following companies and publications received the ***SFRTA Forward*** press release:

- *Miami Herald*
- *El Nuevo Herald*
- *Miami Today News*
- *South Florida Business Journal*
- *Sun-Sentinel*
- *Palm Beach Post*
- SFRTA Board Members
- FDOT
- Bitner Goodman
- Veolia Transportation
- Palm Beach MPO
- Broward MPO
- Palm Tran
- Broward County Transit
- Clear Channel
- South Fla. Media Group
- CBS
- CSX
- City of Hollywood
- Dickey Consultants
- City of North Miami
- City of Deerfield Beach
- FTA
- Sun-Trolley (Ft. Lauderdale TMA)
- Hot 105 FM
- COX Radio
- Classical South Florida
- *El Sentinel*
- NBC
- APTA
- Rail America
- SCRIPPS
- Nova Southeastern Univ.
- Univision
- Reuters
- Broward County
- Miami-Dade County
- Palm Beach County
- WLRN
- *South Florida Times*
- WSVN
- WSCF
- WFOR
- WPTV
- WPLG
- WPBF
- WXEL
- *Boca Magazine*
- CBS 12
- News Radio 610
- WAY FM
- Metro Networks
- WB 39
- TCPalm.com
- WQAM
- WCNO
- WRMI
- DMJM Harris

- *Kiskeya Herald*
- ChiefHomeOfficer.com
- WKIS
- *Florida Trend*
- *METRO Magazine*
- BOBIT Business Media
- *CYGNUS Business Media*
- *Trains Magazine*
- Trade Press Media Group
- Marine Log
- Spanish Broadcasting System
- Bernie Wagenblast Voice Services
- *Broward News and Entertainment Today*
- Finish Line Transportation
- Collins Center for Public Policy
- Latin Business Club of America
- The News Service of Florida
- VisitFlorida.org
- Smart Route Metro Traffic
- TransitNews.net
- *Infocus Magazine*
- Traffic.com

Presentation Display Boards

Presentation display boards were prepared for display at Tri-Rail stations during the intercept surveys to provide information on the TDP process and to advertise the project website and other opportunities for public input. SFRTA staff also used the boards to provide information about ***SFRTA Forward*** at corporate and community outreach efforts throughout the South Florida region, as listed in Table 4-6 later in this document.

Fact Sheet and Rack Card

A fact sheet was developed to provide an overview of SFRTA and its services as an introduction to ***SFRTA Forward*** and to solicit input during the development of ***SFRTA Forward***. A rack card was developed to place onboard Tri-Rail trains to provide information about ***SFRTA Forward*** to riders. It was also distributed at meetings, presentations, and events where the TDP was being promoted. The rack card contains similar information to that provided in the fact sheet.

Onboard Newsletter Articles

Two *Onboard* newsletter articles about the project were published in SFRTA's nearly-monthly newsletter:

- March 2013[1]– article introducing ***SFRTA Forward***
- April/May 2013[2] – article highlighting ***SFRTA Forward*** public involvement efforts

Another *Onboard* article is planned for ***SFRTA Forward,*** which will likely be published in the August/September timeframe and will highlight the development of the plan and notify readers that the TDP is complete.

Intercept Surveys/Platform Interviews

Intercept surveys or platform interviews were conducted at six Tri-Rail stations over the course of three days in 2013: Tuesday, March 19; Thursday, March 21; and Saturday, April 6. These platform interviews were conducted to obtain feedback from Tri-Rail riders on their main reasons to ride Tri-Rail and their

[1]http://www.sfrta.fl.gov/docs/newsletters/2013/MAR_13_EOnboard_Color_LR.pdf
[2]http://www.sfrta.fl.gov/docs/newsletters/2013/APRIL13_Onboard_NL_Color_LR.pdf

most important improvements or initiatives for SFRTA/Tri-Rail in the next 10 years. During the interviews, Project Team members were available to obtain feedback and answer any questions the riding public had about the TDP Major Update process, SFRTA operations, etc. A table was set up at the station where the project presentation boards were displayed and ***SFRTA Forward*** published materials were available. A copy of the English version of the intercept survey instrument is provided in Appendix C: Public Involvement Detail. The intercept survey was also available in Spanish and Creole languages.

As shown in Table 4-3, a total of 898 intercept surveys were completed from the interviews with riders at 9 stations over the 3-day survey period. Of the total intercept surveys collected, 103 surveys (11.5%) were completed in Spanish and 3 were completed in Creole. Appendix C: Public Involvement Detail documents the results of the intercept survey or platform interviews.

Table 4-3: Intercept Survey Summary (2013)

Tri-Rail Station	Date	Responses
Lake Worth	March 19	135
Hialeah Market	March 19	57
Fort Lauderdale	March 19	108
Cypress Creek	March 21	138
Metrorail Transfer	March 21	89
Boca Raton	March 21	168
West Palm Beach	April 6	65
FLL at Dania Beach	April 6	57
Metrorail Transfer	April 6	81
TOTAL		**898**

Social Media

Given the expedited project schedule for ***SFRTA Forward,*** it was determined that there was not enough time to create a project-specific Facebook page or Twitter account and invite enough people to join the page and build a "friend" or follower network. In the interest of time, the Project Team reached out to other partner agencies and organizations that already have a social media presence to request that information about ***SFRTA Forward*** be shared with their social media contact networks. The benefit to using existing social media accounts from partner agencies is that these agencies already have established contact networks or a list of followers, so there was no delay in reaching new contacts through existing social media networks.

Figure 4-2 illustrates the social media posts shared by SFRTA partners in Facebook and Twitter. A link to the project online survey was included in the post and survey responses coming from those social media posts were tracked separately to quantify the level of survey participation generated from social media networks.

Figure 4-2: Social Media Posts

Facebook Post

Twitter Post

Table 4-4 lists the agencies or organizations successfully contacted and who posted information about ***SFRTA Forward*** on their Facebook page and to their Twitter accounts, along with the number of "followers" for each.

Table 4-4: Social Media Exposure

Partner Agency/Organization	Date Posted	Facebook Followers	Twitter Followers
Seven50: SE Florida Prosperity Plan	4/3/2013	365	509
Carras Community Investment, Inc.	4/3/2013	138	N/A
The WAVE Streetcar	4/4/2013	207	N/A
Florida Public Transportation Association/ IM4Transit	4/5/2013	2,310	161
Palm Tran	4/9/2013	839	4,099
BioFlorida	4/9/2013	602	1,103
Transit Miami	4/11/2013	1,927	1,081
South Florida Bike Coalition	4/11/2013	2,091	8,16
West Palm Beach – Downtown Development Authority	4/15/2013	8,024	4,291
Miami - Downtown Development Authority	4/17/2013	2,912	9,486
WTS – South Florida Chapter	4/17/2013	19	N/A
Urban Environment League	5/7/2013	122	N/A
The Cunningham Group	5/22/2013	77	431
TOTAL		**19,633**	**21,976**

Online Survey

A project online survey was prepared to obtain feedback from both public transportation users (including those who use Tri-Rail or other county transit service providers) and non-transit users that will help make decisions to improve service, evaluate the transportation needs of the region, and prioritize future improvements and initiatives.

The project online survey in both English and Spanish was made available on March 18, 2013, on the project website. A link to the survey was also posted on various social media pages of partner agencies, as previously described. Table 4-5 summarizes participation in the ***SFRTA Forward*** online survey. Appendix C: Public Involvement Detail documents the complete results of the online survey as of May 31, 2013.

Table 4-5: Online Survey Participation Summary

Survey Version	Number of Participants
English	733
Spanish	11
Social Media	62
Total	**806**

Based on survey responses received March 18-May 31, 2013

SFRTA Corporate and Community Outreach Efforts

During the development of ***SFRTA Forward***, SFRTA staff from its Corporate and Community Outreach Department attended various corporate and community events to advertise ***SFRTA Forward***, collect any comments or questions to be provided to the Project Team, and hand out SFRTA/Tri-Rail and ***SFRTA Forward*** informational materials. SFRTA representatives also handed out hard copies of the intercept survey to collect input on SFRTA's priorities and initiatives in the next 10 years. Table 4-6 summarizes the corporate and community events attended by SFRTA representatives. A total of 45 surveys were completed and collected at the events conducted by the end of May 2013.

Table 4-6: Summary of SFRTA Community Events

Community Events	Date
Sun Sentinel Fair	April 19, 2013
Citrix Benefit Fair	April 25, 2013
FAU Student Orientation, Davis Campus	March 25, 2013
Mercedes Benz Corporate Run (Fort Lauderdale)	April 4, 2013
Delray Affair	April 5–7, 2013
ULI Development Opportunities on the FEC Corridor: An Interactive Forum	April 17, 2013
Mercedes Benz Corporate Run (Palm Beach)	April 17, 2013
ADT/Tyco Fire and Security, Inc., Benefit Fair	April 24, 2013
Teleperformance Transportation Day	April 25, 2013
Mercedes Benz Corporate Run (Miami)	April 25, 2013
Fort Lauderdale Transportation Summit	May 15, 2013
Florida Crystals Corporation Health Fair	May 15, 2013
Bio-Test Pharmaceuticals Health Fair	May 16, 2013
City of Boca Raton Health, Safety and Benefits Fair	May 16, 2013
Palm Beach County Employee Transportation Day	May 21, 2013
City of Boca Clean Air Challenge Luncheon	May 22, 2013
FAU Student Orientation, Davie Campus	May 23, 2013
Norwegian Vendor Fair	May 24, 2013
Miami-Dade Transportation Summit	June 6, 2013
Broward Financial, Fort Lauderdale/Plantation/Pompano	June 10–13, 2013
Hurricane Safety Community Event, Boynton Beach Mall	June 15, 2013
FAU Student Orientation, Davie	June 18, 2013

Meetings and Presentations

During the development of SFRTA Forward, several presentations were made to the SFRTA's Planning Technical Advisory Committee (PTAC), which serves as the External Review Committee (ERC) for SFRTA Forward, as well as to the SFRTA Governing Board, the boards and committees of the Palm Beach, Broward, and Miami-Dade MPOs, and other organizations. A list of each meeting attended and where a presentation was made is provided in Table 4-7. A brief summary and assessment of each meeting is provided in Appendix C: Public Involvement Detail.

Table 4-7: Meetings and Presentations Summary

Meeting	Date	Participation
External Review Committee/PTAC	February 19, 2013	20
External Review Committee/PTAC	April 10, 2013	34
SFRTA Governing Board	April 26, 2013	19
Palm Beach MPO – Technical Advisory Committee (TAC)	May 1, 2013	18
Palm Beach MPO – Citizen's Advisory Committee (CAC)	May 1, 2013	12
Miami-Dade MPO – Transportation Planning Technical Advisory Committee (TPTAC)	May 1, 2013	14
Citizen's Independent Transportation Trust (CITT)	May 9, 2013	26
Miami-Dade MPO – Citizen's Transportation Advisory Committee(CTAC)	May 22, 2013	20
PTAC	June 12, 2013	24
Broward MPO – Board	June 13, 2013	41
Broward MPO – Technical Coordinating Committee (TCC)	June 26, 2013	20
Broward MPO – Community Involvement Roundtable (CIR)	June 26, 2013	23
External Review Committee/PTAC*	July 22, 2013	TBD
SFRTA Governing Board*	August 23, 2013	TBD
TOTAL		**271**

TBD – To be determined when minutes of meeting are available.

*Upcoming meetings, no meeting summary available.

4.2 PUBLIC INVOLVEMENT ASSESSMENT

4.2.1: ASSESSMENT OF PUBLIC INVOLVEMENT EVALUATION MEASURES

Included in the SFRTA Forward Public Involvement Plan was a set of benchmark measures used to evaluate the success of each public involvement strategy. Each public involvement strategy and associated evaluation measures are provided in Table 4-8. An assessment of whether the target was achieved is also provided.

Table 4-8: Assessment of Public Involvement Evaluation Measures

Strategy/Evaluation Measure	Assessment
STRATEGY: Increase the number of individuals providing input and requesting information as the project progresses. **EVALUATION MEASURE:** Catalog the number of participants throughout the project.	
Metric: Catalogue number of participants through: Project website (www.sfrtafoward.com) =	 848 unique visits, 25 comments
Phone calls received (1-888-GO-SFRTA) =	5
Emails received (TDP@sfrta.fl.gov) =	23
Email campaign statistics (opens) =	1,954
On-board surveys completed =	5,175
Intercept surveys/platform interviews completed =	898
Online surveys participation =	806
Participants at stakeholder meetings/presentations =	271*
Participants at SFRTA events =	45
Target: Generate a **minimum of 5,000 participants** throughout the life of the project.	***10,050*** *= Total project participants*

* Does not include participation of upcoming meetings or where attendance lists were not available.

Strategy/Evaluation Measure	Assessment
STRATEGY: Obtain feedback from a variety of stakeholder agencies/organizations and the general public. **EVALUATION MEASURE:** Ask public outreach participants to indicate if they are from a public agency, private organization, member of the general public, etc. to determine if a variety of stakeholders is being reached and providing feedback.	
Metric: Catalogue number of persons that identify themselves as members of the general public; are considered a "member of the general public" if they identify themselves as such during the online surveyor if they provide input during the intercept survey/platform interview, on-board survey, or at SFRTA events.	"Member of the general public": • On-board survey – 5,175 out of 5,175 • Intercept survey –898 out of 898 • Online survey – 419 out of 614 • SFRTA Events – 45 out of 45
Target: Of the total participants catalogued, at least 75% should represent the general public: ***Total member of the public/Total catalogued > 75%***	Total identified as "member of the public" = 6,537 Total participants catalogued- 6,732 ***97% represent the general public.***
STRATEGY: Obtain feedback from participants throughout the tri-county region. **EVALUATION MEASURE:** Ask public outreach participants to provide their work/home ZIP codes, which will be analyzed to determine level of participation within each county and other geographic sub-areas.	
Metric: Catalogue where participants live and work based on their ZIPcode information.	Total home ZIP codes provided – 5,915* • Palm Beach County – 2,457 (*42%*) • Broward County – 1,994 (*34%*) • Miami-Dade County – 1,345 (*23%*) *Remaining 1% of home ZIP codes provided are from outside the South Florida tri-county area.
Target: Of the participants that provide their home ZIP codeduring on-board survey, intercept survey, online survey, and SFRTA events efforts, a ***minimum of 20%*** should be from each county in the tri-county region.	
STRATEGY: Reach persons of Limited English Proficiency (LEP). **EVALUATION MEASURE:** Provide language translation function on project website and answer questions/comments submitted via project website or other means in Spanish or Haitian Creole as needed.	
Metric: Track the use of alternative language surveys completed by participants.	Total survey participants – 6,879 • On-board survey: 491 (472 Spanish, 19 Creole) • Intercept survey :106 (103 Spanish, 3 Creole) • Online survey: 11 Spanish ***Total returned alternatives language surveys – 608 (9%)***
Target: ***Greater than 12%*** of returned surveys are alternative language surveys.[3]	
Metric: Track the number of requests for translation services.	Not applicable; 0 requests for translation services received.
Target: Zero people turned away due to lack of translation services.	
Metric: Number of languages the website can be translated into. **Target:** Greater than four alternative languages.	Number of alternative languages the project website can be translated into: 65 (using Google Translate function)

[3]Per Table 3 of the SFRTA LEP Program Evaluation, dated January 31, 2007, and found in SFRTA's 2009 Title VI Report Update, 12% of the population within the tri-county region is defined as LEP persons. The target that at least 12% of returned surveys be an alternative language survey is based on this regional LEP figure.

Strategy/Evaluation Measure	Assessment
STRATEGY: Provide all citizens and interested stakeholder agency groups with clear, timely, and accurate information relating to the project as it progresses. **EVALUATION MEASURE:**Provide several outlets for information/input from the community, including opportunities for individuals who do not have access to the Internet.	
Metric: Update TDP website on regular basis. **Target:** Update TDP website more than once per month as new information/content available.	Updates to project website were performed as needed, occurring more frequently than once per monthtthroughout course of project.
Metric: Make information available to public at SFRTA administrative offices for those who do not have access to project website. **Target:** Provide printed copies of easy-to-understand newsletters, presentations, and document summaries at SFRTA administrative offices available for pick up. As an alternative, persons who are unable to go to SFRTA administrative offices may call 1-888-GO-SFRTA (467-3782), email (TDP@sfrta.fl.gov) to leave a message with their comment(s)/question(s), or ask that a written copy of requested material be mailed to them.	Printed copies of ***SFRTA Forward's*** Fact Sheet were available at SFRTA offices and were distributed at all events and presentations. **No requests** for printed copy of materials were received.
Metric: Percent of questions received via TDP website, email (TDP@sfrta.fl.gov), phone (1-888-GO-SFRTA), or comment card responded to within two business days. **Target:** ***Greater than 90%*** of questions responded to within two business days.	***100% of questions*** received via the project website, email, phone, or comment card were ***responded to within two business days*** by SFRTA TDP Project Manager.

4.2.2: COMPILATION OF CITIZEN AND STAKEHOLDER AGENCY INPUT

All comments received over the phone, via email, through the project website comment box, and via the online survey from citizens, stakeholder agencies, and others were compiled and grouped into categories. More than 300 comments were received, and the top 10 comments received are summarized below (frequency in parentheses):

1. Expansion of Tri-Rail service (53)
2. Better bus/shuttle connections to desired destinations (40)
3. Train noise/comfort (28)
4. On-time performance (26)
5. Provide Wi-Fi (20)
6. Earlier/later train service (19)
7. More frequent train service (16)
8. Improve bicycle storage on trains (13)
9. Better train tracking and real time information on platforms and mobile application

10. Ticketing/security (10)
11. Express trains (8)

These comments were reviewed during the development of the TDP, as appropriate. In instances where the question or comment pertained to or could benefit another regional planning effort, it was passed along to the appropriate agency. A summary of the comments submitted to the Project Team is provided in Appendix C: Public Involvement Detail. A comprehensive list of questions and/or comments submitted to the Project Team will be submitted in electronic format to SFRTA staff.

SECTION 5

SITUATION APPRAISAL

SFRTA
MOVING OUR REGION
FORWARD

5.1 PLANS REVIEW

5.1.1: INTRODUCTION

In preparing the ***SFRTA Forward*** plan, a review of applicable federal, state, regional, and local plans, programs, and studies that influence SFRTA operations, infrastructure, policy, or funding were reviewed. Findings of this review have been summarized and are incorporated into the development of ***SFRTA Forward*** through the situation appraisal. A situation appraisal, which is required during a major TDP update under the TDP Rule, is an evaluation of the environment in which the transit agency operates. One of the key components of the situation appraisal is this review of relevant plans, programs, and studies in which factors and influences that will help SFRTA better understand its environment are identified.

5.1.2: PLANS REVIEW SUMMARY TABLE AND DOCUMENTATION

Each plan, program, or study reviewed for the situation appraisal has been categorized as a "primary" or "secondary" document in Table 5-1. Table 5-1 provides a summary of the key findings and considerations from the plans, programs, and studies reviewed as part of this effort. . This table provides the pertinent "take-aways" from each to be considered during the situation appraisal. A primary plan is one that directly impacts or influences SFRTA operations, infrastructure, policy, or funding programs. For primary plans, a more detailed review was completed for the situation appraisal and documented in Appendix E: Plans Review Detail. Secondary plans include regional or local planning efforts that may not directly impact SFRTA, but do influence transportation planning efforts in the greater South Florida region. These secondary plans are included in the situation appraisal since their outcomes may be considered in the broader regional context as recommendations for ***SFRTA Forward*** are developed.

Table 5-1: Summary of Plan, Program, and Study Reviewed for the *SFRTA Forward* Situation Appraisal

Plan/Program/Study Reviewed	Plan Type	Geographic Applicability	Most Recent Update/Timeframe	Responsible/ Partner Agencies	Overview	Key Considerations for the Situation Appraisal
FEDERAL						
Moving Ahead for Progress in the 21st Century Act (MAP 21)	Primary	Federal	Implemented July 6, 2012	FTA, FDOT	• MAP-21 extends federal highway and transit funding through federal fiscal year 2014.	• MAP-21 consolidates or eliminates a number of existing funds and provides several new funds for transit capital and operating programs, in which SFRTA may be a recipient. • New Freedom funds are combined with Section 5310 program funds, while the Job Access and Reverse Commute (JARC) program is eliminated; however, many JARC projects are now eligible for funding under 5307 and 5311 funds.
Clean Air Act of 1990	Primary	Federal	Revisions to National Ambient Air Quality (NAAQS) proposed in 2010; not yet implemented	U.S. Environmental Protection Agency (EPA)	• The Clean Air Act of 1990 and subsequent amendments determine the NAAQS for six pollutants, including carbon monoxide and ozone.	• South Florida is currently classified as an attainment area. • Enhanced transit options reduce travel by single-occupant vehicle, helping the tri-county region and greater South Florida region to remain classified as an attainment area.
Title VI and Environmental Justice (EJ) Circulars	Primary	Federal	EJ Circular, effective August 15, 2012 Title VI Circular, effective October 1, 2012	U.S. DOT, FTA	• The new EJ Circular issued by FTA provides recipients of FTA financial assistance with guidance for incorporating EJ principles into FTA-funded plans, projects, and activities. • The revised Title VI Circular removes several references to EJ, which are now incorporated into the separate EJ Circular, to better understand the distinctions between Title VI and EJ.	• SFRTA is required to submit Title VI programs every three years as a transit provider operating 50 or more fixed route vehicles in peak service and located in an urbanized area of more than 200,000 persons; SFRTA also is required to evaluate service and fare equity changes or monitor transit service for Title VI impacts. SFRTA completed its most recent Title VI Civil Rights Compliance Report to FTA in 2009. • SFRTA's public involvement plan should incorporate outreach designed to encourage meaning full participation from members of the EJ population.
DOT Livability Initiative and Federal Sustainable Communities Program	Primary	Federal	Partnership for Sustainable Communities formed in 2009	U.S. DOT, FTA, U.S. Department of Housing and Urban Development (HUD), and EPA	• The goal of this joint-initiative is to make communities throughout the United States more livable by improving access to affordable housing, providing better transportation choices, and lowering transportation costs, while at the same time protecting the environment.	• U.S. DOT and FTA support a number of policies and initiatives intended to help communities improve livability and overall quality of life, including programs to encourage Transit-Oriented Development (TOD) enhanced mobility options, etc.
STATE						
Florida Transportation Plan: Horizon 2060 (FTP)	Primary	State	2010	FDOT	• The Florida Transportation Plan (FTP) looks at a 50-year transportation planning horizon and calls for a fundamental change in how and where Florida invests in transportation.	• The FTP supports the development of state, regional, and local transit services through a series of related goals and objectives, emphasizing new and innovative approaches by all modes to meet the needs today and in the future.
State of Florida Transportation Disadvantaged (TD) Five-Year/Twenty-Year Plan	Primary	State	2005	Florida Commission for the Transportation Disadvantaged	• The State of Florida TD Plan includes the following elements: ◊ Explanation of the Florida Coordinated Transportation System ◊ Five-Year Report Card ◊ Florida Office of Program Policy Analysis and Government Accountability Review ◊ Strategic Vision/Goals, Objectives, and Measures	• Short-term strategic vision includes developing and field-testing a model community transportation system for persons who are TD. • Long-range strategic vision includes developing a universal cost-effective transportation system with a uniform funding system and services that are designed and implemented regionally throughout the state.

Plan/Program/Study Reviewed	Plan Type	Geographic Applicability	Most Recent Update/Timeframe	Responsible/Partner Agencies	Overview	Key Considerations for the Situation Appraisal
FDOT FY 2013–2017 Work Program	Primary	State; specific project list developed for FDOT Districts Four and Six and Broward, Palm Beach, and Miami-Dade counties	February 12, 2013	FDOT	• The Five-Year Work Program is developed annually by FDOT and is a project-specific list of transportation activities and improvements developed in cooperation with the MPOs and local transportation agencies. The Work Program must be consistent, to the maximum extent feasible, with the capital improvement elements of local government comprehensive plans.	• A summary of transit projects in the adopted FY 2013–2017 Work Plan was compiled for consideration in the TDP update. Types of transit projects included in the FY 2013–2017 Work Program include continuing work on the regional fare card integration, Boynton Beach Shuttle Service, and station construction at Oakland Park Boulevard and Pompano Beach (green station), and the Miami Intermodal Center Central Station.
State Growth Management Legislation (House Bill 7207)	Primary	State	June 2, 2011	Florida Legislature and local governments	• HB 7207 repeals many of the State-mandated growth management planning laws that have governed development activities within Florida since the original Growth Management Act of 1975, including transportation concurrency.	• The repeal of state-mandated transportation concurrency provides local governments with the opportunity to develop a more localized concurrency program that aligns with the development and mobility goals of the community. • HB 7207 strengthens legislative language that supports multi-modal approaches to transportation by stating that Comprehensive Plan Transportation Elements "shall provide for a safe, convenient multi-modal transportation system."
Transit-Oriented Development (TOD) Guidelines	Primary	State	March 2011	FDOT	• FDOT developed Transit-Oriented (TOD) Guidelines to provide general parameters and strategies to local governments/agencies that promote and implement development that is transit supportive and sustainable. • The guidelines are voluntary and are intended to be used in partnership with FDOT to assist in managing congestion on state roadways, especially on the Strategic Intermodal System (SIS).	• Local governments, supported by SFRTA, can use the TOD Guidelines prepared by FDOT as a tool in developing policies and tools to support development around Tri-Rail stations and other locations that are transit-supportive.
REGIONAL						
Southeast Florida Regional 2035 Long Range Transportation Plan	Primary	Regional (Broward, Miami-Dade and Palm Beach counties)	2010 (the 2040 LRTP update is currently in progress)	Southeast Florida Regional Transportation Council (SEFTC), in cooperation with Broward, Miami-Dade, and Palm Beach MPOs	• The 2035 LRTPs prepared by Broward MPO, Palm Beach MPO, and Miami-Dade MPO were merged to develop the first Southeast Florida Regional Long Range Transportation Plan (RLRTP). The 2035 RLRTP consolidates the three LRTPs prepared in the tri-county region into one unified document. The RLRTP provides a prioritized set of regional highway and transit improvements in recognition of the regional characteristics of many travel needs.	• The 2035 RLRTP includes funded and unfunded public transportation priorities, including several that affect SFRTA service. Highlights include the Miami Intermodal Center, which will allow users to connect from Tri-Rail to the Miami International Airport via a new people mover; general funding and support for Tri-Rail, SFRTA shuttle service and park-and-ride lot improvements, and the Tri-Rail Extension /FEC Corridor proposal (listed as an unfunded priority in the 2035 RLRTP). • SFRTA will work with SEFTC in cooperation with the three MPOs to ensure that transit projects identified in this TDP update for FY 2104-2023 are incorporated into the 2040 LRTP Transit Systems and Needs Plan, as appropriate.
Tri-Rail Coastal Link (formerly known as South Florida East Coast Corridor (SFEEC) Study)	Primary	Regional	In progress	FTA, SEFTC, FDOT, SFRTA, SFRPC, TCRPC, Broward MPO, BCT, PalmTran, Palm Beach MPO, Miami-Dade MPO, Miami-Dade Transit (MDT)	• The Tri-Rail Coastal Link, formerly known as the South Florida East Coast Corridor (SFEEC) Study, proposes reintroducing passenger service by expanding Tri-Rail service onto the Florida East Coast Railway (FEC) corridor between downtown Miami and Jupiter.	• This regional corridor connects to the existing bus systems, including BCT, Palm Tran and MDT, and rail transit systems including both Tri-Rail and Metrorail. Project will expand Tri-Rail service onto the FEC tracks also integrating with the various transit systems including the new Miami Trolley, the proposed WAVE in downtown Fort Lauderdale, and the proposed Central Broward East-West Connection. • FDOT is leading the planning study until the Project Development Phase. SFRTA has been identified as the FTA Project Sponsor and designated federal grant recipient, as well as the lead agency for the project Financial Plan, Engineering, Design, Construction, and Operations Phases.

Plan/Program/Study Reviewed	Plan Type	Geographic Applicability	Most Recent Update/Timeframe	Responsible/Partner Agencies	Overview	Key Considerations for the Situation Appraisal
All Aboard Florida	Primary	Regional	In progress	Private initiative led by Florida East Coast Industries	• All Aboard Florida is looking at the feasibility of implementing a privately owned, operated, and maintained intercity passenger rail service along a 240-mile section of the existing FEC corridor between Miami and the Space Coast and the creation of new tracks into Orlando.	• This study requires coordination between with FEC and local transit/transportation agencies (including SFRTA) regarding connecting service at proposed stations located in West Palm Beach, Fort Lauderdale, and Miami..
Regional Concept for Transportation Operations (See also 95 Express Managed Lane Expansion/95 Express Bus Service and 595 Express Bus Service)	Primary	Regional	In progress	FDOT	• FDOT is developing policies and guidelines for the implementation of a regional express lanes network in South Florida. • The recommendation is to add 186 centerline miles of express lanes network along system highways.	• Key findings from the study include: continue project funding on a corridor level basis; allow transit operations on all express lanes; identify transit champions for educational purposes on benefits of BRT in express lanes; develop proper branding; and identify need for new park-and-rides associated with express lanes.
95 Express Managed Lane Expansion (Phase 2)/ 95 Express Bus Service	Primary	Regional (Service from Miami-Dade County to Broward County)	Phase 2 95 Express managed lane expansion in progress; 95 Express bus service in operation	FDOT responsible for overseeing 95 express managed lane expansion; 95 express bus service operated by BCT and MDT	• The 95 Express operated by BCT and Route I-95 Dade-Broward Express operated by MDT provides express bus service from Downtown Miami to various locations in Broward County via a combination of HOV/express lanes along I-95. • MDT I-95 Dade-Broward Express provides connection to Tri-Rail via the Fort Lauderdale and Sheridan Street stations.	• The 95 Express routes currently travel in the I-95 express lanes from downtown Miami to Golden Glades and several locations in Broward County, traveling in the HOV managed lanes. • 95 Express Phase 2 will extend the existing express lanes north from Golden Glades interchange in Miami-Dade County to Broward Boulevard in Broward County. Extension of the 95 Express lanes to Broward Boulevard will allow BCT 95 Express and MDT Route I-95 Express to continue traveling at higher average travel speeds via uninterrupted express lanes.
595 Express Bus Service	Primary	Regional (service from Downtown Fort Lauderdale to Downtown Miami and Sunrise to Miami Civic Center)	In operation	Service operated by BCT in cooperation with FDOT and other agencies	• The 595 Express, operated by BCT, provides express bus service from downtown Fort Lauderdale to Downtown Miami/Brickell and Westgate Square Park-and-Ride to the Miami Civic Center. • Currently, buses travel in regular lanes on I-595 with mixed traffic. On I-95, the 595 Express uses the same travel lanes as the 95 Express.	• Construction of the I-595 reversible express lanes as well as the extension of the I-95 express lanes will allow BCT's 595 Express route to travel at higher average travel speeds via uninterrupted express lanes for the entire route. • The 595 Express Sunrise to Fort Lauderdale route connects to Tri-Rail at the Fort Lauderdale station, while the Westgate Square to Miami Civic Center and Sunrise to Miami/Brickell routes connect to Tri-Rail at the Fort Lauderdale Airport station.
Regional Transit Systems Plan Regional Transit Interoperability/Universal Fare Technology Study	Primary	Regional	In progress	FDOT, BCT, SFRTA, MDT, and Palm Tran	• The purpose of this study is to evaluate and implement a regional fare card using smart card technologies for BCT, SFRTA, MDT, and Palm Tran along with evaluating the business case and total cost drivers associated with realizing the technical integration solution. • SFRTA and MDT are currently utilizing EasyCard system; BCT and Palm Tran now accept SFRTA transfer ticket. • Implementation of a regional fare will allow more seamless travel by riders between systems.	The next steps for implementing a regional fare system include: • Decision-makers from transit stakeholders to draft a fare policy for multi-modal regional trips • Define limitations to accessing Easy Card encryption key • Launch pilot program to evaluate use and administrative functions • Focus to develop robust system that is extensible to emerging technologies

Plan/Program/Study Reviewed	Plan Type	Geographic Applicability	Most Recent Update/Timeframe	Responsible/Partner Agencies	Overview	Key Considerations for the Situation Appraisal
Central Broward East-West Transit Study	Primary	Central Broward County	Locally Preferred Alternative approved in October 2012	BCT, SFRTA, Broward MPO, and FDOT	• Project goal is to develop premium transit service in central Broward County connecting the east and west parts of the county. • Study area boundaries include the central part of Broward County, located between Oakland Park Boulevard in the north, the Weston-Sawgrass area in the west, Griffin Road/Stirling Road in the south, and the Intracoastal Waterway in the east.	• The Broward MPO approved the Griffin Road Alternative as the Locally Preferred Alternative (LPA) in October 2012, which will evaluate a combination of premium bus and modern streetcar services. • Premium bus will be considered from Sunrise to the South Florida Education Center. Both premium bus and modern streetcar will be considered from the South Florida Education Center to the Griffin Road Tri-Rail Station. Under the Alternative, modern streetcar will provide service to the Fort Lauderdale-Hollywood International Airport, downtown Fort Lauderdale connecting with The WAVE and the Broward Boulevard Tri-Rail Station.
The WAVE Streetcar	Primary	Downtown Fort Lauderdale	In progress	Broward County, BCT, SFRTA, Broward MPO, FDOT, City of Fort Lauderdale, and Fort Lauderdale Downtown Development Authority (DDA)	• The WAVE is a 2.7-mile environmentally- friendly streetcar system that will serve as a local circulator in Downtown Fort Lauderdale. • The WAVE route will include 10 stations, streetscape improvements, and a traffic signalization package to help maintain headways during peak periods.	• The WAVE will connect points of interest along route to the regional transit network, including BCT routes and rail systems currently and planned in the area. • SFRTA will serve as the FTA Project Sponsor and designated federal grant recipient, as well as the lead agency for the Design, Engineering, and Construction Phases.
Broward Boulevard Corridor Transit Study	Primary	Broward Boulevard from US 1 to Pine Island Road	Final Report July 2012	FDOT, Broward MPO, BCT, SFRTA, Cities of Fort Lauderdale, Plantation, and Lauderhill	• The purpose of this study is to explore transit options for the Broward Boulevard corridor, from US 1 to Pine Island Road, to improve transit mobility, relieve congestion, and improve air quality.	• Four alternatives were evaluated, with the preferred alternative accomplishing the following: ◊ Substantially improving transit service along the corridor by providing a limited stop rapid service to the existing route with schedule adjustments. ◊ Potential access for more than 6,500 additional people (via downtown Fort Lauderdale loop). ◊ Potential for additional future improvement (Business Access and Transit—BAT lanes and transit-only lanes). ◊ Elements support other services, such as SFRTA shuttle bus service, I-95 and I-595 Express, WAVE). • Providing little impact to corridor vehicle capacity.
Oakland Park Boulevard Transit Alternatives Analysis Study	Secondary	Oakland Park Boulevard Corridor from the Sawgrass Expressway to SR A1A	In progress	BCT, SFRTA, Broward MPO, FDOT, and affected municipalities	• This is a multi-agency project to evaluate premium transit projects along the high-ridership Oakland Park Boulevard corridor from the Sawgrass Expressway to SR A1A. • Study outcomes will be to identify the most feasible and effective transit projects that will improve mobility, congestion, and better link points of connection.	• The study is currently evaluating short- and long-term transit mode alternatives and operational improvements. Alternatives being considered include BAT lane with bus or streetcar; exclusive lane with bus or streetcar; and enhanced bus service. • Selection of the Locally Preferred Alternative is anticipated to be completed by Spring 2014.
University Drive Mobility Improvements Planning Study	Secondary	University Drive Corridor, from Sample Road to NW 215th Street	In progress	BCT, SFRTA, Broward MPO, FDOT, MDT, and affected municipalities	• This study will evaluate mobility improvements and transit projects along University Drive, from Sample Road in Broward County to south of the Miramar Parkway at NW 215th Street in Miami-Dade County.	• This study is in its initial stages, but, when completed, will define the range of potential enhanced transit alternatives for the corridor, including reviews of station locations, accessibility to stations, connectivity by different modes, costs, technologies, benefits and feasibility. Selection of the Locally Preferred Alternative is anticipated to be completed by January 2014.

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MIAMI-DADE COUNTY						
Miami-Dade MPO 2035 LRTP	Primary	Miami-Dade County	2009 (the 2040 LRTP update is currently in progress)	Miami-Dade MPO	• In 2009, the Miami-Dade MPO Board adopted the 2035 LRTP, identifying transit (bus/rail/trolley), intermodal, bicycle, and pedestrian improvements for Miami-Dade County thru 2035. • The 2035 Needs Plan identifies $12.1 billion in transit capacity improvements and $13.5 billion in transit operations and maintenance expenditures ($10.4 billion for operation and maintenance of the existing system and $3.51 billion for new services).	Priority I (2010-2015) Improvements: • 95 Express Lane improvements, I-95 regional express bus service between Miami-Dade and Broward counties to complement express bus service on I-95; and intermodal capacity improvements, including completion of the MIC, which will provide connections between Tri-Rail and MIA via the MIA Mover. Priority II (2015-2020): • Golden Glades Multimodal Terminal – improvements include 1,000 space deck, intermodal center with improved bus circulation and improved ADA, replacement of multiple existing pedestrian bridges with a single-level bridge • Parking expansion at Opa-Locka Tri-Rail station • SFRTA will work with the Miami-Dade MPO to ensure that transit projects identified in this TDP update for FY 2104-2023 will be incorporated into the 2040 LRTP Needs Plan, as appropriate.
Miami Intermodal Center (MIC)	Primary	Located in Miami-Dade County; regional transportation hub	In progress	FDOT, U.S. DOT, Miami-Dade County, Miami-Dade Expressway Authority (MDX), SFRTA	• Located just east of the Miami International Airport, the Miami Intermodal Center (MIC) is a massive $2 billion ground transportation hub being built by FDOT. • The MIC will serve as a centralized transportation hub that will integrate all modes of transportation, providing access to Metrobus, Metrorail, Tri-Rail, Amtrak, Greyhound, tour buses, taxicabs and rental cars. • An automated people mover connects the MIC to the Miami International Airport (MIA).	• In September 2011, Tri-Rail's Miami Airport Station temporarily closed and service has been relocated just north to the Hialeah Market Station, and a shuttle is transporting riders from the Hialeah Market Station to MIA. • The Miami Central Station (MCS) within the MIC is scheduled to open in early 2014, and will serve as Miami-Dade County's first all-inclusive ground transportation hub. Once opened, Tri-Rail will serve the MCS, allowing connections to all other modes serving the MCS, including MIA via the MIA Mover.
Miami-Dade Expressway Authority Bus Initiatives	Primary	Miami-Dade County	2006	MDX	• MDX has implemented bus on shoulders along SR 878 and SR 874 whereby the buses are allowed to use the shoulders during congested travel periods. • Enhanced stops were identified along the corridor. The intent is also to use bus on shoulder concept along SR 836.	• MDT plans articulated buses along the route. Service to be started with existing fleet and in coordination with current construction at the SR 836/SR 826 interchange. • Project goal is to facilitate movement of passengers and provide enhanced transit connection to the MIC, with connection to Tri-Rail.

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Transit Options to Port of Miami Feasibility Study	Primary	Miami-Dade County at Port of Miami	In progress	Miami-Dade MPO	• The 2035 Master Plan for PortMiami forecasts the number of cruise passengers to grow from 4.6 million passengers to 6.3 million passengers. • Transit access to the Port completes the last leg of the Airport Seaport Connection.	• After a detailed examination of ridership, capital and operating costs and impacts to other operating systems the following alternatives were recommended as feasible and for further evaluation in next phases: ◊ Alternative 2: Metromover Shuttle between Overtown and the Port ◊ Alternative 4: Light Rail Shuttle between Overtown and the Port ◊ Part of new system possibilities (Baylink etc) ◊ Commuter Rail Alternative as part of new system possibilities (FEC/All Aboard Florida)
Miami-Dade MPO Sustainability and the Transportation System Study	Secondary	Miami-Dade County	2011	Miami-Dade MPO	• In 2011, the Miami-Dade MPO commissioned a study to examine sustainable transportation strategies and their effect on travel behavior. • As part of this study, three distinct scenario concepts were evaluated and a set of strategies and performance measures evaluated for each scenario.	• The results of this study conclude that affecting Vehicle Miles of Travel (VMT), Vehicle Hours of Travel (VHT) and transit ridership on a countywide basis is difficult using one approach. For example, the Linkages Scenario provides the greatest reduction in VMT but that the Multimodal Scenario provides the greatest increase in transit mode split.
Implementation Plan for Enhanced Bus Service Along Biscayne Boulevard	Secondary	Miami-Dade County along Biscayne Boulevard	In progress	Miami-Dade MPO	• Biscayne Boulevard is one of several corridors that were identified in the People's Transportation Plan (PTP) for the implementation of Premium Transit. • Until such time that the County can afford to implement rail or BRT in the PTP Corridors, incremental improvements will be made to the bus service.	• Project goal is to decrease crowding on buses, improve travel speeds, improve travel time reliability, and reduce the amount of time the bus spends at the bus stop. • 19 potential park and ride sites were identified and prioritized but no sites were selected for acquisition. The projects should improve travel time by 20 percent and increase ridership by 10-20 percent. The total cost of the corridor improvements is $32 million.
Miami-Dade County Comprehensive Development Master Plan	Secondary	Miami-Dade County	October 2011	Miami-Dade County	• The Miami-Dade County Comprehensive Plan is the primary policy document concerning land use, transportation, and other planning matters for unincorporated Miami-Dade County and also identifies areas of countywide jurisdictional responsibility.	• The Comprehensive Plan Land Use Element identifies parameters for land use designations that promote or enhance transit, such as Mixed-Use Development, Urban Centers, Transit Corridors, Intermodal Centers, and Station Ares. The Land Use Element contains policies that require new development and redevelopment in these designated areas to be planned and designed to promoted TOD and transit use. • Within the Urban Development Boundary (UDB), Miami-Dade County has allowed the road level of service to reflect higher allowable levels of traffic congestion, depending on the frequency of transit service available and whether the location falls within the Urban Infill Area (UIA), a sub-area within the UDB.

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PALM BEACH COUNTY						
Palm Beach MPO 2035 LRTP	Primary	Palm Beach County	2009 (2040 LRTP update currently in progress)	Palm Beach MPO	• In 2009, the Palm Beach MPO Board adopted the 2030 LRTP, focusing on integrating all modes of transportation, including Palm Tran and Tri-Rail. • The Palm Beach MPO recently began the process of updating its LRTP that will identify transit needs and cost feasible transit projects out to the 2040 planning horizon.	• The transit component of the 2035 LRTP Needs Plan identifies significant expansion of Tri-Rail service in Palm Beach County, including new service to the north from downtown West Palm Beach along the FEC corridor to Jupiter. There is also a proposed rail service extension from the current Tri-Rail along SR 710 to Indiantown in Martin County, along with proposed new Tri-Rail stations to serve the service extension. • The transit component of the 2035 LRTP Cost Feasible Plan includes a new proposed Tri-Rail station just south of Glades Road, proposed BRT routes on Glades Road and SR 7 (PD&E studies to evaluate premium transit options currently underway), and two new park-and-ride facilities. • SFRTA will work with the Palm Beach MPO to ensure that transit projects identified in this TDP update for FY 2104-2023 will be incorporated into the 2040 LRTP Needs Plan, as appropriate.
Palm Beach County Comprehensive Plan	Secondary	Palm Beach County	October 2012	Palm Beach County	• The Palm Beach County Comprehensive Plan is the primary policy document concerning land use, transportation, and other planning matters for unincorporated Palm Beach County.	• The Comprehensive Plan Land Use Element identifies parameters for land use designations that promote or enhance transit, such as Mixed-Use Planned Development, Transit-Oriented Developments. Palm Beach County has designated SR 7 (from the Broward County line to Glades Road) as a Transit-Oriented Corridor. • The County does have an auto-based level of service; however, County policy recognizes transit in that a level of service shall be maintained, for the purpose of concurrency management that requires mass transit services to be available to accommodate a minimum of ½ percent of the total trip demands. • Within the West Palm Transportation Concurrency Exception Area (TCEA), certain criteria must be met to achieve concurrency exemption; including providing provisions for Tri-Rail or Palm Tran infrastructure and employee transit subsidies, depending on the project size and location.
Glades Road PD&E Study	Primary	Palm Beach County on SR 808/Glades Road from US 441/SR 7 to US 1/SR 5	In progress	FDOT	• FDOT is conducting a PD&E Study on SR 808/Glades Road corridor from US 441/SR 7 to US 1/SR 5 in Palm Beach County. • The purpose of this study is to address roadway capacity improvements and multi-modal premium transit alternatives along this 7.6 mile corridor, as well as bicycle and pedestrian improvements.	• Glades Road has been identified as a proposed BRT Route in the transit component of the Palm Beach MPO's 2035 LRTP Cost Feasible Plan. • Future Tri-Rail station around Glades Road identified in the Palm Beach County 2035 LRTP.

Plan/Program/Study Reviewed	Plan Type	Geographic Applicability	Most Recent Update/Timeframe	Responsible/ Partner Agencies	Overview	Key Considerations for the Situation Appraisal
SFRTA PROJECTS						
New Northern Layover and Light Maintenance Facility	Primary	Palm Beach County	In progress	SFRTA, FDOT, and Palm Beach MPO	• SFRTA is planning for the development of a new Northern Layover and Light Maintenance Facility that would provide midday and overnight train storage for up to 9 five-car train sets, as well as service, inspection, fueling and cleaning activities.	• SFRTA needs a new Northern Layover and Light Maintenance Facility that will improve the efficiency of current Tri-Rail operations, as well as facilitate further system enhancements and expansion. • The proposed facility is being planned with capacity to meet the need for 9 five-car train sets, with hopes of facilitating and accelerating development of the Tri-Rail Coastal Link project.
Miami River Intermodal Center Capacity Improvement Study	Primary	Miami-Dade County	In progress	FDOT, U.S. DOT, SFRTA	• The Miami River Intermodal Center Capacity Improvement Study (MR-MICCI) project will evaluate improved track connections across the Miami River, including bridge, track, and signal upgrades. • The project will add rail capacity across the Miami River and the last 1.25 miles of the SFRC and will greatly improve access and connectivity to the Miami Intermodal Center (MIC).	• The MR-MICCI project will improve SFRC capacity for Tri-Rail and freight trains, potentially accommodate new Amtrak intercity rail service accessing the MIC, and improve connections between rail and air travel. • The project s in the PD&E phase, which is scheduled to be completed in January 2015. A timeline for design and construction timeline has not been completed. It will be determined during the PD&E phase.

5.2 SITUATION APPRAISAL

5.2.1: INTRODUCTION

The requirements for a TDP Major Update include the need for a situation appraisal of the environment in which a transit agency operates. The purpose of this situation appraisal is to help develop an understanding of the SFRTA transit operating environment in the context of the following major elements:

- Regional transportation issues
- Plans and policies
- Organizational issues
- Funding sources
- Socioeconomic trends
- Travel behavior
- Land use
- Public Involvement
- Technology

A review and assessment of these major elements resulted in the identification of possible implications for SFRTA. The assessment and resulting implications are drawn from the following sources:

- Review of relevant plans, studies, and programs prepared at all levels of government
- Results of technical evaluation performed as part of the transit development planning process
- Outcomes of discussions with SFRTA staff and administration
- Input gathered through public involvement activities

Issues and/or trends and implications are summarized for each of the major elements in the remainder of this section.

5.2.2: REGIONAL TRANSPORTATION ISSUES

Premium Regional Transit Connections

SFRTA has been an active player in several past and current initiatives to increase the amount of premium transit connections available in the South Florida region and provide greater mobility within the region. In the last two years, momentum increased to bring commuter rail service to the FEC tracks (refer to the South Florida East Coast Corridor [SEFCC] Study), and a

A MOU has been adopted that establishes clear roles and responsibilities for the project going forward for all the agencies involved—SFRTA, FDOT, the region's MPOs, and RPCs in the planning, design, and construction of the expansion of existing Tri-Rail service onto FEC tracks, known as the Tri-Rail Coastal Link. As part of the MOU, SFRTA has been identified as the FTA Project Sponsor and designated federal grant recipient, as well as the lead agency for the project financial plan, engineering, design, construction, and operations.

FEC Industries (FECI)'s announcement of its plans to introduce intercity passenger service on the FEC tracks connecting Miami to Orlando with limited stop service as soon as 2015, known as All Aboard Florida, makes having commuter rail service on the same tracks a high priority. Commuter rail on the FEC tracks would serve as a local transit connection, bringing passengers to the All Aboard intercity service. Additional premium regional transit connection initiatives in the region include the expansion of express commuter buses between counties; implementation of The WAVE, a modern streetcar circulator in downtown Fort Lauderdale; and completion of several transit corridor projects within each county to improve the transit connections available in the region.

Regional Park-and-Ride Facilities

With the plans for expanded commuter rail service and the implementation of the I-95 and I-595 express buses connecting South Florida, there is a greater need for the development of regional park-and-ride facilities that encourage single-occupancy vehicle (SOV) drivers or carpoolers to leave their cars behind and ride regional premium transit services. Currently, some express bus services stop at Tri-Rail stations, providing a multimodal connection within the region. Expanding the parking capacity and circulation at some Tri-Rail stations also is needed to facilitate park-and-ride connections with transit and shuttle bus services. In addition, rising gas prices have encouraged regional commuters to switch from driving to riding Tri-Rail, thus increasing the need for more parking capacity at its stations. As the expansion of premium transit in the region continues and Tri-Rail ridership continues to increase, more regional park-and-ride facilities are needed to provide a true seamless intermodal system with access to all travel modes.

Managed Lanes Network

The Regional Concept of Transportation Operations (RCTO) currently being developed calls for the implementation of an express or managed lanes network on major highways in the South Florida region. These highways will allow transit to operate on its express lanes. Therefore, the expansion of the I-95 Express/High Occupancy Toll (HOT) lanes to Broward and Palm Beach counties, as well as the planned managed lanes on I-595 and I-75, present an opportunity to explore new inter-county limited-stop bus service connections in the region. The toll revenue generated by the expanded HOT lanes network also provides an opportunity to financially subsidize the expected transit operations on the lanes.

However, the expansion to the north of the managed lanes network on I-95 parallel to the Tri-Rail corridor could present direct competition to Tri-Rail service; some commuters may prefer to stay in their vehicles to complete their regional trips or use new direct express bus service.

This presents a challenge to Tri-Rail ridership that should be considered. Making sure transit premium services complement each other rather than compete with each other should be a regional priority.

Regional Fare Integration

Currently, only SFRTA/Tri-Rail and Miami-Dade Transit have an integrated smartcard fare system; both use the EASY Card, allowing for seamless travel and fare integration between the two systems. BCT and Palm Tran fare collection systems accept only magnetic strip fare cards and do not yet accept smartcard technology, thus hindering efforts to fully integrate all three systems with the same fare media. The administrative and technological issues among the fare collection systems of all four transit systems need to be reconciled to implement a regional fare that will allow more seamless travel by transit riders among systems throughout the region.

Implications

- SFRTA has the opportunity to play a leadership role in coordinating, developing, implementing, and operating regional premium transit services to provide greater mobility in South Florida.
- SFRTA has the opportunity to lead coordination efforts to create true intermodal transfer facilities in the region with sufficient park-and-ride capacity. Potential candidates for park-and-ride expansion/improvements are the Golden Glades, Fort Lauderdale, and West Palm Beach stations.
- SFRTA has the opportunity to provide “last-mile” transit connections from its stations to more destinations in the region using the expanded network of managed lanes and potentially receiving toll revenue to subsidize future transit operations in the network.
- SFRTA should continue to work with all three county operators on the implementation of a regional fare card, working through administrative and technological issues to allow seamless transfers among all transit systems in the region.

5.2.3: PLANS AND POLICIES

Federal

MAP-21, the new federal transportation legislation, consolidated or eliminated several funding programs from which SFRTA benefitted, such as the JARC and New Freedom programs, which now have been combined with other programs or involve changed eligibility under a different funding program. SFRTA is currently the designated recipient of JARC and New Freedom funds for the Miami Urbanized area and has been managing the grant selection process for the last five years.

In addition, MAP-21 places a greater emphasis on performance measures and tracking of level of service, which makes regular monitoring of system performance much more important. The U.S.

Department of Transportation's Livability Initiative, with support from the U.S. Department of Housing and Urban Development and the U.S. Environmental Protection Agency, continues to direct policy discussions at the federal level on transportation investments, ensuring that transit project goals are to improve livability and the overall quality of life, which has encouraged more transit-oriented and joint development projects around transit stations.

State

One of the goals of the adopted Florida Transportation Plan (FTP), which has a 50-year planning horizon, is to improve mobility and connectivity for people and freight by expanding and integrating regional public transit systems in Florida's urban areas. The FTP's state goal/objective sets the policy framework at the regional and local levels.

In 2010, the Florida Strategic Intermodal System (SIS) designation criteria were updated to include "urban fixed guideway transit corridors (i.e., connecting multiple urbanized area counties and serving a regionally significant facility within a single economic region" (i.e., commuter rail) as well as "urban fixed guideway system stations" meeting the established designation criteria. As a result, SFRTA's commuter rail service, Tri-Rail, is now included in the SIS plan by their own merit, not because its corridor also served intercity passenger service, Amtrak.

Regional

As part of the 2040 update of the Regional Long Range Transportation Plan (RLRTP), a regional transit systems plan is being developed that will assess the region's travel demand and identify the potential transit demand. It will also prioritize transportation improvement projects to meet the regional travel demand, including premium transit projects such as the Tri-Rail expansion to FEC, which was included in the 2035 LRTP as an unfunded project.

At the same time, the Seven50: Southeast Prosperity Plan is developing a blueprint of how the seven-county South Florida region wants to grow over the next 50 years. Under the Infrastructure and Growth Leadership working groups, the Seven50 plan identified the need to develop and maintain a multimodal, interconnected transportation system to make the region more economically competitive.

Implications

- Given the MAP-21 changes to the New Freedom and JARC programs, SFRTA will need to look into redefining its role as grant manager of these funds or assist area transit agencies in the continuation of these programs at their local/transit agency level.
- State and regional goals support the SFRTA initiative of expanding premium transit service on FEC tracks and in other parts of the region, presenting the opportunity to lead and coordinate these efforts to meet FTP, RLRTP, and Seven50 goals. The SIS update recognizes urban fixed-guideway stations as SIS passenger terminals (if criteria are met), which could result in

additional state funding for Tri-Rail stations and the designation of SIS connectors to those stations.

5.2.4: ORGANIZATIONAL ISSUES

SFRTA Identity and Mission

SFRTA's mission is "to coordinate, develop, and implement a viable regional transportation system in South Florida that endeavors to meet the desires and needs for the movement of people, goods and services." In the last five years, that mission has expanded from operating Tri-Rail and its shuttle buses to a more prominent role in the facilitation of regional transportation projects such as the plans to extend Tri-Rail service to FEC tracks (Tri-Rail Coastal Link), the design and construction of The WAVE, the expansion of parking capacity at Tri-Rail stations, and a more active role in promoting transit-supportive development around its stations. SFRTA's goal with this Major TDP update is to increase public awareness of the expanded mission of the agency beyond the operation of Tri-Rail; nearly one out of four online survey respondents indicated they are not aware of SFRTA and its role or have never heard of SFRTA.

Corridor Dispatch and Maintenance Agreement

In March 2013, SFRTA executed an agreement to transfer to SFRTA the majority of the State's responsibilities under the South Florida Operating and Maintenance Agreement (SFOMA). Under this new SFOMA, SFRTA's responsibilities include the management, operations, maintenance and dispatch of the SFRC. In addition, SFRTA responsibilities include SFRTA as the "Host Railroad" for PTC purposes as well as provide oversight and management of the Hialeah Yard and provide all flagging services on the corridor.

The WAVE

SFRTA has partnered with the Fort Lauderdale Downtown Development Authority (DDA), the Broward MPO, Broward County, BCT, the City of Fort Lauderdale, and FDOT to bring The WAVE modern streetcar project to Downtown Fort Lauderdale. As the FTA Project Sponsor, SFRTA will oversee and lead the planning, environmental review, design, vehicle procurement, and construction of the planned streetcar system. SFRTA will administer the $18 million grant awarded to the SFRTA through FTA's TIGER program and will also sponsor an application for additional capital funds under the FTA's Small Starts Discretionary Grant Program.

Tri-Rail Coastal Link

The Tri-Rail Coastal Link will bring commuter rail passenger service onto the FEC tracks. The regional partnership has agreed on established roles and responsibilities to move the project from the planning phase into the development/implementation phase. SFRTA has been identified as the FTA Project

Sponsor and designated as the federal grant recipient and lead agency for the project financial plan, engineering, design, construction, and operations.

Intergovernmental Coordination and Partnerships

SFRTA continues to participate in and contribute to transit studies across the South Florida region. It is currently collaborating with regional partners to move forward several efforts to implement transit improvements and set transit priorities in the region. As the coordinator and host of the PTAC that brings together the different entities that are responsible for transportation decisions in the region (MPOs, RPCs, FDOT, and county transit agencies), its role as facilitator of the regional transportation discussions among all partners is of significant importance to the future of public transportation in the region.

Implications

- SFRTA has the opportunity to reinvigorate its mission with this TDP and should take every opportunity to promote the regional projects and initiatives currently under way that support its mission.
- SFRTA's new dispatch and maintenance responsibilities with the SFRC will result in more reliable commutes for Tri-Rail riders, as it will control not only Tri-Rail's movement but also CSXT freight trains and Amtrak. The financial agreement with the State (dedicated funding and cost-sharing agreement) will assist SFRTA with the additional operating and maintenance costs that may result from its new role as dispatcher of trains on the SFRC.
- With the design and construction of The WAVE in the next two years and the proposed design, construction, and operations of the planned expansion of Tri-Rail service onto FEC tracks, SFRTA should continue to establish its role as the leading implementer of premium transit in the region.
- Participating in regional transit studies and facilitating regional partnerships and discussions to implement transit projects in the region should continue to be part of SFRTA's goals.

5.2.5: FUNDING SOURCES

State Funding Levels

In 2012, the Florida legislature passed HB 599, which will end State operating funding assistance to Tri-Rail in seven years (2019).[1] This is consistent with the agreement for operations funding for SunRail in Orlando, in which the State committed in 2009 to subsidize its operations for the first seven years (thereafter to be funded by the seven counties and municipalities it will serve).

[1] http://www.palmbeachpost.com/news/news/state-regional/bill-cuts-tri-rails-state-funding-by-2019-but-pr-1/nLhgm/

As the agency responsible for the financial plan for the Tri-Rail Coastal Link, SFRTA has been conducting outreach and engaging with the municipalities along the corridor to discuss local operating funding opportunities. It recently published the first station area market and economic analysis that quantifies the direct project benefits to the cities proposed to be served by the Tri-Rail Coastal Link. Initial financial plan discussions assumed that each municipality with a proposed station would be expected to contribute an annual station premium towards the operating cost of the new Tri-Rail Coastal Link service. This concept will continue to be explored, along with many other funding options now being evaluated by the Tri-Rail Coastal Link Finance Subcommittee.

Implications

- SFRTA will need to identify a sustainable funding source to replace the operating funding from the State, which will end in 2019. Non-traditional funding sources such as advertising, sponsorships, etc., will need to be assessed as potential new funding sources for the system.
- SFRTA should continue to work toward establishing a long-term partnership with each municipality proposed to be served by the expansion of Tri-Rail service onto the FEC in order to establish a local operating funding source to cover operating and maintenance costs for the new expanded service.

5.2.6: SOCIOECONOMIC TRENDS

Population and Employment Densities

The highest existing and future population densities in the South Florida region are found in Miami-Dade County, particularly in the southern (e.g., Kendall) and western (e.g., Doral) parts of the county as well as around downtown Miami. Notable increases in population densities are projected to occur in central Broward County, with smaller concentrations of population increases projected in the coastal cities of Palm Beach County—West Palm Beach, Boynton Beach, Delray Beach, and Boca Raton.

The highest concentrations of existing and future employment densities in the region are also in Miami-Dade County, specifically in downtown Miami and around the Miami International Airport, with some increases in smaller geographic areas in Broward and Palm Beach counties. These areas all qualify as transit-supportive in terms of very high population and employment densities.

Socioeconomic Characteristics

Counties in the South Florida region have a similar distribution of persons under age 18 (youth). Palm Beach County has a higher concentration of persons over age 65 (older adults) than either Miami-Dade or Broward counties. Miami-Dade County has a slightly higher percentage of households below the poverty line, a lower average income, and the highest percentage of households with zero vehicles available compared to both Broward and Palm Beach counties.

Implications

The socioeconomic profile of the South Florida region identifies areas with a high orientation to use transit, either due to a high concentration of high population and employment densities and/or a high proportion of transit-dependent populations (older adults, youth, low-income, and no or limited vehicle). These areas include the area north-northwest of the Palm Beach International Airport, selected locations in central Broward County, and areas in and around downtown Miami and the Miami International Airport. These high transit orientation areas should continue to be the transit emphasis areas in the future, and SFRTA should look into expanding its shuttle and rail service to better serve them.

5.2.7: TRAVEL BEHAVIOR

Commuting Flows

Analysis of the commuter flows for workers in the tri-county South Florida region indicate that larger percentages of residents in Broward (38%) and Palm Beach (34%) counties travel outside their county of residence for work than residents of Miami-Dade County (22%).

Major Activity Centers and Destinations

Major trip generators in Palm Beach, Broward, and Miami-Dade counties include large public and private employers, corporate centers, educational institutions, hospitals, shopping centers, and recreational attractions, as well as the major airports/seaports (one in each county). These locations represent travel destinations in the region that employees, students, and visitors will access via transit if the service is competitive with the automobile in terms of travel time, convenience, or cost.

Ridership Trends

Ridership trends for Tri-Rail and its shuttle buses have been positive in the last five years. Tri-Rail ridership reached its maximum levels in 2008 (4.4 million passengers) when gas prices increased dramatically, but once the economic recession hit in 2009, ridership levels suffered or decreased until 2010, when ridership levels began to increase again. This trend has continued, with the number of Tri-Rail passengers in 2012 reaching more than 4 million passengers. Shuttle bus ridership has more than doubled since 2010, growing from nearly 400,000 to more than 1 million passengers by the end of 2012. The productivity of shuttle buses has increased as well, with the number of passengers per hour reaching its highest levels in 2012 (15+ passengers per hour, well above the minimum requirement of 7 passengers per hour).

These recent ridership trends are encouraging and indicate that the demand for SFRTA/Tri-Rail's services is increasing. Once the Tri-Rail Coastal link is implemented and shuttle service is expanded, the demand for SFRTA rail and shuttle services is expected to continue to increase. However, recent ridership trends

also indicate that shuttle passenger levels (as with many transit services in the nation) are directly related to economic cycles and gas price levels.

Implications

- SFRTA should continue to target discretionary and traditional transit markets, with a particular emphasis on providing a convenient, reliable, and time-competitive travel option to regional/inter-county commuters.
- SFRTA should assess how to better provide the "last-mile connection" to major activity centers and destinations in the region, connecting from its current and future rail service.
- Recent ridership trends are positive and encouraging for Tri-Rail and its shuttle buses. This positive and growing trend is expected to continue as Tri-Coastal Link rail service is implemented and the shuttle program is expanded to serve Tri-Rail's existing line as well as its coastal line in the near future.

5.2.8: LAND USE

Existing Land Use

Much of the current land use throughout southeast Florida is sprawling and not transit-supportive. The predominance of low-density single-family development and highway commercial development serves to encourage a dependency on personal automobile travel while hindering the delivery of traditional fixed-route mass transit services in these areas. Furthermore, adequate pedestrian facilities, such as paths within parking areas leading to buildings and connections from bus stops to sidewalks, are often lacking. It is especially difficult for older and physically-impaired individuals to travel from buses through parking areas to nearby buildings without adequate pedestrian facilities.

Future Land Use

Each county in the South Florida region has future land use designations that are considered transit-supportive and will encourage mixed-use development, intermodal facilities, and improved pedestrian and bicycle accommodations. Examples of future transit-supportive land use policies and designations in the region included in Future Land Use Maps include mixed-use planned developments, regional and local activity centers, urban and intermodal centers, transit-oriented corridors, and transit-oriented developments in Palm Beach, Broward, and Miami-Dade counties.

Pedestrian and Bicycle Access to Stations

Safe and comfortable pedestrian and bicycle facilities to access transit services continue to be a challenge. SFRTA has invested in bike lockers and bike accommodations inside train cars for passengers who travel with their bikes to their final destinations.

Implications

With the expansion of Tri-Rail service onto FEC tracks to serve and connect the coastal cities in the region, there will many opportunities for redevelopment and transit-oriented development around the proposed new station areas. SFRTA will continue to work with local jurisdictions to facilitate redevelopment around current and future Tri-Rail stations, particularly the proposed new Tri-Rail Coastal Link station areas in the urban core of the coastal cities on its alignment. There is potential to create true transit-oriented development with the new transit line (Tri-Rail Coastal Link), and this potential should be seized by SFRTA and the local jurisdictions.

5.2.9 PUBLIC INVOLVEMENT

On-Board Survey

An on-board survey of SFRTA passengers was conducted in February 2013 to collect input on current satisfaction levels with Tri-Rail's service. Satisfaction levels related to station conditions were highest for parking availability and lowest for station announcements and cleanliness. For train conditions, the highest marks were for on-board safety/security and air conditioning and lowest for on-board restroom conditions. For service performance, the highest satisfaction was with on-board train crews followed by station staff; the lowest satisfaction was with train reliability.

External Review Committee Input

In February, the ***SFRTA Forward*** ERC participated in an interactive exercise in which each member selected his/her top three priorities for SFRTA in the next 10 years. Composition of the ERC includes the PTAC plus representatives from the workforce development boards from each of the three counties. The top five ERC priorities for SFRTA include:

1. Expand Tri-Rail service to the coastal FEC tracks.
2. Support transit-oriented development (TOD) initiatives (redevelopment/mixed-used) around stations.
3. Provide real-time train arrival information on Tri-Rail mobile applications and on train platforms.
4. Implement better connections to final destinations.
5. Improve bicycle and pedestrian access to stations.

Platform/Intercept Surveys

Interviews with riders at Tri-Rail platforms were completed in late March and early April 2013, with 898 responses collected. Riders were asked which improvements they consider to be priorities in the next 1–2 years (short-term), 3–5 years (mid-term), and 6–10 years (long-term). In the short term, more frequent service, Wi-Fi availability and more power plugs on trains were indicated by about 50 percent of riders. In the mid-term, more than half indicated they would like to see Tri-Rail service expansion

onto the FEC tracks. In the long term, nearly half would like to see service expanded further north into Martin/St. Lucie counties, further south into Homestead and Monroe County, and to the west.

Online Survey

An online survey was launched in mid-March 2013, and more than 770 surveys were collected by the end of May 2013. Although the majority of online survey respondents were Tri-Rail riders (73%), many were non-transit riders (16%), providing an important look into the perspectives and opinions of those who do not regularly use public transportation in the region. Results from the online survey were consistent with the Tri-Rail rider priorities for the next 10 years in the intercept survey results. However, high-priority improvements varied slightly between Tri-Rail riders and non-riders. Tri-Rail riders in the short-term want more frequent service, technology improvements on trains and platforms (Wi-Fi, power plugs, train tracking/real-time information), and better shuttle/bus connections. For non-riders (those who have not used Tri-Rail or public transportation over the last year), better connections to final destinations, further expansion of regional park-and-ride lots, more frequent service with technology improvements (Wi-Fi, train tracking, etc.), and expansion of service to downtown Fort Lauderdale and downtown Miami (further north, south, and west) were the highest priorities.

Implications

SFRTA should prioritize its improvements and initiatives through more public involvement activities. Implementing more frequent and reliable service with technology improvements such as Wi-Fi service and real-time train tracking, better shuttle/bus connections to final destinations in the short-term, expansion of Tri-Rail service onto FEC tracks in the mid-term, and expansion of the system further north, south and west, including building urban streetcar systems, in the long-term, should be goals for SFRTA.

5.2.10 TECHNOLOGY

During the public outreach activities conducted for the ***SFRTA Forward*** plan, one of the top improvements Tri-Rail riders and non-riders would like to see implemented is technology upgrades that will improve their travel experience, making it more efficient, productive, and reliable. Some of the technology improvements riders and non-riders would like to see in the next 10 years include:

- EASY Card online reloading capabilities
- Real-time customer information and Train/Shuttle bus tracking system
- On-board and platform Wi-Fi service
- Improved on-board and platform announcement system
- Mobile ticketing system

Implications

SFRTA should continue to emphasize technology improvements and future initiatives to enhance the passenger experience, increase rider loyalty, and encourage ridership.

SECTION 6

GOALS & OBJECTIVES

SFRTA
MOVING OUR REGION
FORWARD

6. GOALS & OBJECTIVES

INTRODUCTION

The SFRTA was created with a vision "to coordinate, develop, and implement, in cooperation with other government agencies and the community, a viable transportation system in South Florida that improves quality of life and promotes sustainable growth for future generations." ***SFRTA Forward*** is a strategic plan that reflects the vision of SFRTA to promote transit growth and improvement over the next decade (FY 2014–2023). ***SFRTA Forward*** presents a great opportunity for SFRTA to reassess its mission and reinvigorate its identity, address the mobility needs of a growing and dynamic region, and continue building partnerships to move transportation projects forward in South Florida. The SFRTA Goals and Objectives presented below reflect the internal and external strategies and initiatives that SFRTA is committing to pursue to achieve its vision.

SFRTA GOALS AND OBJECTIVES

The Goals and Objectives presented below summarize SFRTA's vision to promote transit growth and improvement over the next decade. The Goals and Objectives were developed by SFRTA staff in response to (1) communication with each department of SFRTA, (2) input from the ERC and numerous public outreach efforts, and (3) input from regional stakeholders, including the local workforce board representatives.

VISION

1. **Goal 1: Take an active leadership role in expanding premium transit in the region.**

    1.1. Continue successful track record of attracting competitive federal funding grants and awards.

    1.2. Take necessary actions to implement and operate Tri-Rail Coastal Link (fully integrated Tri-Rail expansion onto the Florida East Coast Railway).

    1.3. Serve as lead agency and FTA project sponsor for all future studies of Tri-Rail expansion.

    1.4. Continue as project management lead and FTA project sponsor for development and implementation of The WAVE (Downtown Fort Lauderdale Modern Streetcar).

1.5. Serve as coordinating agency and FTA project sponsor for development and implementation of future phases and extensions of the WAVE streetcar.

1.6. Build upon WAVE experience and expertise to encourage development of new, additional streetcar and light rail projects throughout the region.

1.7. Serve as the coordinating agency for future premium transit projects that cross county lines

1.8. Pursue development of needed new passenger rail service (commuter rail, DMU, light rail, or streetcar) on multiple rail corridors within the tri-county region.

1.9. Work with appropriate agencies in adjacent counties (i.e. Monroe, Martin, and St. Lucie) to investigate new premium transit services that would connect with the existing Tri-Rail system.

1.10. Coordinate with local governments and work with partner agencies to develop and apply economic development and land use initiatives to attract transit-oriented development around Tri-Rail stations.

2. Goal 2: Provide leadership in advocacy and education of the need for an expanded regional premium transit system.

2.1. Increase public awareness of current challenging and inequitable funding policies towards transit.

2.2. Educate the public on the benefit of regional premium transit on the environment.

2.3. Increase public awareness of the need for changes in the project prioritization process.

2.4. Educate general public and private developers regarding the ability of premium transit to stimulate redevelopment and mixed-use, walkable development.

2.5. Continue participation and involvement with Transportation related groups such as American Public Transportation Associations, American Planning Association, Rail-Volution, American Railway Engineering and Maintenance-of-Way Association, WTS International, American Association of Railroads, Florida Public Transportation Association, Conference of Minority Transportation Officials, and Urban Land Institute.

PARTNERSHIPS

3. Goal 3: Continue utilization of private sector contractors for majority of SFRTA services and operations.

3.1. Continue to assess the appropriate mix of public and private services to maximize efficiency.

4. Goal 4: Develop and pursue partnerships with agencies/entities in both the public and private sector.

4.1. Enhance public partnerships with the region's three metropolitan planning organizations (MPOs), the Southeast Florida Transportation Council (SEFTC), two regional planning councils (RPCs) and Florida Department of Transportation (FDOT) to expand passenger rail and premium transit.

4.1.1. Utilize the metropolitan planning process to develop effective long range plans, strategic TIPs and work programs, and logical funding priorities that reflect local desires.

4.1.2. Continue synergy and coordination between the SEFTC Regional Transportation Technical Advisory Committee (RTTAC) and SFRTA PTAC.

4.2. Develop strong partnerships with cities/towns and their community redevelopment agencies (CRAs) and downtown development authorities (DDAs).

4.2.1. Utilize the two regional planning councils and three MPOs as a vital conduit to build and further strengthen the relationship between SFRTA and local municipalities.

4.2.2. Establish service partnerships to support local circulator shuttle services that are connected to Tri-Rail.

4.2.3. Work with partner agencies to establish sustainable funding mechanisms.

4.2.4. Provide support to municipalities needing assistance in receiving FTA funds.

4.3. Develop a strong partnership with Florida East Coast (FEC) so that expanded freight activity, new passenger rail services, and real estate development opportunities along the FEC corridor can all succeed.

4.3.1. Work directly with FECI and FDOT to establish an agreed upon corridor access agreement for Tri-Rail Coastal Link service.

4.3.2. Partner with FEC to determine mutually beneficial roles that the railroad may have during the construction and operation of Tri-Rail Coastal Link.

4.3.3. Partner with FEC in the use of planned All Aboard Florida stations in the downtowns of Miami, Fort Lauderdale, and West Palm Beach.

4.4. Develop strong partnerships with the region's development community to advance transit-oriented development at existing Tri-Rail stations, future Tri-Rail Coastal Link stations, and adjacent to other future premium transit services.

4.4.1. Utilize the Urban Land Institute (ULI) Southeast Florida/Caribbean Chapter as a vital conduit between SFRTA and the region's development community and additional related private sector institutions.

4.4.2. Work to streamline and simplify the process for transit-oriented development to occur at Tri-Rail stations.

QUALITY/PERFORMANCE

5. Goal 5: Maximize the performance, reliability, efficiency and capacity of the existing SFRTA/Tri-Rail system.

5.1. Continue to improve train reliability and on-time performance.

5.1.1. Continue to exceed the Florida Transportation Commission (FTC) end-to-end on-time performance objective of 80%, with a target of 90+%.

5.2. Reduce vehicle failures/breakdowns.

5.2.1. Exceed the FTC objective of 41,863 revenue miles between vehicle failures.

5.3. Continue to assess and rehabilitate locomotives and railcars for total fleet reliability.

5.4. Directly manage dispatch and maintenance responsibilities for the South Florida Rail Corridor.

5.4.1. Procure and utilize a contractor for the maintenance of the corridor.

5.4.2. Work to establish a dispatch center by December 2014.

5.5. Make strategic capital investments to improve the existing SFRTA/Tri-Rail system.

5.5.1. Pursue implementation of new northern layover and maintenance facility at Mission Spur in Palm Beach County.

5.5.2. Pursue implementation of Miami River-Miami Intermodal Center Capacity Improvement (MR-MICCI) project.

5.5.3. Pursue additional crossovers, sidings, and other small track improvements at key locations along the rail corridor.

5.6. Expand parking structures/park-and-ride lot capacity at key locations

5.7. Pursue development of additional stations at strategic locations.

5.8. Continue to evaluate Tri-Rail train schedule for opportunities to improve service.

6. Goal 6: Improve the Tri-Rail passenger experience .

6.1. Continually provide clear and up to date information to Tri-Rail passengers.

6.1.1. Purchase and install a new passenger announcement system.

6.1.2. Provide enhanced real-time information and announcements on station platforms.

6.1.3. Upgrade and enhance the www.tri-rail.com, www.sfrta.fl.gov and www.tri-railcoastallink.com websites.

6.1.4. Further improve existing passenger outreach methods such as EDP member e-mail blasts, VIP messages, and onboard newsletter.

6.1.5. Meet and exceed FTC objective of 1 customer complaint per 5,000 boardings.

6.1.6. Meet and exceed the FTC objective of a 14-day formal response time to customer complaints.

6.2. Provide enhanced passenger amenities.

6.2.1. Pursue the feasibility of providing Wi-Fi access onboard and at stations.

6.2.2. Provide additional power outlets for customer use onboard and at stations.

6.2.3. Provide additional space for bicycles onboard trains.

6.2.4. Explore the possibility of providing concessions at stations.

6.2.5. Explore options to install additional Ticket Vending Machines on station platforms.

6.3. Improve the appearance and visibility of current and future Tri-Rail stations.

6.3.1. Continue to monitor and improve existing Tri-Rail wayfinding signage.

6.3.2. Continue to schedule heavy maintenance repairs.

6.4. Coordinate with all departments and contractors to implement an Incident Response Plan.

6.4.1. In the event of an incident, take necessary measures to improve the conditions for those onboard the train.

6.4.2. In the event of an incident, take the following measures to improve conditions for those at affected stations.

6.4.2.1. Provide accurate real-time information via platform announcements.

6.4.2.2. Create an Emergency Response Team comprised of select SFRTA personnel to be deployed to affected stations within 30 minutes of an incident to provide face-to-face customer service.

7. Goal 7: Improve connecting transit and transportation services.

7.1. Improve connections with county fixed route and fixed guideway services

7.1.1. Coordinate with county transit providers on improving the scheduling and frequency of connecting county transit fixed route and fixed guideway services.

7.1.2. Pursue station capital improvements that will enhance the efficiency, access, and circulation of connecting county bus routes.

7.1.3. Work to establish a coordinated and simplified region-wide transfer fare policy between Tri-Rail and county operated transit services.

7.1.4. Work with Miami-Dade Transit to maximize the effectiveness of Easy Card by having transfer fees (and various other steps) for non-monthly pass holders shifted to back-office calculations rather than directly to the user.

7.1.5. Work with partner agencies to implement expansion of Easy Card (or another electronic fare card system that can be fully integrated with Easy Card) to all three counties

7.2. Work with cities and towns to provide enhanced municipal shuttle connections at Tri-Rail stations.

7.2.1. Coordinate with local governments to further improve municipal shuttle services that currently connect with Tri-Rail.

7.2.2. Pursue viable extensions of existing municipal shuttle bus routes (currently not connected with Tri-Rail) to serve Tri-Rail stations.

7.2.3. Pursue partnerships with local governments on new local circulators or shuttle bus routes that would connect with Tri-Rail stations.

7.3. Assess and constantly reevaluate the connecting shuttle bus routes operated or funded by SFRTA.

7.3.1. Further improve the performance and efficiency of the existing SFRTA shuttle system.

7.3.1.1. Ensure that all shuttle routes meet or exceed the 7.0 passenger per hour standard established by SFRTA and the Planning Technical Advisory Committee (PTAC) in 2010.

7.3.1.2. Continue to update the Five-Year Shuttle Bus Service and Finance Plan on an annual basis.

7.3.1.3. Continue to utilize the SFRTA Planning Technical Advisory Committee (PTAC) as a steering and review committee for the SFRTA shuttle system.

7.3.2. Pursue new shuttle routes that would provide direct and convenient connections between Tri-Rail and major employment centers, activity centers, intermodal facilities, and educational facilities.

7.3.3. Pursue new SFRTA shuttle bus routes that will serve markets along the Florida East Coast (FEC) Railway corridor, growing ridership for future Tri-Rail Coastal Service

7.4. Maximize access and availability of alternative transportation modes at stations through the implementation of car and bicycle sharing facilities/programs and electric car charging stations.

SUSTAINABLE FUNDING

8. Goal 8: Pursue funding opportunities to support both the existing SFRTA/Tri-Rail system and expanded premium transit in the region.

8.1. Pursue and secure funding to provide SFRTA with a stable source of operating funds for existing transit services, future initiatives, and matching funds for state and federal funding programs.

8.2. Pursue participation in future local, regional, and state transit or transportation funding initiatives.

8.3. Pursue participation in state and federal funding programs, including Federal Transit Administration (FTA) New Starts, Small Starts, Discretionary Programs, TIFIA, State New Starts, SIS, and TRIP.

8.4. Seek private financing or partnerships for major expansion initiatives.

8.5. Work with local municipalities, community redevelopment agencies (CRAs), downtown development authorities (DDAs) and other entities to identify reasonable sources for additional operating funds for new and expanded premium transit services.

ECONOMIC GROWTH

9. Goal 9: Facilitate economic growth and development throughout the region.

9.1. Work with the private sector, local governments, Regional Planning Councils, and MPOs to attract and implement transit-oriented, walkable, mixed-use development around Tri-Rail stations and future Tri-Rail Coastal Link stations.

9.2. Accelerate growth and redevelopment along the FEC Railway corridor by implementing Tri-Rail Coastal Link.

9.3. Facilitate new streetcar service and its associated economic development to numerous locations throughout the region.

9.4. Minimize right-of-way acquisition or other land purchases in the development of projects, so that private sector and land owner opportunities are maximized and local tax revenue is enhanced.

9.5. Provide time savings, cost savings, and economic benefits to residents and employers that will result from an improved Tri-Rail system and a wide-reaching, expanded regional premium transit network.

9.6. Support, complement, and implement initiatives resulting from the completion of the Seven 50 Southeast Florida Prosperity Plan.

9.7. Pursue and advocate for projects on the SFRC and FEC corridors that will provide additional capacity for freight and goods movement

ENVIRONMENTAL SUSTAINABILITY

10. Goal 10: Maximize environmentally sustainable practices for both the current SFRTA/ Tri-Rail system and expanded premium services in the region.

10.1. To the extent possible, utilize sustainable design practices for all new or upgraded facilities

10.1.1. Construct the Pompano Beach Green Station Demonstration Project.

10.1.2. Install LED lighting at all stations whenever possible.

10.1.3. Install solar panels wherever feasible to take advantage of a renewable power source.

10.1.4. Implement Naturescape/xeriscape practices at all stations.

10.1.5. Install efficient water systems.

10.2. Procure new rail power and fleet vehicles that have low emission, hybrid, or alternative fuel characteristics.

10.2.1. Exceed latest EPA emission standards.

10.2.2. Utilize biodiesel as fuel for locomotives.

10.3. Increase sustainable/green practices for the agency offices/facilities.

SECTION 7

TRANSIT DEMAND AND MOBILITY NEEDS

SFRTA
MOVING OUR REGION FORWARD

7.1 TRANSIT MARKET ASSESSMENT AND DEMAND

7.1.1: INTRODUCTION

The transit market assessment for the SFRTA service area includes an evaluation from two different perspectives: the discretionary transit market (choice riders) and the traditional transit market (transit-dependent riders). Analytical tools for conducting each market assessment include a Density Threshold Assessment (DTA) for the discretionary market and a Transit Orientation Index (TOI) for the traditional market. The two analytical tools are used to determine the extent to which these markets are served in the South Florida region. Following the market assessment results, 10-year annual projections of ridership are presented for existing and future commuter rail and shuttle bus services provided by SFRTA. The methodology used to develop these projections also is provided in this memorandum.

7.1.2: DISCRETIONARY TRANSIT MARKETS

The discretionary market refers to potential riders living in higher-density areas of the tri-county area who may choose to use transit as a commuting or transportation alternative. A DTA was conducted based on industry-standard relationships to identify those areas of the South Florida region that experience transit-supportive residential and commercial density levels in 2013. Data from the three MPOs were obtained to conduct the DTA. The following three levels of density thresholds were developed to indicate whether or not an area contains sufficient densities to sustain efficient fixed-route transit operations:

- **Minimum** – Reflects minimum population or employment densities to consider basic fixed-route transit services (i.e., fixed-route bus service).
- **High** – Reflects high population or employment densities that may be able to support higher levels of transit investment than areas that meet only the Minimum density threshold (i.e., increased frequencies).
- **Very High** – Reflects very high population or employment densities that may be able to support higher levels of transit investment than areas that meet the Minimum or High density thresholds (i.e., premium transit services, etc.).

Table 7-1 presents the density thresholds for each of the noted categories.

Table 7-1: Transit Service Density Thresholds

Transit Potential	Population Density Threshold[1]	Employment Density Threshold[2]
Minimum	4.5 – 5 dwelling units/acre	4 employees/acre
High	6 – 7 dwelling units/acre	5 – 6 employees/acre
Very High	≥=8 dwelling units/acre	≥=7 employees/acre

[1] TRB, National Research Council, TCRP Report 16, Volume 1 (1996), *Transit and Land Use Form,* November 2002, MTC Resolution 3434 TOD Policy for Regional Transit Expansion Projects.

[2] Based on a review of research on the relationship between transit technology and employment densities.

Map 7-1 illustrates the existing (2013) DTA. As shown on the map, there are many areas in the region that qualify as transit-supportive in terms of very high population and employment density. The analysis shows numerous areas in Palm Beach County with high employment density, including near the Tri-Rail stations in Boca Raton, West Palm Beach, and Mangonia Park, as well as near future Tri-Rail Coastal Link stations In Palm Beach Gardens and Riviera Beach. Most Tri-Rail stations in Broward County are located near areas of high employment density, while future Tri-Rail Coastal Link stations in Broward County will be located at or near high population and employment density areas. A significant portion of Miami-Dade County contains areas of both high population and employment density. Miami Beach, Port Miami, and the area west/northwest of Miami International Airport stand out as high employment density areas that need improved and direct access to/from the existing Tri-Rail system and future Tri-Rail Coastal Link service.

7.1.3: TRADITIONAL TRANSIT MARKETS

Transit-dependent populations refer to population segments that historically have a higher propensity to use transit and/or are dependent on public transit for their transportation needs. Transit-dependent populations generally include older adults, youths, and households that are low-income and/or do not have vehicles.

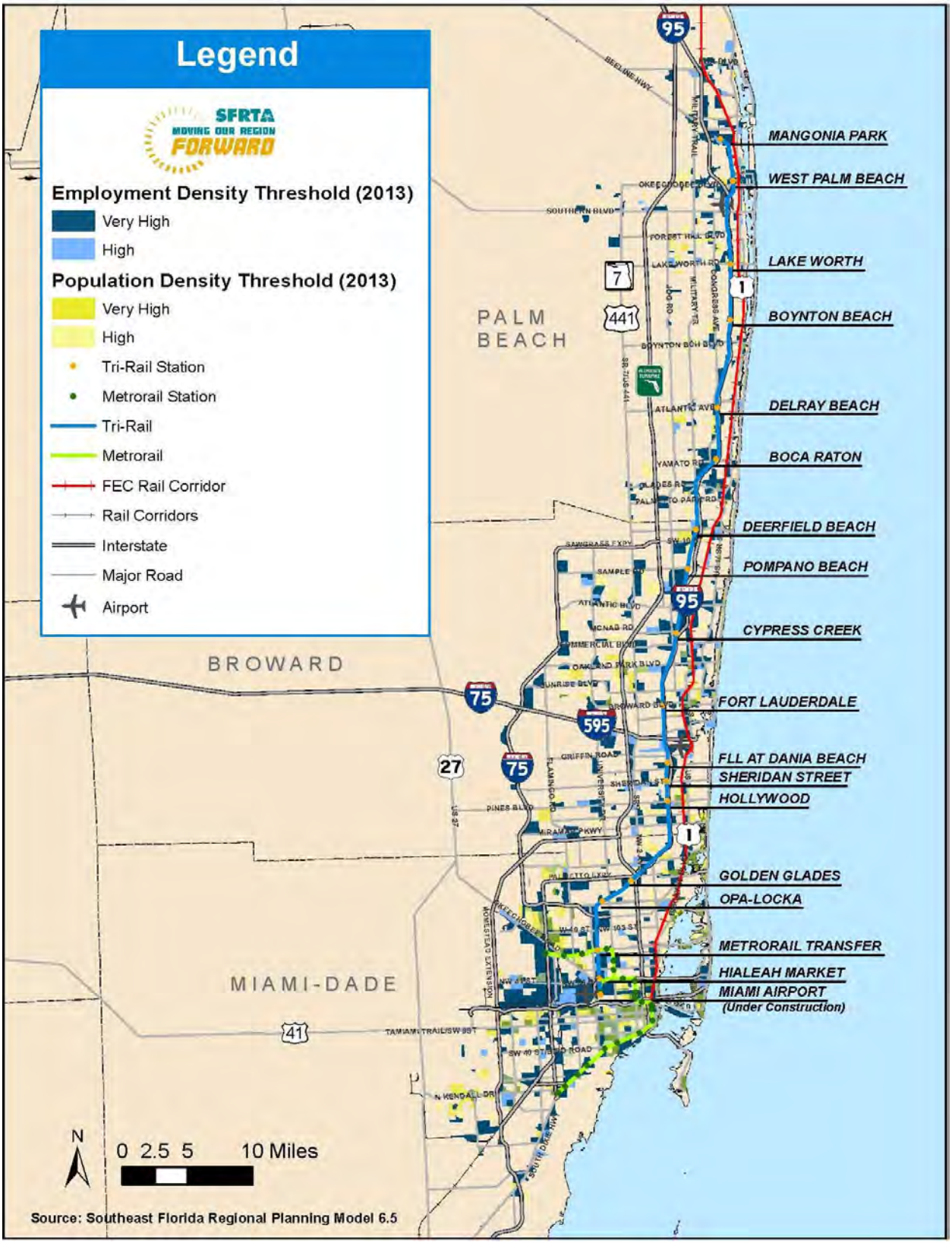
A TOI assists in identifying areas of the region where transit-dependent populations exist. Five-year (2007–2011) American Community Survey (ACS) data at the Census tract level are compiled and categorized according to each tract's relative ability to support transit based on the prevalence of specific demographic characteristics. For this analysis, five population and demographic characteristics were used to develop the TOI; each is traditionally associated with the propensity to use transit:

- Population density (persons per square mile)
- Proportion of the population age 60 and over (older adults)
- Proportion of the population under age 16 (youths)
- Proportion of the households earning less than $25,000

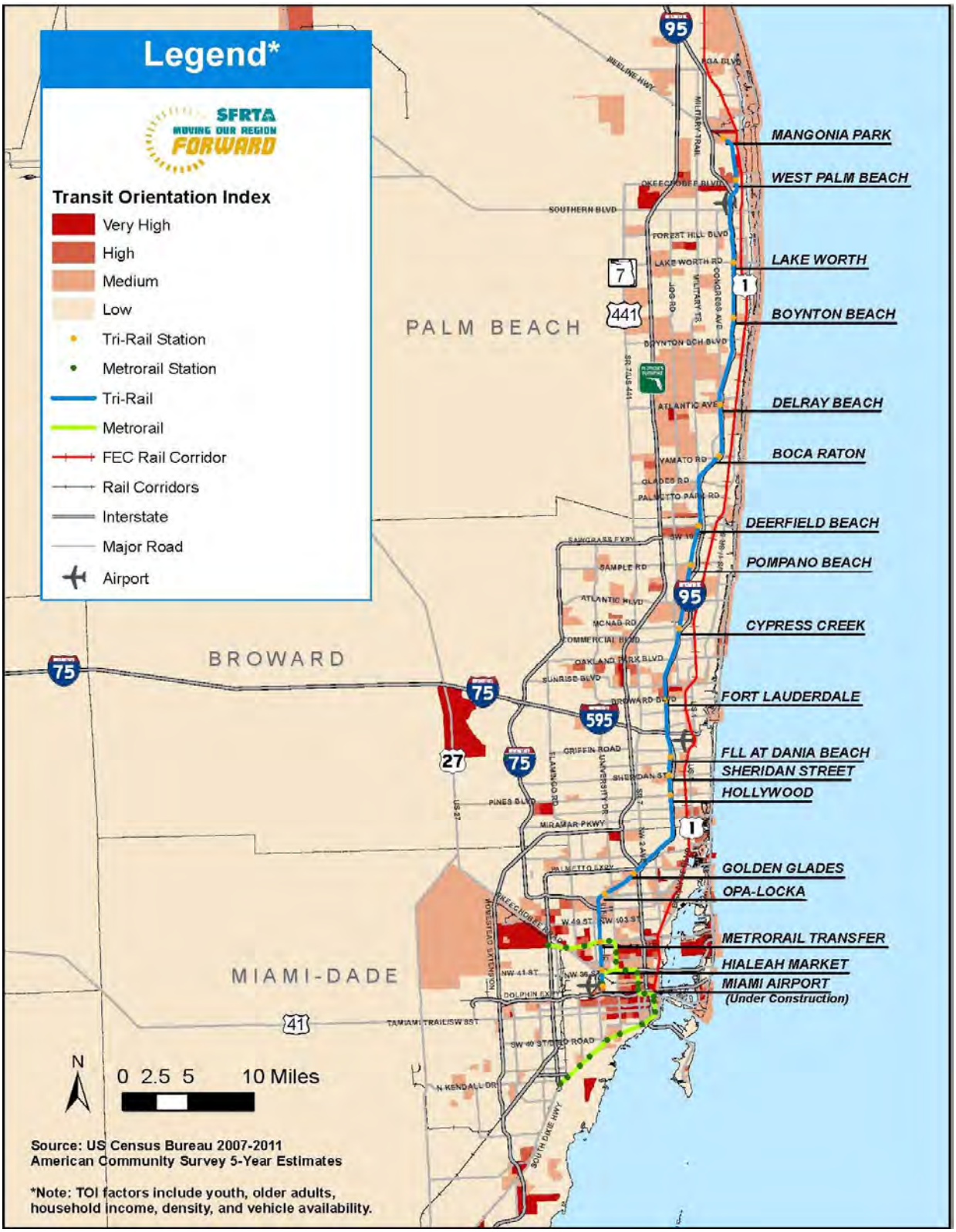
- Proportion of households with no vehicles (zero-vehicle households)

Census tracts are then rated as Very High, High, Medium, or Low in their respective levels of transit orientation, with Very High reflecting a very high transit orientation, i.e., a high proportion of transit-dependent populations. Areas with 10% or more of its land within the Everglades Water Management Conservation Area, the South Florida Water Management District (SFWMD) East Coat Buffer area, or other wetland/buffer/preservation areas as observed by aerial photographs, were not considered to be transit oriented and reclassified as having a low transit orientation index. Map 7-2 shows an overlay of the TOI on the existing Tri-Rail alignment to illustrate the extent to which SFRTA serves the areas highlighted as being transit-supportive.

Map 7-1: Discretionary Transit Market



Map 7-2: Traditional Transit Market



The 2011 TOI for the study area shows that, for the most part, block groups in portions of developed areas of the region have Low or Medium transit orientation. However, coastal areas throughout the region, along with areas west of West Palm Beach, west of Delray Beach, and throughout central Broward County show Medium or High transit orientation. Miami-Dade County stands out as having the greatest of area with High and Very High transit orientation. Various areas within the City of Miami and Miami Beach, as well as portions of southern and northwest Miami-Dade County demonstrate a High or Very High transit orientation.

7.1.4: 10-YEAR ANNUAL RIDERSHIP PROJECTIONS

The methodology used to develop 10-year annual ridership projections for commuter rail and shuttle bus services is presented below. This is followed by a summary of the results of applying the methodology. The 10-year annual ridership projections include Tri-Rail, Tri-Rail Coastal Link, and the associated existing and committed shuttle bus services.

Methodology

As indicated previously, an alternative ridership projection methodology was devised, as the standard FDOT-approved ridership forecast methodology for TDPs was deemed inappropriate for commuter rail and connecting shuttle bus services. The following steps outline the methodology for developing ridership projections to support ***SFRTA Forward***.

Step 1: Integrate existing rail ridership projections.

- Compile previously-developed commuter rail ridership projections for Tri-Rail and Tri-Rail Coastal Link and adapt these projections for use in ***SFRTA Forward***. No new commuter rail ridership projections are being developed as part of ***SFRTA Forward***.

Step 2: Develop 10-year annual ridership projections for existing shuttle bus routes.

- Initially, the methodology included considering the three-year trend in passenger trips per hour by route to develop average annual growth rates and predict future 10-year annual ridership projections for existing shuttle bus routes (assuming no change in the level of service on existing shuttle bus routes). However, recent annual growth rates have been substantial and cannot be reasonably assumed to continue in future years. For this reason, a more conservative annual growth rate of 2 percent was agreed to in cooperation with SFRTA staff to be applied to existing shuttle bus routes.

Step 3: Develop 10-year shuttle bus ridership projections for expansion of existing shuttle bus routes.

- For existing shuttle bus routes that are proposed to have an increase in the level of service (frequency, hours, service area), use a service elasticity of demand of +0.61 to develop 10-year annual ridership projections for expanding service on existing shuttle bus routes.

Step 4: Develop 10-year new shuttle bus ridership projections.

- For all existing shuttle bus routes, document the average annual shuttle bus hours of service and the overall average passenger trips per hour.
- Identify new and committed shuttle bus routes near existing and future Tri-Rail and Tri-Rail Coastal Link stations. Note that, given the location of proposed Tri-Rail Coastal Link stations allow for connections with numerous existing east-west bus routes (operated by Broward County Transit, Miami-Dade Transit, PalmTran), existing SFRTA shuttles, and existing local municipal shuttles/trolleys, the need for new Coastal Link shuttle bus services may be minimal.
- Apply the average annual hours of service and the average passenger trips per hour to develop 10-year ridership projections for new and committed shuttle bus routes, consistent with when the shuttle bus services are reflected in the 10-Year plan.
- Unfunded shuttle bus service concepts also are reflected in *SFRTA Forward* but, given that these services are still conceptual in nature, ridership projections were not developed. Additional analysis will occur for concepts that become more real during the 10-year planning horizon.

Step 5: Summarize the 10-year annual forecast of ridership projections for existing and future commuter rail and shuttle bus services.

Commuter Rail

Using data and information provided by SFRTA staff, an annual projection of commuter rail ridership was developed for Tri-Rail and Tri-Rail Coastal Link. Given that significant regional travel demand modeling efforts had already been undertaken in recent years, it was deemed appropriate to leverage these efforts to develop the 10-year annual projection required as part of the transit development planning process. Table 7-2 provides Tri-Rail actual average weekday ridership from 2005 to 2012 and the forecast from 2013 to 2023 for both Tri-Rail and Tri-Rail Coastal Link. Summary observations about the table include the following:

- Average weekday ridership on Tri-Rail has increased 52% from 2005 to 2012.
- Consistent with past projections conducted as part of the Tri-Rail Segment 5 Double Tracking Project, average weekday ridership on the existing Tri-Rail system is forecast to further increase to nearly 23,000 in 2023.
- Assuming an opening year of 2018, Tri-Rail Coastal Link is projected to add nearly 12,000 new incremental weekday riders to a fully integrated Tri-Rail system

- Tri-Rail Coastal Link average weekday ridership is forecast to grow from nearly 12,000 in 2018 to more than 15,000 in 2023.
- The combined ridership total for the future integrated Tri-Rail system (existing Tri-Rail and new Tri-Rail Coastal Link) is forecast to reach approximately 38,000 average weekday riders in 2023.

Table 7-2: 10-Year Annual Commuter Rail Ridership Projections (2013–2023)

Year	Average Weekday Ridership		
	Tri-Rail (existing line)	Tri-Rail Coastal Link (on FEC corridor)	Total Tri-Rail Integrated System
2005	9,158	0	9,158
2006	10,818	0	10,818
2007	11,805	0	11,805
2008	14,732	0	14,732
2009	12,880	0	12,880
2010	12,149	0	12,149
2011	13,380	0	13,380
2012	13,882	0	13,882
2013	14,605	0	14,605
2014	15,049	0	15,049
2015	15,550	0	15,550
2016	16,050	0	16,050
2017	16,885	0	16,885
2018	17,763	11,700	29,463
2019	18,687	12,308	30,995
2020	19,658	12,948	32,607
2021	20,680	13,622	34,302
2022	21,756	14,330	36,086
2023	22,887	15,075	37,962

Notes:
1. Actual Tri-Rail average weekday ridership from 2005-2012.
2. SERPM 6.7 base ridership (2010) and no-build forecast (2016) provided by SFECC Study Team.
3. Trend forecast for existing Tri-Rail (2013-2016) provided by Jacobs Engineering.
4. Annual growth rate for Tri-Rail average weekday ridership from 2005–2016 = 5.2%; applied to forecast 2017–2023.
5. Tri-Rail Coastal Link average weekday incremental ridership (full-build, opening year) developed by SFECC Study Team.
6. Annual growth rate for Coastal Link assumed to be 5.2% (to match existing Tri-Rail).

Shuttle Bus

Using the methodology described previously in this section, shuttle bus ridership projections were developed for three basic categories:

- Existing Shuttle Bus Routes (assumes existing service characteristics)
- Expansion of Existing Shuttle Bus Routes (incremental increase in ridership due to added service)
- New Shuttle Bus Routes – Committed (2014–2018)

The 10-year shuttle bus ridership projections are provided in Tables 7-3, 7-4, and 7-5. Note the following key observations:

- Shuttle bus ridership on existing routes (with existing service levels) is projected to increase from 1.12 million in 2014 to 1.34 million in 2023.
- Adding extra service on two heavily-used shuttle bus routes will increase ridership by 62,003 in 2014 and by 74,099 in 2023. These routes include Fort Lauderdale International Airport Shuttle on weekends and the Downtown Fort Lauderdale Shuttle.
- Implementing the committed new shuttle bus routes is projected to achieve additional ridership of 235,430 in 2014 and increasing to 281,365 in 2023.
- New but unfunded shuttle bus concepts are presented in Section 3 of this report; however, the planning for these concepts is not detailed enough to allow for ridership projections as part of ***SFRTA Forward***. These concepts will undergo additional planning and analysis as part of SFRTA's future annual updates of its Five-Year Shuttle Bus Service and Financial Plan.
- If all of the above existing and committed shuttle bus improvements are implemented, the grand total shuttle bus ridership is projected to increase from 1.42 million in 2014 to 1.69 million in 2023.

Table 7-3: Recent Ridership and 10-Year Annual Ridership Projections of Existing Shuttle Bus Routes (2011–2023)

Existing Shuttle Bus Routes	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023
Lake Worth 1	9,782	26,704	27,238	27,783	28,338	28,905	29,483	30,073	30,675	31,288	31,914	32,552	33,203
Boca Raton 1	21,254	28,373	28,940	29,519	30,110	30,712	31,326	31,953	32,592	33,243	33,908	34,587	35,278
APOC East		22,957	23,416	23,884	24,362	24,849	25,346	25,853	26,370	26,898	27,436	27,984	28,544
APOC West		31,026	31,647	32,279	32,925	33,584	34,255	34,940	35,639	36,352	37,079	37,821	38,577
Deerfield Beach 1	23,585	32,380	33,028	33,688	34,362	35,049	35,750	36,465	37,194	37,938	38,697	39,471	40,260
Deerfield Beach 2	21,520	19,580	19,972	20,371	20,778	21,194	21,618	22,050	22,491	22,941	23,400	23,868	24,345
Pompano Beach 1	20,671	22,384	22,832	23,288	23,754	24,229	24,714	25,208	25,712	26,226	26,751	27,286	27,832
Cypress Creek 1	25,548	31,568	32,199	32,843	33,500	34,170	34,854	35,551	36,262	36,987	37,727	38,481	39,251
Cypress Creek 2	44,923	52,727	53,782	54,857	55,954	57,073	58,215	59,379	60,567	61,778	63,014	64,274	65,559
Cypress Creek 3	29,337	35,801	36,517	37,247	37,992	38,752	39,527	40,318	41,124	41,947	42,786	43,641	44,514
FL-1	82,663	109,414	111,602	113,834	116,111	118,433	120,802	123,218	125,682	128,196	130,760	133,375	136,043
FL-2	18,249	24,707	25,201	25,705	26,219	26,744	27,279	27,824	28,381	28,948	29,527	30,118	30,720
FL-3 (weekend only)	11,762	17,161	17,504	17,854	18,211	18,576	18,947	19,326	19,713	20,107	20,509	20,919	21,338
Fort Laud. Intl. Airport Shuttles	285,683	349,598	356,590	363,722	370,996	378,416	385,984	393,704	401,578	409,610	417,802	426,158	434,681
SS-1	16,933	15,518	15,828	16,145	16,468	16,797	17,133	17,476	17,825	18,182	18,545	18,916	19,295
NW Community Link	66,735	100,166	102,169	104,213	106,297	108,423	110,591	112,803	115,059	117,360	119,708	122,102	124,544
Opa-Locka North	30,750	51,481	52,511	53,561	54,632	55,725	56,839	57,976	59,135	60,318	61,525	62,755	64,010
Opa-Locka South	44,091	105,556	107,667	109,820	112,017	114,257	116,542	118,873	121,251	123,676	126,149	128,672	131,246
TOTAL	**753,486**	**1,077,101**	**1,098,643**	**1,120,616**	**1,143,028**	**1,165,889**	**1,189,207**	**1,212,991**	**1,237,250**	**1,261,995**	**1,287,235**	**1,312,980**	**1,339,240**

Table 7-4: 10-Year Annual Incremental Ridership Projections of Existing Shuttle Bus Routes Expansion (2014–2023)

Existing Shuttle Bus Routes	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023
Lake Worth 1										
Boca Raton 1										
APOC East										
APOC West										
Deerfield Beach 1										
Deerfield Beach 2										
Pompano Beach 1										
Cypress Creek 1										
Cypress Creek 2										
Cypress Creek 3										
FL-1 (add service)	23,720	24,195	24,679	25,172	25,676	26,189	26,713	27,247	27,792	28,348
FL-2										
FL-3 (weekend only)										
Fort Laud. Int. Airport (add service)	38,283	39,048	39,829	40,626	41,439	42,267	43,113	43,975	44,854	45,751
FLA-2										
SS-1										
NW Community Link										
Opa-Locka North										
Opa-Locka South										
TOTAL	**62,003**	**63,243**	**64,508**	**65,798**	**67,114**	**68,456**	**69,826**	**71,222**	**72,647**	**74,099**

Table 7-5: 10-Year Annual Ridership Projections of New Committed Shuttle Bus Routes (2014–2023)

New Shuttle Bus Routes - Committed (2014-2018)	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023
Delray Beach	159,909	163,108	166,370	169,697	173,091	176,553	180,084	183,686	187,359	191,107
Boynton Beach	75,524	77,035	78,576	80,147	81,750	83,385	85,053	86,754	88,489	90,259
TOTAL	**235,434**	**240,143**	**244,945**	**249,844**	**254,841**	**259,938**	**265,137**	**270,440**	**275,848**	**281,365**

Table 7-6: Recent Ridership and 10-Year Annual Ridership Projections of Existing and New Committed Shuttle Bus Routes (2011–2023)

Summary Totals	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023
Existing Shuttle Bus Routes	753,486	1,077,101	1,098,643	1,120,616	1,143,028	1,165,889	1,189,207	1,212,991	1,237,250	1,261,995	1,287,235	1,312,980	1,339,240
Expansion of Existing Shuttle Bus Routes				62,003	63,243	64,508	65,798	67,114	68,456	69,826	71,222	72,647	74,099
New Shuttle Bus Routes Committed (2014-2018)				235,434	240,143	244,945	249,844	254,841	259,938	265,137	270,440	275,848	281,365
GRAND TOTAL	**753,486**	**1,077,101**	**1,098,643**	**1,418,053**	**1,446,414**	**1,475,342**	**1,504,849**	**1,534,946**	**1,565,645**	**1,596,958**	**1,628,897**	**1,661,475**	**1,694,705**

7.1.5: SUMMARY/CONCLUSIONS

In summary, discretionary and traditional transit market assessments were conducted to confirm which areas of the county are characterized by demographics that are generally more conducive to transit use. These areas were then reviewed to confirm that existing and future commuter rail and shuttle bus services are serving these markets to the maximum extent possible. In addition, the major trip generators and attractors depicted previously in the "Baseline Conditions" technical memorandum were used to identify and confirm future opportunities for shuttle bus service connections. The new unfunded shuttle bus concepts will be investigated as part of SFRTA's annual update of its Five-Year Shuttle Bus Service and Financial Plan.

Given SFRTA's current transit service with Tri-Rail, its future service expansion with Tri-Rail Coastal Link, and recent and planned growth in its shuttle bus connections, it can be concluded that SFRTA is reaching the appropriate geographic markets.

In addition to the transit market assessment, 10-year annual ridership projections were prepared for existing and future commuter rail and shuttle bus services, consistent with the requirements of the transit development planning process. This analysis leveraged existing Tri-Rail and Tri-Rail Coastal Link projections, with application of growth rates that reflect recent trends in commuter rail and shuttle bus ridership. The projections indicate promising growth for the future Tri-Rail integrated commuter rail system and its connecting shuttle bus services.

7.2 MOBILITY NEEDS, ALTERNATIVES & INITIATIVES

7.2.1: MOBILITY NEEDS

Many of the mobility needs of the South Florida region are being addressed by SFRTA through existing and future commuter rail and shuttle bus services, as well as connections to other initiatives in the region. Major efforts include the Tri-Rail Coastal Link, All Aboard Florida, and the SFRTA Shuttle Bus System. These are highlighted below.

Tri-Rail Coastal Link

Existing Tri-Rail service runs along the South Florida Rail Corridor (SFRC, also known as the CSX and former Seaboard Railroad tracks), which generally runs parallel to Interstate 95 and is located to the west of the region's core urban areas. Tri-Rail Coastal Link is the plan to fully integrate and extend the existing Tri-Rail system onto the Florida East Coast (FEC) Railway corridor, which will allow for direct service to the region's largest downtowns and other major destinations. The goal of the Tri-Rail Coastal Link is to improve north-south mobility, encourage stronger east-west connections, promote redevelopment and revitalization, and enhance freight movement. Map 7-3 illustrates the future Coastal Link services and integrated Tri-Rail system. The specific operating plan, as well as the exact number and location of stations will be determined as part of further analysis scheduled to take place in 2014 and 2015.

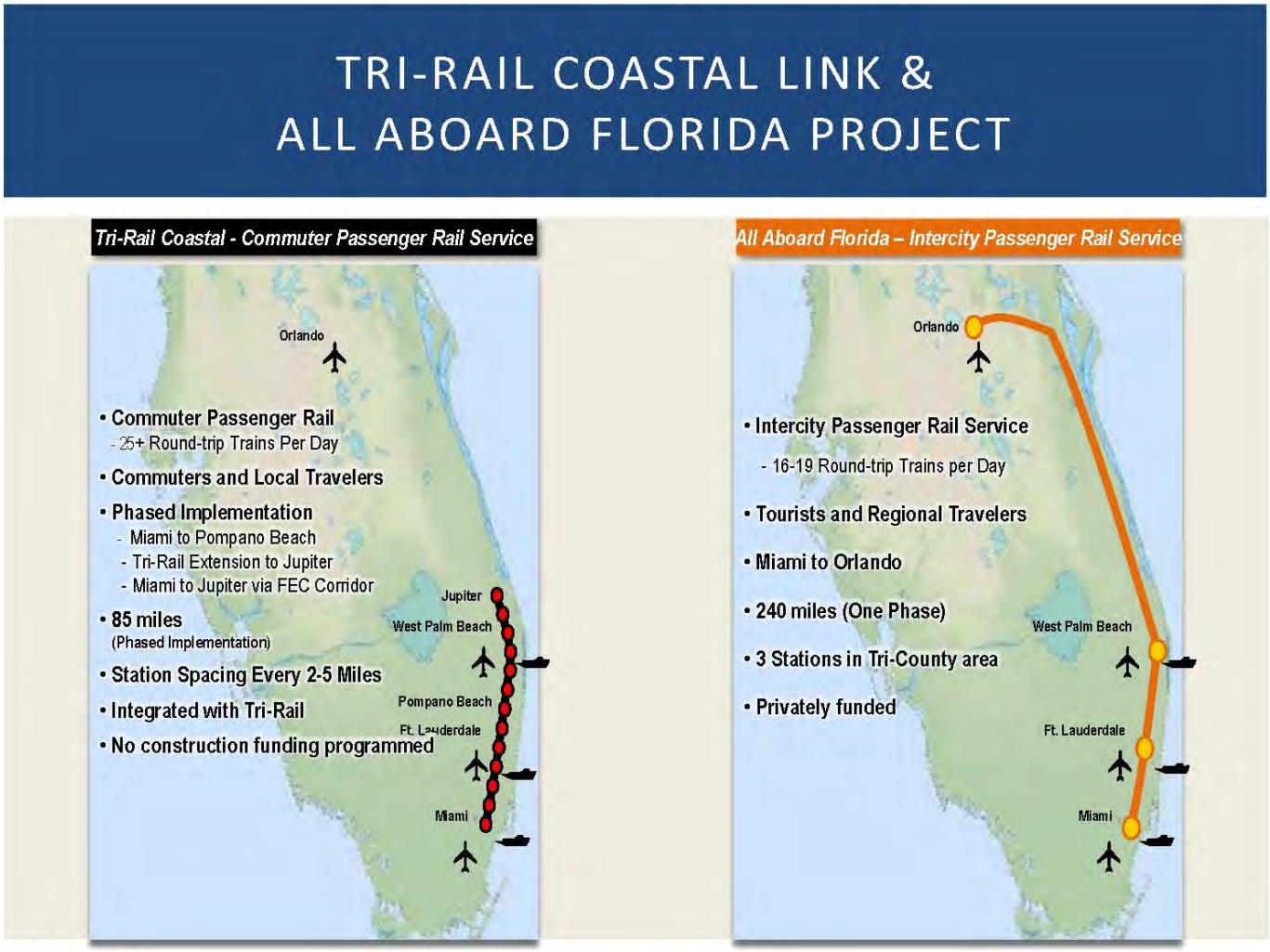
All Aboard Florida

All Aboard Florida is an initiative to provide intercity passenger rail service that is privately owned, operated, and maintained by Florida East Coast Industries (FECI). The proposed 240-mile route will feature passenger service along the existing FEC corridor between Miami and the Space Coast and the creation of new tracks into Orlando. The route will include stations in downtown Miami and Orlando, with intermediate stops in downtown Fort Lauderdale and downtown West Palm Beach. Stations will provide access to international airports, seaports, and transit systems, including the existing Tri-Rail service and proposed Tri-Rail Coastal Link. Coordination on various aspects of the All Aboard Florida project, including shared elements to be utilized by Tri-Rail Coastal Link, is occurring between SFRTA, FDOT, and FECI. Map 7-4 illustrates the relationship and markets for Tri-Rail Coastal Link and All Aboard Florida.

Map 7-3: Future Integrated Tri-Rail System

Note: Operating plan and final stations on FEC to be determined during upcoming Tri-Rail Coastal Link Project Development phase.

Map 7-4: Tri-Rail Coastal Link and All Aboard Florida Project



Source: Florida Department of Transportation, District 4

Shuttle Bus System

A top priority derived from the public outreach process is to improve connections to major destinations near Tri-Rail stations. With this in mind, the SFRTA will continue to coordinate and evaluate its Shuttle Bus System. This system has experienced substantial growth in recent years, and as such, opportunities for its expansion regularly arise.

SFRTA develops and adopts a Five-Year Shuttle Bus Service and Financial Plan on an annual basis, which is conservative and cost-constrained. Based on public input, SFRTA staff direction, and the results of technical analysis and demand projections, a series of additional new shuttle bus route concepts have been developed as part of ***SFRTA Forward***. These new shuttle bus route concepts are unfunded and assumed to have the potential to occur during the second five years of the ***SFRTA Forward*** plan.

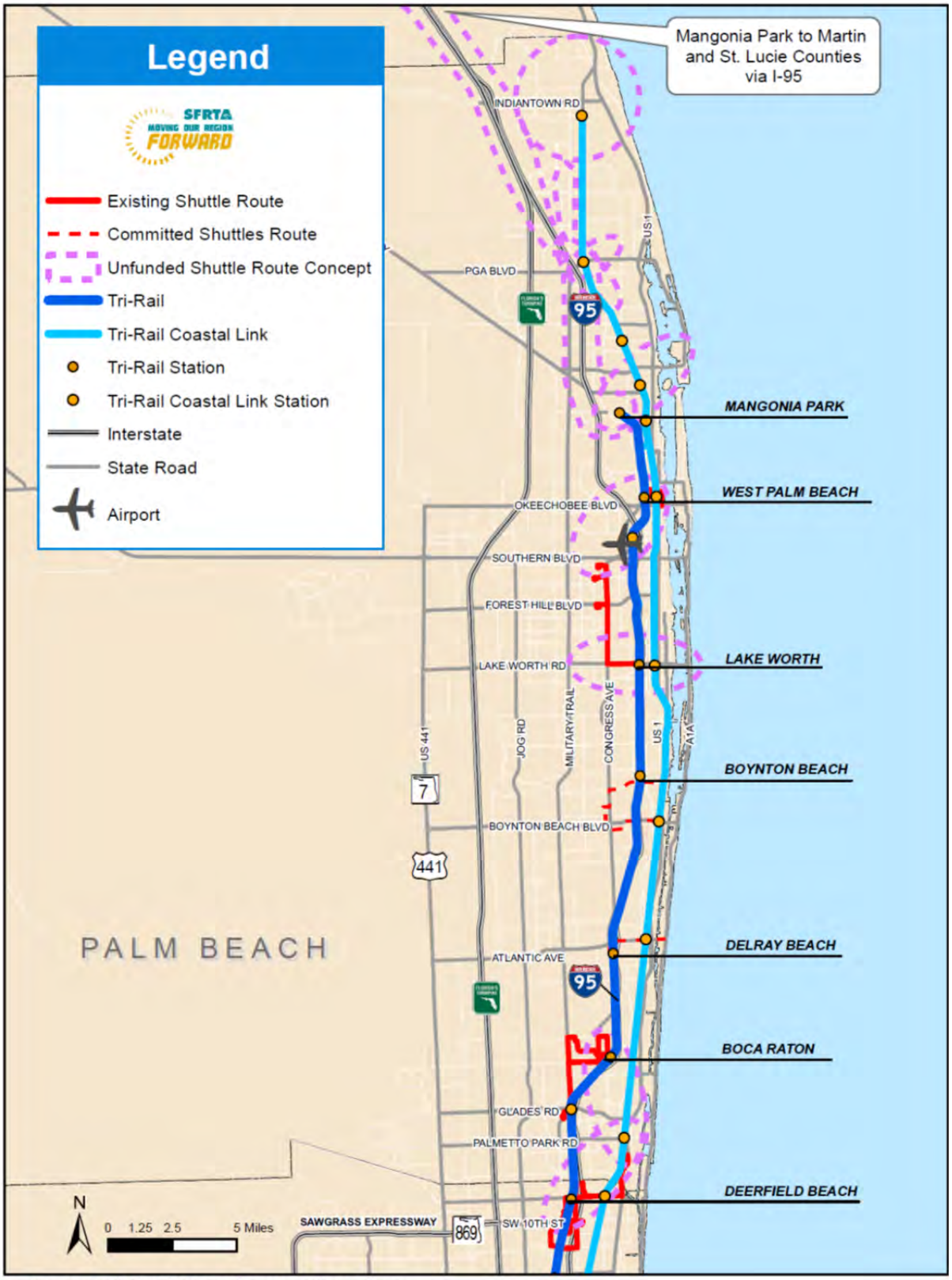
Table 7-7 provides a summary of committed shuttle bus routes and unfunded shuttle bus route concepts. The two committed shuttle bus routes (Delray Beach and Boynton Beach) are funded for implementation in 2014. However, additional investigation and analysis of the unfunded shuttle bus concepts will occur as part of SFRTA's annual update of its Five-Year Shuttle Bus Service and Financial Plan.

The new SFRTA shuttle bus concepts are illustrated in Map 7-5 (Palm Beach County), Map 7-6 (Broward County), and Map 7-7 (Miami-Dade County). These maps depict existing SFRTA shuttle bus routes, committed SFRTA shuttle bus improvements in the next five years, and proposed new shuttle bus concepts for the second five years of ***SFRTA Forward***.

Table 7-7: SFRTA Shuttle Bus 10-Year Improvement Program (Committed and Unfunded)

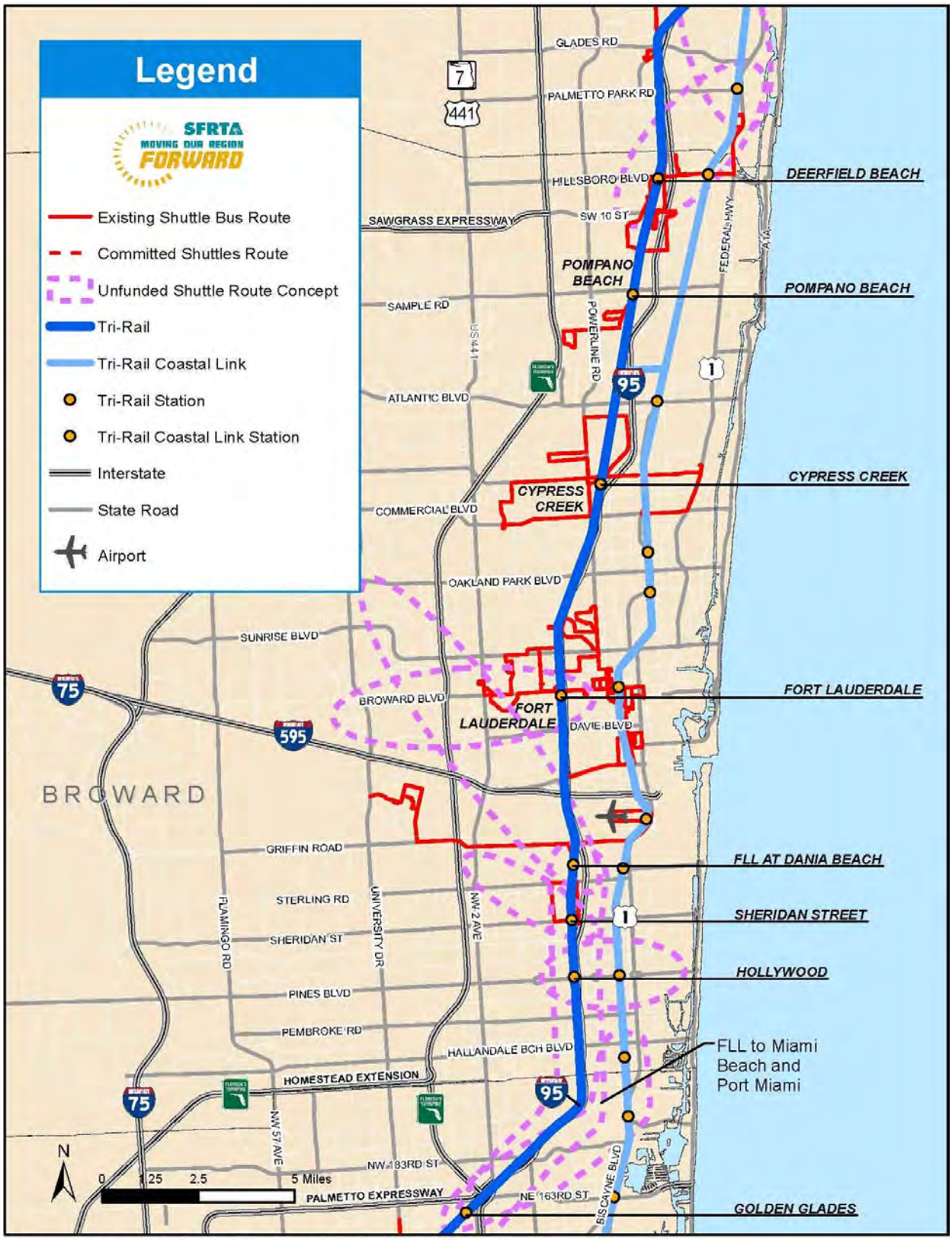
Priority	Funding Status	Outlook: 5-Yr or 10-Yr?	Shuttle Bus Route	Station	Key Coverage Area	Est. Annual Oper. Cost	Notes
1	Committed	5 Year	Delray Beach	Delray Beach	Downtown Delray Beach, Atlantic Avenue	$75,000	Partnership with City of Delray Beach
1	Committed	5 Year	Boynton Beach	Boynton Beach	Boynton Beach circulation	TBD	Partnership with City of Boynton Beach and FDOT
1	Unfunded	10 Year	Mangonia Park- Scripps	Mangonia Park	Scripps/ FAU/ Nova	$740,000	In preliminary discussions, connect Tri-Rail with Palm Beach Gardens, Jupiter
2	Unfunded	10 Year	Aventura Mall and Hallandale Beach	Golden Glades	Aventura Mall, Hospitals, Gulfstream Park	$550,000	Strong market not currently served by Tri-Rail
3	Unfunded	10 Year	Miami Beach Express	Fort Lauderdale Airport	South Beach and employment destinations	TBD	Frequent request to SFRTA Customer Service, Possibly funded by 95 Express Tolls
3	Unfunded	10 Year	West Palm Beach -Airport	West Palm Beach Station	Palm Beach International Airport (PBI)	TBD	Frequent request to SFRTA Customer Service
3	Unfunded	10 Year	Lake Worth Downtown -Beach	Lake Worth	Lake Worth Downtown and Beach Access	TBD	Interest expressed by City of Lake Worth
3	Unfunded	10 Year	Port of Miami Route	Fort Lauderdale Airport or Golden Glades	Via I-95 to Port of Miami	TBD	Targeted to work shifts and cruise passengers, Possibly funded by 95 Express tolls
3	Unfunded	10 Year	836 Corridor to FDOT/ FHP	Miami Airport	West Miami connection	TBD	Likely covered by MDT/ 836 Express Service
3	Unfunded	10 Year	836 Corridor to FIU & Malls	Miami Airport	Florida International university	TBD	Likely covered by MDT/ 836 Express Service
3	Unfunded	10 Year	Hollywood Trolley	Hollywood	Hollywood Downtown, Beach	TBD	CRA Boundary may be an obstacle
4	Unfunded	10 Year	West Palm Beach- Jog Road	West Palm Beach Station	Palm Beach Co Admin Offices	TBD	Express Route / Proposed in 2010 FDOT shuttle study
4	Unfunded	10 Year	Boca Raton Downtown	Boca Raton	Downtown Boca Raton	TBD	Proposed in 2010 FDOT shuttle study
4	Unfunded	10 Year	Fort Lauderdale- Plantation Corridor	Fort Lauderdale Airport	Plantation	TBD	Proposed in 2010 FDOT shuttle study
5	Unfunded	10 Year	Fort Lauderdale - Hard Rock Casino	Fort Lauderdale Airport	Hard Rock Casino	TBD	FDOT Study Route 2010
5	Unfunded	10 Year	St. Lucie & Martin County Express	Either West Palm Beach or Mangonia Park	Treasure Coast commuters	TBD	Meet all peak hour trains
5	Existing	10 Year	Existing Miami Springs Route Extension	Hialeah Market	Miami Springs	TBD	Extend existing city service to Tri-Rail Station
5	Unfunded	10 Year	Fort Lauderdale Broward Mall	Fort Lauderdale	Broward Mall	TBD	Proposed in 2010 FDOT shuttle study
5	Unfunded	10 Year	Jupiter Shuttle 1	Jupiter Station (Proposed)	FAU- Jupiter	TBD	Feeder service for future Coastal Link Station
5	Unfunded	10 Year	Jupiter Shuttle 2	Jupiter Station (Proposed)	Indiantown Rd. Corridor/ Commerce Lane	TBD	Feeder service for future Coastal Link Station
5	Unfunded	10 Year	Jupiter Shuttle 3	Jupiter Station (Proposed)	Jupiter East / A1A/ US 1	TBD	Feeder service for future Coastal Link Station
5	Existing	10 Year	Existing City of Hialeah Shuttle - Marlin	Metrorail Transfer Station	Hialeah	TBD	Bring Existing Service Into Tri-Rail Station
5	Existing	10 Year	Existing City of Hialeah Shuttle - Flamingo	Metrorail Transfer Station	Hialeah	TBD	Bring Existing Service Into Tri-Rail Station
5	Unfunded	10 Year	Palm Beach Gardens – 1	Palm Beach Gardens (Proposed)	Gardens Mall – Pal Beach St. College, North County Gov. Ctr.	TBD	Feeder service for future Coastal Link Station
5	Unfunded	10 Year	Palm Beach Gardens – 2	Palm Beach Gardens (Proposed)	Northcorp. Parkway- Palm Beach Gardens Med. Ctr. – Nova Southeastern University	TBD	Feeder service for future Coastal Link Station
6	Unfunded	10 Year	Existing City of Hialeah Shuttle - Flamingo	Metrorail Transfer Station	Hialeah	TBD	Extend existing city service to Tri-Rail Station
6	Unfunded	10 Year	Miami Intermodal Center to corporate offices near airport	Miami Intermodal Center	Miami International Airport and vicinity	TBD	Improved connection to Blue Lagoon and area northwest of Miami Airport
6	Unfunded	10 Year	Mangonia Park Station Circulator	Mangonia Park	Columbia Hospital and Riviera Beach	TBD	Direct connection to Columbia Hospital and Riviera Beach
6	Unfunded	10 Year	Community Bus connections to Tri-Rail stations	As appropriate	Broward County	TBD	Coordinate with cities operating Community Bus

Map 7-5: Shuttle Bus Improvement Program, Palm Beach County



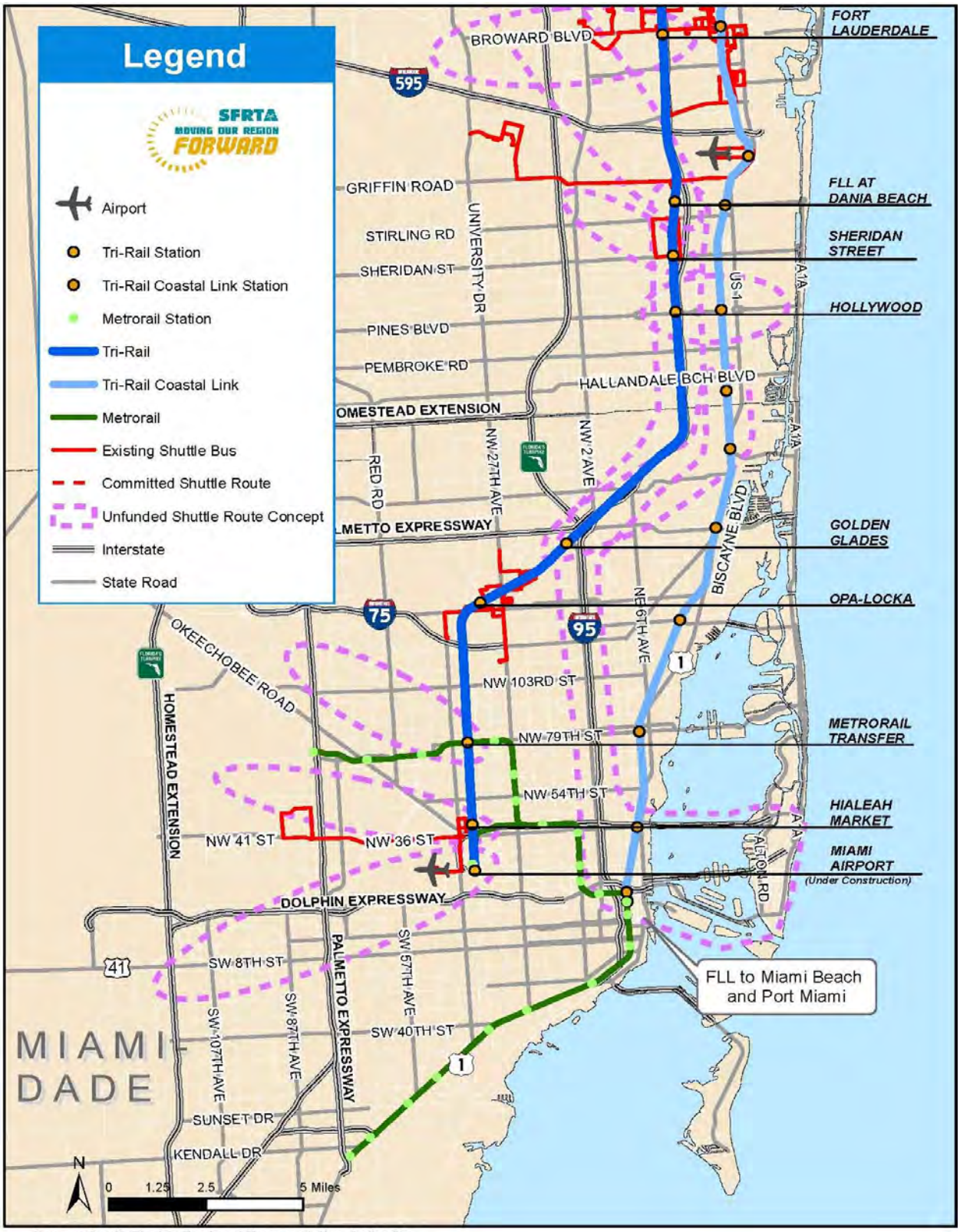
Source: South Florida Regional Transportation Authority

Map 7-6: Shuttle Bus Improvement Program, Broward County



Source: South Florida Regional Transportation Authority

Map 7-7: Shuttle Bus Improvement Program, Miami-Dade County



Source: South Florida Regional Transportation Authority

7.2.2: ALTERNATIVES AND INITIATIVES

In response to public outreach, direction from SFRTA staff, PTAC/ERC, and the SFRTA Governing Board, as well as the demand and mobility needs documented previously in this report, potential transit improvements and initiatives are documented below as candidates for funding in the ***SFRTA Forward*** plan. These improvements and initiatives essentially comprise the ***SFRTA Forward*** Needs Plan. Improvements and initiatives that can be shown geographically are illustrated in Map 7-8.

Premium Transit

1. Expanded periods of Tri-Rail20 minute headways on weekdays
2. Provide late evening service on Tri-Rail
3. Manage dispatch and maintenance of the South Florida Rail Corridor
4. Implement Tri-Rail Coastal Link service on the FEC Railway corridor (as lead agency for financial planning, design, construction, operations, and FTA project sponsor)
    - Rehabilitate older existing rolling stock and acquire some additional units to support "full build" scenario of Tri-Rail Coastal Link
5. Implement *The WAVE* modern streetcar in downtown Fort Lauderdale (as coordinating agency, FTA project sponsor, and lead of design and construction phases).
6. Coordinate streetcar feasibility studies
    - Extensions of The WAVE (south and west)
    - West Palm Beach
    - Delray Beach
    - Boca Raton
    - Miami-Dade County
7. Study future passenger rail service in Miami-Dade on underutilized freight corridors (Dolphin, Kendall, and FEC-Ludlam corridors)
8. Coordinate feasibility studies for regional premium transit connections to Monroe, Martin, and St. Lucie counties.

Shuttle Bus and Other Station Access

1. Expand existing shuttle bus routes.
    - Address capacity issues:
        - Add capacity to Fort Lauderdale International Airport Shuttle (FLA 1)
        - Add capacity to Downtown Fort Lauderdale Shuttle (FLL 1)
    - Improve shuttle bus stop infrastructure at stations
2. Pursue new shuttle bus route concepts.
    - Shuttle Bus Improvement Program (see Table 7-7)
    - Improved, direct connections to major regional destinations and employment centers, including Miami Beach, Port Miami, and Palm Beach International Airport
3. Improve bicycle and pedestrian access to stations

4. Implement car sharing program at stations.
5. Implement bike sharing program at stations.

System and Station Infrastructure

1. Plan, design, and construct new facilities.
    - Construct Pompano Beach Green Station Demonstration Project
    - Pursue new northern layover and maintenance facility at Mission Spur in Palm Beach County
    - Pursue Miami River/Miami Intermodal Center Capacity Improvement (MR-MICCI)
    - Pursue small, strategic track improvements at key locations
    - Pursue direct connection to east Tri-Rail platform at Metrorail Transfer station
    - Design and construct new Tri-Rail Coastal Link stations
    - Permanent administration building for SFRTA
2. Implement parking and circulation improvements.
    - Opa-locka Station circulation and parking project
    - West Palm Beach Station
    - Lake Worth Station (in conjunction with adjacent School Board parking)
    - Delray Beach Station
    - Boca Raton Station
    - Deerfield Beach Station
    - Work with CRAs, DDAs, and local governments to develop cost-effective shared-use parking strategies at new Tri-Rail Coastal Link stations
3. Support and/or develop inter/multimodal transfer facilities.
    - Completion/full opening of Miami Intermodal Center (MIC) at MIA
    - All Aboard Florida stations in Miami, Fort Lauderdale, and West Palm Beach
    - “Mobility Hubs” at current and future Tri-Rail stations in Broward County
4. Upgrade signage at stations.
5. Provide electric car charging stations.
6. Allow for increased bicycle capacity onboard Tri-Rail trains

Station Area Development

1. Pursue transit-oriented development (TOD) at existing stations.
2. Pursue TOD at new stations.
    - Boca Raton at Glades Road
    - Palm Beach International (PBI) Airport
    - Tri-Rail Coastal Link stations

Technology

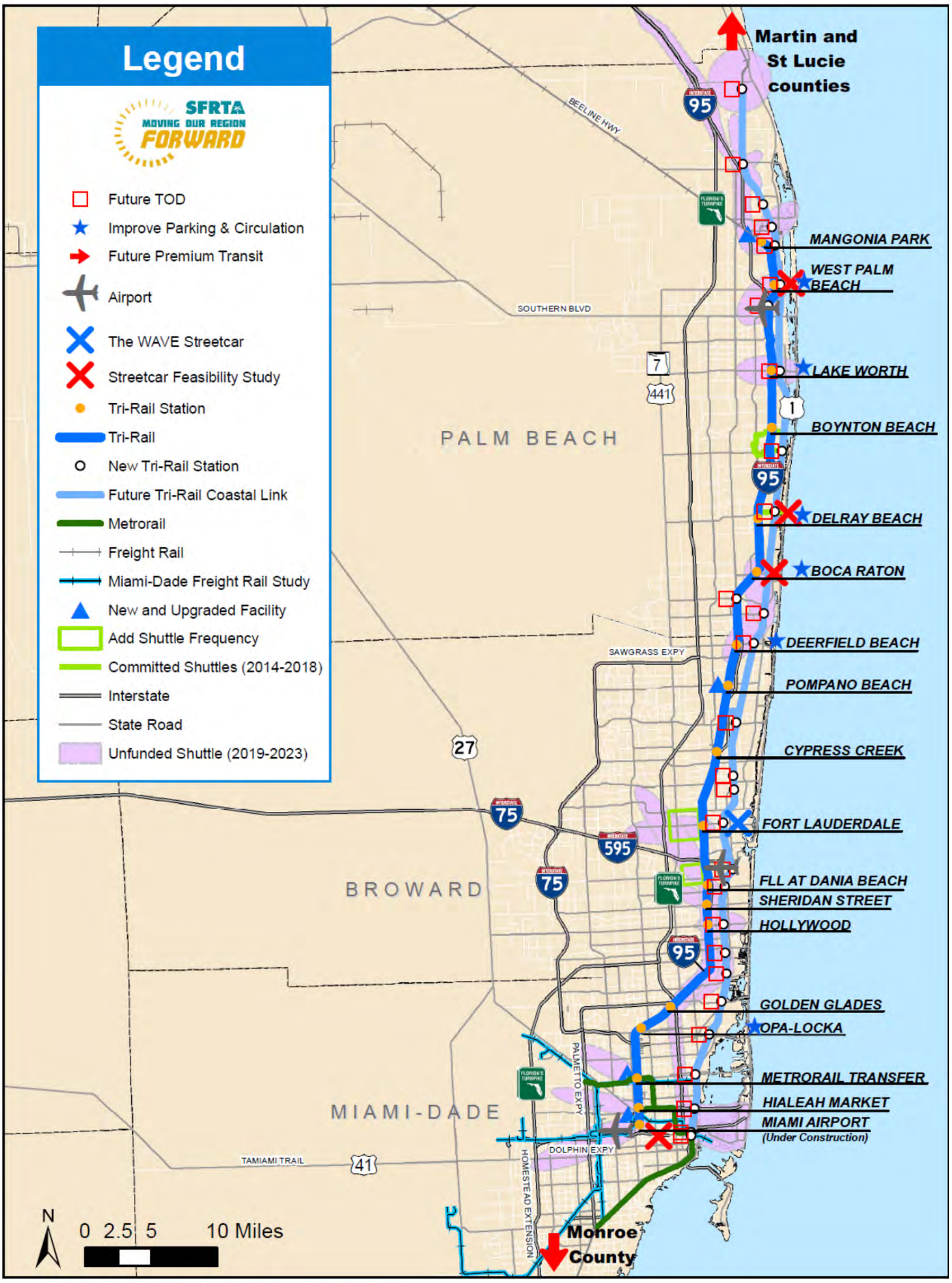
1. Pursue technologies to enhance the passenger experience and increase efficiency.
    - Provide online renewal capability to EASY card system
    - New passenger announcement system
    - Provide real-time passenger information
    - Pursue Wi-Fi and additional power outlets on-board and at stations
    - Pursue more ticket vending machines and ticket validation machines
    - Pursue enhanced regional fare integration

Service and Capital Planning

1. Perform plans and studies that support SFRTA's service and capital planning work program.
    - Develop procedures to streamline and simplify the Transit Oriented Development approval and implementation process
    - Conduct station way-finding study and implementation plan
    - Conduct streetcar feasibility studies
    - Conduct an market analysis for a new administrative building for SFRTA
    - Perform a fare study to reevaluate existing fare structure and policies
    - Conduct planning studies for new Tri-Rail stations (Boca Raton @ Glades and PBI Airport)
    - Implement demonstration project at selected stations for enhancing bicycle and pedestrian access to stations (one in each county)
    - Document the benefits of premium transit to educate citizens and elected officials (economic development, environmental, sustainability, etc.)
    - Update the Five-Year Shuttle Bus Service and Financial Plan on an annual basis
    - Perform annual progress reports for the TDP from 2014 through 2017
    - Complete major update of TDP in 2018
    - Update Tri-Rail monitoring program annually to assess performance
    - Other plans and studies as identified

These alternatives and initiatives described above essentially comprise the Needs Plan for ***SFRTA Forward*** through FY 2023. The Needs Plan is illustrated in Map 7-8.

Map 7-8: *SFRTA Forward* 10-Year Needs Plan



Source: South Florida Regional Transportation Authority

SECTION 8

SFRTA FORWARD PLAN

SFRTA
MOVING OUR REGION
FORWARD

8. SFRTA FORWARD PLAN

8.1 INTRODUCTION

The economic downturn in the last five years has created uncertainty regarding the funding available for public transportation at the federal, state, and local levels. The expansion of SFRTA's role and responsibilities beyond operating the existing Tri-Rail System (i.e.SFRC Dispatch, The WAVE, Tri-Rail Coastal Link, etc.) will require additional capital and operating funds to fully implement these initiatives. Existing operating and capital revenues are not sufficient to meet the ***SFRTA Forward*** Needs Plan summarized in Section 7 of this report.

SFRTA is committed to expanding Tri-Rail service to the FEC tracks with its proposed Tri-Rail Coastal Link. Per the terms of the multi-party Tri-Rail Coastal Link MOU that was approved in May 2013, SFRTA is tasked with the development of the project's finance plan. As part of this effort, SFRTA is leading the activities of the newly-formed Tri-Rail Coastal Link Finance Subcommittee. To date, the Finance Subcommittee has developed detailed financial models and is investigating a wide variety of funding options to cover both capital and operating and maintenance costs. The Finance Subcommittee will produce a plan to cover all costs of the future integrated Tri-Rail system.

The need for a sustainable dedicated funding source is more pressing to SFRTA now in order to fund the recommended initiatives and alternatives in the ***SFRTA Forward*** plan. A combination of federal funds, State assistance, and local contributions, particularly from partnering cities and municipalities, will be crucial to meeting the unfunded needs. FDOT and SFRTA will cooperate in identifying and implementing a dedicated local funding source before July 1, 2019 when the dedicated funding from the State to SFRTA will cease.

This section presents the 10-year implementation program and finance plan for ***SFRTA Forward*** based on current and projected operating and capital budgets. It presents a 10-year outlook of SFRTA's financial situation for programmed and planned improvements, including a summary of the assumptions used.

8.2 10-YEAR OPERATING FORECAST

Operating Costs

SFRTA's operating costs for FY 2014, based on the adopted operating budget, total $75.3 million. For the purposes of estimating the operating expenses of SFRTA in the next 10 years, service-related contract costs (operating, maintenance, feeder service, security, fuel, and personnel services) were

assumed to escalate by 2 percent annually for the 10-year projection, while other expenses were assumed to remain constant to match recent historical trends. The SFRC and New River Bridge dispatch as well as maintenance-of-way expenses for the New River Bridge were assumed to escalate by 3 percent annually, based on current contract rates. Professional fees and office rent were also assumed to escalate by 3 percent for the analysis period. Under these assumptions, operating costs in FY 2023 are estimated to reach $88.2million for the existing SFRTA/Tri-Rail system. This 10-year cost projection includes SFRTA assuming maintenance responsibilities of the SFRC in FY 2015 with an estimated annual cost of $11.5 million. This projection assumes no service improvements or enhancements to existing Tri-Rail and shuttle bus service beyond the committed enhancements to implement the Boynton Beach and Delray Beach shuttle bus routes. The ***SFRTA Forward*** Needs Plan calls for Tri-Rail service to expand the periods of 20-minute headways on weekdays and provide later evening service. In addition, it also includes numerous shuttle bus concepts to be considered for funding, but not included in this analysis. The costs for these additional improvements are to be determined by SFRTA when further study is conducted.

The expansion of the existing Tri-Rail system to the proposed Tri-Rail Coastal Link starting in FY 2019will bring SFRTA's operating costs to a total of $120.7 million by FY 2023 for its future integrated system, as shown in Figure 8-1 and Table 8-1. Tri-Rail Coastal Link's operating costs are estimated to be about $30 million for its first year and escalating about 2 percent each year thereafter.

Figure 8-1: SFRTA Projected 10-Year Operating Costs

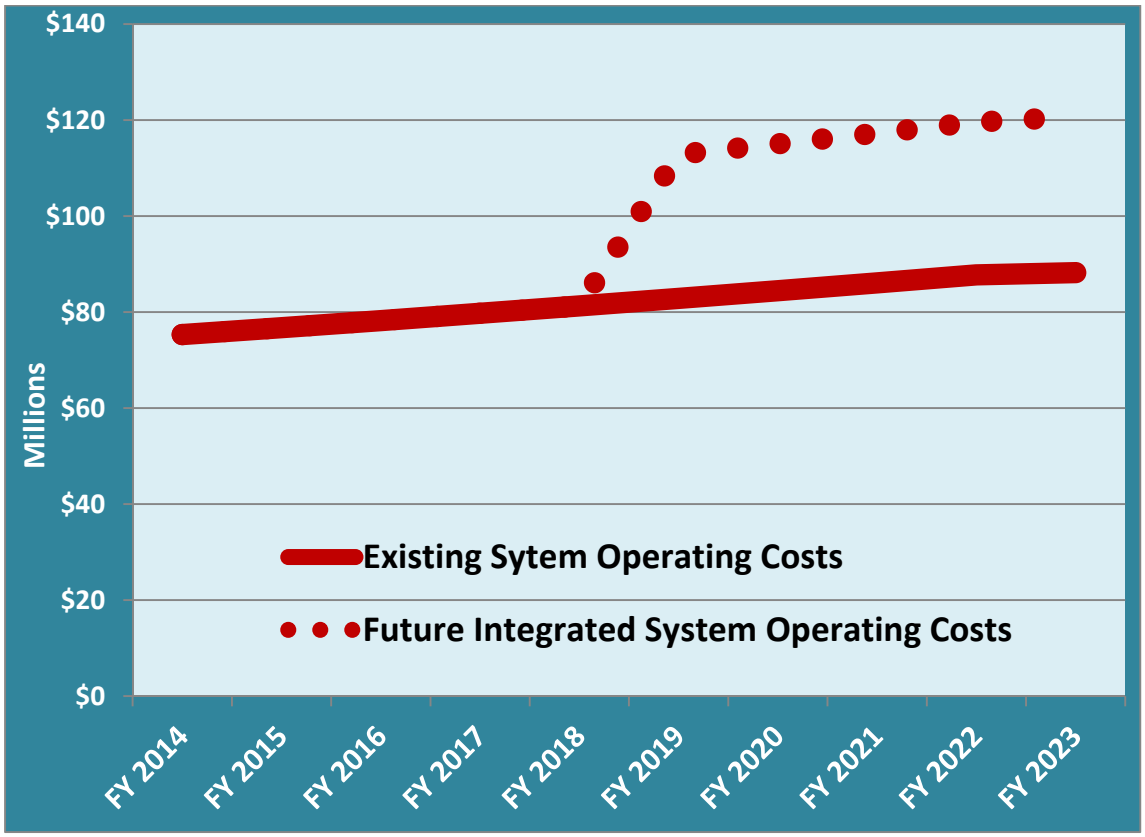


Table 8.1: *SFRTA Forward* 10-Year Operating Expenses (FY 2014 - FY 2023)

	APPROVED BUDGET FY 2014	PROJECTED FY 2015	PROJECTED FY 2016	PROJECTED FY 2017	PROJECTED FY 2018	PROJECTED FY 2019	PROJECTED FY 2020	PROJECTED FY 2021	PROJECTED FY 2022	PROJECTED FY 2023	TOTAL FY 2014 - FY 2023
OPERATING EXPENSES											
Operating Contract	$11,356,868	$11,584,005	$11,815,685	$12,051,999	$12,293,039	$12,538,900	$12,789,678	$13,045,472	$13,306,381	$13,306,381	$124,088,408
Train Maintenance Contract	$18,406,716	$18,774,850	$19,150,347	$19,533,354	$19,924,021	$20,322,502	$20,728,952	$21,143,531	$21,566,401	$21,566,401	$201,117,077
Station Maintenance Contract	$2,393,584	$2,441,456	$2,490,285	$2,540,090	$2,590,892	$2,642,710	$2,695,564	$2,749,476	$2,804,465	$2,804,465	$26,152,988
Feeder Service Contract	$5,289,632	$5,395,425	$5,503,333	$5,613,400	$5,725,668	$5,840,181	$5,956,985	$6,076,124	$6,197,647	$6,197,647	$57,796,042
Emergency Feeder Service	$55,000	$55,000	$55,000	$55,000	$55,000	$55,000	$55,000	$55,000	$55,000	$55,000	$550,000
Security Contract	$6,089,147	$6,210,930	$6,335,149	$6,461,852	$6,591,089	$6,722,910	$6,857,369	$6,994,516	$7,134,406	$7,134,406	$66,531,773
Insurance - Liability/Property/Auto	$2,500,000	$2,500,000	$2,500,000	$2,500,000	$2,500,000	$2,500,000	$2,500,000	$2,500,000	$2,500,000	$2,500,000	$25,000,000
Train Fuel Contract	$9,937,500	$10,136,250	$10,338,975	$10,545,755	$10,756,670	$10,971,803	$11,191,239	$11,415,064	$11,643,365	$11,643,365	$108,579,985
SFRC Dispatch	$381,320	$392,760	$404,542	$416,679	$429,179	$442,054	$455,316	$468,976	$483,045	$497,536	$4,371,406
NRB Dispatch	$3,354,096	$3,454,719	$3,558,360	$3,665,111	$3,775,065	$3,888,317	$4,004,966	$4,125,115	$4,248,868	$4,376,335	$38,450,952
NRB Maintenenace	$550,000	$566,500	$583,495	$601,000	$619,030	$637,601	$656,729	$676,431	$696,724	$717,625	$6,305,134
Station Utilities	$652,000	$652,000	$652,000	$652,000	$652,000	$652,000	$652,000	$652,000	$652,000	$652,000	$6,520,000
Revenue Collection	$605,000	$605,000	$605,000	$605,000	$605,000	$605,000	$605,000	$605,000	$605,000	$605,000	$6,050,000
Corporate & Community Outreach	$627,500	$627,500	$627,500	$627,500	$627,500	$627,500	$627,500	$627,500	$627,500	$627,500	$6,275,000
Legal Expenses	$843,214	$843,214	$843,214	$843,214	$843,214	$843,214	$843,214	$843,214	$843,214	$843,214	$8,432,140
Personnel Services	$10,322,506	$10,528,956	$10,739,535	$10,954,326	$11,173,412	$11,396,881	$11,624,818	$11,857,315	$12,094,461	$12,336,350	$113,028,561
Office Business Expense	$945,900	$945,900	$945,900	$945,900	$945,900	$945,900	$945,900	$945,900	$945,900	$945,900	$9,459,000
Business Travel/Conferences	$240,475	$240,475	$240,475	$240,475	$240,475	$240,475	$240,475	$240,475	$240,475	$240,475	$2,404,750
Dues & Subscriptions	$157,758	$157,758	$157,758	$157,758	$157,758	$157,758	$157,758	$157,758	$157,758	$157,758	$1,577,580
General Training & Seminar	$145,485	$145,485	$145,485	$145,485	$145,485	$145,485	$145,485	$145,485	$145,485	$145,485	$1,454,850
Professional Fees	$609,500	$627,785	$646,619	$666,017	$685,998	$706,578	$727,775	$749,608	$772,096	$795,259	$6,987,234
Office Rent	$655,705	$675,376	$695,637	$716,507	$738,002	$760,142	$782,946	$806,434	$830,627	$855,546	$7,516,923
Electronic Messaging Boards	$145,500	$145,500	$145,501	$145,502	$145,503	$145,504	$145,505	$145,506	$145,507	$145,508	$1,455,036
Smart Card	$85,000	$85,000	$85,000	$85,000	$85,000	$85,000	$85,000	$85,000	$85,000	$85,000	$850,000
APTA Peer Review	$19,000	$19,000	$19,000	$19,000	$19,000	$19,000	$19,000	$19,000	$19,000	$19,000	$190,000
Alarm Systems	$18,000	$18,000	$18,000	$18,000	$18,000	$18,000	$18,000	$18,000	$18,000	$18,000	$180,000
Uniforms	$4,000	$4,000	$4,000	$4,000	$4,000	$4,000	$4,000	$4,000	$4,000	$4,000	$40,000
Reserve	$500,000	$500,000	$500,000	$500,000	$500,000	$500,000	$500,000	$500,000	$500,000	$500,000	$5,000,000
Transfer to Capital Program	($1,575,000)	($1,575,000)	($1,575,000)	($1,575,000)	($1,575,000)	($1,575,000)	($1,575,000)	($1,575,000)	($1,575,000)	($1,575,000)	($15,750,000)
Projected Existing System Operating Costs	$75,315,406	$76,757,844	$78,230,796	$79,734,923	$81,270,899	$82,839,414	$84,441,174	$86,076,899	$87,747,326	$88,200,157	$820,614,838
Tri-Rail Coastal Link Operating Costs						$30,000,000	$30,600,000	$31,212,000	$31,836,240	$32,472,965	$156,121,205
Integrated System Operating Costs	**$75,315,406**	**$76,757,844**	**$78,230,796**	**$79,734,923**	**$81,270,899**	**$112,839,414**	**$115,041,174**	**$117,288,899**	**$119,583,566**	**$120,673,122**	**$976,736,043**

Operating Revenues

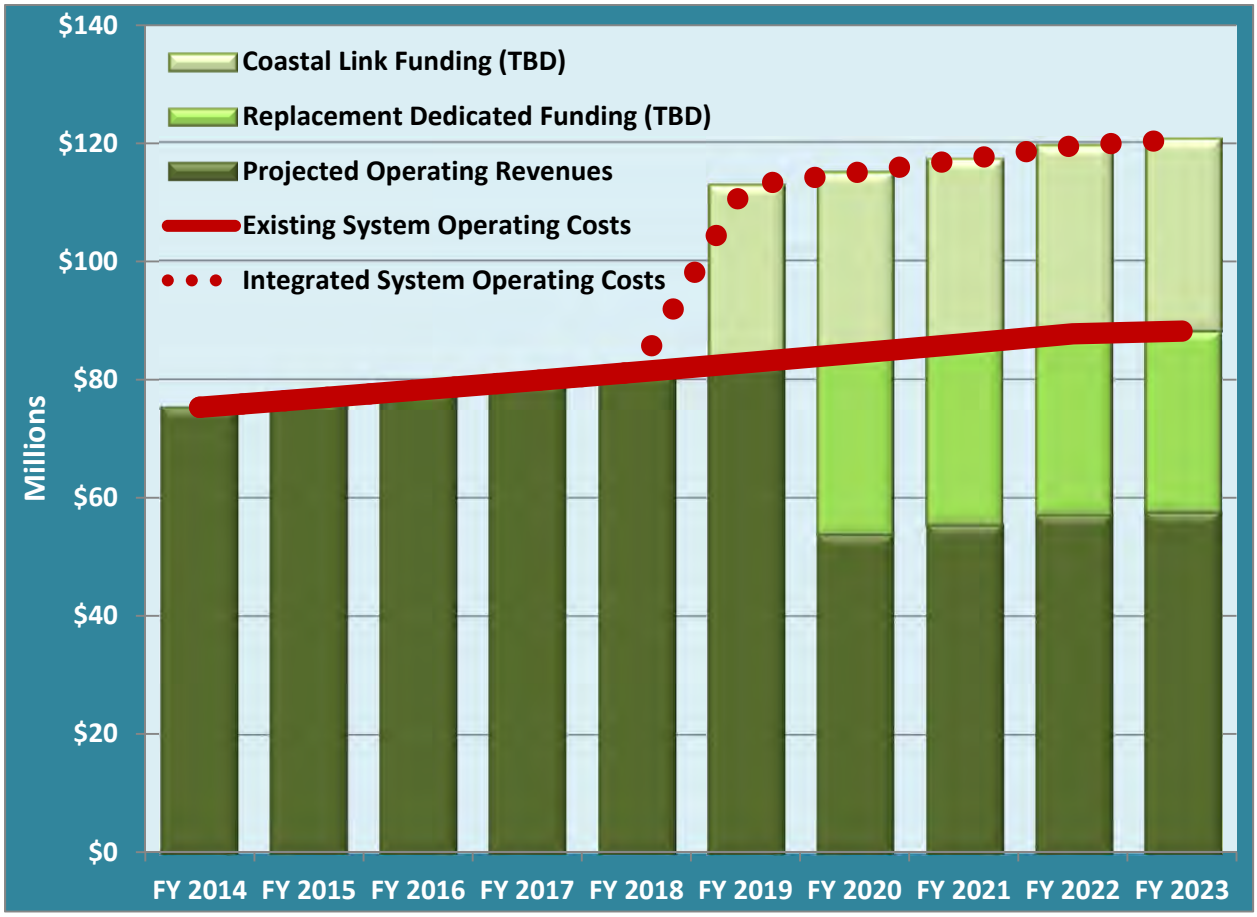
SFRTA's operating revenues for FY 2014, based on the adopted operating budget, total $75.3 million. SFRTA's operating train revenues are generated through Tri-Rail fares. The remainder of the operating revenues is a combination of federal, State, and local funds received from each of the three counties in the South Florida region (Palm Beach, Broward, and Miami-Dade).

Based on the first five-year revenue estimates for FY 2015 to FY 2019 produced by SFRTA's Finance Department and the TDP Project Team, train revenues are assumed to increase 2 percent annually. Federal funds will range between $23 and $28 million, including an increase in FTA Preventive Maintenance funds but the loss of FTA JARC/New Freedom revenues starting in FY 2017. The new transportation reauthorization, MAP-21, combined these programs with other funding programs that will be managed by local transit agencies and not SFRTA. State and local funding assistance are assumed to remain at the same levels for the first five-year estimates.

For the second five-year estimates (FY 2019 to FY 2023), the SFRTA is committed to working with FDOT and other partners to identify a new dedicated revenue source that will cover continued operations for the existing Tri-Rail system and the Coastal Link expansion on the FEC Railway. The intent is to identify and secure a new dedicated revenue source prior to FY 2019, so that Tri-Rail Coastal Link service on the FEC can be implemented in an accelerated manner. By FY 2020, the State dedicated operating assistance now received by SFRTA ($13.3 million and $17.3 million, respectively) shall cease per the terms of HB 599 (signed into law in 2012). Per HB 599, a new dedicated revenue source must replace this state statutory operating assistance by FY 2020. Therefore, for purposes of the ***SFRTA Forward*** financial plan, it is assumed that a new dedicated funding source will be identified by SFRTA, the State, and other partners to cover operating costs of both the existing system and anticipated Tri-Rail Coastal Link expansion. As shown in Figure 8-2, potential funding provided by this new dedicated funding source is first shown in FY 2019 for Coastal Link expansion and in FY 2020 to replace the current State dedicated funding.

Starting in FY 2015, SFRTA will assume the MOW of the SFRC, for which it will receive an additional $11.5 million annually of dedicated funding from the State. FDOT has agreed to a cost-sharing plan to cover MOW expenses in excess of the $11.5 million in dedicated funding. For the purposes of this financial analysis, it is assumed that this MOW dedicated funding source will remain constant for the second five-year projection period, as shown in Table 8-2. County and other local contributions are also assumed to continue through FY 2023. Under these assumptions, the ***SFRTA Forward*** 10-year plan estimated and expected operating revenues are estimated to total $120.7 million by FY 2023, as shown in Table 8-3. Table 8-4 summarizes the 10-year operating costs and revenues projections.

Figure 8-2: SFRTA Estimated Operating Revenues (FY 2014- FY 2023)



As stated earlier, SFRTA is committed to implementing the Tri-Rail Coastal Link in the near future as funding becomes available. As the leading agency of the newly formed Tri-Rail Coastal Link Finance Subcommittee, SFRTA is investigating a wide variety of funding options to cover both the incremental capital and operating and maintenance costs of the Tri-Rail Coastal Link expansion, as well as a plan to cover all costs of the future integrated Tri-Rail system.

Table 8-2: South Florida Rail Corridor (SFRC) Maintenance-of-Way (MOW) Operating Budget (FY 2014 - FY 2023)

	APPROVED BUDGET FY 2014	PROJECTED FY 2015	PROJECTED FY 2016	PROJECTED FY 2017	PROJECTED FY 2018	PROJECTED FY 2019	PROJECTED FY 2020	PROJECTED FY 2021	PROJECTED FY 2022	PROJECTED FY 2023	TOTAL FY 2014 - FY 2023
SFRC Maintenance-of-Way (MOW)											
Statutory Operating Assistance MOW	$0	$11,500,000	$11,500,000	$11,500,000	$11,500,000	$11,500,000	$11,500,000	$11,500,000	$11,500,000	$11,500,000	$103,500,000
SFRC MOW Expense	$0	($11,500,000)	($11,500,000)	($11,500,000)	($11,500,000)	($11,500,000)	($11,500,000)	($11,500,000)	($11,500,000)	($11,500,000)	($103,500,000)
Total	**$0**	**$0**	**$0**	**$0**	**$0**	**$0**	**$0**	**$0**	**$0**	**$0**	**$0**

Table 8-3: *SFRTA Forward* Estimated Operating Revenues (FY 2014 - FY 2023)

	APPROVED BUDGET FY 2014	PROJECTED FY 2015	PROJECTED FY 2016	PROJECTED FY 2017	PROJECTED FY 2018	PROJECTED FY 2019	PROJECTED FY 2020	PROJECTED FY 2021	PROJECTED FY 2022	PROJECTED FY 2023	TOTAL FY 2014 - FY 2023
OPERATING REVENUES											
Train Service Revenue	$12,289,106	$12,534,888	$12,785,586	$13,041,298	$13,302,124	$13,568,166	$13,839,529	$14,116,320	$14,398,646	$14,398,646	$134,274,309
Interest Income/Other Income	$325,000	$320,000	$320,000	$320,000	$320,000	$320,000	$320,000	$320,000	$320,000	$320,000	$3,205,000
Statutory Dedicated Funding	$13,300,000	$13,300,000	$13,300,000	$13,300,000	$13,300,000	$13,300,000					$79,800,000
Statutory Operating Assistance	$17,300,000	$17,300,000	$17,300,000	$17,300,000	$17,300,000	$17,300,000					$103,800,000
FTA Planning Grant	$1,700,000	$1,300,000	$1,450,000	$1,450,000	$1,500,000	$800,000	$800,000	$800,000	$800,000	$800,000	$11,400,000
FTA Preventive Maintenance	$20,472,940	$22,222,183	$23,290,210	$24,538,626	$26,608,775	$28,611,248	$29,941,644	$31,300,579	$32,688,680	$33,141,511	$272,816,396
FTA Designated Recipient Fees	$618,000	$350,000	$350,000	$350,000	$50,000	$50,000	$50,000	$50,000	$50,000	$50,000	$1,968,000
FTA JARC/NF Program Fee	$46,897	$125,000	$125,000	$125,000							$421,897
FTA JARC/NF Program Match	$373,725	$415,773	$420,000	$420,000							$1,629,498
FHWA	$4,000,000	$4,000,000	$4,000,000	$4,000,000	$4,000,000	$4,000,000	$4,000,000	$4,000,000	$4,000,000	$4,000,000	$40,000,000
Miami-Dade Statutory Operating Assistance	$1,565,000	$1,565,000	$1,565,000	$1,565,000	$1,565,000	$1,565,000	$1,565,000	$1,565,000	$1,565,000	$1,565,000	$15,650,000
Broward Statutory Operating Assistance	$1,565,000	$1,565,000	$1,565,000	$1,565,000	$1,565,000	$1,565,000	$1,565,000	$1,565,000	$1,565,000	$1,565,000	$15,650,000
Palm Beach Statutory Operating Assistance	$1,565,000	$1,565,000	$1,565,000	$1,565,000	$1,565,000	$1,565,000	$1,565,000	$1,565,000	$1,565,000	$1,565,000	$15,650,000
Other Local Funding	$194,738	$195,000	$195,000	$195,000	$195,000	$195,000	$195,000	$195,000	$195,000	$195,000	$1,949,738
Projected Operating Revenues	$75,315,406	$76,757,844	$78,230,796	$79,734,923	$81,270,899	$82,839,414	$53,841,174	$55,476,899	$57,147,326	$57,600,157	$698,214,838
Projected Operating Funding Gap						($30,000,000)	($61,200,000)	($61,812,000)	($62,436,240)	($63,072,965)	($278,521,205)
Coastal Link Funding (TBD)						*$30,000,000*	*$30,600,000*	*$31,212,000*	*$31,836,240*	*$32,472,965*	*$156,121,205*
Replacement Dedicated Funding (TBD)							*$30,600,000*	*$30,600,000*	*$30,600,000*	*$30,600,000*	*$122,400,000*
Total Operating Revenues	**$75,315,406**	**$76,757,844**	**$78,230,796**	**$79,734,923**	**$81,270,899**	**$112,839,414**	**$115,041,174**	**$117,288,899**	**$119,583,566**	**$120,673,122**	**$976,736,043**

Table 8-4: *SFRTA Forward* 10-Year Operating Budget (FY 2014 - FY 2023)

	APPROVED BUDGET FY 2014	PROJECTED FY 2015	PROJECTED FY 2016	PROJECTED FY 2017	PROJECTED FY 2018	PROJECTED FY 2019	PROJECTED FY 2020	PROJECTED FY 2021	PROJECTED FY 2022	PROJECTED FY 2023	TOTAL FY 2014 - FY 2023
OPERATING EXPENSES											
Projected Existing System Operating Costs	$75,315,406	$76,757,844	$78,230,796	$79,734,923	$81,270,899	$82,839,414	$84,441,174	$86,076,899	$87,747,326	$88,200,157	$820,614,838
Tri-Rail Coastal Link Operating Costs						$30,000,000	$30,600,000	$31,212,000	$31,836,240	$32,472,965	$156,121,205
Integrated System Operating Costs	**$75,315,406**	**$76,757,844**	**$78,230,796**	**$79,734,923**	**$81,270,899**	**$112,839,414**	**$115,041,174**	**$117,288,899**	**$119,583,566**	**$120,673,122**	**$976,736,043**
OPERATING REVENUES											
Projected Operating Revenues	$75,315,406	$76,757,844	$78,230,796	$79,734,923	$81,270,899	$82,839,414	$53,841,174	$55,476,899	$57,147,326	$57,600,157	$698,214,838
Projected Operating Funding Gap						($30,000,000)	($61,200,000)	($61,812,000)	($62,436,240)	($63,072,965)	($278,521,205)
Coastal Link Funding (TBD)						*$30,000,000*	*$30,600,000*	*$31,212,000*	*$31,836,240*	*$32,472,965*	*$156,121,205*
Replacement Dedicated Funding (TBD)							*$30,600,000*	*$30,600,000*	*$30,600,000*	*$30,600,000*	*$122,400,000*
Total Operating Revenues	**$75,315,406**	**$76,757,844**	**$78,230,796**	**$79,734,923**	**$81,270,899**	**$112,839,414**	**$115,041,174**	**$117,288,899**	**$119,583,566**	**$120,673,122**	**$976,736,043**

8.3 10-YEAR CAPITAL PLAN

Section 7 previously identified and summarized the potential capital transit improvements and initiatives that comprise the 10-year ***SFRTA Forward*** Needs Plan**.**This section presents the 10-year Capital Plan for ***SFRTA Forward.*** It is based on the demand and mobility needs documented previously in Section 7 and SFRTA's Adopted Capital Budget and Five-Year Plan. The improvements and initiatives identified in the Needs Plan and included in the Capital Plan are listed in Table 8-5. This table also makes reference to the capital improvement projects identified by the PTAC (External Review Committee) and the general public as priorities for SFRTA in the next ten years, as well as it relates each improvement to the SFRTA's Goals and Objectivesincluded in Section 6.

Table 8-5: *SFRTA Forward* Capital Improvements Implementation Plan

10-Year Improvement List	Implementation Year	PTAC	Public Outreach	Goals and Objectives
Pompano Beach Green Station	Prior Allocation	√		10.1.1
Passenger Wi-Fi to Fleet	Prior Allocation	√	√	6.2.1
Passenger Information System	FY 2014	√	√	6.1.2
WAVE Streetcar (Phase 1A)	FY 2014 - FY 2015	√	√	1.4
Miami River/Miami Intermodal Center	FY 2014 - FY 2018	√	√	5.5.2
New TOD Station (Location TBD)	FY 2014 - FY 2017	√	√	9.1
Transit Oriented Development Support	FY 2014 - FY 2018	√	√	9.1
Tri-Rail/Metrorail Transfer Connection	FY 2015		√	5.5
OpaLocka Parking Lot Improvements	FY 2015		√	5.6
Miami Airport/Hialeah Station - MIC	FY 2015	√	√	5.5
Broward Mobility Hub	FY 2016	√	√	9.1
Cypress Creek Mobility Hub	FY 2018	√		9.1
Northern Layover Facility	Unfunded	•	•	5.5.1
Iris & Northwood Rail Connection (SFRTA Match)	Unfunded	√	√	5.5.3
Locomotive & Railcar Rehab	Unfunded	•	•	5.3
WAVE Streetcar(Phase 1)	Unfunded	√	√	1.5
WAVE Streetcar Extension	Unfunded	√	√	1.5
Tri-Rail Coastal Link	Unfunded	√	√	1.2
New Rolling Stock for Tri-Rail Coastal Link	Unfunded	•	•	5.3
"Mobility Hubs" at current/future stations	Unfunded	√	√	9.1
Streetcar Feasibility Studies	Unfunded	√	√	9.3
Bike Storage Cars	Unfunded	√	√	6.2.3
West Palm Beach Additional Parking (250)	Unfunded		√	5.6
Lake Worth Parking Improvements	Unfunded		√	5.6
Palm Beach Int'l Airport Station	Unfunded	√	√	5.7
Boca Raton Station @ Glades Rd.	Unfunded	√	√	5.7
Miami Freight Rail Corridors Study	Unfunded	√	√	1.8

• These items relate to the ability to increase train frequency, capacity, hours of operation, etc. to address service improvements.

Capital Expenses

For the purposes of the ***SFRTA Forward*** plan, the Capital Budget has been expanded into a Capital Program. The first five years of the Capital Program originate directly from the SFRTA FY 2014 Capital Budgetand the Five-Year Plan for FY 2015 to FY 2018. The latter years (FY 2019 to FY 2023) contain not only those projects that are anticipated to receive funding but also a list of additional projects that SFRTA has identified as priorities. While projects in this second five years are unfunded, it is anticipated that, as additional funding becomes available, projects can be programmed into the first five years.Table 8-6 summarizes the programmed and planned capital expenses for ***SFRTA Forward.***

Based on the 10-year projection of the ***SFRTA Forward*** Capital Plan summarized in Table 8-6, SFRTA would require $1.3 billion to implement its planned capital improvements in the next 10 years. The largest capital expense in the next decade will be implementing the Tri-Rail Coastal Link expansion at an estimated capital cost of $700 million in FY 2019.It is important to emphasize that the implementation schedule developed by SFRTA staff and presented in Table 8-6 does not preclude the opportunity to advance or delay any of the projects included in the ***SFRTA Forward*** 10-year Capital Plan. As capital funding opportunities become available, this capital plan should be adjusted according to SFRTA's priorities during next year's TDP Annual Progress Report.

Capital Revenues

Table 8-7 presents the capital revenues forecasted for SFRTA's FY 2014 Adopted Capital Budget and its Five-Year Plan as well as the forecasted revenues for the second five years of the 10-year Capital Plan. The first five year plan's revenue estimates present SFRTA's assumption that FTA Section 5307 Formula funds and FTA Section 5309 Rail Modernization funds will be the federal funds available for the capital plan. The majority of the State and local capital funds available in the first five years will support the development of The WAVE modern streetcar project where a multi-agency partnership agreed to share the capital costs of design and construction of its first phase. SFRTA, as the responsible party to design and construct the project, will receive capital funds from FDOT, the MPO, the City of Fort Lauderdale, and Downtown Fort Lauderdale's special taxing district in FY 2014. The capital funds assumed for the second five years of the 10-year ***SFRTA Forward*** plan are FTA Section 5307, FTA Section 5309, and County gas tax contributions. Under these assumptions, the total capital revenues expected in the 10-year period of the plan are $418 million.

Capital Funding Gap

The ***SFRTA Forward*** 10-year Capital Plan calls for $1.3 billion in investments, as presented earlier, but revenue estimates provide only $418 million, resulting in a capital funding gap of about $884.4 million for the 10-year period, as shown in Table 8-8. The Tri-Rail Coastal Link Finance Subcommittee's charge is to investigate a wide variety of funding options to cover both the capital and operating costs of the new Coastal Link service, as well as the existing Tri-Rail system. For other capital initiatives, SFRTA will continue to utilize current county capital contributions and pursue Federal and State grant opportunities

(as it has successfully done in the past) to advance the implementation schedule of the capital improvements included in the ***SFRTA Forward*** Capital Plan.

Table 8-6: *SFRTA Forward* 10-Year Capital Expenses (FY 2014 - FY 2023)

	FIRST FIVE YEAR PLAN					SECOND FIVE YEAR PLAN					
	APPROVED BUDGET FY 2014	PROJECTED FY 2015	PROJECTED FY 2016	PROJECTED FY 2017	PROJECTED FY 2018	PROJECTED FY 2019	PROJECTED FY 2020	PROJECTED FY 2021	PROJECTED FY 2022	PROJECTED FY 2023	TOTAL FY 2014 - FY 2023
CAPITAL EXPENSES											
Project Support/Administration	$1,700,000	$1,300,000	$1,450,000	$1,450,000	$1,500,000	$1,300,000	$1,300,000	$1,300,000	$1,300,000	$1,300,000	$13,900,000
Computer/Office Equipment/Software	$100,000	$300,000		$450,000	$275,000	$1,500,000	$150,000	$150,000	$150,000	$150,000	$3,225,000
79th Street Station - Metrorail Transfer		$2,802,000									$2,802,000
Planning & Capital Development	$2,500,000	$2,205,000	$1,500,000	$850,000	$850,000	$700,000	$700,000	$700,000	$700,000	$700,000	$11,405,000
Hialeah Yard Improvements	$205,000	$250,000	$250,000	$250,000	$250,000	$300,000	$300,000	$300,000	$300,000	$300,000	$2,705,000
Passenger Information System	$378,450										$378,450
Non-Revenue Fleet Vehicles	$75,000		$75,000		$75,000		$75,000		$75,000		$375,000
General Engineering Consultants	$1,750,000	$1,000,000	$1,000,000	$1,000,000	$840,000	$840,000	$840,000	$840,000	$840,000	$840,000	$9,790,000
New Locomotives	$6,680,000										$6,680,000
Locomotive Spare Parts		$300,000	$250,000	$500,000	$500,000	$550,000	$550,000	$550,000	$550,000	$550,000	$4,300,000
Passenger Emergency Intercom	$825,000										$825,000
Transit Oriented Development (TOD II)	$75,000	$200,000	$200,000	$200,000	$200,000	$200,000	$200,000	$200,000	$200,000	$200,000	$1,875,000
Heavy Station Maintenance/Construction			$250,000	$325,000	$350,000	$350,000	$350,000	$350,000	$350,000	$350,000	$2,675,000
Station Beautification	$135,000	$135,000	$135,000	$135,000	$135,000	$135,000	$135,000	$135,000	$135,000	$135,000	$1,350,000
Opa Locka Parking Lot Improvements	$1,321,708										$1,321,708
Northern Layover Facility					$5,900,000	$28,967,890					$34,867,890
WAVE Streetcar - Phase 1A	$78,922,707	$4,277,293									$83,200,000
Broward Mobility Hub			$8,840,000								$8,840,000
Miami Airport/Hialeah Station	$336,126										$336,126
Miami River Intermodal Center (MR-MICCI)	$2,600,000	$2,000,000	$6,500,000	$6,500,000	$12,000,000						$29,600,000
Positive Train Control	$1,000,000	$2,106,000									$3,106,000
Preventive Maintenance	$10,043,292	$15,160,000	$17,390,000	$18,040,000	$18,050,000	$19,865,000	$19,865,000	$19,865,000	$19,865,000	$19,865,000	$178,008,292
New TOD Station	$1,000,000	$1,000,000	$1,000,000	$1,500,000							$4,500,000
Cypress Creek Mobility Hub	$800,000				$8,000,000						$8,800,000
Passenger Car Spare Parts	$2,460,000										$2,460,000
County Gas Tax Funds Unallocated	$521,550	$1,252,000	$10,000	$310,000	$985,000						$3,078,550
Tri-Rail Coastal Link						$700,000,000					$700,000,000
WAVE Streetcar - Phase 1						$50,000,000					$50,000,000
WAVE Streetcar Extension						$1,500,000					$1,500,000
Locomotive & Railcar Rehab						$10,000,000					$10,000,000
New Rolling Stock										$25,000,000	$25,000,000
Iris & Northwood Connections						$2,500,000					$2,500,000
Pompano Beach Mobility Hub						$2,900,000					$2,900,000
Deerfield Mobility Hub							$10,500,000				$10,500,000
Hollywood Mobility Hub								$10,500,000			$10,500,000
FLL/Dania Beach Mobility Hub									$10,500,000		$10,500,000
Sheridan Mobilty Hub										$2,900,000	$2,900,000
Hollywood Coastal Link Mobility Hub						$10,000,000					$10,000,000
Oakland Park Coastal Link Mobility Hub						$2,900,000					$2,900,000
Pompano Beach Coastal Link Mobility Hub						$2,900,000					$2,900,000
FLL Airport Coastal Link Mobility Hub						$10,500,000					$10,500,000
Bike Storage Cars						$1,000,000					$1,000,000
West Palm Beach Additional Parking (250)						$3,000,000					$3,000,000
Lake Worth Parking Improvements						$500,000					$500,000
PBI Airport Station						$1,500,000			$5,100,000		$6,600,000
Boca Raton Station @ Glades						$1,500,000		$8,500,000			$10,000,000
Miami Freight Rail Corridors						$7,500,000					$7,500,000
Streetcar Feasibility Studies						$800,000					$800,000
Total Capital Expenses	**$113,428,833**	**$34,287,293**	**$38,850,000**	**$31,510,000**	**$49,910,000**	**$863,707,890**	**$34,965,000**	**$43,390,000**	**$40,065,000**	**$52,290,000**	**$1,302,404,016**

Source: SFRTA Adopted Budget FY 2013-2014 and Five Year Plan, and TDP Analysis by SFRTA staff

Table 8-7: *SFRTA Forward* Estimated Capital Revenues (FY 2014 - FY 2023)

	FIRST FIVE YEAR PLAN					SECOND FIVE YEAR PLAN					
	APPROVED BUDGET FY 2014	PROJECTED FY 2015	PROJECTED FY 2016	PROJECTED FY 2017	PROJECTED FY 2018	PROJECTED FY 2019	PROJECTED FY 2020	PROJECTED FY 2021	PROJECTED FY 2022	PROJECTED FY 2023	TOTAL FY 2014 - FY 2023
CAPITAL REVENUES											
FTA Section 5307 - Formula Funds	$13,000,000	$13,000,000	$13,000,000	$13,000,000	$13,000,000	$13,000,000	$13,000,000	$13,000,000	$13,000,000	$13,000,000	$130,000,000
FTA Section 5309 - Rail Mod.	$9,000,000	$9,000,000	$9,000,000	$9,000,000	$9,000,000	$9,000,000	$9,000,000	$9,000,000	$9,000,000	$9,000,000	$90,000,000
FTA - TIGER Funds	$18,000,000										$18,000,000
FDOT GMR Funds				$1,500,000	$5,900,000						$7,400,000
FDOT JPA's	$28,658,833	$4,277,293									$32,936,126
FDOT TRIP Funds	$900,000				$6,000,000						$6,900,000
MPO Funds	$8,940,000		$8,840,000		$8,000,000						$25,780,000
City of Fort Lauderdale	$10,500,000										$10,500,000
Taxing District	$13,960,000										$13,960,000
Rotem Credit	$2,460,000										$2,460,000
County Gas Tax	$8,010,000	$8,010,000	$8,010,000	$8,010,000	$8,010,000	$8,010,000	$8,010,000	$8,010,000	$8,010,000	$8,010,000	$80,100,000
Total Capital Revenues	**$113,428,833**	**$34,287,293**	**$38,850,000**	**$31,510,000**	**$49,910,000**	**$30,010,000**	**$30,010,000**	**$30,010,000**	**$30,010,000**	**$30,010,000**	**$418,036,126**

Source: SFRTA Adopted Budget FY 2013-2014 and Five Year Plan, and TDP Analysis by SFRTA staff.

Table 8-8: *SFRTA Forward* 10-Year Projected Funding Gap (FY 2014 - FY 2023)

	FIRST FIVE YEAR PLAN					SECOND FIVE YEAR PLAN					
	APPROVED BUDGET FY 2014	PROJECTED FY 2015	PROJECTED FY 2016	PROJECTED FY 2017	PROJECTED FY 2018	PROJECTED FY 2019	PROJECTED FY 2020	PROJECTED FY 2021	PROJECTED FY 2022	PROJECTED FY 2023	TOTAL FY 2014 - FY 2023
CAPITAL EXPENSES											
Total Capital Expenses	$113,428,833	$34,287,293	$38,850,000	$31,510,000	$49,910,000	$863,707,890	$34,965,000	$43,390,000	$40,065,000	$52,290,000	$1,302,404,016
CAPITAL REVENUES											
Total Capital Revenues	$113,428,833	$34,287,293	$38,850,000	$31,510,000	$49,910,000	$30,010,000	$30,010,000	$30,010,000	$30,010,000	$30,010,000	$418,036,126
Projected Capital Funding Gap						**($833,697,890)**	**($4,955,000)**	**($13,380,000)**	**($10,055,000)**	**($22,280,000)**	**($884,367,890)**

8.4 CONCLUSION

SFRTA's FY 2014–2023 Transit Development Plan Major Update, "SFRTA: Moving our Region Forward" documents the investments that SFRTA is committed to making over the next five years, as well as its vision for additional priorities and improvements through FY 2023.

As summarized in the ***SFRTA Forward*** Capital Plan presented earlier, many exciting transit projects and concepts are included throughout the 10-year period of ***SFRTA Forward***, including some near-term projects that are poised to have a significant positive impact in the South Florida region. These immediate improvements include the modernization and expansion of the Tri-Rail fleet, the shift of rail corridor dispatch and maintenance duties to SFRTA, and the opening of the new Miami Airport Tri-Rail Station at the MIC. SFRTA is working diligently with multiple agencies to advance other premium transit projects, such as Tri-Rail expansion onto the FEC Railway corridor (Tri-Rail Coastal Link) and The WAVE modern streetcar in downtown Fort Lauderdale, which are poised to transform the transportation landscape in the South Florida region.

SFRTA is committed to expanding premium transit in the South Florida region. As capital and operating funding opportunities become available, the ***SFRTA Forward*** Capital Plan will be adjusted and these transformational projects advanced. In conclusion, ***SFRTA Forward*** is an ambitious plan that is responsive to the project's extensive outreach activities, addresses the mobility needs of South Florida's growing and dynamic region, identifies a need for continued partnerships, and shows a commitment to expanded premium transit and associated economic dev elopement.

SFRTA
MOVING OUR REGION
FORWARD

FY 2014 - 2023

SFRTA FORWARD PLAN

Appendices

Draft Report

A Transit Development Plan for SFRTA

APPENDIX A

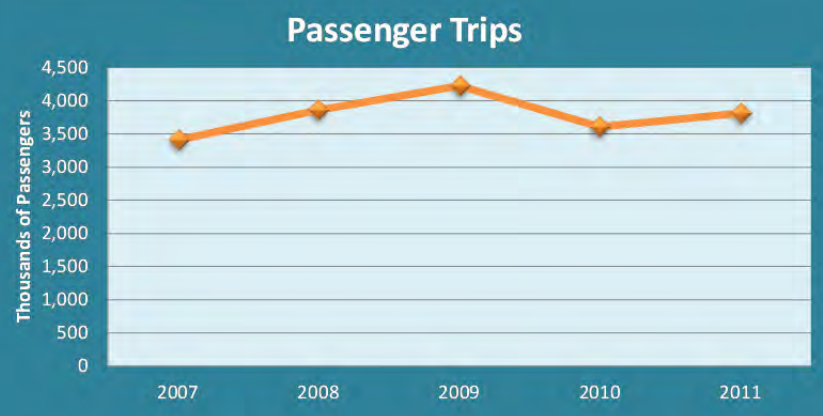
TREND ANALYSIS & PEER ANALYSIS

SFRTA
MOVING OUR REGION FORWARD

A.1 TREND ANALYSIS

Commuter Rail Performance Measures (FYs 2007–2011)

Figure A-1

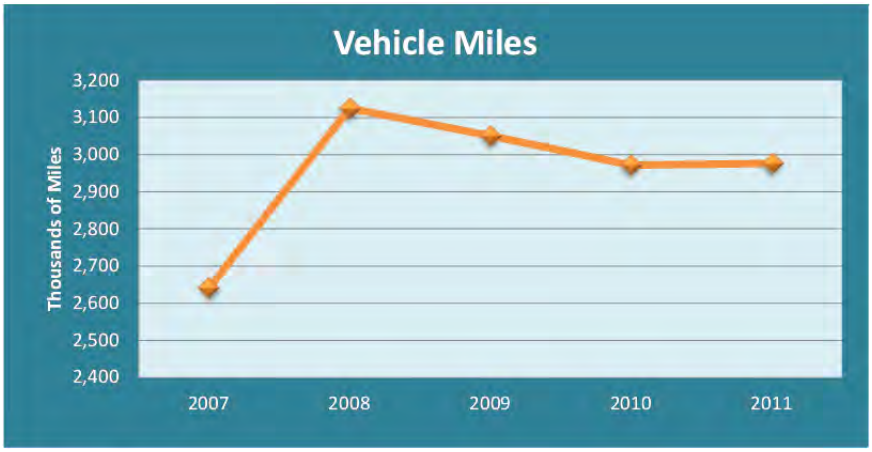


Source: NTD (FYs 2007–2011)

Figure A-2

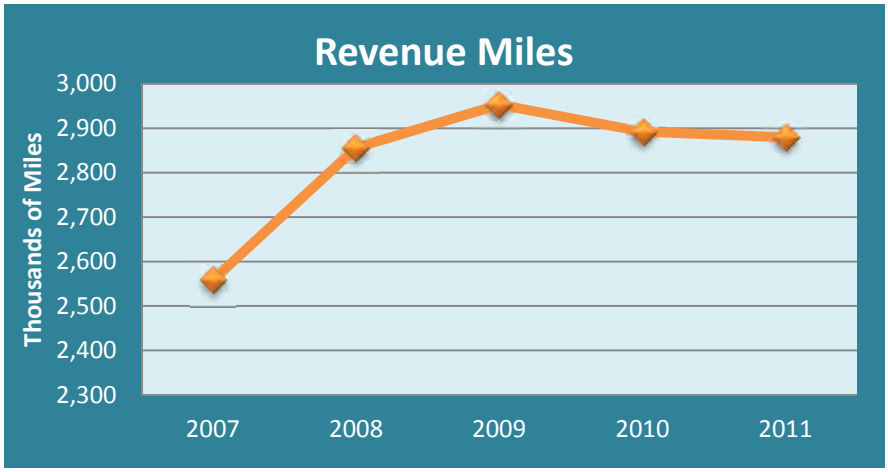
Source: NTD (FYs 2007–2011)

Figure A-3



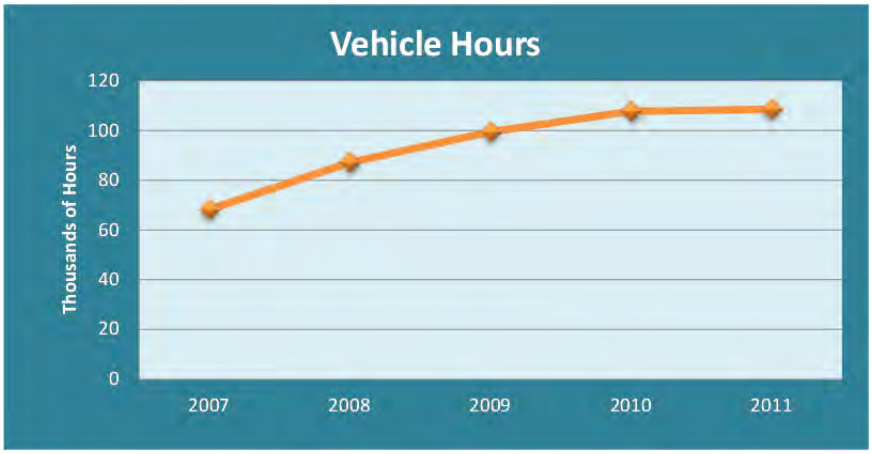
Source: NTD (FYs 2007–2011)

Figure A-4



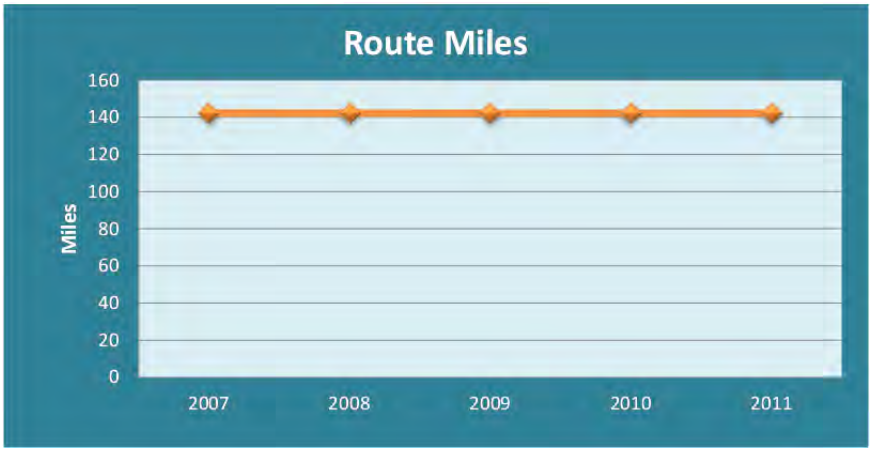
Source: NTD (FYs 2007–2011)

Figure A-5



Source: NTD (FYs 2007–2011)

Figure A-6



Source: NTD (FYs 2007–2011)

Figure A-7

Source: NTD (FYs 2007–2011)

Figure A-8

Source: NTD (FYs 2007–2011)

Figure A-9

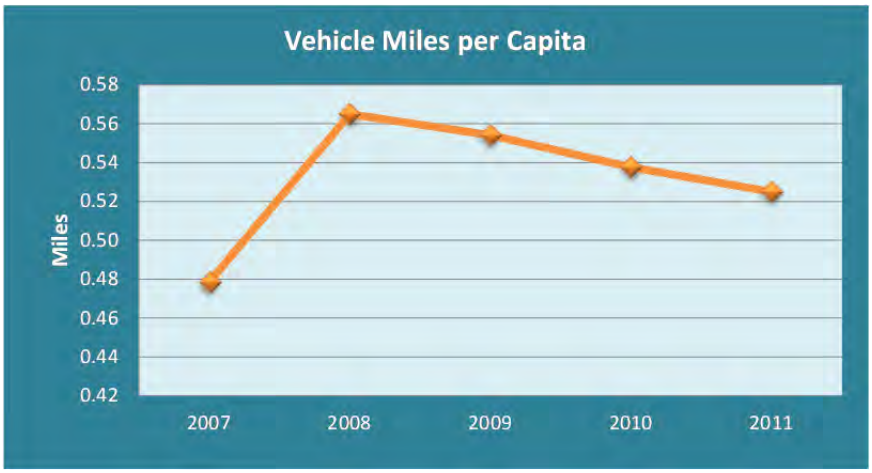
Source: NTD (FYs 2007–2011)

Figure A-10

Source: NTD (FYs 2007–2011)

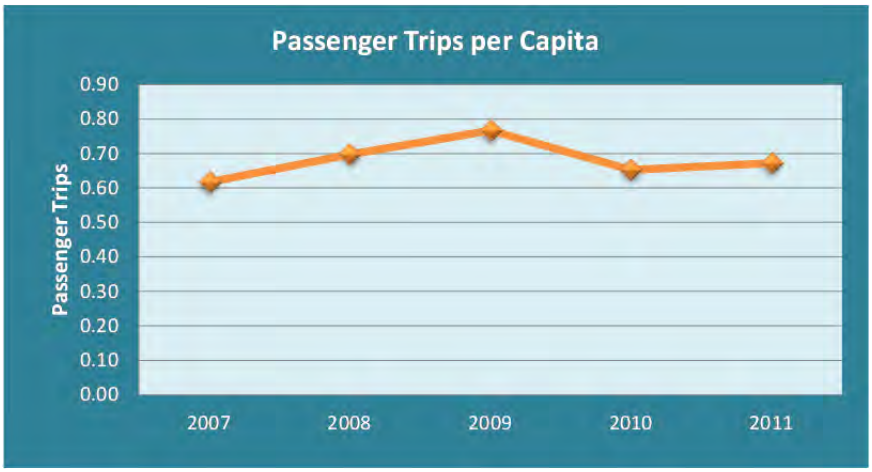
Commuter Rail Effectiveness Measures (FYs 2007–2011)

Figure A-11



Source: NTD (FYs 2007–2011)

Figure A-12

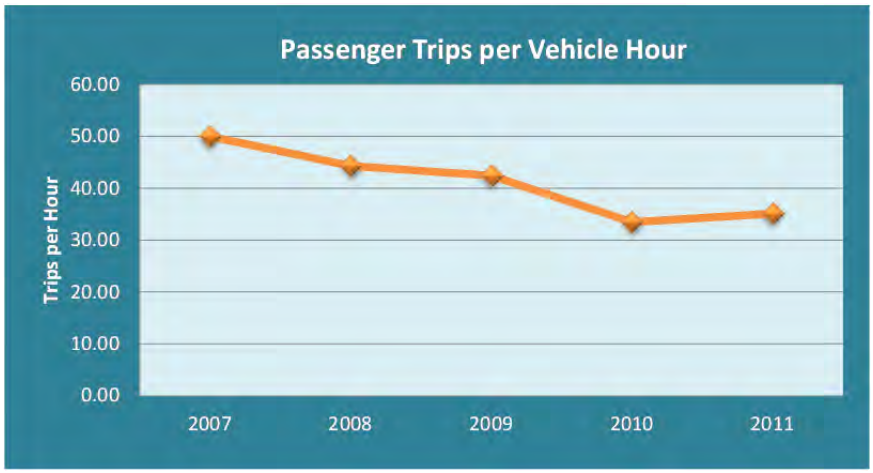


Source: NTD (FYs 2007–2011)

Figure A-13

Source: NTD (FYs 2007–2011)

Figure A-14



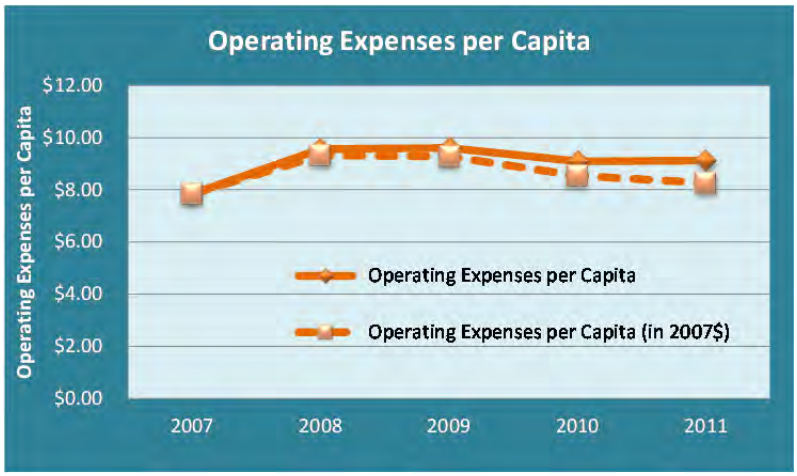
Source: NTD (FYs 2007–2011)

Figure A-15

Source: NTD (FYs 2007–2011)

Commuter Rail Efficiency Measures (FYs 2007–2011)

Figure A-16



Source: NTD (FYs 2007–2011)

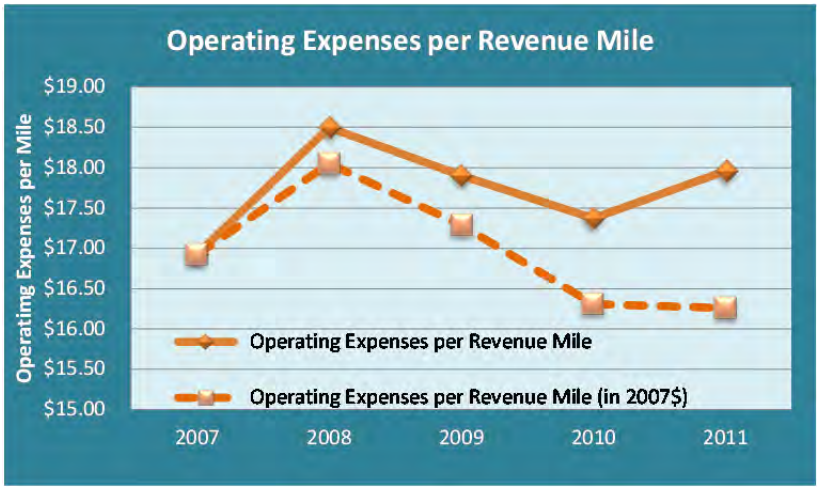
Figure A-17

Source: NTD (FYs 2007–2011)

Figure A-18

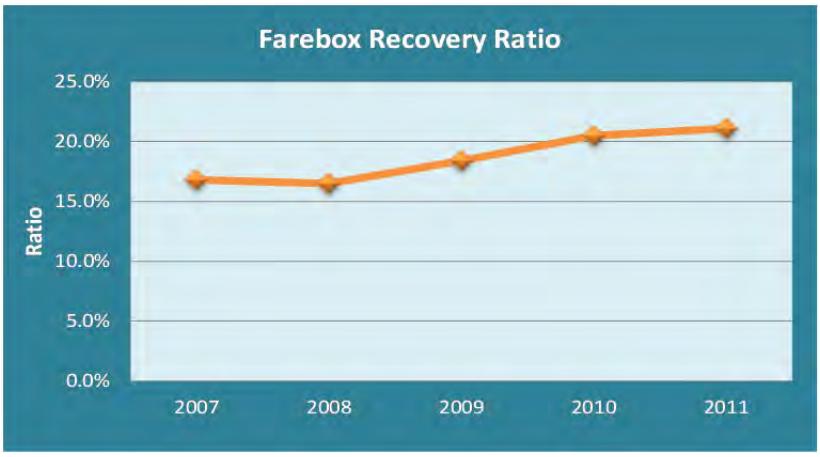
Source: NTD (FYs 2007–2011)

Figure A-19



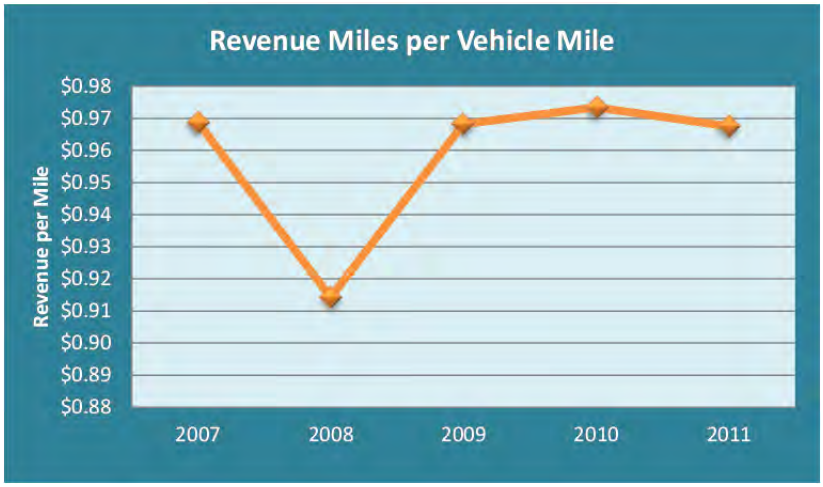
Source: NTD (FYs 2007–2011)

Figure A-20



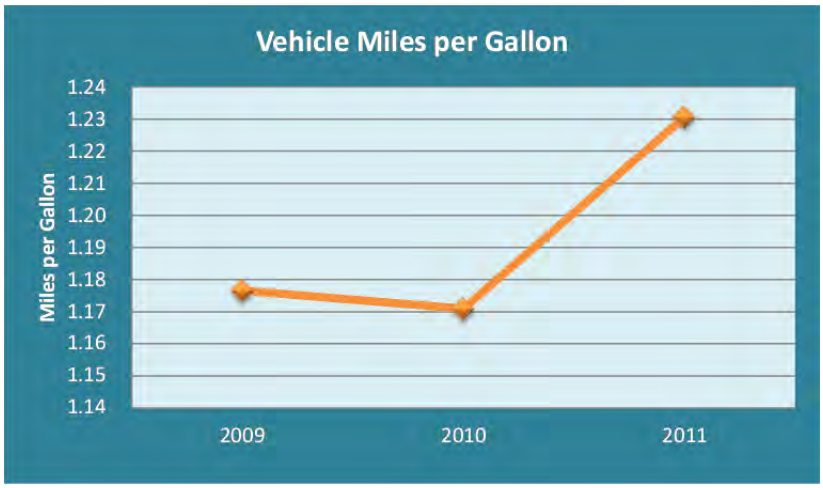
Source: NTD (FYs 2007–2011)

Figure A-21



Source: NTD (FYs 2007–2011)

Figure A-22



Source: NTD (FYs 2007–2011)

Figure A-23

Source: NTD (FYs 2007–2011)

Figure A-24

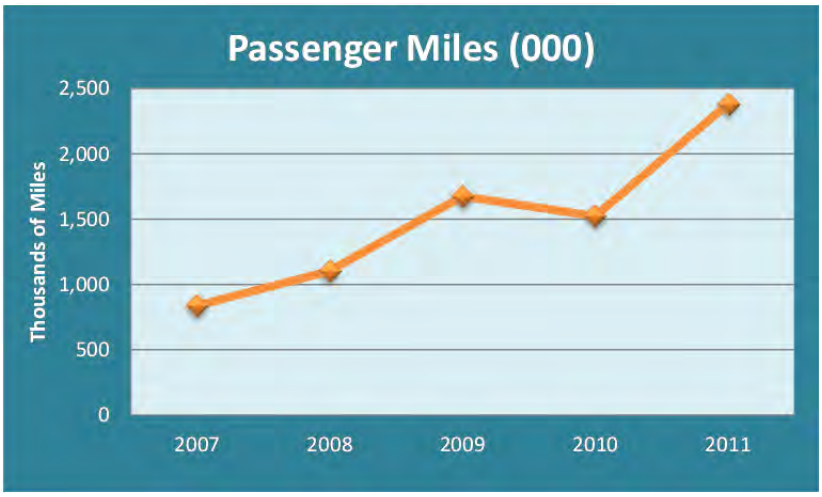
Source: NTD (FYs 2007–2011)

Shuttle Bus Service Performance Indicators (FYs 2007–2011)

Figure A-25

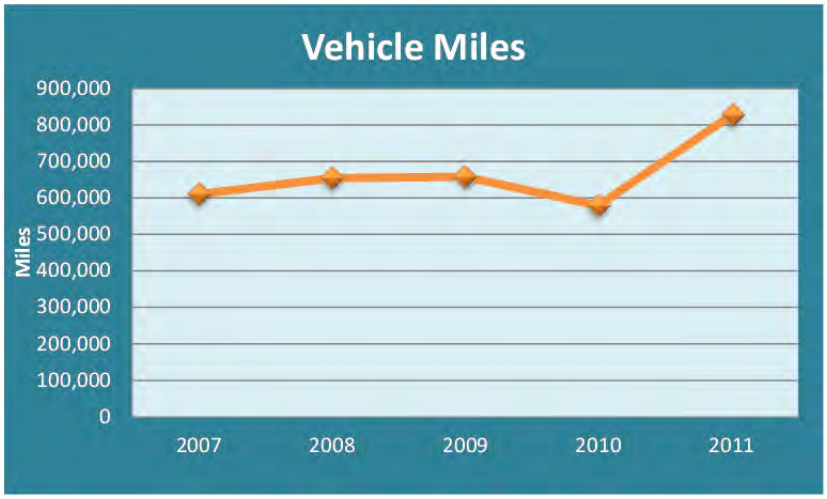
Source: NTD (FYs 2007–2011)

Figure A-26



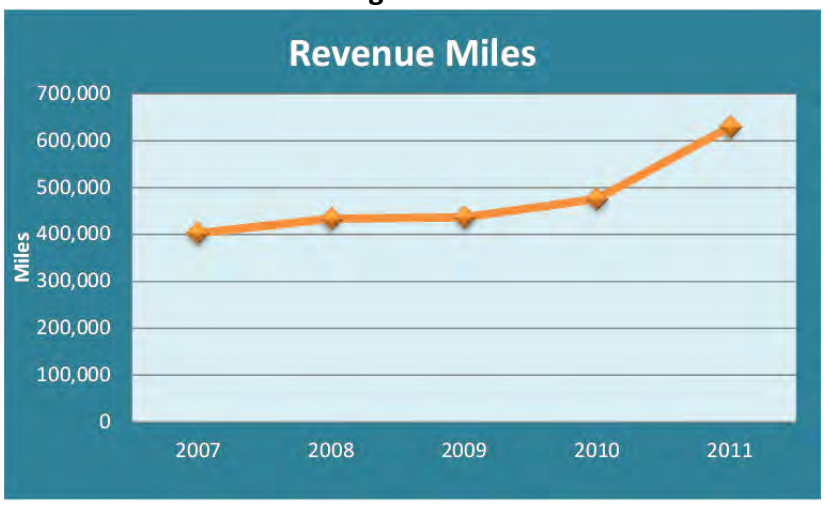
Source: NTD (FYs 2007–2011)

Figure A-27



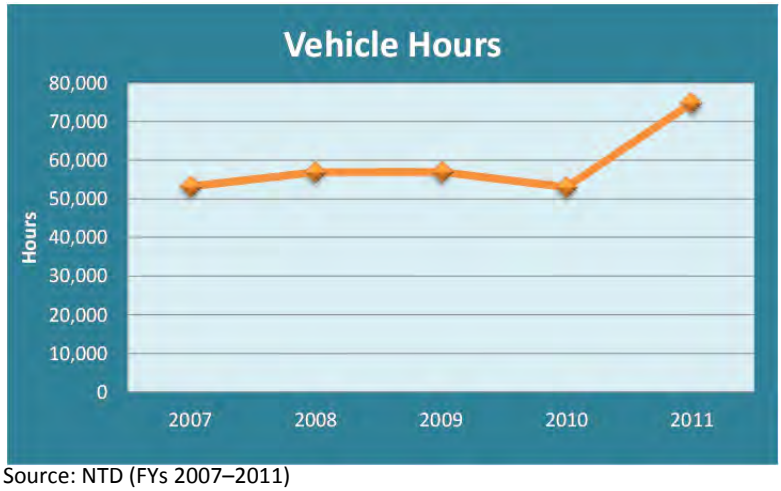
Source: NTD (FYs 2007–2011)

Figure A-28



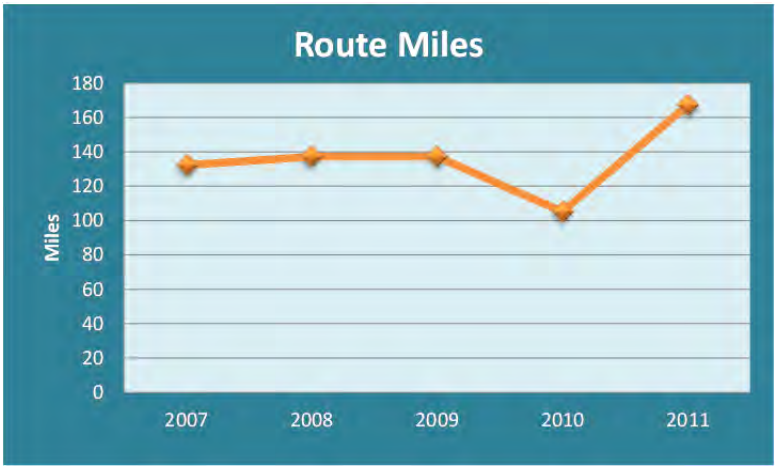
Source: NTD (FYs 2007–2011)

Figure A-29



Source: NTD (FYs 2007–2011)

Figure A-30



Source: NTD (FYs 2007–2011)

Figure A-31

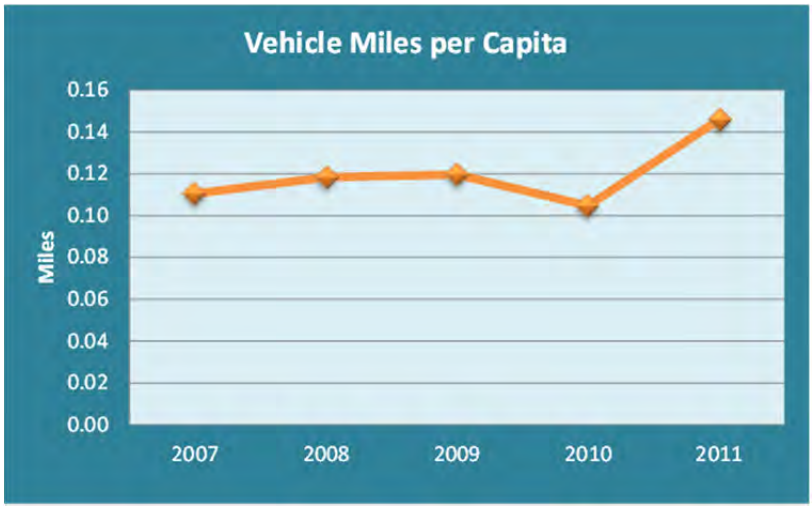
Source: NTD (FYs 2007–2011)

Figure A-32

Source: NTD (FYs 2007–2011)

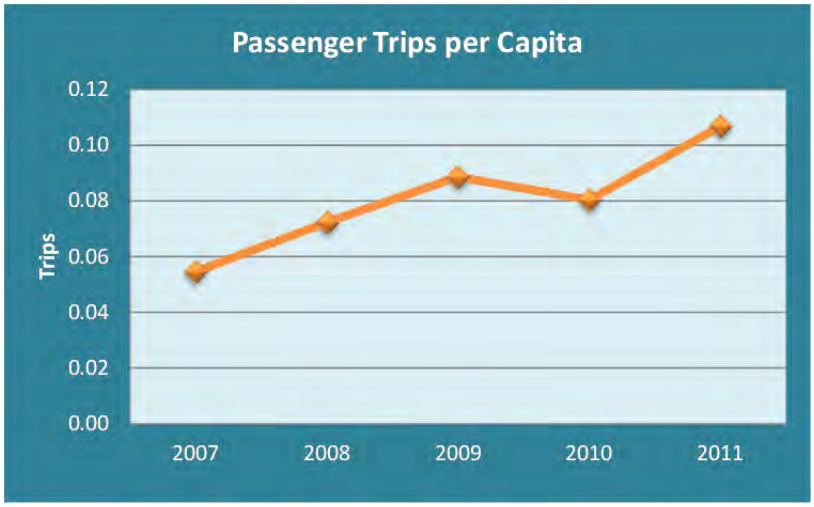
Shuttle Bus Service Effectiveness Measures (FYs 2007–2011)

Figure A-33



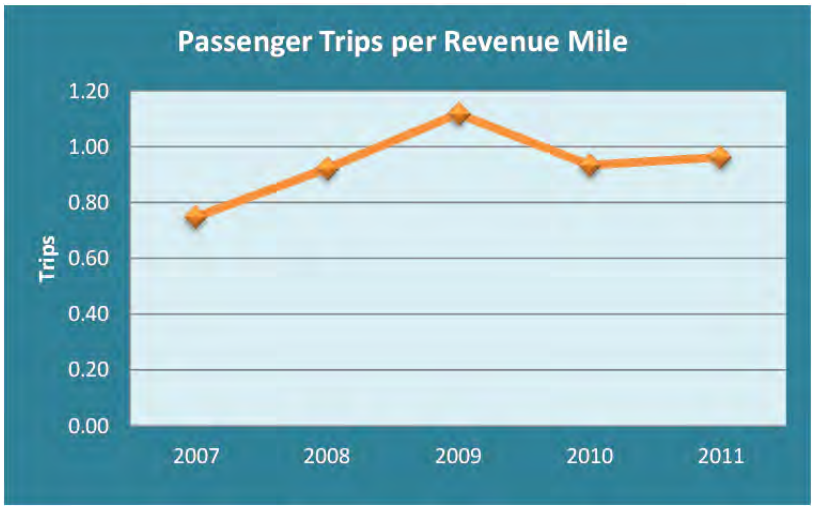
Source: NTD (FYs 2007–2011)

Figure A-34



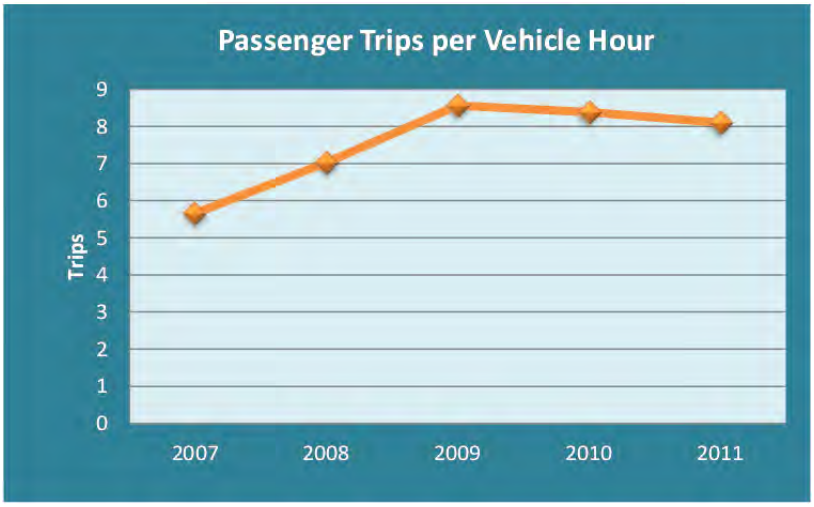
Source: NTD (FYs 2007–2011)

Figure A-35



Source: NTD (FYs 2007–2011)

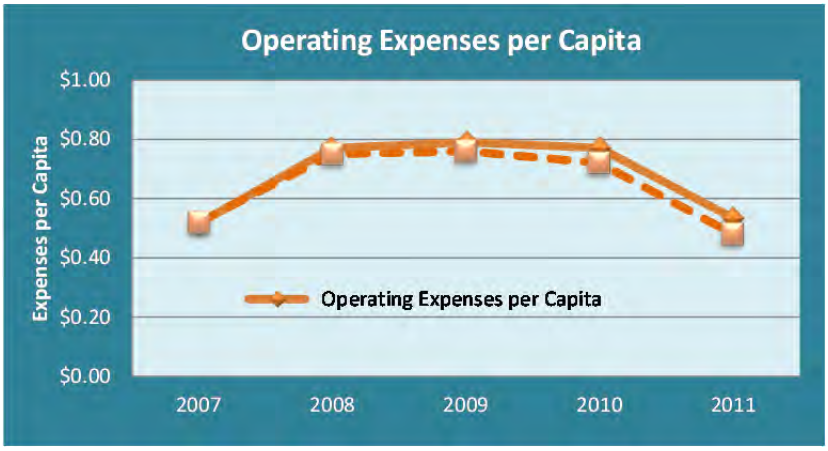
Figure A-36



Source: NTD (FYs 2007–2011)

Shuttle Bus Service Efficiency Measures (FYs 2007–2011)

Figure A-37

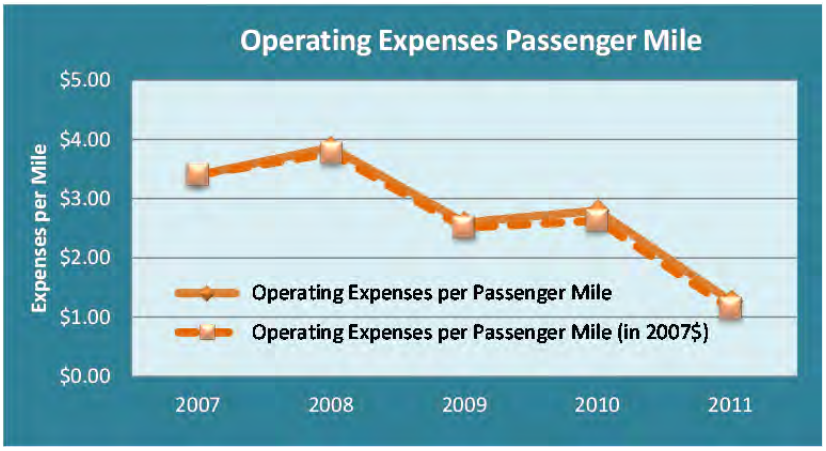


Source: NTD (FYs 2007–2011)

Figure A-38

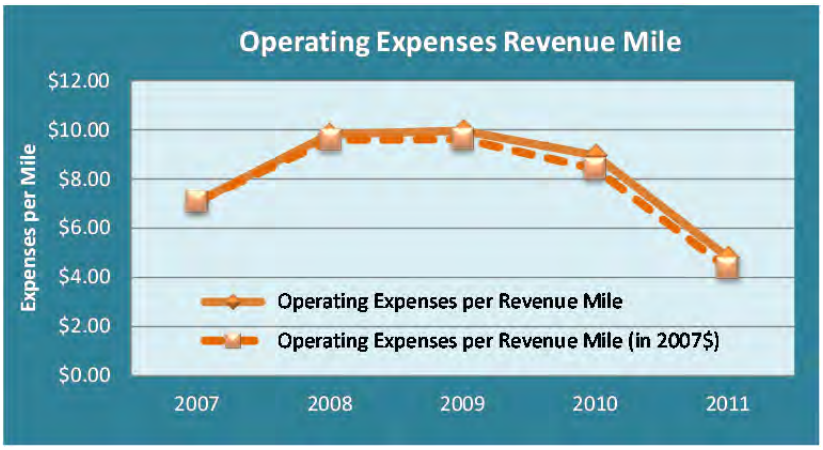
Source: NTD (FYs 2007–2011)

Figure A-39



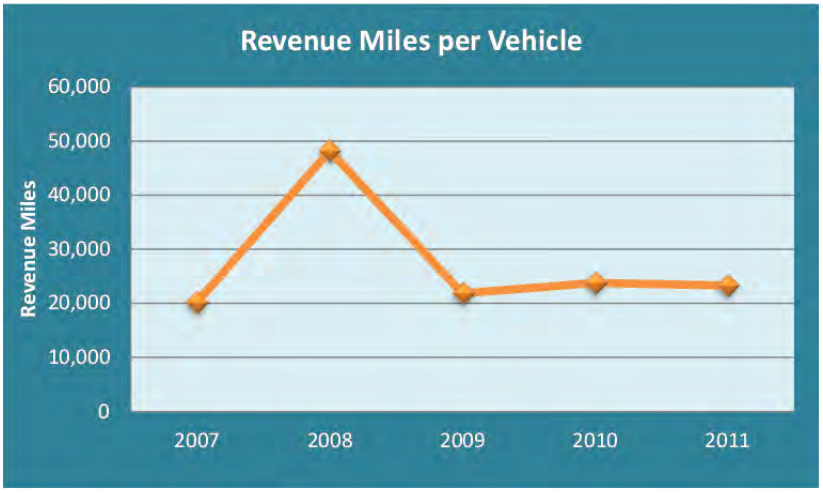
Source: NTD (FYs 2007–2011)

Figure A-40



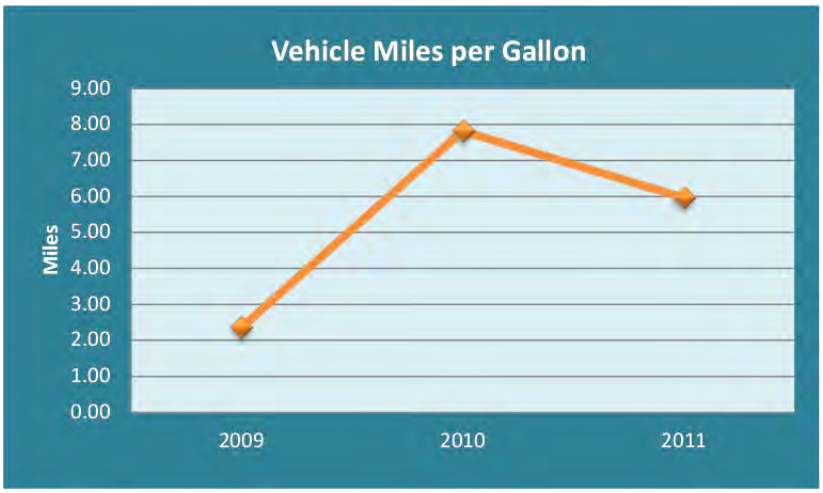
Source: NTD (FYs 2007–2011)

Figure A-41



Source: NTD (FYs 2007–2011)

Figure A-42



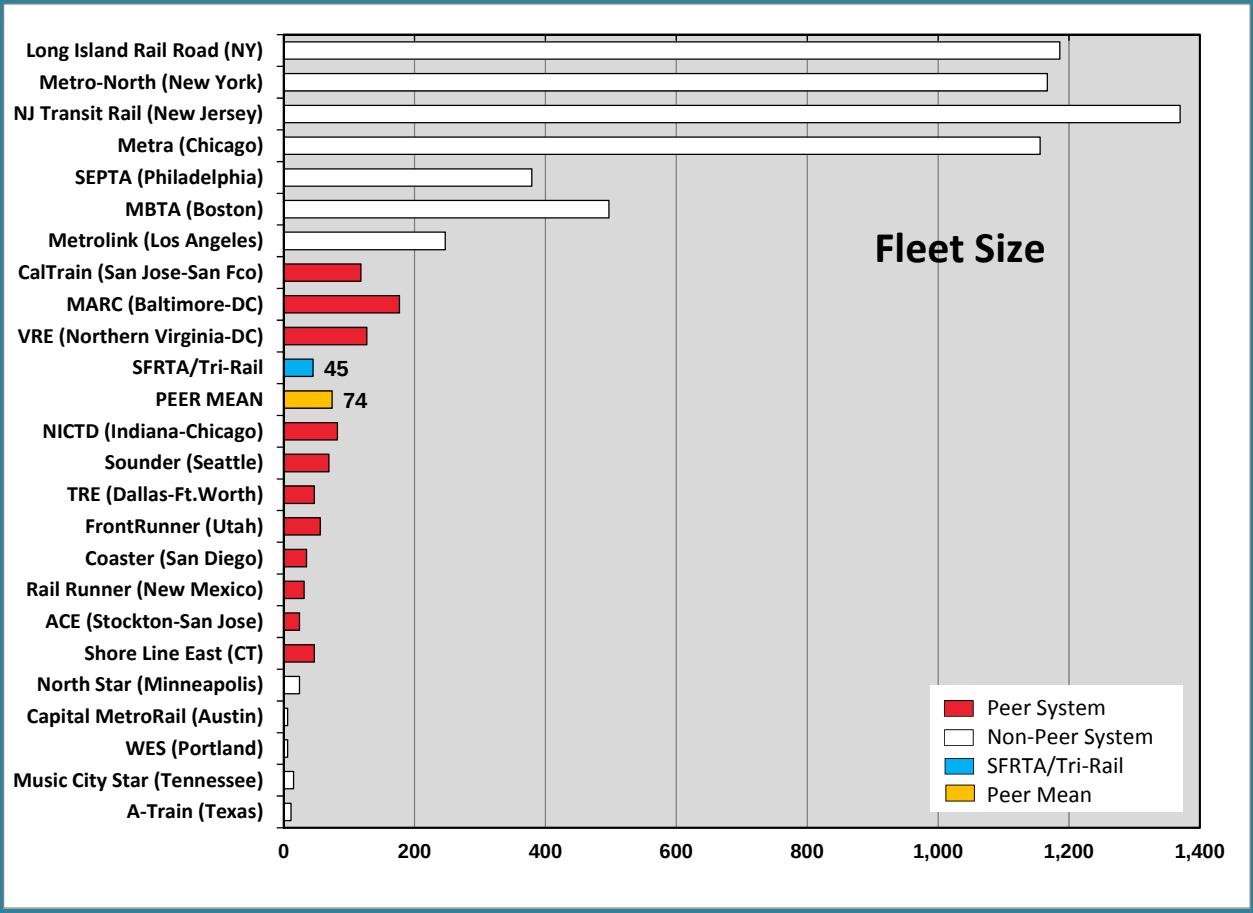
Source: NTD (FYs 2007–2011

A.2 PEER ANALYSIS

Fleet Size

Fleet Size or Vehicles Available for Annual Maximum Service is defined as the number of revenue vehicles available to meet the annual maximum service requirement. This includes spares, out-of-service vehicles, and vehicles in or awaiting maintenance, but excludes vehicles awaiting sale and emergency contingency vehicles. Compared to its peers (shown in red), SFRTA/Tri-Rail has significantly fewer vehicles (45) than the peer mean (74). Of the 12 peer systems, **SFRTA/Tri-Rail ranks 9th** in terms of fleet size. It should be noted that two multi-line systems, MARC and Virginia Railway Express (VRE), have fleets of 177 and 127 vehicles, respectively, thus slightly skewing the peer mean.

Figure A-43: Fleet Size

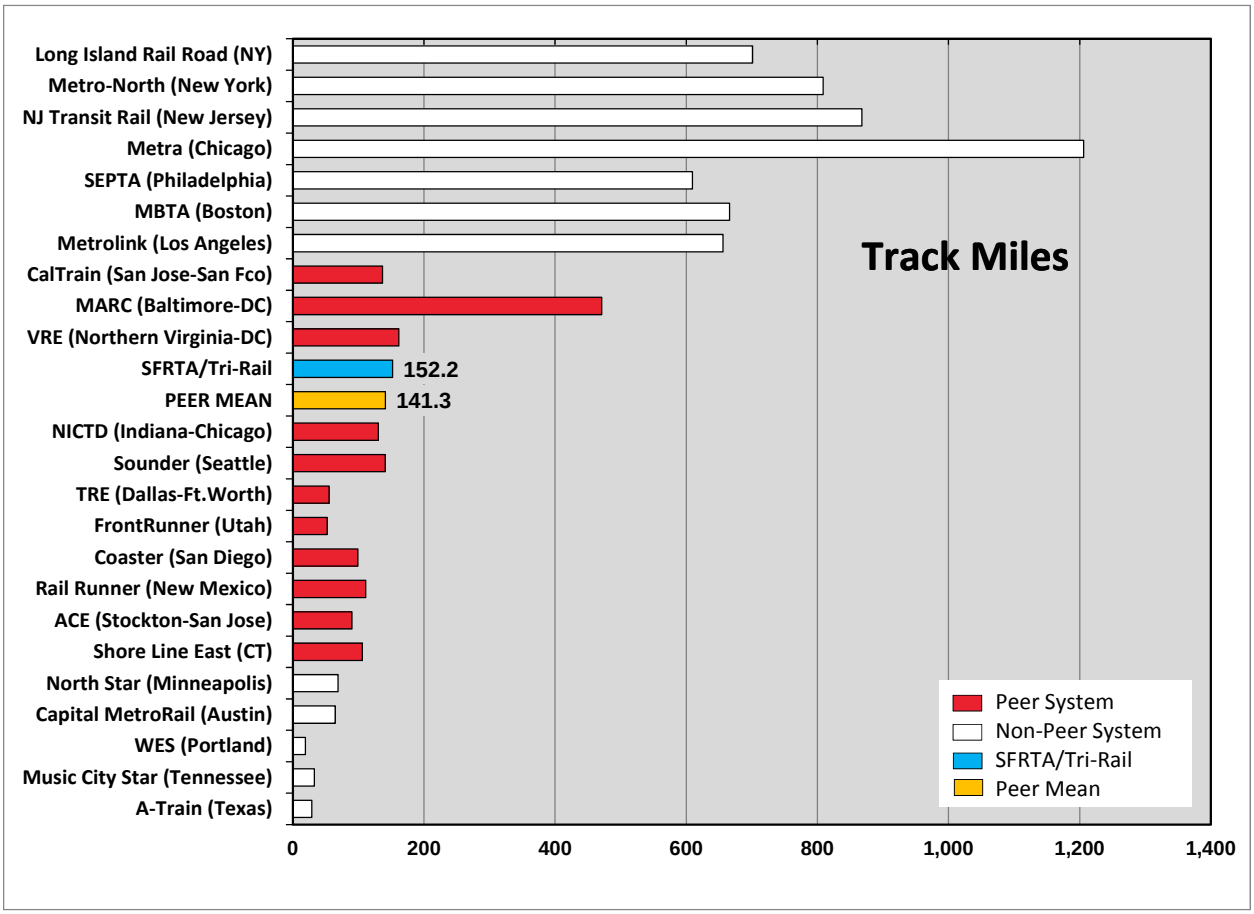


Source: NTD (FY 2011)

Track Miles

Track Miles are defined as the number of tracks per one-mile segment of right-of-way; all track is counted, including yard track and sidings. **SFRTA/Tri-Rail's 152.2 miles of track rank 3rd** compared to its peers, with only MARC and VRE, two multi-line systems, having more. SFRTA/Tri-Rail surpasses the peer mean (141.3) in this measure, which speaks to the system's importance as the regional transit backbone in South Florida.

Figure A-44: Track Miles

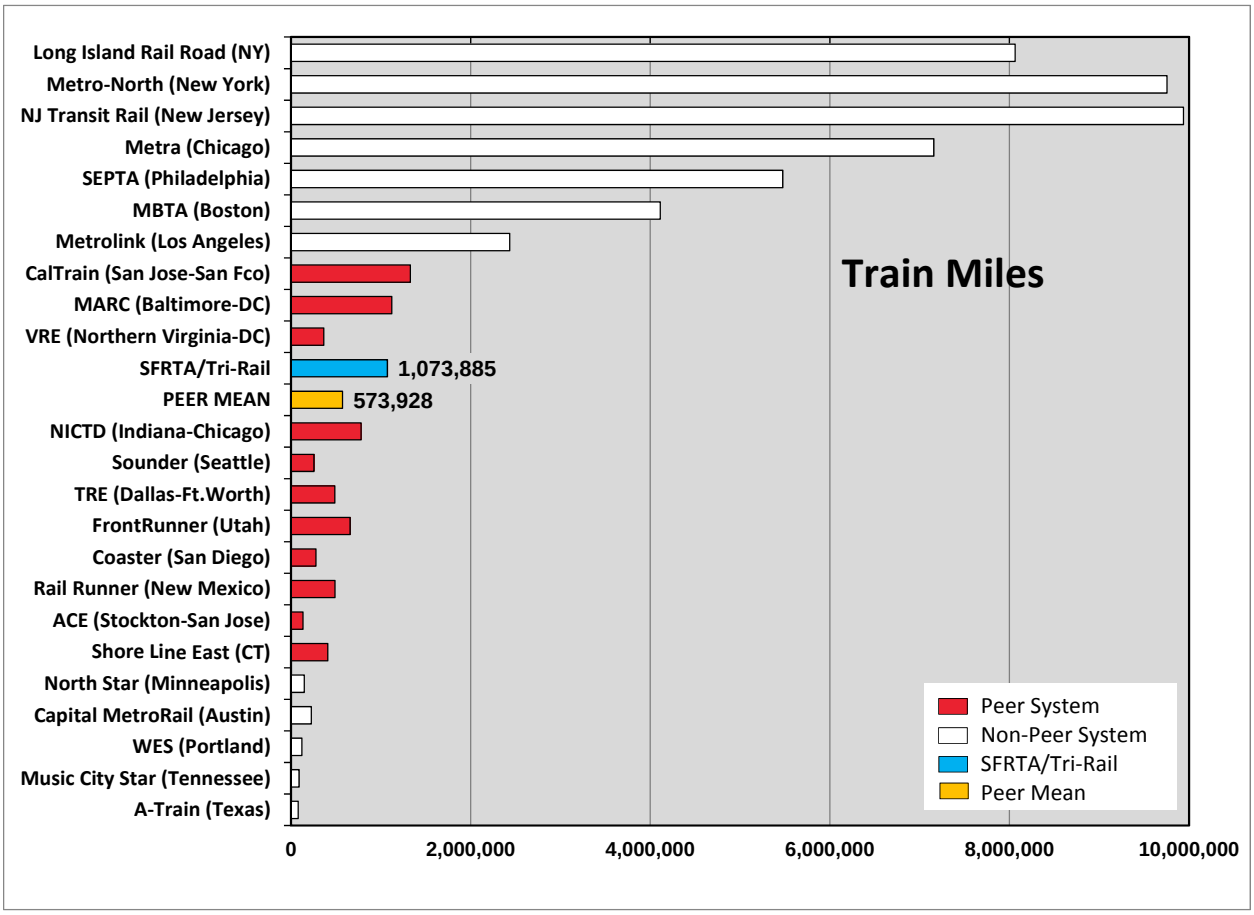


Source: NTD (FY 2011)

Train Miles

Annual Train Miles are defined as the miles that trains are scheduled to or actually travel while in revenue service (actual train revenue miles) plus deadhead miles. Actual train miles exclude miles for charter services, operator training, and vehicle maintenance testing. Compared to its peers, **SFRTA/Tri-Rail ranks 5th** behind CalTrain, MARC, VRE, and the South Shore Line, with 1,073,885 train miles, nearly than double the peer mean of 573,928.2 train miles.

Figure A-45: Annual Train Miles

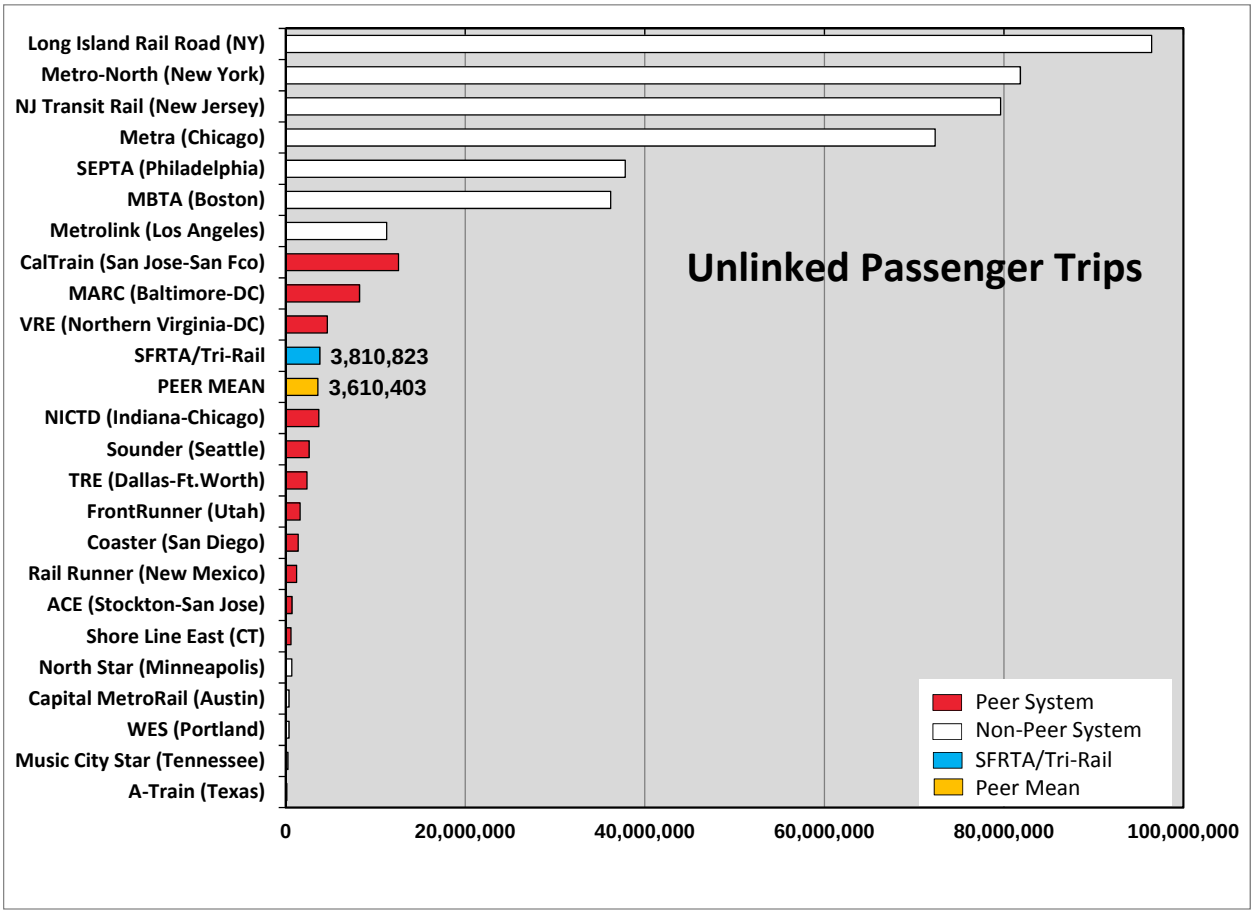


Source: NTD (FY 2011)

Unlinked Passenger Trips

Unlinked Passenger Trips are defined as the number of passengers who board public transportation vehicles. Passengers are counted each time they board vehicles no matter how many vehicles they use to travel from their origin to their destination. This measure is commonly used to define ridership for transit properties. With 3,810,823 unlinked passenger trips in 2011**, SFRTA/Tri-Rail ranks 4th** behind CalTrain, MARC, and VRE and compares favorably to the peer mean of 3,610,403.4. It should be noted that CalTrain's 12+ million riders significantly skewed the peer mean; 5 of the 12 agencies measured have considerably fewer than 2million annual riders, according to NTD.

Figure A-46: Unlinked Passenger Trips

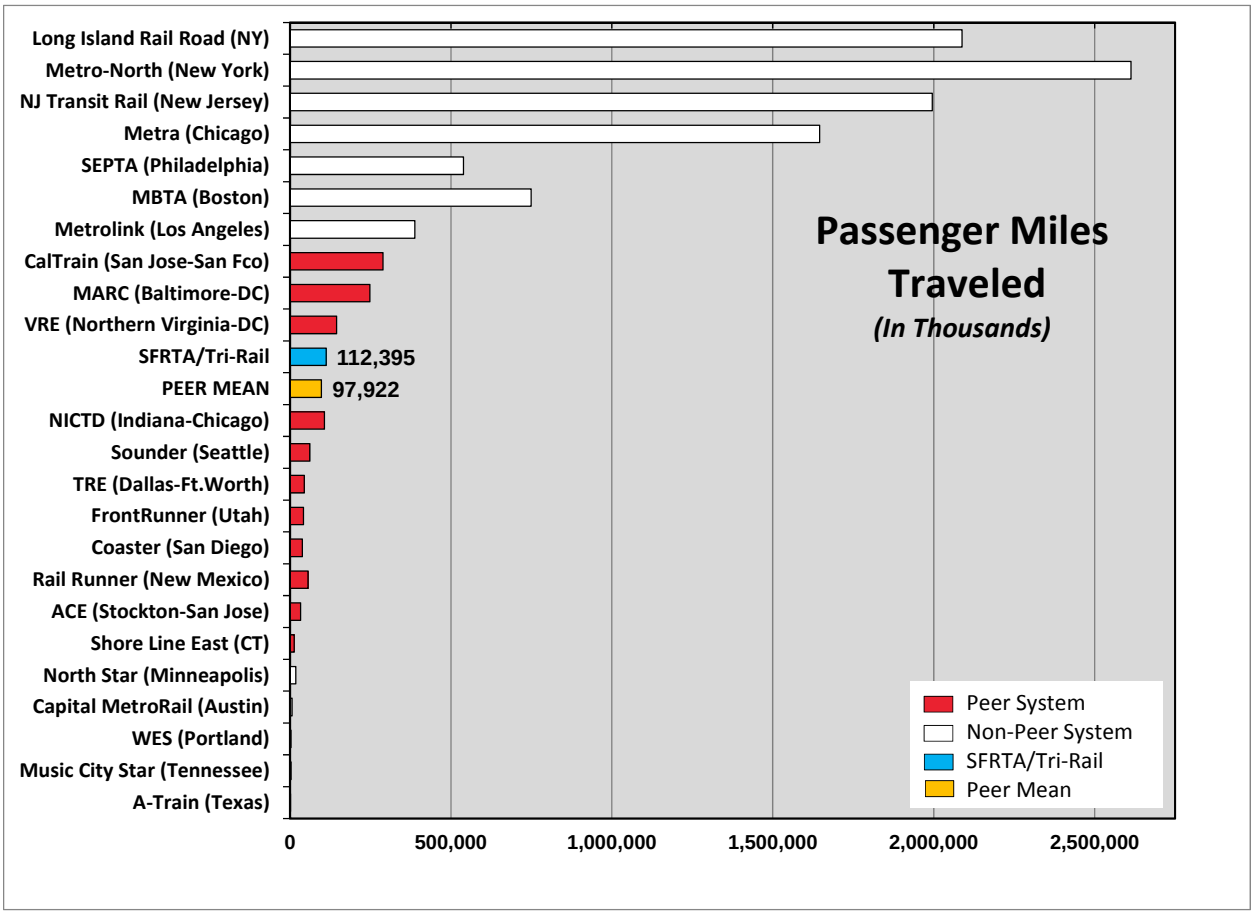


Source: NTD (FY 2011)

Passenger Miles Traveled

Passenger Miles Traveled (PMT) is defined as the cumulative sum of the distances ridden by each passenger. When compared to its peers, **SFRTA/Tri-Rail ranks 3rd** out of the 12agencies, with 112,394,589 passenger miles traveled, well over the peer mean of 97,921,881. CalTrain, MARC, and VRE are the only peers with more passenger miles traveled, which again reflects the depth of service of the single-line SFRTA/Tri-Rail system.

Figure A-47: Passenger Miles Traveled

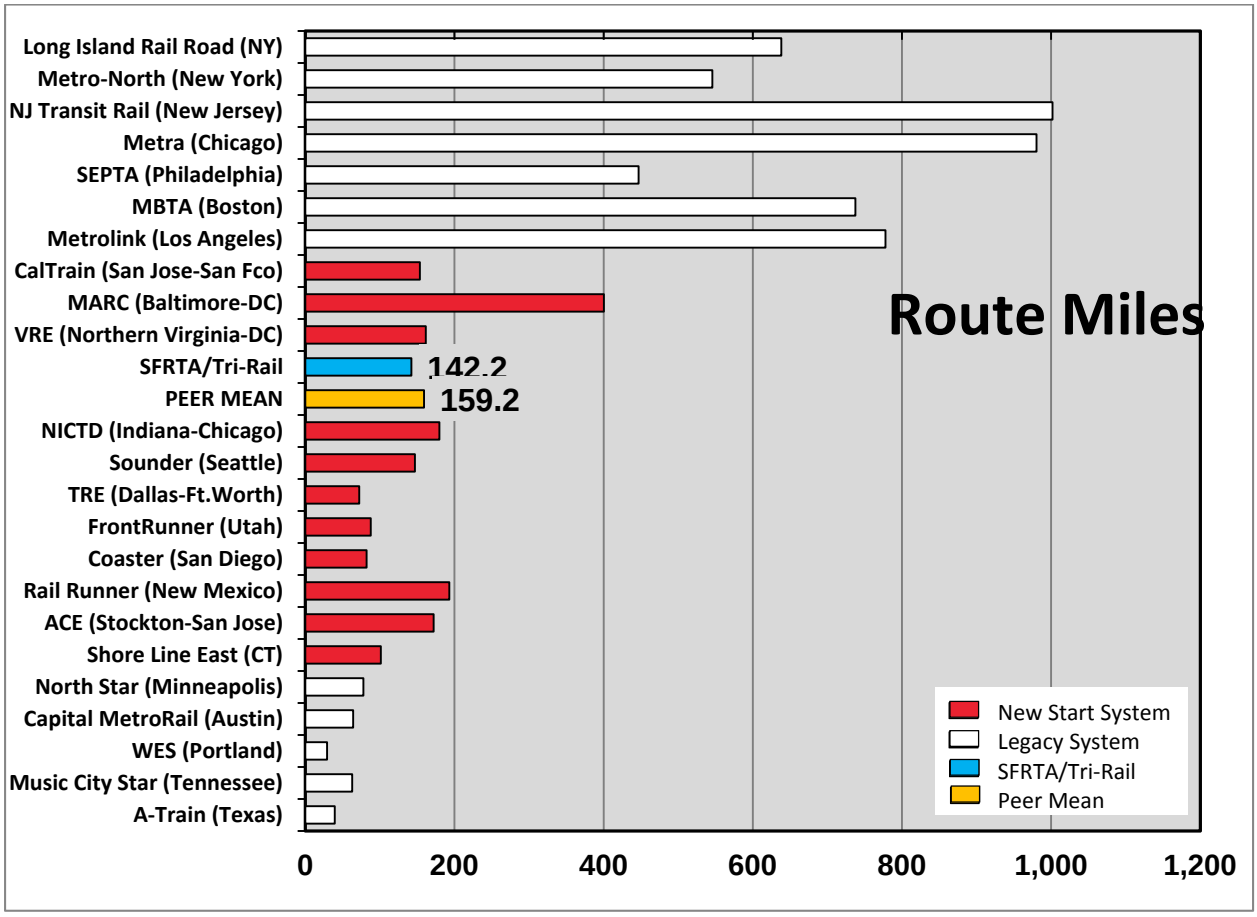


Source: NTD (FY 2011)

Route Miles

Route Miles or, more specifically, Directional Route Miles (DRM), are defined as the mileage in each direction over which public transportation vehicles travel while in revenue service. DRM are a measure of the route path over a facility or roadway, not the service carried on the facility—e.g., the number of routes, vehicles, or vehicle revenue miles. They are computed with regard to direction of service but without regard to the number of traffic lanes or rail tracks existing in the right-of-way. They do not include staging or storage areas at the beginning or end of a route. Route miles can speak to the breadth of the transit service in question, and **SFRTA/Tri-Rail ranks 7th** among its peers, with 142.2 route miles, which is below the peer mean of 159.2 route miles. MARC, a system with three lines covering the greater Baltimore-Washington area, has 400+ route miles, which significantly skews the peer mean.

Figure A-48: Route Miles

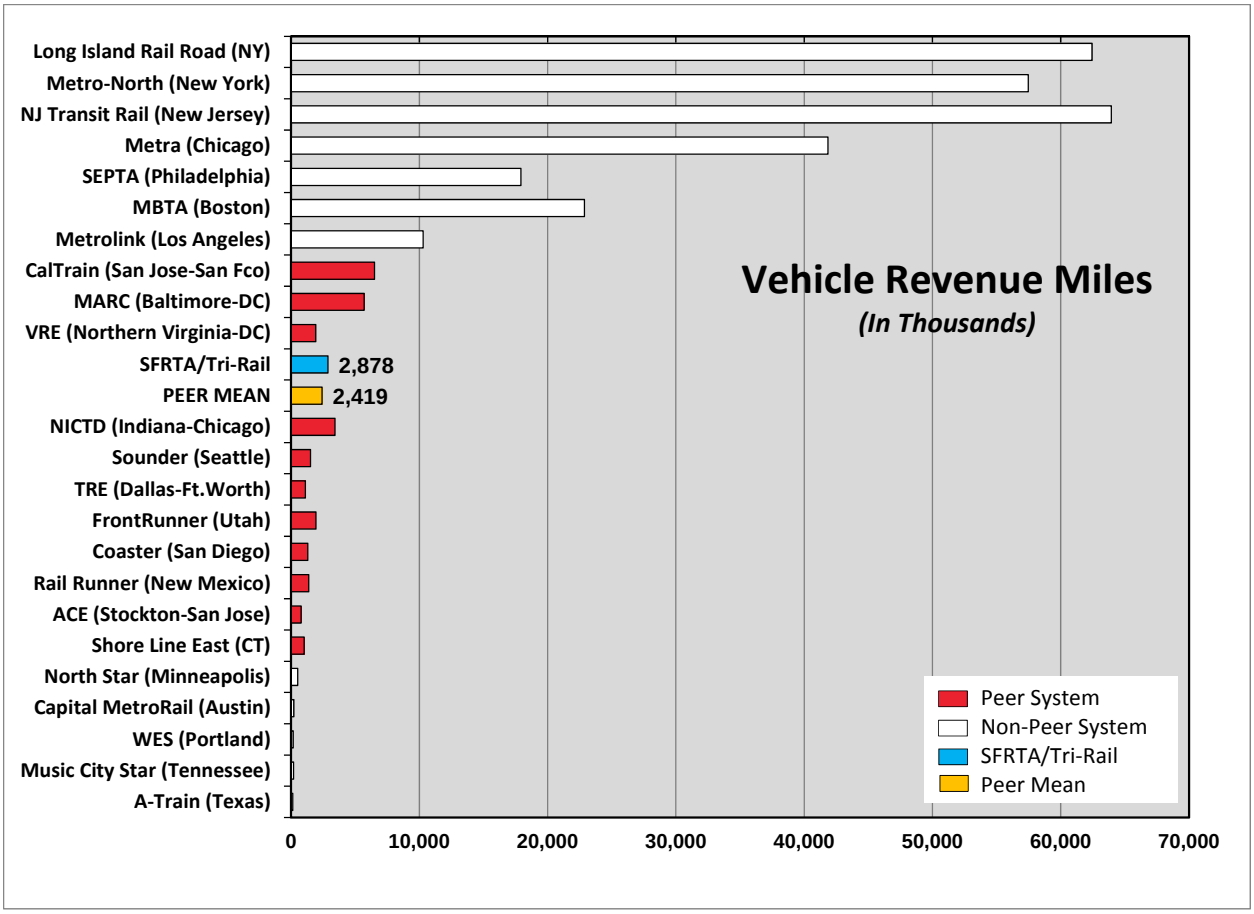


Source: NTD (FY 2011)

Vehicle Revenue Miles

Vehicle Revenue Miles are defined as the miles that vehicles travel while in revenue service. They include layover and recovery time but exclude deadhead, training and charter services. Since trains typically carry multiple vehicles, this number is exponentially bigger and should not be confused with train revenue miles. When compared to its peers, **SFRTA/Tri-Rail ranks 4th** following CalTrain, MARC and NICTD South Shore Line, with 2,878,369 vehicle revenue miles, well above the peer mean of 2,419,186.5.

Figure A-49: Vehicle Revenue Miles

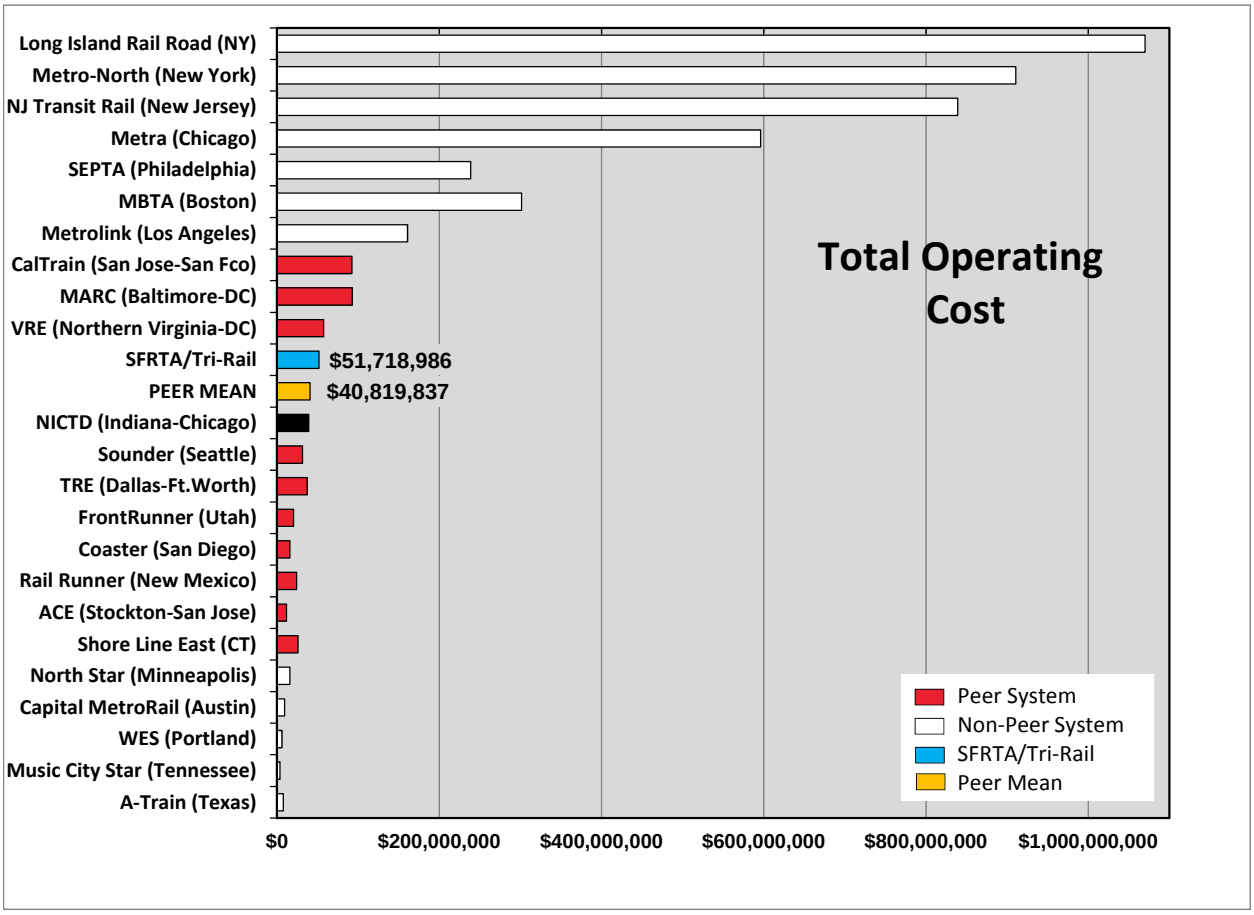


Source: NTD (FY 2011)

Total Operating Cost

Total Operating Cost is defined as the recurring costs of providing public transportation service, including all employee wages and salaries; fringe benefits; operating supplies such as fuel and oil; contractors' charges for services; taxes; repair and maintenance services, parts, and supplies; equipment leases and rentals; marketing; lease or rental costs; and insurance. Operating expenses include administrative expenses. Operating costs exclude fixed costs such as depreciation on plant and equipment, costs of providing transportation services not available to the general public, and interest paid on loans on capital equipment. When compared to its peers, **SFRTA/Tri-Rail ranks 4th** in operating cost ($51,718,986), behind MARC, CalTrain, and VRE, and is higher than the peer mean total operating cost of $40,819,836.82.

Figure A-50: Total Operating Cost

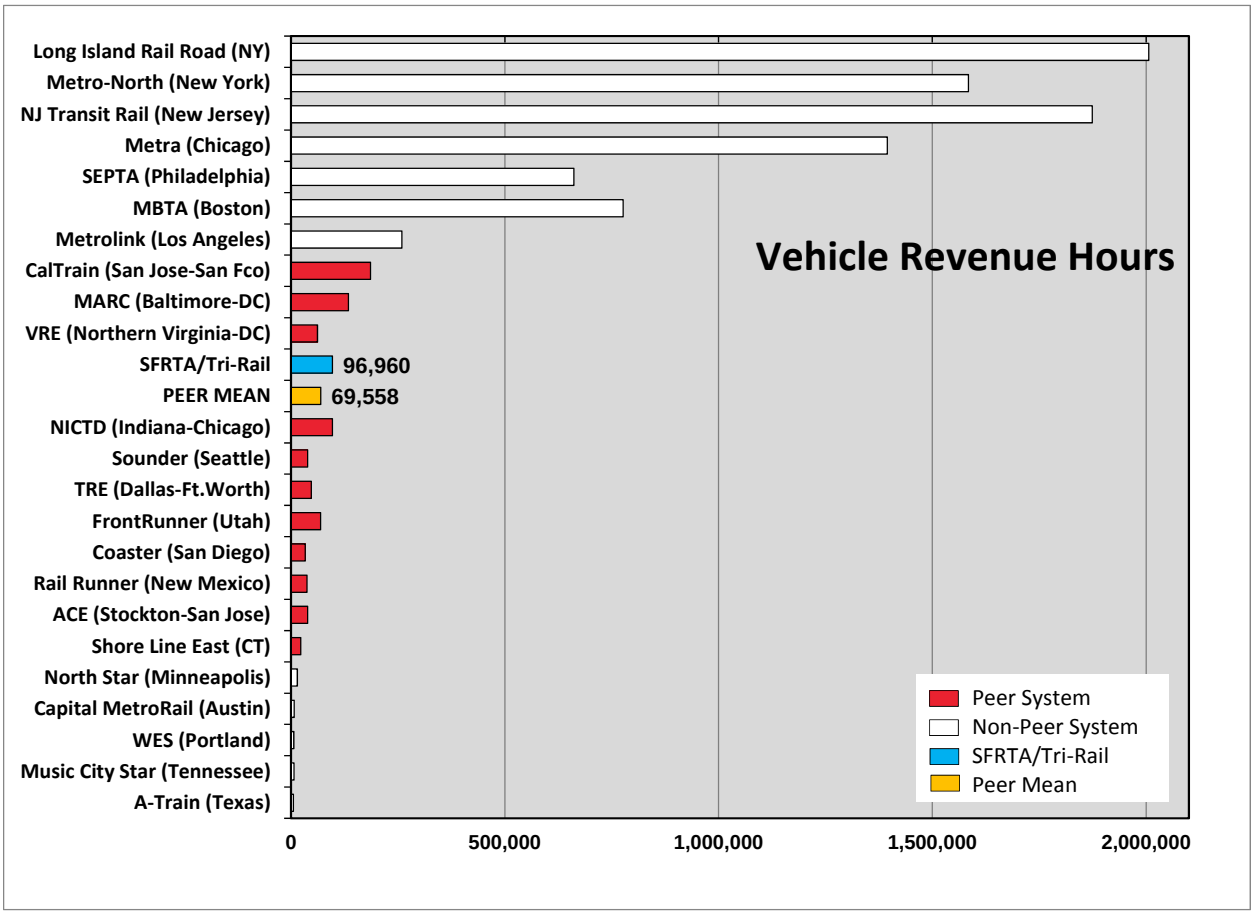


Source: NTD (FY 2011)

Vehicle Revenue Hours

Vehicle Revenue Hours are defined as the hours that vehicles travel while in revenue service. They include layover and recovery time but exclude deadhead, training, and charter services. Since trains typically carry multiple vehicles, this number is exponentially bigger and should not be confused with train revenue hours. When compared to its peers, **SFRTA/Tri-Rail ranks 3rd** following CalTrain and MARC, with 96,960 vehicle revenue hours, well above the peer mean of 69,558 hours.

Figure A-51: Vehicle Revenue Hours

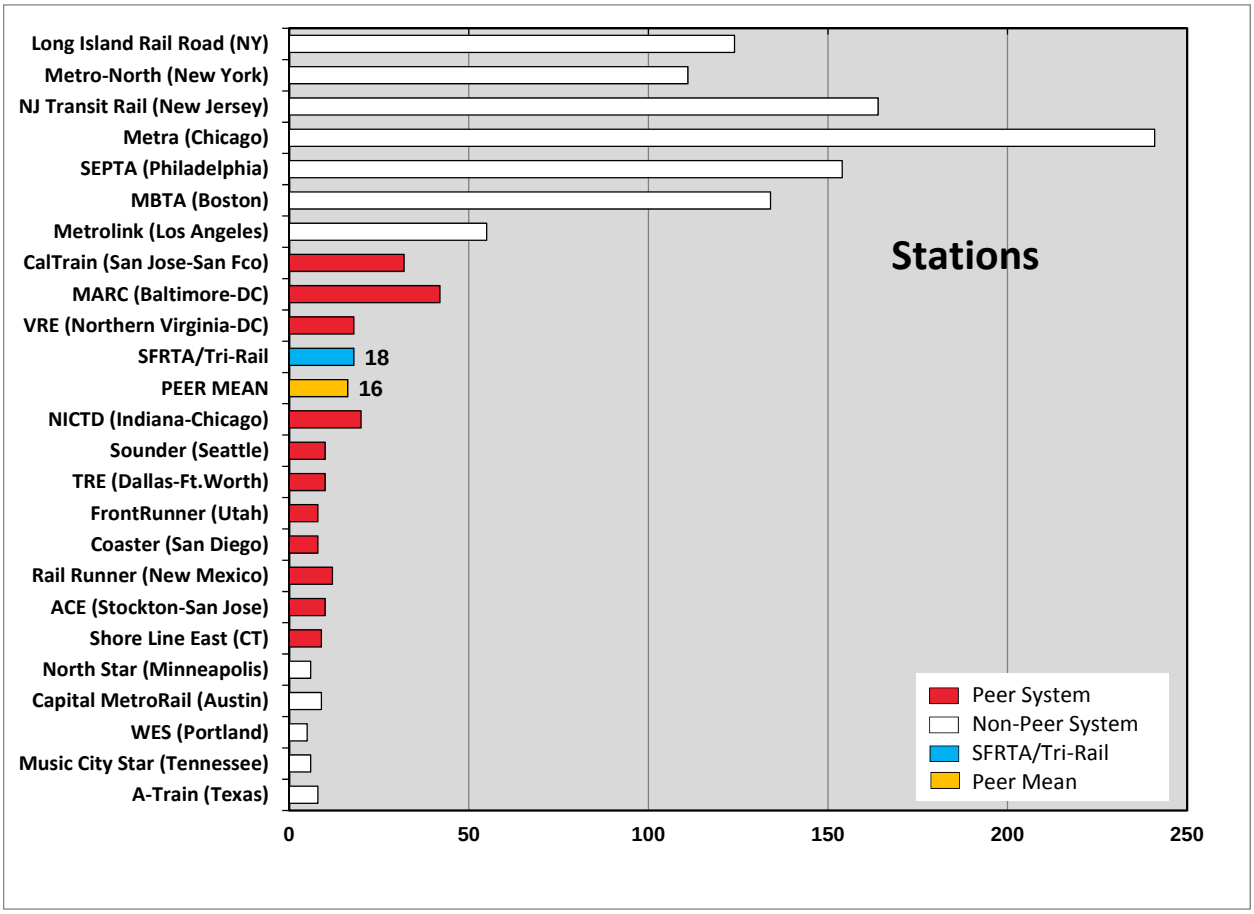


Source: NTD (FY 2011)

Stations

With 18 stations in total, **SFRTA/Tri-Rail ranks 4th** out of its peers and is tied with VRE; only MARC, CalTrain, and South Shore Line have more rail stations.

Figure A-52: Stations

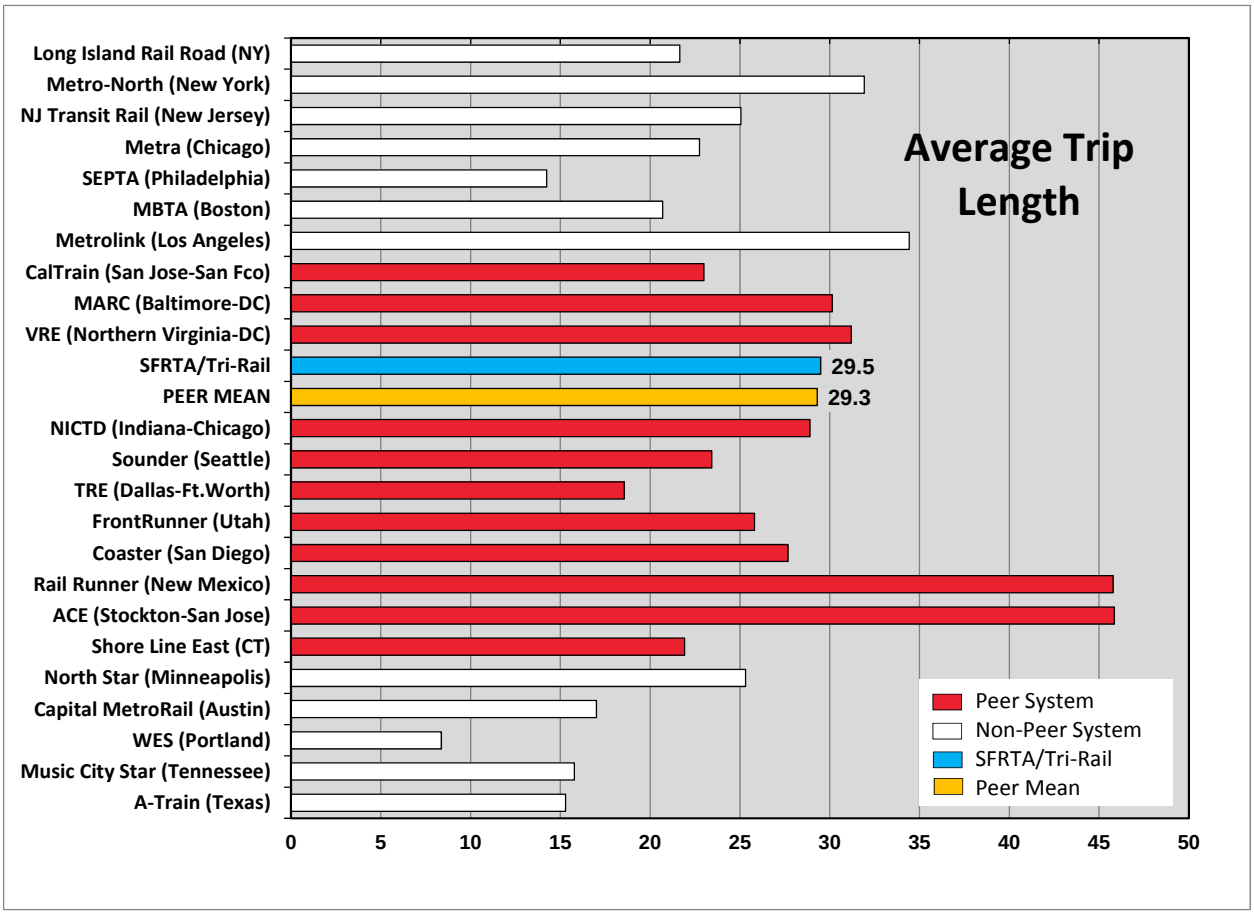


Source: NTD (FY 2011)

Average Trip Length

Average Trip Length is defined as the average distance ridden for an unlinked passenger trip by time period (weekday, Saturday, Sunday), computed as passenger miles traveled divided by unlinked passenger trips. When compared to its peers, **SFRTA/Tri-Rail ranks 5th** in longest average trip (29.5 miles), which is slightly higher than the peer mean of 29.3 miles per trip. Rail Runner and ACE had the longest average trips, with 45.8 and 45.9 miles, respectively.

Figure A-53: Average Trip Length (miles)

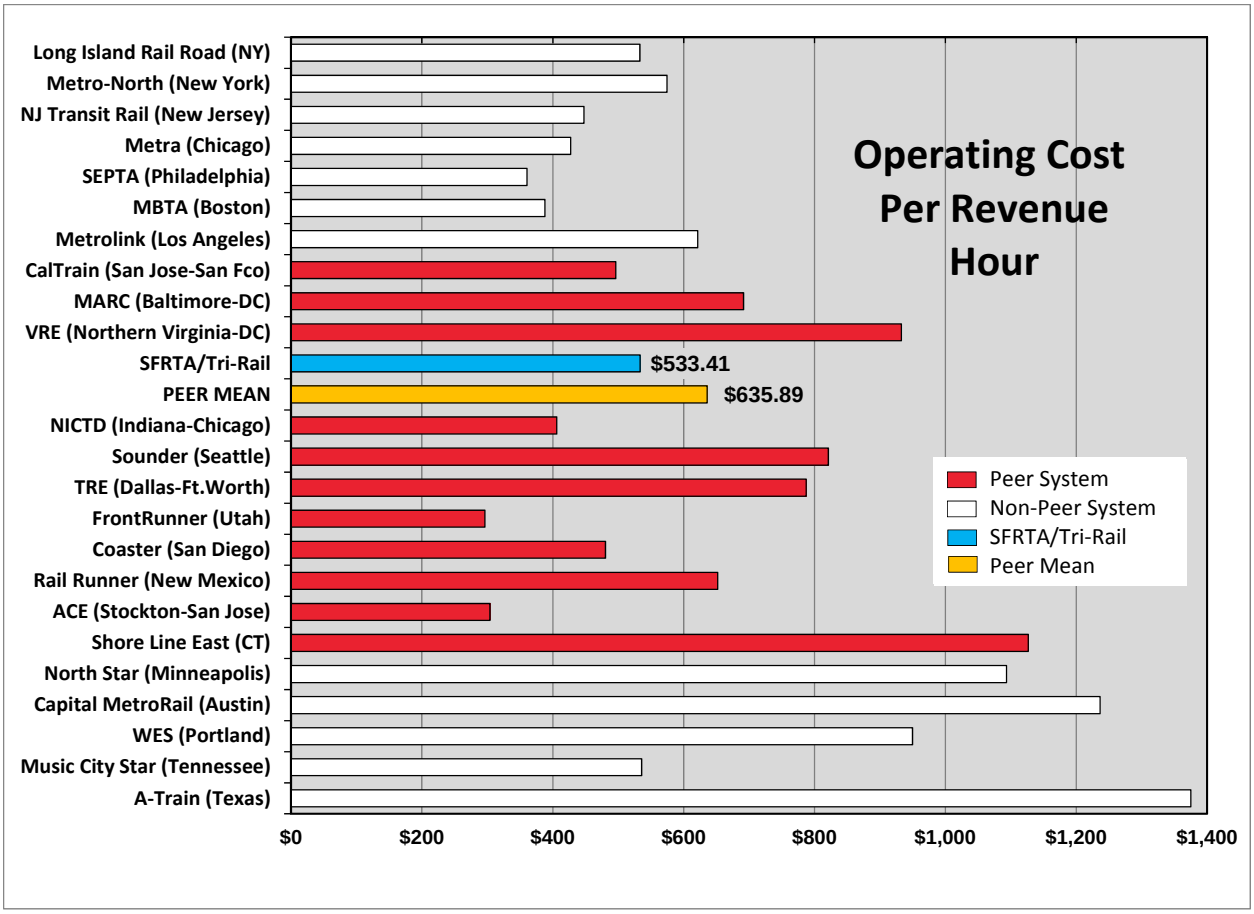


Source: NTD (FY 2011)

Operating Cost per Revenue Hour

Operating Cost per Revenue Hour is defined as the annual cost of providing public transportation service divided by total vehicle revenue hours. When compared to its peers, **SFRTA/Tri-Rail ranks 6th** in cost-efficiency, with an operating cost of $533.41 per revenue hour, which is less expensive than the peer mean of $635.89 cost per revenue hour. SFRTA/Tri-Rail, based on these NTD statistics, is more cost-efficient than "Legacy" systems such as Metro-North and compares favorably to bigger systems such as Metrolink and MARC.

Figure A-54: Operating Cost Per Revenue Hour

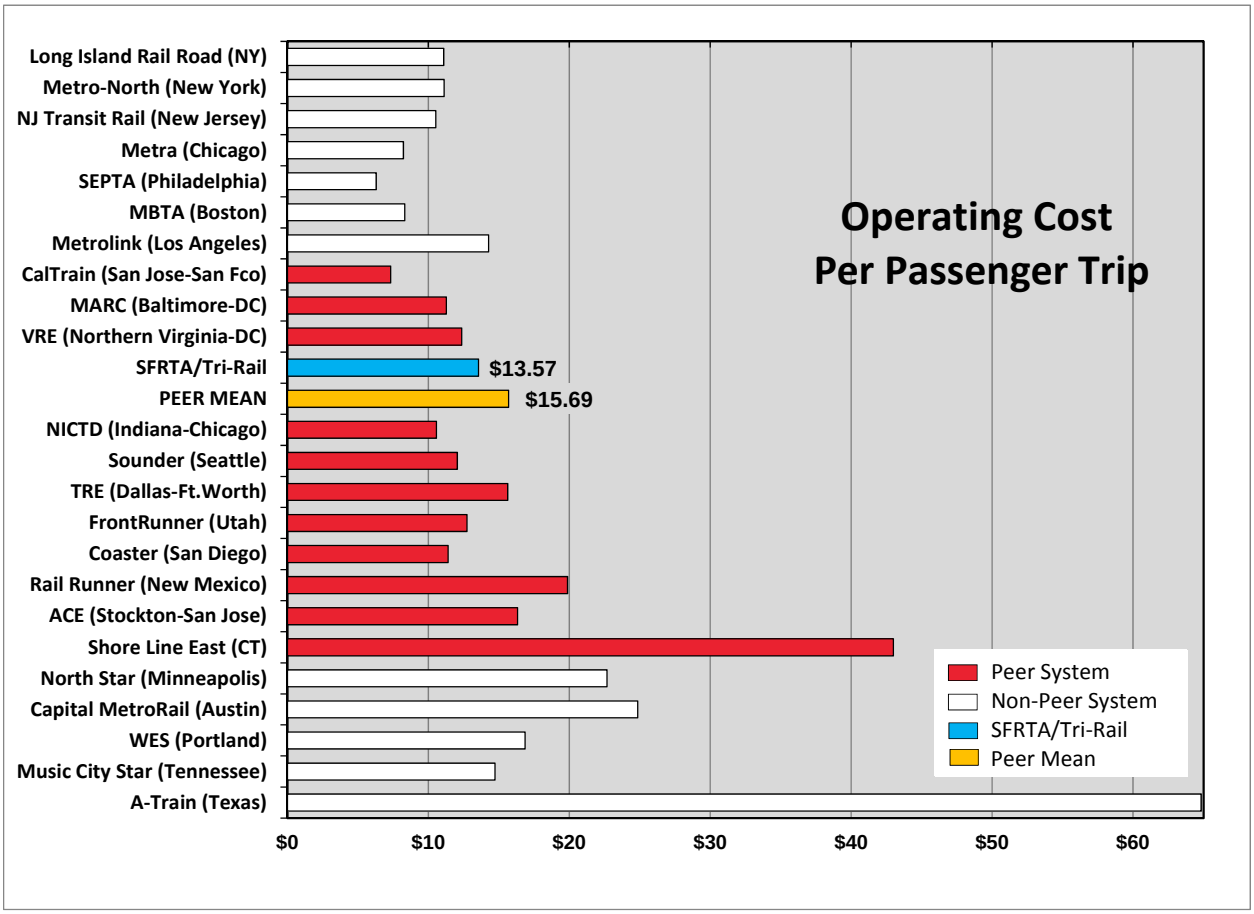


Source: NTD (FY 2011)

Operating Cost per Passenger Trip

Operating Cost per Passenger Trip is defined as the annual cost of providing public transportation service divided by the total number of unlinked passenger trips. When compared to its peers, at a cost of $13.57 per passenger trip, **SFRTA/Tri-Rail ranks 8th** out of the 12 agencies and is more cost-efficient than the peer mean of $15.69.

Figure A-55: Operating Cost Per Passenger Trip

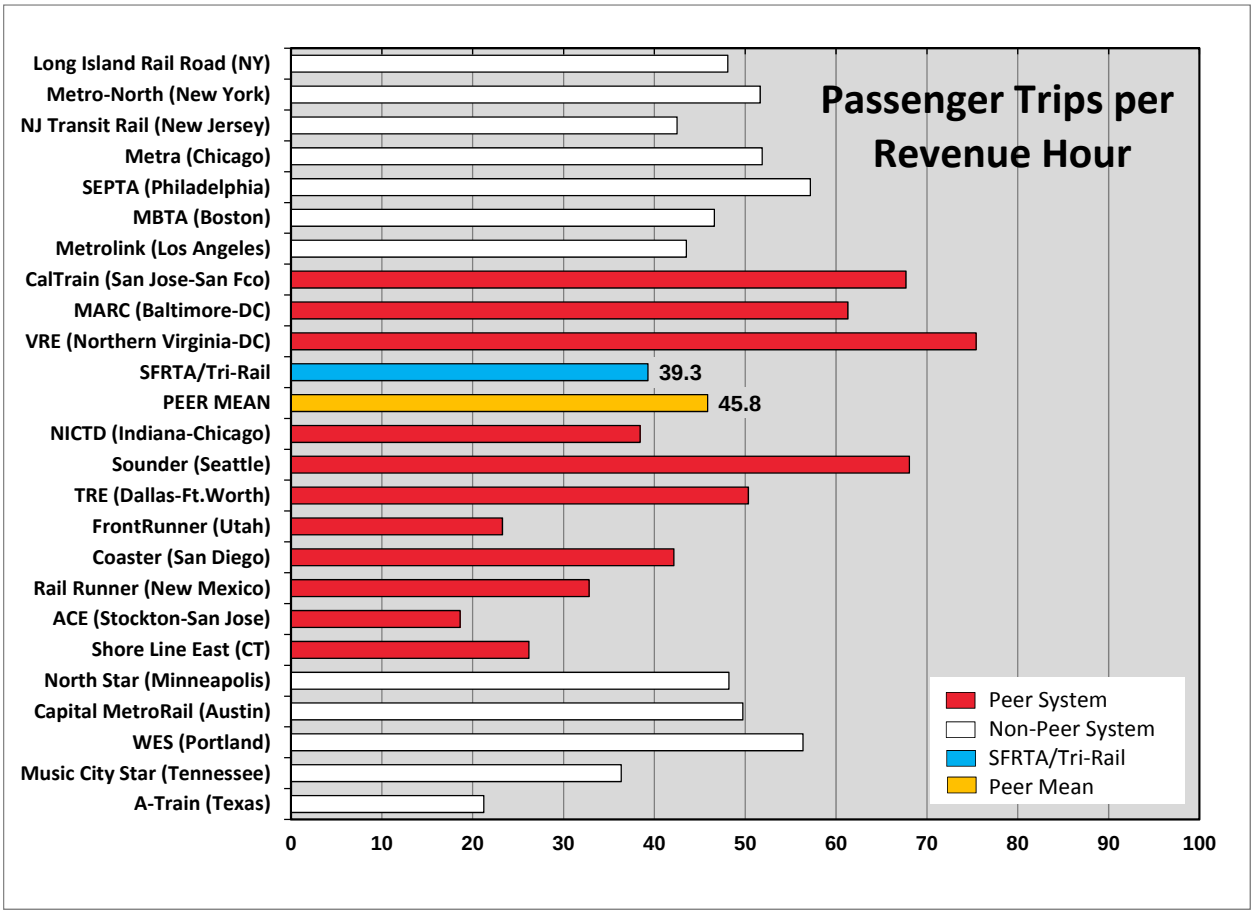


Source: NTD (FY 2011)

Passenger Trips per Revenue Hour

Passenger Trips per Revenue Hour is defined as the total number of unlinked passenger trips divided by total vehicle revenue hours. A measure of system efficiency, at 39.3 passenger trips per revenue hour, **SFRTA/Tri-Rail ranks 7th** and is less than the peer mean of 45.8.

Figure A-56: Passenger Trips Per Revenue Hour

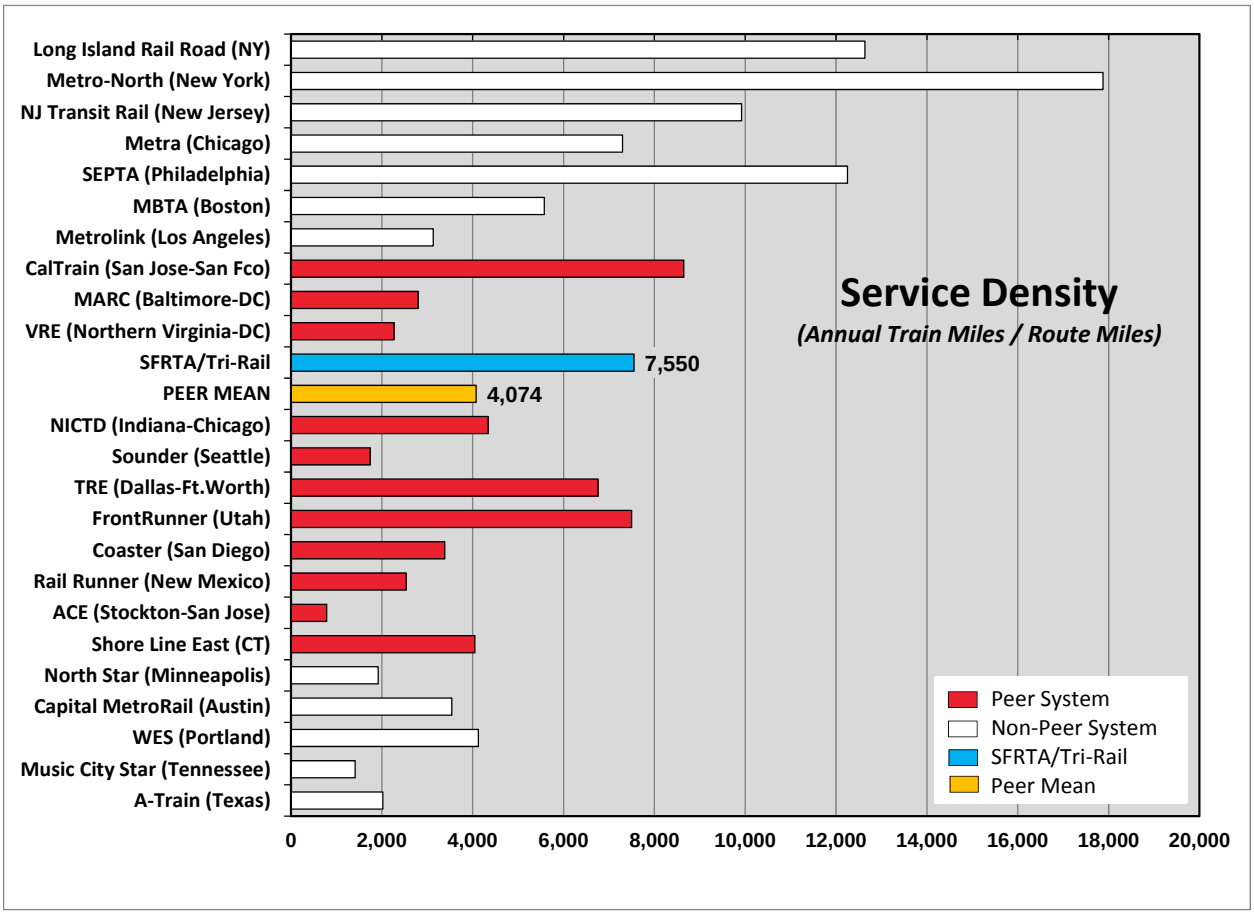


Source: NTD (FY 2011)

Service Density

Service Density is defined as the total annual train miles divided by route miles. This measure is important for illustrating the depth of transit service provided, i.e., headways. When compared to its peers, at a service density of 7,550 train miles per route mile, **SFRTA/Tri-Rail ranks 2nd** out of 12 agencies, following CalTrain's 8,644, and is nearly double the peer mean of 4,074. SFRTA/Tri-Rail's service density compares favorably to larger "Legacy" systems such as Metra and MBTA.

Figure A-57: Service Density

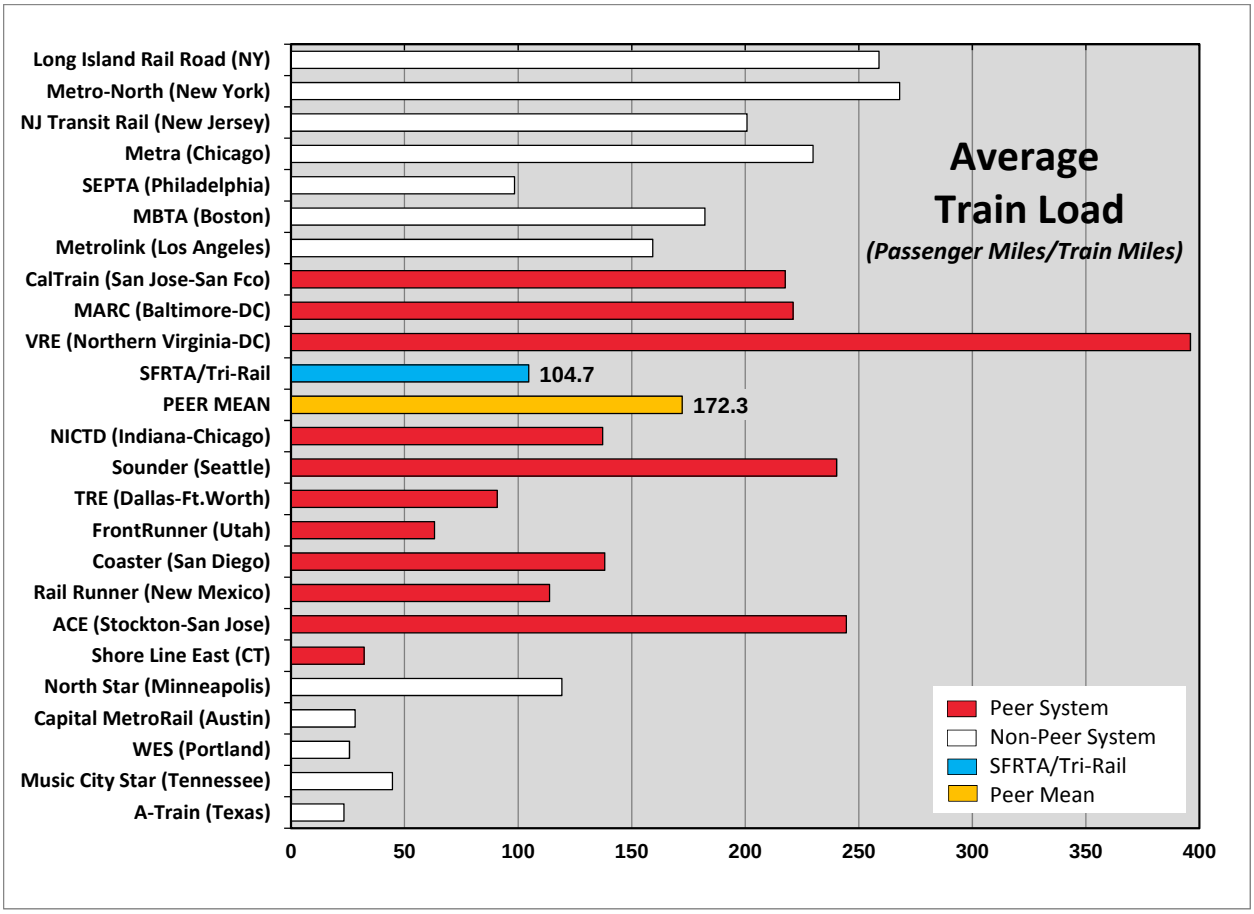


Source: NTD (FY 2011)

Average Train Load

Average Train Load is defined as total annual passenger miles traveled divided by annual train miles. With an average train load of 104.7, **SFRTA/Tri-Rail ranks 9th** out of the 12agencies and is less than the peer mean of 172.3. It should be noted that based on the nature of commuter rail service, the top performers in this category are VRE (396.0), Altamont Commuter Express (244.5), and Sounder (240.2), which do not offer weekend service, thus skewing the mean. SFRTA/Tri-Rail's average train load is comparable to SEPTA's commuter rail service (98.4) and others.

Figure A-58: Average Train Load

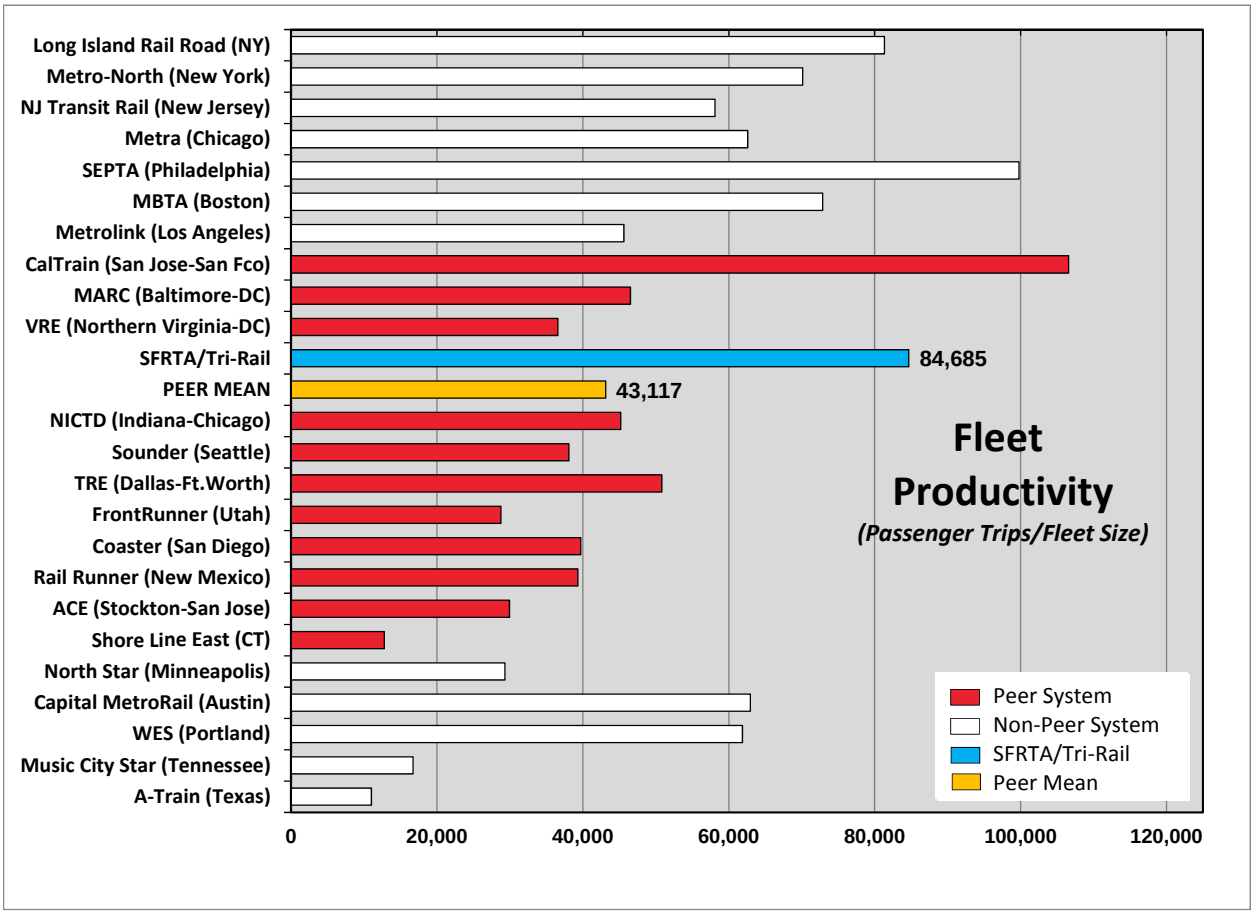


Source: NTD (FY 2011)

Fleet Productivity

Fleet Productivity is defined as the total number of unlinked passenger trips divided by fleet size. At 84,685 passenger trips per fleet vehicle, **SFRTA/Tri-Rail ranks 2nd** out of any peer agency, behind CalTrain's 106,561, and is nearly more than double the peer mean of 43,117.SFRTA/Tri-Rail's fleet productivity well surpasses "Legacy" systems such as MBTA, Metro-North, and New Jersey Transit Rail.

Figure A-59: Fleet Productivity

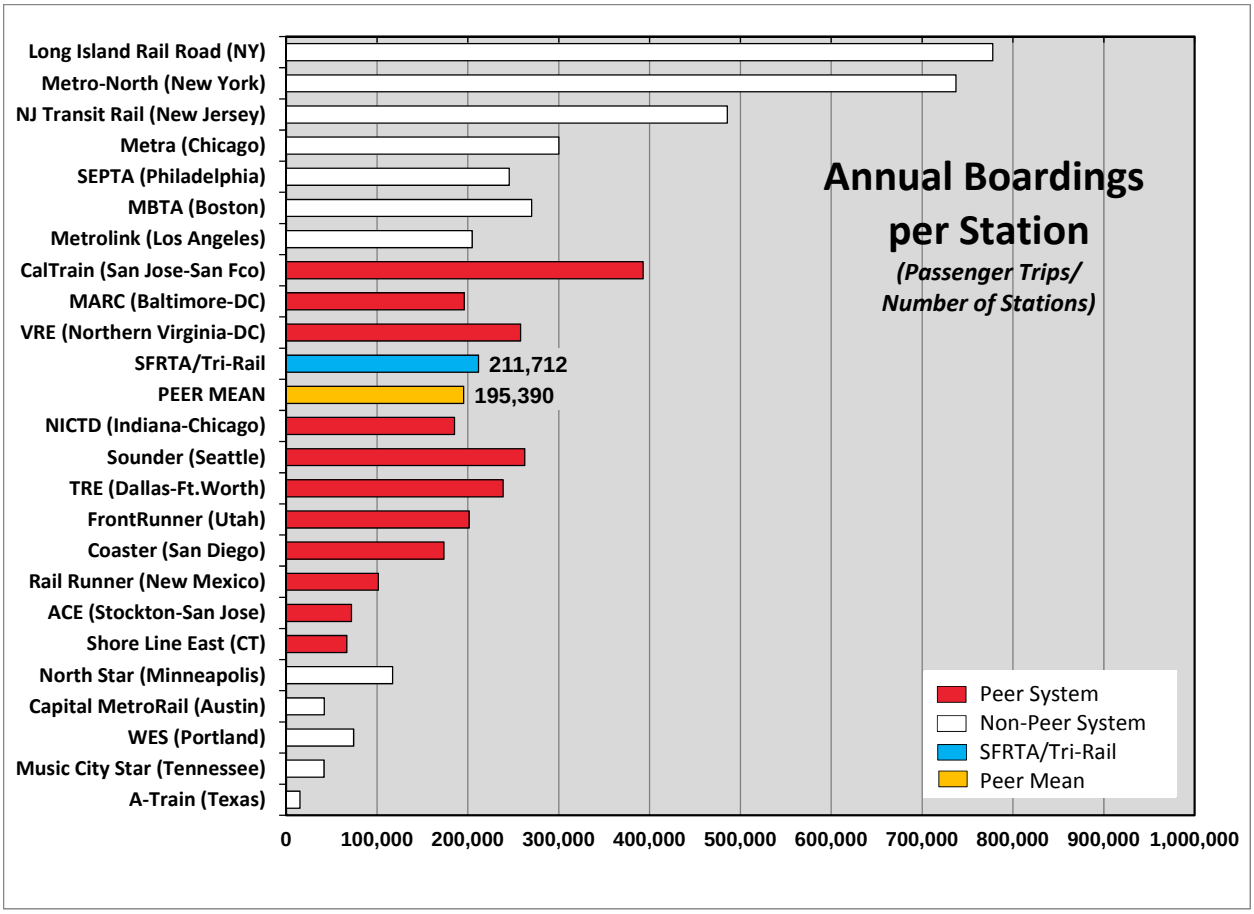


Source: NTD (FY 2011)

Annual Boardings per Station

Annual Boardings per Station is defined as the total number of annual unlinked passenger trips divided by the total number of stations in the system. When compared to its peers**, SFRTA/Tri-Rail ranks 5th** for boardings per station, with an average of 211,712 annual passengers per station, which outperforms the peer mean of 195,390. In a larger context, SFRTA/Tri-Rail has more annual passengers boarding per station than MARC or Metrolink, (two much larger systems) and is comparable to "Legacy" commuter rail systems such as SEPTA and MBTA.

Figure A-60: Annual Boardings Per Station

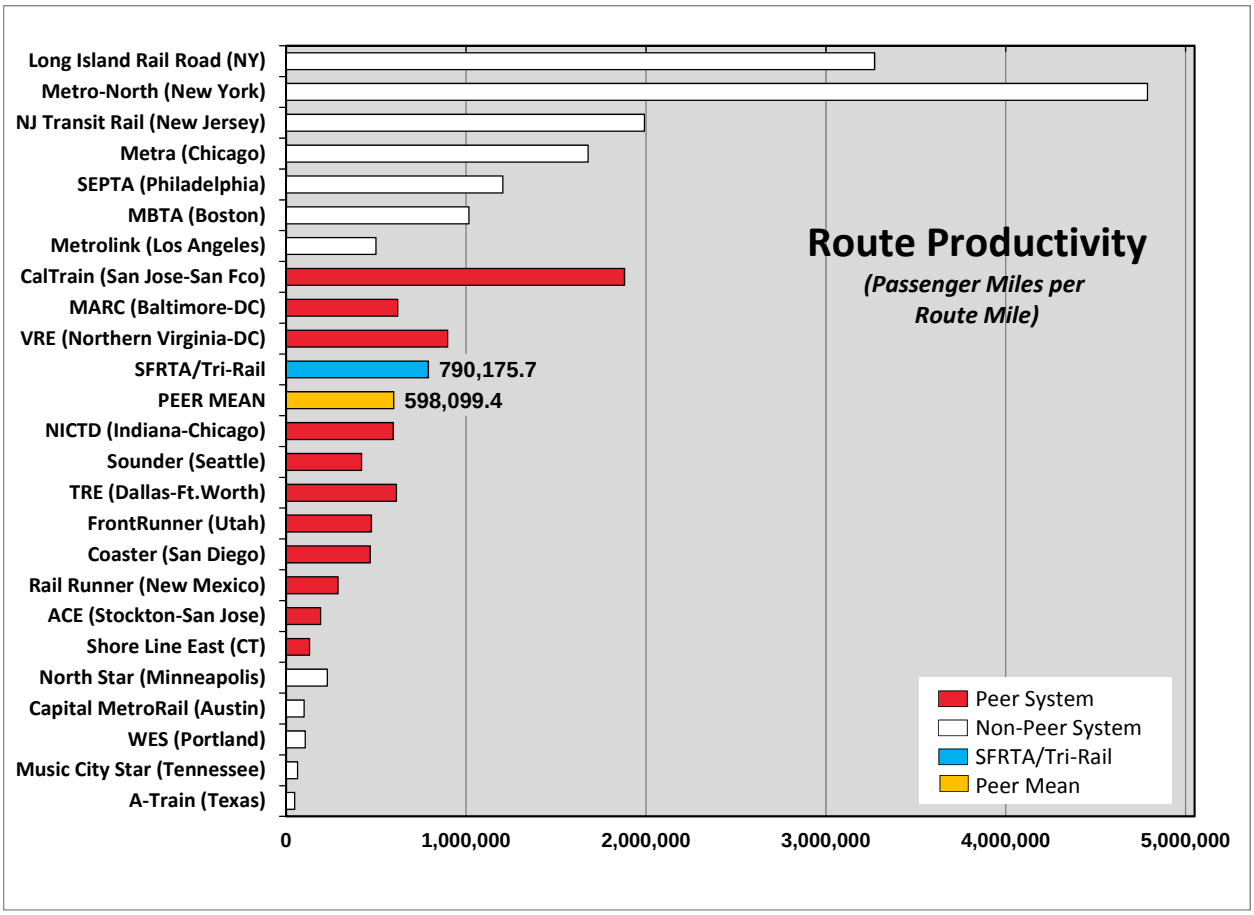


Source: NTD (FY 2011)

Route Productivity

Route Productivity is defined by total passenger miles traveled divided by the route miles. At 790,175.7 passenger miles per route mile, **SFRTA/Tri-Rail ranks 3rd** out of all peer system behind CalTrain and VRE and is well over the peer mean of 598,099.4. This measure illustrates the bi-directional nature of SFRTA/Tri-Rail. Whereas many commuter peers may have huge ridership in one direction in the peak periods, SFRTA/Tri-Rail typically has a more even north-south split in ridership than most.

Figure A-61: Route Productivity



Source: NTD (FY 2011)

APPENDIX B

FAREBOX RECOVERY REPORT

SFRTA
MOVING OUR REGION FORWARD

B. FAREBOX RECOVERY REPORT

Background

The Florida Department of Transportation (FDOT) requires each 10-Year Transit Development Plan to include a brief summary report on the farebox recovery ratio, along with strategies implemented and planned to improve this ratio. This report is prepared to fulfill this requirement.

SFRTA Fare Structure

SFRTA's commuter rail system, Tri-Rail, uses six zones for the purpose of fare determination. The weekday fare is determined by the number of zones through which a passenger travels. Fares range from $2.50 to $6.90 per one-way trip and $4.40 to $11.55 per round trip. SFRTA also operates shuttle bus services to and from many of its stations to connect areas surrounding the rail stations and the airports. These shuttle buses are free to Tri-Rail riders.

Current Farebox Recovery Ratio

The farebox recovery ratio for Tri-Rail service was 21.1 percent in 2011.

Historical Trend in Farebox Recovery Ratio

As summarized in the table below, the farebox recovery has steadily increased from nearly 17 percent in 2007 to more than 21 percent in 2011, an overall increase of nearly 26 percent.

Measure	2007	2008	2009	2010	2011	% Change
Farebox Recovery Ratio	16.8%	16.5%	18.4%	20.5%	21.1%	25.6%

Prior Year Fare Studies and Changes

In June 2009, SFRTA increased fares on Tri-Rail by 25 percent. The increase was the first since 1995. In addition, the SFRTA Governing Board approved SFRTA to enter into negotiations for the procurement of a new fare collection system in 2008. In February 2010, SFRTA entered into a contract with Cubic Transportation Systems, Inc., and in February 2011, the new fare collection system was implemented. The new system, named EASY Card, is fully integrated into the Miami-Dade Transit (MDT) fare system and shares the central computer system. The system has the technical capabilities to process and maintain a regional fare card program. In addition to seamlessly integrating with MDT, the EASY Card offers discounted transfers on both Broward County Transit (BCT) and Palm Tran regular bus fares.

Proposed Fare Changes for the Upcoming Years

SFRTA is not planning to implement a fare increase at this time. However, a study is included in ***SFRTA Forward*** to assess the existing fare structure and policy to identify opportunities to effectively use fare structure and policy to increase farebox revenue and recovery.

Strategies That Will Affect the Farebox Recovery Ratio

The following are key strategies that SFRTA will employ to potentially contribute to continuing improvements in the farebox recovery ratio:

1. Increase in ridership and associated farebox revenue anticipated on the existing Tri-Rail system and the future Integrated Tri-Rail system (including Tri-Rail Coastal Link).
2. Increase in ridership and associated farebox revenue on existing and future commuter rail services by enhancing the passenger experience through service and capital improvements identified in ***SFRTA Forward***.
3. Increase in ridership and associated farebox revenue by providing an efficient and expanded network of shuttle buses, improving connections with local bus services, and providing enhanced infrastructure for accessing Tri-Rail stations through bicycling and walking.
4. Continue to monitor commuter rail and shuttle bus performance to determine if adjustments need to be made.
5. Conduct periodic rail and shuttle bus on-board surveys to gather customer information on how to make services more convenient and useful to patrons.
6. Continue to use marketing activities to educate citizens and visitors about SFRTA services and contribute further to increased ridership opportunities.

APPENDIX C

PUBLIC INVOLVEMENT DETAIL

SFRTA
MOVING OUR REGION FORWARD

C.1 PUBLIC INVOLVEMENT PLAN

C-1.1 PUBLIC INVOLVEMENT PLAN PURPOSE

The South Florida Regional Transportation Authority (SFRTA) is preparing its 10-year transit development plan (TDP), which will provide a guide for SFRTA's vision and services over the next 10 years. Per Florida Statutes, SFRTA is required to perform a major update to its TDP every five years.

The TDP is a strategic guide for public transportation agencies for a 10-year period. It represents SFRTA's vision for public transportation in its service area during this time period. The development of this Public Involvement Plan (PIP) is one of the initial steps in the update of SFRTA's TDP. The purpose of the PIP is to identify the process of how and when interested parties can be involved during the TDP update. Information gathered from the public, stakeholder agencies/organizations, and other interested parties will be used to help identify and assess community perceptions of SFRTA service, as well as to identify issues and opportunities for SFRTA to consider during the development of this 10-year plan.

PROJECT TEAM

The following have been identified as components of the Project Team:

- **Internal Review Committee (IRC)**: The IRC will manage the project on behalf of SFRTA, with Natalie Yesbeck Pustizzi serving as SFRTA's Project Manager. The IRC's primary role is to provide strategic direction and approval to the Consultant Team. The IRC will coordinate with the Consultant Team as necessary, approve major deliverables, coordinate and review all materials for presentation to the External Review Committee (ERC), and generally oversee the project's progression. The IRC members include SFRTA staff Joe Quinty, Natalie Yesbeck Pustizzi, and Stephen Anderson.
- **Consultant Team**: The Consultant Team will conduct day-to-day study activities and manage the study schedule and budget. It will report to the SFRTA Project Manager (Natalie Yesbeck Pustizzi) on a weekly basis, to the IRC up to eight times during the length of the project, and to the ERC on a periodic basis. These meetings will review the progress of the work, allow for discussion of any issues that may have arisen, and provide any needed direction to the Consultant Team. The Consultant Team will be overseen by Odalys Delgado from HNTB with Bill Ball from TOA as Project Manager and Jessica Vargas Astaiza from TOA as Deputy Project Manager. The team will be supported by staff from TOA, HNTB, FTE, and CG.
- **External Review Committee (ERC)**: Consistent with past SFRTA TDP updates, the Planning Technical Advisory Committee (PTAC), one of SFRTA's technical committees, will serve as the ERC and provide technical review during the TDP process. Presentations to the ERC concerning

the progress of the TDP will occur during scheduled PTAC meetings at three stages of the plan: Project Introduction, Needs Identification, and Final Recommendations.

The PTAC comprises one member from each of the three county transit agencies (Miami-Dade Transit, Broward County Transit, and Palm Tran), the three MPOs (Miami-Dade MPO, Broward MPO and Palm Beach MPO), the two RPCs (South Florida RPC and Treasure Coast RPC), the two FDOT Districts (District 4 and 6), and SFRTA. To comply with the TDP rule, members of the three workforce boards in the region (South Florida Workforce Investment Board, SFWFIB, in Miami-Dade; WorkForce One Employment Solutions, WFOES, in Broward; and Workforce Alliance, WFA, in Palm Beach) will be invited to join the PTAC meetings when the SFRTA FY 2014–2023 TDP Major Update is being reviewed.

Table C-1 contains a list of key Project Team members by team and organization.

Table C-1: Key Project Team Members

Team Member	Organization	Title/Role
Internal Review Committee		
Joe Quinty	SFTRA	Transportation Planning Manager
Natalie Yesbeck Pustizzi	SFTRA	Transportation Planner/Project Manager
Steve Anderson	SFTRA	Transportation Planner
Consultant Team		
Bill Ball	TOA	Principal-in-Charge/Project Manager
Jessica Vargas Astaiza	TOA	Deputy Project Manager
Joel Rey	TOA	Quality Assurance
Laura Everitt	TOA	Task Manager
Elisabeth Shuck	TOA	Task Manager
Cristina Barone	TOA	Task Manager
Ryan Suarez	TOA	Task Manager
Odalys Delgado	HNTB	Task Manager
Larry Foutz	HNTB	Task Manager
Courtney Cunningham	CG	Task Manager
Tasha Cunningham	CG	Task Manager
Oliver Rodrigues	FTE	Data Collection Supervisor
Claudia Lamus	FTE	Data Collection Supervisor
External Review Committee*		
Planning Technical Advisory Committee		
Bill Cross	SFTRA	Manager of Planning and Engineering
James Murley	SFTRA	Executive Director
Michael Busha	TCRPC	Executive Director
Irma San Roman	MD-MPO	Acting Director
Greg Stuart	BMPO	Executive Director
Randy Whitfield	PB-MPO	Executive Director
Gustavo Schmidt	FDOT D4	Planning Environmental Engineer
Jeff Weidner	FDOT D4	Mobility Manager
Phil Steinmiller	FDOT D6	Planning Manager
Monica Cejas	MDT	Service Professional Engineer
Barney McCoy	BCT	Planning Manager
Fred Stubbs	PalmTran	
Regional Workforce Boards		
Roderick Beasley	SFWFIB	
Mason C. Jackson	WFOES	
Paul R. Henderman	WFA	

*Per the TDP rule, members of the three workforce boards in the region (South Florida Workforce Investment Board in Miami-Dade, WorkForce One Employment Solutions in Broward, and Workforce Alliance, Inc. in Palm Beach) will be invited to join the PTAC meetings when the SFRTA FY 2014-2023 TDP Major Update is being reviewed.

C-1.2 STAKEHOLDERS

Outreach will focus on two distinct groups: stakeholder agencies/organizations and the general public. Stakeholders are typically more informed regarding transportation issues and are viewed as having a particular stake in the decisions made with regard to transportation. Outreach to the general public

ensures that there is opportunity for everyone to participate in shaping transportation decisions in the tri-county area, whether they are identified as a particular stakeholder or not.

The term "stakeholders" refers to the following types of groups:

- Elected officials
- Workforce development boards
- City and county staff and agencies
- Neighborhood associations
- Service and community organizations
- Organizations representing the transportation disadvantaged (e.g., older adults, persons with disabilities, minority groups, the disenfranchised, etc.)
- Non-profit organizations
- Educational institutions
- Chambers of Commerce and economic development organizations
- Small and large business owners
- Professional associations
- Media representatives
- State and federal agencies (e.g., environmental or transportation agencies)

C-1.3 MPO PUBLIC INVOLVEMENT PLANS

The new TDP rule requires that the transit agency develop its own PIP and have it approved by FDOT or use the MPO's PIP. The Broward MPO, Miami-Dade MPO, and Palm Beach MPO each have developed a PIP to cover all MPO-related public involvement needs specific to their respective areas. SFRTA has elected to develop its own PIP to provide a more detailed description of the public involvement activities specifically to be undertaken during the preparation of the TDP. SFRTA intends to abide by the greater objectives/policies of each MPO's PIP, which are summarized below, throughout the course of the TDP update process.

The Broward MPO's PIP objectives include the following:

- Inform the public of transportation meetings and other events.
- Educate the public regarding their role in the transportation planning and decision-making process.
- Involve the public by providing opportunities early and often in the transportation planning and decision-making process.
- Reach out to all communities in the planning area to inform, educate, and involve, with special emphasis on those communities with people who have been underrepresented and/or underserved.
- Improve the public involvement process.

The Miami-Dade MPO's PIP objectives include the following:

- Achieve adequate support for transportation related plans by providing timely and reliable information to the public.
- Create a process tailored to local circumstances.
- Establish an adequate mechanism to evaluate the openness, fairness, and responsiveness of the process.
- Solicit informed public input to effectively develop transportation plans and programs.

Palm Beach MPO's policy regarding public involvement includes the following:

- Public participation is a method to ensure high quality transportation planning, not a simple "add on."
- Effective transportation planning must include the participation of those whose everyday lives are critically affected by how they are able to get to work, home, school, stores, and services.
- It is essential to solicit participation, not just wait for it; and it is essential to respect and seriously consider input that is received, not just collect it.
- Public participation must be about meaningful opportunities for input, not just fulfilling regulations.
- Educating the public about the transportation planning process is key to real participation
- Additional emphasis should include underserved populations in the transportation planning process, including low-income, minority, and limited English proficiency populations.

In addition to abiding by the public involvement objectives/policies of each MPO, a representative from each of the three MPOs serves on the PTAC. SFRTA also will coordinate with staff from each MPO to determine if additional representatives from stakeholder agencies/organizations should be added to SFRTA's project contact database. Section 3 describes the goals of the Public Involvement efforts for the SFRTA TDP and the public involvement activities to be undertaken during the TDP development process.

C-1.4 PUBLIC INVOLVEMENT OBJECTIVES

The public involvement objectives for the SFRTA TDP include the following:

- To develop a multi-faceted communication model that will keep the general public and all stakeholder agencies/organizations informed about the status of the project.
- To clearly define the TDP purpose and objectives early in the process.
- To identify and document the concerns, issues, and needs from the key stakeholders and the general public, including both users of Tri-Rail and non-users.
- To provide stakeholders and the general public with baseline information about the current state of SFRTA and keep them fully informed throughout the study.

- To encourage participation of all stakeholder agencies/organizations within the project area while paying special attention to underserved communities.
- To use established community infrastructure as an opportunity to engage the community and get community input.
- To provide frequent opportunities and a consistent access point for community input.
- To identify tools to provide information to and gather input from persons who do not use Tri-Rail to gain insight into the "non-user's" perspective.
- To identify tools to provide information to and gather input from persons representing stakeholder agencies/organizations or the general public who cannot participate in meetings, such as via the project website emails, newsletter, and Tri-Rail mobile application.

C-1.5 PUBLIC INVOLVEMENT ACTIVITIES

The following public involvement activities will be undertaken during the TDP planning process. Each public involvement activity type indicates the timeframe for its completion. These timeframes may be adjusted, in consultation with SFRTA staff, to ensure the most appropriate timing for these activities.

Summary of Current Outreach Efforts

SFRTA staff routinely attends community events that provide opportunities for public outreach throughout the tri-county region. These events include job fairs, Chamber of Commerce meetings, regional project-specific events, etc. As these events occur, the information gathered will be summarized and integrated into the TDP process, as appropriate.

Schedule: Continuous throughout project.

Branding

A brand for the TDP will be developed early in the project. The brand will include a unique name, logo, and color scheme that will assist individuals in recognizing materials related to the project. This type of recognition allows for more efficient communication between the project team and the public and stakeholders. The project name and logo will be developed in consultation with SFRTA staff.

Schedule: Completed by end of February 2013.

Project Contact Database

A major component of the public outreach plan for the TDP update will be communicating with and obtaining feedback from stakeholder agencies/organizations and the public through the project website and email campaigns. To reach out to as many individuals as possible, a project contact database will be created early in the public outreach campaign and maintained throughout the project. To develop the initial project contact database, the IRC will provide an initial list of individuals for inclusion in the database. The Consultant Team will work with the SFRTA Marketing and Customer Service departments

to obtain access to existing customer databases such as the Employer Discount Program (EDP) email list and any other potential customer databases available from SFRTA such as the New Freedom/JARC program and *OnBoard* newsletter email list.

Potential customer mailing lists available from the following transportation partners and projects will also be incorporated to the extent possible:

- South Florida Commuter Services (SFCS)
- Broward MPO, Palm Beach MPO, and Miami-Dade MPO Public Information Officers
- Broward County Transit (BCT), Palm Tran, and Miami-Dade Transit (MDT) Public Information Officers
- Treasure Coast Regional Planning Council (TCRPC)
- South Florida Regional Planning Council (SFRPC)
- South Florida Regional Business Alliance
- Regional Workforce Boards
- Ongoing transit projects in the tri-county region

In some instances, it may not be feasible for the Consultant Team to obtain contact lists from the above organizations. When this occurs, the Consultant Team will coordinate with the organization/agency and ask them to forward the SFRTA TDP email campaigns to their internal contact lists. In addition, for other organizations/agencies added to the project contact database, including those stakeholders listed in Section 2.1, the Consultant Team will attempt to identify an appropriate point of contact who can forward SFRTA TDP email campaigns to their internal contact lists. This will help to maximize the number of persons reached.

With every public outreach event, the Consultant Team will continue to ask for additions to the project contact database. Any interested person will be able to add themselves to the project contact database by submitting their email via the project website.

The project contact database will be used to initially advertise the project website and subsequently alert stakeholders of opportunities to provide input via online surveys or other methods.

Schedule: Continuous throughout project.

On-Board Survey Instrument and Results

A system-wide on-board survey (scheduled for February 13, 2013) will be conducted separately from the TDP update. The results of this survey will be provided to the Consultant Team and reviewed as part of this TDP update. A TDP-specific summary analysis of the pertinent results from the on-board survey will be prepared and included in the TDP documentation.

Schedule: Completed by end of March 2013.

Intercept Surveys/Platform Interviews

Intercept surveys (i.e., platform interviews) will be conducted at Tri-Rail platforms to inquire about passengers satisfaction, needs, and issues. While these platform interviews are being conducted, the Consultant Team also will be available to obtain feedback and answer any questions the public may have about the TDP Major Update process, SFRTA operations, etc. The intercept surveys/platform interviews will be conducted during the weekday morning and afternoon peak hours at the top six Tri-Rail stations and during peak weekend hours at the top three Tri-Rail stations, as measured by the greatest daily passenger activity. The survey process will be completed during two weekdays (Tuesday, Wednesday or Thursday) and one Saturday. Upon completion of this survey effort, the input results will be analyzed and a summarized for inclusion in the TDP documentation.

Schedule: Intercept surveys conducted in March 2013. Analysis and documentation completed by end of March 2013.

Presentation Boards

Presentation boards will be prepared for display at the Tri-Rail station platforms during the intercept surveys to provide information on the TDP process and public involvement opportunities and to advertise the project website. The display boards also will be used to provide information about the TDP Update at other related meetings scheduled in the region, including:

- 2040 Long Range Transportation Plans for the three MPOs
- 2040 Regional Transportation Plan for Southeast Florida
- Public Education Campaign: Implementing Broward's Transportation Plans and Projects (Transit Systems Plan)
- BCT Transit Development Plan, Major Update

SFRTA also may elect to loan the display boards for temporary exhibits at other venues such as churches, job fairs, civic associations, and community organization meetings as well as their ongoing outreach activities.

Schedule: Continuous throughout project.

Project Website

A website for the SFRTA TDP Major Update will be developed early in the project and will be the principal information portal for the stakeholder agencies and the public. Online surveys and the comment/question form on the project website will be a primary source for obtaining feedback from the public.

The website will be designed and hosted independent from the existing SFRTA site and will be consistent with the project brand. For ease of access, it can be made accessible from the homepage of the SFRTA website as well as by an independent URL. A link to the project website can also be provided on the websites of other agencies and organizations involved in this process.

Via the website, users will be able to accomplish the following:

- Access the calendar of events, including alerts for upcoming public input opportunities.
- Provide their e-mail address to receive e-mail notices, newsletters, and other information electronically.
- Provide input via online surveys, comment/question form, etc.

The project website will consist of the following elements:

- The **Homepage** will provide a brief introduction to the project and include pictures and other visuals to attract the user. Online surveys and other opportunities for the public to provide input will be advertised prominently on the homepage.

- The **About Page** will provide a more detailed introduction to the project than is provided on the homepage and will be updated regularly to reflect progression of the project. This page also will include:
  - Project Background
  - Study Area
  - Project Schedule
  - Links to websites for partner agencies
  - Links to document libraries/websites for partner agencies

- The **Get Involved Page** will be the main source of public input for the project and will include:
  - Calendar of upcoming meetings/events
  - Form to submit email to receive electronic communication about the project.
  - Links to periodic surveys tailored to solicit response on specific topics throughout the project
  - Form to submit a question or comment to the Project Team regarding the TDP Update

- The **Project Documents Page** will provide to the public the latest documents and other project materials for viewing and download. In addition, the public also will be able to provide general comments on documents and other project material. Documents will be organized by subject area, such as the following:
  - Technical Documents
  - Presentations
  - Newsletters

- The **Website Header** will provide easy access to important information on each webpage, including:
  - Google Translate, where users can select from a number of languages to translate the text on the website into the desired language
  - Search function for the website

- Tool to change the font size of the website.
- Contact information for the Project Team

Schedule: The project website is anticipated to be "live" by early March 2013 and will be updated continuously throughout the project.

***Onboard* Newsletter Content**

The *Onboard* newsletter is published 10 times per year by SFRTA. Content related to the TDP Update, including advertisements of upcoming public involvement activities (e.g., platform surveys, surveys available on the project website, etc.), the project website, and summaries of the overall project status/findings, will be developed for integration into the *Onboard* publication during the course of the project.

Schedule: Continuous throughout project.

Meetings and Presentations

Throughout the course of the project, the Consultant Team will host up to 15 meetings and presentations. Following is a list of the Boards and Committees planned to receive one or more presentations related to the SFRTA TDP Major Update:

- PTAC
- SFRTA Governing Board
- Broward MPO Board
- Broward MPO Community Involvement Roundtable (CIR)
- Broward MPO Technical Coordinating Committee (TCC)
- Miami-Dade MPO Board
- Miami-Dade MPO Citizen's Transportation Advisory Committee (CTAC)
- Miami-Dade MPO Transportation Planning Technical Advisory Committee (TPTAC)
- Palm Beach MPO Board
- Palm Beach MPO Citizen's Advisory Committee (CAC)
- Palm Beach MPO Technical Advisory Committee (TAC)
- Others as requested (e.g., the Southeast Florida Transportation Council–SEFTC, South Florida Regional Business Alliance, etc.)

Schedule: Continuous throughout project.

Public Involvement Schedule

Figure 1 provides an overview of the schedule of public involvement-relative activities for this project.

Figure C-1: Public Involvement Schedule

Tasks	2013									
	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov
Prepare for and conduct Kickoff meeting	Kickoff Meeting									
Prepare for and facilitate Internal Review Committee (IRC) meetings		IRC Meeting 1	IRC Meeting 2	IRC Meeting 3	IRC Meeting 4-5	IRC Meeting 6	IRC Meeting 7			IRC Meeting 8
Prepare for and facilitate External Review Committee (PTAC) meetings	PTAC Meeting 1		PTAC Meeting 2		PTAC Meeting 3					
Develop Public Involvement Plan	Draft PIP	Final PIP								
Summary of current outreach activities										
Develop a brand for the TDP										
Develop stakeholder database										
Review on-board survey instrument and results										
Conduct intercept surveys/platform interviews		Platform Interviews								
Develop up to 6 presentation boards										
Develop and mantain website for TDP	Website									
Develop application content										
Develop newsletter outreach opportunities										
Conduct Presentations (15)	Presentations to agencies and stakeholders (see below for specific dates)									

Task Duration | Deliverables: TR # | Meetings & Presentations: XXXXX

PTAC #1 - February 19, 2013
PTAC #2 - April 10, 2013
PTAC #3 - June 19, 2013
SFRTA Board #1 - April 26, 2013
SFRTA Board #2 - July 26, 2013

Palm Beach MPO TAC - May 1, 2013
Palm Beach MPO CAC - May 1, 2013
Palm Beach MPO Board - June 20, 2013

Broward MPO TCC - May 22, 2013
Broward MPO CIR - May 22, 2013
Broward MPO Board - June 13, 2013

Miami-Dade MPO TPTAC - May 1, 2013
Miami-Dade MPO CTAC - May 22, 2013
Miami-Dade MPO Board - June 20, 2013

C-1.6 PUBLIC INVOLVEMENT EVALUATION MEASURES

To measure the effectiveness of the public involvement activities discussed in Section 3.2, evaluation measures have been developed and are discussed in Table C-2. The success of the PIP against these evaluation measures will be evaluated midway through the project and at the end of the project.

Table C-2: Public Involvement Evaluation Measures

Strategy	Evaluation Measure
Increase the number of individuals providing input and requesting information as the project progresses.	Catalogue the number of participants through the following: • Website "hits" • Phone calls received (1-888-GO-SFRTA) • Emails received (TDP@sfrta.fl.gov) • On-board surveys completed • Online surveys completed • Intercept surveys/platform interviews completed • Participants at physical meetings • Email campaign statistics (opens, forwards, etc.) **Measure:** Catalog the number of participants throughout the project. **Target:** Generate a minimum of 5,000 participants throughout the life of the project.
Obtain feedback from a variety of stakeholder agencies/organizations and the general public.	Ask public outreach participants to indicate if they are from a public agency, private organization, member of the general public, etc. This information will be used to determine if a variety of stakeholders are being reached and providing feedback. **Measure:** Catalogue the number of persons that identify themselves as members of the general public; persons are considered a "member of the general public" if they identify themselves as such during the online survey or if they provide input during the intercept survey/platform interview or on-board survey. **Target:** Of the total participants catalogued, at least 75% should represent the general public.
Obtain feedback from participants throughout the tri-county region.	Ask public outreach participants to provide their work/home ZIP codes; ZIP codes will be analyzed to determine the level of participation within each county as well as other geographic sub-areas. **Measure:** Catalogue where participants live and work based on their ZIP code information. **Target:** Of the participants that provide their home ZIP code, a minimum of 20% should be from each county in the tri-county region.
Reach persons of Limited English Proficiency.	Provide a language translation function on project website and answer questions/comments submitted via project website or other means in Spanish or Haitian Creole as needed. **Measure:** Track the use of alternative language surveys completed by participants. **Target:** Greater than 12% of returned surveys are alternative language surveys. **Measure:** Track the number of requests for translation services. **Target:** Zero people turned away due to lack of translation services. **Measure:** Number of languages the website can be translated into. **Target:** Greater than four alternative languages.

Strategy	Evaluation Measure
Provide all citizens and interested stakeholder agency groups with clear, timely, and accurate information relating to the project as it progresses.	Provide several outlets for information/input from the community, including opportunities for individuals who do not have access to the internet. **Measure:** Update the TDP website on a regular basis. **Target:** Update the TDP website more than once per month as new information/content is available. **Measure:** Make information available to the public at the SFRTA administrative offices for those individuals who do not have access to the project website. **Target:** Provide printed copies of easy-to-understand newsletters, presentations, and document summaries at the SFRTA administrative offices available for pick up. As an alternative, persons who are unable to go to the SFRTA administrative offices may call 1-888-GO-SFRTA (467-3782) or email (TDP@sfrta.fl.gov) to leave a message with their comment(s)/question(s) or ask that a written copy of the requested material be mailed to them. **Measure:** Percent of questions received via the TDP website, email (TDP@sfrta.fl.gov), phone (1-888-GO-SFRTA), or comment card responded to within two business days. **Target:** Greater than 90% of questions responded to within two business days.

[1]Per Table 3 of the SFRTA Limited English Proficiency Program Evaluation, dated January 31, 2007, 12% of the population within the tri-county region is defined as persons of Limited English Proficiency (LEP). The Limited English Proficiency Evaluation is found in SFRTA's 2009 Title VI Report Update. The target that at least 10% of returned surveys be an alternative language survey is based on this regional LEP figure.

C-1.7 TITLE VI/LIMITED ENGLISH PROFICIENCY

Under Title VI of the Civil Rights Act of 1964, as amended, SFRTA, as recipients of federal financial assistance, must operate and plan for transit services without regard to race, color, or national origin so that: transit benefits and services are available and provided equitably; transit services are adequate to provide access and mobility for all; opportunities to participate in the transit planning and decision-making process are open and accessible, and that remedial and corrective actions are taken to prevent discriminatory treatment of any beneficiary.

The following notification that includes the protections under Title VI of the Civil Rights Act of 1964, as amended, will be included at each outreach event and within all published TDP materials.

> ***Protections of Title VI of the Civil Rights Act of 1964 As Amended***
>
> *The South Florida Regional Transportation Authority (SFRTA/Tri-Rail) is committed to ensuring that no person is excluded from participation in, or denied the benefits of, its transit program or activity on the basis of race, color or national origin as protected by Title VI of the Civil Rights Act of 1964. If you believe you have been subjected to discrimination under Title VI, you may file a written complaint with the South Florida Regional Transportation Authority, Administration Department, 800 NW 33rd Street, Pompano Beach, FL, 33064; telephone number 954-942-7245.*

The project website also will indicate that Limited English Proficiency (LEP) individuals may e-mail questions and comments in Spanish or Haitian Creole. Questions will be responded to in Spanish or Haitian Creole, and comments will be translated into English and recorded. The Consultant Team will also make patrons aware that the SFRTA TDP website uses Google Translate, which translate web-based content into the language of your choice.

C-1.8 DOCUMENTATION

Each of these public involvement techniques will be documented after each event in a form that will include a description and summary of the activity and an assessment of its effectiveness. These summaries will be compiled into a single document at the end of the process.

C.2 COMMUNITY OUTREACH MATERIALS

Email Campaign (March 28, 2013)

Is this email not displaying correctly? View it in your browser.

SFRTA MOVING OUR REGION FORWARD

SFRTA Needs Your Input!

What is "*SFRTA: Moving Our Region Forward*"?
The South Florida Regional Transportation Authority (SFRTA), the public agency that operates Tri-Rail commuter rail and its shuttle buses, has started the process to update its 10-year Transit Development Plan (TDP), and we need your input!

SFRTA: Moving Our Region Forward *is the* strategic plan that will lay out the vision of the agency for the next decade (2014–2023). The ***SFRTA Forward*** process presents a great opportunity for the agency to reinvigorate its identity and reassess its mission, address the mobility needs of a growing and dynamic region, and continue building partnerships to advance transportation projects in the tri-county region (Miami-Dade, Broward, and Palm Beach) and beyond.

Why do we need your input?
It is important for us to learn more about your public transportation needs and issues and those of the people and organizations you represent in the South Florida region. ***What improvements or initiatives do you believe should be priorities for SFRTA over the next 10 years?*** Click here to take our short survey, and don't miss this opportunity to tell us how SFRTA can help address mobility in the region.

How can you get involved?
Visit ***www.SFRTAForward.com*** to submit your ideas, suggestions, or comments, get more information, and sign up for newsletters and other important notices about ***SFRTA Forward***.

We look forward to your input! Please forward this email to others who may be interested in helping us improve public transportation in South Florida.

El equipo del proyecto ***SFRTA Adelante*** *le gustaría conocer su opinión. Haga clic aquí para tomar una breve encuesta. ¡No se pierda la oportunidad de ayudar a establecer la visión de SFRTA para los próximos 10 años!*

unsubscribe from this list | update subscription preferences | Forward this email to a friend

SFRTA Forward Press Release

For Immediate Release
March 29, 2013
Contact: Bonnie Arnold, Public Information Officer
954-788-7936

SFRTA SEEKS PUBLIC INPUT FOR 10-YEAR TRANSIT DEVELOPMENT PLAN

The South Florida Regional Transportation Authority (SFRTA) is seeking feedback from the public to help update its 10-year Transit Development Plan (TDP). Dubbed *SFRTA: Moving Our Region Forward,* or ***SFRTA Forward*** for short, the TDP is a strategic plan that lays out the vision of the Authority for the next decade (2014–2023). The TDP process presents an opportunity for SFRTA to reinvigorate its identity, reassess its mission, address regional mobility needs, and continue to build partnerships to advance transportation projects in South Florida.

To provide feedback for the TDP, log onto www.SFRTAForward.com to access a brief survey. People can also access more information; submit ideas, suggestions, or comments; and sign up for newsletters and notices about ***SFRTA Forward*** at this same site. Ideas can be submitted via e-mail at TDP@sfrta.fl.govor by calling 1-888-GO-SFRTA. It is important that the Authority receives input from both users and non-users of public transportation.

SFRTA is the public agency that operates Tri-Rail, South Florida's only commuter rail system, and its free connecting shuttle buses. It is also the agency responsible for the planning and construction of The WAVE, the proposed streetcar system for downtown Fort Lauderdale. Since the last TDP update was completed five years ago, SFRTA has taken a leadership role in facilitating regional transportation projects, among them plans to introduce the Tri-Rail Coastal Link, a commuter operation on the Florida East Coast (FEC) railroad tracks that run through the heart of many of South Florida's coastal communities and cities.

For more information about the TDP, contact Natalie YesbeckPustizzi, Project Manager, at 954-788-7967.

SFRTA Forward Presentation Display Board

What is *SFRTA Forward*?

SFRTA MOVING OUR REGION FORWARD

SFRTA: MOVING OUR REGION FORWARD *(SFRTA FORWARD)* WILL:

- Develop 10-year strategic plan
- Set SFRTA's vision over the next decade
- Reassess SFRTA's mission and reinvigorate its identity
- Address mobility needs of growing and dynamic region
- Continue building partnerships to move South Florida's regional transportation projects forward

SFRTA FORWARD PLAN'S APPROACH

- Local Environment? → Baseline Conditions
- Current Service? → Evaluation of Services
- Regional Coordination? → Situation Appraisal
- Needs/Issues? → Outreach/ Needs Assessment
- Role of SFRTA? → Goals & Objectives
- Future Solutions? → Implementation Plan
- Cost/Funding? → Financial Plan

HOW TO GET INVOLVED

Visit www.SFRTAForward.com to:

- Complete online survey
- Join mailing list
- Share your ideas, comments or suggestions

SFRTA FORWARD

SFRTA Forward Fact Sheet

SFRTA
MOVING OUR REGION
FORWARD

WHAT IS SFRTA?

The South Florida Regional Transportation Authority (SFRTA), the public agency that operates Tri-Rail, was created in 2003 with a vision to coordinate, develop, and implement, in cooperation with other government agencies and the community, a viable transportation system in South Florida that improves quality of life and promotes sustainable growth for future generations.

In addition to operating Tri-Rail and the shuttle bus services connecting to Tri-Rail, SFRTA has taken a more prominent role in the facilitation of regional transportation projects. Some of these regional initiatives include facilitating plans to extend Tri-Rail commuter rail operations on to the Florida East Coast (FEC) railroad tracks, sponsoring the design and construction of *The Wave*, Fort Lauderdale's downtown streetcar project, additional park-and-ride lots, efforts to promote transit supportive development around stations, and other regional projects and initiatives to provide greater mobility in South Florida.

WHAT IS "SFRTA: MOVING OUR REGION FORWARD"?

SFRTA: Moving Our Region Forward (SFRTA Forward) is a strategic plan that will present the vision of SFRTA to promote transit growth and improvement over the next decade (2014–2023). ***SFRTA Forward*** presents a great opportunity for SFRTA to reassess its mission and reinvigorate its identity, address the mobility needs of a growing and dynamic region, and continue building partnerships to move transportation projects forward in South Florida.

WHY DO WE NEED YOUR INPUT?

Throughout the development of the ***SFRTA Forward*** plan, you will have the opportunity to tell us what improvements or initiatives should be priorities for SFRTA over the next 10 years. Your input is needed so we can learn more about the public transportation needs and issues of the people and organizations you represent in the South Florida region.

You can participate by visiting the website www.SFRTAForward.com and completing a brief online survey, joining the project mailing list, and submitting your ideas, suggestions, or comments.

You can also share your ideas via email (TDP@SFRTA.fl.gov), phone (1-888-GO-SFRTA), fax (954-942-3325), or mail (800 NW 33rd Street, Pompano Beach, FL 33064).

SFRTA Forward Rack Card

SFRTA MOVING OUR REGION FORWARD

WHAT IS SFRTA?

The South Florida Regional Transportation Authority (SFRTA), the public agency that operates Tri-Rail, was created in 2003 with a vision to coordinate, develop, and implement, in cooperation with other government agencies and the community, a viable transportation system in South Florida that improves quality of life and promotes sustainable growth for future generations.

In addition to operating Tri-Rail and the shuttle bus services connecting to Tri-Rail, SFRTA has taken a more prominent role in the facilitation of regional transportation projects.

Some of these regional initiatives include:

- Plans to extend Tri-Rail commuter rail operations on to the Florida East Coast (FEC) railroad tracks,
- Design and construction of *The Wave*, Fort Lauderdale's downtown streetcar project,
- Additional park-and-ride lots,
- Efforts to promote transit supportive development around stations, and
- Other regional projects and initiatives to provide greater mobility in South Florida.

SFRTA FORWARD

WHAT IS "SFRTA: MOVING OUR REGION FORWARD"?

SFRTA: Moving Our Region Forward (SFRTA Forward) is a strategic plan that will present the vision of SFRTA to promote transit growth and improvement over the next decade (2014–2023).

SFRTA Forward presents a great opportunity for SFRTA to reassess its mission and reinvigorate its identity, address the mobility needs of a growing and dynamic region, and continue building partnerships to move transportation projects forward in South Florida.

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Throughout the development of the ***SFRTA Forward*** plan, you will have the opportunity to tell us what improvements or initiatives should be priorities for SFRTA over the next 10 years. Your input is needed so we can learn more about the public transportation needs and issues of the people and organizations you represent in the South Florida region.

You can participate by visiting the website www.SFRTAForward.com and completing a brief online survey, joining the project mailing list, and submitting your ideas, suggestions, or comments.

You can also share your ideas via:

- **Email (TDP@SFRTA.fl.gov)**
- **Phone (1-888-GO-SFRTA)**
- **Fax (954-942-3325)**
- **Or mail (800 NW 33rd Street, Pompano Beach, FL 33064)**

SFRTA Forward Onboard Article (March 2013)

>>> MARCH 2013

onboard

THE LATEST NEWS FROM THE SOUTH FLORIDA REGIONAL TRANSPORTATION AUTHORITY- A PARTNERSHIP BETWEEN BROWARD, MIAMI-DADE & PALM BEACH COUNTIES

SFRTA Moving Our Region Forward

The South Florida Regional Transportation Authority (SFRTA) has started the process of updating its 10-year Transit Development Plan (TDP), and we need your input! Dubbed *SFRTA Moving Our Region Forward*, the TDP is a strategic plan that lays out the vision of the agency for the next decade (2014-2023). The TDP process presents a great opportunity for the SFRTA to reinvigorate its identity, reassess its mission, address the mobility needs of a growing and dynamic region, and continue building partnerships to advance transportation projects in the tri-county region (Miami-Dade, Broward and Palm Beach).

Since the last TDP update completed five years ago, the SFRTA has taken a leadership role in facilitating regional transportation projects in addition to operating Tri-Rail and the free shuttle buses connecting to Tri-Rail. Some of these regional initiatives include increased park-and-ride capacity; efforts to promote sustainability and transit-oriented development; sponsoring the design and construction of The Wave, Fort Lauderdale's downtown streetcar project; and introducing plans to extend Tri-Rail commuter rail operations onto the Florida East Coast (FEC) Railroad tracks.

So, tell us, *which improvements or initiatives should be priorities for SFRTA over the next 10 years?*

Send us your ideas and suggestions via email to: TDP@SFRTA.fl.gov. A website is currently being developed to provide the opportunity to provide input via surveys and other tools, join the project mailing list, and submit ideas, suggestions, or comments. We look forward to your input to set the vision of SFRTA for the next 10 years!

LA SFRTA AVANZANDO NUESTRA REGIÓN

La Autoridad Regional de Transporte del Sur de la Florida (SFRTA) ha comenzado el proceso de actualización de nuestro Plan de Desarrollo de Transporte (TDP) de 10 años y necesitamos de su aporte. Denominado *"La SFRTA Avanzando Nuestra Región"* (SFRTA Moving Our Region Forward), el TDP es un plan estratégico que presenta la visión de la agencia para la próxima década (2014-2023). El proceso del TDP presenta una excelente posibilidad para que la SFRTA revigorice su identidad, reevalúe su misión, aborde las necesidades de traslado de una región dinámica y creciente, y siga desarrollando asociaciones para progresar en los proyectos de transporte en la región conformada de tres condados (Miami-Dade, Broward y Palm Beach).

Desde la última actualización del TDP que se finalizó hace cinco años, la SFRTA ha tomado un rol líder para facilitar proyectos regionales de transporte, además de operar Tri-Rail y los servicios gratuitos de enlace en autobús que se comunican con Tri-Rail. Algunas de estas iniciativas regionales contemplan una mayor capacidad de estacionamiento en estaciones periféricas; esfuerzos para promocionar la sustentabilidad

(Continua en la siguiente página)

SFRTA MOVING OUR REGION FORWARD

>> SO, TELL US, WHAT IMPROVEMENTS OR INITIATIVES SHOULD BE PRIORITIES FOR SFRTA OVER THE NEXT 10 YEARS? <<<

***SFRTA Forward* Onboard Article (April/May 2013)**

>>> APRIL/MAY 2013

onboard

THE LATEST NEWS FROM THE SOUTH FLORIDA REGIONAL TRANSPORTATION AUTHORITY- A PARTNERSHIP BETWEEN BROWARD, MIAMI-DADE & PALM BEACH COUNTIES

SFRTA Seeks Public Input for 10-Year Transit Development Plan

The South Florida Regional Transportation Authority (SFRTA) is seeking feedback from the public to help update its 10-year Transit Development Plan (TDP). Dubbed "SFRTA: Moving Our Region Forward" or SFRTA Forward for short, the TDP is a strategic plan that lays out the vision of the Authority for the next decade (2014-2023). The TDP process presents an opportunity for SFRTA to reinvigorate its identity, reassess its mission, address regional mobility needs, and continue to build partnerships to advance transportation projects in South Florida.

To provide feedback for the TDP, visit www.SFRTAForward.com and access our brief survey. People can also access more information, submit ideas, suggestions or comments and sign up for newsletters and notices about SFRTA Forward on this same site. Ideas can be submitted via e-mail at TDP@sfrta.fl.gov or by calling 1-888-GO-SFRTA. It is just as important to hear from both users and non-users of public transportation.

For more information about the TDP, contact Natalie Yesbeck Pustizzi, Project Manager, at 954-788-7967.

C.3 INTERCEPT SURVEY INSTRUMENT AND RESULTS

Figure C-2: Intercept Survey Instrument (English Version)

SFRTA: Moving Our Region Forward ***Help set the vision of SFRTA for the next 10 years!***

SFRTA MOVING OUR REGION FORWARD

Help us create the 10-year ***SFRTA Forward*** strategic plan that will identify transit service improvements for you and the growing number of new riders expected in the years ahead! Your ideas for improved service and new projects and initiatives are needed to make ***SFRTA Forward*** a success.

What do you consider to be the most important factor(s) in riding Tri-Rail? (Please circle all that apply)

- Convenience
- Economical service
- Gas price too high
- Traffic
- No vehicle/license
- Environmental concerns
- Incentive program at work
- Other (please specify): _____

What improvements or initiatives (short, mid, and/or long-term) are most important to you? (Please circle all that apply)

Below you will find three columns showing the types of improvements or initiatives being considered within different timeframes within the 10-year plan. Please help us by circling those items that are most important to you. Feel free to add any ideas that you would like to see included.

1-2 YEARS	3-5 YEARS	6-10 YEARS

• More frequent train service.
• Earlier/later train service
• Better Bus/Shuttle connections to desired destinations
• Better train tracking and real time information on platforms and mobile app.
• Provide wi-fi and power plugs on board.
• Mobile ticketing app to pay fare.
• Improve announcement system on trains and platforms.
• More bicycle lockers/racks and/or bike-sharing stations at stations.
• Additional parking at stations.
	• Expand service from West Palm Beach to Jupiter on the Florida East Coast (FEC) rail corridor.
	• Expand rail service from existing Tri-Rail to Downtown Ft. Lauderdale and Downtown Miami on the FEC rail corridor.
	• Continued improvement of Bus/Shuttle connections to desired destinations.
	• Transit supportive land use and development around stations.
	• Improve bicycle and pedestrian access to stations.
	• Additional/new Tri-Rail stations.
	• Provide vehicle charger and natural gas stations at parking facilities.
	• Further regional park-and-ride expansion.
		• Expand service to:
		  ○ North (Martin and St. Lucie Counties)
		  ○ South (Homestead/Monroe County)
		  ○ West (West Kendall, Doral, other areas)
		• Build new urban downtown circulator systems (streetcars/light-rail)
		• Continued transit supportive land uses and development around stations.
		• Additional parking garages.
		• Provide level boarding on all trains from platforms.

Provide other ideas below:	Provide other ideas below:	Provide other ideas below:

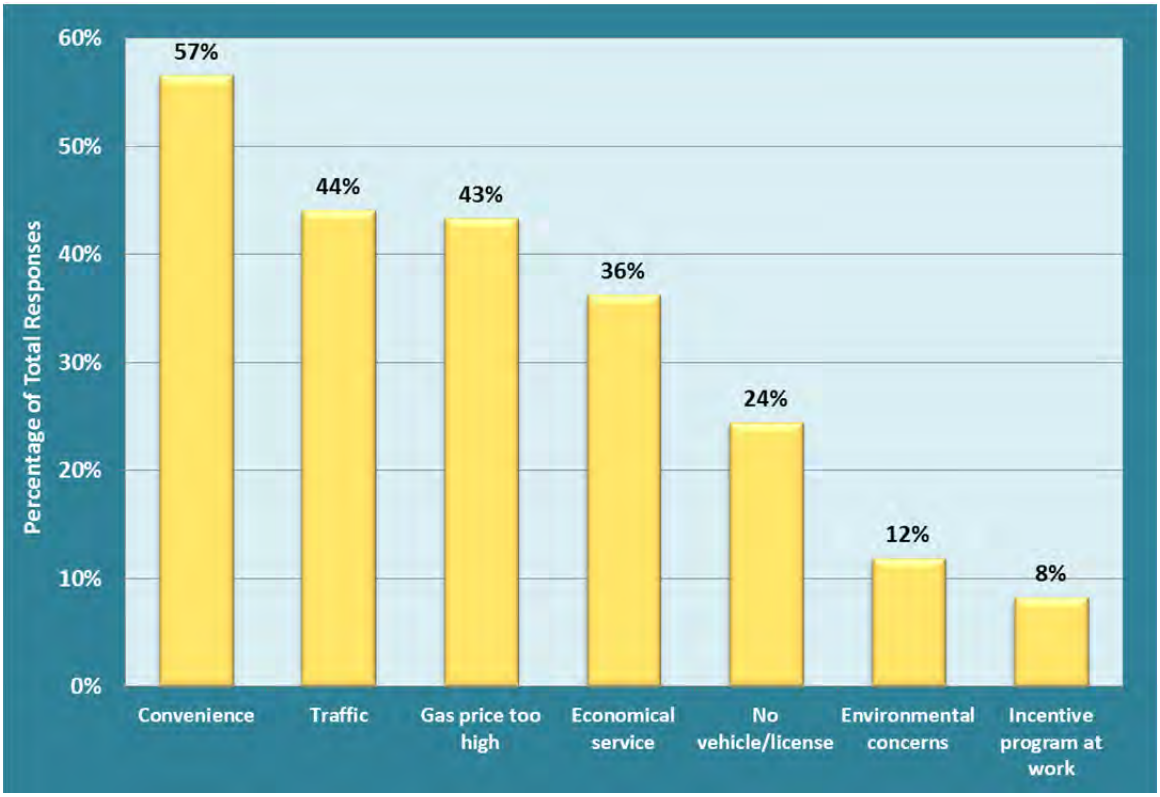
Home ZIP code: _____ Work ZIP code: _____

You may also send your comments via www.SFRTAForward.com to us via e-mail at TDP@sfrta.fl.gov or via fax to 954-942-3325 or by mailing them to 800 NW 33rd Street, Pompano Beach, FL 33064. You may also return completed surveys to the station agents at Miami International Airport/Hialeah Market, Metrorail, Ft. Lauderdale Airport, Pompano Beach, and West Palm Beach Tri-Rail stations. Thank you for your patronage, support, and input!

Intercept Survey Results

The intercept survey consisted of two questions. The first question asked Tri-Rail riders what they consider to be the most important factors in riding Tri-Rail. Figure C-3 summarizes the results to this question; the most frequently cited response was "Convenience" (57%), followed by "Traffic" (44%) and "Gas price too high" (43%).

Figure C-3: Main Reasons to Ride Tri-Rail- Intercept Survey Results



The second question consisted of three parts. It asked Tri-Rail riders what SFRTA/Tri-Rail's improvements or initiatives are most important to them in the short-term (1–2 years), mid-term (3–5 years), and long-term (6–10 years). A list of improvements or initiatives was provided for each timeframe with opportunity for riders to provide additional ideas. Figure 4, Figure C-5, and Figure C-6 summarize the most important improvements and initiatives for each timeframe based on responses to the intercept survey.

The top three short-term improvements were "More frequent train service" (57%), "Provide Wi-Fi and power plugs on board" (50%) and "Better bus/shuttle connections to desired destinations" (39%). The top three mid-term improvements were "Expand service to Jupiter on the Florida East Coast (FEC) rail corridor," "Expand service from existing service to Downtown Ft. Lauderdale and Downtown Miami on the FEC rail corridor," and "Continued improvement of bus/shuttle connections to desired destinations." The top three long-term improvements were "Extend service to Martin/St. Lucie Counties," "Extend

service to Homestead/Monroe County," and "Extend service West to West Kendall, Doral, and other areas."

Figure C-4: Short-Term Improvements and Initiatives- Intercept Survey Results

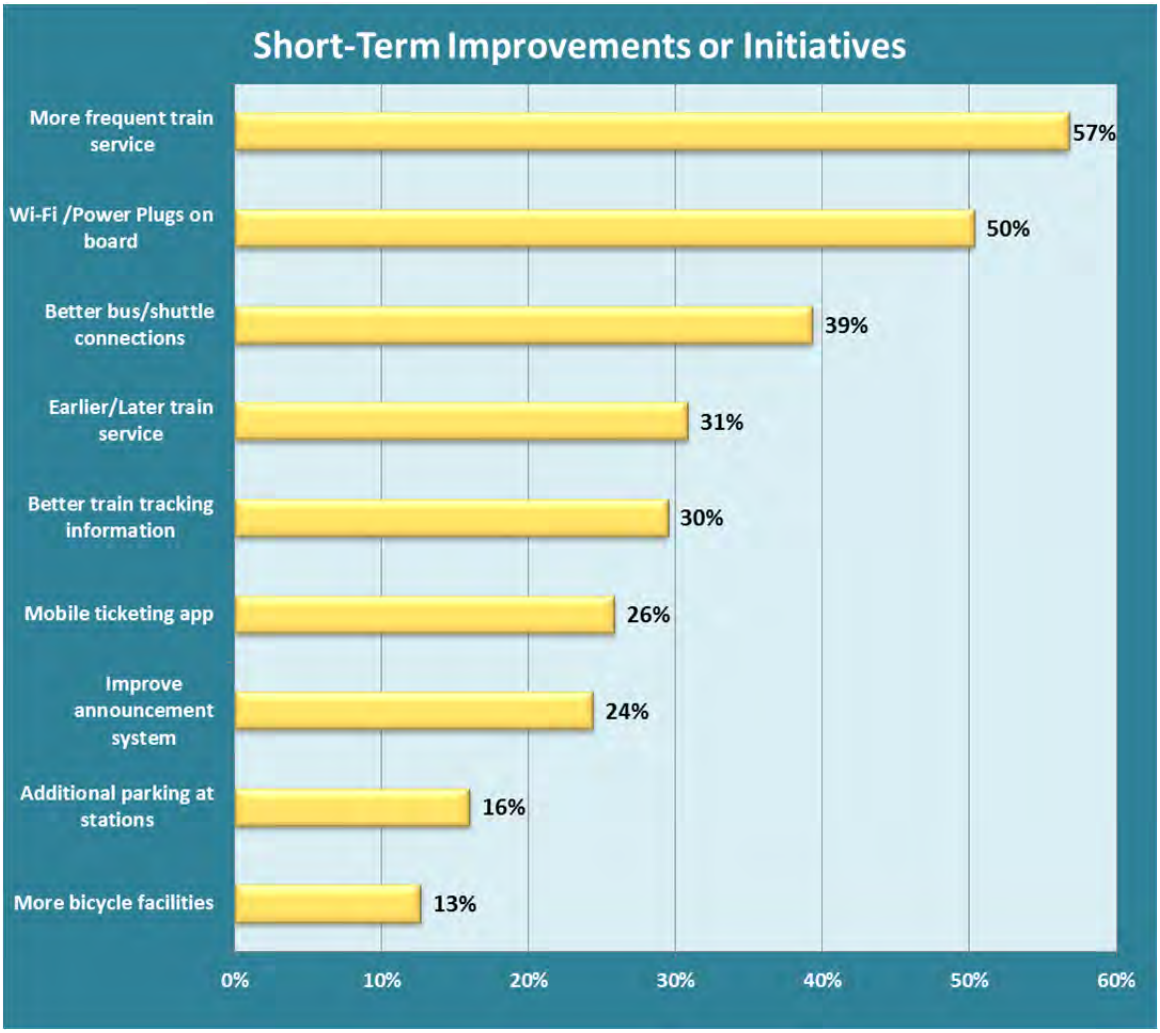


Figure C-5: Mid-Term Improvements and Initiatives-Intercept Survey Results

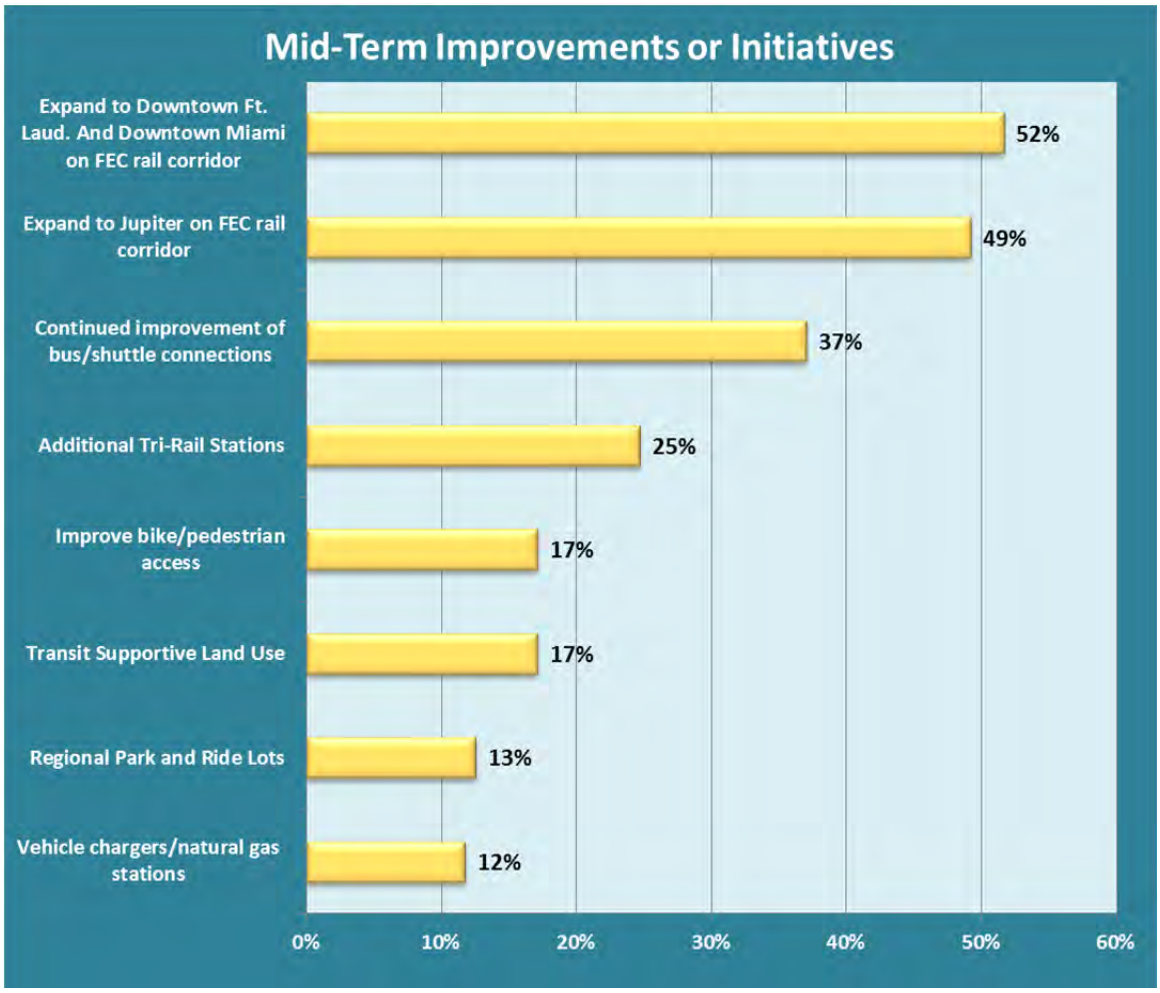
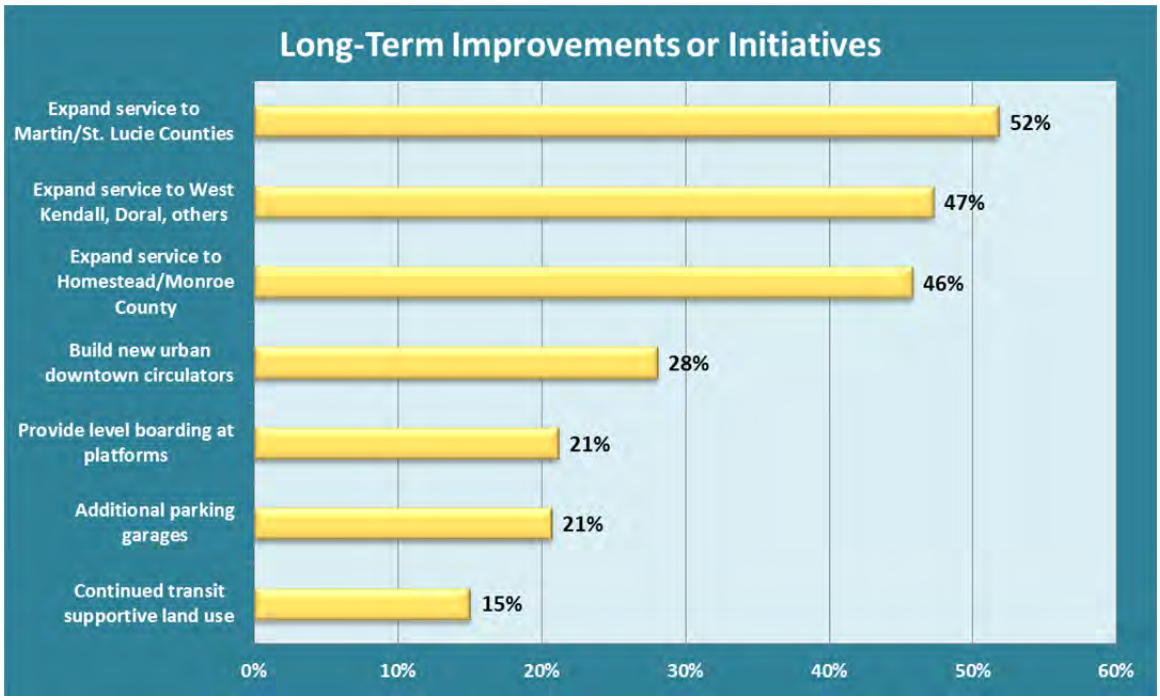


Figure C-6: Long-Term Improvements and Initiatives - Intercept Survey Results



C.4 ONLINE SURVEY RESULTS

Online Survey Overview

This appendix presents the results of the online survey administered during the ***SFRTA Forward*** effort. The survey was developed to obtain feedback from the community regarding public transportation in the South Florida region. The input obtained through the online survey will help SFRTA improve service, evaluate the transportation needs of the region, and prioritize future improvements and initiatives.

The online survey was active on March 18, 2013. The results include all responses received from the three versions of the online survey (English, Spanish, and Social Media) as of May 31, 2013. The online survey was structured to gather input from transit riders and non-transit riders. Specific questions related to SFRTA's 10-year priorities were asked to respondents who do not use public transportation in the last 12 months (non-transit users), to respondents who use public transportation but not SFRTA services (non-Tri-Rail users), and respondents who use SFRTA services (Tri-Rail users). A series of more general questions regarding public transportation in the region were asked to all respondents.

At the end of the survey, respondents were provided the opportunity to provide general comments. These comments were combined with the other general comments received during the course of ***SFRTA Forward*** via the website, meetings, and other events, and are provided in Section D.6: Summary of Comments.

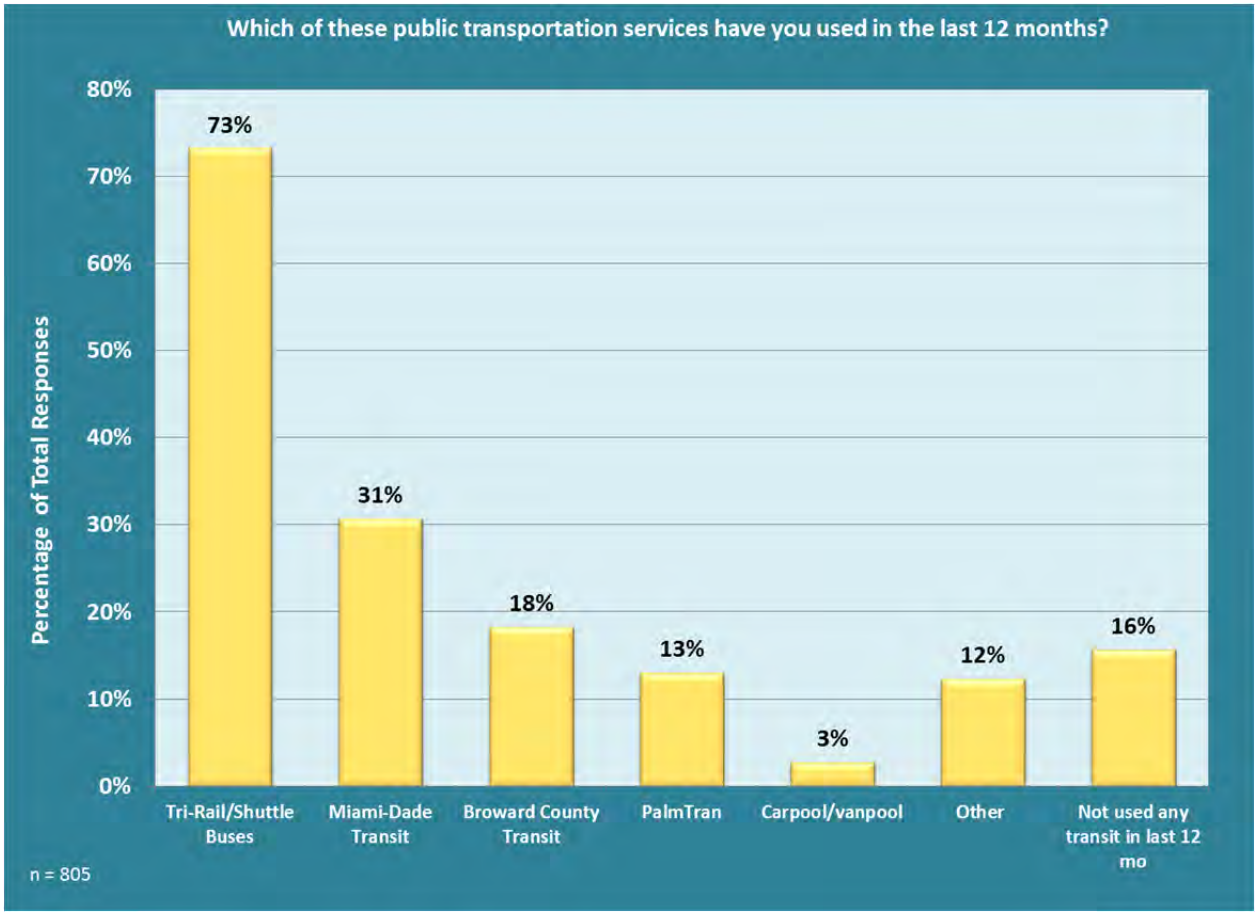
Summary of Online Survey Results

The following pages summarize the complete results for each of the questions included in the three versions (English, Spanish, and Social Media) of the online survey.

Which of these public transportation services in the South Florida region have you used at least once in the last 12 months?

First, the online survey asked which type(s) of public transportation services in the South Florida region the respondent has used at least once within the last 12 months. This question was also used to identify the type of public transportation user taking the online survey (non-transit user, non Tri-Rail user, or Tri-Rail user). As shown in Figure C-7, the majority of online survey respondents (73%) have used Tri-Rail or SFRTA shuttle bus service. About 16% have not used any of the public transportation services in the South Florida region in the last year.

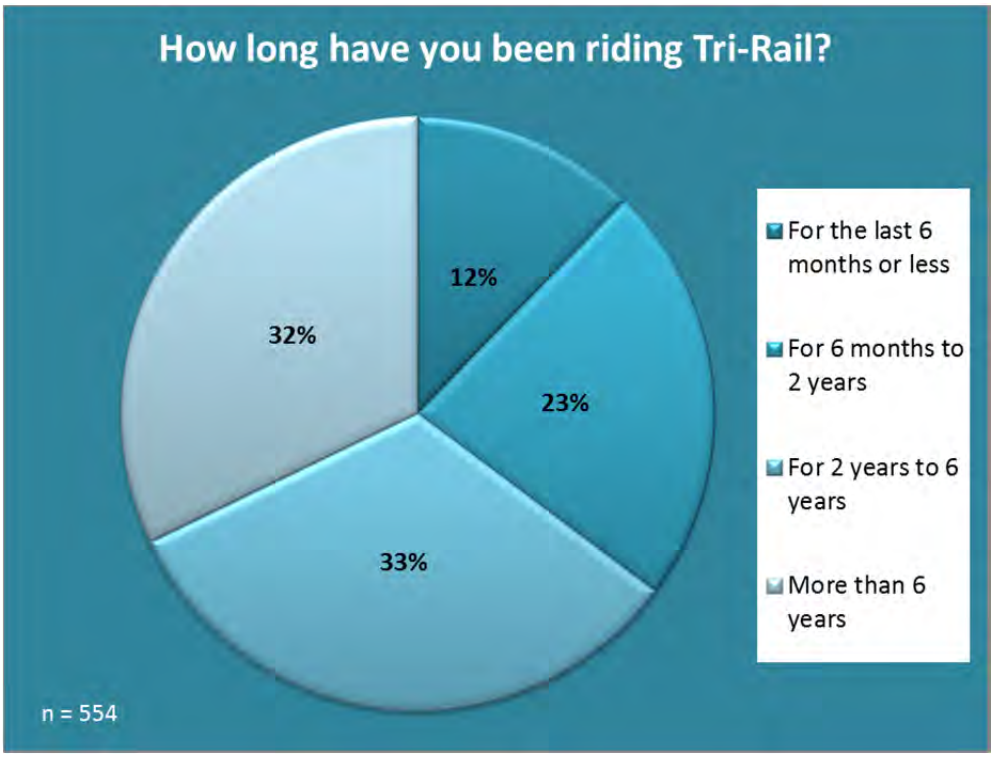
Figure C-7: Type of Public Transportation Services Used



How long have you been riding Tri-Rail?

Those online survey respondents who indicated in the first question being a Tri-Rail user were asked how long they have been riding Tri-Rail. As shown in Figure C-8, the majority of survey respondents (88%) have been riding Tri-Rail for at least 6 months, and 65 percent have been riding Tri-Rail for longer than 2 years.

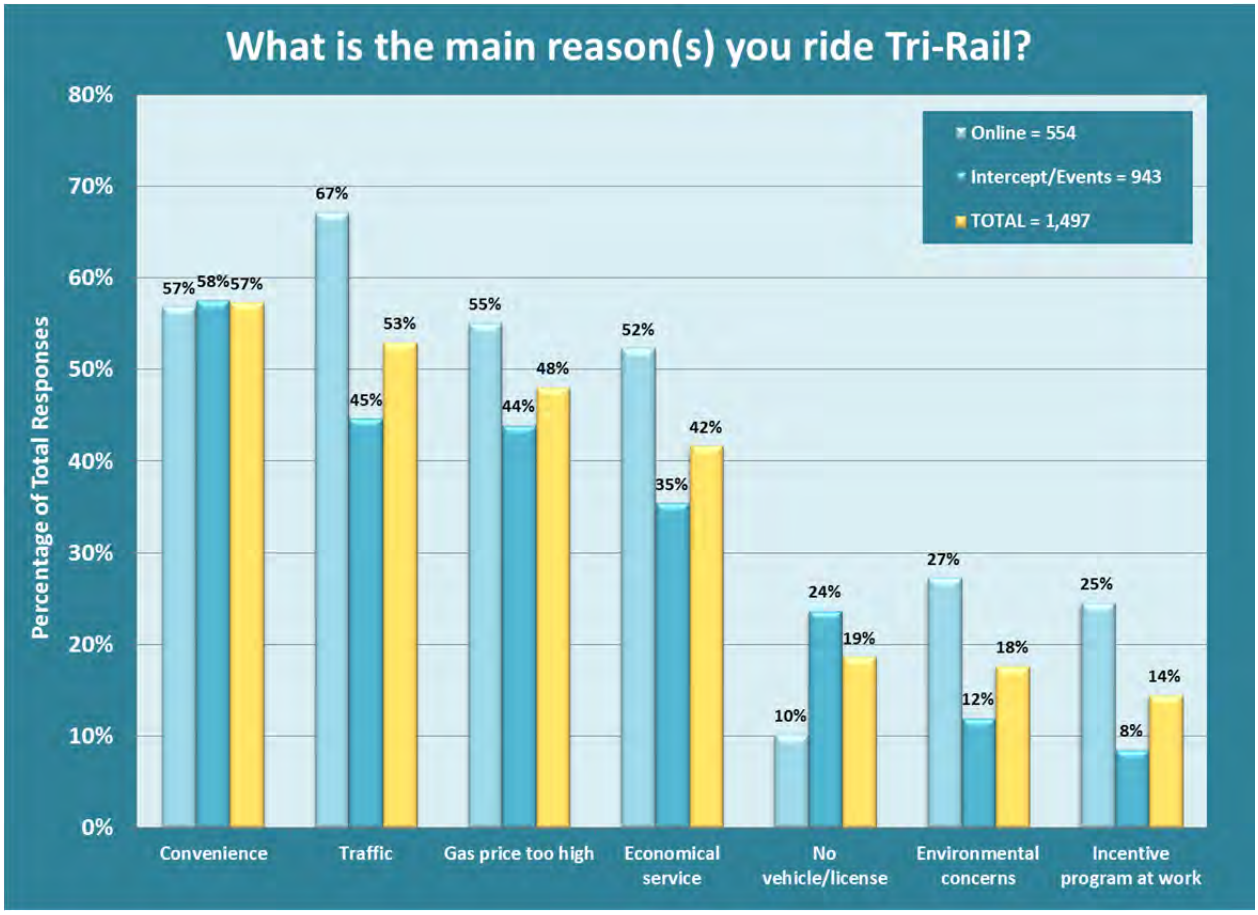
Figure C-8: Length of Time Riding Tri-Rail (Tri-Rail User)



What is the main reason you ride Tri-Rail?

Those online survey respondents identified as Tri-Rail users were also asked to identify the main reason(s) they ride Tri-Rail. "Traffic" (67%) was the top main reason for online survey respondents. Given this question was also included in the intercept survey questionnaire (used at platform interview and SFRTA events), in an effort to show the complete results to this question, Figure C-9 summarizes total survey responses from the online surveys, platform interviews/intercept surveys and SFRTA events. As shown in Figure D-3, the top two reasons for all survey respondents who ride Tri-Rail are "Convenience" (57%) and "Traffic" (53%). "Gas price too high" (48%) and "Economical service" (42%) were other top reasons given.

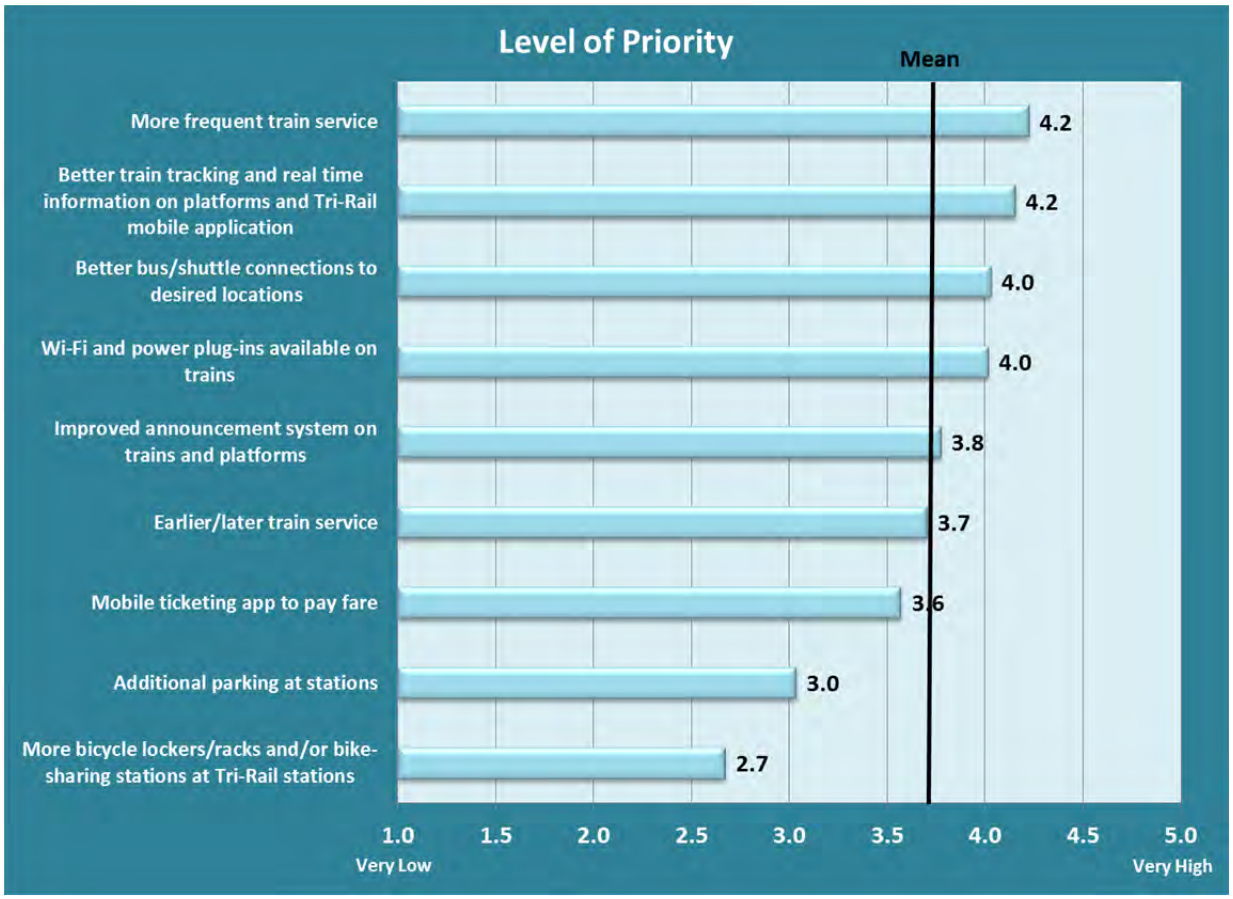
Figure C-9: Main Reason(s) for Riding Tri-Rail (Tri-Rail User)



How much of a priority should be given to each improvement/need during the next 1–2 years as a way to improve SFRTA services?

Online survey respondents considered Tri-Rail users were asked to indicate the level of priority they would give a series of short-term (1–2 years) improvements for SFRTA to consider during the 10-year TDP update. Figure C-10 illustrates the mean rank for each improvement, using a scale of 1 to 5 (1=very low priority, 5= very high priority). Online survey responses indicated "More frequent train service" and "Better train tracking and real time information on platform and Tri-Rail mobile application" should be SFRTA's top priorities in the next two years.

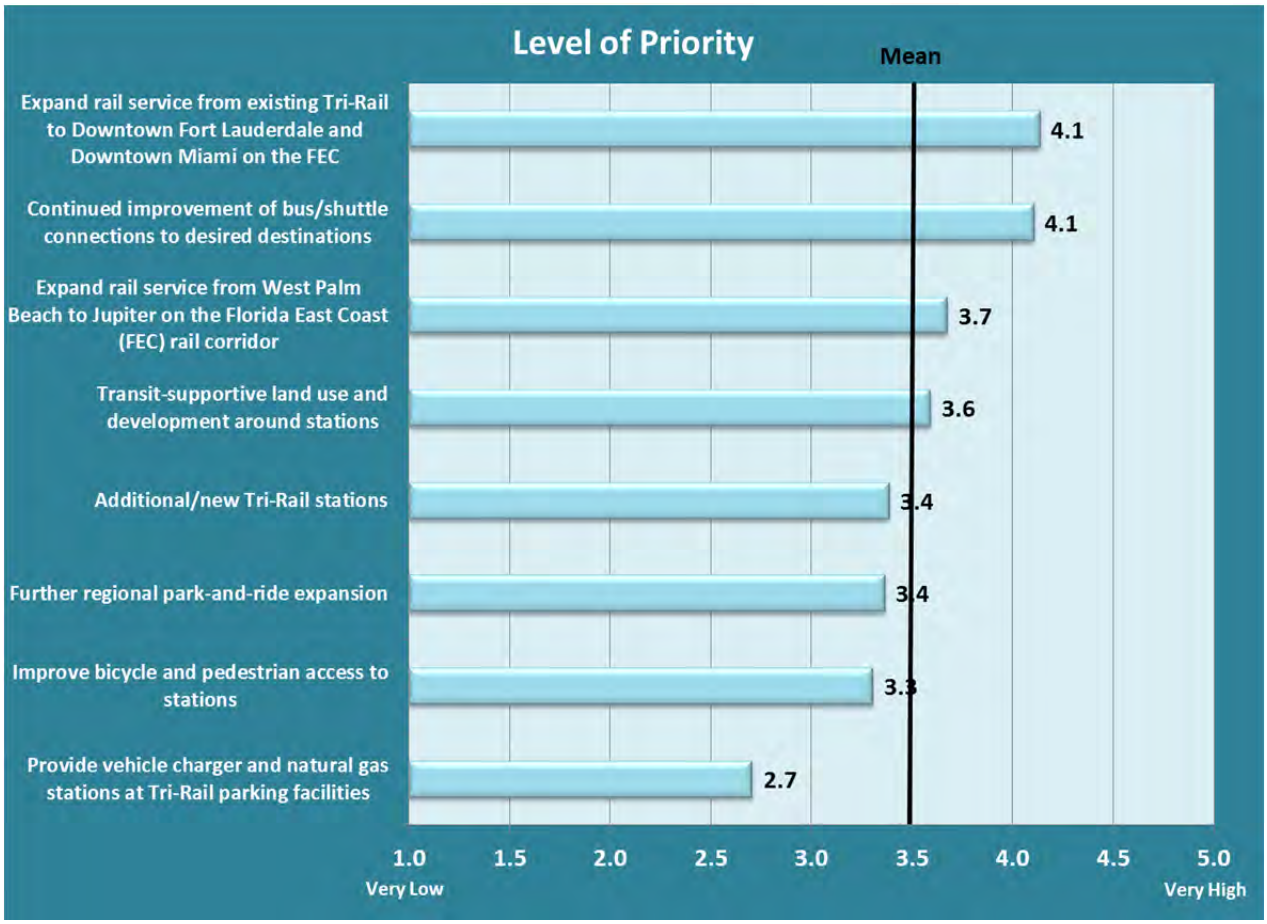
Figure C-10: Level of Priority of Short-Term Improvements (Tri-Rail User)



How much of a priority should be given to each improvement/need during the next 3–5 years as a way to improve SFRTA services?

Tri-Rail users were asked to select the level of priority of a series of mid-term (3–5 years) improvements for SFRTA to consider during the 10-year TDP update. Figure C-11 illustrates the mean responses received for each improvement, using the 1 to 5 scale. Online survey respondents indicated "Expand rail service from existing Tri-Rail to Downtown Fort Lauderdale and Downtown Miami on the FEC" and "Continued improvement of Bus/Shuttle connections to desired destinations" should be SFRTA's top priorities in the mid-term.

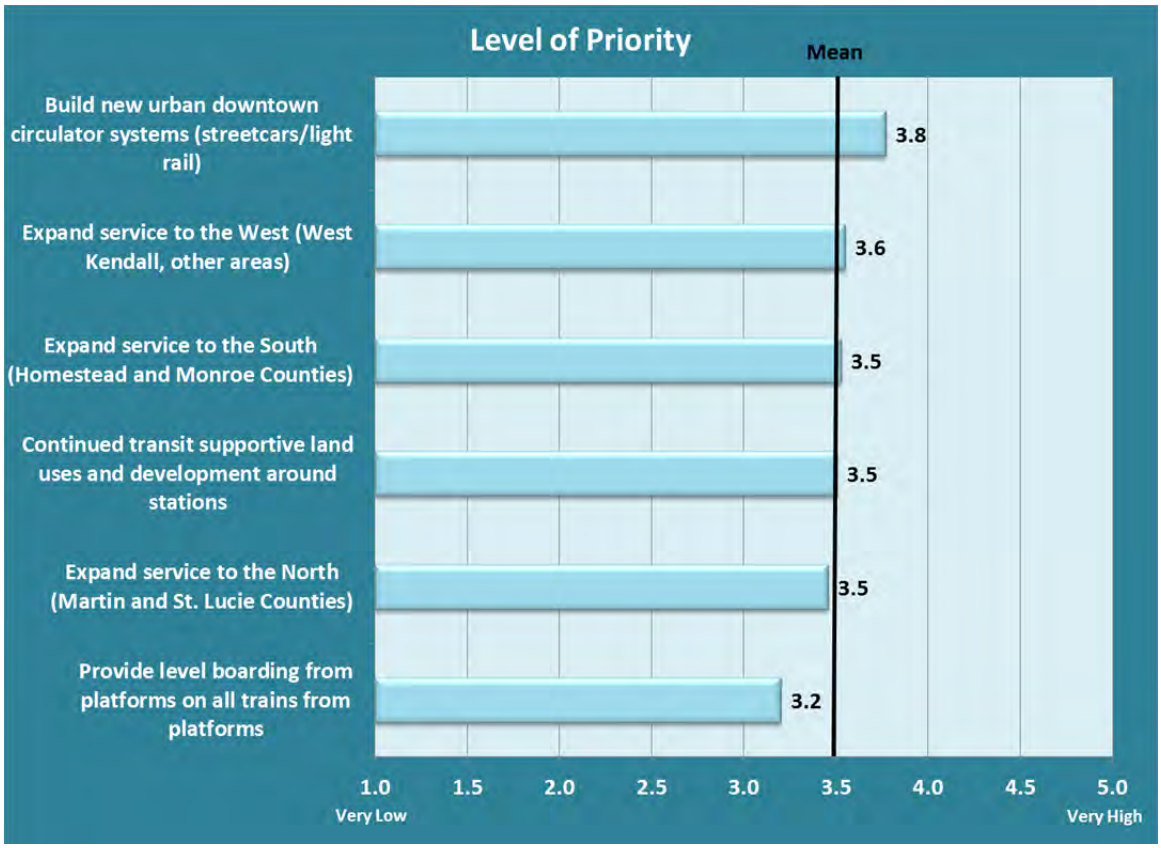
Figure C-11: Level of Priority of Mid-Term Improvements (Tri-Rail User)



How much of a priority should be given to each improvement/need during the next 6–10 years as a way to improve SFRTA services?

Tri-Rail users' online survey respondents selected their level of priority for long-term (6–10 years) improvements for SFRTA to consider during the 10-year TDP update. Figure C-12 illustrates the mean responses received for each improvement, using the 1 to 5 scale. Based on online survey responses "Build new urban downtown circulator system (streetcars/light rail)" and "Continued improvement of Bus/Shuttle connections to desired destinations" should be SFRTA's top priorities in the long term.

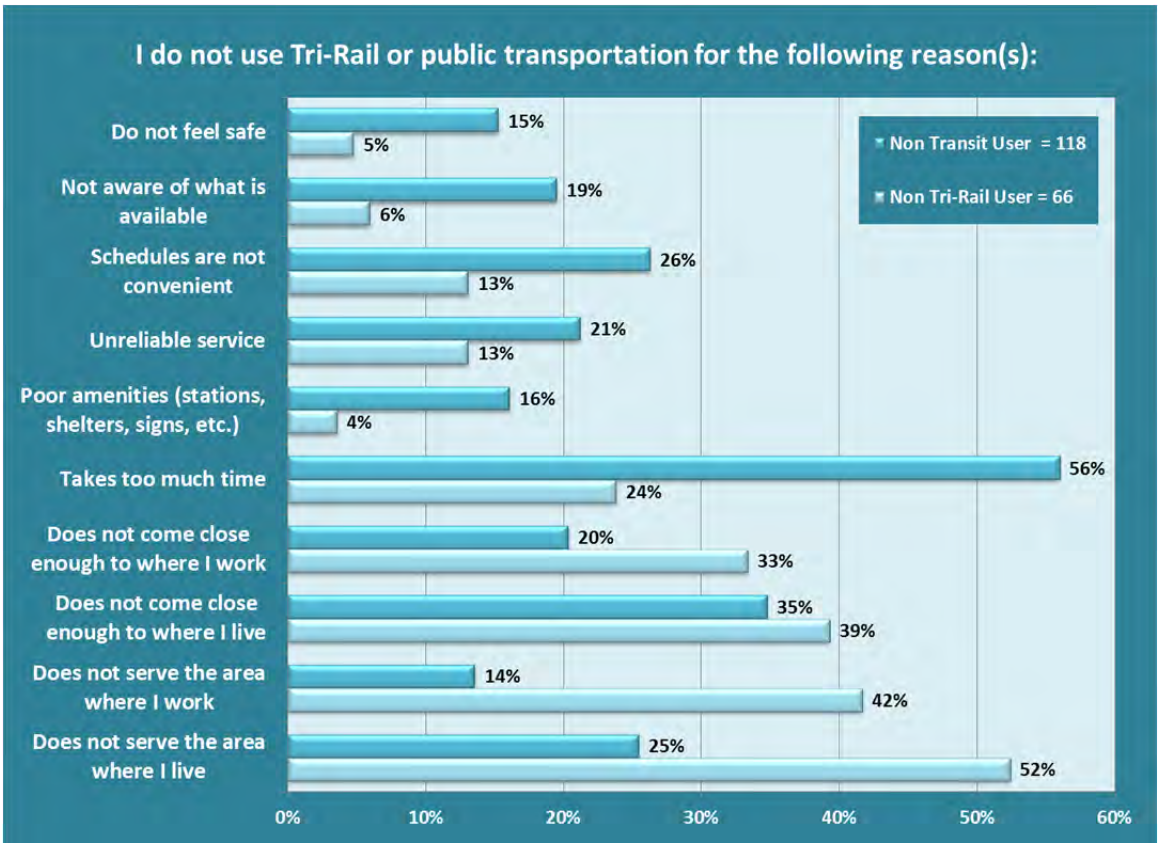
Figure C-12: Level of Priority of Long-Term Improvements (Tri-Rail User)



I do not use Tri-Rail or public transportation for the following reason(s)…

Those online survey respondents who indicated they did not ride Tri-Rail but used other transit services in the region (considered non-Tri-Rail users) and those who indicated they did not ride any public transportation services in the last year (considered non-transit users) were asked what were their reasons for not using Tri-Rail or transit at all. Figure D-7 summarizes the responses for both groups of online survey participants. For public transportation users that do not currently ride Tri-Rail, the most frequent response was that Tri-Rail "does not serve the area where I live." For non-transit users, the most frequent response was that using public transportation "takes too much time."

Figure C-13: Reason(s) for Not Using Tri-Rail (Non-Transit Users and Non-Tri-Rail Users)



How much priority do you think should be given to the list of improvements/initiatives being considered as a way to improve SFRTA/Tri-Rail over the next 10 years and encourage you to use its services?

Online survey respondents considered non Tri-Rail users and those considered non-transit users were asked to indicate the level of priority for a series of improvements and initiatives being considered to improve SFRTA/Tri-Rail service over the next 10 years as part of ***SFRTA Forward***. The ranking for each improvement/initiative is provided in Figure C-14. "Better bus/shuttle connections" and the expansion of Tri-Rail service to the downtowns of Fort Lauderdale and Miami on the FEC corridor are the top priorities for non Tri-Rail and non-transit online survey respondents.

Figure C-14: Level of Priorities of Improvements (Non Tri-Rail Users and Non-Transit Users)

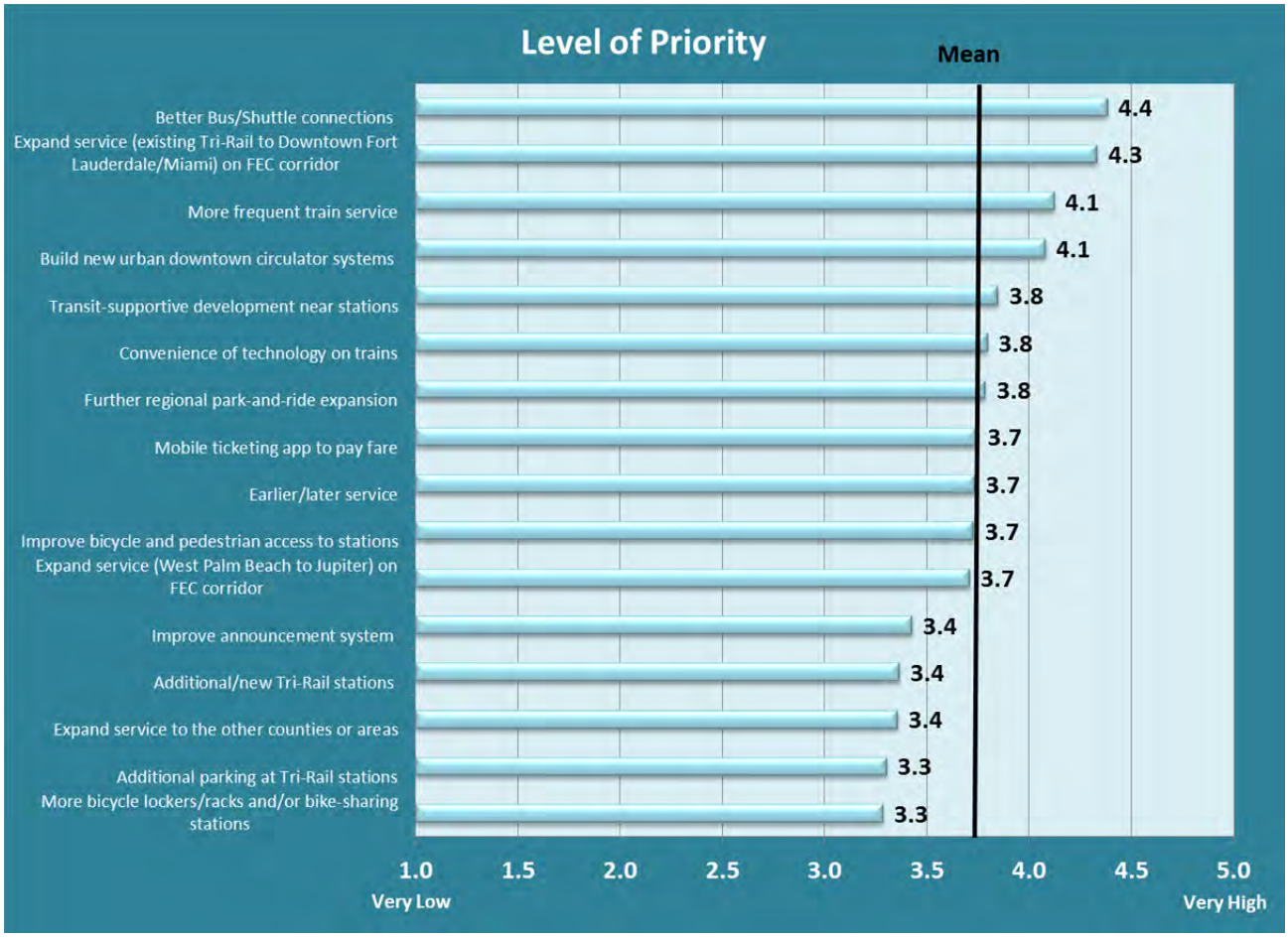
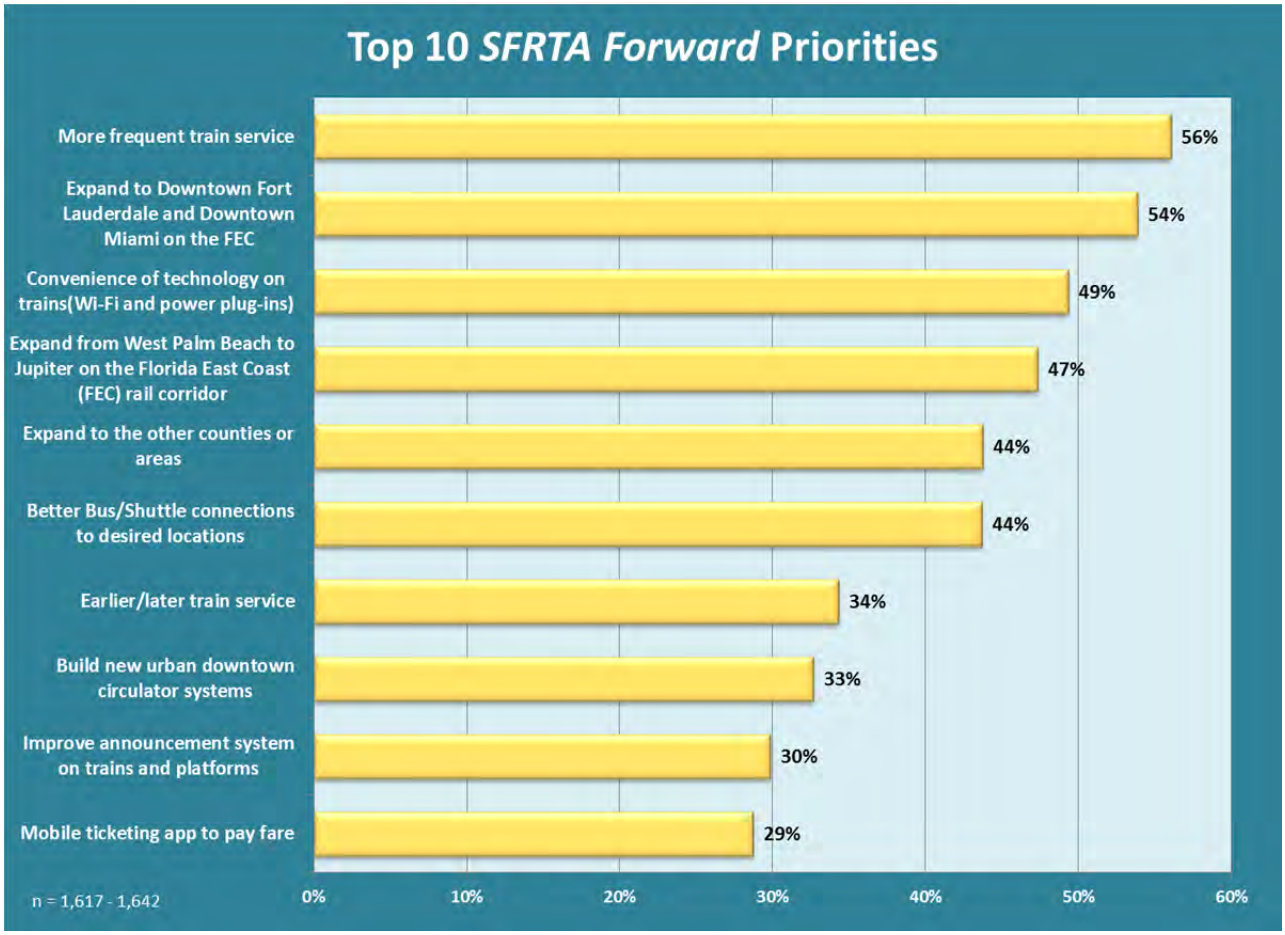


Figure C-15 combines all online survey responses related to SFRTA priorities, those of Tri-Rail riders, non-Tri-Rail riders, and non-transit users with the responses obtained from the intercept surveys collected during the platform interviews and at SFRTA events. Therefore, the priorities identified by all survey efforts have been aggregated to develop the overall top 10 priorities to be considered during the development of ***SFRTA Forward***. In this figure, the percentage of online survey respondents who indicated that each improvement/initiative is a "very high" priority is illustrated with the priorities selected by intercept survey respondents. The top 10 priorities are illustrated in Figure C-16. Overall top priority for all survey respondents, with more than 50 percent, is "More frequent train service" (56%) followed by "Expand to Downtown Fort Lauderdale and Downtown Miami on the FEC" (54%).

Figure C-15: SFRTA Improvements and Initiatives—Top 10 Priorities (All Respondents)*



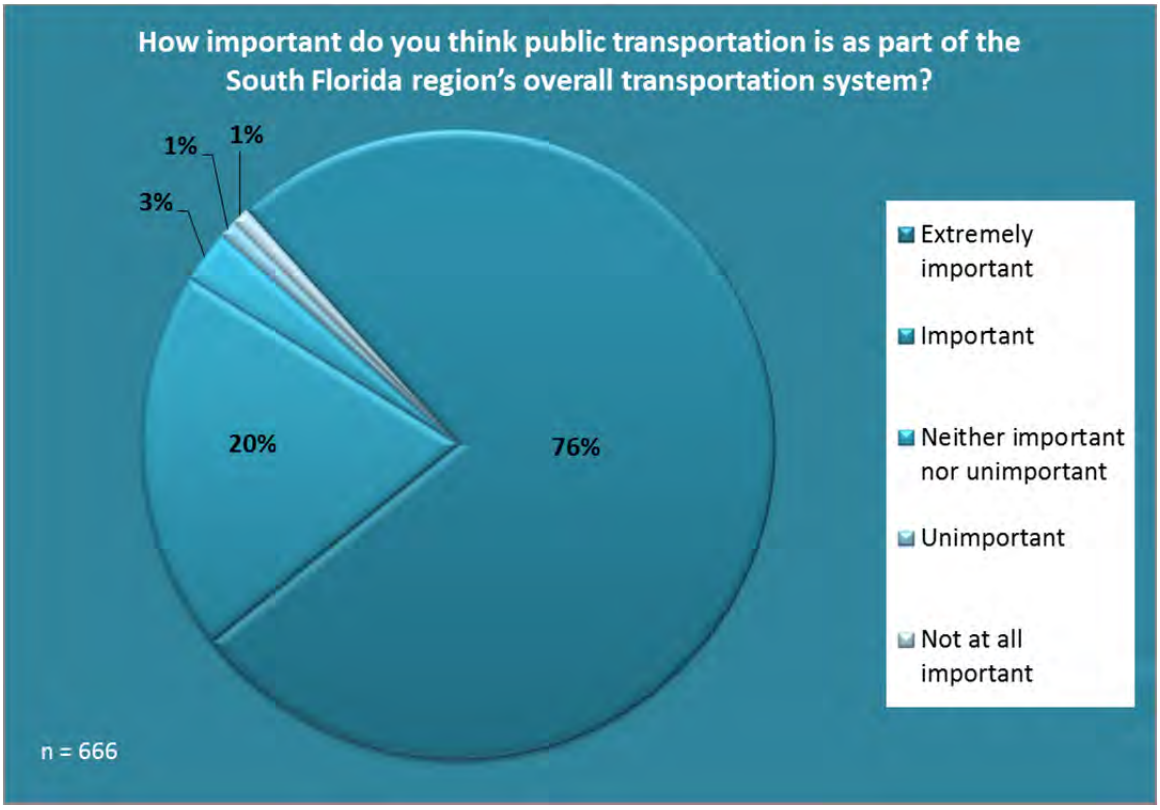
*Includes responses from online survey, platform interviews/intercept surveys, and SFRTA events.

The following series of online survey questions were asked to all survey participants (Tri-Rail users, non-Tri-Rail users, and non-transit users).

How important do you think public transportation is as part of the South Florida region's overall transportation system?

This question asked all survey respondents how important they think public transportation is to the South Florida region's overall transportation system. As shown in Figure C-16, 76 percent of online respondents view public transportation as being an "extremely important" part of the region's transportation system. Only 5 percent of respondents view public transportation as anything less than "important" to the region.

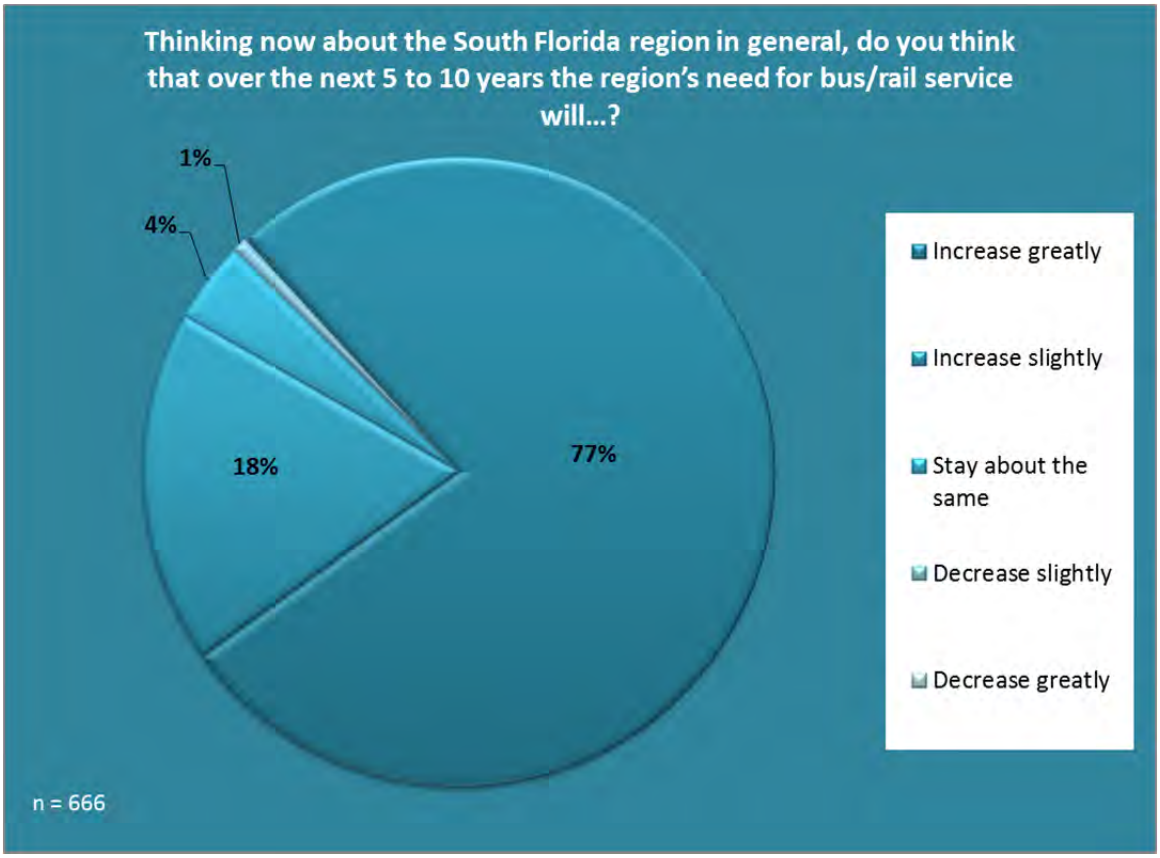
Figure C-16: Importance of Public Transportation in South Florida Region (All Respondents)



Thinking now about the South Florida region in general, do you think that over the next 5–10 years the region's need for bus/rail service will …?

This question asked all online survey respondents how they perceive the need for bus/rail service in the South Florida region will change over the next 5–10 years. As shown in Figure C-17, 77 percent of respondents indicated that the need for public transportation will "increase greatly" in the near future.

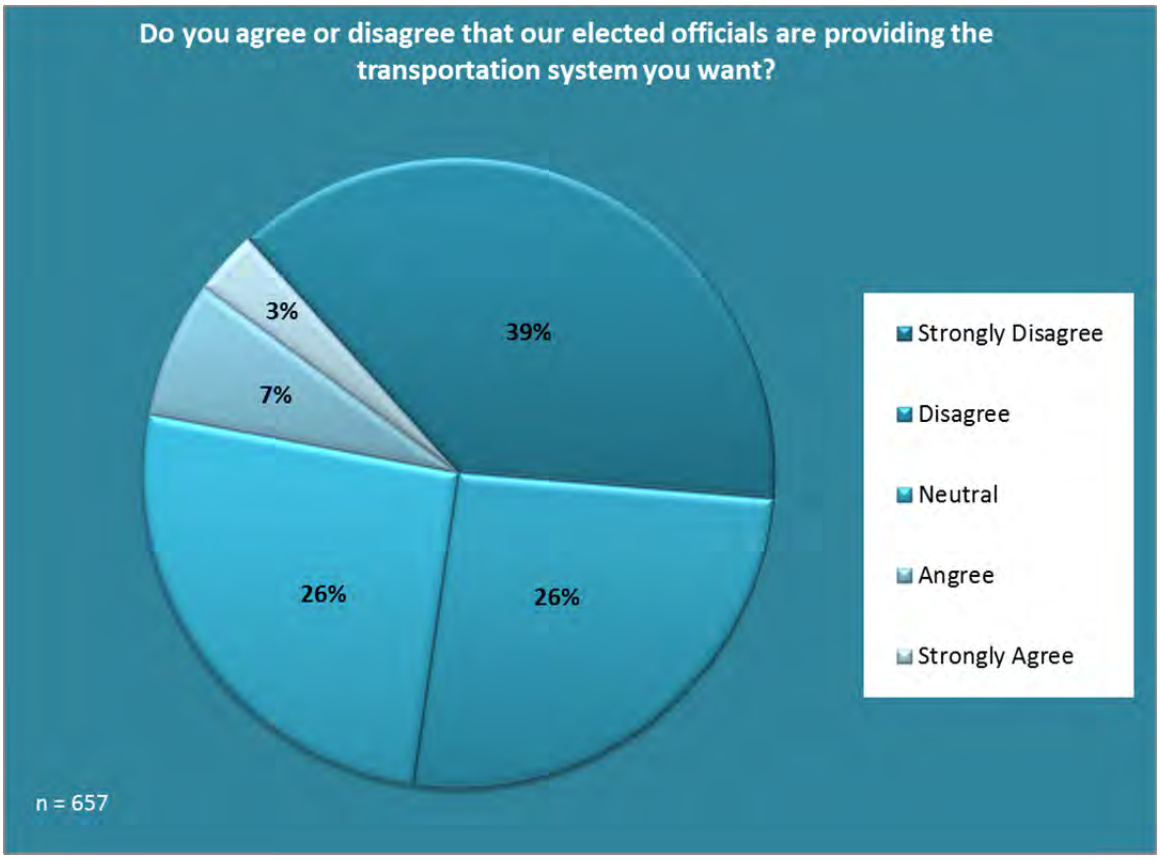
Figure C-17: Perceived Need for Bus/Rail Service Next 5 to 10 Years (All Respondents)



Do you agree or disagree that our elected officials are providing the transportation system you want?

This question asked survey respondents their agreement as to whether the public transportation system they want is being provided, using a scale of 1 to 5 (1= "strongly disagree" and 5= "strongly agree"). As shown in Figure C-18, 65 percent of respondents answered that they either "strongly disagree" or "disagree" that the public transportation system they want is being provided. Only 10 percent of online respondents "agree" or "strongly agree."

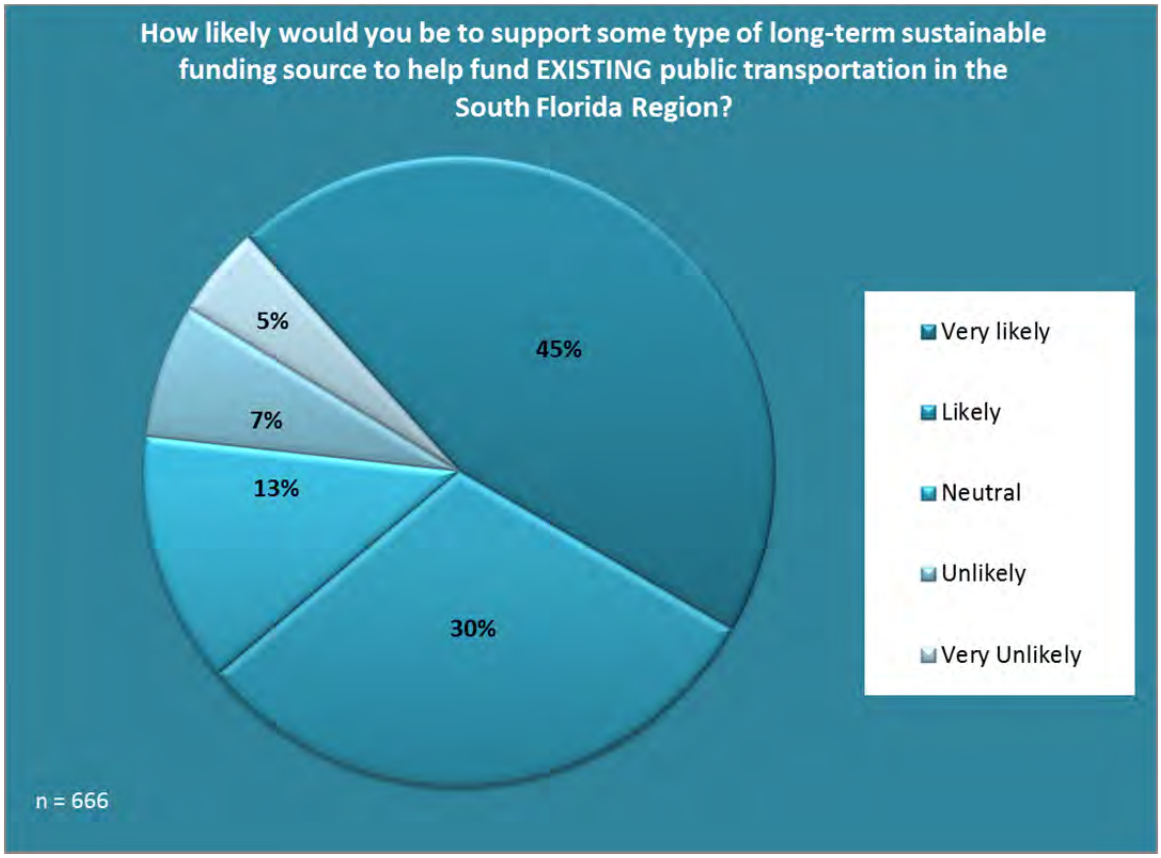
Figure C-18: Perceived Support for Transportation System (All Respondents)



How likely would you be to support some type of long-term sustainable funding source to help fund EXISTING public transportation in the South Florida Region? If you had to decide today, you would be …?

All online survey participants were asked if they would support some type of long-term sustainable funding source to help existing public transportation services in the South Florida region. As shown in Figure C-19, approximately 75 percent of respondents answered that they were "very likely" or "likely" to support a long-term funding source for existing transit services in the region.

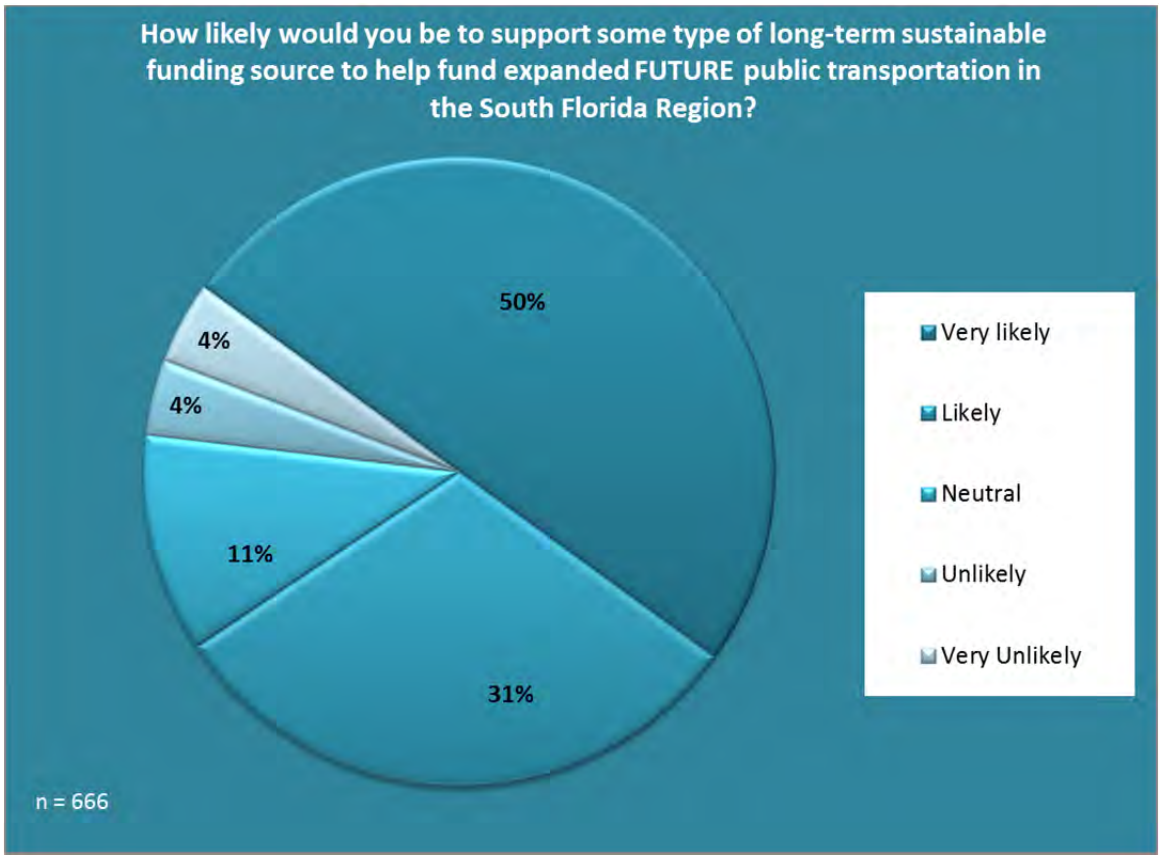
Figure C-19: Support for Long-Term Funding for Existing Public Transportation Service (All Respondents)



How likely would you be to support some type of long-term sustainable funding source to help fund expanded FUTURE public transportation in the South Florida Region? If you had to decide today, you would be …?

All online survey participants were asked if they would support some type of long-term sustainable funding source to help expand public transportation in the South Florida region in the future. As shown in Figure C-20, approximately 81 percent of online survey respondents answered that they were "very likely" or "likely" to support a long-term funding source for future public transportation services in the region. Comparing the results of this question to the previous question, respondents are slightly more inclined to support funding for future expanded transit services versus existing public transportation service.

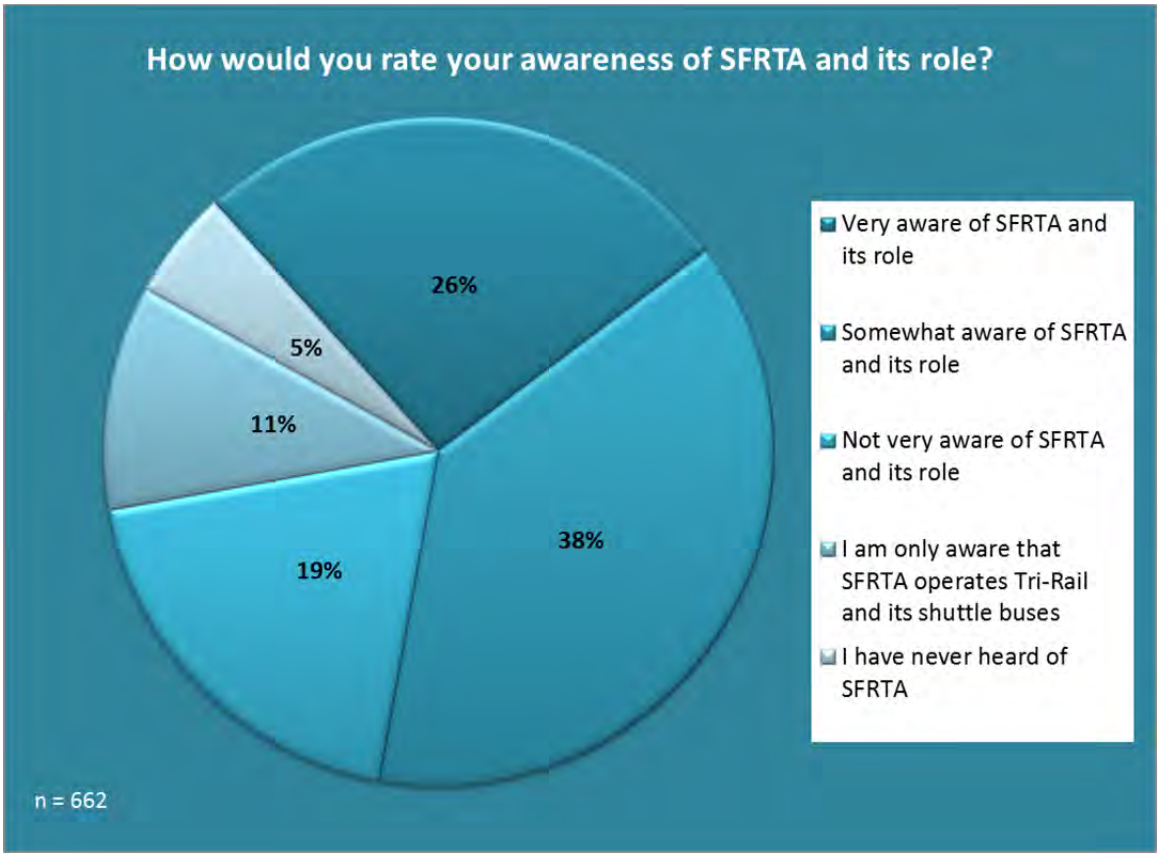
Figure C-20: Support for Long-Term Funding for Future Public Transportation Service (All Respondents)



The South Florida Regional Transportation Authority (SFRTA), the public agency that operates Tri-Rail, was created in 2003 to coordinate, develop and implement, in cooperation with other government agencies and the community, a viable regional transportation system in South Florida that improves quality of life and promotes sustainable growth for future generations. How would you rate your awareness of SFRTA and its role?

This question asked all survey respondents to rate their awareness of SFRTA and its role regarding public transportation in the South Florida region. As shown in Figure C-21, 65 percent of online survey respondents answered that they were "very aware" or "somewhat aware" of SFRTA and its role. About 25 percent of respondents indicated they either are "not very aware of SFRTA and its role" or "have never heard of SFRTA."

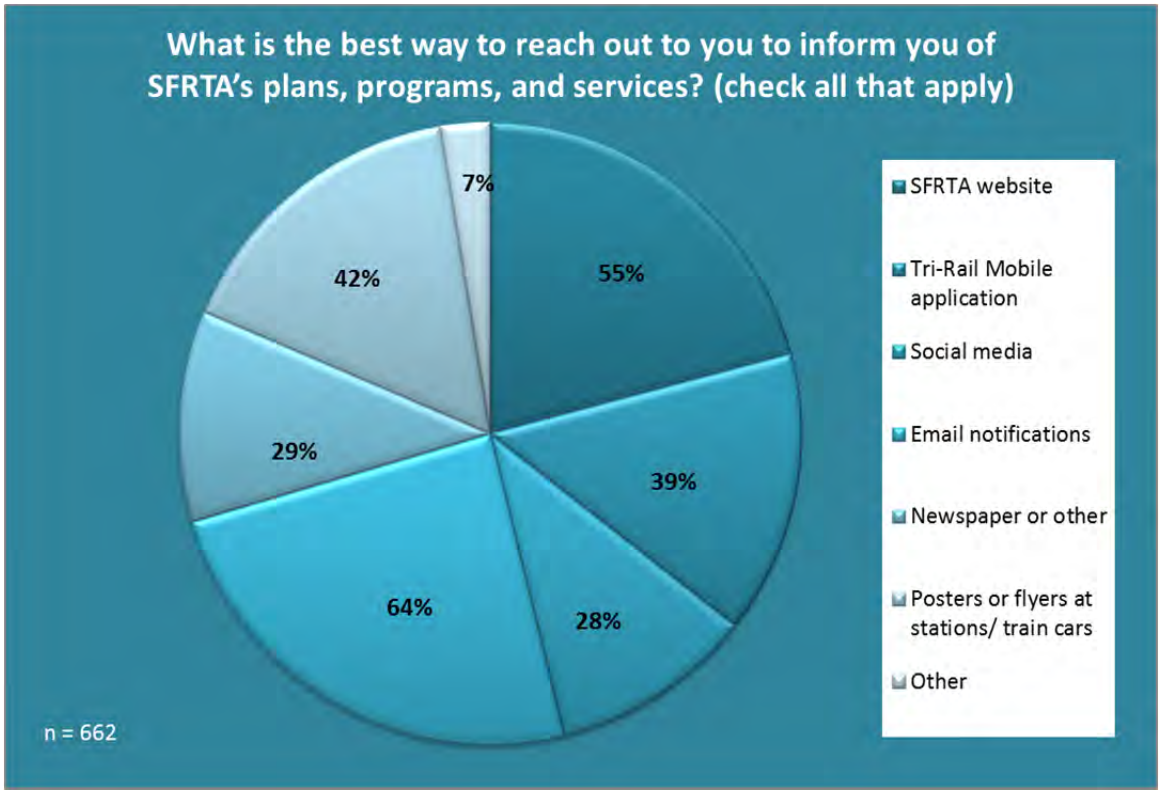
Figure C-21: Awareness of SFRTA and its Role (All Respondents)



What is the best way to reach out to you to inform you of SFRTA's plans, programs, and services?

All survey participants were asked the best way to inform them of SFRTA's plans, programs, and services. As shown in Figure C-22, the top three best methods noted by online survey respondents to this question were email notifications, SFRTA website, and Tri-Rail mobile application.

Figure C-22: Best Way to Inform Community of SFRTA Plans, Programs, and Services (All Respondents)

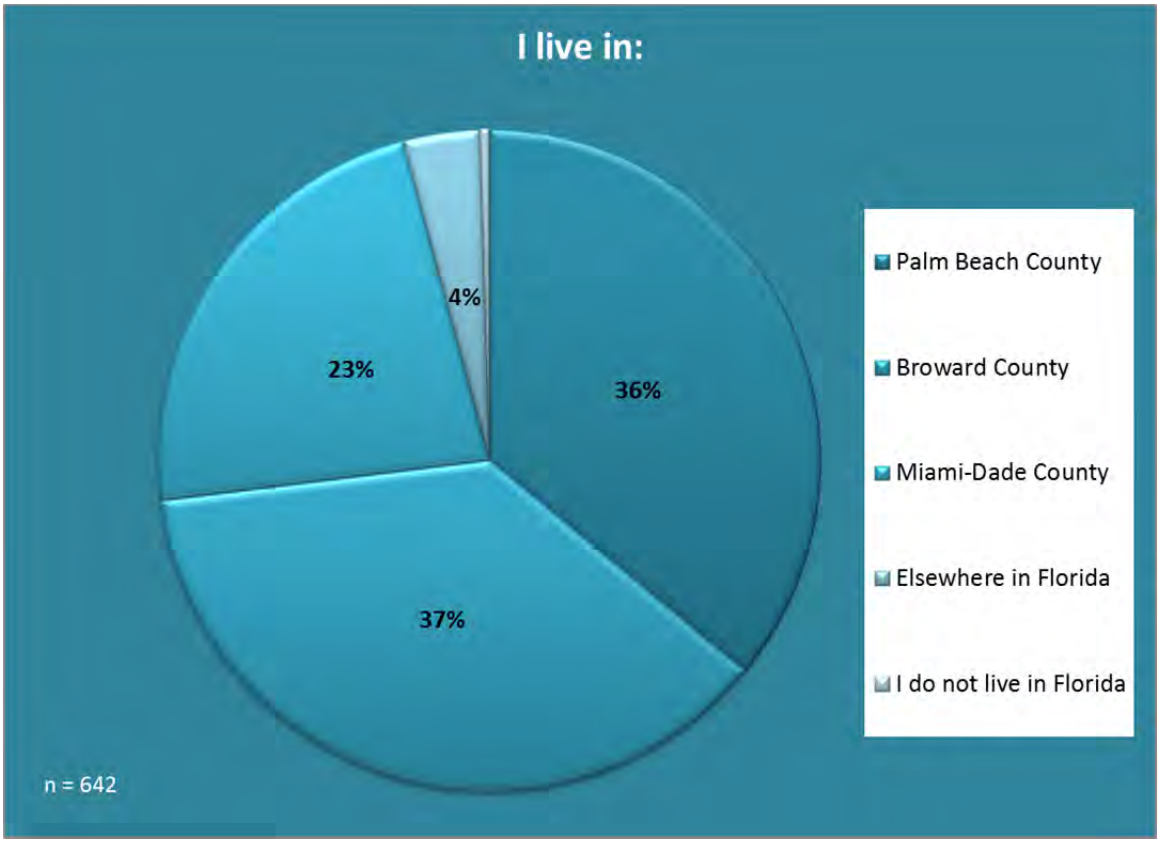


The last questions of the online survey were for classification purposes and considered optional for all online survey participants.

I live in: (check only one with home ZIP code to be entered in open text box):

All online survey participants were asked their home ZIP code in an effort to determine in what part of the South Florida region the online survey respondents live and the percentage of online survey respondents that live outside the South Florida tri-county region. As shown in Figure C-23, the majority of respondents live in Broward County (37%), followed closely by Palm Beach County (36%); 23 percent of respondents live in Miami-Dade County. In total, 96 percent of survey respondents live within SFRTA's current tri-county service area.

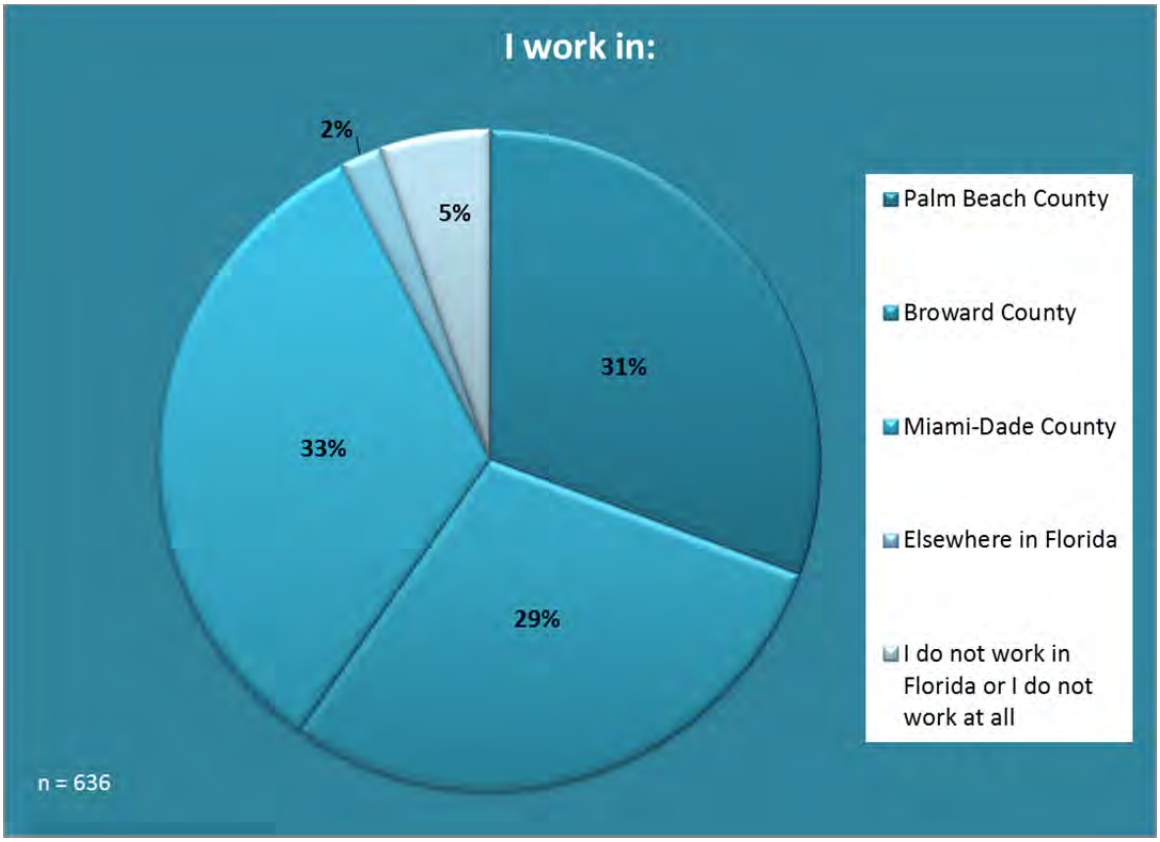
Figure C-23: Area of Residence (All Respondents)



I work in: (check only one with work ZIP code to be entered in open text box)

Work ZIP code was also asked to all survey participants in an effort to determine what part of the South Florida region the online survey respondents work in and the percentage of respondents that work outside the South Florida region. As shown in Figure D-18, the majority of respondents (33%) work in Miami-Dade County, followed closely by Palm Beach County (30%), then by Broward County (29%). The remaining 7 percent of respondents work outside SFRTA's current tri-county service area or do not work at all.

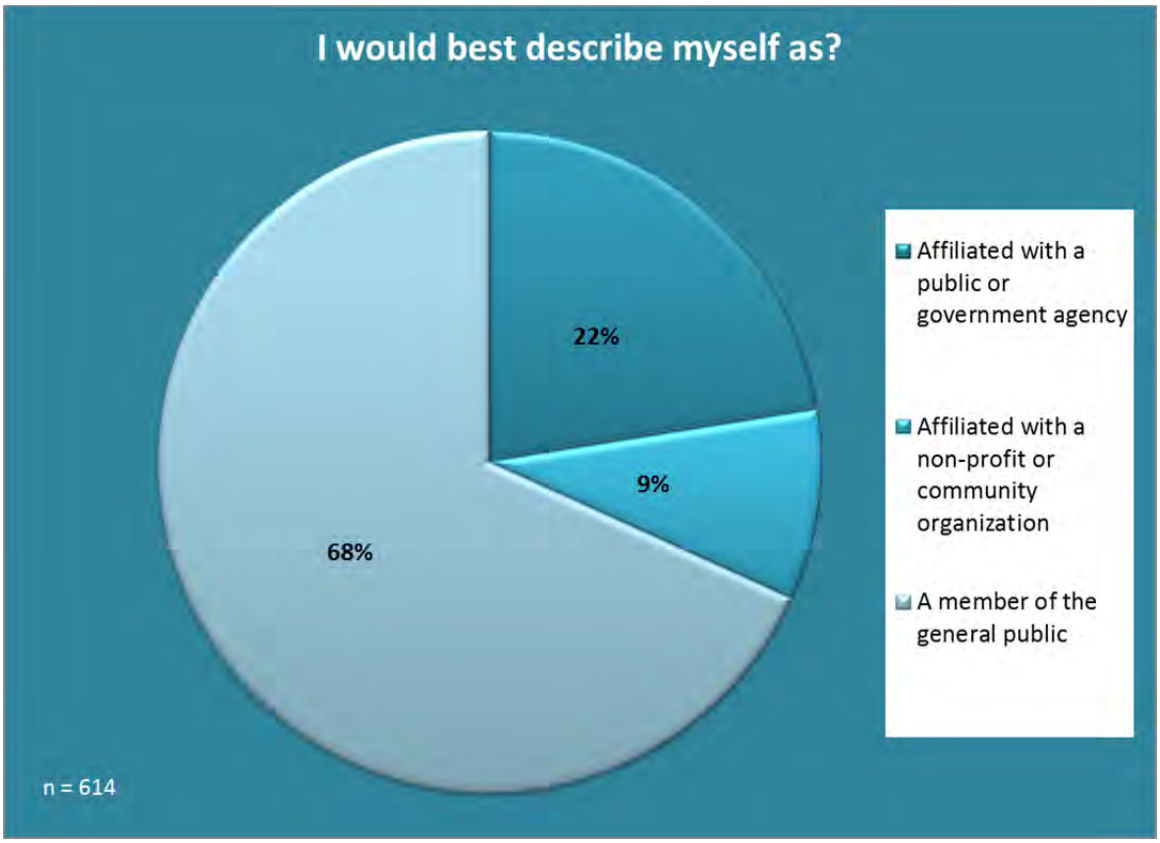
Figure C-24: Area of Employment (All Respondents)



I would best describe myself as?

To quantify the participation of the general public in the online survey, all survey participants were asked to describe their agency/organizational affiliation or whether they were a member of the general public. Figure C-25 illustrates that the majority of respondents (68%) identified themselves as a member of the general public.

Figure C-25: Affiliation (All Respondents)



The last two questions of the online survey asked all survey participants for their gender and age.

Gender and Age

As shown in Figure C-26, the majority (60%) of online survey respondents were male. Figure C-27 illustrates that most online survey respondents were of working age (25–64 years), with the most frequent age cohort being ages 45–54 years. In this figure, the responses are identified by survey instrument to reflect how younger adults (25–44 years) were more likely to use social media, as they answered the online survey from the survey link posted on social media.

Figure C-26: Gender (All Respondents)

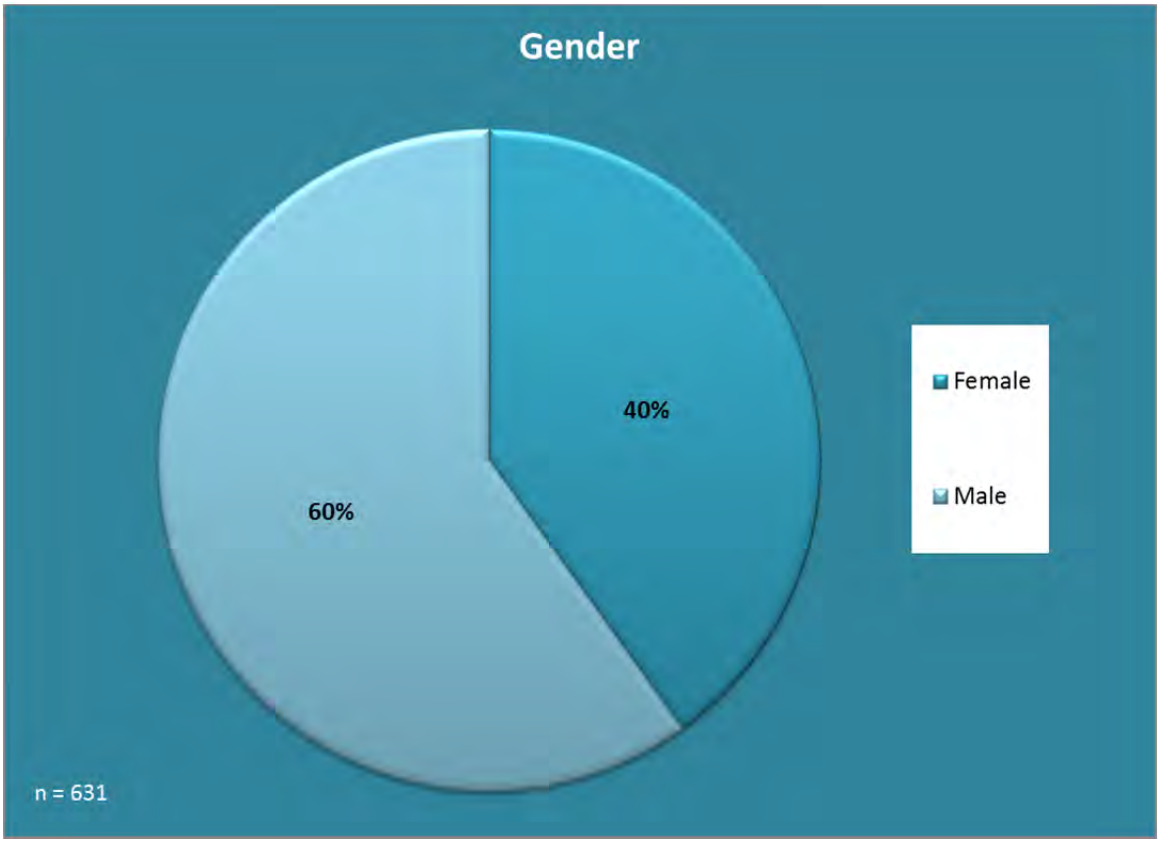
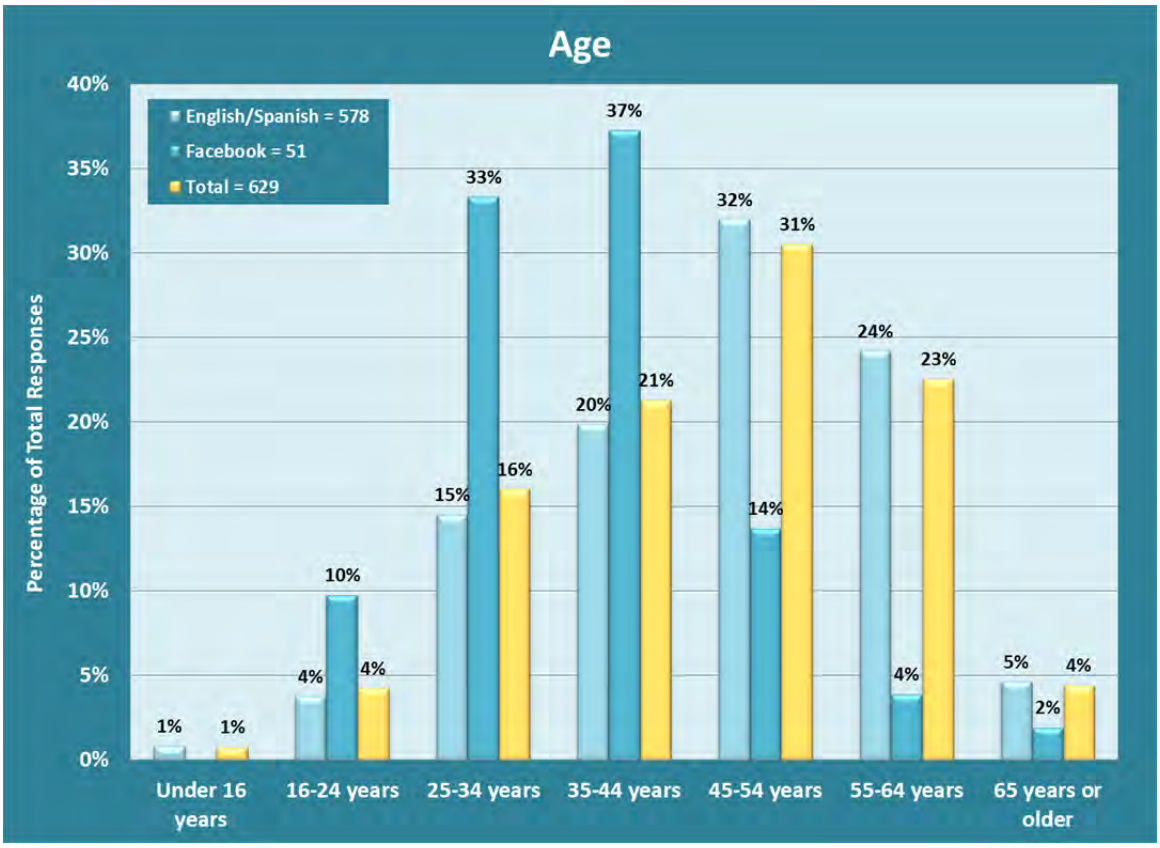


Figure C-27: Age (All Respondents)



C.5 MEETING SUMMARIES AND ASSESSMENT

C-5.1 PLANNING TECHNICAL ADVISORY COMMITTEE (PTAC)/EXTERNAL REVIEW COMMITTEE (ERC)

Date: Tuesday, February 19, 2013 – 10:30am
Location: SFRTA Board Room, 800 NW 33rd Street, Pompano Beach, FL 33064

Participants

Planning Technical Advisory Committee (PTAC) Members

- Joe Quinty (alternate for Bill Cross), SFRTA
- Bob Cambric (alternate for James Murley), South Florida Regional Planning Council
- Kim Delaney (alternate for Michael Busha), Treasure Coast Regional Planning Council
- Wilson Fernández, Miami-Dade MPO
- Irma San Román, Miami-Dade MPO
- Paul Flavien, Broward MPO
- Randy Whitfield, Palm Beach MPO
- Phil Steinmiller, FDOT District 6
- Amie Goddeau (alternate for Gus Schmidt), FDOT District 4
- Larry Hymowitz (alternate for Jeff Weidner), FDOT District 4
- Monica Cejas, Miami-Dade Transit
- Jonathan Roberson (alternate for Barney McCoy), Broward County Transit
- Fred Stubbs, PalmTran

Regional Workforce Boards Representatives

- Paul Henderson, Workforce Alliance
- Mason Jackson, Workforce One (by phone)

Project Team

- Natalie Yesbeck Pustizzi, SFRTA
- Stephen Anderson, SFRTA
- Bill Ball, Tindale-Oliver & Assoc.
- Jessica Vargas Astaiza, Tindale-Oliver & Assoc.
- Larry Foutz, HNTB

Others

- Angela Morlok, Palm Beach MPO
- Lynda Westin, SFRTA
- Lorraine Cargill, SFRTA
- Demian Miller, Tindale-Oliver & Assoc.

Summary

Project Introduction Presentation

Bill Ball, Consultant Team Project Manager, presented a brief overview of the SFRTA FY 2014–2023 TDP Major Update. His presentation started by describing why a TDP is required. It followed with an overview of what the 10-year plan will include, some updates since the last SFRTA TDP Major Update, and the objectives to be accomplished with this TDP. The Consultant Team was presented and the role of the PTAC and the Workforce Development Board representatives serving as the External Review Committee (ERC) was explained. An overview of the Scope of Work followed with a more detailed description of the public involvement activities proposed to be conducted during the development of the plan. The presentation concluded with the project schedule and a list of the next steps to be completed in the next month. The PowerPoint presentation is included as Attachment A and the TDP detailed project schedule is included as Attachment B in this summary.

The following comments were received from the ERC after the presentation. The responses by the Project Team are presented in *italics*.

- **What is the plan about? What will come out of the plan?**
  The TDP will identify short-term fixes, markets not being served, and global issues with the public transportation system in the region (not limited to Tri-Rail and its services). It will produce a long-term list of public transportation needs which will bring attention to those needs and present a plan to find solutions for those needs.

- **What will be asked to Tri-Rail riders on the intercept surveys?**
  The survey instrument has not been developed yet, as the input from the ERC members will be taken into consideration. For the last major update, the intercept survey instrument included a list of improvements categorized by timeframe: short-term (1–2 years), mid-term (3–5 years), long-term (more than 5 years) for riders to select the improvements they would like to see implemented in the future. The instrument is more qualitative and not quantitative like the on-board survey completed recently on February 13, 2013.

- **How is the TDP taking into consideration the Regional Transit Needs Plan that will be prepared for the Regional Long Range Transportation Plan (RLRTP), scheduled to be ready by November 2013?**
  Given the Regional Transit Needs Plan will not be complete until November, the TDP will incorporate the information that is available by the summer when the Draft TDP will be

completed. The TDP could feed into the Regional Transit Needs Plan so the transit needs identified in the TDP are considered and included in the RLRTP. It is important to keep all of these plans consistent and coordinated as much as possible to share resources.

- **How are the non-riders' opinions and transit needs going to be gathered?**
  Non-rider feedback will primarily be collected via the online platforms and tools (website, online surveys, and email blasts). A stakeholder database is going to be developed that will include riders and non-riders. It is expected that the databases of other partner agencies will be shared or at least the TDP information will be shared with other partners' mailing lists.

- **Employers and employee's perspective is important to be collected given they are a large portion of Tri-Rail's ridership.**
  Tri-Rail is an employment-based system and it already works with many employers in the region through its Employer Discount Program (EDP) participants. The representatives of the Workforce Development Boards could also identify the Human Resources directors and other employment-based associations who can help spread the word among the business and economic development community (e.g. Chambers of Commerce).

- **The TDP public involvement plan, in addition to the proposed online and website outreach, should piggy back with the upcoming LRTP public outreach events.**
  Yes, the TDP will coordinate with the upcoming LRTP public involvement events to the extent that these efforts are completed within the timeframe of the TDP schedule.

- **Are there any plans to use social media tools to reach the younger population? This population does not check email anymore and reaching them may be better via social media networks like Facebook and Twitter.**
  Current SFRTA policy does not include Facebook or Twitter. Limited use of social media is being considered by SFRTA. The TDP project website can be posted on universities and other stakeholders' Facebook pages to obtain feedback from those in social networks (e.g., Miami-Dade College and Florida Atlantic University pages).

- **There are many surveying efforts going on in the region for each of the different transportation projects being studied. Is there consistency in the questions asked in the survey instruments being used?**
  The SFRTA on-board survey used the same type of travel behavior related questions typically used in on-board surveys around the region by FDOT and other partners. FTA's new Title VI guidelines also require socio-economic questions in all transit surveys, so there is consistency in socio-economic related questions. The goal is to maintain consistency across the survey efforts so results can be used in regional planning efforts as well.

- **The Regional Long Range Transportation Plan will identify transit needs for the region, how will the SFRTA TDP coordinate with this effort?**
  The SFRTA TDP will also identify needs for its 10-year plan and those needs will feed into the RLRTP Transit System Plan that has a 25-year horizon.

Priorities Exercise

After all the comments related to the Project Introduction presentation were addressed, an interactive exercise with the ERC members was conducted. The focus of the exercise was presented with a simple-phrased question: "What improvements or initiatives should be priorities for SFRTA over the next 10 years?"

The first step of the exercise asked ERC members to call out their improvement/initiative ideas, while the Project Team recorded them on flip charts as they were generated. A total of 22 ideas were suggested as priorities for SFRTA in the next 10 years (see Table C-3). Second, the 22 ideas were read aloud, clarified as appropriate, and a number was assigned to each idea. Third, ERC members were instructed to select their top three favorite ideas and record these improvements/initiatives on the exercise sheet provided. The ERC members were given approximately five minutes to complete this step, and they did so silently and independently.

While the PTAC continued with its agenda items, the exercise sheets were collected and the priority voting reviewed. A weighted score was assigned to each participant's idea in the following manner: the highest ranked initiative or improvement (i.e., ranked #1) received a score of three, the second ranked idea received a score of two, and the third ranked idea received a score of one. In this manner, all of the votes were scored and totals were tallied to identify the top five ranked priorities. The results of the vote were then recorded in an Excel spreadsheet to provide a permanent record of the voting process and results. Last, the results were presented to the ERC members for their consideration. Table C-3 summarizes all of the priority ideas identified by the ERC members during the exercise, along with the results of the voting and prioritization process.

Table C-3: Priorities Exercise – Weighted Score Results

"What improvements or initiatives should be priorities for SFRTA over the next 10 year?"			
#	**Improvements / Initiatives Ideas**	**Weighted Score**	**Final Prioritization**
1	**Expand Tri-Rail service to FEC tracks**	**36**	**1**
7	**Support transit-oriented development (redevelopment/mixed use) around stations**	**14**	**2**
4	**Real-time information on mobile app and at platforms**	**13**	**3**
3	**Better connections to final destinations from Tri-Rail**	**12**	**4**
17	**Improve bike and ped connections to stations**	**10**	**5**
2	Have Wi-Fi and power plugs on new cars	8	
9	Develop underutilized Miami-Dade rail corridors	6	
16	Double daily ridership	6	
8	Better circulation around MIA/MIC station	4	
10	Install bathroom at stations	4	
11	Expand peak hour/hours	4	
20	Expand service to Monroe and Martin/St. Lucie counties	4	
18	Station at Palm Beach International Airport	3	
15	Level boarding with All Aboard passenger trains	2	
5	Mobile ticketing app to purchase fare media	0	
6	Clear announcements inside trains and at platforms	0	
12	Consider transit-oriented retail investments	0	
13	Have a dedicated car for bikes	0	
14	Consider elevated bike tubes with A/C like in Korea	0	
19	Install bike sharing stations and Tri-Rail stations	0	
21	Vehicle charger and/or natural gas stations at Tri-Rail stations	0	
22	Peoplemover to easily get around interior of cities with parking on periphery	0	

As summarized in Table C-3, the top five priorities for SFRTA to focus on in the next 10 years were determined by the ERC members through this process. The top five priorities are reiterated below.

1. Expand Tri-Rail service to the coastal FEC tracks (36 points).
2. Support Transit-Oriented Development (TOD) initiatives (redevelopment/mixed-used) around stations (14 points).
3. Real time train arrival information on Tri-Rail mobile application and on train platform (13 points).
4. Better connections to final destinations (12 points).
5. Improved bicycle and pedestrian access to stations (10 points).

In addition, to determine whether the weighting of the ideas had an impact on the priorities, the results were also calculated using an equal weighting of 1 point for each idea selected by the participants. The results of the un-weighted priorities are presented in Table C-4. While the order changed slightly, the top five priorities/initiatives are essentially the same in both calculations:

Table C-4: Priorities Exercise – Unweighted Score Results

"What improvements or initiatives should be priorities for SFRTA over the next 10 year?"			
#	**Improvements / Initiatives Ideas**	**Unweighted Score**	**Final Prioritization**
1	**Expand Tri-Rail service to FEC tracks**	**13**	**1**
7	**Support transit-oriented development (redevelopment/mixed use) around stations**	**8**	**2**
3	**Better connections to final destinations from Tri-Rail**	**8**	**3**
4	**Real-time information on mobile app and at platforms**	**7**	**4**
17	**Improve bike and ped connections to stations**	**5**	**5**
2	Have Wi-Fi and power plugs on new cars	5	5
9	Develop underutilized Miami-Dade rail corridors	3	
16	Double daily ridership	3	
8	Better circulation around MIA/MIC station	2	
10	Install bathroom at stations	2	
11	Expand peak hour/hours	2	
20	Expand service to Monroe and Martin/St. Lucie counties	2	
18	Station at Palm Beach International Airport	2	
15	Level boarding with All Aboard passenger trains	1	
5	Mobile ticketing app to purchase fare media	0	
6	Clear announcements inside trains and at platforms	0	
12	Consider transit-oriented retail investments	0	
13	Have a dedicated car for bikes	0	
14	Consider elevated bike tubes with A/C like in Korea	0	
19	Install bike sharing stations and Tri-Rail stations	0	
21	Vehicle charger and/or natural gas stations at Tri-Rail stations	0	
22	Peoplemover to easily get around interior of cities with parking on periphery	0	

Summary of Presentation and Priorities Exercise

In summary, the priorities exercise was conducted to obtain consensus from the ERC members regarding the list of priorities that SFRTA should focus on in the next year. Numerous suggestions were made, all of which were recorded and prioritized by the ERC members. The final results reflect the five most important improvements or initiatives for SFRTA in the next decade from the perspective of the ERC members. The initiative and improvement priorities identified through this process will be considered in the needs assessment and alternatives evaluation for the SFRTA TDP Major Update.

Assessment

- A total of 20 stakeholders participated of the meeting (15 ERC/PTAC members and 5 other interested parties including SFRTA staff).
- Participants were engaged during the presentation and provided input during the Question & Answer period, particularly during the Priorities Exercise.
- All comments/questions were addressed and/or documented for consideration on the TDP process.

C-5.2 PLANNING TECHNICAL ADVISORY COMMITTEE (PTAC) / EXTERNAL REVIEW COMMITTEE (ERC)

Date: Wednesday, April 10, 2013 – 11:00 AM
Location: SFRTA Board Room, 800 NW 33rd Street, Pompano Beach, FL 33064

Participants

PTAC/ERC Members

- William Cross, South Florida Regional Transportation Authority (SFRTA)
- Kim Delaney, Treasure Coast Regional Planning Council (RPC)
- Angela Morlok, Palm Beach MPO
- Greg Stuart, Broward MPO
- Wilson Fernandez, Miami-Dade Metropolitan Planning Organization (MPO)
- Monica Cejas, Miami-Dade Transit (MDT)
- Jonathan Roberson, Broward County Transit (BCT)
- Amie Goddeau, Florida Department of Transportation (FDOT) District 4
- Phil Steinmiller, FDOT District 6
- Fred Stubbs, Palm Tran
- Paul Henderson, Workforce Alliance
- Mason Jackson, Worforce One (on the phone)

Project Team

- Joe Quinty, SFRTA
- Natalie Yesbeck Puztizzi, SFRTA
- Stephen Anderson, SFRTA
- Jessica Vargas Astaiza, TOA
- Larry Foutz, HNTB

Other

- Jorge Azur, Zuni Transportation
- Tomas Boiton, Volen Center & Citizens for Improved Transit
- Shannon H. Cash, Volen Center – Lift
- Michele Edwards-Collie, Branches (Formerly South Florida Urban Ministries)
- Alex Hansen, City of West Palm Beach
- Mohammad Nasir, City of Opa-Locka
- Darlene, Pfeiffer, City of Fort Lauderdale
- Jaime Sullivan, City of Lauderhill
- Ed Carson, MDT

- Eric Zahn, MDT
- Doug Robinson, MDT
- Mary Wardell-King, MDT
- Ravi Wijesundera, Kimley Horn
- Marie Jarman, SFRTA
- Elaine Magnum, SFRTA
- Carla McKeever, SFRTA
- Lynda Westin, SFRTA

Summary

Overview of Presentation

Ms. Natalie Yesbeck Pustizzi of SFRTA staff and Ms. Jessica Vargas of Tindale-Oliver and Associates gave a presentation on the activities in support of the SFRTA's new TDP Major Update. Ms. Yesbeck Pustizzi announced that the TDP's Public Involvement Plan (PIP) was approved by FDOT District 4.

Other recent outreach activities were reviewed, including onboard surveys, platform surveys, and online survey. Initial findings show that over 5,000 usable onboard surveys were completed and over 1,000platform surveys were conducted. Over 400 online surveys have been completed thus far, with over 10%of participants not being current public transportation users. Ms. Yesbeck Pustizzi pointed out that an email blast with a link to the online survey was sent to over 7,000 e-mail addresses. A variety of agencies other than SFRTA sent the link to their distribution lists, which was greatly appreciated. SFRTA's draft TDP Goals were also shared, with no concerns raised by the committee.

Questions/Comments

The following comments were received from the CTAC after the presentation. The responses by the Project Team are presented in *italics*.

- Present to the MPO Committees and the Boards.
- Keep in mind online survey responses are not scientific and therefore, not representative of the whole population.
- Make sure future references to the Tri-Rail Coastal Link include the central Palm Beach County portion.

Assessment

- A total of 34 stakeholders participated of the meeting (12 ERC/PTAC members and about 18 other interested parties excluding SFRTA staff).
- Participants were engaged during the presentation and provided input during the Question & Answer period.

- All comments/questions were addressed and/or documented for consideration on the TDP process.

C-5.3 SFRTA GOVERNING BOARD

Date: Friday, April 26, 2013 – 9:30 AM
Location: SFRTA Board Room, 800 NW 33rd Street, Pompano Beach, FL 33064

Participants

Governing Board Members

- Steven Abrams, Chair, Palm Beach County Mayor
- James A. Cummings, Citizen Representative, Broward County
- Frank Frione, Governor's Appointee
- Marie Horenburger, Citizen Representative, Palm Beach County
- Kristin Jacobs, Broward County Mayor
- George Morgan, Governor's Appointee – via telephone
- James A. Wolfe, Florida Department of Transportation, District IV

Project Team

- William Cross , SFRTA
- Joe Quinty, SFRTA
- Natalie Yesbeck Pustizzi, SFRTA
- Stephen Anderson, SFRTA
- Bill Ball, TOA
- Jessica Vargas Astaiza, TOA

SFRTA Staff

- Joseph Giulietti, Executive Director
- Jack Stephens, Deputy Executive Director
- Bonnie Arnold, Public Information Officer
- Bradley Barkman, Director of Operations
- Chris Boss, Director of Procurement
- Diane Hernandez Del Calvo, Director of Administration
- Mary Jane Lear, Director of Human Resources
- Daniel Mazza, Director of Planning and Engineering
- Teresa Moore, General Counsel
- Jeffrey Olson, Deputy General Counsel
- Edward Woods, Director of Finance & IT

- Sandra Thompson, Executive Administrative Coordinator

Summary

Overview of Presentation

Bill Ball, Tindale-Oliver & Associates, made the presentation to the Board which included an overview of TDP process, project schedule, public involvement activities, and progress to date.

Comments/Questions

The following comments were received from the Board after the presentation. The responses by the Project Team are presented in *italics*.

Please take a look at possible solutions to the bicycle crowding on board the trains. Perhaps adding a "bicycle only" car would help? *We will evaluate all options*.

- We would like to see improved bicycle and pedestrian connections. In the TDP, identify three pilot programs to improve connectivity (one per county) that can be implemented for six months.
- Currently, Broward County Transit offers real time information. SFRTA should have this technology available as well.
- Consider implementing Wi-Fi, maybe as a "business class" section of the train.

Assessment

- A total of 7 of the 9 SFRTA Governing Board members, as well as 12 SFRTA Executive staff and Department directors, listened to the presentation.
- Board members were engaged during the presentation and provided input during the Question & Answer period.
- All comments/questions were addressed and/or documented for consideration on the TDP process.

C-5.4 PALM BEACH MPO – TECHNICAL ADVISORY COMMITTEE (TAC)

Date: Wednesday, May 1, 2013 – 9:00 AM
Location: Vista Center 4th Floor Conference Room, 2300 North Jog Road, West Palm Beach, FL

Participants

TAC Committee Members/Alternates

- Dan Weisberg, Palm Beach County Engineering
- David Wiloch, Palm Beach County, Planning Zoning and Building
- Paul Dorling, City of Delray Beach
- Douglas Hess, City of Boca Raton, Paul Dorling
- Ming-Tang Li, FDOT D4, Planning & Environmental Management
- Jeremy Mullings, FDOT D4, Office of Modal Development
- Wil Hicks, Palm Beach County, Department of Airports – Planning Division
- Fred Stubbs, PalmTran
- Alex Hansen, City of West Palm Beach, Planning Department
- Jeff Livergood, City of Boynton Beach, Public Works & Engineering
- Kenny Wilson, Florida Department of Health, Environ/Air Pollution
- Terrence N. Bailey, City of Riviera Beach, Community Development
- CJ Lan, Town of Jupiter, Department of Community Development
- Kim Delaney, Treasure Coast Regional Planning Council
- Todd Engle, City of Palm Beach Gardens

Project Team

- Natalie Yesbeck Puztizzi, SFRTA
- Jessica Vargas Astaiza, TOA

Others

- Lisa Dykstra, FDOT D4, Planning & Environmental Management
- Gavin Jones, BCC Engineering
- Malissa Booth, Palm Beach MPO

Summary

Overview of Presentation

The presentation included an overview of TDP process, public involvement activities, and progress to date.

Comments/Questions

The following comments were received from the TAC after the presentation. The responses by the Project Team are presented in *italics*.

- How will SFRTA be involved with the project to bring passenger rail to the FEC?
  Ms. Yesbeck gave a brief overview of the Tri-Rail Coastal Link efforts.

- How are the projects detailed in the second five years of the TDP developed?
  SFRTA bases the first five years of the TDP on the SFRTA Capital and Operating Budgets. However, these projects do not reflect all of the region's needs. Those needs that are unfunded are represented in the second five years of the TDP.

Assessment

- A total of 18 stakeholders participated of the meeting (15 TAC members and 3 other interested parties excluding SFRTA staff).
- Participants were engaged during the presentation and provided input during the Question & Answer period.
- All comments/questions were addressed and/or documented for consideration on the TDP process.

C-5.5 PALM BEACH MPO - CITIZENS ADVISORY COMMITTEE (CAC)

Date: Wednesday, May 1, 2013 – 1:30 PM
Location: Vista Center 4th Floor Conference Room, 2300 North Jog Road, West Palm Beach, FL

Participants

TAC Committee Members/Alternates

- Greg Fagan, Chair
- Glen Harvie, Vice Chair
- Judy Daversa
- Harold Kleiner
- Terry Brown
- Tomas Boiton
- Myron Uman

Project Team

- Natalie Yesbeck Puztizzi, SFRTA
- Jessica Vargas Astaiza, TOA

Others

- Newton Wilson, FDOT D4, Planning & Environmental Management
- Lisa Dykstra, FDOT D4, Planning & Environmental Management
- Malissa Both, Palm Beach MPO

Summary

Overview of Presentation

The presentation included an overview of TDP process, public involvement activities, and progress to date.

Comments/Questions

The following comments were received from the CAC after the presentation. The responses by the Project Team are presented in *italics*.

- How does this document differ from the TIP?
  This is a 10-year plan. The first five years of this plan are in line with SFRTA's budget, much like the TIP.
- SFRTA needs to do more coordination on the regional level. What about regional bus? Is SFRTA open to operating regional express bus service?
  SFRTA is exploring many options as a part of the TDP process, including regional express bus.
- SFRTA should be the ones to operate the 95 Express buses. Toll revenue from the managed lanes should support this project.

Assessment

- A total of 10 stakeholders participated of the meeting (7 CAC members and 3 other interested parties excluding SFRTA staff).
- Participants were engaged during the presentation and provided input during the Question & Answer period.
- All comments/questions were addressed and/or documented for consideration on the TDP process.

C-5.6 MIAMI-DADE MPO - TRANSPORTATION PLANNING TECHNICAL ADVISORY COMMITTEE (TPTAC)

Date: Wednesday, May 1, 2013 – 10:00 AM
Location: Stephen P. Clark Center, 111 NW First Street, Miami, FL 33128

Participants

TPTAC Members

- Kelly Cooper, CITT

- Manuel Armada, RER
- Sergio Fernandez, RER/ERM
- Napoleon Somoza, RER
- Alexandra Lopez, FDOT
- Phil Steinmiller, FDOT
- Dat Huynh, FDOT
- Linda Glass Johnson, FDOT
- Wilson Fernandez, MD MPO
- Mayra Diaz, MDX
- Felix Pereira, POM
- AmmadRiaz, MD Aviation
- Robert Carballo, Stantec
- Godfrey Lamptey, Stantec

Project Team

- Stephen Anderson, SFRTA
- Joe Quinty, SFRTA

Summary

Overview of Presentation

The presentation included an overview of TDP process, public involvement activities, and progress to date. It made reference to specific examples in Miami-Dade County.

Comments/Questions

The following comments were received from the TPTAC during the presentation. The responses by the Project Team are presented in *italics*.

- Does the proposed FEC expansion include the Oleander corridor or other Miami /FECrail corridors?
  Mr. Quinty noted that there were several attractive corridors in Miami-Dade County. He noted that since 2011, the FEC as an entity has a different mindset and is more receptive. He confirmed that the CTAC committee membership and Tri-Rail passengers want to see other corridors with passenger rail service. He mentioned that the agency will know more of passenger desires going forward once ongoing surveys are being completed. He reminded the group that other potential rail corridors in western Miami-Dade are questions on the web surveys, but they hadn't received a consensus of responses yet.

SFRTA should come present to the CITT during May or June.
Mr. Quinty noted that the Project Team would be happy to present.

Assessment

- A total of 14 stakeholders participated of the meeting (excluding SFRTA staff).
- Participants were engaged during the presentation and provided input during the Question & Answer period.
- All comments/questions were addressed and/or documented for consideration on the TDP process.

C-5.7 CITIZENS' INDEPENDENT TRANSPORTATION TRUST (CITT)

Date: Wednesday, May 9, 2013 – 6:00 PM
Location: Stephen P. Clark Center, 111 NW First Street, Miami, FL 33128

Participants

CITT Members

- Paul Schwiep, Esq., Chairperson
- Hon. Anna E. Ward, Ph.D., First Vice-Chairperson
- Glenn J. Downing, CFP®, Second Vice-Chairperson
- Hon. Linda Zilber
- Joe Curbelo
- Alfred Holzman
- Peter Forrest
- Prakash Kumar
- Marilyn Smith
- Miles Moss, P.E.
- Bruce Libhaber, Assistant County Attorney
- Miguel Gonzalez, Assistant County Attorney

Project Team

- Joe Quinty, SFRTA

Others

- Kelly Cooper, CITT
- Charles Scurr, OCITT
- Ana Carmouze, OCITT
- Marlene Amaro, OCITT

- Nya Lake, OCITT
- Nestor Toledo, OCITT
- Joanna Santiago, OCITT
- Patrice Rosemond, OCITT
- Isabel Jettinghoff, PEG
- Alejandro Martinez-Esteve, PWWM
- Annie Perez, ISD
- Robert Villar, MDT
- Jerry Bryan, MDT
- Eric Muntan, MDT

Summary

Overview of Presentation

Mr. Joe Quinty presented SFRTA's 2014–2023 Transit Development Plan. The presentation included the overview and objectives, project background, public involvement activities, PTAC priorities exercise, draft TDP goals, project schedules, TDP next steps.

Comments/Questions

The following comments were received from the CITT after the presentation:

- Strong interest in Coastal Link and other Miami-Dade freight rail corridors.
- What are the WAVE Streetcar's route, funding sources, and technology?
- How is the Coastal Link coordinating with All Aboard Florida and Coastal Link station planning with local cities?
- CITT funds that go directly to cities could help with Tri-Rail Coastal Link.

Assessment

- A total of 26 stakeholders participated of the meeting (12 CITT members and 14 other interested parties, excluding SFRTA staff).
- Participants were engaged during the presentation and provided input during the Question & Answer period.
- All comments/questions were addressed and/or documented for consideration on the TDP process.

C-5.8 MIAMI-DADE MPO – CITIZENS TRANSPORTATION ADVISORY COMMITTEE (CTAC)

Date: Wednesday, May 22, 2013 – 5:30 PM
Location: Stephen P. Clark Center, 111 NW First Street, Miami, FL 33128

Participants

CTAC Committee Members

- Dr. Claudius A. Carnege
- Norman Wartman
- Barbara Walters
- Pat Santangelo
- Bob Towers
- Alan Fishman
- Paul Yavis
- Hudson Gaulman, Jr.
- Daniel Yglesias
- Kimberly Stefanski
- Helario Rojas
- Jed Royer
- Gary Dufek
- Cesar Garcia-Pons

Project Team

- Natalie Yesbeck Puztizzi, SFRTA
- Joe Quinty, SFRTA

Others

- Kelly Cooper, CITT
- Patrice Rosemond, CITT
- Orlando Aleman, MDT
- Godfrey Lamptey, STANTEC
- Dat Huynh, FDOT
- Wilson Fernandez, MD MPO

Summary

Overview of Presentation

The presentation included an overview of TDP process, public involvement activities, and progress to date. It made reference to specific examples in Miami-Dade County.

Comments/Questions

The following comments were received from the CTAC after the presentation. The responses by the Project Team are presented in *italics*.

- With double tracking complete, how are there still delays?
- The EASY card is not easy. SFRTA should make it clearer to the customers that one needs to both "tap on" and "tap off" when riding Tri-Rail.
  SFRTA is working to increase signage relating to the EASY Card operations.
- Tri-Rail needs a real time train tracking app, similar to the Miami Dade Transit app.
  SFRTA recognizes this need and is working to procure the necessary equipment to provide real-time information to our passengers.
- Can you please provide an update on the details of passenger service on the FEC?
  Mr. Quinty briefed the committee on the project status and updated timeline of the Tri-Rail Coastal Link project.
- Can you provide an update on the current funding situation? How have things changed since two years ago when there was hostility between the State, RTA, etc?
  An overview of the Memorandum of Agreement (MOU) between the three MPOs, SFRTA, two RPCs and FDOT was given.
- What is the estimated date Tri-Rail will be operating to the MIC?
- The CTAC would be happy to offer a resolution of support in the future if needed for expanded Tri-Rail service.
- I would like to see electric charging stations installed at all stations.
  Mr. Quinty noted that electric vehicle charging stations will be installed as a part of the Pompano Beach Green Station Demonstration Project. Other stations will be considered for such improvements in the future.
- When will I be able to get on a train at 55th street and ride directly to Fort Lauderdale, Kendall, etc.? All of these locations should be considered.
  SFRTA will continue to examine the potential to expand its role as a premium transit provider in the region. This includes new and underutilized rail corridors.
- Thank you for presenting to the CTAC today. We appreciate all of the good work Tri-Rail has done over the past few years, and hope to see their role in the region expand.

- Are all of the related Technical Reports and documents available on the project website for review and comment?
  Yes, all draft documents are available online at www.SFRTAForward.com. Please visit to complete the survey and provide feedback!

Assessment

- A total of 20 stakeholders participated of the meeting (14 CTAC members and 6 other interested parties, excluding SFRTA staff).
- Participants were engaged during the presentation and provided input during the Question & Answer period.
- All comments/questions were addressed and/or documented for consideration on the TDP process.

C-5.9 PLANNING TECHNICAL ADVISORY COMMITTEE (PTAC)

Date: Wednesday, June 12, 2013 – 10:30 AM
Location: Miami Downtown Development Authority, 200 S Biscayne Blvd, Miami, FL 33131

Participants

PTAC Members/Alternates

- William Cross, SFRTA
- Kim Delaney, Treasure Coast RPC
- Jim Murley, South Florida RPC
- Nick Uhren, Palm Beach (MPO)
- Greg Stuart, Broward MPO
- Wilson Fernandez, Miami-Dade MPO
- Fred Stubbs, Palm Tran
- Jonathan Roberson, Broward County Transit (BCT)
- Nilia Cartaya, Miami-Dade Transit (MDT)
- Jeff Weidner, FDOT District 4
- Phil Steinmiller, FDOT District 6

Project Team

- Joe Quinty, SFRTA
- Natalie Yesbeck Puztizzi, SFRTA
- Stephen Anderson, SFRTA

- Jessica Vargas Astaiza, TOA

Other

- Lynda Westin, SFRTA
- Larry Foutz, HNTB
- Marc O'Keefee, HNTB
- Carlos Cejas, Gannett Fleming
- Alan Brick-Turin, Gannett Fleming
- Sachin Kalbag, Miami Downtown Development Authority
- Sarah Ingle, Miami Downtown Development Authority
- Cesar Garcia-Pons, Miami Downtown Development Authority
- Maurene Sotero, HDR
- Suzell Hopman, South Florida Commuter Services
- Jim Udvardy, South Florida Commuter Services
- Sharon Cino, Renaissance Planning Group
- Marianne Winfield, Smart Growth Partnership
- Kelly Coope, Citizen's Independent Transportation Trust

Summary

Overview of Presentation

Mr. Joe Quinty of SFRTA staff and Ms. Jessica Vargas of Tindale-Oliver and Associates gave a presentation on the activities in support of SFRTA's new TDP Major Update. First, Ms. Vargas Astaiza presented an overview of the performance trend analysis compiled for the TDP. Mr. Quinty followed with an overview of the peer analysis completed by SFRTA for the TDP. Ms. Vargas Astaiza then presented an overview of the findings from the public involvement activities, primarily the feedback obtained from the online survey and the stakeholder meetings and presentations.

Comments/Questions

The following comments were received from the PTAC after the presentation. The responses by the Project Team are presented in *italics*.

- What is the rate of population growth vs. ridership growth?
  It is included in the Technical Report #2 – Evaluation of Existing Transit Services.

- Include FY12 to effectiveness trend analysis to include more than five years in the analysis.
  The Project Team will assess for inclusion in final TDP.

- Consider instead of using vehicle hours use train hours as a performance measure.

- This presentation on performance trends is too technical for the SFRTA Board.

Agreed, this presentation is too technical and only intended for PTAC.

- Why are the peers designated as such?
  Similar characteristics (age, ridership, type of service).
- Do all the peers have weekend service?
  Only some. Table in Tech Memo #2 identifies trains with weekend service.
- Is there any industry standard for this sort of peer comparison?
  No, every transit system is different and unique; therefore, it is difficult to compare "apples with apples."
- Is there a number that compares the subsidy/outside support from system to system?
- Are there others that don't have a centralized city?
- What was the farebox report from the last TDP?
  Farebox recovery ration in FY 2007 was 17% and it has increased to 21% in FY 2011.
- Did we use the TCRP Report?
  Peer analysis was conducted by the consultant who wrote the TCRP report.
- Of the online and events surveys collected, did we ask if they were users?
  Only during the online survey (16% were non-users).
- Don't know how relevant it is to ask "how aware of SFRTA" when respondents access the survey from the project website.
- On TR#2, the station profiles at the end that include a description of TOD potential at each station should be QA/QC. The description there should be updated with most recent regional TOD efforts.

Assessment

- A total of 24 stakeholders participated of the meeting (11 PTAC members and 13 other interested parties, excluding SFRTA staff).
- Participants were engaged during the presentation and provided input during the Question & Answer period.
- All comments/questions were addressed and/or documented for consideration on the TDP process.

C-5.10 BROWARD MPO BOARD

Date: Thursday, June 13, 2013 – 9:30 AM
Location: Broward MPO Offices, 100 West Cypress Creek Road, Fort Lauderdale, FL 33309

Participants

Board Members

- Vice Mayor Richard Blattner, Hollywood, Chair
- Vice Mayor Bruce Roberts, Fort Lauderdale, Vice Chair
- Commissioner Larry Vignola, Coral Springs
- Commissioner Brian Donahue, Margate
- North Lauderdale Commissioner Gary Frankel
- Vice Mayor George Brum, Pompano Beach mer
- Vice Mayor Mikkie Belvedere, Coconut Creek
- Commissioner Sandy Johnson, Lighthouse Point
- Commissioner Mark Brown, Lauderdale-by-the-Sea
- Commissioner Javier Garcia, Hillsboro Beach
- Commissioner Romney Rogers, Fort Lauderdale
- Mayor Richard Kaplan, Lauderhill
- Commissioner Lawrence Sofield, Sunrise
- Councilman Ron Jacobs, Plantation
- Commissioner Shari McCartney Oakland Park
- Mayor Joy Cooper, Hallandale Beach
- Mayor Walter Duke, Dania Beach
- Commissioner Yvette Colbourne, Miramar
- Mayor Frank Ortis, Pembroke Pines
- Commissioner Toby Feuer, Weston
- Commissioner Lisa Mallozzi, Cooper City
- Commissioner Freddy Fisikelli, Southwest Ranches
- Dr. Rosalind Osgood, Broward County School Board Member
- Vice Mayor Barbara Sharief, Broward County Board of County Commissioners
- Commissioner Martin Kiar, Broward County Board of County Commissioners
- Commissioner Tim Ryan, Broward County Board of County Commissioners
- Mayor Kristin Jacobs, South Florida Regional Transportation Authority

Project Team

- William Cross, South Florida Regional Transportation Authority (SFRTA)
- Natalie Yesbeck Pustizzi, SFRTA
- Bill Ball, Tindale-Oliver & Associates (TOA)

MPO Staff

- Gregory Stuart, Broward MPO Executive Director
- Michael Ronskavitz, Broward MPO Deputy Director

- Alan Gabriel, Broward MPO General Counsel
- James Cromar
- Chris Ryan
- Fred Taylor
- Buffy Sanders II
- Priscila Clawges
- Debbie Byrnes
- Roxana Ene

Other

- Laura Croscenco, President, Middle River Terrace Neighborhood Association
- Jennifer Fu, Florida International University
- Jeremy Mullings, FDOT
- Joe Yesbeck, T. Y. Lin International

Summary

Overview of Presentation

Mr. Bill Ball presented the SFRTA FY 2014–2023 Transit Development Plan. The presentation included the overview and objectives, project background, public involvement activities, draft TDP goals, project schedules, TDP next steps.

Comments/Questions

The following comments were received from the Broward MPO members after the presentation. The responses by the Project Team are presented in *italics*.

- We are looking for an east/west connection (I-95 to I-75) to connect to Tri-Rail.
- What is the Tri-Rail shuttle bus ridership?
- MPO staff and others should address more. The world is larger than the RTA, which has a narrow view. The western areas need more from the MPO.
- Where do you see advertising money for Tri-Rail? The TDP should consider shrink wrapping the train with advertising (widely accepted) as well as advertising on board the train.
  Advertising options/revenues will be included in the TDP final analysis.
- Why are surfboards not allowed on board the trains? This creates a hardship for the large surfing community that travels between Miami and West Palm Beach.
  Project team will bring this comment back to the Agency.

Assessment

- A total of 27 Board members, as well as 10 MPO staff and four other interested parties, listened to the presentation.
- Board members were engaged during the presentation and provided input during the Question & Answer period.
- All comments/questions were addressed and/or documented for consideration on the TDP process.

C-5.11 BROWARD MPO TECHNICAL COORDINATING COMMITTEE (TCC)

Date: Wednesday, June 26, 2013 – 2:30 PM
Location: Broward MPO Offices, 100 West Cypress Creek Road, Fort Lauderdale, FL 33309

Participants

Committee Members/Alternates

- Kevin Gurley, City of Pompano Beach
- Peter Dokuchitz, City of Plantation
- Bradley Swing, City of Sunrise
- Horri Lundeen Hall, City of Miramar
- Sowande Johnson, City of Parkland
- Sheila Rose, City of Coconut Creek
- Marlon Lobban, City of Oakland Park
- Laura Borgesi, City of Hollywood
- Renee Cross, City of Fort Lauderdale
- Paul Carpenter, City of Coral Springs
- Maribel Feliciano, EP&GMD/Air Quality Program
- Enrique Zelaya, EP&GMD/Planning & Redevelopment Division
- Scarlet Hammons, Broward County Aviation Department
- Arlene Davis, Port Everglades Department
- Pete Schwarz, Broward County Planning Council
- Andrew Sebo, Broward County Traffic Engineering Division
- Barney McCoy, Broward County Transportation Department
- Jeff Weidner, FDOT – Office of Modal Development
- Steve Braun, FDOT – Office of Planning & Environmental Management
- Joe Quinty, SFRTA – Planning & Capital Development

Project Team

- Natalie Yesbeck Pustizzi, SFRTA
- Jessica Vargas Astaiza, TOA

Summary

Overview of Presentation

Mrs. Jessica Vargas Astaiza presented the SFRTA FY 2014–2023 Transit Development Plan. The presentation included the overview and objectives, project background, public involvement activities, draft TDP goals, project schedules, TDP next steps.

Comments/Questions

The following comments were received from the TCC after the presentation. The responses by the Project Team are presented in *italics*.

- Why is station development at Tri-Rail stations not more apparent in the Goals? Why isn't station development under the "vision" goals? It is ranked 9th.
  In prior TDPs, the focus was on Tri-Rail. For this TDP, we are focusing on SFRTA. So, although this list is numbered, not prioritized, our vision is to expand the role of the RTA in the region. Encouraging development of stations is a part of that overall vision. SFRTA doesn't just see the TDP as the fulfillment of a requirement. We use it as the main document for the agency for vision, policy, etc.

Assessment

- A total of 20 Committee members participated of the meeting.
- Committee members were engaged during the presentation and provided input during the Question & Answer period.
- All comments/questions were addressed and/or documented for consideration on the TDP process.

C-5.12 BROWARD MPO COMMUNITY INVOLVEMENT ROUNDTABLE (CIR)

Date: Wednesday, June 26, 2013 – 6:00 PM
Location: Broward MPO Offices, 100 West Cypress Creek Road, Fort Lauderdale, FL 33309

Participants

Committee Members/Alternates

- Jose Luis Rodriguez, City of Coral Springs
- Mike Gelin, City of Tamarac
- Bill Higerd, City of Pompano Beach
- John Rude, City of Fort Lauderdale
- Rae Carole Armstrong, City of Plantation
- Cynthia Baker, City of Lauderhill
- Jeffrey Brodeur, City of Hollywood
- Renee Cross, City of Fort Lauderdale
- George Davis, Commissioner Tim Ryan representative
- Randall Klett, CIR Appointee
- Michael Smith, CIR Appointee
- Mike Sherman, CIR Appointee
- Marion Henderson, CIR Appointee
- Vivek Reddy, CIR Appointee
- Anthony Petriello, Broward College
- Alan Barnes, Broward Sherriff's Office
- Nadia Locke, Smart Growth Partnership

Project Team

- Natalie Yesbeck Pustizzi, SFRTA
- Jessica Vargas Astaiza, TOA

Other

- Barbara Handrahan, SFRTA
- Nicholas Sofoul, Broward County Transit
- Miranda Iglesias, Corradino
- Dayana Iglesias, Corradino
- Lynda Misfud, Jacobs
- Demian Miller, TOA

Summary

Overview of Presentation

Mrs. Jessica Vargas Astaiza presented the SFRTA FY 2014–2023 Transit Development Plan. The presentation included the overview and objectives, project background, public involvement activities, draft TDP goals, project schedules, TDP next steps.

Comments/Questions

The following comments were received from the CIR after the presentation. The responses by the Project Team are presented in *italics*.

- Along with the President's speech on climate change, we need to build a smarter more resilient infrastructure. For Tri-Rail and its ROW, the tracks cannot withstand hurricanes and flooding. There was an Evacuation plan for Tri-Rail in the past. After one major hurricane, trains were evacuated to protect rolling stock and people couldn't use the train to get supplies down to the worst areas. I think that you should look at doing improvements to the corridor past where Tri-Rail exists, and that the trains should be utilized rather than shipping them off to Orlando.
  Evacuation is mentioned in one of the goals, but more in terms of evacuation due to a train-related emergency. The corridor on which Tri-Rail operates is not owned by SFRTA, it's owned by FDOT. So we don't have the authority to make any changes to the tracks. However, we agree that having an effective plan for evacuation and to bring goods and services to the area is important, and is applicable to the RTA and its partner agencies. The Project Team will take this comment back to the agency.
- There should be an increase in connections bringing residents from the western portion of the county to Tri-Rail.
  SFRTA's shuttle system ridership has greatly increased in the past few years. We recognize the need for increased connections, and will identify possible additional routes in the TDP.

Assessment

- A total 17 Committee members participated of the meeting with six additional stakeholders also present during the presentation.
- Committee members were engaged during the presentation and provided input during the Question & Answer period.
- All comments/questions were addressed and/or documented for consideration on the TDP process.

C.6 SUMMARY OF COMMENTS

Table C-5 compiles the comments in themes received via email (TDP@sfrta.fl.gov), the comment box at SFRTAforward.com, and on the online survey optional comment question.

Table C-5: Summary of Comments Received via Email, Project Website, and Online Survey Project Website

Comments/Themes	Frequency
Expand Tri-Rail service (on FEC, North, South, West)	53
Better Bus/Shuttle connections to desired destinations	40
Train noise/comfort	30
On-time performance	27
Provide Wi-Fi	20
Earlier/later train service	19
More frequent train service	16
Improve bicycle storage on trains	13
Better train tracking and real time information on platforms and mobile app	10
Ticketing/security	10
Express trains	8
Good job!	7
Health (non-smoking)	7
Improve announcement system on trains and platforms	7
Station noise/comfort	7
Parking/safety	7
Train mechanical Issues	7
Improve bicycle and pedestrian access to stations	6
Security	5
Build new urban downtown circulator systems (streetcars/light-rail)	5
Customer service – Tri-Rail	5
New rail stations	5
Parking	5
Station accommodations/amenities	4
Mobile ticketing app to pay fare	4
Elevators	3
Thanks!	3
Customer service - shuttles	2
Economical service	2
Environment	1
Branding	1
Freight	1
Land use/zoning	1
More bicycle lockers/racks and/or bike-sharing stations at stations	1
Ridesharing	1
Switch to 95X	1
Total	**344**

APPENDIX E

PLANS REVIEW DETAIL

SFRTA
MOVING OUR REGION
FORWARD

E. PLANS REVIEW DETAIL

This document provides more detailed summaries for those federal, state, regional, and local plans, programs, and policies identified as a primary plan in Table 5-1 (Section 5: Situation Appraisal) and reviewed as part of the situation appraisal conducted for ***SFRTA Forward***.

Moving Ahead for Progress in the 21st Century Act

Responsible Agencies: FTA, FDOT

Overview	Key Considerations for the TDP Update
• On July 6, 2012, President Obama signed into law P.L. 112-141, the Moving Ahead for Progress in the 21st Century Act (MAP-21). The Act extends federal highway and transit funding through federal fiscal year 2014. • The intention of MAP-21 is to create a streamlined, performance-based, and multimodal program to address the many challenges facing the U.S. transportation system, including improving safety, maintaining infrastructure, reducing traffic congestion, improving system efficiency and freight movement, protecting the environment, and reducing delays in project delivery.	• The Section 5309 program (Transit Capital Investment) previously provided capital assistance for new and replacement buses and facilities, modernization of existing rail systems, and new fixed guideway systems. The program is now the Fixed Guideway Capital Investment Grants and focuses on providing grants to assist in financing new fixed guideway capital projects, small start projects, and core capacity improvement projects. • The Section 5310 program (Transportation for Elderly Persons and Persons with Disabilities) and Section 5317 program (New Freedom) are combined into an expanded Section 5310 program, Formula Grants for the Enhanced Mobility of Seniors and Individuals with Disabilities. Expanded project eligibility to include services that exceed ADA requirements, improve access to fixed route service and decrease reliance by individuals with disabilities on complementary paratransit, and alternatives to public transportation that assist seniors and individuals with disabilities with transportation. Areas with populations of 200,000 or more will receive 60 percent of the funding and at least 55 percent of the apportionment must be spent on capital projects. • The Section 5316 program, Job Access and Reverse Commute (JARC) is eliminated, but JARC projects are given a modified definition and are now eligible for funding under the Section 5307 and Section 5311 programs. • A new program, Section 5324 (Public Transportation Emergency Relief), can provide operating and capital assistance in cases where a state of emergency has been declared to support evacuation services, rescue operations, and temporary public transportation service, among other needs during or after an emergency. • A new program, Section 5326 (Transit Asset Management), establishes and implements a National Transit Asset Management System in which federal funding recipients must prepare transit asset management plans and report on the condition of their respective systems. • A new program, Section 5337 (State of Good Repair Grants), takes over the Fixed Guideway Modernization program that was originally part of Section 5309 and shifts to a primarily formula-based process for distributing funds to advance transit systems to a state of good repair. • A new program, Section 5339 (Bus and Facilities Formula Grants), establishes funds to replace, rehabilitate, and purchase buses and related equipment, and to construct bus-related facilities.

Clean Air Act of 1990

Responsible Agency: U.S. EPA

Overview
• The Clean Air Act of 1990 and subsequent amendments determine the National Ambient Air Quality Standards (NAAQS), which are standards based on the amount of particulate matter in the air, measured in parts per million of the following pollutants: ◊ Carbon Monoxide (CO) ◊ Nitrogen Dioxide (NO_2) ◊ Ozone (O_3) ◊ Sulfur Dioxide (SO_2) ◊ Lead (Pb) ◊ Particulate Matter (PM) • In 2010, the EPA proposed revisions to the NAAQS for ground-level ozone. The revisions are based on scientific evidence about ozone and its effects on people, trees, and plants.
Key Considerations for the TDP Update
• Due to the economy and the financial burden that higher environmental standards are expected to place on corporations, President Obama announced on September 2, 2011, that the EPA's tighter standards would not yet be implemented. The anticipated implementation of the new standards will not be made available until 2013. • The Tri-County area is currently classified as an attainment area. Changes to this classification would have significant impacts on the South Florida region, including regional transportation operators such as SFRTA.

Title VI and Environmental Justice Circulars

Responsible Agencies: U.S. DOT and FTA

Overview	Key Considerations for the TDP Update
• The new EJ Circular issued by FTA provides recipients of FTA financial assistance with guidance for incorporating EJ principles into plans, projects, and activities. The effective date of the EJ Circular is August 15, 2012. The EJ Circular moves EJ language from the Title VI Circular to the new circular with exception of the service and fare equity analysis section that remains in the Title VI Circular. • Concurrently, FTA issued new guidance on Title VI, effective October 1, 2012, to help recipients of FTA grant funding better understand and comply with federal civil rights requirements. The revised Title VI Circular includes the removal of several references to EJ, which are now incorporated into the separate EJ Circular, to better understand the distinctions between Title VI and EJ.	**Environmental Justice Circular** • Designed to provide a framework to assist recipients in integrating EJ principles into its transit decision-making process. • Contains recommendations for agencies on how to fully engage EJ population in the transportation decision-making process, how to determine whether a policy, project or action will subject the EJ population to a disproportionately high and adverse human health or environmental effects, and how to avoid minimize, or mitigate these effects. • Discusses that the agencies public engagement plan incorporate outreach designed to encourage meaning full participation from members of the EJ population. • Identifies the guiding principles of EJ as follows: ◊ To avoid, minimize, and mitigate disproportionately high and averse affects. ◊ To ensure the full and fair participation by all potential affected communities ◊ To prevent the denial of, reduction in, or significant delay in the receipt of benefits by minority and low-income populations. **Title VI Circular** • All recipients are required to submit Title VI programs every three years. • Title VI program must be approved by grantee's Board of Directors or equivalent before it is submitted to FTA. • Grantees must submit all documents that comprise a complete Title VI Program, even if the documents have not changed since the last submission. • Reporting requirements are based on whether the transit provider operates 50 or more fixed route vehicles in peak service and are located in an urbanized area of 200,000 or more in population. • Transit providers operating 50 or more fixed route vehicles in peak service and are located in an urbanized area of 200,000 or more in population are required to evaluate service and fare equity changes or monitor transit service for Title VI impacts.

DOT Livability Initiative and Federal Sustainable Communities Program

Responsible Agencies: U.S. DOT, FTA, EPA, and U.S. HUD

Overview	Key Considerations for the TDP Update
• In 2009, EPA, HUD, and the U.S. DOT formed the Partnership for Sustainable Communities to help communities improve access to affordable housing and transportation while protecting the environment. • The goal of this joint-initiative is to improve access to affordable housing, better transportation choices, and lower transportation costs while protecting the environment – essentially making communities throughout the United States more livable. • The program is founded on a set of six guiding principles, which include: ◊ Provide more transportation choices ◊ Promote equitable, affordable housing ◊ Increase economic competitiveness ◊ Support existing communities ◊ Leverage federal investment ◊ Value communities and neighborhoods	The programs below represent highlights of the U.S. DOT and FTA policies and provisions specifically intended to help communities improve their livability and overall quality of life by identifying investments in transit. Most of these policies/provisions do not have associated designated funding sources. Rather, these elements are eligible for federal transit funds under appropriate FTA grant programs. • **Transit Oriented Development** – FTA encourages TODs through its grants, programs, research, technical assistance, and various partnerships. TOD is defined as compact, mixed-use development near transit facilities and high-quality walking environments. Transit elements of TOD are eligible for FTA funding. • **Joint Development –** Joint development is a specific form of TOD that is often project-specific, taking place on, above, or adjacent to transit agency property that was acquired (in whole or in part) with federal transit funds. Joint development activities are subject to FTA review for eligibility. • **Associated Transit Improvements** – The term "associated transit improvements" means projects or project elements that are designed to enhance mass transportation service or use and are physically or functionally related to transit facilities. FTA's Urbanized Area Formula Grant Program requires at least one percent of money to be used for transit improvements. Other associated transit improvements funding is also available under the Surface Transportation Program (STP). • **Bike and Pedestrian** – Funding from FTA grant programs can be used for bicycle facilities and access and pedestrian-related alternatives connected to transit facilities. • **Intercity Bus (5311(f))** – The Intercity Bus Program under FTA's Nonurbanized Area Formula Grant Program supports the connections between nonurbanized areas and the larger regional or national system of intercity bus service. • **Art in Transit** – Art in Transit is an example of the quality of life initiatives that FTA supports through the Urbanized Area Formula Grant Program, STP, and other funding sources. FTA program funds may be used for the costs of design, fabrication, and installation of art that is part of a transit facility.

Florida Transportation Plan: Horizon 2060

Responsible Agency: FDOT

Overview	Key Consideration for the TDP Update
• In 2010, FDOT completed the 2060 Florida Transportation Plan (FTP) Update, which looks at a 50-year transportation planning horizon. • The 2060 FTP calls for a fundamental change in how and where Florida invests in transportation. • The FTP defines transportation goals, objectives, and strategies to make Florida's economy more competitive, communities more livable, and the environment more sustainable for future generations. • The FTP supports the development of state, regional, and local transit services. The growth in Florida requires new and innovative approaches by all modes to meet the needs today and in the future.	2060 FTP long-range goals and objectives to be considered in local transportation planning activities include: • Goal: Invest in transportation systems to support a prosperous, globally competitive economy. ◊ Objective: Improve transportation connectivity for people and freight to established and emerging regional employment centers in rural and urban areas. ◊ Objective: Invest in transportation capacity improvements to meet future demand for moving people and freight. • Goal: Make transportation decisions to promote responsible environmental stewardship. ◊ Objective: Plan and develop transportation systems and facilities in a manner which protects and, where feasible, restores the function and character of the natural environment and avoids or minimizes adverse environmental impacts. ◊ Objective: Plan and develop transportation systems to reduce energy consumption, improve air quality, and reduce greenhouse gas emissions. • Goal: Maintain and operate Florida's transportation system proactively. ◊ Objective: Achieve and maintain a state of good repair for transportation assets for all modes. ◊ Objective: Minimize damage to infrastructure from transportation vehicles. ◊ Objective: Optimize the efficiency of the transportation system for all modes. • Goal: Improve mobility and connectivity for people and freight. ◊ Objective: Expand transportation options for residents, visitors, and businesses. ◊ Objective: Reinforce and transform Florida's Strategic Intermodal System facilities to provide multi-modal options for moving people and freight. ◊ Objective: Expand and integrate regional public transit systems in Florida's urban areas. ◊ Objective: Increase the efficiency and reliability of travel for people and freight. ◊ Objective: Integrate modal infrastructure, technologies, and payment systems to provide seamless connectivity for passenger and freight trips from origin to destination.

Florida Strategic Intermodal System Strategic Plan

Responsible Agency: FDOT

Project Overview	Key Considerations for the TDP Update
• The SIS includes the state's largest and most strategic transportation facilities, including major air, space, water, rail, and highway facilities. These facilities are the primary means for both intra and interstate movement of people and freight. • The SIS Strategic Plan sets policies to guide decisions about which facilities are designated as part of the SIS, where future SIS investments should occur, and how to set priorities among these investments given limited funding. • A challenge identified in the 2010 SIS Plan is that the state's rail system capacity may not be sufficient to support anticipated growth in demand for moving both people and freight.	• One of the key objectives for the 2010 SIS Plan is to expand modal choices to SIS highways for travel and transport by identifying future investments that will work toward the vision of a statewide passenger rail system connecting urban areas throughout the state. • Public transportation projects, including rail and transit are eligible for statewide managed funds. • By 2015, FDOT will implement SIS designation policy changes to add selected urban fixed guideway transit corridors. • Programmed rail capacity improvements identified in the FY 2013-2017 SIS Multimodal Plan include: ◊ SFECC management (FY 2013) and transit alternatives, from Miami to Jupiter (FY 2014) ◊ SFRTA serve from Hialeah Market Tri-Rail Station to the MIC (FY 2017) ◊ New Tri-Rail Station, Boca Raton (FY 2017) ◊ FEC track upgrade (FY 2014)

State of Florida Transportation Disadvantaged Five-Year/Twenty-Year Plan

Responsible Agency: Florida Commission for the Transportation Disadvantaged

Overview	Key Considerations for the TDP Update
• The Florida Transportation Disadvantaged (TD) Five-Year/Twenty-Year Plan is developed by the Florida CTD. • This plan is required under Florida Statutes and includes the following elements: ◊ Explanation of Florida Coordinated Transportation System ◊ Five-Year Report Card ◊ Florida Office of Program Policy Analysis and Government Accountability Review ◊ Strategic Vision and Goals, Objectives, and Measures	The five-year and long-range strategic visions were reviewed and used for guidance. ***Five-Year Strategic Vision:*** Develop and field-test a model community transportation system for persons who are TD incorporating the following features: • Statewide coordination of community transportation services using APTS including Smart Traveler Technology, Smart Vehicle Technology, and Smart Intermodal Systems. • Statewide coordination and consolidation of community transportation funding sources. • A statewide information management system for tracking passenger eligibility determination. • Integration of Smart Vehicle Technology on a statewide multi-modal basis to improve vehicle and fleet planning, scheduling, and operations. This effort includes vehicle and ridership data collection, electronic fare media, and geographic information system (GIS) applications. • Development of a multi-modal transportation network to optimize the transportation system as a whole, using Smart Intermodal Systems. This feature would be available statewide via electronic access. ***Long-Range Strategic Vision:*** Create a strategy for the Florida CTD to support the development of a universal transportation system with the following features: • A coordinated, cost-effective multi-modal transportation system delivered through public-private partnerships. • A single, uniform funding system with a single eligibility determination process. • A sliding scale of fare payment based on a person's ability to pay. • Use of electronic fare media for all passengers. • Services that are designed and implemented regionally (both inter-county and inter-city) throughout the state.

FDOT FY 2013-2017 Work Program (updated February 12, 2013)

Responsible Agency: FDOT

Overview	Key Considerations for the TDP Update
• The Five-Year Work Program is a project-specific list of transportation activities and improvements developed by FDOT in cooperation with the local MPOs and transportation agencies. The Work Program must be consistent, to the maximum extent feasible, with the capital improvement elements of local government comprehensive plans. • The Tentative Work Program is presented to the Legislature at the beginning of each legislative session. It identifies transportation projects and programmed funding by year and is adopted by July 1 each year.	Transit projects in the tri-county region adopted FY 2013–2017 FDOT Work Program and applicable to SFRTA: • BCT/Palm Tran Interface with MDT/SFRTA Easy Card ($5.1 million in FY 2013) • Development for Boynton Beach Shuttle Service ($875,000 in FY 2015-2016) • Station construction at SR 816/Oakland Park Boulevard ($2.5 million in FY 2014 and FY 2016) • Pompano Beach Green Station ($5.7 million in FY 2013) • Miami Intermodal Center Central Station ($56.5 million FY 2013-2014)

State Growth Management Legislation (House Bill 7207)

Responsible Agencies: Florida Legislature and Local Governments

Overview	Key Considerations for the TDP Update
• House Bill (HB) 7207, named the Community Planning Act, was signed into law on June 2, 2011. • HB 7207 is the most significant change to Florida growth management laws in years, repealing most of the State-mandated growth management planning laws that have governed development activities within Florida since the original Growth Management Act of 1975, including transportation concurrency. • HB 7207 limits the role of state and regional agencies in the review of comprehensive plan amendments and the time needed to process the majority of plan amendments has been significantly reduced.	• HB 7207 supersedes Senate Bill (SB) 360, known as the Community Renewal Act, approved in 2009 and required the preparation of mobility plans within dense urban land areas (DULAs) and Transportation Concurrency Exemption Areas (TCEAs). A local jurisdiction interested in implementing its own concurrency ordinance or mobility plan can still do so, but will have limitations on how to implement and enforce the ordinance. • Under HB 7207, state-mandated concurrency requirements have been repealed and, consequently, a large share of growth management responsibility has shifted to cities and counties. This provides local governments with the opportunity to develop a more localized concurrency program that aligns with the development and mobility goals of the community. • HB 7207 strengthens legislative language that supports multi-modal approaches to transportation by stating that Comprehensive Plan Transportation Elements “shall provide for a safe, convenient multi-modal transportation system” (F.S. Section 163.3177 [6b]).

Transit-Oriented Development (TOD) Guidelines

Responsible Agencies: FDOT

Overview	Key Considerations for the TDP Update
• FDOT, in partnership with the agency formerly known as the Florida Department of Community Affairs (DCA), developed TOD Design Guidelines to promote and implement "transit ready" development patterns in Florida. • The purpose of these guidelines is to identify general parameters and strategies to local governments/agencies that promote and implement development that is transit supportive and sustainable. • The guidelines are voluntary and are intended to be used in partnership with FDOT to assist in managing congestion on state roadways, especially on the Strategic Intermodal System (SIS).	• Local governments, supported by SFRTA, can use the TOD Guidelines prepared by FDOT as a tool in developing policies and tools to support development around Tri-Rail stations and other locations that is transit-supportive. • Since land use decisions are made at the local level, SFRTA must be involved in the coordination for land use decisions around Tri-Rail stations, as planning for TOD and transit requires intergovernmental cooperation at all levels.

Southeast Florida Regional 2035 Long Range Transportation Plan

Responsible Agencies: Southeast Florida Regional Transportation Council, Palm Beach MPO, Broward MPO, Miami-Dade MPO

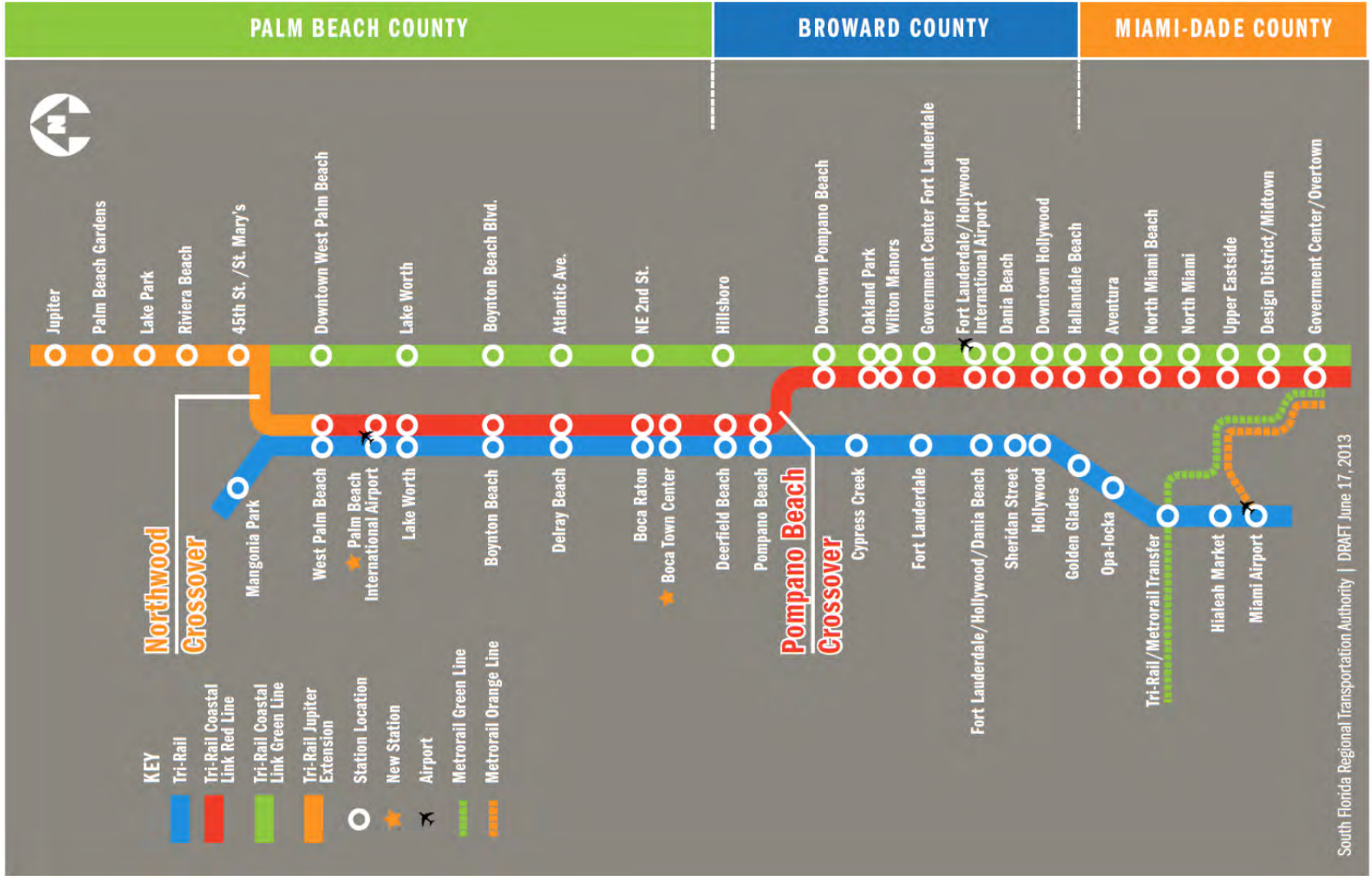
Overview	Key Considerations for the TDP Update
• In 2010, the 2035 LRTPs prepared by Broward MPO, Palm Beach MPO, and Miami-Dade MPO were merged to develop the first Southeast Florida Regional Long Range Transportation Plan (RLRTP). The 2035 RLRTP is the tool liking the LRTPs prepared in the tri-county region into one unified document, providing a prioritized set of regional highway and transit improvements in recognition of the regional characteristics of many travel needs. • The three-county 2035 LRTPs were the most critical element to the development of the regional plan. The regional plan is a compilation of the local plans, only accounting for facilities and projects falling on the regional network.	The following are highlights several of the funded and unfunded projects found in the 2035 RLRTP, which also are discussed in further detail under their separate project descriptions throughout this document. • Highlights of funded projects include: ◊ I-95 Express Lanes (Miami-Dade and Broward counties) ◊ Miami Intermodal Center (MIC) (Miami-Dade County) –a centralized transportation hub providing access to all modes of transportation, including Metrobus, Metrorail, Tri-Rail, Amtrak, Greyhound, tour buses, taxicabs, and rental cars. An automated people mover will connect the MIC to Miami International Airport. ◊ Tri-Rail (region-wide) – general funding support for Tri-Rail, shuttle service, and park-and-ride improvements. • Highlights of unfunded projects include: ◊ Tri-Rail Extension/FEC Corridor (region-wide) – proposals to use existing and new track connections between the FEC and Tri-Rail would permit Tri-Rail trains to operate over portions of the FEC corridor and vice-versa. An integrated system to offer no transfer rides could attract more riders than two parallel rail services with connecting buses.

Tri-Rail Coastal Link (formerly known as the South Florida East Coast Corridor (SFECC) Study)

Partner Agencies: FTA, Southeast Florida Transportation Council, FDOT, SFRTA, Broward MPO, BCT, Palm Tran, Palm Beach MPO, Miami-Dade MPO, MDT

Overview	Key Considerations for the TDP Update
• Existing Tri-Rail service runs along the CSX tracks, which are located to the west of many core urban areas that are found in the coastal communities within the South Florida region. The Tri-Rail Coastal link is a plan to connect existing Tri-Rail Service to the Tri-Rail Coastal System, passenger rail service that would run along the Florida East Coast (FEC) rail corridor through many of these more urban areas along US 1. As shown in Figure A-1, passengers could travel longer distances on Tri-Rail then transfer at key locations to the multi-stop coastal link. • The goal of this service is to improve north-south mobility, encourage stronger east-west connections, promote redevelopment and revitalization, and enhance freight movement.	• This regional corridor connects to the existing rail systems including both Tri-Rail and Metrorail, as well as to the existing bus systems, including BCT, Palm Tran and Miami-Dade Transit. It will also integrate with the various transit systems including the new Miami Trolley, the proposed WAVE in downtown Fort Lauderdale, and the proposed Central Broward East-West Connection. Service along the FEC alignment will ultimately link to and enhance Tri-Rail service with stops closer to where people live and work. • The System Master Plan is currently being refined to identify and evaluate initial phases for implementation, start-up infrastructure, stations, and preliminary costs. The refined Master Plan will propose an implementation strategy based on various scenarios to implement the project in phases and will be presented for endorsement as a Locally Preferred Alternative. • Next steps include: ◊ Approval of Public sector Memorandum of Understanding Discuss framework with Florida East Coast Industries (FECI) ◊ Develop capital and operating plan ◊ Evaluate proposed station locations ◊ Build community and regional support

Figure E-1: Tri-Rail Coastal Link Proposed Service Lines



All Aboard Florida

Private Initiative led by Florida East Coast Industries

Overview
• All Aboard Florida is an initiative to provide intercity passenger rail service that is privately owned, operated and maintained by Florida East Coast Industries (FECI). • The proposed 240-mile route (illustrated in Figure E-2) will feature passenger service along the existing FEC corridor between Miami and the Space Coast and the creation of new tracks into Orlando.
Key Considerations for the TDP Update
• The route will include stations in downtown Miami and Orlando, with intermediate stops in downtown Fort Lauderdale and downtown West Palm Beach. Stations will provide access to international airports, seaports, and existing transit systems, including the existing Tri-Rail service and proposed Tri-Rail Coastal Link. • Coordination between SFRTA and FEC regarding the South Florida East Coast Corridor Study, as well as local transit/transportation agencies regarding connecting service at proposed stations, is ongoing.

Figure E-2: All Aboard Florida Conceptual Route

Regional Concept for Transportation Operations (RCTO)

Responsible Agency: FDOT

Project Overview	Project Goals
• FDOT is developing policies and guidelines for the implementation of a regional express lanes network in South Florida. • The recommendation to add 186 centerline miles of express lanes network along system highways	• Develop and build upon the express lanes network. • Provide consistent communication about network level issues between express lane providers. • Maximize throughput while prudently maximizing revenue.

Recommendations
• Continue project funding on a corridor level basis. • No heavy trucks allowed on express lanes except for pilot study on I-595. • Dynamic pricing recommended for all express lanes. • Design issues recommended on a corridor basis. • Dedicated, limited access points for all express lanes. • Tolling concept trip based or zone/segment based on a corridor level. • Provide 24/7 hours of operation. • Two express lanes configuration recommended for all unless right-of-way constraints only allow for one. • Transit operations allowed on all express lanes. Identification of transit champions for educational purposes on benefits of BRT in express lanes. Proper branding. Identify need for new park-and-rides associated with express lanes. • Currently, all express lanes apply any excess revenues for operations and maintenance. State policy currently allows any excess in future for roadway improvements only. State policies being reconsidered at this time. • Public and education outreach recommended on corridor basis as network-developed regional communications in place. • Standard Dynamic Message Signage recommended consistent with FHWA standards. • Executive Committee of Florida Turnpike Enterprise (FTE), FDOT, and MDX will continue to be in place to provide further guidance on network issues.

I-95 Express Managed Lanes/I-95 Express and I-595 Express Bus Service

Responsible Agency: FDOT for I-95 Managed Lanes; Express Bus Service provided by BCT and MDT

I-95 Express Managed Lanes and 95 Express Bus Service	I-595 Express Bus Service
• Existing 95 Express lanes have allowed traffic and premium buses to travel at higher average speeds than when only the local lanes and the HOV lanes were available. Prior to the express lanes, the local/HOV lanes were operating below 20 MPH during peak travel periods. With the opening of the express lanes, northbound and southbound average speeds have improved to above 40 MPH in the local lanes and 50 MPH in the express lanes during peak travel periods. • 95 Express Phase 2 will extend the existing express lanes north from Golden Glades interchange in Miami-Dade County to Broward Boulevard in Broward County. The express lanes currently terminate at Miami Gardens Drive/NE 183rd Street in Miami-Dade County, with High Occupancy Vehicle (HOV) lanes continuing to the north. The Phase 2 extension will be accomplished by converting the existing HOV lanes to two express lanes in each direction. The 95 Express Phase 2 is anticipated to be completed in late 2014. • The 95 Express operated by BCT provides express bus service from Broward County to downtown Miami on the following routes: ◊ 95 Express Hollywood – service from University Drive/Pines Boulevard to Miami Civic Center/Downtown Miami ◊ 95 Express Miramar – service from Miramar Town Center to Miami Civic Center ◊ 95 Express Pembroke Pines – service from CB Smith Park/Miramar Town Center to Downtown Miami • Free parking is provided to 95-Express riders at identified commuter park-and-ride lots.	• The 595 Express provides BRT Service from downtown Fort Lauderdale to Downtown Miami/Brickell and Westgate Square Park-and-Ride to the Miami Civic Center. • Currently, buses travel in regular lanes on I-595 with mixed traffic; however, in 2014 the reconstruction of I-595 will be completed and the 595 Express will use reversible express lanes being built in the median. On I-95, the 595 Express uses the same travel lanes as the 95 Express. • 595 Express Bus Service provides free commuter park-and-ride locations, and travel along the major interstate highways to Miami-Dade County and downtown Fort Lauderdale on weekdays during morning and afternoon peak travel hours.

Key Considerations for the TDP Update – I-95 Express/Managed Lanes	Key Considerations for the TDP Update – I-595 Express
• The Route I-95 Dade-Broward Express operated by MDT provides express bus service from downtown Miami to Fort Lauderdale, connecting to the Fort Lauderdale Tri-Rail Station and from downtown Miami to Sheridan Street, connecting to the Sheridan Street Tri-Rail Station. • Extension of the 95 Express lanes will allow the 95 Express routes to continue traveling at higher average travel speeds via uninterrupted express lanes into Broward County.	• The 595 Express Sunrise to Fort Lauderdale route connects to Tri-Rail at the Fort Lauderdale station, while the Westgate Square to Miami Civic Center and Sunrise to Miami/Brickell routes connect to Tri-Rail at the Fort Lauderdale Airport station. • Construction of the I-595 reversible express lanes as well as the extension of the I-95 express lanes will allow BCT's 595 Express route to travel at higher average travel speeds via uninterrupted express lanes for the entire route.

Regional Transit Systems Plan Regional Transit Interoperability/Universal Fare Technology Study

Responsible Agency: FDOT, SFRTA, BCT, MDT, and Palm Tran

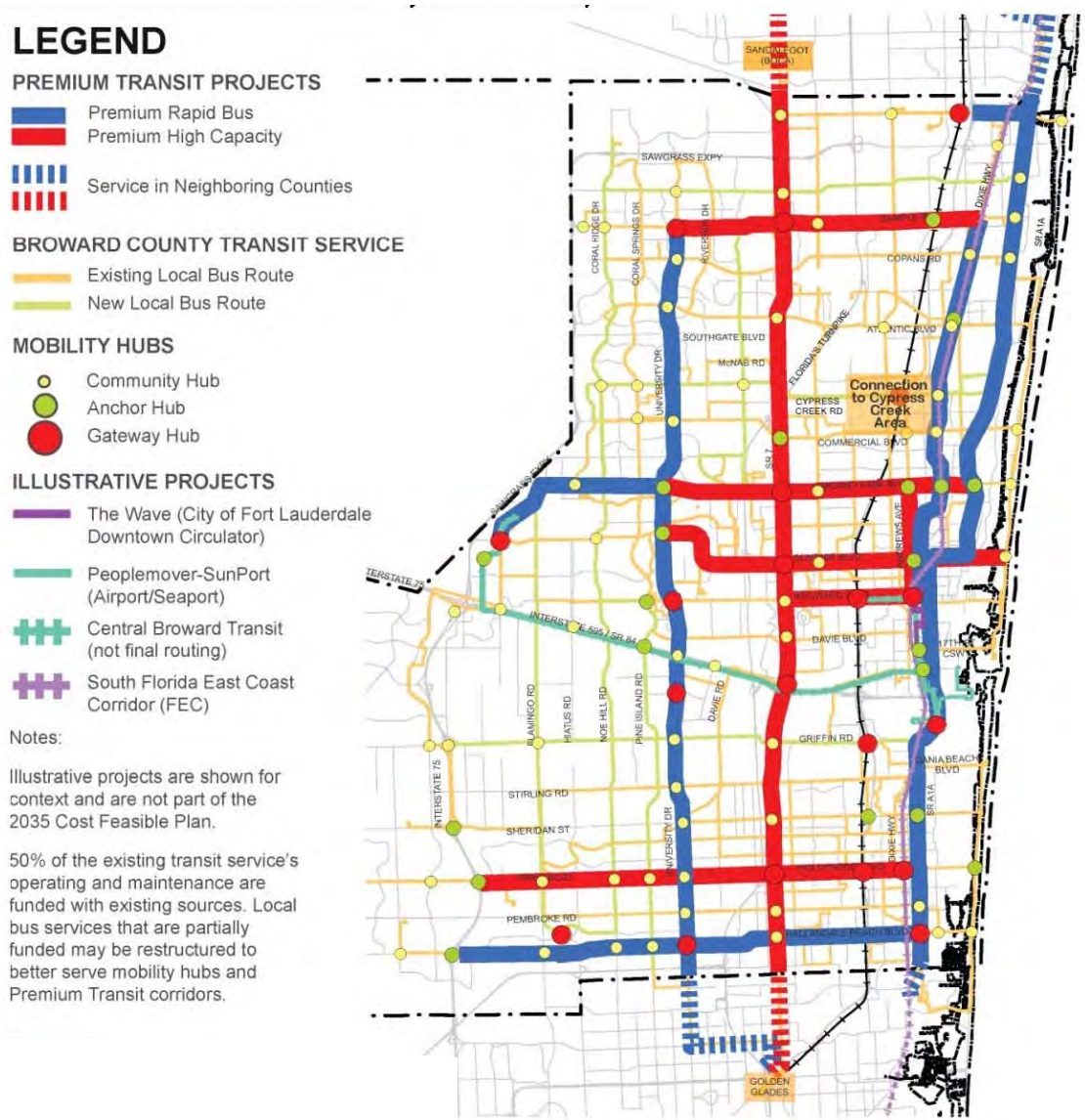
Overview	Key Considerations for the TDP Update
• In September 2011, FDOT sponsored an assessment of Interoperability options. The purpose of this study is to evaluate and implement a regional fare card using smart card technologies for BCT, SFRTA, MDT, and Palm Tran along with evaluating the business case and total cost drivers associated with realizing the technical integration solution. • Goals related to implementation of the regional fare card and performing this study include: ◊ Improving regional transit mobility and ease of use by allowing more seamless travel by riders between systems. ◊ Improving the customer experience transferring between systems. ◊ Leveraging the existing farebox device equipment to realize cost-avoidance benefits. ◊ Understanding the technical feasibility of the integration between the Easy Card media and systems and their existing equipment.	• SFRTA and MDT are currently utilizing EASYCard system; BCT and Palm Tran now accept SFRTA transfer ticket. • The next steps for implementing a regional fare system include: ◊ Decision-makers from transit stakeholders to draft a fare policy for multi-modal regional trips ◊ Define limitations to accessing EASY Card encryption key ◊ Launch pilot program to evaluate use and administrative functions ◊ Focus to develop robust system that is extensible to emerging technologies • As part of this Study, long-term options were explored related to Florida's tolling system. FDOT and Florida's Turnpike Enterprise (FTE) are discussing feasibility of expanding SunPass functionality to include transit payments.

Broward County Long Range Transportation Plan

Responsible Agency: Broward MPO

Overview	Key Considerations for the TDP Update
• In 2009, the Broward MPO Board adopted the 2035 LRTP branded "Transformation," setting the framework for a balanced multi-modal transportation system. Transformation is a transit-focused LRTP, proposing transit investments in BRT, premium rapid bus, mobility hubs, and other mobility options (bicycle, pedestrian, and greenways) that complement transit. • Transformation integrates land use and transportation objectives by defining the "Mobility Hub" concept, which identifies places where people interact with the transportation system, are critical points for transit access and transfers, and may also have infill or redevelopment potential. Three categories of Mobility Hubs are identified: Gateway, Anchor, and Community, based on transit boardings, connectivity, and development characteristics. • Two types of premium services were defined during the 2035 LRTP process: ◊ Premium high capacity transit service includes Light Rail Transit (LRT), Streetcar, People Mover, BRT, or Commuter Rail. ◊ Premium BRT includes buses operating in mixed traffic but under traffic signal priority to provide connections to Premium High Capacity Transit.	• The 2035 Needs Plan requires funding of $9 to $20 billion (in 2009 dollars). The total revenue available for the Cost Feasible Plan is $8.5 billion (in 2009 dollars) for the technology scenarios evaluated. • The 2035 LRTP Cost Feasible Plan consists of 81 miles of BRT, 75 miles of Premium Rapid Bus, 20 Gateway Hubs, 20 Anchor Hubs, 63 Community Hubs, and 8 new local bus routes. The plan also includes 485 miles of bicycle projects, 314 miles of pedestrian projects, and 251 miles of Greenway projects to provide other mobility options that complement transit. See Figure E-3. • A portion of Broward County Transit's Operations and Maintenance and all capital costs are funded in the Cost Feasible Plan. One third of FY 2009-2018 TDP service is funded. • Broward MPO recently began the process of updating its LRTP. This update, called Commitment 2040, will identify cost feasible transit projects out to the 2040 planning horizon. SFRTA will work with the Broward MPO to ensure that transit projects identified in this TDP update for FY 2104-2023 will be incorporated into the 2040 LRTP Needs Plan, as appropriate.

Figure E-3: Broward MPO 2035 LRTP Cost Feasible Transit Projects and Mobility Hubs



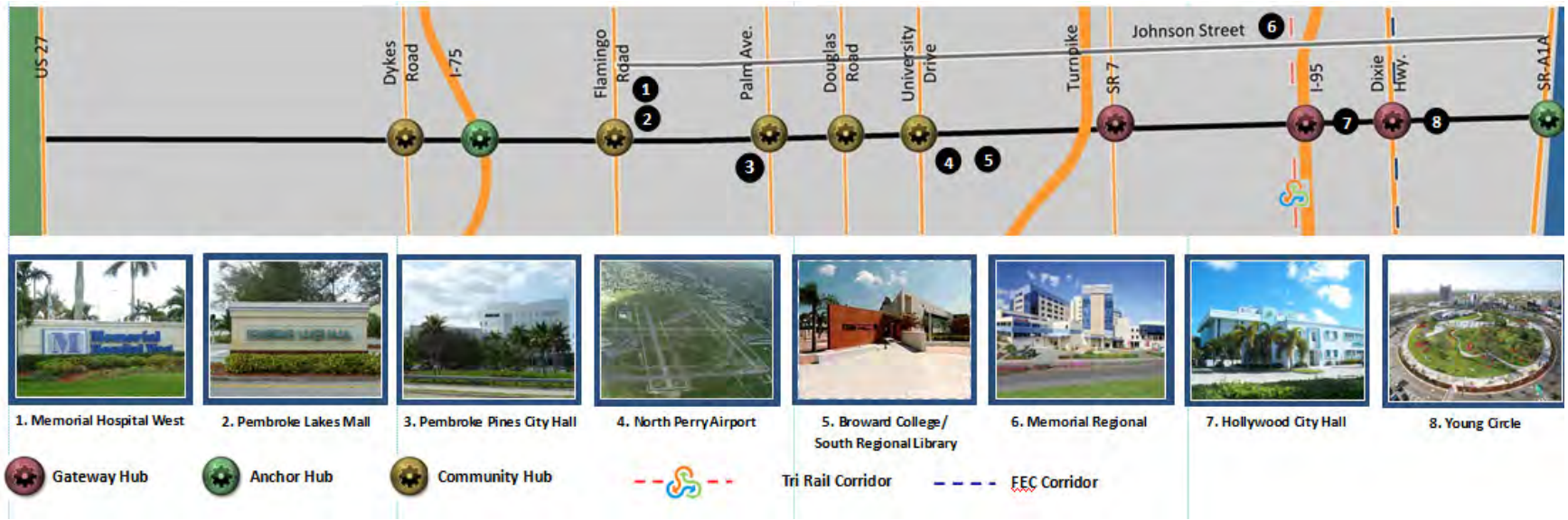
Congestion Management/Livability Planning Studies

Hollywood/Pines Corridor Project

Responsible Agency: Broward MPO in coordination with the Cities of Hollywood and Pembroke Pines, and other state, regional, and local agencies

Overview	Key Considerations for the TDP Update
• Following development of the 2035 Long Range Transportation Plan, the Broward MPO is integrating Livability Planning into the Congestion Management Process. • This integrated Congestion Management Process/Livability Planning approach will focus on enhancing the quality of life and improving safety and mobility through short- and long-term strategies and improvements for land use, transit, biking, and walking. • The Hollywood/Pines Boulevard Corridor Congestion Management Process/Livability Planning Project (Hollywood/Pines Corridor Project) is the first project under this combined system. The study area for the Hollywood/Pines Corridor Project extends from SR A1A to US 27 and includes an approximate one-mile north-south buffer. The study area includes City of Hollywood and the City of Pembroke Pines. See Figure E-4.	• Outcome will be to implement Mobility Hubs along the Hollywood Pines Boulevard corridor as defined in the Broward MPO's 2035 LRTP. Mobility hubs are places where people interact with the transportation system and are a critical point for ridership and transfers with frequent transit service and high development potential. • Improve transit operations and a transit supportive land use through short and long-term strategies and improvements. • Identify short-term transit improvements specific to project corridor: ◊ Bus stop placement, connections, and amenities ◊ Park-and-ride locations ◊ Transit signal priority and queue jump bypass lanes • Identify long-term improvements specific to project corridor: ◊ Premium transit ◊ Connection to multi-modal/rail hubs ◊ Location/design of mobility hubs ◊ Linkage with future redevelopment(s) • This approximately 20-mile stretch of Hollywood/Pines Boulevard serves as a major transportation corridor, including the 95 Express Route and intersects with Tri-Rail and the FEC Corridor

Figure E-4: Hollywood Pines Corridor Project Study Area and Mobility Hubs/Major Activity Centers

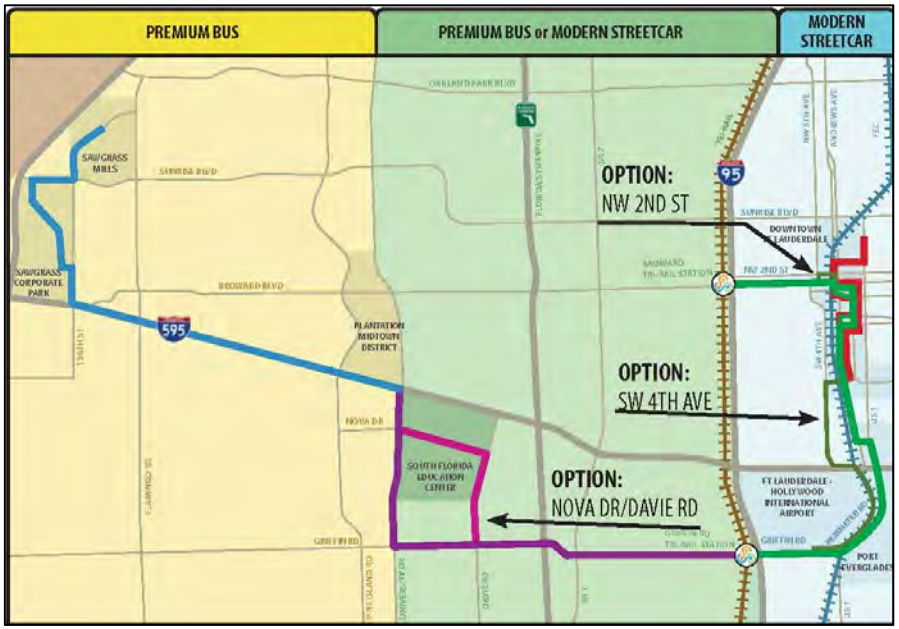


Central Broward East-West Transit Study

Partner Agencies: BCT, SFRTA, Broward MPO, and FDOT

Overview
• Project goal is to develop a premium transit service in Central Broward County. • The study area boundaries include the central part of Broward County, located between Oakland Park Boulevard in the north, the Weston-Sawgrass area in the west, Griffin Road/Stirling Road in the south, and the Intracoastal Waterway in the east. • The Broward MPO approved the Griffin Road Alternative in October 2012. See Figure E-5. This alternative, including options, will evaluate a combination of premium bus and modern streetcar services.
Key Considerations for the TDP Update
• Premium bus will be considered from Sunrise to the South Florida Education Center. • Both premium bus and modern streetcar will be considered from the South Florida Education Center to the Griffin Road Tri-Rail Station. • Modern Streetcar will provide service to the Fort Lauderdale-Hollywood International Airport, downtown Fort Lauderdale connecting with The WAVE, and the Broward Boulevard Tri-Rail Station.

Figure E-5: Central Broward East-West Transit Study Locally Preferred Alternative

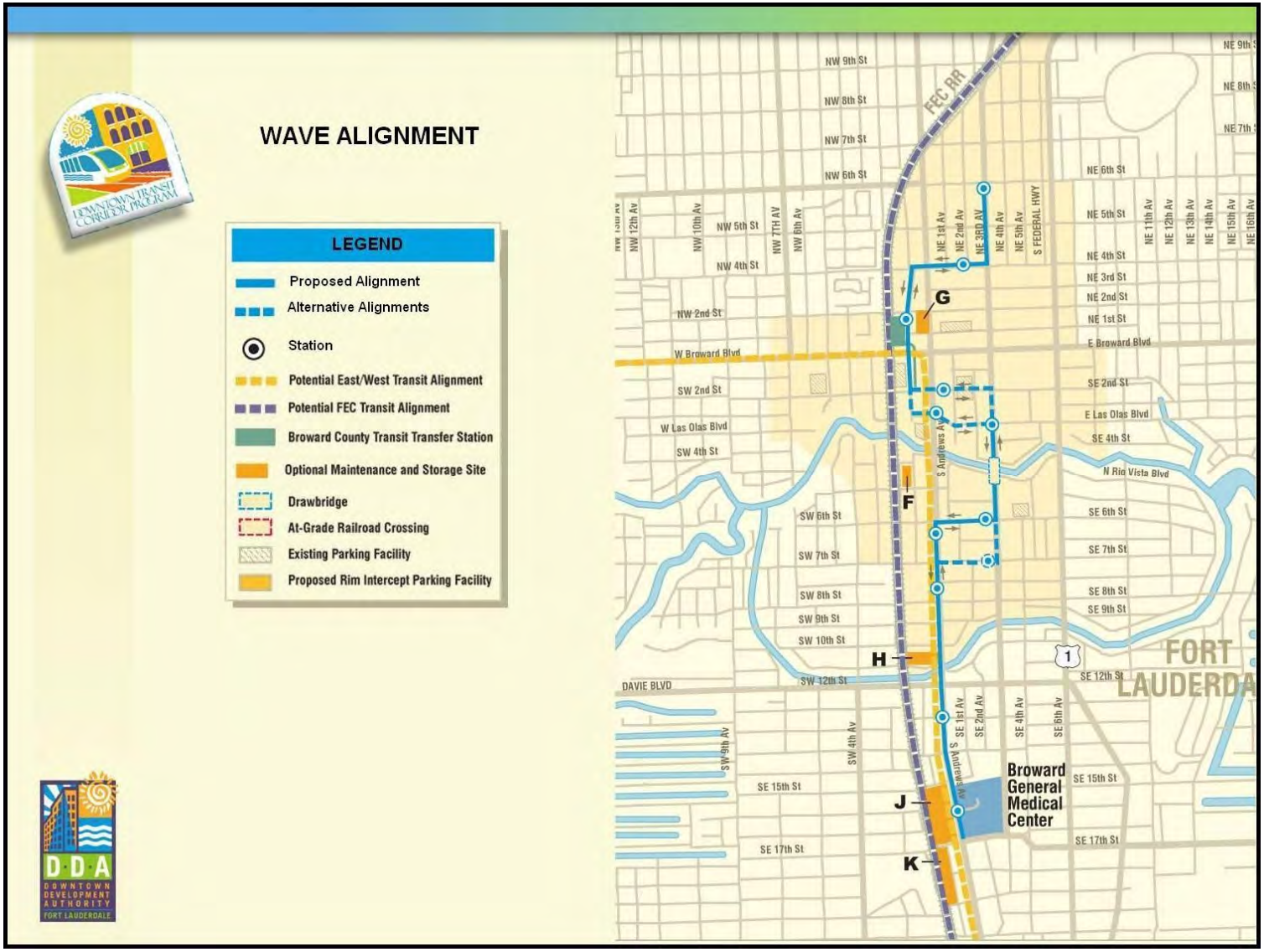


The WAVE Streetcar

Partner Agencies: Broward County, BCT, SFRTA, Broward MPO, FDOT, City of Fort Lauderdale and Fort Lauderdale Downtown Development Authority

Overview	Key Considerations for the TDP Update
• The WAVE is a 2.7-mile, environmentally friendly modern streetcar system that will serve as a local circulator in Downtown Fort Lauderdale. • The WAVE seeks to create a livable community by integrating land use, transportation, and economic development while being environmentally sustainable. • Route will include 10 stations, streetscape improvements, and a traffic signalization package to help maintain headways during peak periods. • Project development is currently ongoing. Procurement/construction is anticipated to begin in early 2014, with the project completed by December 2015. • The Locally Preferred Alternative was selected in 2008 and the route extends from Sistrunk/6th Street on the North to SE 17th Street on the South, including the hospital. See Figure E-6.	• The WAVE will connect points of interest along the route to the regional transit network, including to BCT routes, All Aboard and potential Tri-Rail Coastal Link stations. • In 2013, a partnership agreement detailing the planning, finance, design, implementation, project sponsorship, ownership, and maintenance roles agreed among the regional team of partners was signed. • SFRTA will oversee and lead the additional planning, the design, procurement, and construction of The WAVE, becoming the sponsoring/implementing agency of The WAVE. • FTA will release to SFRTA the $18 million grant awarded through the FTA Transportation Investment Generating Economic Recovery (TIGER) program in June, 2012 to complete the first phase of the project (1.7 miles). • SFRTA will sponsor an application for additional capital funds under the FTA's Small Starts Discretionary Grant Program in Summer 2013 to obtain the funds necessary to complete the 2.7 mile corridor.

Figure E-6: The WAVE Proposed Alignment



Broward Boulevard Corridor Transit Study

Partner Agencies: FDOT, Broward MPO, Broward County, SFRTA, Cities of Fort Lauderdale, Plantation, and Lauderhill

Overview	Key Considerations for the TPD Update
• The purpose of this study is to explore transit options for the Broward Boulevard corridor, from US 1 to Pine Island Road, to improve transit mobility, relieve congestion, and improve air quality. Figure E-7 illustrates the project limits. Four alternatives were evaluated, which include: • Alternative 1: Future baseline plans and investments, including planned transit shelters and amenities, ATMS improvements, Broward Boulevard resurfacing, universal fare card project, and median landscaping. • Alternative 2: Enhanced local bus service, including signal priority, queue jumps, bus stop placement, sidewalk/crosswalk additions, and secured bicycle storage. • Alternative 3: Express bus service, including limited stop overlay service, new stop locations (including at Tri Rail Fort Lauderdale station, transit priority left turn phasing, pedestrian connections at Tri-Rail station, and park-and-ride lot at West Regional Terminal. • Alternative 4: Implementation of BAT- lane along the corridor.	Alternative 3 was selected as the Locally Preferred Alternative. This Alternative includes: ◊ Substantially improved transit service along the corridor by providing a limited stop rapid service to the existing route with schedule adjustments. ◊ Potential access for more than 6,500 additional people (via downtown Fort Lauderdale loop). ◊ Potential for additional future improvement (BAT and transit-only lanes) ◊ Elements support other services, such as SFRTA shuttle bus service, I-95 and I-595 Express, WAVE). ◊ Little impact to corridor vehicle capacity. Next step is to develop and finalize scope for Phase II--Project Design.

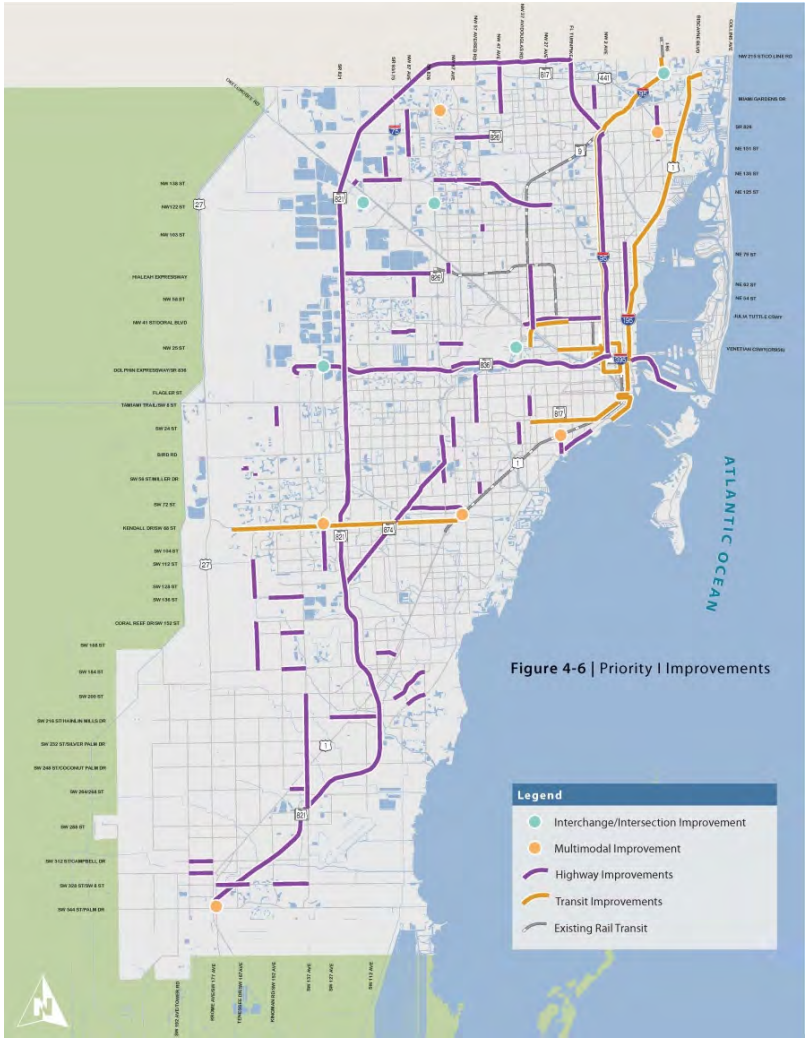
Figure E-7: Broward Boulevard Corridor Transit Study Project Limits

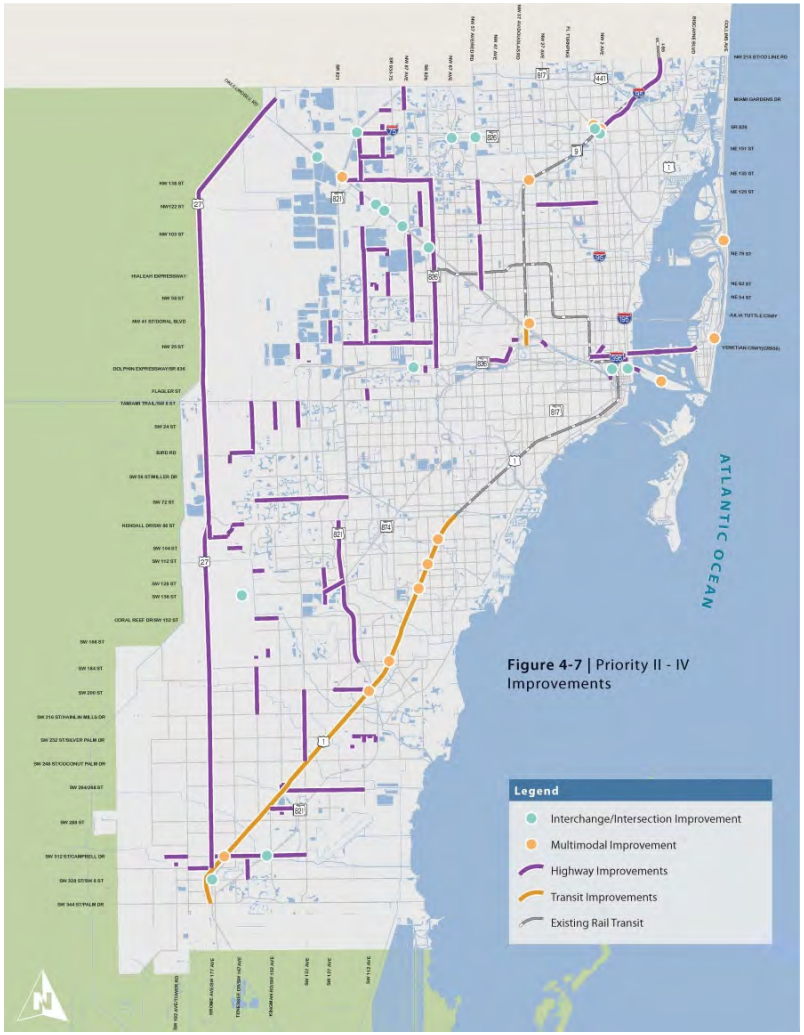
Miami-Dade County 2035 Long Range Transportation Plan

Responsible Agency: Miami-Dade MPO

Overview	Key Considerations for the TDP Update
• In 2009, the Miami-Dade MPO Board adopted the 2035 LRTP, transit (bus/rail/trolley), intermodal, bicycle, and pedestrian improvements thru 2035 for Miami-Dade County. • The 2035 Needs Plan identifies $12.1 billion in transit capacity improvements and $13.5 billion in transit operations and maintenance expenditures ($10.4 billion for operation and maintenance of the existing system and $3.51 billion for new services). • The Miami-Dade MPO recently began the process of updating its LRTP. This update will identify cost feasible transit projects out to the 2040 planning horizon. SFRTA will work with the Miami-Dade MPO to ensure that transit projects identified in this TDP update for FY 2104-2023 will be incorporated into the 2040 LRTP Needs Plan, as appropriate.	The 2035 Cost Feasible Plan (see Figure E-8) identifies several tiers of priority projects, based on the time frame the improvement is funding. Several of these projects affect SFRTA service or facilities, as noted below. Priority I (2010-2015): • 95 Express Lane improvements, I-95 regional express bus service between Miami-Dade and Broward counties to complement express bus service on I-95; new or expanded park-and-ride lots, and intermodal capacity improvements, including completion of the MIC which will provide connections between Tri-Rail and MIA via the MIA Mover. Priority II (2015-2020): • Golden Glades Multi-modal Terminal – improvements include 1,000 space deck, intermodal center with improved bus circulation and improved ADA, replacement of multiple existing pedestrian bridges with a single-level bridge • Parking expansion at Opa-Locka Tri-Rail station Priority IV (2026-2035): • Double tracking of the remaining single track of Tri-Rail Unfunded: • New Tri-Rail station in northern Miami-Dade County Between Golden Glades Tri-Rail Station and County Line Road in the vicinity of Ives Dairy Road

Figure E-8: Miami-Dade MPO 2035 LRTP Cost Feasible Roadway and Transit Projects Priority I Improvements (2010–2015) and Priority II-IV Improvements (2015–2035)





Miami Intermodal Center (MIC)

Partner Agencies: FDOT, U.S. DOT, Miami-Dade County, SFRTA, and MDX

Project Overview	Key Considerations for the TDP Update
• Located just east of the Miami International Airport, the Miami Intermodal Center (MIC) is a massive $2 billion ground transportation hub being built by FDOT. The MIC will serve as a centralized transportation hub that will integrate all modes of transportation, providing access to Metrobus, Metrorail, Tri-Rail, Amtrak, Greyhound, tour buses, taxicabs and rental cars. Additionally, an automated people mover will connect the MIC to the Miami International Airport (MIA). • The MIC Program includes the Rental Car Center (RCC), Miami Central Station (MCS), MIA Mover and major roadway improvements, all to be completed by late 2013. As of April 2013, the following is operational: ◊ The RCC has been completed and is open for business. ◊ The MIA Mover has been completed and is operational. ◊ Metrorail and Metrobus service to MIA via the MCS is operational. ◊ Construction on MCS is underway. ◊ Roadways have been completed.	• In September 2011, Tri-Rail's Miami Airport Station temporarily closed and service has been relocated just north to the Hialeah Market Station, and a shuttle is transporting riders from the Hialeah Station to MIA. • In early 2014, the MCS will open and serve as Miami-Dade County's first all-inclusive ground transportation hub. Once opened, Tri-Rail will serve the MCS, allowing connections to all other modes serving the MCS, including MIA via the MIA Mover.

Miami Dade Expressway Authority Bus Initiatives

Responsible Agency: Miami-Dade Expressway Authority

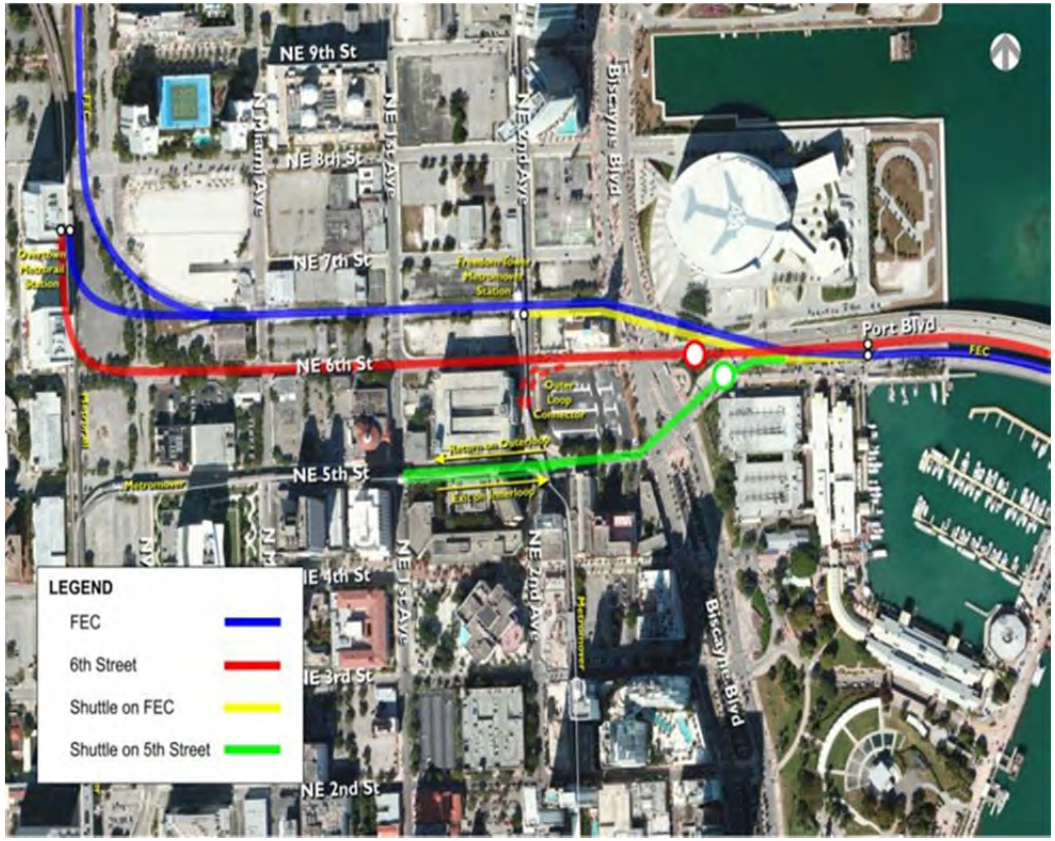
Project Overview	Key Considerations for the TDP Update
• Miami-Dade Expressway Authority (MDX) has implemented bus on shoulders along SR 878 and SR 874 whereby the buses are allowed to use the shoulders during congested travel periods. • MDX completed an enhanced bus study evaluation for the MDT SR 836 east west corridor which begins on SW 8th Street with a park-and-ride and travels to SR 836, along SR 836 to the Miami Intermodal Center. • Enhanced stops were identified along the corridor. The intent is also to use bus on shoulder concept along SR 836. • MDT plans articulated buses along the route. Service to be started with existing fleet and in coordination with current construction at the SR 836/SR 826 interchange.	• Project goals for the MDX Bus Initiatives include: ◊ Facilitate movement of passengers. ◊ Provide transit service to a major employment centers. ◊ Reduce vehicular traffic along East West corridor. ◊ Provide a park-and-ride lot opportunity at SW 8th Street and 147th Avenue. ◊ Provide enhanced transit connection for MDT to Tri-Rail via the MIC.

Transit Options to Port of Miami Feasibility Study

Responsible Agency: Miami-Dade MPO

Project Overview	Key Considerations for the TDP Update
• The 2035 Master Plan for PortMiami forecasts the number of cruise passengers to grow from 4.6 million passengers to 6.3 million passengers. • Transit access to the Port completes the last leg of the Airport Seaport Connection. • The airlines and cruise lines no longer offer a comprehensive air/sea package so cruise passengers are on their own to get from the airports to Port Miami, which has led to more private vehicle at the Port than the system can handle. • Project goals: ◊ Facilitate movement of passengers. ◊ Provide transit service to a major employment center of Miami-Dade County. ◊ Reduce vehicular traffic inside Port and in downtown. ◊ Centralize parking and transit connections inside the Port. ◊ Complete last leg of transit airport - seaport connection.	• After a detailed examination of ridership, capital and operating costs and impacts to other operating systems the following alternatives (identified in Figure E-9) were recommended as feasible and for further evaluation in next phases: ◊ **Alternative 2:** Metromover Shuttle between Overtown and the Port Existing system Lower operating and maintenance costs ◊ **Alternative 4:** Light Rail Shuttle between Overtown and the Port Part of new system possibilities (Baylink etc) Lower total costs ◊ **Commuter Rail Alternative** Part of new commuter rail system possibilities (Tri-Rail Coastal Link/All Aboard Florida) High-capacity vehicles for crush loads

Figure E-9: Feasible Alternatives Transit Options to Port of Miami Feasibility Study



Glades Road Project Development & Environment Study

Responsible Agency: FDOT

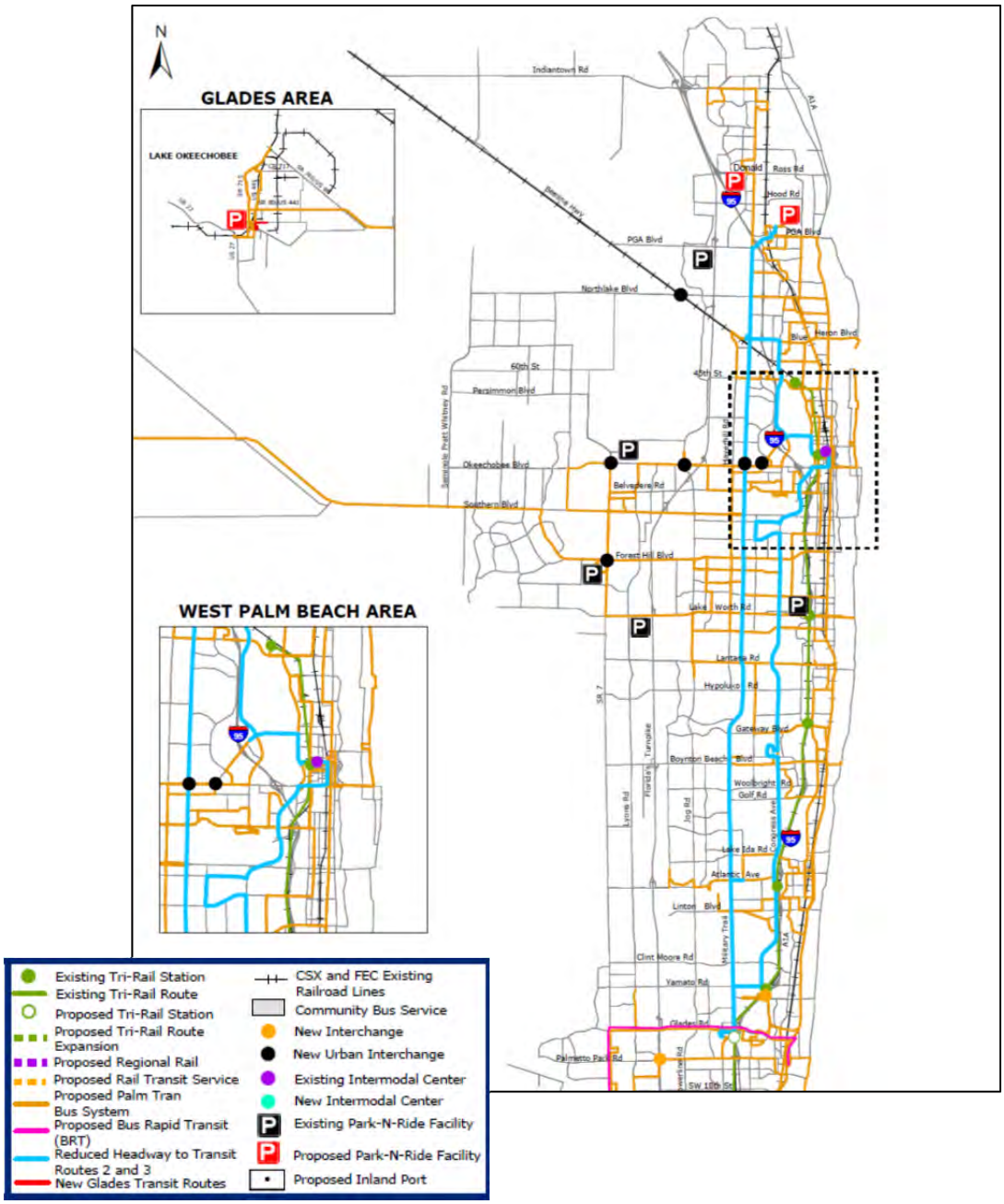
Project Overview	Key Considerations for the TDP Update
• FDOT is conducting a PD&E Study on SR 808/Glades Road corridor from US 441/SR 7 to US 1/SR 5 in Palm Beach County, which is illustrated in Figure E-10. • The purpose of this study is to address roadway capacity improvements and multi-modal premium transit alternatives along this 7.6 mile corridor, as well as bicycle and pedestrian improvements. • The different alternatives that will be evaluated include, but are not limited to: ◊ Converting one of the existing general use lanes in each direction for special use (two general use and one special use lanes in each direction). ◊ The addition of one special use lane in each direction (three general use and one special use lanes in each direction). ◊ Enhanced bus service within mixed traffic. ◊ Intersection improvements. ◊ A No Build or "No Project" Alternative. • No preferred alternative has been selected. The Alternatives Workshop is anticipated to be held in Summer 2013.	• Glades Road has been identified as a proposed BRT Route in the transit component of the Palm Beach MPO's 2035 LRTP Cost Feasible Plan. The 2035 Cost Feasible Plan also proposes a new Tri-Rail station just south of Glades Road. • Information from the PD&E Study will be used to determine what types of premium transit service is feasible/preferred on the Glades Road corridor which will help influence the development of future commuter rail stations in the immediate area. **Figure E-10: Glades Road PD&E Study Area**

Palm Beach County Long Range Transportation Plan

Responsible Agency: Palm Beach MPO

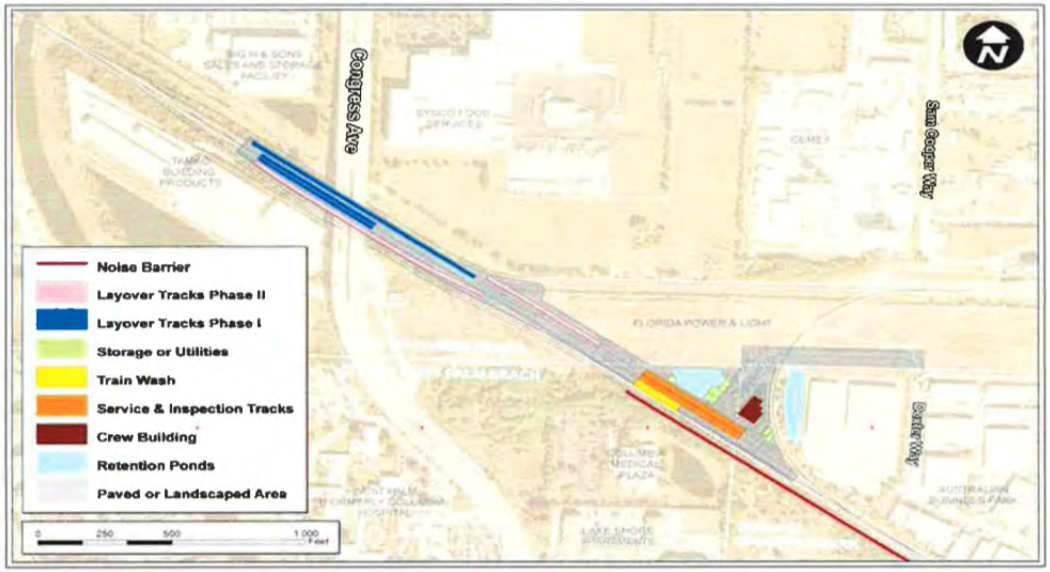
Overview/Key Considerations for the TDP Update
• In 2009, the Palm Beach MPO Board adopted the 2035 Long Range LRTP, focusing on integrating all modes of transportation, including Palm Tran and Tri-Rail. • The transit component of the 2035 LRTP Needs Plan (Figure E-11) identifies significant expansion of Tri-Rail service in Palm Beach County, including new service to the north from downtown West Palm Beach along the FEC corridor to Indiantown Road. There is also a proposed rail service extension from the current Tri-Rail along SR 710 to Martin County, along with proposed new Tri-Rail stations to serve the service extension. The Needs Plan also identifies a new station in West Palm Beach at Southern Boulevard, new park-and-ride facility at the proposed new station at LPGA boulevard (associated with the northern service expansion), and BRT routes along Northlake Boulevard, Military Trail, Okeechobee Boulevard, Southern Boulevard, and Glades Road. • The transit component of the 2035 LRTP Cost Feasible Plan includes a new proposed Tri-Rail station just south of Glades Road, proposed BRT routes on Glades Road and SR 7 (there are currently PD&E studies on both corridors to evaluate premium transit options), and two new Park-and-Ride facilities. See Figure E-10. • The Palm Beach MPO recently began the process of updating its LRTP. This update will identify cost feasible transit projects out to the 2040 planning horizon. SFRTA will work with the Palm Beach MPO to ensure that transit projects identified in this TDP update for FY 2104-2023 will be incorporated into the 2040 LRTP Needs Plan, as appropriate.

Figure E-11: Palm Beach MPO 2035 LRTP Cost Feasible Transit Plan



New Northern Layover and Light Maintenance Facility

Responsible Agency: SFRTA

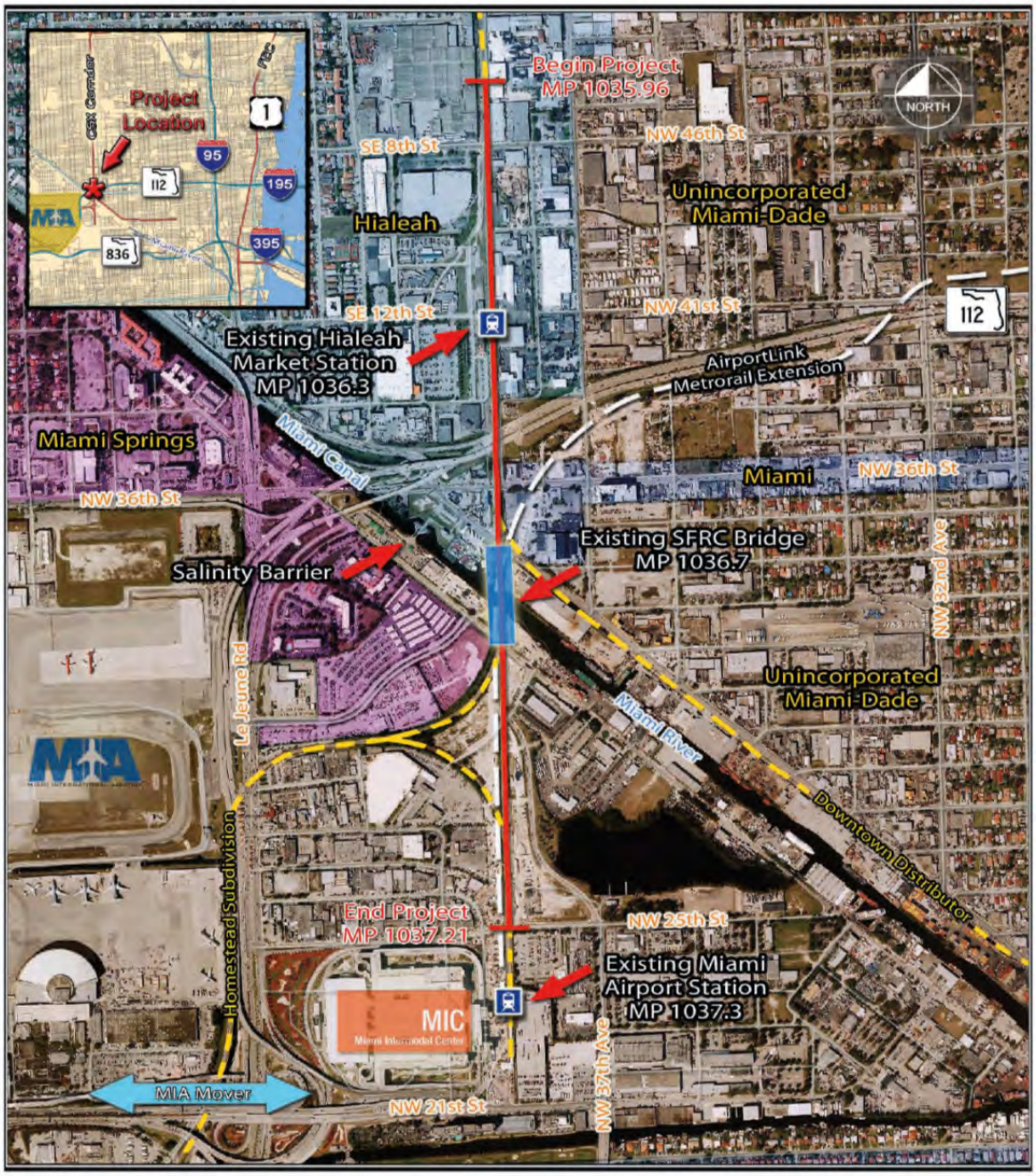
Project Overview	Key Considerations for the TDP Update
• The South Florida Regional Transportation Authority (SFRTA) is planning for the development of a new Northern Layover and Light Maintenance Facility that will both improve the efficiency of current Tri-Rail operations and facilitate further system enhancements and expansion. SFRTA's planning and operational analyses in recent years have resulted in plans for a new facility that would provide midday and overnight train storage for up to 9 five-car train sets, as well as service, inspection, fueling and cleaning activities. • The proposed new Northern Layover and Light Maintenance Facility would be located at a site known as Mission Spur, which is one-half mile north of the Mangonia Park Station (the northern terminus of the Tri-Rail system) is fully within the South Florida Rail Corridor (SFRC) and other adjacent parcels that are currently in public ownership.	• SFRTA needs a new Northern Layover and Light Maintenance Facility that will improve the efficiency of current Tri-Rail operations, as well as facilitate further system enhancements and expansion. • The needs of the planned Tri-Rail expansion onto the Florida East Coast (FEC) Railway have been incorporated into the analysis for the proposed new Northern Layover and Light Maintenance Facility. The proposed facility is being planned with capacity to meet the need for 9 five-car train sets, with hopes of facilitating and accelerating development of the Tri-Rail Coastal Link project. **Figure E-12: Northern Layover and Light Maintenance Facility** 

Miami River Intermodal Center Capacity Improvement Study

Responsible Agencies: SFRTA, FDOT, U.S.DOT

Project Overview	Key Considerations for the TDP Update
• The Miami River Intermodal Center Capacity Improvement Study (MR-MICCI) project will evaluate improved track connections across the Miami River, including bridge, track, and signal upgrades. • The project will add rail capacity across the Miami River and the last 1.25 miles of the SFRC and will greatly improve access and connectivity to the Miami Intermodal Center (MIC). • MR-MICCI benefits include: ◊ Improve connectivity to MIA and associated employment centers. ◊ Improve passenger access to the MIC and its numerous transit connections. ◊ Relieve potential bottlenecks for Tri-Rail, Amtrak, and freight services.	• The MR-MICCI project will improve SFRC capacity for Tri-Rail and freight trains, potentially accommodate new Amtrak intercity rail service accessing the MIC, and improve connections between rail and air travel. • The project is in the PD&E phase, which is scheduled to be completed in January 2015. A timeline for design and construction timeline has not been completed. It will be determined during the PD&E phase.

Figure E-13: Miami River Intermodal Center Capacity Improvement Study Project Map



APPENDIX D

TRI-RAIL ON-BOARD SURVEY FINAL REPORT

SFRTA
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D. TRI-RAIL ON-BOARD SURVEY FINAL REPORT

A system-wide on-board survey was conducted on Wednesday, February 13, 2013 as a separate task from the TDP update by HNTB. A total of 5,175 on-board surveys were collected and analyzed during this effort, the results of which were reviewed and incorporated into the development of the ***SFRTA Forward*** plan, as appropriate.

This Appendix contains the final report of the Tri-Rail 2013 On-Board Survey effort including the survey instrument, the methodology employed, and a summary of survey results and findings. The final report was produced by HNTB and is included here in its entirety.

TRI-RAIL 2013
ON-BOARD SURVEY

Prepared for:

SOUTH FLORIDA REGIONAL TRANSPORTATION AUTHORITY

July 2013

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

Prepared by:

HNTB

HNTB Corporation
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Miami, FL 33174

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1.0 INTRODUCTION

The U.S federal Transit Administration (FTA) has guidelines for data collection and recommends that transit on-board surveys be conducted every five years. The South Florida Regional Transportation Authority (SFRTA) last led conduction of an on-board survey in 2007, and Tri-Rail passengers were surveyed in 2008 as part of a South Florida East Coast Corridor Study. SFRTA contracted with HNTB to conduct a full scale on-board survey to aid in the establishment of SFRTA's future planning goals and to assist in providing accurate ridership characteristics including origin-destination patterns, trip purpose, mode of access and egress, as well as socio-economic characteristics, customer opinions and preferences. The resulting feedback would be used to determine areas of improvement to the SFRTA system through the development and update of SFRTA's Transportation Development Plan (TDP). HNTB conducted the on-board survey of the agency's commuter rail service, Tri-Rail, on Wednesday, February 13, 2013.

The 2013 SFRTA on-board survey effort consisted of two main parts. The first was comprised of door counts taken on all Tri-Rail trains throughout the day. The second focus of this effort was to collect data from passengers to reflect at least one leg of a typical weekday trip. Additional information regarding rider characteristics and comments on the service was also included in the survey. A total of 5,175 surveys were collected and processed for analysis. Parking counts at all Tri-Rail stations were conducted as well.

The Tri-Rail corridor is 72 miles long (refer to Figure 1) and a total of 18 stations are located along its corridor in Miami-Dade, Broward and Palm Beach counties. Tri-Rail operations run from approximately 4:00 am until 11:35 pm on a typical weekday and 5:20 am to 11:45 pm on a typical weekend day (**Appendix A** includes a full schedule). When this survey was conducted, Tri-Rail's southern terminus, the former Miami Airport Station, was under construction for integration into the new Miami Intermodal Center (MIC) scheduled to be open in 2014. Therefore, the new southern terminus station was the Hialeah Market Station which was renamed Hialeah Market/Miami Airport Station during the conduct of the survey, and only 17 stations were operational during the survey.

Figure 1: Tri-Rail System Map

1.1 Scope of the Effort

The 2013 Tri-Rail On-Board Survey project scope focused on survey methodology development, survey instruments design, survey implementation, and database development. The final product is a compilation report and accompanying database that summarizes and contains all of the data. Geocoding of specific origin and destination information was utilized to further analyze the data and is documented by a map series located in *Section 7.3 Origin/Destination Results* of this final report.

1.2 Previous Tri-Rail Surveys

In 2007, the SFRTA conducted an on-board survey for the *Transit Development Plan (TDP) Major Update FY 2009-2018*. The 2007 survey collected ridership characteristics, origin-destination patterns, and modes of access and egress. The 2007 survey was administered for an entire day, reflecting a 100% daily distribution of questionnaires. At that time, Tri-Rail operated 40 trains per day. On June 6, 2007, Tri-Rail began operating 50 trains per day as a result of completion of the Segment Five corridor double-tracking project. Then, in October 2008 as a part of the South Florida East Coast Corridor Study, a second survey was undertaken to calibrate and verify the Southeast Regional Planning Model (SERPM).

2.0 SURVEY DESIGN

2.1 Sampling Plan

The survey was conducted from the beginning of Tri-Rail operating hours on Wednesday, February 13, 2013 at 4:00 am, until 3:00 pm. The Tri-Rail operating schedule is shown in Tables 1 and 2. Table 3 reflects train assignments and was used to determine staff needs.

Table 1 – Tri-Rail Operating Schedule (Weekday)

Southbound Train			Northbound Train		
Train	FROM	TO	Train	FROM	TO
	Mangonia Park	Hialeah Market		Hialeah Market	Mangonia Park
P601	4:00 AM	5:44 AM	P600	4:18 AM	6:05 AM
P603	4:40 AM	6:29 AM	P602	4:48 AM	6:40 AM
P605	5:20 AM	7:09 AM	P604	5:13 AM	7:05 AM
P607	6:00 AM	7:49 AM	P606	5:38 AM	7:35 AM
P609	6:20 AM	8:09 AM	P608	6:03 AM	7:55 AM
P611	6:40 AM	8:29 AM	P610	6:23 AM	8:15 AM
P613	7:00 AM	8:49 AM	P612	7:03 AM	8:55 AM
P615	7:30 AM	9:19 AM	P614	7:43 AM	9:35 AM
P617	8:00 AM	9:49 AM	P616	8:23 AM	10:20 AM
P619	9:00 AM	10:54 AM	P618	9:23 AM	11:20 AM
P621	10:00 AM	11:54 AM	P620	10:23 AM	12:20 PM
P623	11:00 AM	12:54 PM	P622	11:23 AM	1:20 PM
P625	12:00 PM	1:54 PM	P624	12:23 PM	2:20 PM
P627	1:00 PM	2:54 PM	P626	1:23 PM	3:20 PM
P629	2:00 PM	3:56 PM	P628	2:23 PM	4:20 PM
P631	3:00 PM	5:12 PM	P630	3:13 PM	5:10 PM
P633	3:30 PM	5:26 PM	P632	3:53 PM	5:55 PM
P635	4:00 PM	6:12 PM	P634	4:33 PM	6:25 PM
P637	4:25 PM	6:21 PM	P636	4:53 PM	6:45 PM
P639	5:00 PM	6:56 PM	P638	5:00 PM	7:15 PM
P641	5:30 PM	7:19 PM	P640	5:51 PM	7:43 PM
P643	6:15 PM	8:04 PM	P642	5:58 PM	8:15 PM
P645	6:45 PM	8:34 PM	P644	6:53 PM	8:45 PM
P647	7:40 PM	9:29 PM	P646	7:53 PM	9:45 PM
P649	8:40 PM	10:29 PM	P648	9:43 PM	11:35 PM

Table 2 – Tri-Rail Operating Schedule (Weekend)

Southbound Train			Northbound Train		
Train	FROM	TO	Train	FROM	TO
	Mangonia Park	Hialeah Market		Hialeah Market	Mangonia Park
P661	5:50 AM	7:50 AM	**P660**	5:20 AM	7:20 AM
P663	6:50 AM	8:50 AM	**P662**	6:20 AM	8:20 AM
P665	7:50 AM	9:50 AM	**P664**	7:20 AM	9:20 AM
P667	8:50 AM	10:50 AM	**P666**	8:20 AM	10:25 AM
P669	9:50 AM	11:50 AM	**P668**	9:20 AM	11:20 AM
P671	10:50 AM	12:50 PM	**P670**	10:20 AM	12:20 PM
P673	11:50 AM	1:50 PM	**P672**	11:20 AM	1:20 PM
P675	12:50 PM	2:50 PM	**P674**	12:20 PM	2:20 PM
P677	1:50 PM	3:50 PM	**P676**	1:20 PM	3:20 PM
P679	2:50 PM	4:50 PM	**P678**	2:20 PM	4:20 PM
P681	3:50 PM	5:50 PM	**P680**	3:20 PM	5:20 PM
P683	4:50 PM	6:50 PM	**P682**	4:20 PM	6:20 PM
P685	5:50 PM	7:50 PM	**P684**	5:20 PM	7:20 PM
P687	6:50 PM	8:50 PM	**P686**	6:20 PM	8:20 PM
P689	9:00 PM	11:00 PM	**P688**	9:45 PM	11:45 PM

Table 3 – Surveyor Train Assignments

Southbound	Northbound	Southbound	Northbound	Southbound	Northbound	Southbound	Northbound
	600	611			636	649	
	4:18 - 6:05 AM	6:40 - 8:29 AM			4:53 - 6:45 PM	8:40 - 10:29 PM	
601	608			633	640		
4:00 - 5:44 AM	6:03 - 7:55 AM			3:30 - 5:26 PM	5:53 - 7:45 PM		
	602	613	618	625	628	639	
	4:48 - 6:40 AM	7:00 - 8:49 AM	9:23 - 11:20 AM	12:00 - 1:54 PM	2:23 - 4:20 PM	5:00 - 6:56 PM	
603	612					637	644
4:40 - 6:29 AM	7:03 - 8:55 AM					4:30 - 6:26 PM	6:53 - 8:45 PM
	604	615			632	643	
	5:13 - 7:05 AM	7:30 - 9:19 AM			3:53 - 5:55 PM	6:15 - 8:04 PM	
605	614	621	624	631	638	647	648
5:20 - 7:09 AM	7:43 - 9:35 AM	10:00 - 11:54 AM	12:23 - 2:20 PM	3:00 - 4:41 PM	5:29 - 7:15 PM	7:40 - 9:29 PM	9:43 - 11:55 PM
	606	617	620	627	630	641	646
	5:38 - 7:35 AM	8:00 - 9:49 AM	10:23 - 12:20 PM	1:00 - 2:54 PM	3:13 - 5:10 PM	5:30 - 7:19 PM	7:53 - 9:45 PM
607							
6:00 - 7:49 AM							
	610	619	622	629	634	645	
	6:23 - 8:15 AM	9:00 - 10:54 AM	11:23 - 1:20 PM	2:00 - 3:56 PM	4:33 - 6:25 PM	6:45 - 8:34 PM	
609	616	623	626	635			642
6:20 - 8:04 AM	8:23 - 10:15 AM	11:00 - 12:54 PM	1:23 - 3:20 PM	4:00 - 5:41 PM			6:35 - 8:15 PM

Train assignment with full survey crew available
Turns around at Opa-locka Station

The orange highlighted trips had full survey crews available, while all other trips were staffed by passenger counters. Between 4:00 am and 3:00 pm, 13 person crews (one train captain plus six door counters and six surveyors) were assigned to all trains. In addition, two platform managers were assigned; one at Mangonia Park Station and one at Hialeah Market/Miami Airport Station.

The scope of work required a minimum of 132 staff members to carry out the survey effort. 66 staff members were assigned to Mangonia Park Station and 66 staff members were assigned to Hialeah Market/Miami Airport Station. The 13 staff members from train 607 ended up at Hialeah Market/Miami Airport Station at 7:49 am and were used to make up any shortages from that end of the run.

One survey crew member from train number 612 at Mangonia Park Station was assigned to count the cars parked in Tri-Rail park-and-ride lots between Mangonia Park Station and Pompano Beach Station. Another survey crew member from train number 615 at Hialeah Market was assigned to count the cars parked in the Tri-Rail park-and-ride lots between Hialeah Market/Miami Airport Station and Cypress Creek Station.

2.2 Survey Instrument

2.2.1 Overview / Comparison to Previous Survey Results

The survey instrument was developed to be comparable to survey instruments used in both 2007 and 2008, with minor modifications to simplify the wording of questions. This survey is similar not only to previous surveys used for Tri-Rail, but it is also similar to the surveys used for previous Miami-Dade Metrorail, Metrobus and I-95 Express efforts, thus regionally vetting the survey instrument. The survey instrument was designed to obtain information in four major categories including: (1) travel pattern (origin-destination and purpose), (2) mode of station access and egress, (3) passenger demographics, and (4) customer satisfaction.

The questionnaire has eight questions regarding both the origin and the destination of the trip:

- Trip purpose from and to;
- Origin and destination address from and to;
- Mode of travel from and to; and
- Boarding and alighting station

There are five questions about the trip:

- Is this part of a round trip?
- What type of fare payment was used?
- How many months/years have you been riding Tri-Rail?
- How often do you make this trip?
- What was the size of the party (if members are unable to complete a survey)?

The remainder of the questions are about the trip maker:

- Zip code,
- Seasonal or full time resident,
- Gender,
- Race,
- Educational level,
- Driver's License,
- Income,
- Household size/people with driver's license,
- Auto ownership, and
- Car availability for trip

Customer satisfaction questions were added to the survey and passengers were asked about:

- Station Condition,
- Train Condition, and
- System Performance

Once the questionnaire was approved by SFRTA staff, it was translated into both Spanish and Creole. The Spanish version of the questionnaire was printed on the back of the English version and the Creole version was printed on a separate sheet and was distributed on an as-needed basis. The survey team also included English, Spanish and Creole speaking staff. Of the returned surveys, 472 utilized the Spanish translation (9%) and 19 were in Creole (.4%).

All surveys were identified by a unique, six digit serial number that corresponded to a particular train number. The first three digits represented the train number and ranged from 600 to 627. The last three digits were the consecutive numbers starting at 001 for each train set. The Creole questionnaires were numbered separately and consecutively. The three language survey instruments are attached as **Appendix B**.

2.2.2 Pretest

A pretest was conducted using the survey instrument.

On Friday, February 7, 2013, an HNTB staff member rode the P620 train northbound to the Metrorail Transfer Station. 15 passengers were asked to participate in the Tri-Rail Survey. Out of the 15 potential survey takers, ten agreed to complete the survey.

The survey was also tested with riders on the train southbound back to the Hialeah Market/Miami Airport Station. Out of the eight potential survey takers, only one agreed to participate due to time constraints. Out of the 11 surveys that were handed out, the majority were filled out to completion. Seven English versions and four Spanish versions were handed out. Survey takers took an average of five to seven minutes to finish the survey. No difficulties with the survey were noticed or reported.

3.0 MINIMIZATION/MITIGATION OF NON-RESPONSE BIAS

Survey instruments play a critical role in reducing non-response bias. The 2013 Tri-Rail On-Board Survey was designed to maximize response rates while minimizing non-response bias. Non-response bias can occur when observed answers differ from the general population due to differences between respondents and non-respondents.

Methods for Encouraging Response

Two methods of encouraging response to surveys were used. The first was (1) staff training and also actively (2) encouraging response and participation in the survey. A description of the strategies that were used to minimize non-response bias is included below.

1. **Staff Training**

- Staff was asked to be enthusiastic about the survey and to assist in survey distribution and collection.
- Staff was trained in filling out the survey and encouraging passengers to complete the survey in full.
- Staff was ethnically diverse with a high number of multi-language participants. Staff was made aware of three languages of the survey instrument (English, Spanish and Creole). Staff was also encouraged to help riders fill out the survey to increase response rates.
- Surveyors used red aprons so that they were easily identifiable.
- Surveyors with prior experience were assigned to be train captains on higher occupancy trains. Temporary staff that were observed to be more outgoing and ambitious were also selected as train captains.

2. **Encouraging Response**

- Train captains circulated throughout the train cars to assist the staff in improving the passenger response rate.
- The survey was advertised ahead of time via multilingual announcements at the station platforms.

- A pretest was conducted to assure that the survey was easy to use and could be completed in a short amount of time.

Survey Quality Control

To facilitate better results during the surveying, the following quality control steps were included.

- Train captains were instructed to walk through the train offering assistance to passengers completing the surveys.
- Training of temporary staff took place to help them analyze each survey and correct for incomplete or incorrect responses.
- The stationing of management staff from the Express Employment Professionals at each end of the line helped assist temporary staff and make sure that all trains were fully staffed.
- Train captains analyzed the completed surveys and discussed issues with the surveyors, offering advice on improving responses from riders.
- Platform managers analyzed completed surveys at the end of the trips as well and discussed possible reoccurring problems with the surveyors and offered methods of improving the quality of the responses.

4.0 IMPLEMENTATION

4.1 Training

On February 12, 2013, mandatory training sessions were held at the SFRTA Pompano Beach Main Office. The training session was conducted to familiarize the entire survey team with the project objectives, survey format, survey methods, and to provide hands-on instruction, informational materials and to answer questions. Participants were paid for their attendance at the survey training. All survey participants were required to ride Tri-Rail to and from the training, which was conducted by HNTB and SFRTA staff.

The training consisted of several activities. First, the approved PowerPoint Presentation (**Appendix E**) was delivered, covering the survey purpose, a description of the Tri-Rail system, and the survey effort itself. The second phase of the training involved a detailed discussion of the roles and expectations of the platform managers, train captains, door counters, and surveyors. The second phase also outlined

expectations of survey team behavior. The final part of the training included hands-on interaction with the survey instrument. All staff involved in the effort participated by both completing and assisting someone else in completing the mock survey instrument.

Survey Implementation

The survey data collection effort included both the survey and passenger door counts. At the northern and southern termini, each survey team boarded their train to begin counting passengers and distributing survey instruments. Once the two door counters assigned to each car on the train were in their places, they collected boardings and alightings at each of the train doors at each station and completed the passenger logs (**Appendix C**). This procedure continued throughout the morning until all assigned trains were surveyed.

The two surveyors assigned to each car on the train made sure that each passenger was given a survey and a pen. Surveyors were assigned to both floors of each train car. After a brief introduction and consent from each potential respondee, the surveyor immediately informed the passenger of the availability of an English, Spanish or Creole survey form. Surveys were distributed in ascending order. Once the surveys had been distributed, the surveyor circulated through the cars to assist passengers in filling out the survey. The surveyors also encouraged reluctant passengers to complete the surveys and also offered to assist passengers in doing so. The surveyors constantly observed the car for passengers completing the survey and moved to collect the completed surveys and pens. Surveyors actively engaged as many rail passengers as they could to collect as many valid surveys as possible.

The train captain was in charge of the survey staff productivity; train captains also observed the staff at all times, making sure that they were completing their assigned tasks. Once the train had completed a full trip, the train captain collected all of the surveys.

As trains completed each trip, it was the responsibility of the platform manager to determine whether a team be released or whether to stay and provide additional staffing if it was needed. They also determined which staff would come back to provide relief for some of the staff working longer shifts.

A list of meeting locations is provided in the following table below.

Table 4 – Meeting Locations at Tri-Rail Stations

Station	Address
Mangonia Park	1415 45th Street, West Palm Beach, FL 33407
Hialeah Market	1200 Southeast 11th Avenue, Hialeah, FL 33010

4.2 Data Input

All data from the count forms that were used for recording boardings and alightings for each trip was input into a Microsoft Excel spreadsheet manually. The data is available in **Appendix D**.

5.0 SURVEY RESPONSE

5.1 Overall Response

The day of the survey, a total of 15,655 passengers boarded the surveyed trains and the surveyors collected a total of 5,175 surveys.

Between the hours of 4:00 am and 3:00 pm, a total of 8,227 passenger counts were taken including 4,380 northbound and 3,847 southbound.

The overall response, or response rate, is used to determine the percentage of people that took the survey on the day of the survey.

The response rate is calculated below.

Response Rate % = **(B)** Completed Surveys / **(A)** Passenger Counts

(A) = 8,227

(B) = 5,175

(B) 5,175 / **(A)** 8,227 = **Response Rate %**

The response rate therefore is **63%.**

5.2 Passenger Counts

A total of 15,655 passengers rode Tri-Rail on the day of the survey, with 7,947 riders travelling northbound (Table 5) and 7,708 travelling southbound (Table 6). A summary of the passenger count form data is in **Appendix D**.

Table 5 – Northbound Passenger Counts by Time of Day

Station	Total Boardings	Total Alightings	AM		PM	
			Boardings	Alightings	Boardings	Alightings
Hialeah Market	847	0	358	0	489	0
Metrorail Transfer	1328	26	479	13	849	13
Opa-locka	337	28	157	8	180	20
Golden Glades	541	100	368	30	173	70
Hollywood	465	233	292	96	173	137
Sheridan Street	336	124	220	56	116	296
FLL at Dania Beach	542	307	248	149	294	158
Ft. Lauderdale	671	309	368	126	303	183
Cypress Creek	606	582	327	354	279	228
Pompano Beach	439	428	259	213	180	215
Deerfield Beach	357	507	192	228	165	279
Boca Raton	682	949	278	795	404	154
Delray Beach	267	464	184	236	83	228
Boynton Beach	337	625	267	159	70	466
Lake Worth	145	834	96	250	49	584
West Palm Beach	47	1,255	13	692	34	563
Mangonia Park	0	1,176	0	701	0	475
Total	**7,947**	**7,947**	**4,106**	**4,106**	**3,841**	**3,841**

Table 6 – Southbound Passenger Counts by Time of Day

Station	Total Boardings	Total Alightings	AM		PM	
			Boardings	Alightings	Boardings	Alightings
Mangonia Park	1,136	0	430	0	706	0
West Palm Beach	1,277	67	525	23	752	44
Lake Worth	832	203	536	45	296	158
Boynton Beach	588	303	397	78	191	225
Delray Beach	437	296	246	102	191	194
Boca Raton	961	666	212	421	749	245
Deerfield Beach	465	348	270	145	195	203
Pompano Beach	380	410	203	157	177	253
Cypress Creek	491	576	205	274	286	302
Ft. Lauderdale	334	678	173	331	161	347
FLL at Dania Beach	268	484	142	249	126	235
Sherdan Street	116	316	65	105	51	211
Hollywood	258	449	164	124	94	325
Golden Glades	87	532	52	178	35	354
Opa-Locka	46	293	29	145	17	148
Metrorail Transfer	32	1,324	18	845	14	479
Hialeah Market	0	763	0	445	0	318
Total	**7,708**	**7,708**	**3,667**	**3,667**	**4,041**	**4,041**

Table 7 – 2013 Door Count Results - Directional Splits

Total Boardings: 15,655			
Total AM Boarding: 7,773		**Total PM Boardings: 7,882**	
AM Northbound	**AM Southbound**	**PM Northbound**	**PM Southbound**
4,106	3,667	3,841	4,041
AM Directional Split		**AM Directional Split**	
53%	47%	49%	51%
Total Northbound Boardings: 7,947		Total Southbound Boardings; 7,708	
AM Northbound	**PM Northbound**	**AM Southbound**	**PM Southbound**
4,106	3,841	3,667	4,041
Northbound Split AM/PM		**Southbound Split AM/PM**	
52%	48%	46%	54%
Northbound Peak Load: 368		Southbound Peak Load:336	
Peak Load Point: Train 608 at Lake Worth		Peak Load Point: Train 633 at West Palm Beach	
Heaviest NB train: 608 with 610 passengers		Heaviest SB Train 633 with 612 passengers	

Table 7 is a summary of the information that could be derived from the door counts. The data shows that during the morning period, the majority of trips are northbound (53% versus 47%). Interestingly, the peak load point in both directions occurs between Lake Worth and West Palm Beach Stations. The train carrying the heaviest volume of passengers in the AM period is train 608, which travels northbound departing Miami (Hialeah Market Station) at 6:33 and arriving in Mangonia Park at 7:55 in the morning. Similarly, the heaviest passenger volume in the PM is train 633, which travels southbound leaving Mangonia Park at 3:30 and arriving at Hialeah Market at 5:26 in the evening.

Table 8 – 2013 Door Count Results - Stations Utilization

Heaviest AM Boardings		**Heaviest PM Boardings**	
Northbound	Southbound	Northbound	Southbound
Metrorail Transfer	West Palm Beach	Metrorail Transfer	West Palm Beach
479	525	849	752
Heaviest AM Alightings		**Heaviest PM Alightings**	
Boca Raton	Metrorail	Lake Worth	Metrorail
795	525	584	479

When Tables 8 and 9 are compared, it is interesting to note that while Boca Raton Station is the most heavily used station over the course of the day, it is only the most heavily used station for northbound AM alightings. This would indicate that the Boca Raton Station is heavily used throughout the day in

both directions. Being near each end of the corridor, West Palm Beach and Metrorail Transfer Stations are directional in their usage.

Table 9 – Stations by Rank Order

Rank #	Station	Total Boardings	% of Total Boardings
1	Boca Raton	1,643	10%
2	Metrorail Transfer	1,360	9%
3	West Palm Beach	1,324	8%
4	Mangonia Park	1,136	7%
5	Cypress Creek	1,097	7%
6	Ft. Lauderdale	1,005	6%
7	Lake Worth	977	6%
8	Boynton Beach	925	6%
9	Hialeah Market	847	5%
10	Deerfield Beach	822	5%
11	Pompano Beach	819	5%
12	FLL at Dania Beach	810	5%
13	Hollywood	723	5%
14	Delray Beach	704	4%
15	Golden Glades	628	4%
16	Sheridan Street	452	3%
17	Opa-locka	383	2%
	Total	**15,655**	**100%**

Table 9 shows the rank of stations by boardings. Boca Raton Station is ranked the highest station in the Tri-Rail system because the station is located with access to a large business center, a residential community, and near a university; this station has both trip generators as well as attractors and is busy all-day long, not just during the peak periods. The Metrorail Transfer Station, which dominated the system for years, has dropped to second place. Three of the top four "boardings" stations are in Palm Beach County.

6.0 DATA INPUT AND PROCESSING

6.1 Raw Data Input

A Microsoft Access electronic form was created from the survey instrument to compile and input the data collected from the survey into a central database. As a result of this form and accompanying data, a Microsoft Excel spreadsheet with all raw data was created. The data file was organized with rows representing separate surveys and columns organizing each question and the corresponding responses.

Comments provided by riders were also input into the database and should be considered for informational purposes by SFRTA.

6.2 Data Editing

After electronic input of the raw data into the database was complete, review of the preliminary data results were initiated and all raw data was cleaned for obvious errors. Inconsistent information, such as outliers and incomplete responses, were eliminated using logical observations.

7.0 DATA ANALYSIS

7.1 Trip Purpose and Access/Egress Modes

The following tables summarize questions that are essential to understanding the trip making patterns on Tri-Rail.

1. Q1: Origin Location
2. Q3: Access Mode
3. Q4: Boarding Location
4. Q5: Alighting Location
5. Q6: Egress Mode
6. Q8: Destination Location

Table 10 – Trip Purpose to Tri-Rail by Origin Station

Station	Work	Home	Shopping	Social/Rec	Airport	School(K-12)	College/Univ	Other	No Answer
Mangonia Park	42	256	3	9	4	8	12	17	2
West Palm Beach	57	246	2	4	6	9	11	16	6
Lake Worth	52	284	1	5	3	14	14	7	8
Boynton Beach	30	300	2	7	2	29	5	9	5
Delray Beach	30	182	0	4	1	11	6	6	4
Boca Raton	29	160	0	2	2	23	54	5	6
Deerfield Beach	30	182	2	6	1	11	5	3	3
Pompano Beach	48	170	1	3	2	5	9	7	3
Cypress Creek	38	224	3	4	1	3	11	12	5
Fort Lauderdale	57	263	4	9	17	4	12	16	6
FLL at Dania Beach	21	86	1	6	29	0	9	8	0
Sheridan Street	25	140	1	3	0	1	2	6	1
Hollywood	48	225	1	2	6	2	3	7	3
Golden Glades	33	183	1	4	2	3	7	5	4
Opa-locka	31	85	0	3	2	0	4	3	4
Metrorail Transfer	40	146	0	7	6	4	11	21	3
Hialeah Market/Miami Airport	60	168	3	2	45	3	0	9	6

The majority of trips to Tri-Rail originate from the home. There are no specifically dominating areas. Seven stations provided over 200 passengers each morning coming from home and thirteen stations provided over 150 passengers.

Table 11 – Mode of Access by Trip Purpose

Mode	Work	Home	Shopping	Social/Rec	Airport	School(K-12)	College/Univ	Other	No Answer
Walking	115	293	3	7	11	17	19	15	12
Taxi	27	81	8	9	13	0	0	13	5
School Bus	14	29	2	1	1	7	6	2	5
Metrorail	43	109	1	11	13	1	13	21	5
Bike	79	211	1	8	6	2	11	6	8
Transit Bus	123	423	6	13	8	10	68	25	14
SFRTA Shuttle Bus	52	83	2	4	71	3	13	11	7
Drove and Parked	190	1,229	7	16	15	11	35	25	21
Dropped Off	157	969	6	33	20	82	35	54	22
Other	28	102	0	4	3	5	6	9	2

The vast majority of the home-based trip uses an automobile to access Tri-Rail. 26% of all the work trips accessed Tri-Rail by transit (Metrorail, SFRTA Shuttle and Transit Bus) and 17% of all of the home-based trips accessed Tri-Rail by transit. It must be noted that there is a high percentage of bike and pedestrian

access for the home to Tri-Rail trip, even though a part of these trips are coordinated with connecting transit.

Table 12 – Mode of Access to Stations

Station	Walking	Taxi	School Bus	Metrorail	Transit Bus	SFRTA Shuttle Bus	Drove and Parked	Dropped Off	Bike	Other	No Answer	Blank	Total
Mangonia Park	32	12	5	3	28	3	158	111	20	10	7	2	391
West Palm Beach	46	9	8	5	63	8	107	110	21	10	4	2	393
Lake Worth	58	11	2	2	36	4	103	114	39	12	27	4	412
Boynton Beach	25	4	1	1	18	2	133	166	22	13	19	2	406
Delray Beach	18	3	1	2	31	5	52	103	22	4	15	0	256
Boca Raton	17	6	10	5	47	10	69	103	20	6	8	0	301
Deerfield Beach	27	9	1	3	13	3	98	68	18	9	9	1	259
Pompano Beach	27	5	6	1	51	7	70	71	23	6	5	1	273
Cypress Creek	23	8	3	3	53	21	109	65	21	8	19	2	335
Fort Lauderdale	21	15	4	5	79	31	104	92	19	11	22	2	405
FLL at Dania Beach	9	2	1	0	25	32	58	19	7	7	6	1	167
Sheridan Street	17	3	1	2	6	2	96	30	11	11	8	1	188
Hollywood	47	7	1	1	43	5	75	93	9	27	12	1	321
Golden Glades	11	7	2	2	63	8	80	56	6	5	13	0	253
Opa-locka	24	7	0	7	28	10	34	31	5	6	3	0	155
Metrorail Transfer	12	4	5	107	18	5	25	49	17	7	13	0	262
Hialeah Market/Miami Airport	22	17	1	11	15	50	111	43	15	8	16	2	311
Total	436	129	52	160	617	206	1,482	1,324	295	160	206	21	5,088

As a mode of access, the automobile dominance is even more prominent in the northern half of the corridor. Access to Tri-Rail stations by transit is fairly evenly distributed, with the Metrorail Transfer and the Fort Lauderdale Stations having the largest number of transit trips.

Table 13 – Mode of Egress by Station

Station	Walking	Taxi	School Bus	Metrorail	Transit Bus	SFRTA Shuttle Bus	Drove and Parked	Dropped Off	Bike	Other	No Answer	Blank	Total
Mangonia Park	20	9	97	0	36	5	52	85	12	21	25	2	364
West Palm Beach	174	20	5	1	62	6	49	77	17	21	38	3	473
Lake Worth	36	5	16	2	28	21	19	30	17	4	8	2	188
Boynton Beach	40	4	8	2	28	3	19	30	11	2	11	0	158
Delray Beach	41	8	1	1	47	15	16	38	17	10	6	1	201
Boca Raton	107	3	27	6	281	243	48	72	51	17	30	1	886
Deerfield Beach	74	3	1	0	17	32	25	31	18	0	5	1	207
Pompano Beach	44	4	4	4	48	20	23	34	23	2	12	3	221
Cypress Creek	110	2	5	2	37	116	34	78	27	9	12	1	433
Fort Lauderdale	32	7	5	5	99	110	26	42	16	8	15	3	368
FLL at Dania Beach	17	1	3	2	34	58	25	18	8	6	3	1	176
Sheridan Street	18	1	0	0	20	16	10	22	4	3	2	0	96
Hollywood	34	4	1	8	28	6	20	24	17	3	6	1	152
Golden Glades	8	6	1	2	45	2	19	27	6	3	3	2	124
Opa-locka	14	2	1	2	42	9	7	18	5	1	2	2	105
Metrorail Transfer	48	3	2	241	26	6	24	29	15	21	11	4	430
Hialeah Market/Miami Airport	30	10	1	20	46	102	68	29	11	8	14	0	339
Total	847	92	178	298	924	770	484	684	275	139	203	27	4,921

The three stations with the highest number of walk egress modes are all relatively high density areas and include West Palm Beach, Cypress Creek and Boca Raton. Note that Boca Raton and Cypress Creek are not historic downtowns, but are suburban centers where the Tri-Rail station is in the center of the development. The termini stations of Mangonia Park and Hialeah Market/Miami Airport have the highest number of 'Parked Car' as a mode of egress from Tri-Rail. Boca Raton clearly has the highest number of passengers using transit to leave the Tri-Rail station. The SFRTA shuttles are the most effective at distributing trips from Boca Raton, Cypress Creek, Fort Lauderdale and Hialeah Market/Miami Airport Stations.

Table 14 – Trip Purpose from Tri-Rail by Station

Station	Work	Home	Shopping	Social/Rec	Airport	School(K-12)	College/Univ	Other	No Answer
Mangonia Park	118	74	3	9	1	112	8	21	9
West Palm Beach	177	86	1	8	4	117	14	27	15
Lake Worth	59	46	1	1	1	39	10	12	10
Boynton Beach	71	39	3	9	0	16	1	6	6
Delray Beach	113	37	1	7	0	10	3	9	11
Boca Raton	424	102	3	4	0	34	233	15	25
Deerfield Beach	134	36	0	4	0	5	2	11	5
Pompano Beach	135	41	1	8	1	3	5	12	9
Cypress Creek	302	60	3	3	0	5	9	15	18
Fort Lauderdale	184	73	7	9	19	8	29	15	12
FLL at Dania Beach	79	26	0	0	34	3	19	1	8
Sheridan Street	60	14	0	4	1	0	2	7	3
Hollywood	76	30	3	3	4	3	6	8	8
Golden Glades	52	38	3	2	1	7	5	3	3
Opa-locka	40	23	1	2	1	1	23	2	4
Metrorail Transfer	212	64	10	19	6	3	38	41	21
Hialeah Market/Miami Airport	151	43	4	13	83	1	7	15	8

50% of all Tri-Rail trips terminate at work locations. Boca Raton, Cypress Creek, Metrorail Transfer and West Palm Beach stations dominate the work destinations. There are a large number of trips that terminate at the Boca Raton Station that are bound for the college/university. The college/university trip is recommended to be focused on for future planning efforts.

Table 15 – Mode of Egress by Trip Purpose

Mode	Work	Home	Shopping	Social/Rec	Airport	School(K-12)	College/Univ	Other	No Answer
Walking	516	142	9	16	18	118	22	26	45
Taxi	33	30	4	11	9	3	0	8	8
School Bus	17	25	0	1	0	115	16	1	11
Metrorail	179	51	12	20	8	2	34	27	13
Bike	210	41	2	9	3	6	17	9	12
Transit Bus	434	196	10	12	26	33	224	31	39
SFRTA Shuttle Bus	509	98	1	5	82	9	74	17	31
Parked Car	287	145	2	5	12	16	20	14	21
Picked Up	305	175	14	37	11	54	23	73	39
Other	87	13	0	4	9	7	5	15	8

Walking and the SFRTA shuttle are the dominant modes of egress for the work trip from the Tri-Rail stations. The various county transit buses place an important role in distributing trips from Tri-Rail.

7.2 Origin/Destination Methodology

In order to forecast daily origins and destinations between station pairs, two known pieces of data were used. The daily door counts represent 100% of the total number of boardings and alightings at each station. Of the 5,175 surveys returned, there were 4,324 surveys with usable station pairs or 83% of all the surveys. Tables 16 and 17 show the origin-destination pairs for all of the returned surveys, with Table 16 representing the survey data for southbound origin-destination pairs and Table 17 representing the northbound origin-destination pairs. Surveys were taken from 4:00 am to 3:00 pm and represent the entire AM period and a small percentage of the PM period.

The next step in projecting the pairs was to populate the PM portions of the tables. The assumption for trip tables is that the PM is the mirror image of the AM table. Therefore, Table 18 would show the Southbound AM trips and Northbound PM trips and likewise Table 19 would show the Northbound AM and the Southbound PM trips. The raw survey data was used to populate the empty cells – for example the trips made between Mangonia Park and West Palm Beach (Southbound) in the AM would be reversed in the PM between West Palm Beach to Mangonia Park, so that Column 1 in each case is the mirror of Row 1 all of the way across both tables.

The next step in the methodology was to grow the all-day origin-destination raw data to represent an estimation of the total all-day origin-destination pairs. The door counts by direction for both the AM and PM were used for the control totals for the projected origin-destination pairs. The rows and columns were added for each origin-destination pair and compared to the boardings and alightings for the stations; a factor was developed to grow the survey data and to match the actual door counts. The door counts were used to control the number of trips originating or ending at any one station, and the surveys were used to distribute the pairing between the stations. The following tables show how the growth factors were developed for both AM and PM station boardings and alightings.

Table 16 – Development of Expansion Factors (Southbound)

Station	Southbound AM			Southbound PM		
	Boardings	Station O/D	Factor	Alightings	Station O/D	Factor
Mangonia Park	451	322	1.40	0	0	
West Palm Beach	549	334	1.69	44	4	
Lake Worth	555	314	1.85	152	56	2.71
Boynton Beach	413	262	1.66	220	123	1.78
Delray Beach	267	158	1.92	190	96	1.98
Boca Raton	232	192	1.98	236	139	1.70
Deerfield Beach	281	132	2.38	196	96	1.70
Pompano Beach	212	107	2.41	233	136	1.71
Cypress Creek	213	142	1.92	296	172	1.72
Ft. Lauderdale	184	135	1.70	330	225	1.46
FLL at Dania Beach	151	71	2.96	225	94	2.39
Sheridan Street	67	39	1.86	202	133	1.52
Hollywood	171	92	2.08	310	193	1.60
Golden Glades	52	26	3.46	339	218	1.55
Opa-locka	29	13	5.80	147	113	1.30
Metrorail Transfer	20	24		442	193	2.29
Miami Airport	0	23		299	269	1.11

Table 17 – Development of Expansion Factors (Northbound)

Station	Northbound AM			Northbound PM		
	Boardings	Station O/D	Factor	Alightings	Station O/D	Factor
Miami Airport	399	269	1.48	0	23	
Metrorail Transfer	542	193	2.81	12	24	0.50
Opa-locka	163	113	1.44	18	13	1.38
Golden Glades	379	218	1.74	67	26	2.57
Hollywood	301	193	1.56	132	92	1.43
Sheridan Street	226	133	1.70	66	39	1.69
FLL at Dania Beach	272	94	2.89	147	71	2.10
Ft. Lauderdale	378	225	1.68	170	135	1.26
Cypress Creek	347	172	2.02	212	142	1.49
Pompano Beach	274	136	2.01	198	107	1.85
Deerfield Beach	205	96	2.13	267	132	2.02
Boca Raton	299	139	2.15	133	197	0.67
Delray Beach	192	96	2.00	213	158	1.34
Boynton Beach	275	123	2.83	451	262	1.72
Lake Worth	111	56	1.98	553	314	1.76
West Palm Beach	17	4	4.25	503	334	1.50
Mangonia Park	0	0		425	322	1.31

Table 18 – Origin-Destination Pairs (Southbound AM)

ORIGIN STATION \ DESTINATION STATION (SOUTHBOUND AM)	Mangonia Park	West Palm Beach	Lake Worth	Boynton Beach	Delray Beach	Boca Raton	Deerfield Beach	Pompano Beach	Cypress Creek	Ft. Lauderdale	FLL at Dania Beach	Sheridan Street	Hollywood	Golden Glades	Opa-Locka	Metrorail Transfer	Hialeah Market
Mangonia Park		10	14	14	19	75	14	19	31	27	20	3	10	11	8	24	23
West Palm Beach			15	16	15	88	13	14	28	29	19	9	13	9	7	25	24
Lake Worth				9	18	74	14	21	31	34	15	7	10	12	7	31	17
Boynton Beach					4	51	17	13	38	37	21	10	7	3	6	30	11
Delray Beach						10	9	8	25	26	9	5	7	7	6	15	12
Boca Raton							2	6	9	29	14	4	10	11	1	18	13
Deerfield Beach								1	7	17	14	7	7	7	6	32	20
Pompano Beach									6	9	12	8	3	7	3	18	22
Cypress Creek										7	6	4	3	8	9	51	23
Ft. Lauderdale											0	2	6	11	18	48	23
FLL at Dania Beach												1	4	4	4	15	23
Sheridan Street													1	1	4	16	14
Hollywood														5	4	38	35
Golden Glades															1	8	6
Opa-Locka																2	3
Metrorail Transfer																	0
Hialeah Market																	

Table 19 – Origin-Destination Pairs (Northbound AM)

ORIGIN STATION \ DESTINATION STATION	Mangonia Park	West Palm Beach	Lake Worth	Boynton Beach	Delray Beach	Boca Raton	Deerfield Beach	Pompano Beach	Cypress Creek	Ft. Lauderdale	FLL at Dania Beach	Sheridan Street	Hollywood	Golden Glades	Opa-Locka	Metrorail Transfer	Hialeah Market
Mangonia Park																	
West Palm Beach	4																
Lake Worth	33	23															
Boynton Beach	58	58	7														
Delray Beach	37	42	12	5													
Boca Raton	44	63	22	8	2												
Deerfield Beach	22	37	15	5	6	11											
Pompano Beach	19	26	20	10	18	41	2										
Cypress Creek	22	25	14	11	13	73	12	2									
Ft. Lauderdale	26	26	8	19	15	98	17	7	9								
FLL at Dania Beach	6	9	7	4	5	35	9	6	13	0							
Sheridan Street	10	10	3	5	8	59	12	6	19	1	0						
Hollywood	13	21	7	8	12	64	16	13	31	7	0	1					
Golden Glades	11	16	6	3	9	57	16	27	39	21	5	2	6				
Opa-Locka	3	6	1	3	7	21	4	15	26	13	3	3	5	3			
Metrorail Transfer	10	6	7	6	6	22	7	25	39	26	13	8	15	2	1		
Hialeah Market	19	34	9	8	19	26	19	15	49	23	16	7	15	6	2	2	

NORTHBOUND AM

Table 20 – Origin-Destination Pairs (Southbound AM and Northbound PM trips)

ORIGIN STATION	DESTINATION STATION																
	Mangonia Park	West Palm Beach	Lake Worth	Boynton Beach	Delray Beach	Boca Raton	Deerfield Beach	Pompano Beach	Cypress Creek	Ft. Lauderdale	FLL at Dania Beach	Sheridan Street	Hollywood	Golden Glades	Opa-Locka	Metrorail Transfer	Hialeah Market
Mangonia Park		14	20	20	27	105	20	27	43	38	28	4	14	15	11	34	32
West Palm Beach	15		25	27	25	149	22	24	47	49	32	15	22	15	12	42	41
Lake Worth	20	26		17	33	137	26	39	57	63	28	13	19	22	13	57	31
Boynton Beach	20	27	17		7	85	28	22	63	61	35	17	12	5	10	50	18
Delray Beach	28	26	35	7		19	17	15	48	50	17	10	13	13	12	29	23
Boca Raton	110	152	143	96	16		4	12	18	57	28	8	20	22	2	36	26
Deerfield Beach	20	22	27	32	14	3		2	17	40	33	17	17	17	14	76	48
Pompano Beach	28	24	41	24	13	8	2		14	22	29	19	7	17	7	43	53
Cypress Creek	45	48	60	71	40	12	16	14		13	12	8	6	15	17	98	44
Ft. Lauderdale	39	50	66	69	41	38	40	22	14		0	3	10	19	31	82	39
FLL at Dania Beach	29	33	29	39	14	18	32	29	12	1		3	12	12	12	44	68
Sheridan Street	4	15	13	19	8	5	16	19	8	3	3		2	2	7	30	26
Hollywood	15	22	19	13	11	13	16	7	6	10	12	2		10	8	79	73
Golden Glades	16	15	23	56	11	14	16	17	16	18	12	2	8		3	28	21
Opa-Locka	12	12	13	11	9	1	14	7	18	30	12	7	8	5		12	17
Metrorail Transfer	35	43	60	56	24	23	75	43	104	81	45	29	63	37	8		20
Hialeah Market	34	41	33	20	19	17	47	53	47	39	69	25	58	28	12	12	

NORTHBOUND PM

SOUTHBOUND AM

Table 21 – Origin-Destination Pairs (Northbound AM and Southbound PM trips)

ORIGIN STATION	DESTINATION STATION																
	Mangonia Park	West Palm Beach	Lake Worth	Boynton Beach	Delray Beach	Boca Raton	Deerfield Beach	Pompano Beach	Cypress Creek	Ft. Lauderdale	FLL at Dania Beach	Sheridan Street	Hollywood	Golden Glades	Opa-Locka	Metrorail Transfer	Hialeah Market
Mangonia Park		44	92	106	75	77	46	34	38	40	10	11	21	14	4	25	22
West Palm Beach	17		64	106	85	111	77	47	44	40	16	11	33	21	8	15	40
Lake Worth	65	46		13	24	38	31	36	24	12	12	3	11	8	1	17	11
Boynton Beach	129	129	16		10	14	10	18	19	29	7	5	13	4	4	15	9
Delray Beach	74	84	24	10		3	13	32	22	23	9	9	19	12	9	15	22
Boca Raton	95	135	47	17	4		23	74	128	151	61	65	102	74	27	54	31
Deerfield Beach	47	79	32	11	13	23		4	21	26	16	13	25	21	5	17	22
Pompano Beach	38	52	40	20	36	82	4		3	11	10	7	21	35	19	62	18
Cypress Creek	44	51	28	22	26	147	24	4		14	23	21	51	51	34	96	58
Ft. Lauderdale	44	44	13	32	25	165	29	12	15		0	1	11	27	17	64	27
FLL at Dania Beach	17	26	20	12	14	101	26	17	38	0		0	1	10	4	32	19
Sheridan Street	17	17	5	9	14	100	20	10	32	2	0		2	2	4	20	9
Hollywood	20	33	11	12	19	100	25	20	48	11	0	2		8	6	37	18
Golden Glades	19	28	10	5	16	99	28	47	68	37	9	3	10		4	5	7
Opa-Locka	4	9	1	4	10	30	6	22	37	19	4	4	7	4		2	2
Metrorail Transfer	28	17	20	17	17	62	20	70	110	73	37	22	42	6	3		2
Hialeah Market	28	50	13	12	28	38	28	22	73	34	24	10	22	9	3	3	

NORTHBOUND AM

SOUTHBOUND PM

Table 22 – Origin-Destination Pairs (Combined)

ORIGIN STATION	DESTINATION STATION																
	Mangonia Park	West Palm Beach	Lake Worth	Boynton Beach	Delray Beach	Boca Raton	Deerfield Beach	Pompano Beach	Cypress Creek	Ft. Lauderdale	FLL at Dania Beach	Sheridan Street	Hollywood	Golden Glades	Opa-Locka	Metrorail Transfer	Hialeah Market
Mangonia Park		58	112	126	102	182	66	61	81	78	38	15	35	29	15	59	54
West Palm Beach	32		89	133	110	260	99	71	91	89	48	26	55	36	20	57	81
Lake Worth	85	72		30	57	175	57	75	81	75	40	16	30	30	14	74	42
Boynton Beach	149	156	33		17	99	38	40	82	90	42	22	25	9	14	65	27
Delray Beach	102	110	59	17		22	30	47	70	73	26	19	32	25	21	44	45
Boca Raton	205	287	190	113	20		27	86	146	208	89	73	122	96	29	90	57
Deerfield Beach	67	101	59	43	27	26		6	38	66	49	30	42	38	19	93	70
Pompano Beach	66	76	81	44	49	90	6		17	33	39	26	28	52	26	105	71
Cypress Creek	89	99	88	93	66	159	40	18		27	35	29	57	66	51	194	102
Ft. Lauderdale	83	94	79	101	66	203	69	34	29		0	4	21	46	48	146	66
FLL at Dania Beach	46	59	49	51	28	119	58	46	50	1		3	13	22	16	76	87
Sheridan Street	21	32	18	28	22	105	36	29	40	5	3		4	4	11	50	35
Hollywood	35	55	30	25	30	113	41	27	54	21	12	4		18	14	116	91
Golden Glades	35	43	33	61	27	113	44	64	84	55	21	5	18		7	33	28
Opa-Locka	16	21	14	15	19	31	20	29	55	49	16	11	15	9		14	19
Metrorail Transfer	63	60	80	73	41	85	95	113	214	154	82	51	105	43	11		22
Hialeah Market	62	91	46	32	47	55	75	75	120	73	93	35	80	37	15	15	
TOTAL NORTHBOUND																	

TOTAL SOUTHBOUND

The expansion factors were then multiplied by the raw origin-destination pairs in Table 16 and 17 above to produce the directional origin and destination pairs shown in Tables 18 and 19, which were finally merged to produce one origin-destination table (Table 22). It shows that the top three origin-destination pairs are Metrorail Transfer to Cypress Creek, Ft. Lauderdale to Boca Raton and West Palm Beach to Boca Raton.

7.3 Origin/Destination Results

The survey instrument allowed the passengers to respond to the origin/destination question in three different manners:

1. To provide an exact address and intersection location
2. To identify a city of origin/destination, or
3. To provide a zip code of origin/destination

In order to maximize the amount of usable data, all three responses were utilized and provided in the following graphics. Each data source is presented first in a three county regional map, then provided on an individual county map, and finally provided separately for origins and destinations.

Question 14 of the survey asked Tri-Rail riders 'I live in zip code'. This question was used to produce an additional map of origins.

Figure 2: Address/Intersection Origin for Tri-County Area

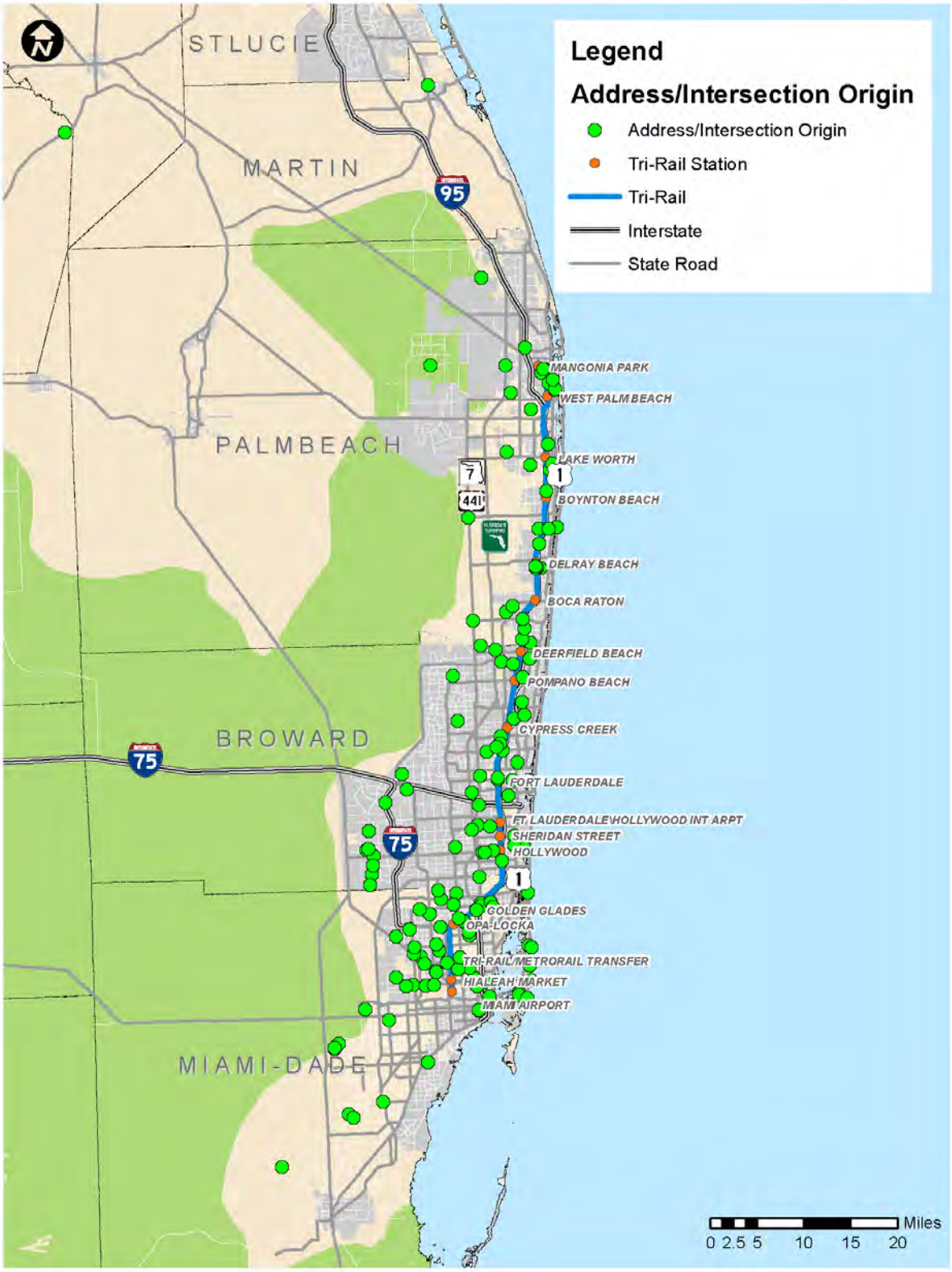


Figure 3: Address/Intersection Origin for Miami-Dade County

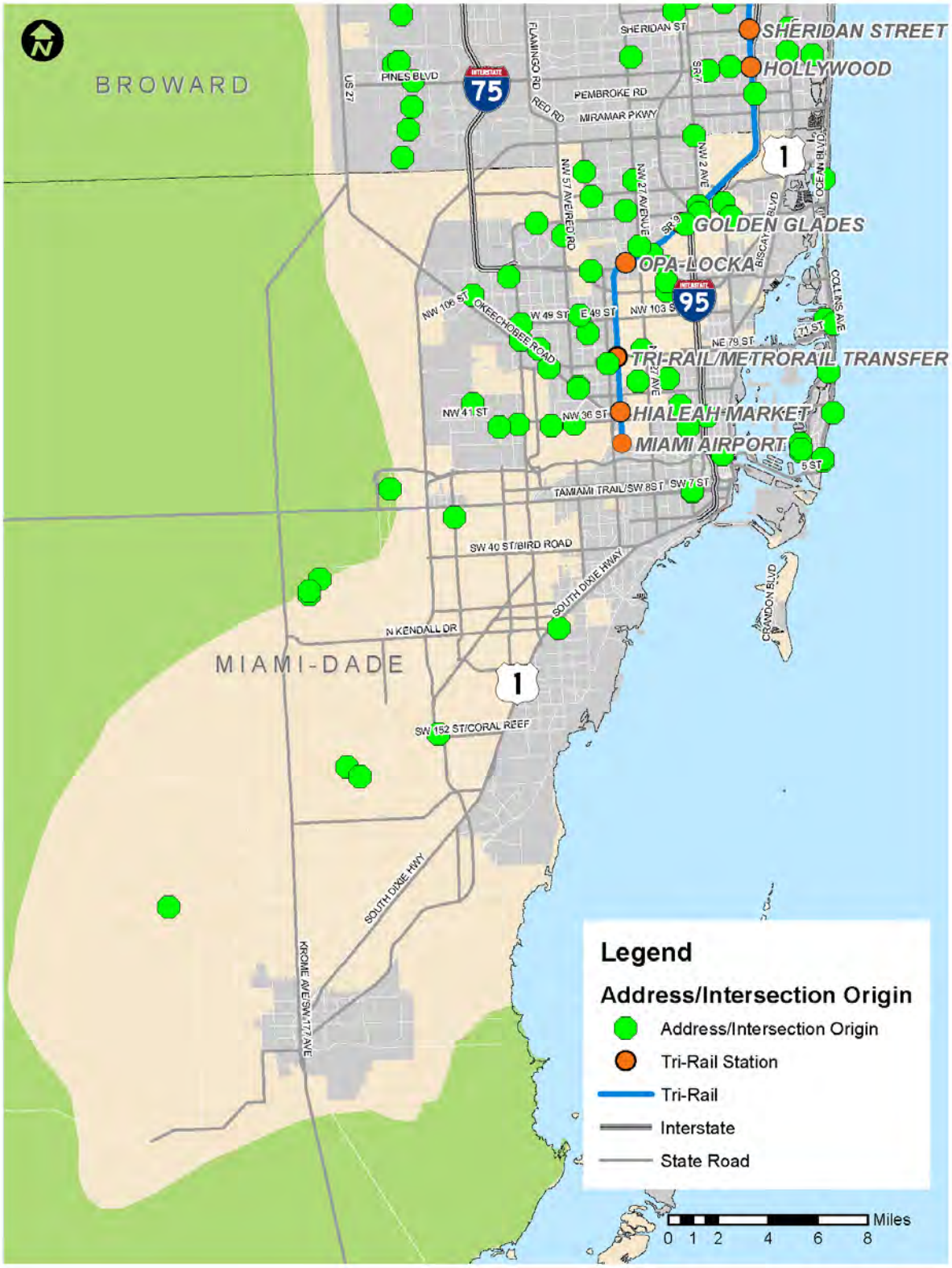


Figure 4: Address/Intersection Origin for Broward County

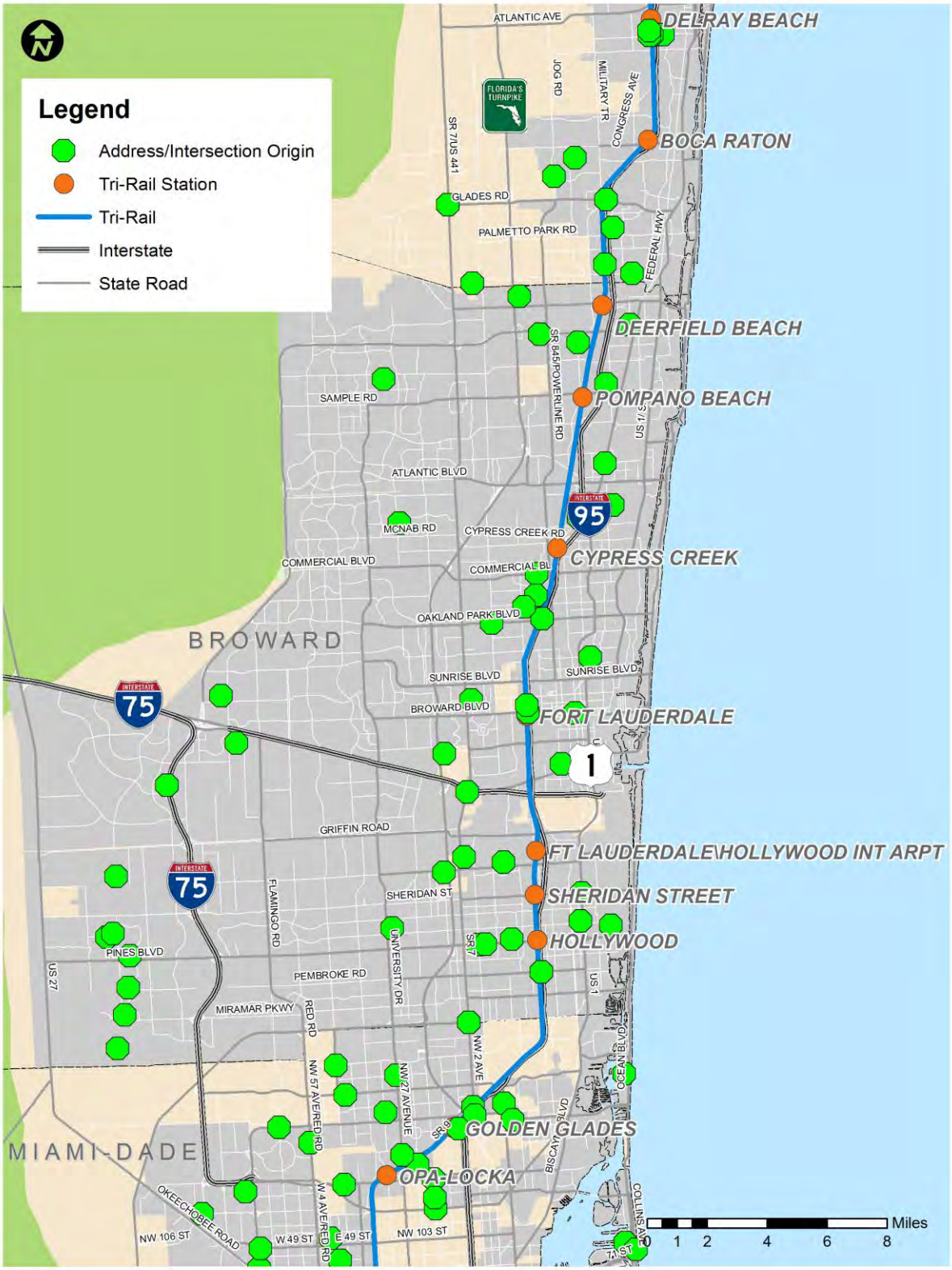


Figure 5: Address/Intersection Origin for Palm Beach County

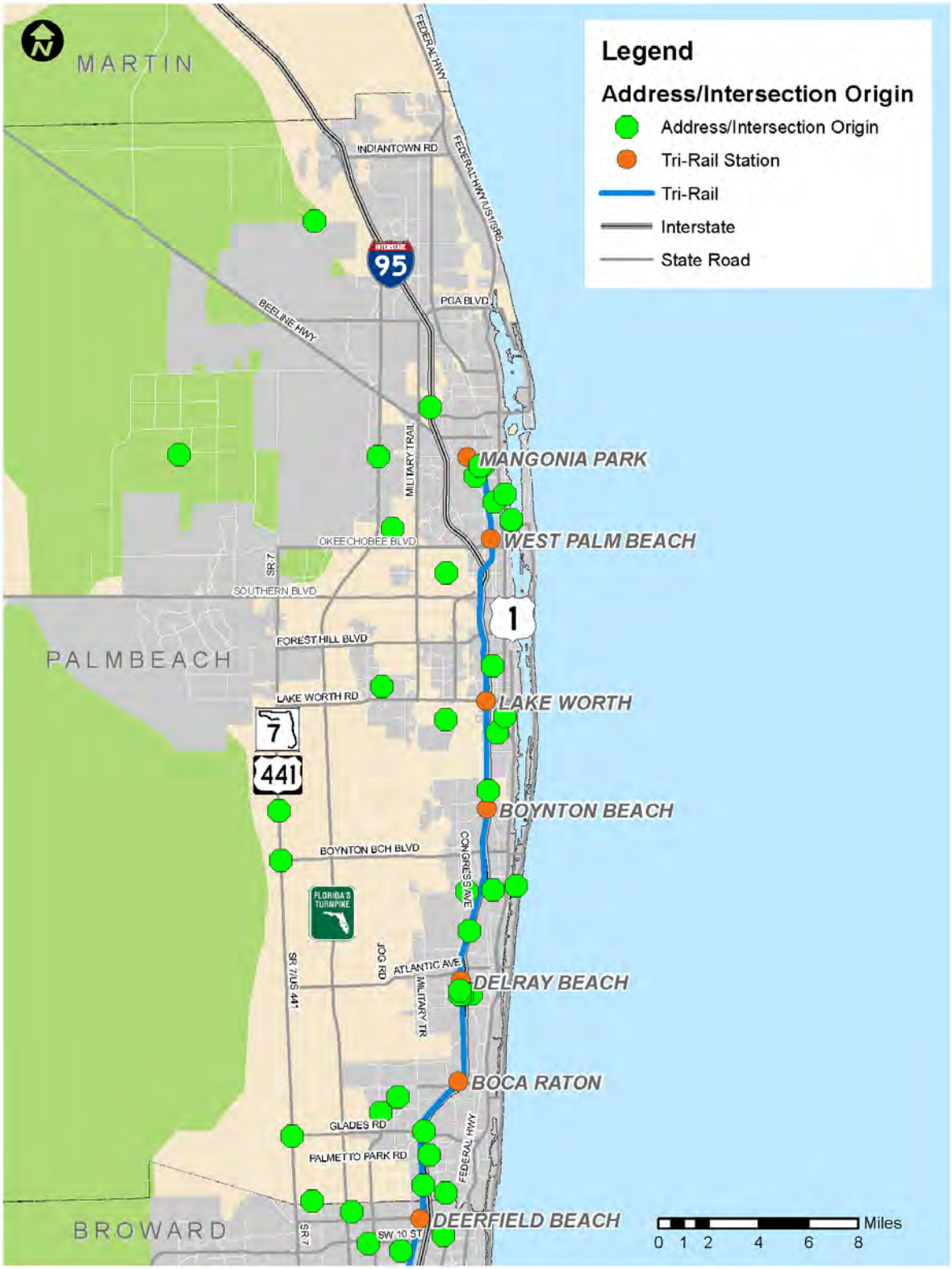


Figure 6: Address/Intersection Destination for Tri-County Area

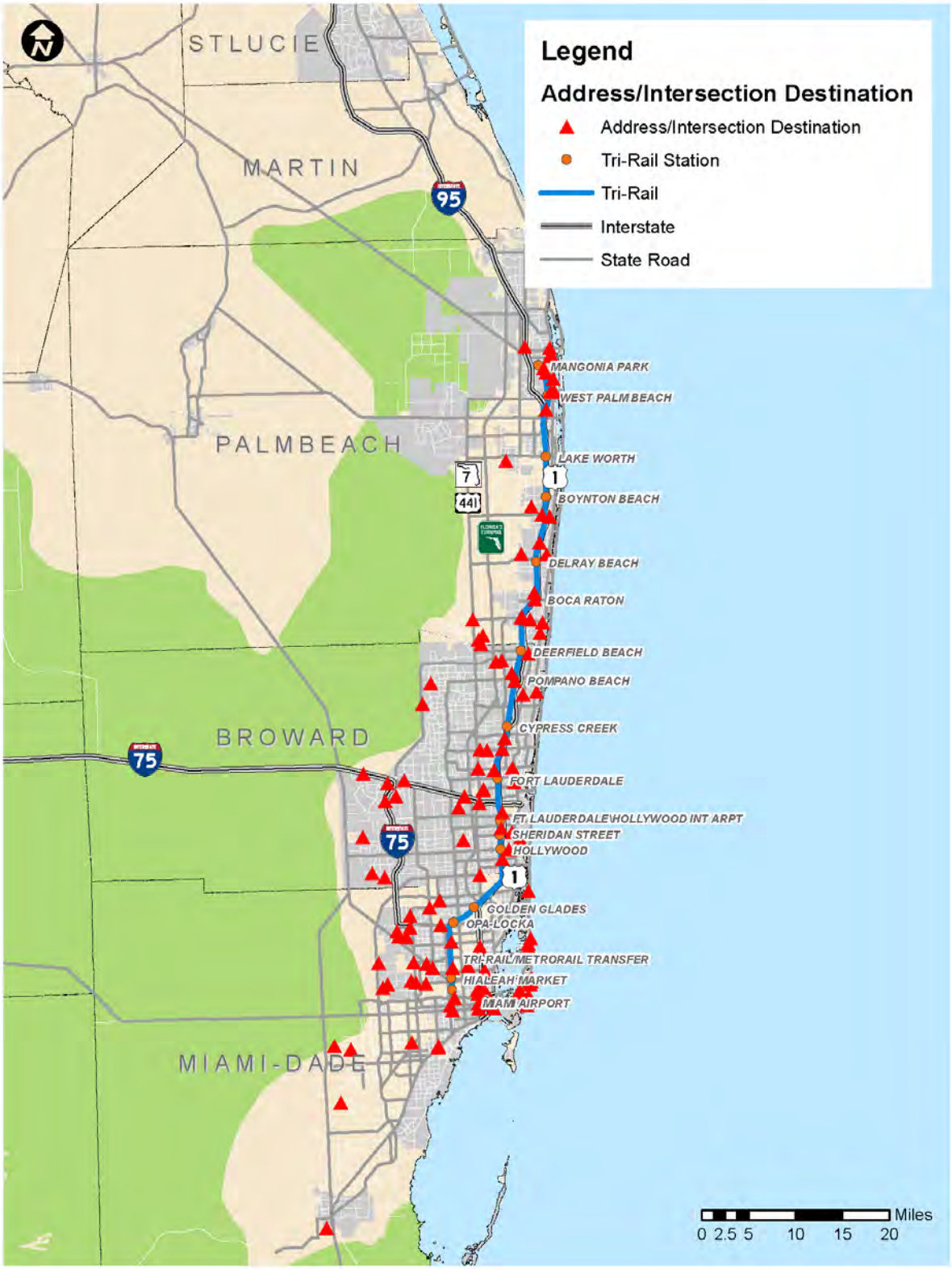


Figure 7: Address/Intersection Destination for Miami-Dade County

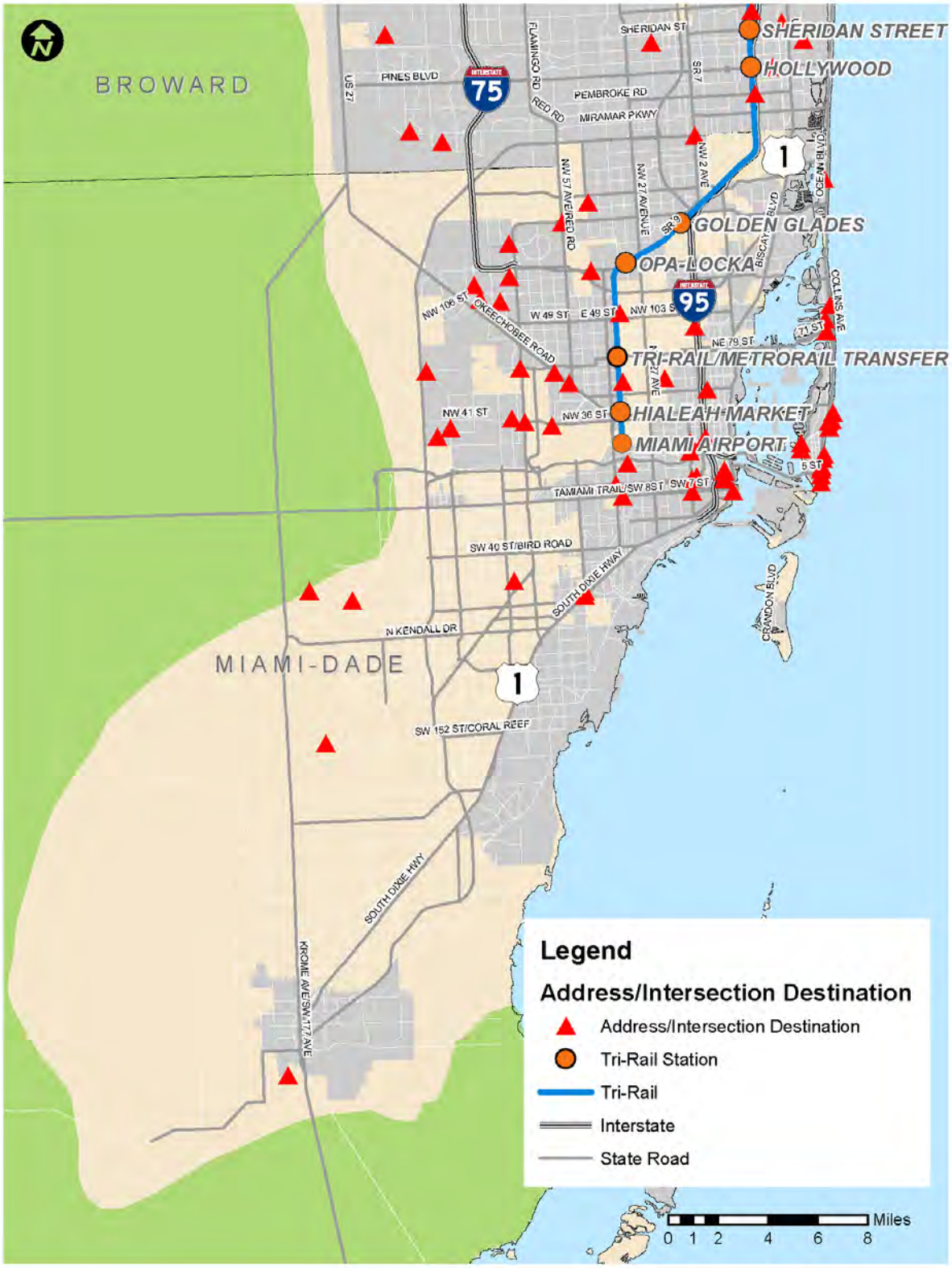


Figure 8: Address/Intersection Destination for Broward County

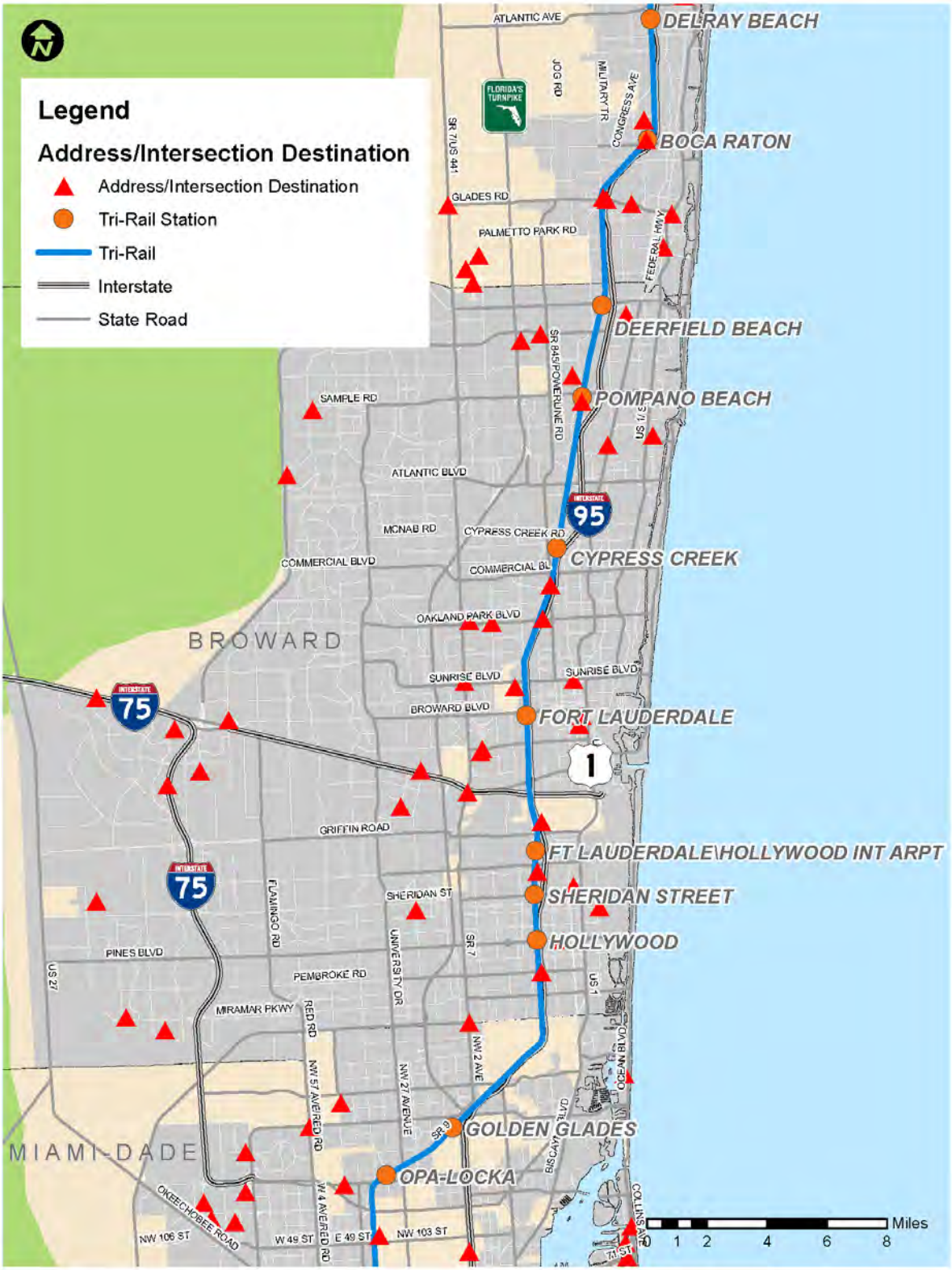


Figure 9: Address/Intersection Destination for Palm Beach County

Figure 10: City of Origin for Tri-County Area

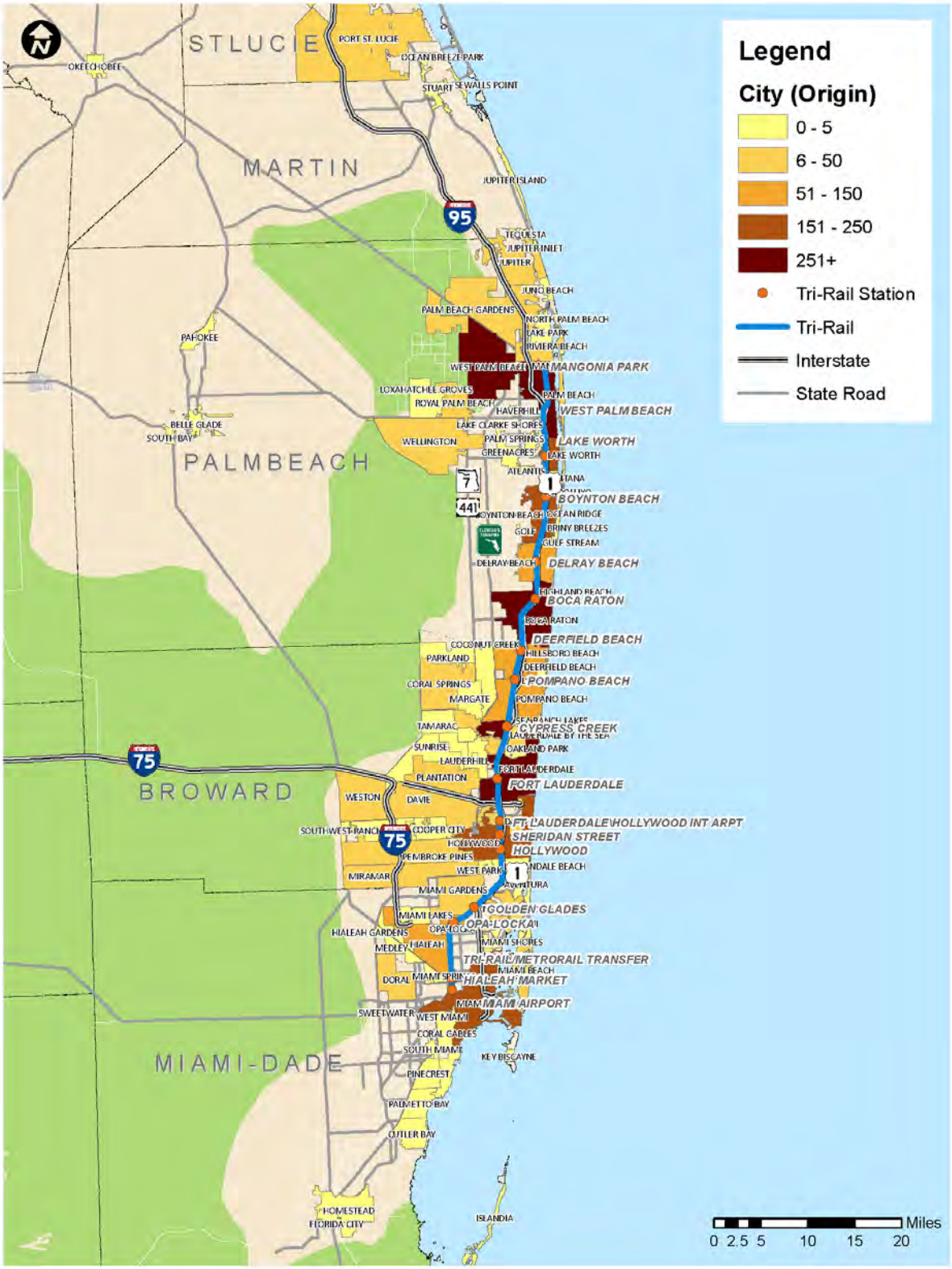


Figure 11: City of Origin for Miami-Dade County

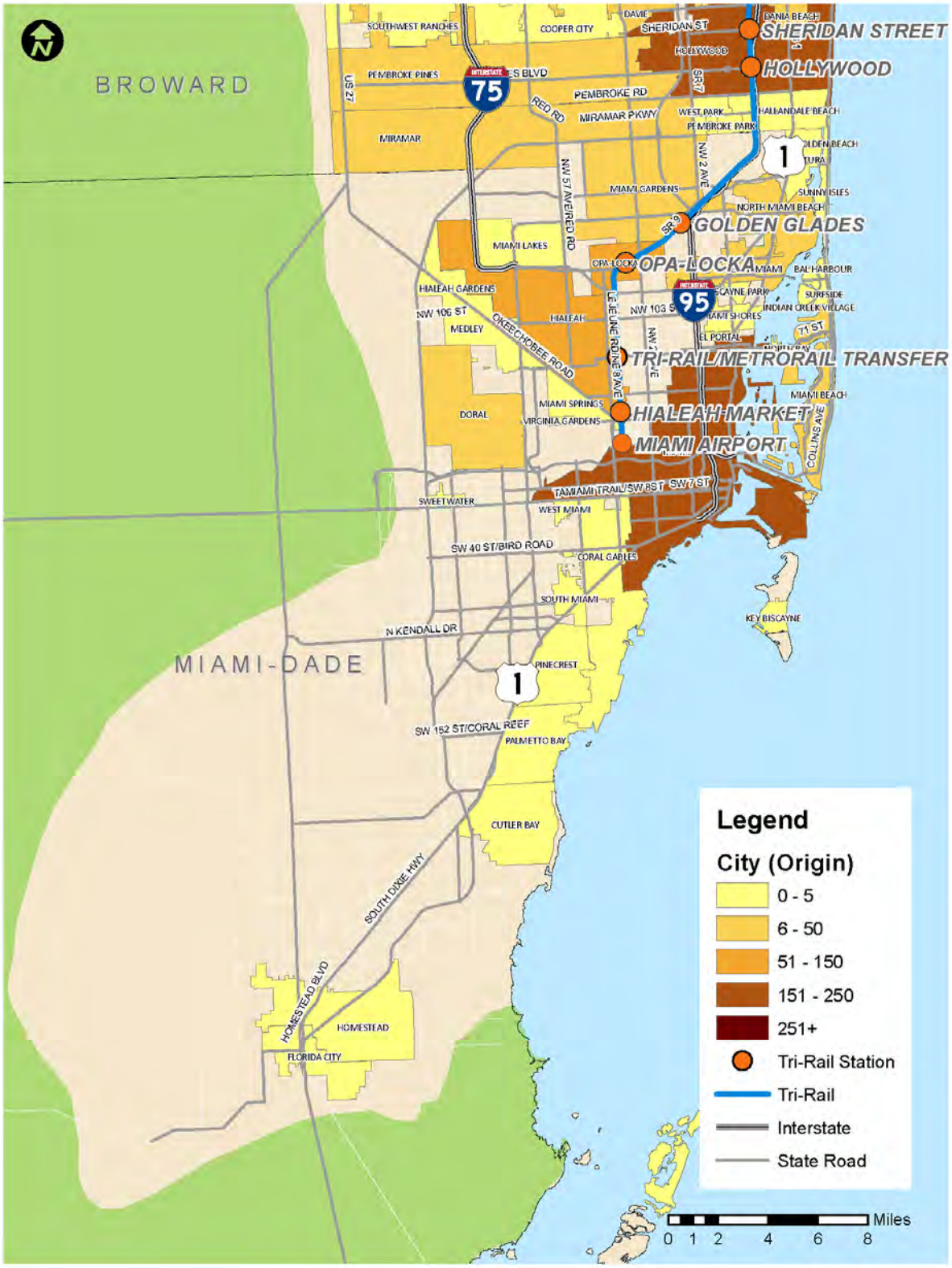


Figure 12: City of Origin for Broward County

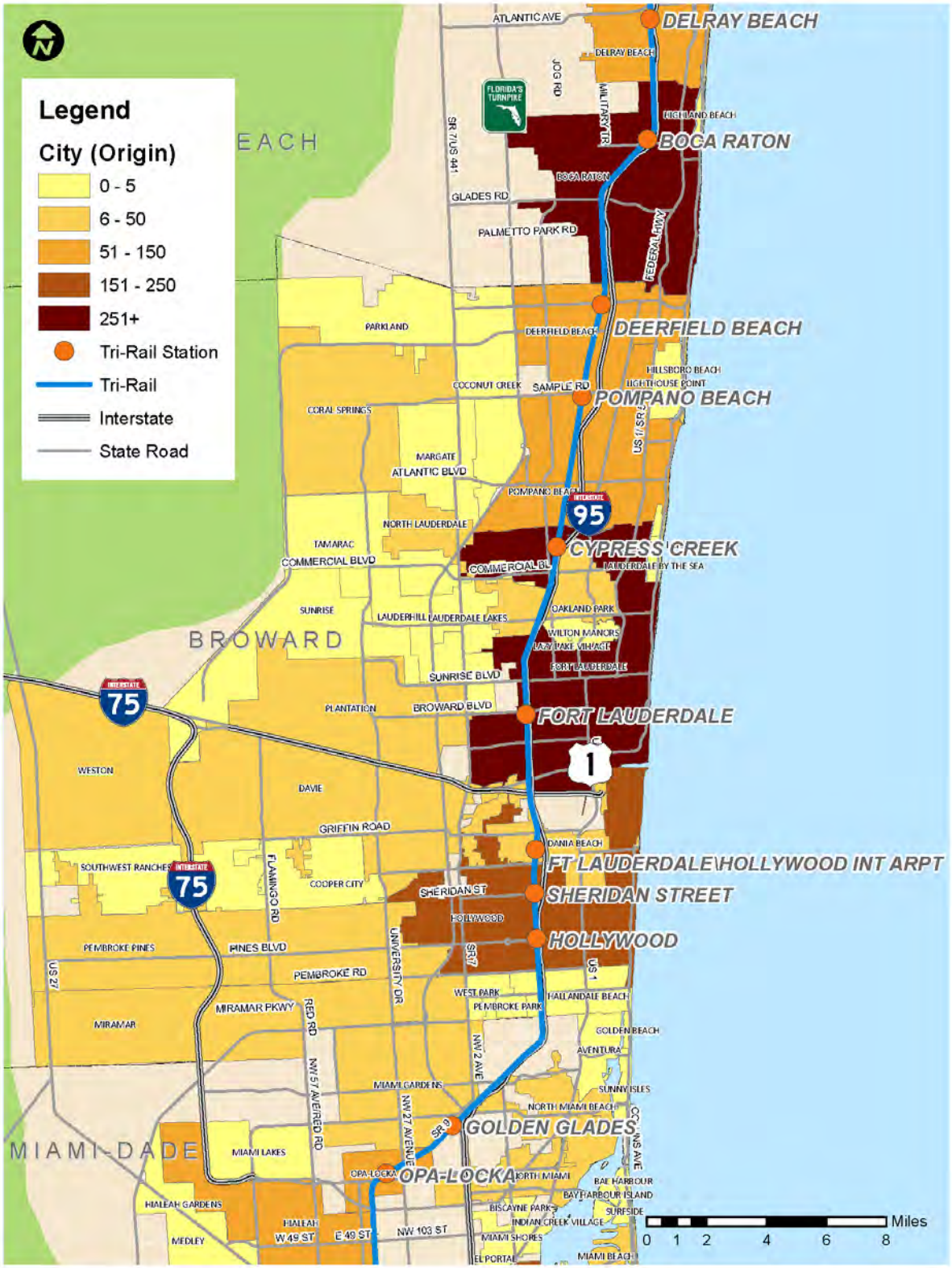


Figure 13: City of Origin for Palm Beach County

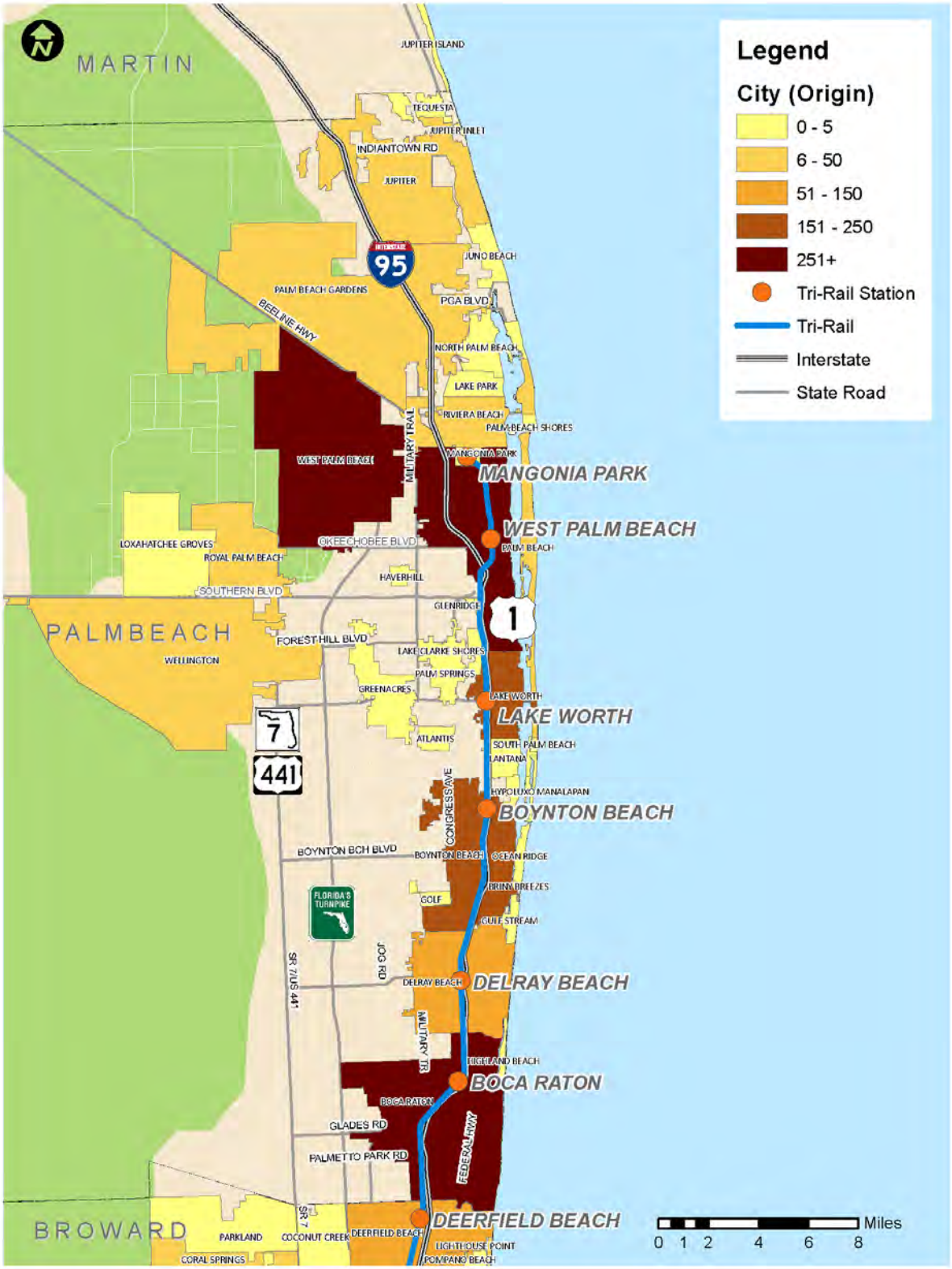


Figure 14: City of Destination for Tri-County Area

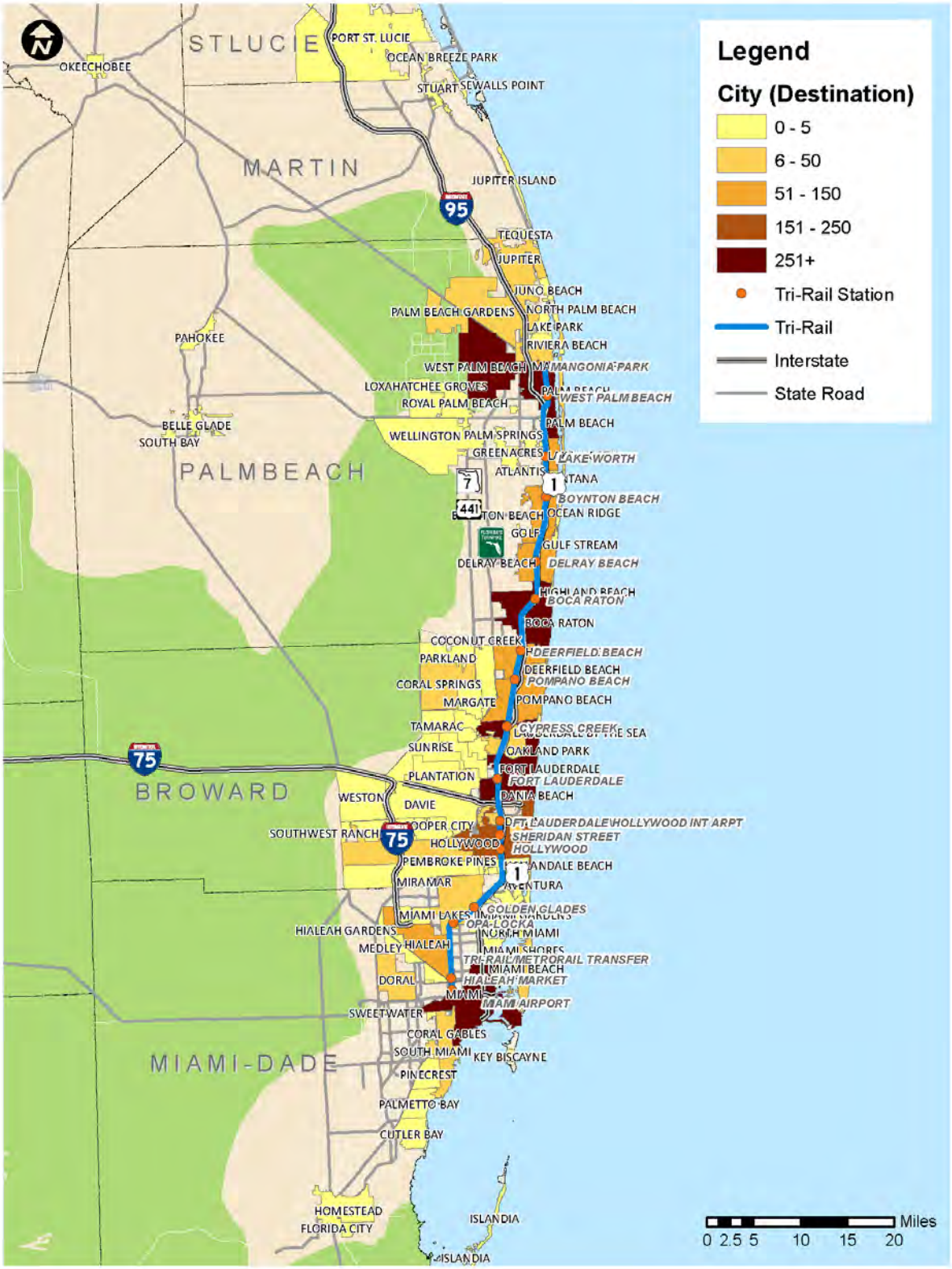


Figure 15: City of Destination for Miami-Dade County

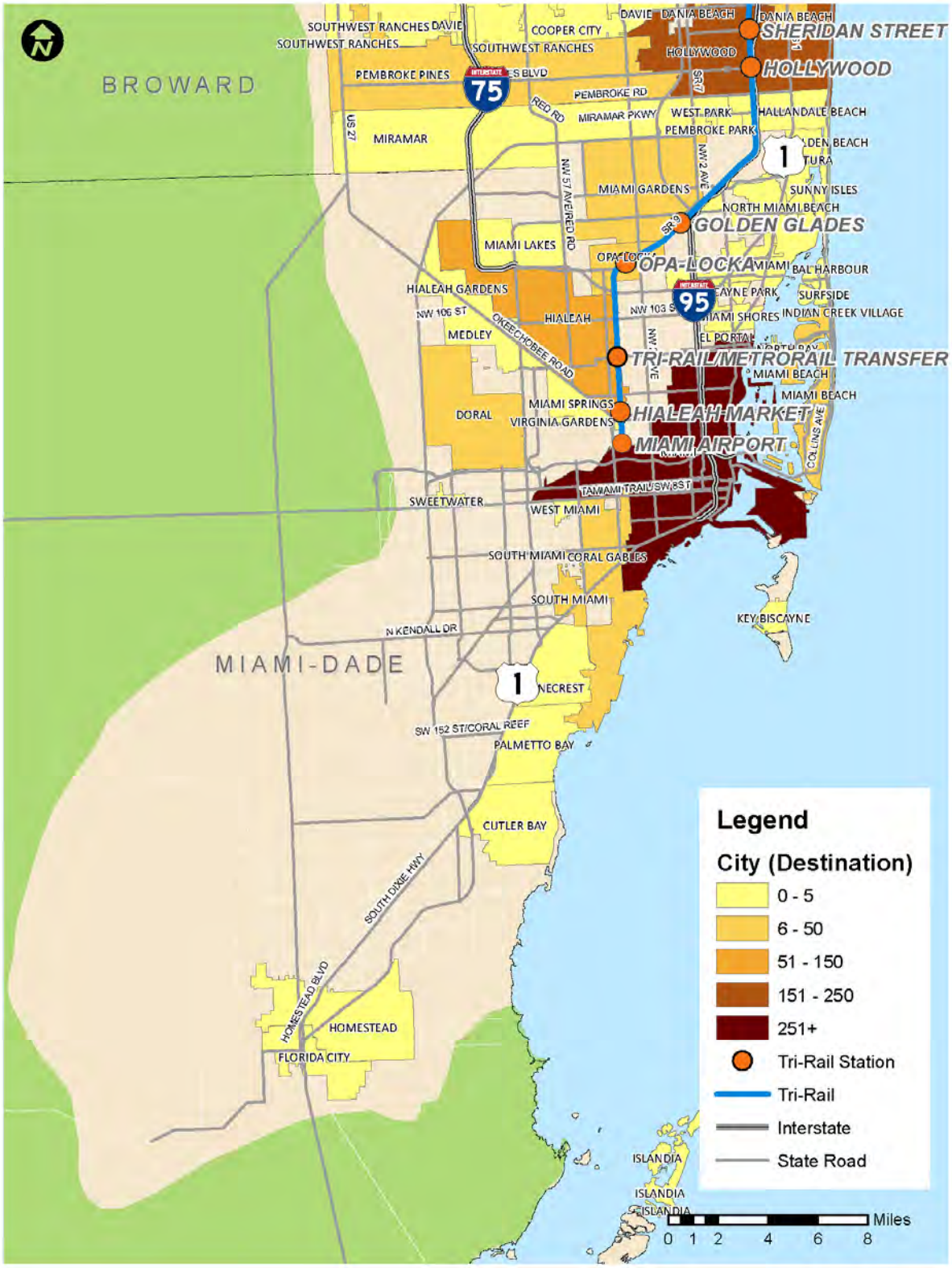


Figure 16: City of Destination for Broward County

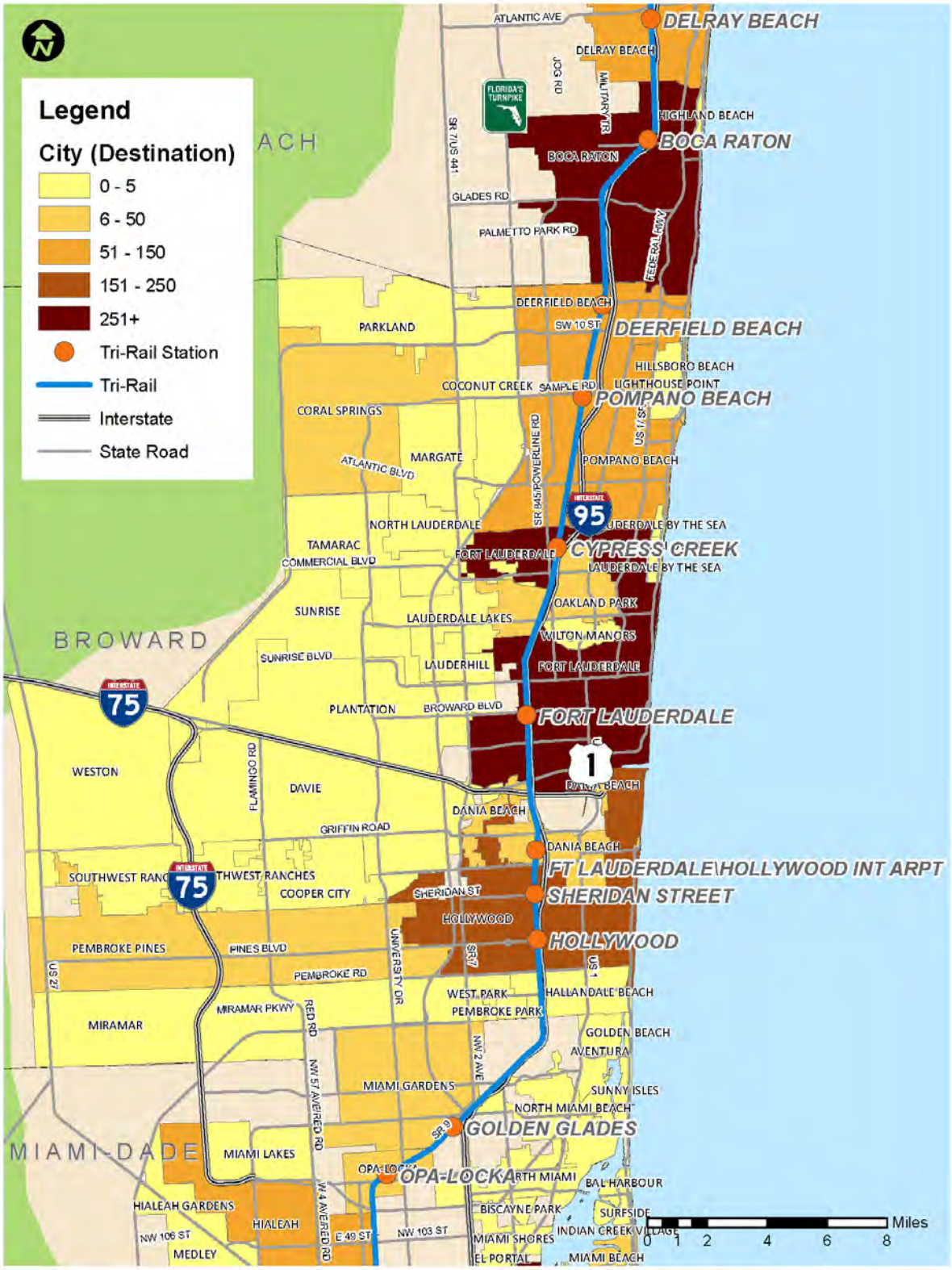


Figure 17: City of Destination for Palm Beach County

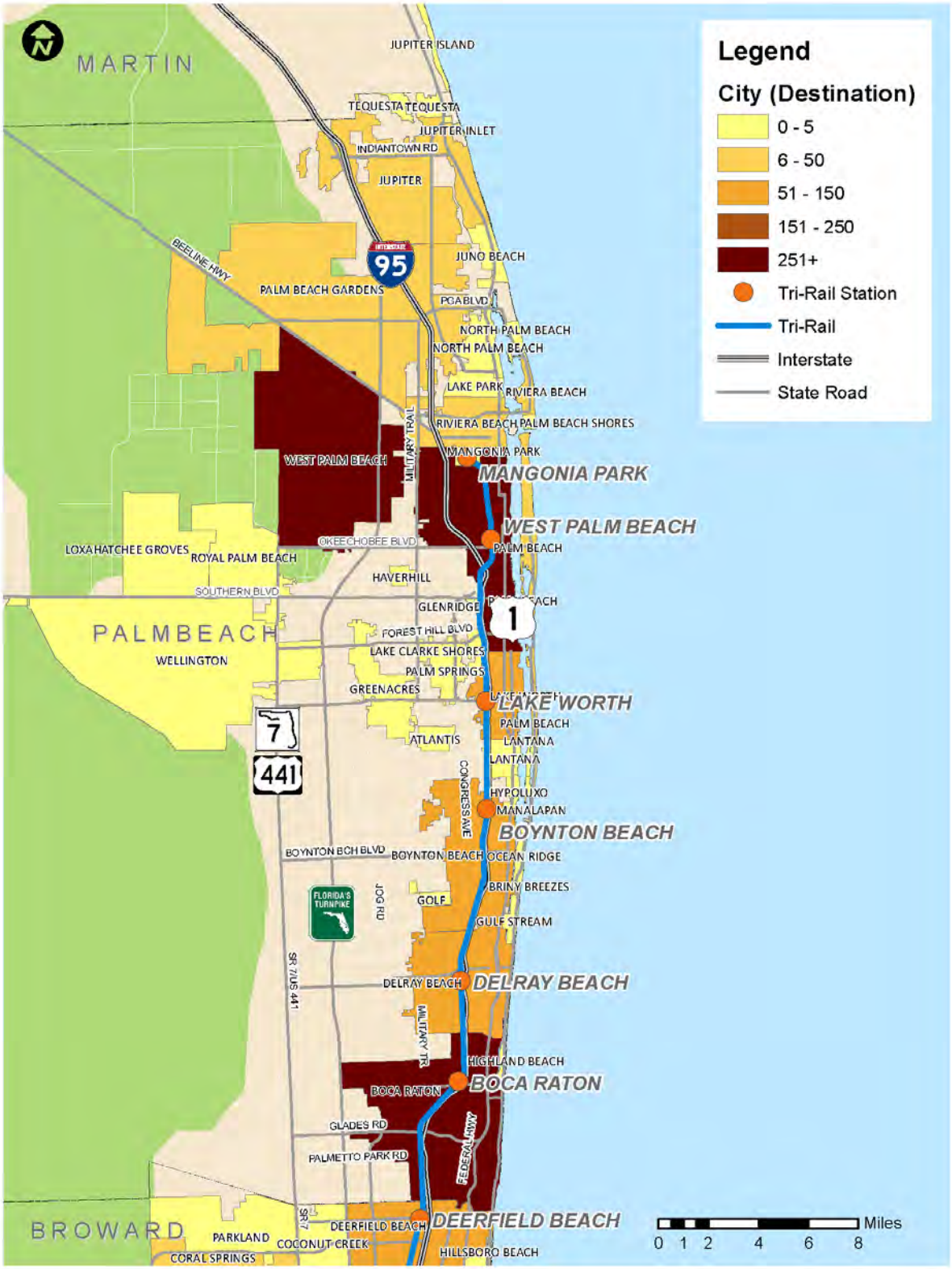


Figure 18: Zip Code of Origin for Tri-County Area

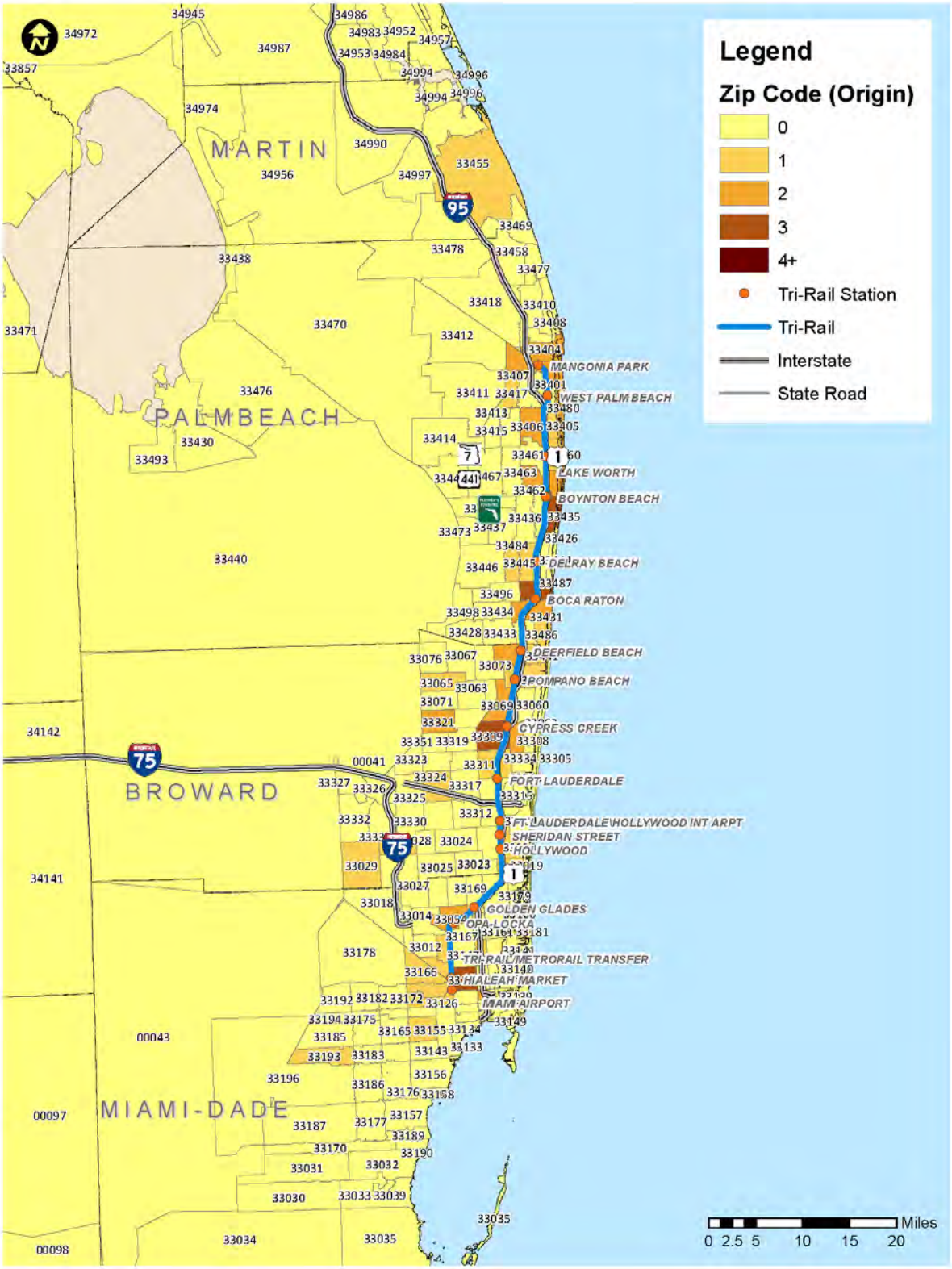


Figure 19: Zip Code of Origin for Miami-Dade County

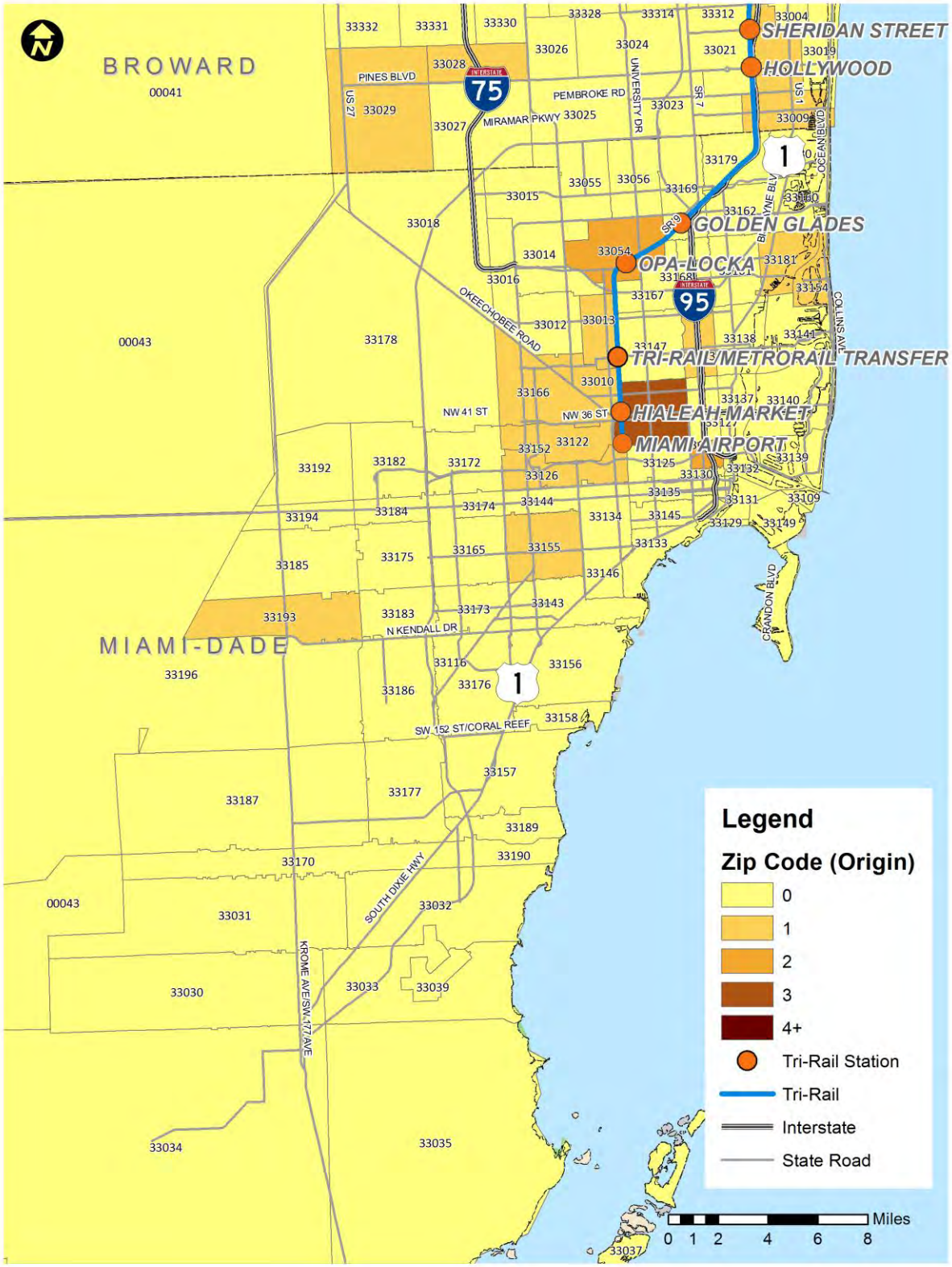


Figure 20: Zip Code of Origin for Broward County

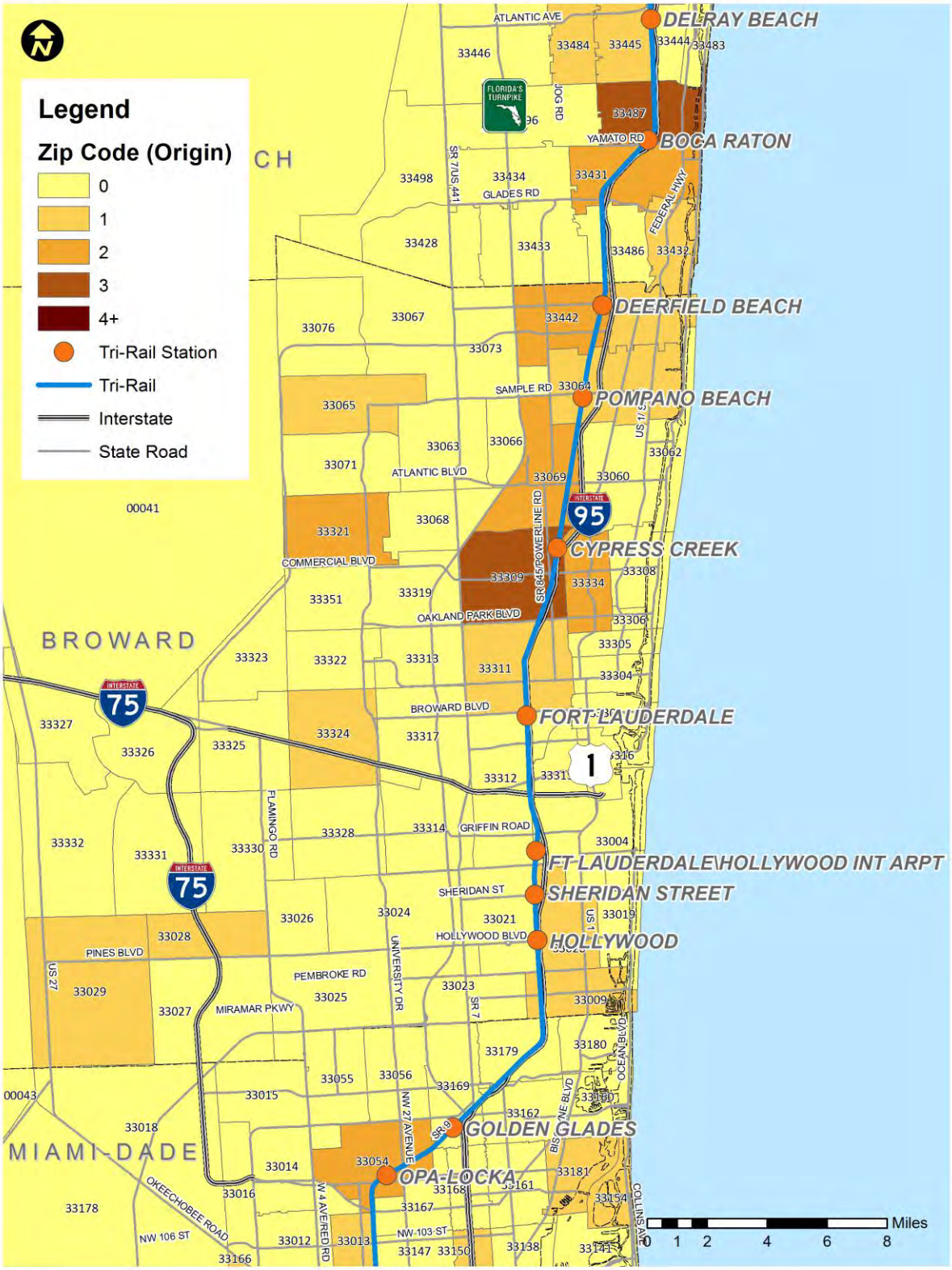


Figure 21: Zip Code of Origin for Palm Beach County

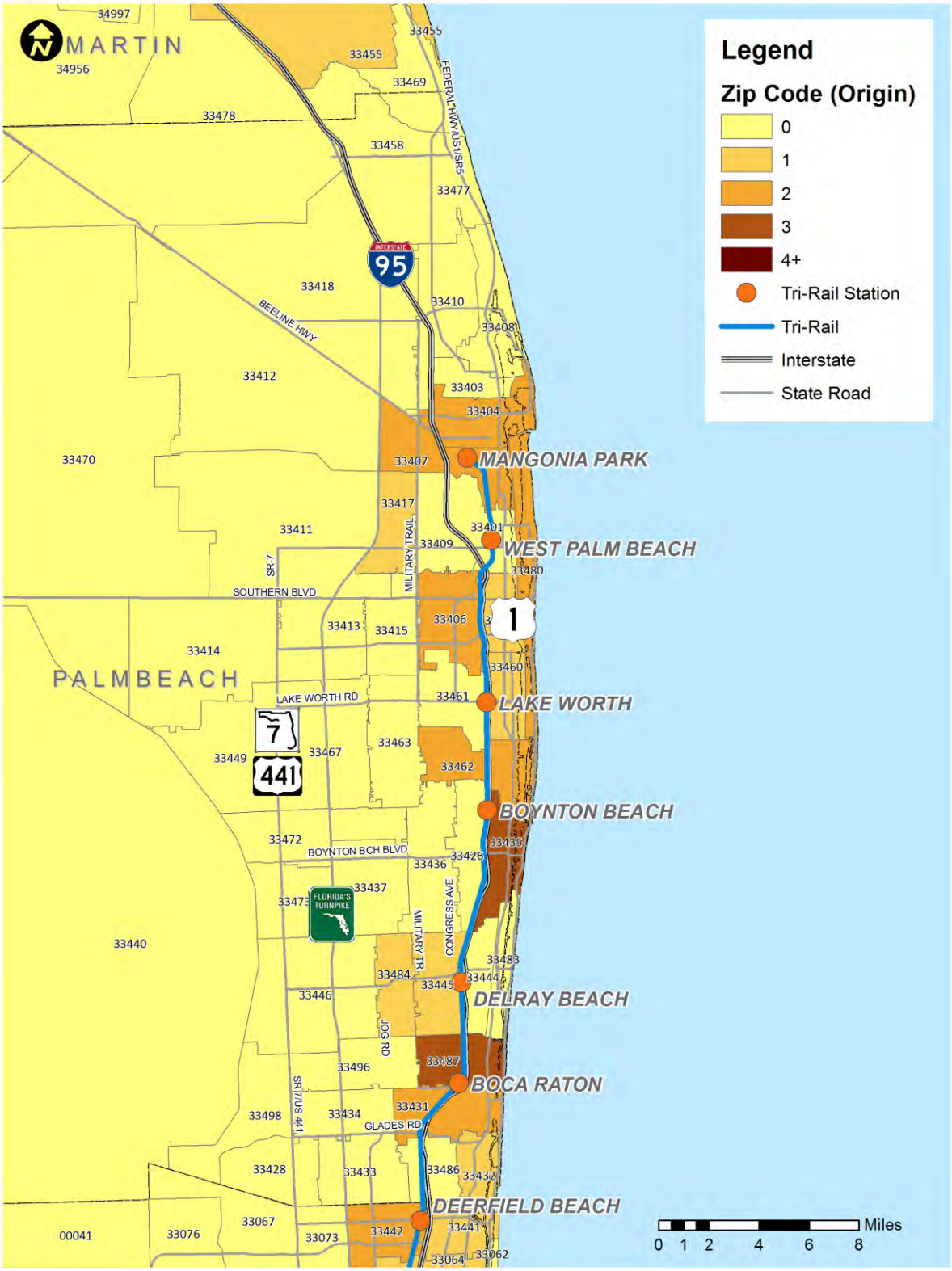


Figure 22: Zip Code of Destination for Tri-County Area

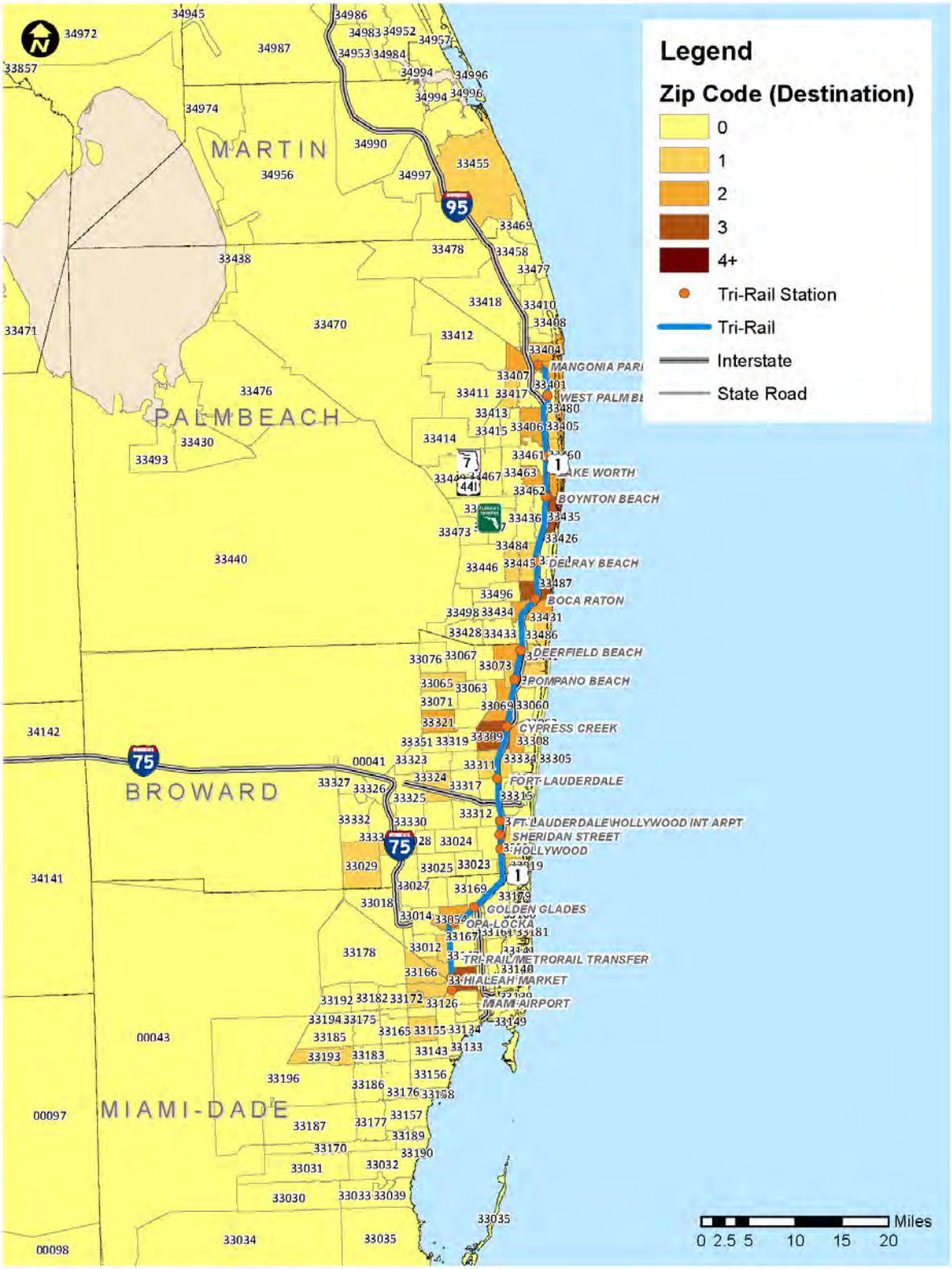


Figure 23: Zip Code of Destination for Miami-Dade County

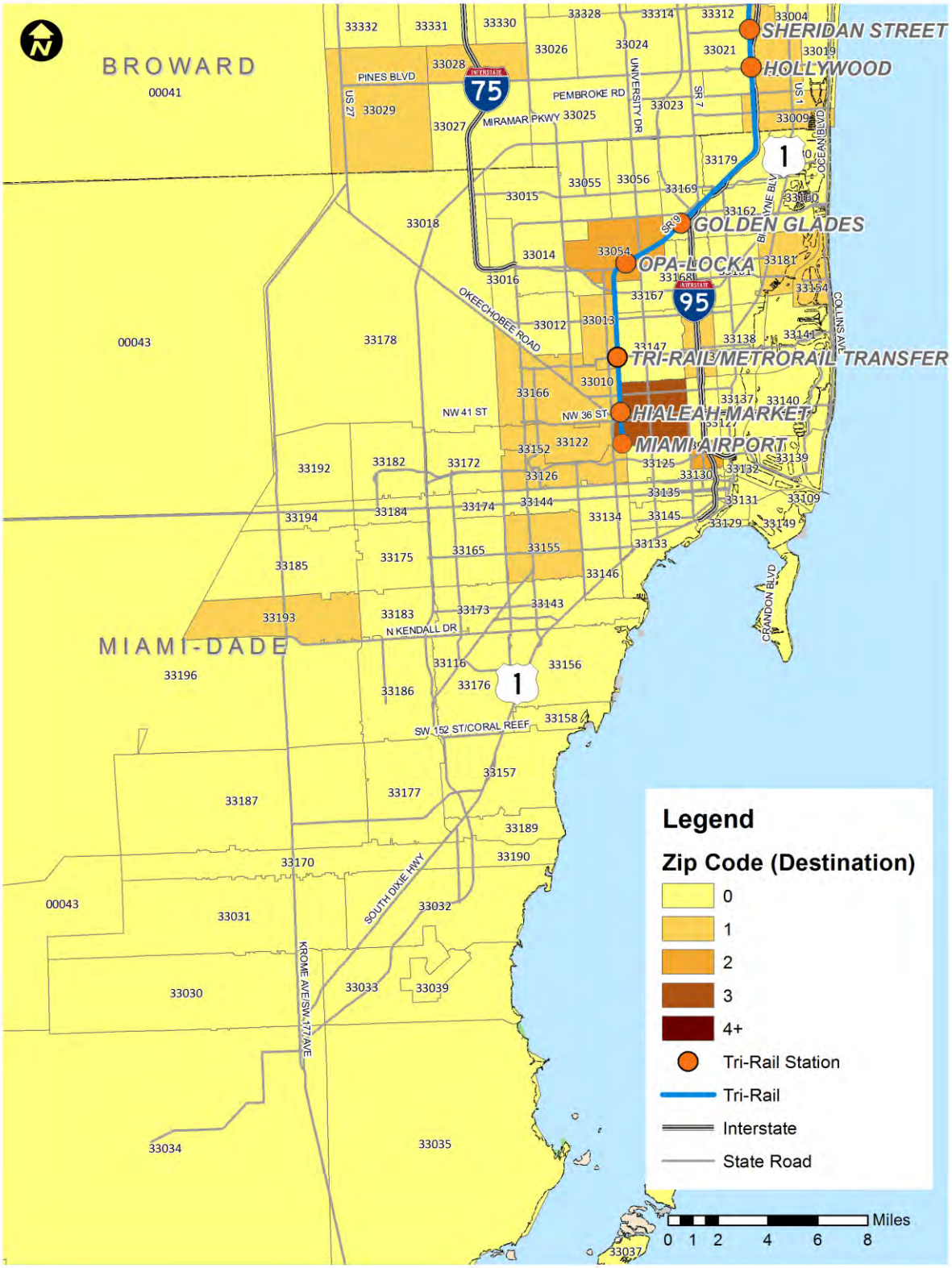


Figure 24: Zip Code of Destination for Broward County

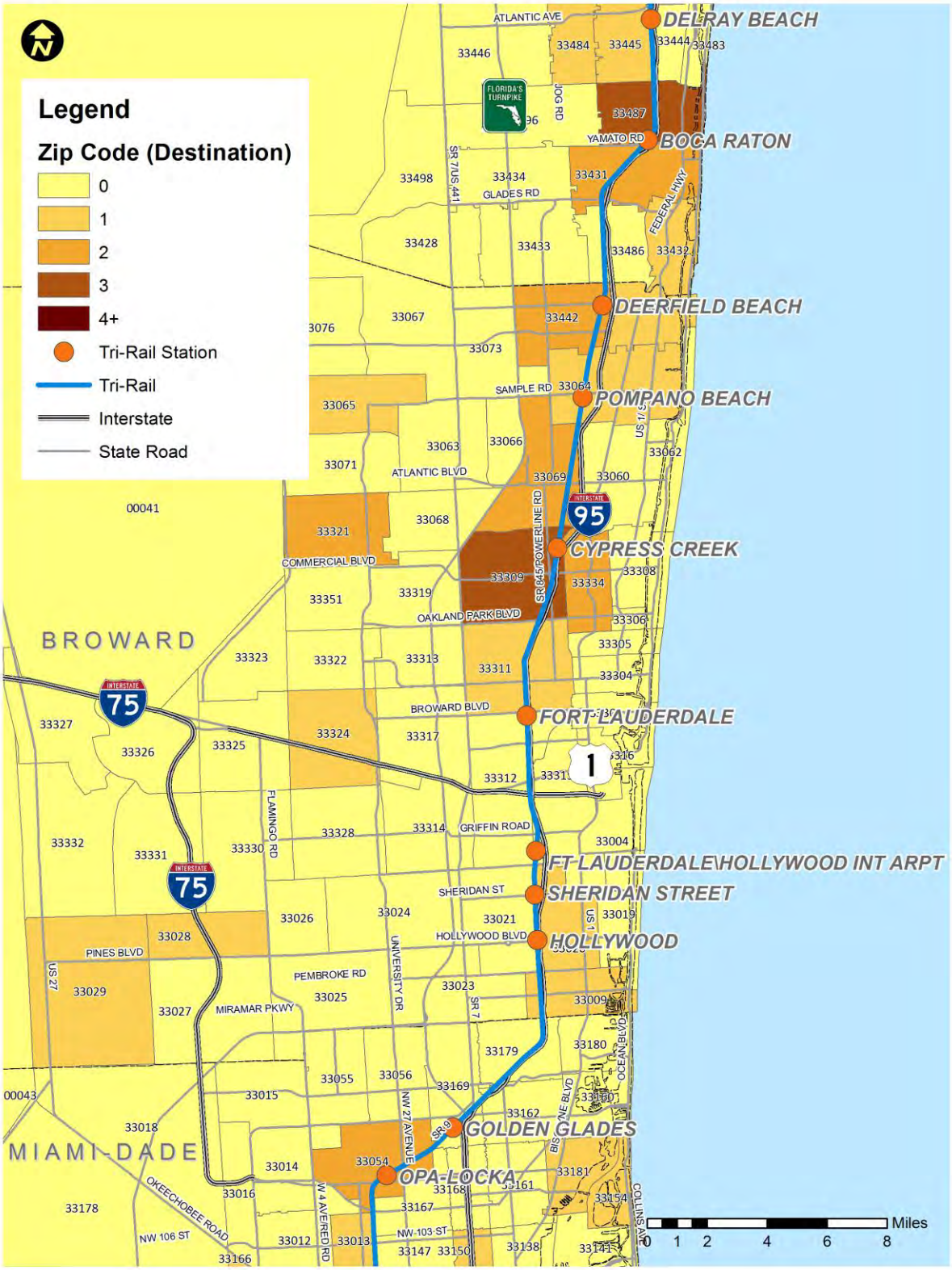


Figure 25: Zip Code of Destination for Palm Beach County

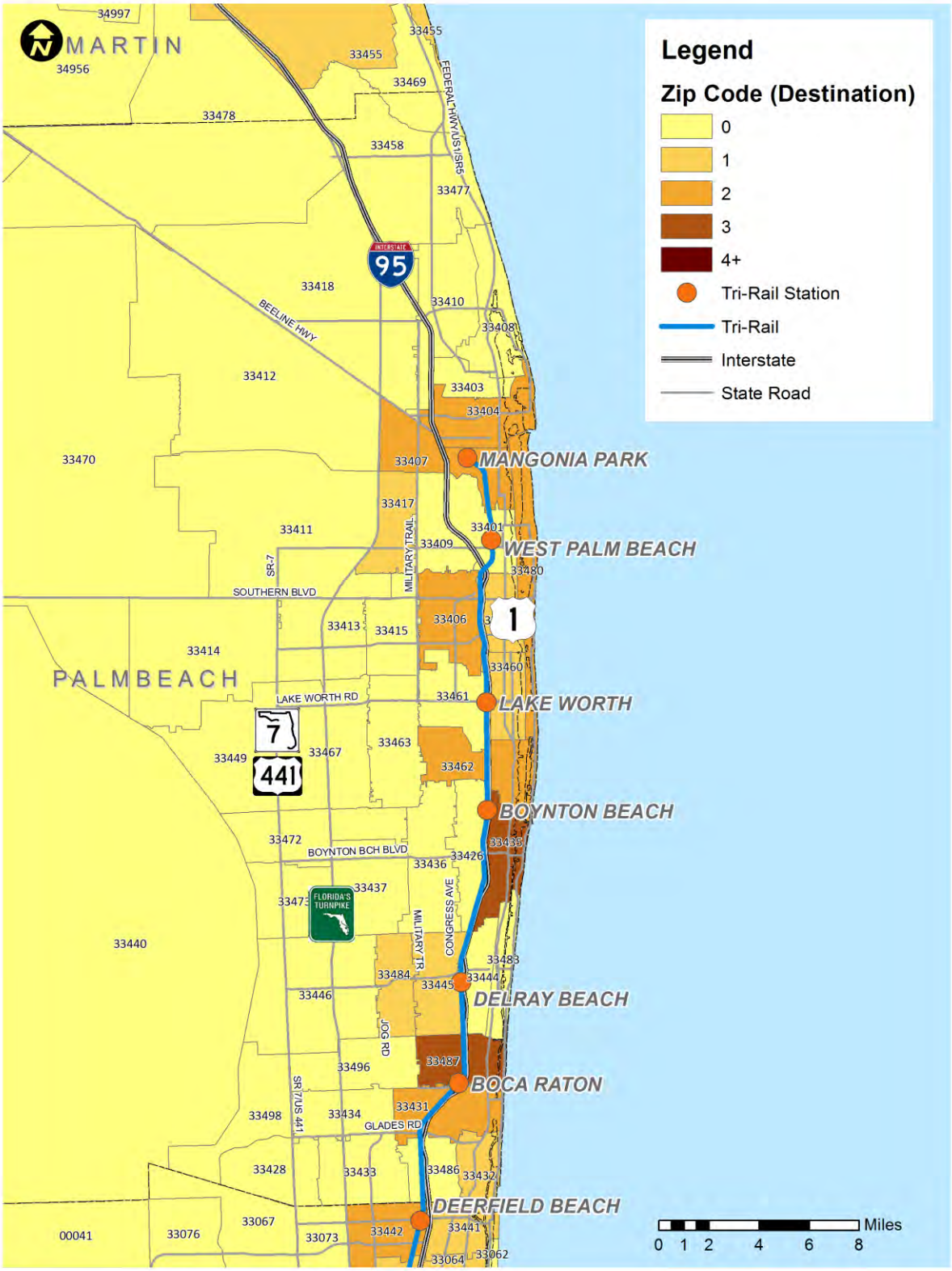
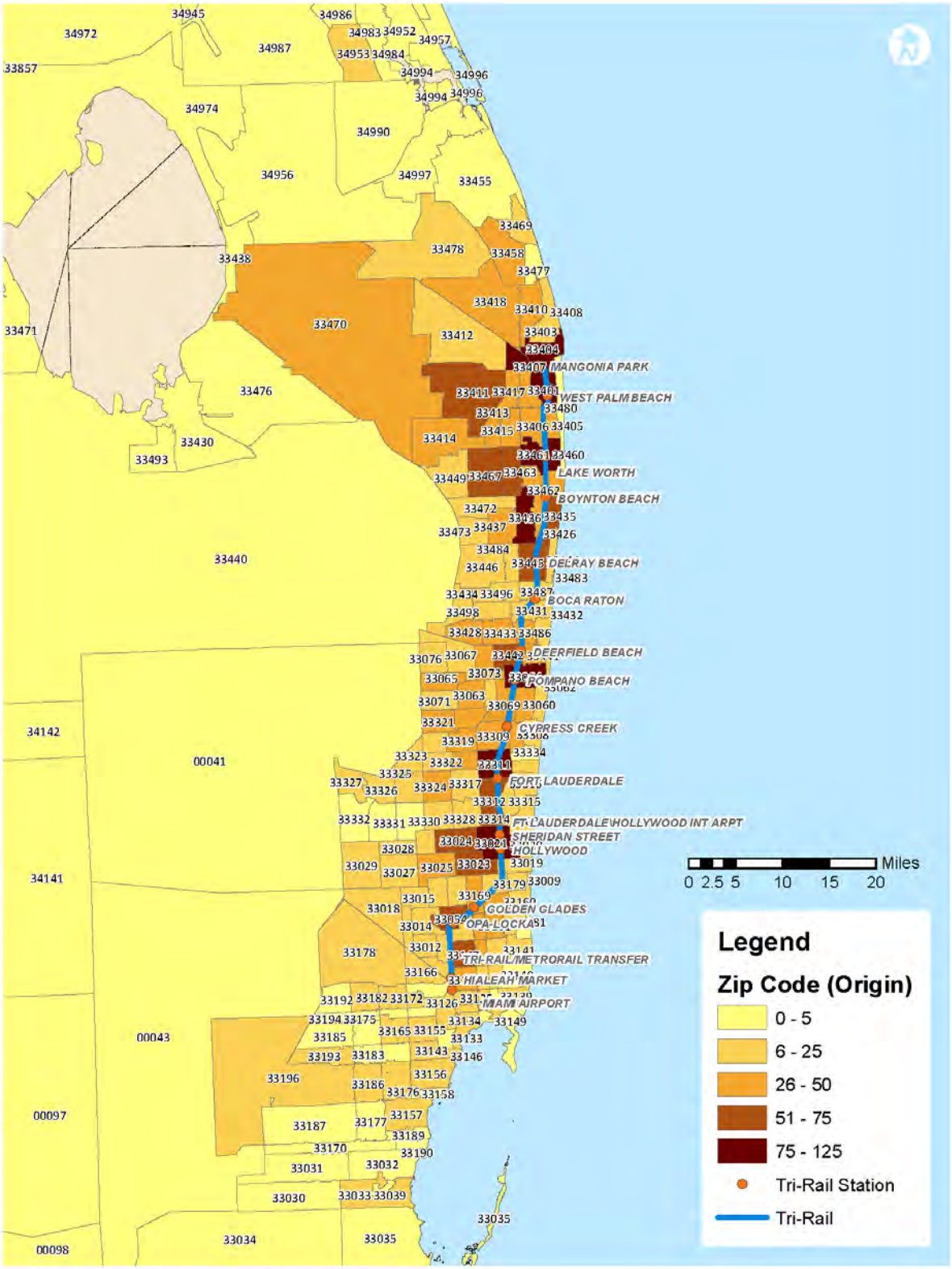


Figure 26: Zip Code of Origin for Tri-County Area (Question 14)



7.4 Survey Results

The following section includes analysis of the data produced by the survey and their basic summaries. 5,175 surveys were returned with complete or partial responses. The response rate varied widely across the surveys. The responses presented in the following tables and pie-charts represent the total number of usable responses for each question in the survey. The response rate for each question is provided in Table 23 below and also in the summary box for each question/response. The response rate is the number of responses divided by 5,175.

Table 23 – Survey Response Rates by Question

Question	Response Rate
Q1: I originally started this one-way trip at:	97%
Q3: To get to Tri-Rail I arrived by:	95%
Q6: I will leave the Tri-Rail station by:	95%
Q7a: Is this journey part of a round trip that you will make today?	85%
Q7b: If yes, please check all services that you will use on the return leg of the trip:	70%
Q8: I will finish this one-way trip at:	95%
Q10a: The fare I used for this one-way trip was: Fare Type	59%
Q10b: The fare I used for this one-way trip was: Fare Medium	56%
Q10c: The fare I used for this one-way trip was: Fare	64%
Q11: I have been riding Tri-Rail:	92%
Q12a: I typically ride Tri-Rail: # per day	72%
Q12b: I typically ride Tri-Rail: # of day(s)/week	68%
Q12c: I typically ride Tri-Rail: # days/month and less than once per month	54%
Q13: Are you traveling with other people that are not filling out the survey?	89%
Q15: I live/stay in South Florida:	88%
Q16: I am: Male or Female	88%
Q17: My age is:	92%
Q18: My race is best described as:	91%
Q19: (Blank) vehicles are owned by people in my home:	67%
Q20: I could have traveled today by car but chose to ride Tri-Rail instead:	88%
Q21: I have a Driver's license:	88%
Q22a: Including me, (blank) live in my home, and of those:	73%
Q22b: Including me, (blank) live in my home, and of those: Have a Driver's license	73%
Q22c: Including me, (blank) live in my home, and of those: Are under 16 years old	52%
Q22d: Including me, (blank) live in my home, and of those: Are 65 and older	45%
Q22e: Including me, (blank) live in my home, and of those: Work outside the home	56%
Q23: I graduated:	88%
Q24: What is your current employment status?	89%
Q25: My households total annual income is:	82%
Q26: I filled out another survey card earlier today:	78%
Average Response Rate	**78%**

Figure 27: Q1: I originally started this one-way trip at:

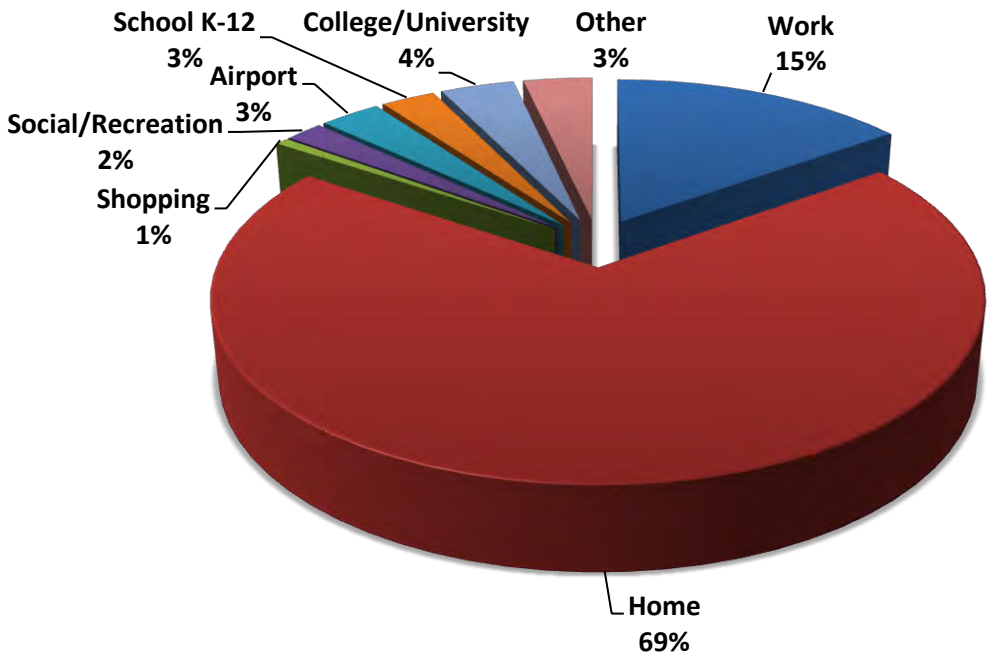


Table 24 – Q1: I originally started this one-way trip at:

Description	Total Surveyed	Respondents
Work	760	15.1%
Home	3,491	69.3%
Shopping	32	0.6%
Social/Recreation	96	1.9%
Airport	155	3.1%
School K-12	138	2.7%
College/University	189	3.8%
Other	177	3.5%
Total	**5,038**	**100%**

Summary

- **Response Rate = 97%**
- More than two thirds of all one-way trips are Home-Based trips
- 15% of those surveyed began their one-way trip at Work

Figure 28: Q3: To get to Tri-Rail I arrived by:

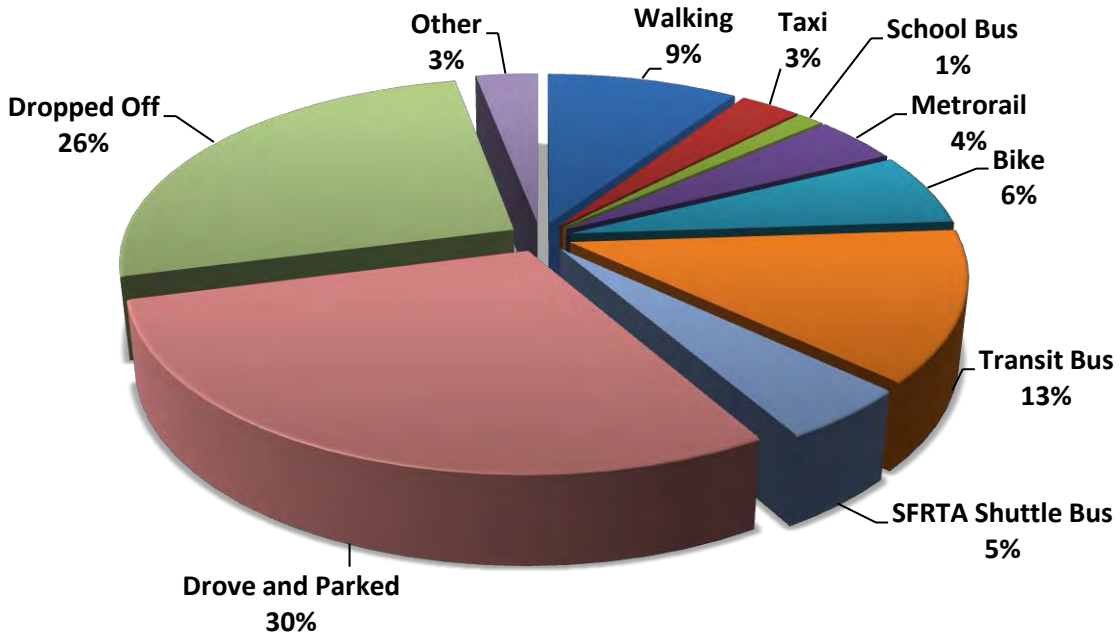


Table 25 – Q3: To get to Tri-Rail I arrived by:

Description	Total Surveyed	Respondents
Walking	491	9.3%
Taxi	156	3.0%
School Bus	67	1.3%
Metrorail	217	4.1%
Bike	333	6.3%
Transit Bus	690	13.1%
SFRTA Shuttle Bus	246	4.7%
Drove and Parked	1,549	29.3%
Dropped Off	1,378	26.1%
Other	159	3.0%
Total	**5,578***	**100%**

*Survey instructions were to mark all that applied

Summary

- **Response Rate = 95%**
- Over 50% of the trips accessed Tri-Rail by auto
- 22% of Tri-Rail passengers used transit to access their stations (Metrorail, Local Bus, Shuttle)

Figure 29: Q6: I will leave the Tri-Rail station by:

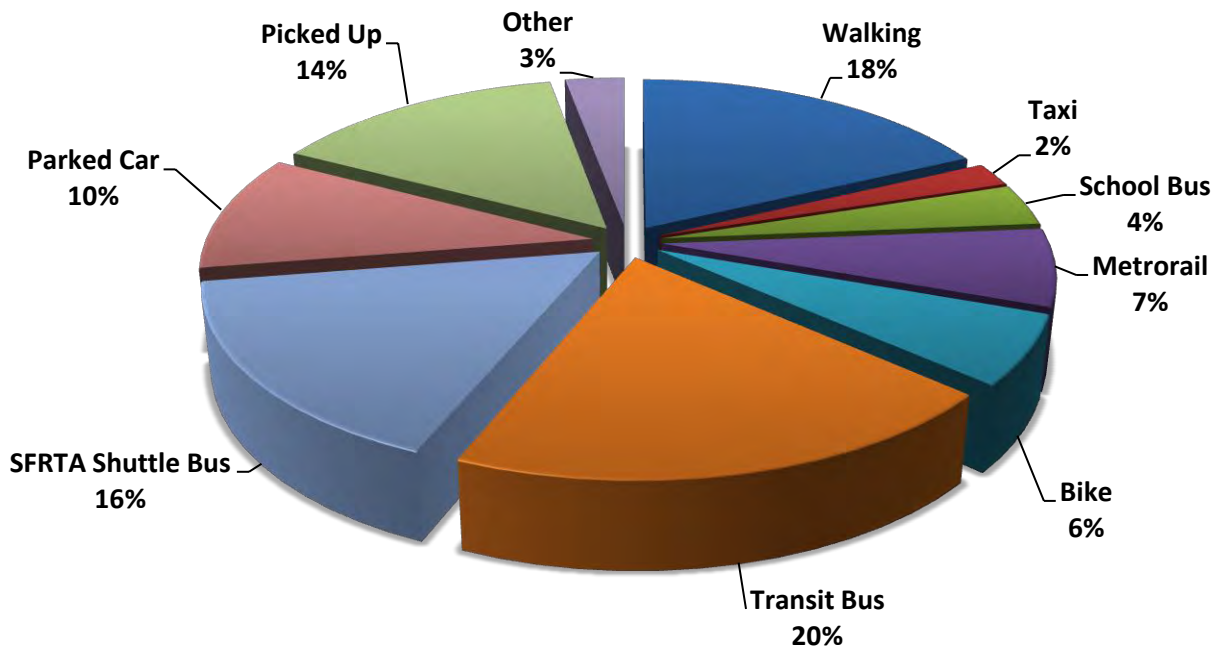


Table 26 – Q6: I will leave the Tri-Rail station by:

Description	Total Surveyed	Respondents
Walking	912	17.9%
Taxi	106	2.1%
School Bus	186	3.7%
Metrorail	346	6.8%
Bike	309	6.1%
Transit Bus	1,005	19.7%
SFRTA Shuttle Bus	826	16.2%
Parked Car	522	10.3%
Picked Up	731	14.4%
Other	148	2.91%
Total	**5,377***	**100%**

*Survey instructions were to mark all that applied

Summary

- **Response Rate = 95%**
- 43% of the passengers surveyed exited Tri-Rail by transit (Metrorail, Local Bus, Shuttle)
- 24% of the passengers surveyed exited Tri-Rail by foot or by bicycle

Figure 30: Q7a: Is this journey part of a round trip that you will make today?

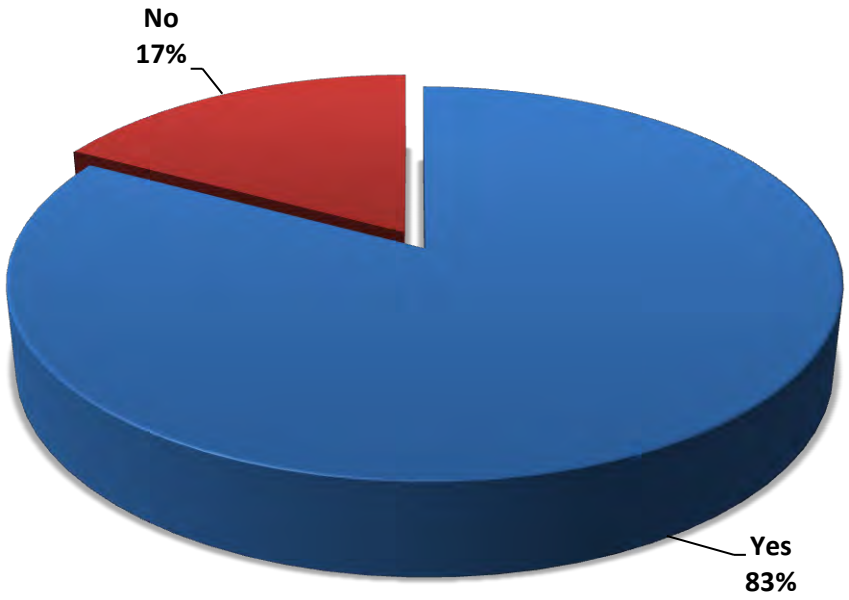


Table 27 – Q7a: Is this journey part of a round trip that you will make today?

Description	Total Surveyed	Respondents
Yes	3,924	82.9%
No	812	17.1%
Total	4,736	100%

Summary

- **Response Rate = 85%**
- 83% of all riders said they would complete a round trip

Figure 31: Q7b: If yes, please check all services that you will use on the return leg of the trip:

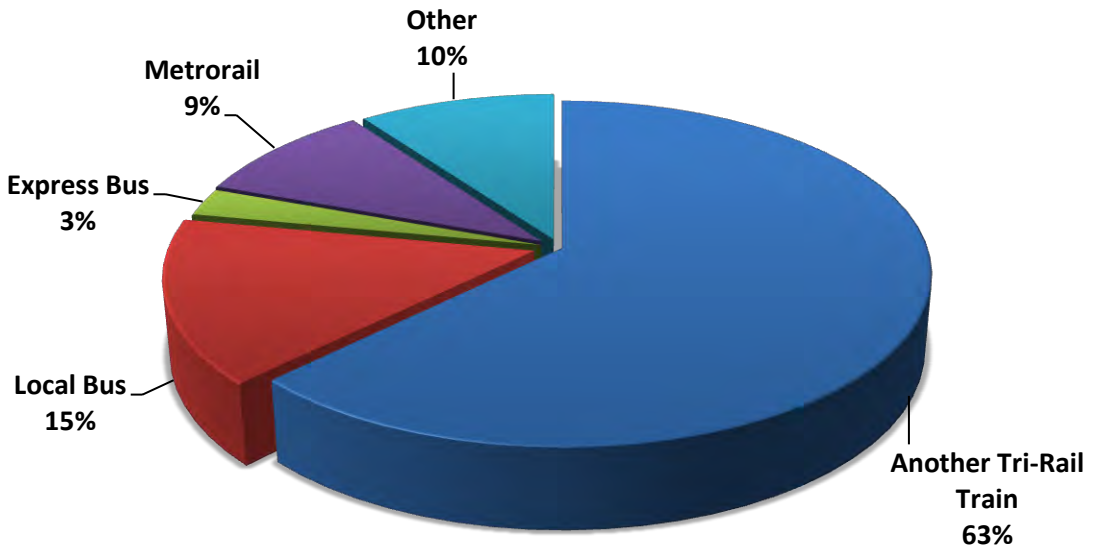


Table 28 – Q7b: If yes, please check all services that you will use on the return leg of the trip:

Description	Total Surveyed	Respondents
Another Tri-Rail Train	2,285	62.6%
Local Bus	561	15.4%
Express Bus	94	2.6%
Metrorail	345	9.5%
Other	363	10.0%
Total	5,244*	100%

*Survey instructions were to mark all that applied

Summary

- **Response Rate = 70%**
- Of the passengers taking Tri-Rail for their in-bound train trip in the AM, only 3% of the surveyed indicated that they would take the express bus as part of their round trip

Figure 32: Q8: I will finish this one-way trip at:

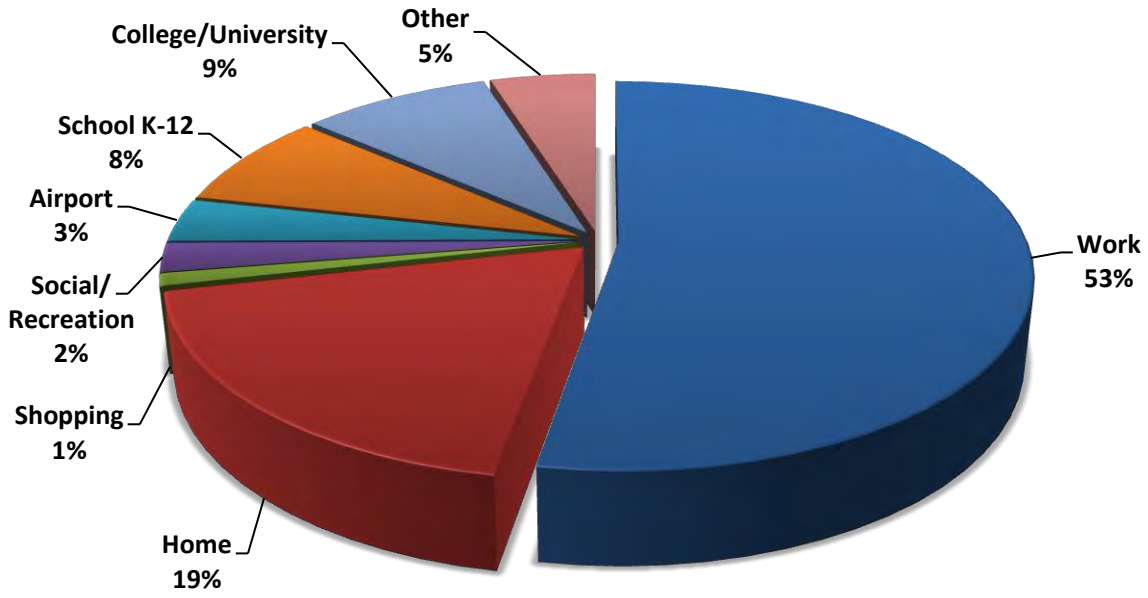


Table 29 – Q8: I will finish this one-way trip at:

Description	Total Surveyed	Respondents
Work	2,588	52.8%
Home	914	18.6%
Shopping	50	1.0%
Social/Recreation	119	2.4%
Airport	177	3.6%
School K-12	389	7.9%
College/University	427	8.7%
Other	239	4.9%
Total	**4,903**	**100%**

Summary

- **Response Rate = 95%**
- More than half of all one-way trips finish at Work
- Trips that finish at Home are second highest at 19%
- Only 6% of the Tri-Rail trips ended at the airport, shopping or socio-recreation

Figure 33: Q10a: The fare I used for this one-way trip was: Fare Type

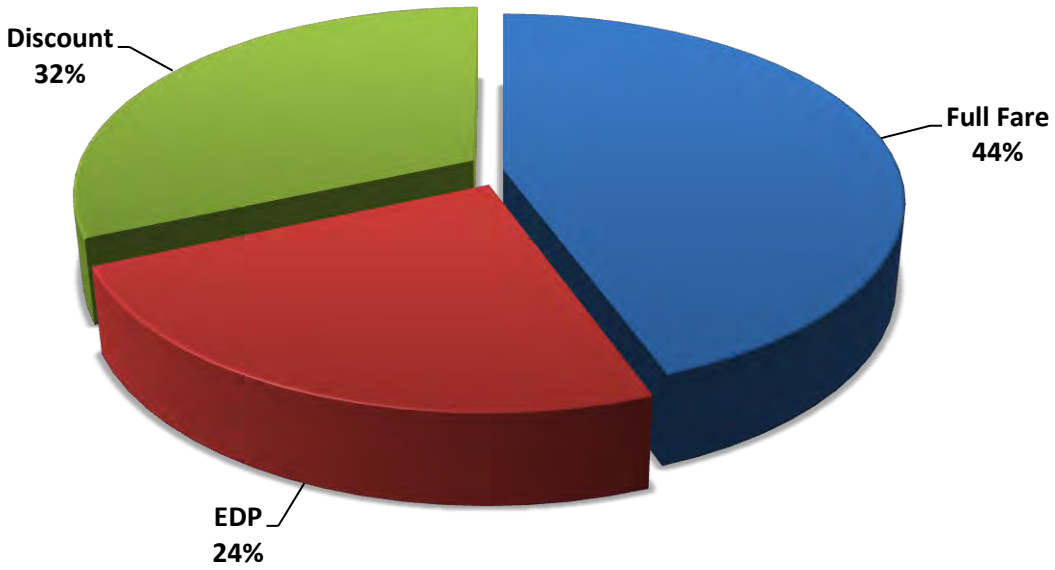


Table 30 – Q10a: The fare I used for this one-way trip was: Fare Type

Description	Total Surveyed	Respondents
Full Fare	1,363	44.4%
EDP	738	24.0%
Discount	971	31.6%
Total	3,072	100%

Summary

- **Response Rate = 59%**
- Nearly 56% of those responded used a discounted fare for their Tri-Rail trip

Figure 34: Q10b: The fare I used for this one-way trip was: Fare Medium

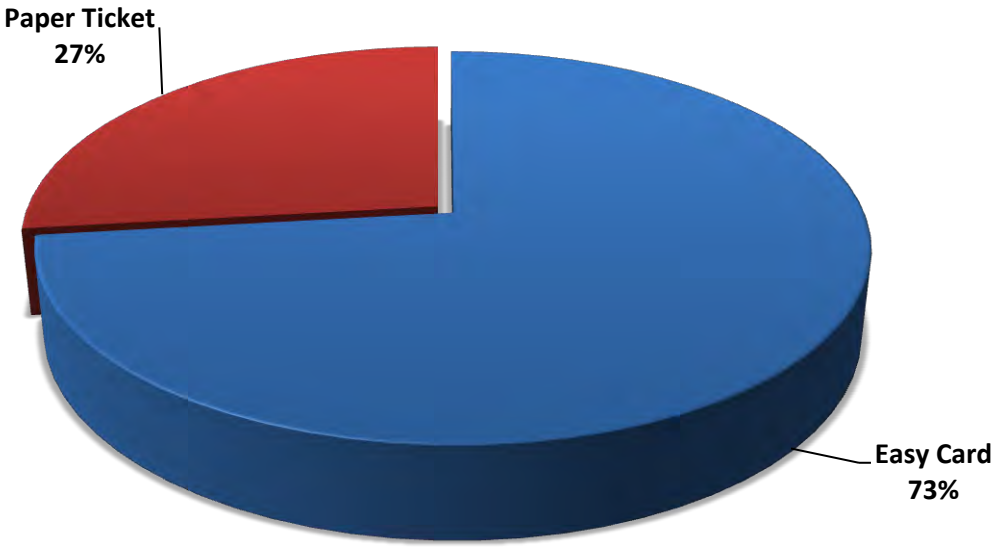


Table 31 – Q10b: The fare I used for this one-way trip was: Fare Medium

Description	Total Surveyed	Respondents
Easy Card	2,136	73.2%
Paper Ticket	783	26.8%
Total	2,919	100%

Summary

- **Response Rate = 56%**
- 73% of the respondents used Easy Card for their fare

Figure 35: Q10c: The fare I used for this one-way trip was: Fare

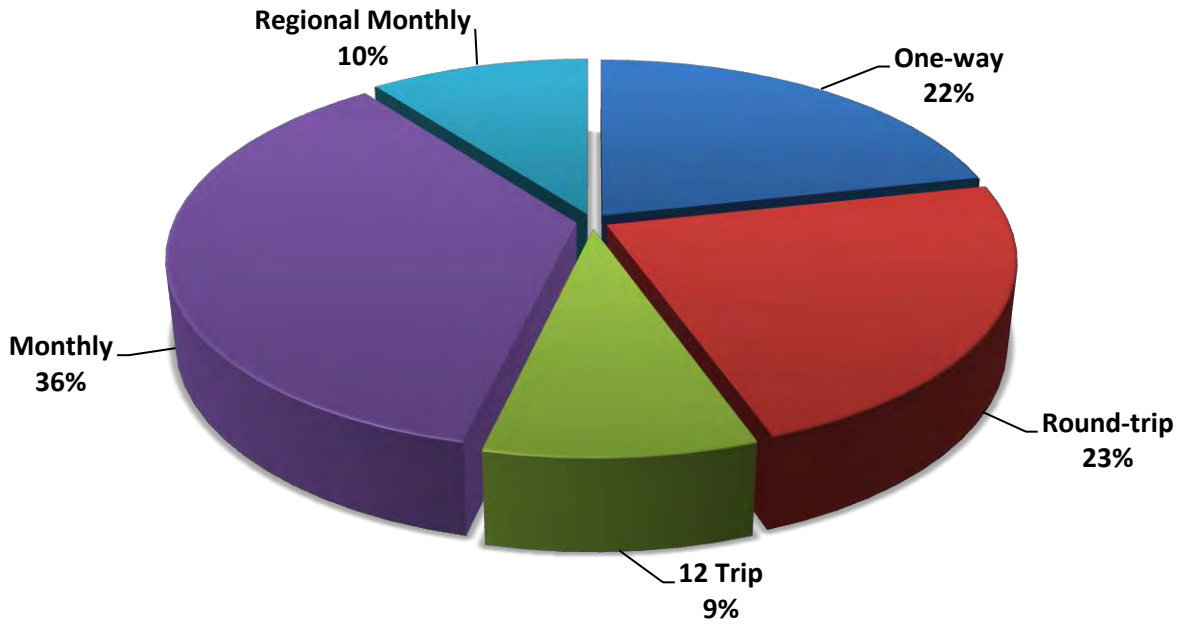


Table 32 – Q10c: The fare I used for this one-way trip was: Fare

Description	Total Surveyed	Respondents
One-way	716	21.6%
Round-trip	763	23.0%
12 Trip	302	9.1%
Monthly	1,196	36.0%
Regional Monthly	343	10.3%
Total	**3,320**	**100%**

Summary

- Response Rate = **64%**
- 46% of the respondents used one of the monthly pass options
- 45% of the respondents used the most expensive fare options including the one-way or round trip ticket

Figure 36: Q11: I have been riding Tri-Rail:

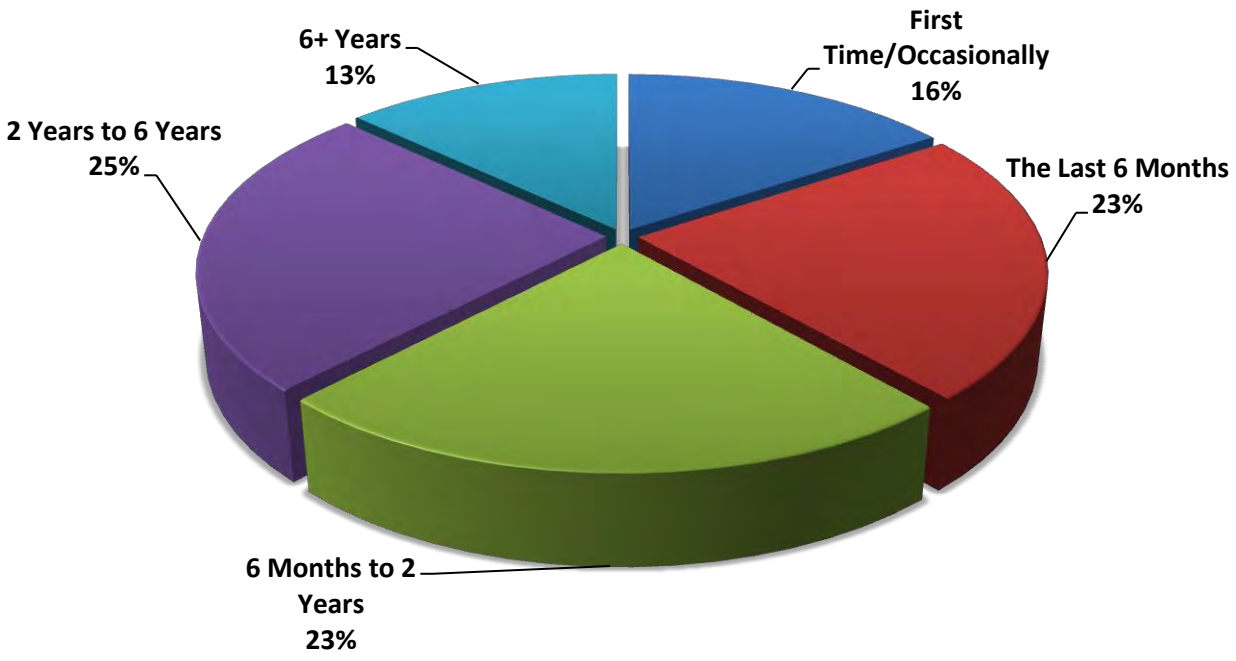


Table 33 – Q11: I have been riding Tri-Rail:

Description	Total Surveyed	Respondents
First Time/Occasionally	745	15.7%
The Last 6 Months	1,092	23.0%
6 Months to 2 Years	1,122	23.7%
2 Years to 6 Years	1,167	25.0%
6+ Years	618	13.0%
Total	4,744	100%

Summary

- **Response Rate = 92%**
- 38% of those surveyed indicated that they had been riding Tri-Rail for more than 2 years
- 39% of those surveyed indicated they had been riding Tri-Rail for 6 months or less

Figure 37: Q12a: I typically ride Tri-Rail: # per day

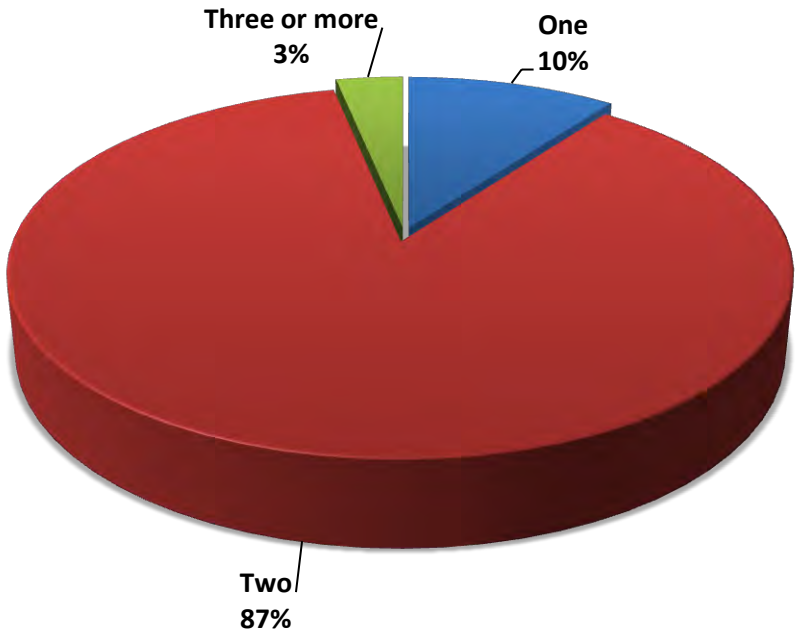


Table 34 – Q12a: I typically ride Tri-Rail: # per day

Description	Total Surveyed Times per Day	Respondents
One	381	10.2%
Two	3,221	87.0%
Three or more	122	3.3%
Total	**3,724**	**100%**

Summary

- **Response Rate = 72%**
- 87% of the respondents will use Tri-Rail twice (round trip) on the day they were surveyed

Figure 38: Q12b: I typically ride Tri-Rail: # of day(s)/week

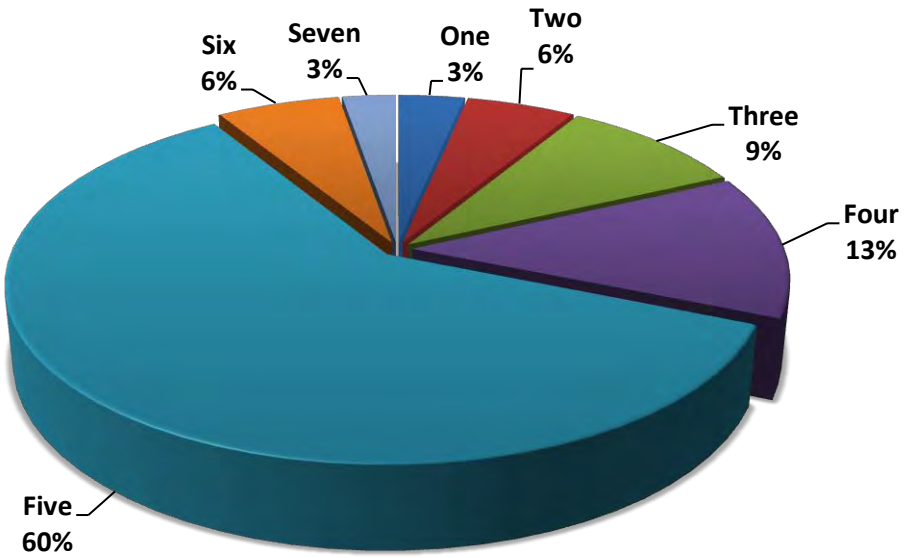


Table 35 – Q12b: I typically ride Tri-Rail: # of day(s)/week

Description	Total Surveyed Days per Week	Respondents
One	117	3.3%
Two	192	5.4%
Three	332	9.4%
Four	463	13.1%
Five	2,125	60.0%
Six	218	6.2%
Seven	95	2.7%
Total	3,542	100%

Summary

- **Response Rate = 68%**
- 60% of the respondents use Tri-Rail five days per week

Figure 39: Q12c: I typically ride Tri-Rail: # days/month and less than once per month

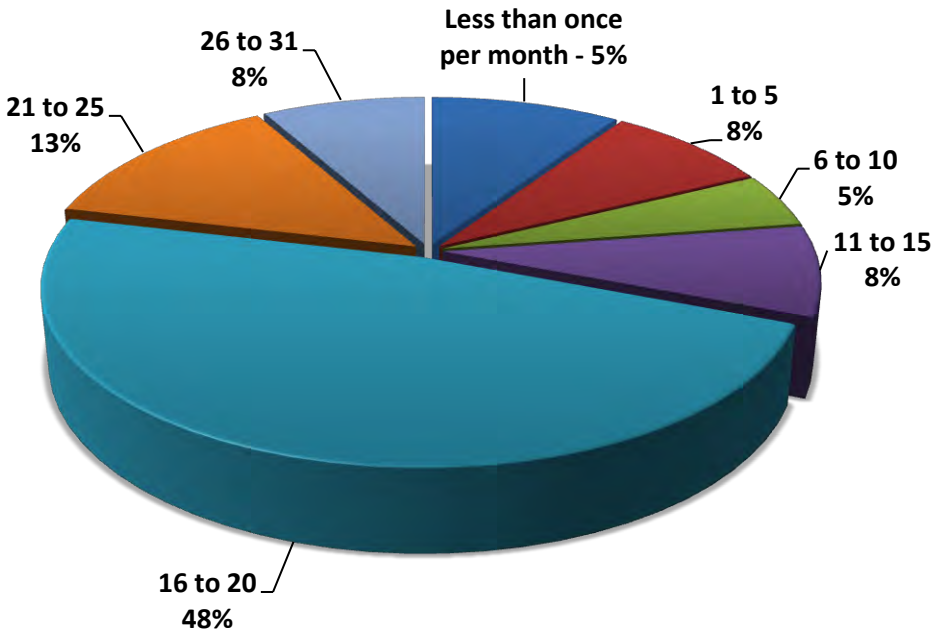


Table 36 – Q12c: I typically ride Tri-Rail: # days/month

Description	Total Surveyed Days per Month	Respondents
Less than once per month	263	9.4%
1 to 5	231	8.3%
6 to 10	136	4.9%
11 to 15	229	8.2%
16 to 20	1,332	47.8%
21 to 25	367	13.2%
26 to 31	227	8.2%
Total	2,785	100%

Summary

- **Response Rate = 54%**
- 48% of the respondents noted that they use Tri-Rail 16-20 days per month, which indicates the work only users
- 21% of the respondents use Tri-Rail at some time during the weekends as indicated by users who responded 21-31 days per month

Figure 40: Q13: Are you traveling with other people that are not filling out the survey?

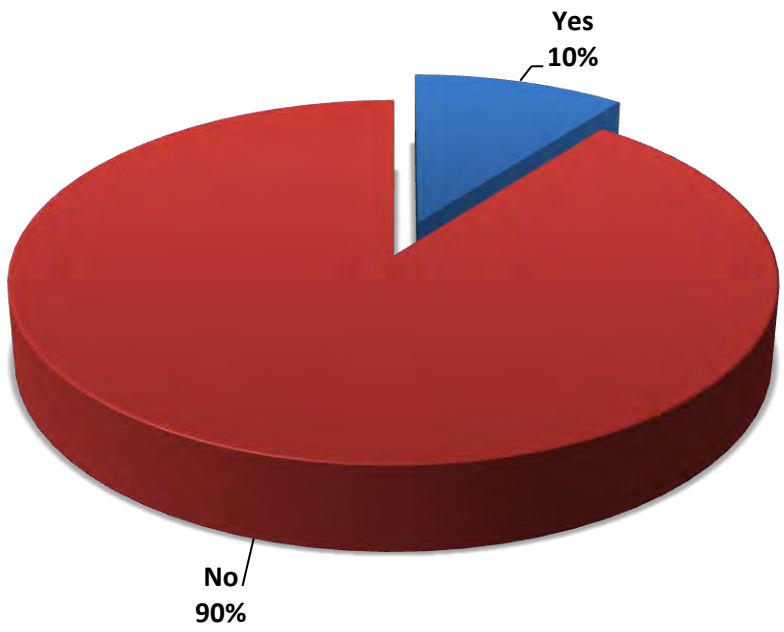


Table 37 – Q13: Are you traveling with other people that are not filling out the survey?

Description	Total Surveyed	Respondents
Yes	480	10.4%
No	4,129	89.6%
Total	4,609	100%

Summary

- **Response rate = 89%**
- 90% of all riders were not with someone who was not filling out a survey

Figure 41: Q15: I live/stay in South Florida:

Table 38 – Q15: I live/stay in South Florida:

Description	Total Surveyed	Respondents
Full Time	4,195	92.3%
Part Time	143	3.1%
Visitor	205	4.5%
Total	4,543	100%

Summary

- **Response Rate = 88%**
- The majority of all riders live in South Florida full time

Figure 42: Q16: I am: Male or Female

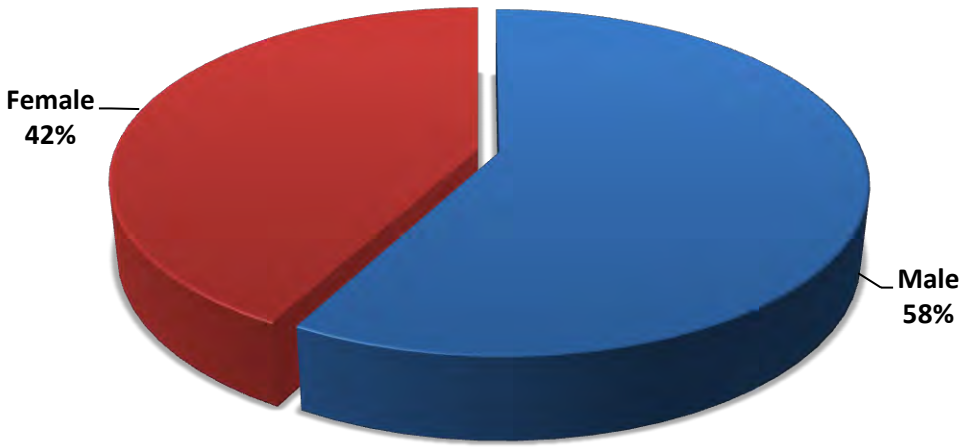


Table 39 – Q16: I am: Male or Female

Description	Total Surveyed	Respondents
Male	2,647	58.0%
Female	1,919	42.0%
Total	4,566	100%

Summary

- **Response Rate = 88%**
- More than half of all riders who took the survey were of male gender

Figure 43: Q17: My age is:

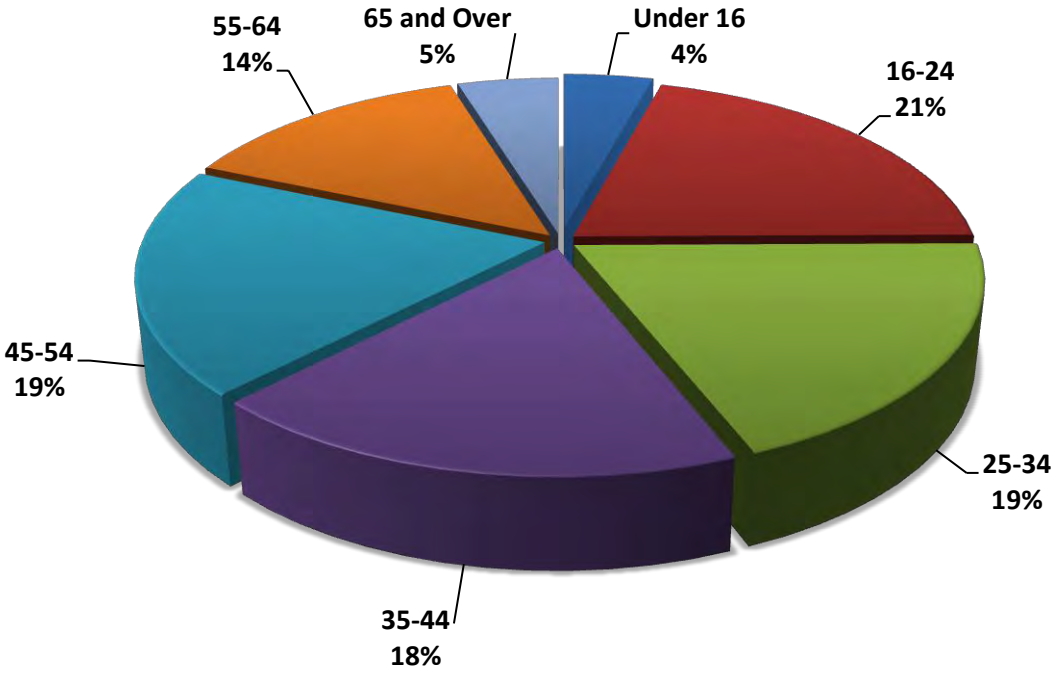


Table 40 – Q17: My age is:

Description	Total Surveyed	Respondents
Under 16	201	4.2%
16-24	982	20.6%
25-34	912	19.2%
35-44	870	18.3%
45-54	915	19.2%
55-64	656	13.8%
65 and Over	226	4.7%
Total	4,762	100%

Summary

- **Response Rate = 92%**
- No single age group dominates the ridership
- The low number of respondents under 16 corresponds with the low number of trip purposes indicating school was the trip purpose

Figure 44: Q18: My race is best described as:

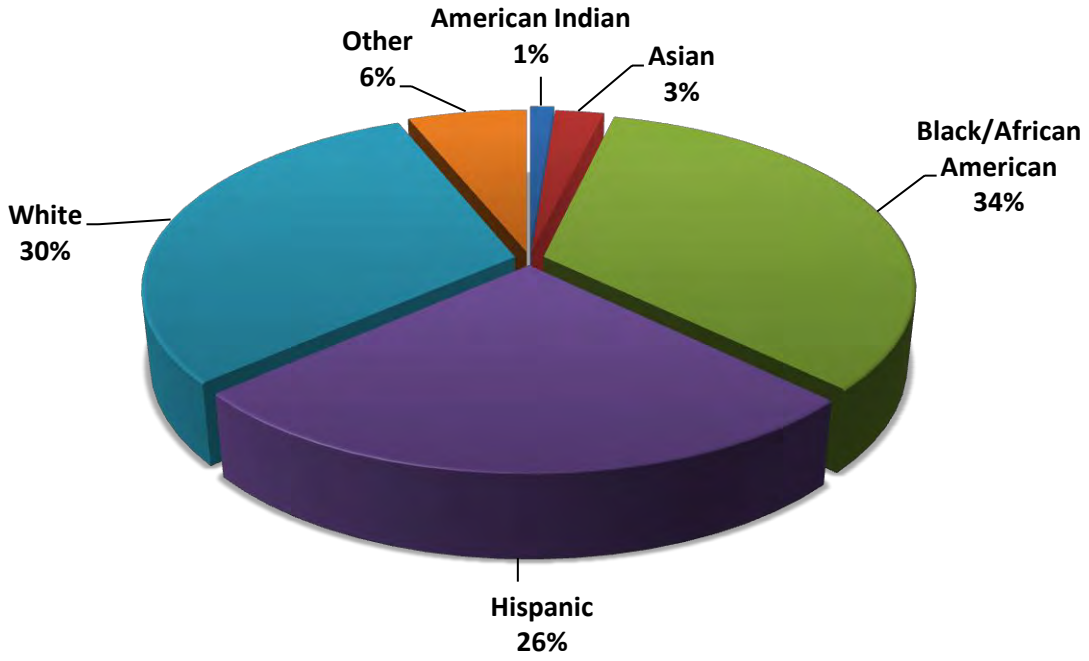


Table 41 – Q18: My race is best described as:

Description	Total Surveyed	Respondents
American Indian	58	1.2%
Asian	118	2.5%
Black/Affrican American	1,580	33.5%
Hispanic	1,236	26.2%
White	1,433	30.4%
Other	289	6.1%
Total	**4,714**	**100%**

Summary

- **Response Rate = 91%**
- Black/African American is the largest racial/ethnic group riding Tri-Rail

Figure 45: Q19: (Blank) vehicles are owned by people in my home:

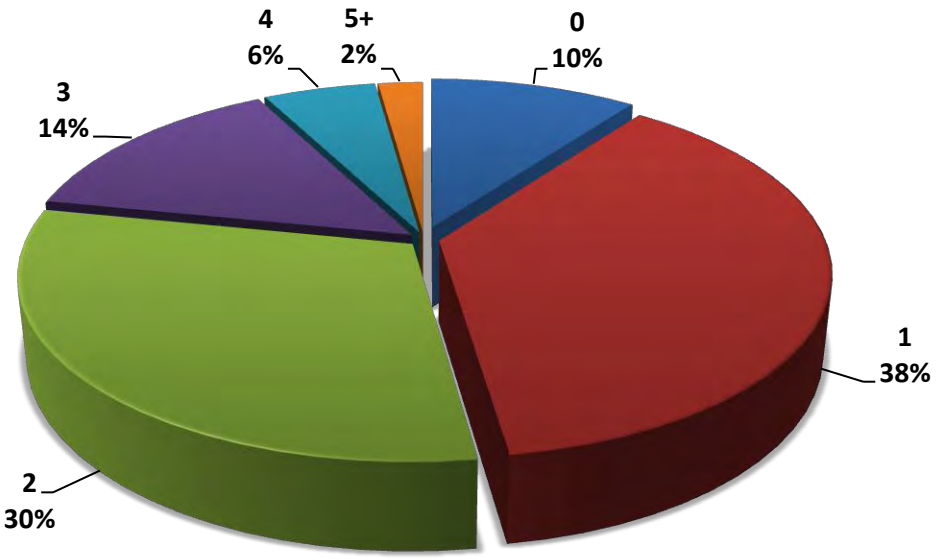


Table 42 – Q19: (Blank) vehicles are owned by people in my home.

Description	Frequency	Percentage
0	352	10.1%
1	1,303	37.6%
2	1,057	30.5%
3	492	14.2%
4	190	5.5%
5+	76	2.2%
Total	3,470	100%

Summary

- **Response Rate = 67%**
- The 38% single car households correspond to the large number of kiss and ride access to Tri-Rail
- The majority of the Tri-Rail ridership had 2 or more cars available for this trip and are thus not "Captive" riders

Figure 46: Q20: I could have traveled today by car but chose to ride Tri-Rail instead:

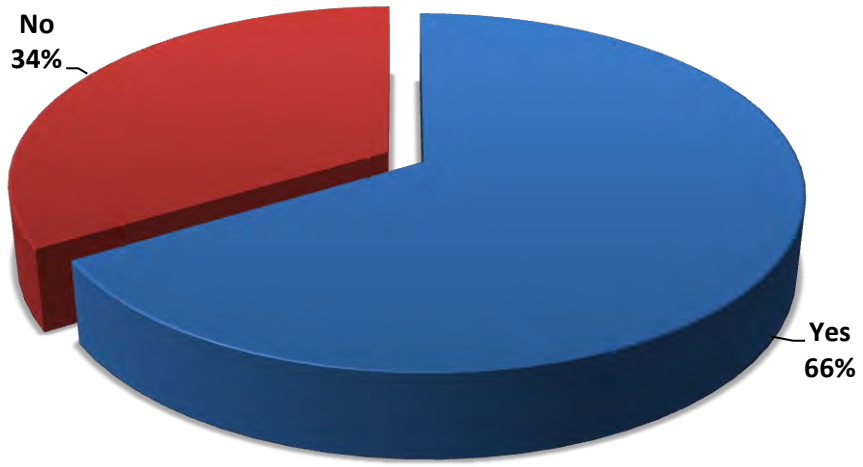


Table 43 – Q20: I could have traveled today by car but chose to ride Tri-Rail instead:

Description	Total Surveyed	Respondents
Yes	3,023	66.4%
No	1,532	33.6%
Total	4,555	100%

Summary

- **Response Rate = 88%**
- 66% of those surveyed could have used their car but chose to ride Tri-Rail instead

Figure 47: Q21: I have a Driver's license:

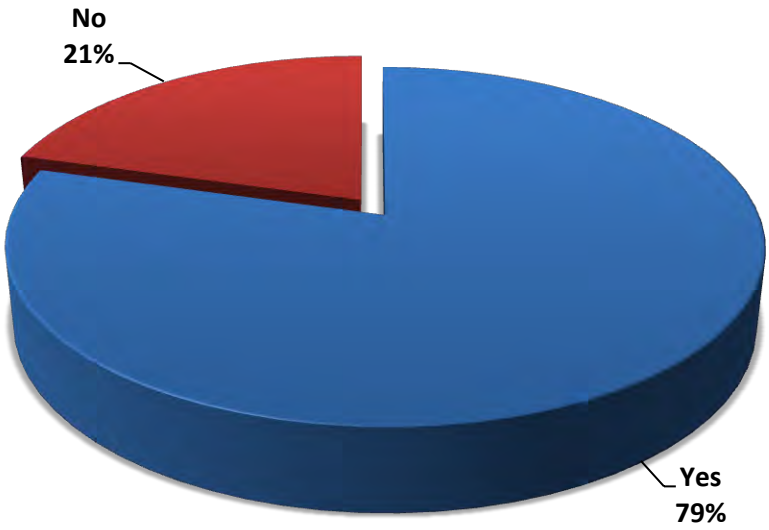


Table 44 – Q21: I have a Driver's license:

Description	Total Surveyed	Respondents
Yes	3,634	79.4%
No	945	20.6%
Total	4,579	100%

Summary

- **Response Rate = 88%**
- Approx. 79% of riders have a driver's license

Figure 48: Q22a: Including me, (blank) live in my home, and of those:

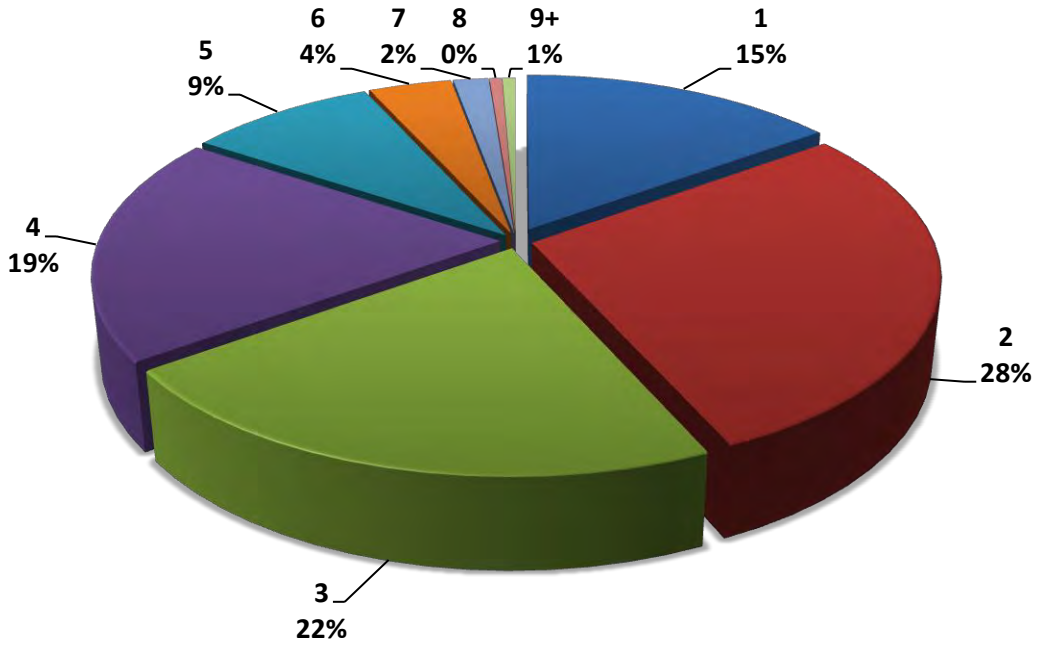


Table 45 – Q22a: Including me, (blank) live in my home, and of those:

Description	Total Surveyed	Respondents
1	567	15.0%
2	1,075	28.3%
3	824	21.7%
4	733	19.3%
5	336	8.9%
6	148	3.9%
7	63	1.7%
8	22	0.6%
9+	24	0.6%
Total	3,792	100%

Summary

- **Response Rate = 73%**
- A majority of riders (84%) have 4 or fewer people living in the home

Figure 49: Q22b: Including me, (blank) live in my home, and of those: Have a Driver's license

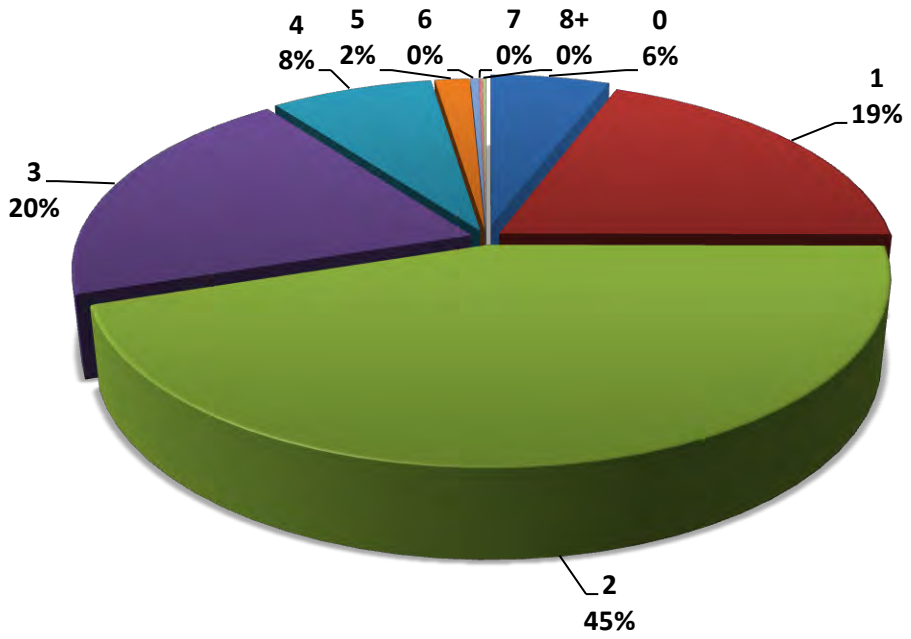


Table 46 – Q22b: Including me, (blank) live in my home, and of those: Have a Driver's license

Description	Total Surveyed	Respondents
0	217	5.7%
1	731	19.3%
2	1,697	44.9%
3	750	19.8%
4	294	7.8%
5	63	1.7%
6	15	0.4%
7	7	0.2%
8+	6	0.2%
Total	3,780	100%

Summary

- **Response Rate = 73%**
- 64% of riders have at least 1 or 2 people in the home with a driver's license

Figure 50: Q22c: Including me, (blank) live in my home, and of those: Are under 16 years old

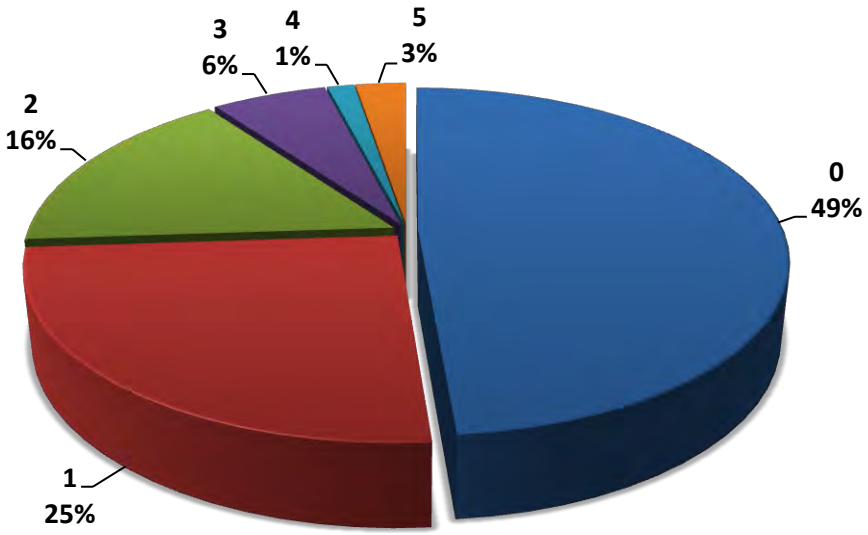


Table 47 – Q22c: Including me, (blank) live in my home, and of those: Are under 16 years old

Description	Total Surveyed	Respondents
0	1,302	48.7%
1	675	25.2%
2	431	16.1%
3	159	5.9%
4	37	1.4%
5	70	2.6%
Total	2,674	100%

Summary

- **Response Rate = 52%**
- Almost half of the riders had no one under 16 in their household

Figure 51: Q22d: Including me, (blank) live in my home, and of those: Are 65 and older

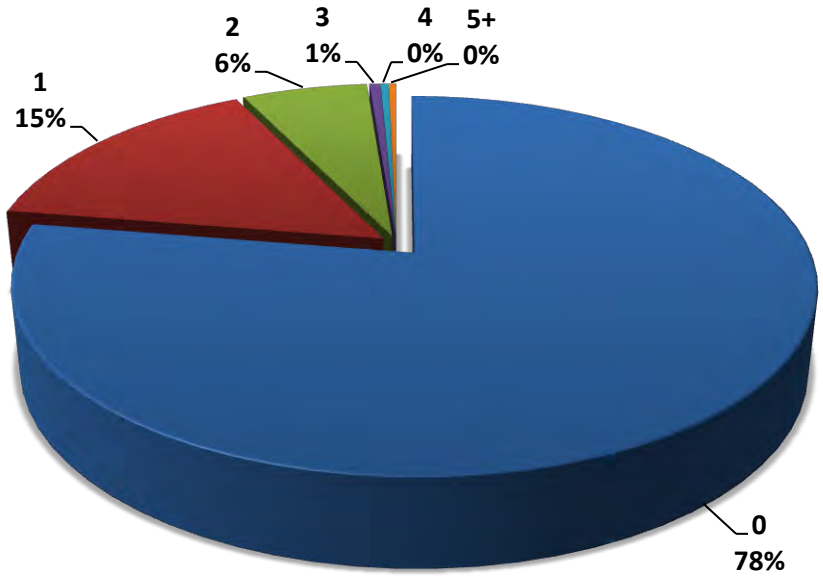


Table 48 – Q22d: Including me, (blank) live in my home, and of those: Are 65 and older

Description	Total Surveyed	Respondents
0	1,807	77.6%
1	354	15.2%
2	140	6.0%
3	12	0.5%
4	9	0.4%
5+	8	0.3%
Total	2,330	100%

Summary

- **Response Rate = 45%**
- 22% of riders had 1 or more persons age 65 or older living in their household

Figure 52: Q22e: Including me, (blank) live in my home, and of those: Work outside the home

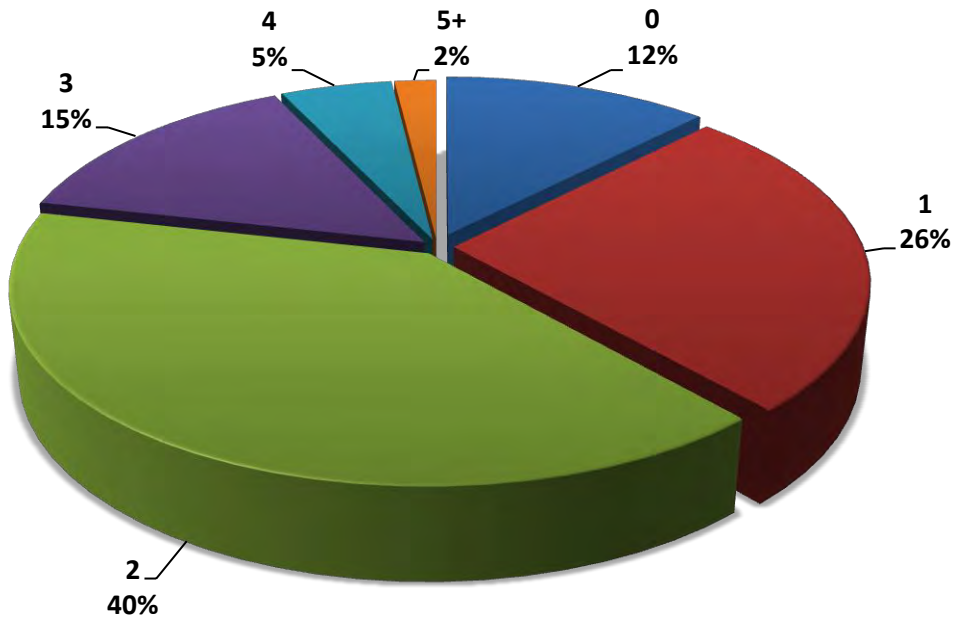


Table 49 – Q22e: Including me, (blank) live in my home, and of those: Work outside the home

Description	Total Surveyed	Respondents
0	357	12.3%
1	760	26.2%
2	1,162	40.0%
3	419	14.4%
4	149	5.1%
5+	56	1.9%
Total	2,903	100%

Summary

- **Response Rate = 56%**
- Only 12% of riders have no one working outside of their home, which could either correspond to the number of riders 65 and older or the number of part-time Florida residents

Figure 53: Q23: I graduated:

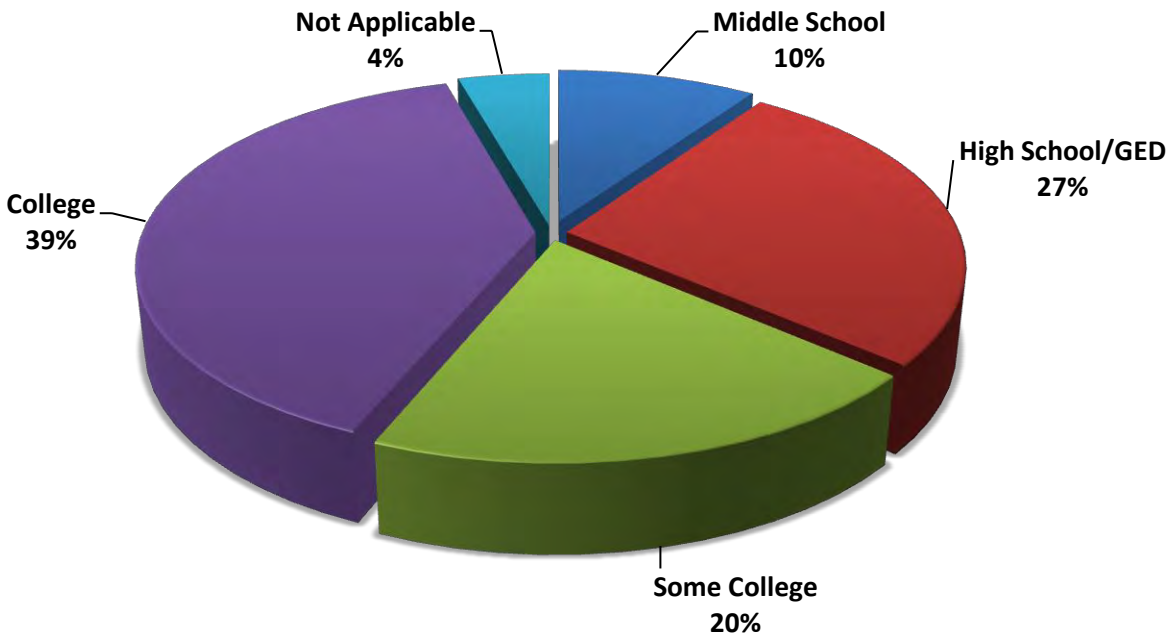


Table 50 – Q23: I graduated:

Description	Total Surveyed	Respondents
Middle School	438	9.6%
High School/GED	1,217	26.7%
Some College	907	19.9%
College	1,791	39.3%
Not Applicable	200	4.4%
Total	4,553	100%

Summary

- **Response Rate = 88%**
- A majority of riders attended college or some college at 59%

Figure 54: Q24: What is your current employment status?

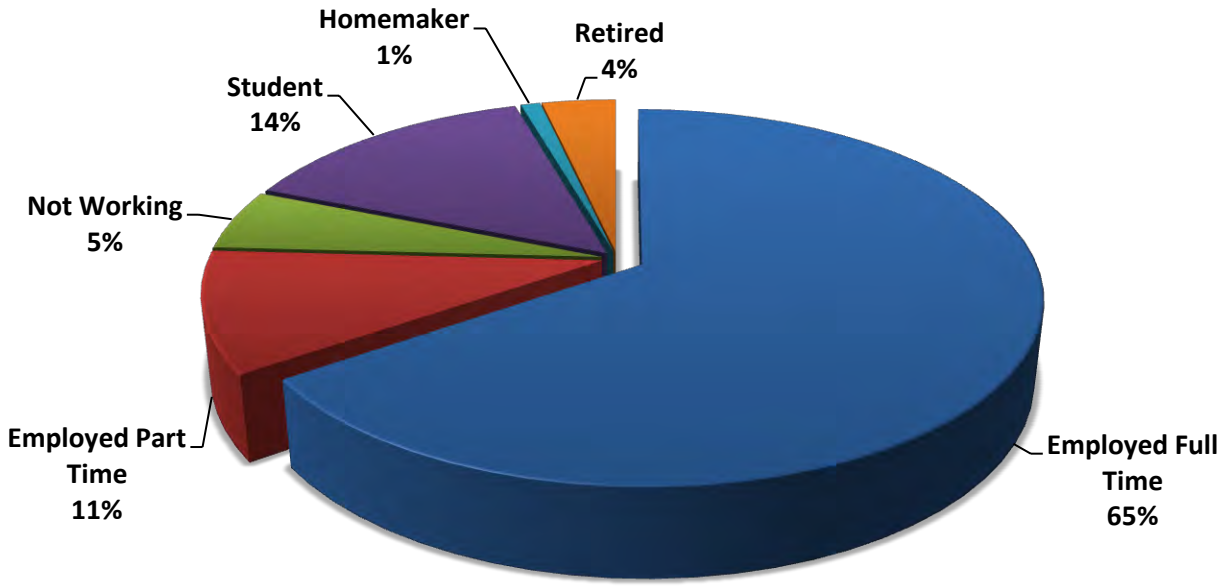


Table 51 – Q24: What is your current employment status?

Description	Total Surveyed	Respondents
Employed Full Time	3,024	65.4%
Employed Part Time	484	10.5%
Not Working	243	5.3%
Student	666	14.4%
Homemaker	43	0.9%
Retired	164	3.5%
Total	4,624	100%

Summary

- **Response Rate = 89%**
- 65% of riders surveyed were employed Full Time

Figure 55: Q25: My households total annual income is:

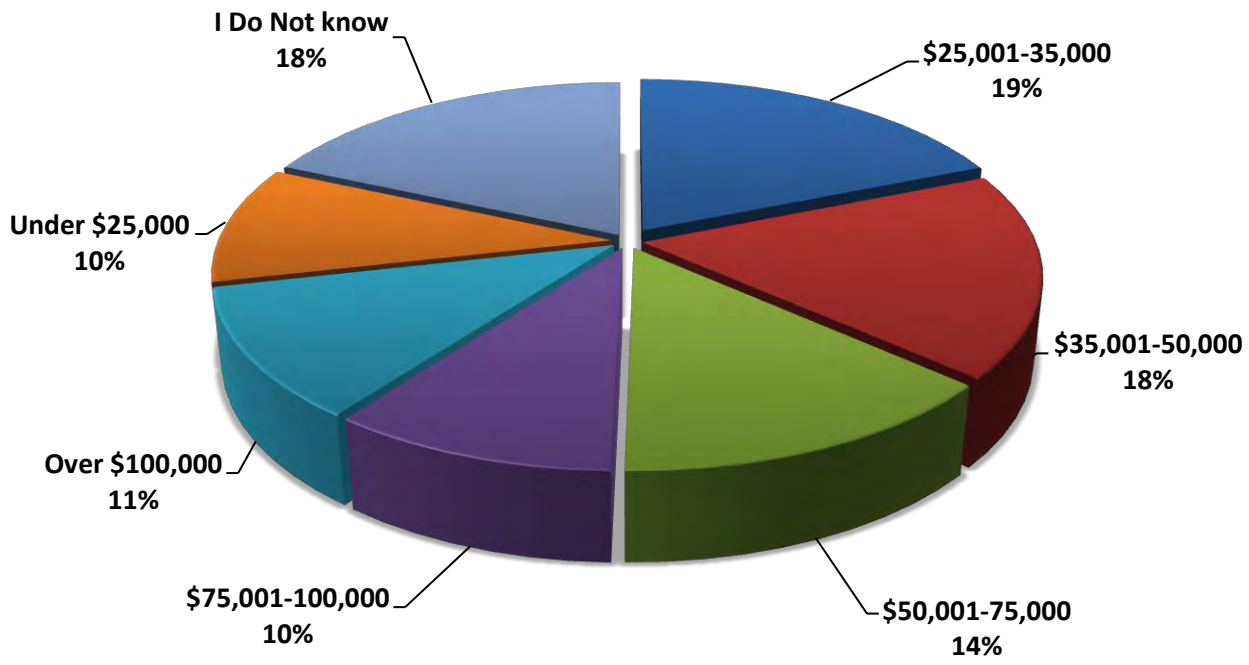


Table 52 – Q25: My households total annual income is:

Description	Total Surveyed	Respondents
$25,001-35,000	799	18.8%
$35,001-50,000	752	17.7%
$50,001-75,000	584	13.8%
$75,001-100,000	419	9.9%
Over $100,000	476	11.2%
Under $25,000	433	10.2%
I Do Not know	778	18.3%
Total	**4,241**	**100%**

Summary

- **Response Rate = 82%**
- 35% of the riders had household incomes over $50,000

Figure 56: Q26: I filled out another survey card earlier today:

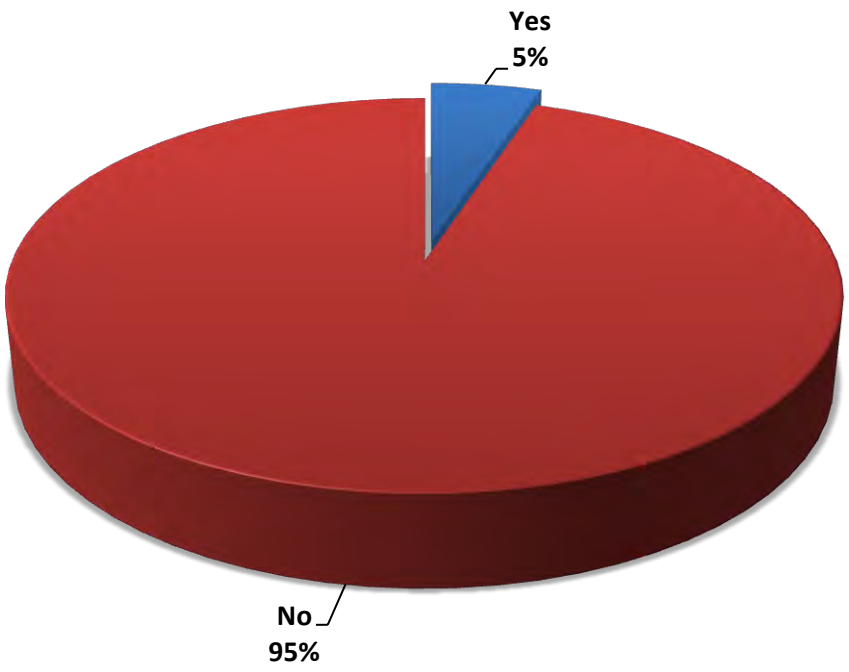


Table 53 – Q26: I filled out another survey card earlier today:

Description	Total Surveyed	Respondents
Yes	207	5.1%
No	3,854	94.9%
Total	4,061	100%

Summary

- **Response Rate = 78%**
- Most riders (95%) did not fill out a survey card previously

7.5 Customer Opinions, Preferences and Rider Satisfaction

Question number 27 of the survey instrument was specifically developed to gather information from passengers about their opinions, preferences and satisfaction regarding three specific categories including:

1. Station Conditions
2. Train Conditions
3. Service Performance

The tables below list their summaries.

Table 54 – Station Conditions

Description	Station Announcements	Station Cleanliness	Station Security/ Safety	Parking Availability	Ticket Vending Machines
Very Good	25%	22%	26%	30%	26%
Good	31%	33%	36%	35%	36%
Okay	29%	30%	27%	20%	25%
Poor	10%	9%	6%	5%	7%
Very Poor	5%	5%	3%	3%	3%
NA	1%	1%	1%	8%	5%
Total	4,513	4,479	4,454	4,422	4,434

Table 55 – Train Conditions

Description	Outside Cleanliness	Inside Cleanliness	On-Board Restrooms	On-Board Announcements	Air Conditioning	On-Board Safety/Security	On-Board Experience
Very Good	19%	18%	12%	30%	31%	26%	27%
Good	34%	33%	16%	36%	40%	40%	42%
Okay	31%	31%	21%	25%	23%	23%	26%
Poor	9%	11%	17%	5%	4%	3%	2%
Very Poor	5%	5%	16%	3%	2%	2%	2%
NA	1%	1%	19%	1%	1%	1%	1%
Total	4,482	4,438	4,368	4,393	4,421	4,376	4,362

Table 56 – Service Performance

Description	Station Staff	On-Board Train Crew	Telephone Customer Service	Train Reliability	Overall Value for Price	Website/Phone App
Very Good	30%	35%	21%	18%	27%	22%
Good	36%	39%	27%	31%	31%	27%
Okay	23%	20%	21%	31%	28%	21%
Poor	4%	2%	5%	12%	6%	5%
Very Poor	2%	2%	4%	7%	4%	3%
NA	5%	3%	22%	2%	3%	22%
Total	4,444	4,391	4,306	4,360	4,353	4,240

At least 48% of all riders thought Tri-Rail conditions and service were good or very good (highlighted in yellow) for almost every category asked.

7.6 Comparison with Previous Survey Efforts

In March 2009, the report '*2008 Tri-Rail On-Board Survey*' was produced for the South Florida Regional Transportation Authority (SFRTA) and the Florida Department of Transportation (FDOT) District 4. The report was heavily oriented towards improving the transit model for the region and much of the work is produced in terms of home-based-work trip, productions and attractions. Table 57 shows the comparison of the 2008 boarding counts and the 2013 boarding counts.

Table 57 – Comparison of Door Counts for Select Stations

Station	2008 Survey			2013 Survey		
	SB	NB	Total	SB	NB	Total
Mangonia Park	1,138	51	1,189	1,136		1,136
West Palm Beach	1,068	126	1,194	1,277	47	1,324
Lake Worth	697	176	873	832	145	977
Boynton Beach	482	337	819	588	337	925
Delray Beach	413	240	653	437	267	704
Boca Raton	759	437	1,196	961	682	1,643
Deerfield Beach	518	291	809	465	357	822
Pompano Beach	443	334	777	380	439	819
Cypress Creek	624	477	1,101	491	606	1,097
Fort Lauderdale	465	517	982	334	671	1,005
FLL at Dania Beach	374	454	828	268	542	810
Sheridan Street	297	369	666	116	336	452
Hollywood	328	367	695	258	465	723
Golden Glades	186	492	678	87	541	628
Opa-locka	52	224	276	46	337	383
Metrorail Transfer	68	1,699	1,767	32	1,328	1,360
Hialeah Market	7	255	262		847	847
Miami Airport	47	850	897			
Total	7,966	7,696	15,662	7,708	7,947	15,655

*The 2013 data shown for the Miami Airport Station is for the Hialeah Market Station as the Miami Airport Station was closed at the time of the survey

This table shows that ridership patterns from 2008 and 2013 have shifted to the northern part of the Tri-Rail service area. During this time frame, the total boardings increased at all of the stations between West Palm Beach and Pompano Beach. Another very clear indication of this trend is that northbound boardings at every station between the FLL at Dania Beach Station and Boca Raton Station also

increased, meaning that more people are traveling north on the system. One can also observe that the southbound boardings at the Ft. Lauderdale Station have decreased and the northbound boardings have increased. It appears that the MDT Express Service has not affected ridership on the southern half of the system, as those stations are showing the same level of ridership in 2013 as they had in 2008. It also appears that the transfers at the Metrorail Station have decreased over the same period of time. One final observation is that the temporary closure of the Miami Airport has had some effect on the use of the terminus station. The 2013 number for Miami Airport station is represented in the count from the Hialeah Market station.

Trip length data has varied slightly, probably due to the introduction of other long distance transit service in the corridor. Additionally, there is currently one less station to travel, so the trip lengths can't be quite as long. The following table is a comparison of the trip length by number of stations traveled. Regardless, in both surveys, more than 50% of the passengers traveled between 3 and 7 stations. In 2008 the average trip length was 6.5 stations and in 2013 the average trip length was 6.2 stations or approximately 27 miles.

Table 58 – Comparison of Trip Length by Stations Traveled

# Stations Traveled	Year	
	2008	2013
1	1.60%	3.30%
2	6.80%	7.70%
3	11.60%	11.30%
4	13.80%	12.30%
5	12.60%	10.20%
6	17.00%	9.40%
7	9.40%	8.60%
8	8.00%	7.00%
9	6.40%	4.20%
10	4.00%	3.30%
11	3.60%	2.70%
12	2.90%	2.40%
13	2.10%	2.20%
14	2.20%	1.50%
15	1.80%	2.60%
16	0.90%	1.20%
17	0.60%	

Additional data was compared with the survey. Auto ownership has changed little between the survey periods.

Table 59 – Auto Ownership Comparison

Year	0 Autos	1 Auto	2+ Autos
2008	4.90%	27.40%	67.70%
2013	7.00%	25.00%	68.00%

Mode of access and mode of egress were compared between the surveys and the results are shown in the proceeding table. Small variations appear throughout the data but the only noticeable change is in the number of people using park and ride to access Tri-Rail. The 2013 survey shows a 40% drop in park and ride usage.

Table 60 – Mode of Access and Egress

Mode	2008 Survey	2013 Survey	2008 Survey	2013 Survey
	Mode of Access %		Mode of Egress %	
Walk	5.60%	9.00%	16.00%	17.00%
Bike	4.20%	6.00%	4.30%	6.00%
Taxi	1.40%	3.00%	1.10%	2.00%
School bus	0.90%	1.00%	4.20%	3.00%
Metrorail	3.20%	4.00%	14.30%	6.00%
Transit Bus	9.70%	12.00%	17.70%	19.00%
Tri-Rail Shuttle	3.10%	4.00%	16.30%	15.00%
Park and Ride	49.10%	28.00%	12.40%	10.00%
Kiss and Ride	21.60%	25.00%	11.10%	14.00%

Comparing other aspects of the survey, the residency status has not changed, nor has the sex of the rider. The age of Tri-Rail riders has also remained fairly constant as the following table shows.

Table 61 – Ridership Age Group

Year	Under 16	16-24	25-34	35-44	45-54	55-64	65 +
2008	5.80%	15.60%	18.80%	20.00%	22.20%	11.70%	3.10%
2013	4.00%	19.00%	17.00%	17.00%	18.00%	13.00%	4.00%

The ethnic makeup of the ridership has varied in that the number of white passengers has declined by about 10%.

Table 62 – Comparison Ethnicity of Ridership

Year	Am. Indian	Asian	Black	Hispanic	White	Other
2008	0.40%	3.10%	23.80%	27.90%	37.50%	5.80%
2013	1.00%	2.00%	30.00%	24.00%	28.00%	6.00%

8.0 PARKING COUNTS

Part of the survey effort included a straight forward assessment of the parking availability and utilization at all Tri-Rail stations. Station counts were made on the same day as the onboard survey, February 13, 2013, between 10:00 AM and 12:00 noon. The parking count utilization data showed that the Hialeah Market station parking facility was over capacity (possibly because it was one of the staging areas for the survey crew). The Hollywood station was at capacity and Golden Glades, Metrorail Transfer, and Opa-locka Stations were all effectively at capacity. The other stations all had sufficient parking availability.

Table 63 below presents the data collected at parking lots at each station.

Table 63 – Parking Counts

Tri-Rail Parking Occupancy (February 13, 2013)			
Tri-Rail Station	Total Parking Spaces	Parking Count	Occupancy
Mangonia Park	272	225	82.70%
West Palm Beach	231	157	67.90%
Lake Worth	225	178	79.10%
Boynton Beach	324	184	56.80%
Delray Beach	129	87	67.40%
Boca Raton	159	109	68.50%
Deerfield Beach	236	143	60.50%
Pompano Beach	298	121	40.60%
Cypress Creek	345	175	50.70%
Ft. Lauderdale	325	219	67.40%
FLL at Dania Beach	450	205	45.50%
Sheridan Street	470	323	68.70%
Hollywood	110	106	96.30%
Golden Glades	205	181	88.20%
Opa-locka	72	60	83.30%
Metrorail Transfer	44	38	86.30%
Hialeah Market	164	170	103.60%
Total	**4,059**	**2,681**	**71.38%**

9.0 SURVEY SUMMARY

9.1 Total Ridership

The February 13, 2013 on-board door count was 15,655 passengers. The conductor counts for that same day was 15,668. The door count and the conductor count are within 99.92% of each other. The 2008 door count was 15,662. The big difference between the 2008 counts and the 2013 counts is that a substantial amount of express bus service has been implemented along I-95 connecting Pembroke Pines/Hollywood, Miramar, Sheridan Street and Broward Boulevard directly to downtown Miami. The routes are operated by both Miami Dade Transit (MDT) and Broward County Transit (BCT). On an average weekday in February 2013 (the same time frame of the Tri-Rail door counts), MDT's Dade Broward Express carried 1,165 passengers and BCT's 95 Express carried 1,997 passengers. This would indicate that nearly 18,787 people are making regional trips by transit every day. The transit mode may have shifted since 2008, but the total number of regional trips has increased by 20%.

9.2 Station Utilization

Station utilization along the corridor has changed during the previous five years. 47% of all boardings now occur in Palm Beach County, with 32% of the boardings occurring in Broward County, and only 20% occurring in Miami-Dade County. The Boca Raton Station has grown from the number two station to the number one station – replacing Metrorail Transfer. Table 64 shows the change in station rank from 2008 to 2013.

Table 64 – Change in Station Rank

2013 Rank	2008 Rank	Station	2013 Rank	2008 Rank	Station
1	2	Boca Raton	10	11	Deerfield Beach
2	1	Metrorail Transfer	11	12	Pompano Beach
3	3	West Palm Beach	12	9	FLL at Dania Beach
4	4	Mangonia Park	13	13	Hollywood
5	5	Cypress Creek	14	16	Delray Beach
6	6	Ft Lauderdale	15	14	Golden Glades
7	8	Lake Worth	16	15	Sheridan Street
8	10	Boynton Beach	17	17	Opa-locka
9	7/18	MIA/Hialeah Market			

9.3 Directional Travel

During the morning peak period, 53% of the total ridership is in the northbound direction and 47% in the southbound direction. The evening peak period is the opposite balance. This reflects two things – that Tri-Rail is an amazingly balanced system, and that the minor imbalance occurs in the opposite direction from the prevailing regional traffic. The peak load point for both the northbound and the southbound peak is between West Palm Beach and Lake Worth.

9.4 Origin/Destination Pairs

There are four very strong origin-destination pairs that occur in the Tri-Rail corridor. They are: Boca Raton - West Palm Beach, Boca Raton - Ft. Lauderdale, Cypress Creek – Metrorail Transfer and Boca Raton – Mangonia Park.

9.5 Mode of Access and Egress at Stations

The Mangonia Park Station is the most auto oriented station in the corridor with 93% of all riders arriving by car. 55% of the passengers at the Mangonia Park Station drove and parked while 38% were dropped off. Four stations had a large number of riders being picked up: Mangonia Park, West Palm Beach, Boca Raton and Cypress Creek.

More passengers arrived at the station (during the survey period) by transit to the Fort Lauderdale Station than to any other station. The number equated to 27% of all trips arriving at the Fort Lauderdale Station arrived by transit. The Metrorail Transfer Station had the largest percentage of all trips arriving at the station by transit at 48%. For trips leaving the station by transit, Metrorail Transfer, Boca Raton and Ft. Lauderdale Stations are far above the other stations on the line, both in terms of percentages and numbers.

Walking as a mode of access to the station is prevalent at the stations with residential uses near the station: West Palm Beach, Lake Worth and Hollywood. The stations that showed a fairly high level of walking for leaving the stations all exhibit higher density employment adjacent to the station: West Palm Beach, Boca Raton and Cypress Creek.

9.6 Typical Rider

The typical Tri-Rail rider is a black male that lives in Florida full-time. He is a 25 to 35-year old college graduate, working full time and earning under $50,000 per year. He lives in a two-person household, with both people working outside the home, both possessing driver's licenses, with access to only one car.

Appendix A

Tri-Rail Operating Schedule

Weekday (Southbound) Schedule

SOUTHBOUND TO MIAMI AIRPORT - WEEKDAYS AM

Train No.	P601	P603	P605	P607	P609	P611	P613	P615	P617	P619	P621	P623
Mangonia Park	4:00	4:40	5:20	6:00	6:20	6:40	7:00	7:30	8:00	9:00	10:00	11:00
West Palm Beach ✈	4:06	4:46	5:26	6:06	6:26	6:46	7:06	7:36	8:06	9:06	10:06	11:06
Lake Worth	4:15	4:56	5:36	6:16	6:36	6:56	7:16	7:46	8:16	9:16	10:16	11:16
Boynton Beach	4:20	5:02	5:42	6:22	6:42	7:02	7:22	7:52	8:22	9:22	10:22	11:22
Delray Beach	4:29	5:11	5:51	6:31	6:51	7:11	7:31	8:01	8:31	9:31	10:31	11:31
Boca Raton	4:35	5:17	5:57	6:37	6:57	7:17	7:37	8:07	8:37	9:37	10:37	11:37
Deerfield Beach	4:42	5:24	6:04	6:44	7:04	7:24	7:44	8:14	8:44	9:44	10:44	11:44
Pompano Beach	4:48	5:30	6:10	6:50	7:10	7:30	7:50	8:20	8:50	9:50	10:50	11:50
Cypress Creek	4:54	5:37	6:17	6:57	7:17	7:37	7:57	8:27	8:57	9:58	10:58	11:58
Fort Lauderdale	5:01	5:45	6:25	7:05	7:25	7:45	8:05	8:35	9:05	10:08	11:08	12:08
Fort Lauderdale Airport ✈	5:08	5:53	6:33	7:13	7:33	7:53	8:13	8:43	9:13	10:17	11:17	12:17
Sheridan Street	5:12	5:57	6:37	7:17	7:37	7:57	8:17	8:47	9:17	10:21	11:21	12:21
Hollywood	5:16	6:01	6:41	7:21	7:41	8:01	8:21	8:51	9:21	10:26	11:26	12:26
Golden Glades	5:25	6:10	6:50	7:30	7:50	8:10	8:30	9:00	9:30	10:35	11:35	12:35
Opa-locka	5:31	6:16	6:56	7:36	7:56	8:16	8:36	9:06	9:36	10:41	11:41	12:41
Metrorail Transfer	5:38	6:23	7:03	7:43	8:03	8:23	8:43	9:13	9:43	10:48	11:48	12:48
Hialeah Market/ Miami Airport ✈	5:44	6:29	7:09	7:49	8:09	8:29	8:49	9:19	9:49	10:54	11:54	12:54

SOUTHBOUND TO MIAMI AIRPORT - WEEKDAYS PM

Train No.	P625	P627	P629	P631	P633	P635	P637	P639	P641	P643	P645	P647	P649
Mangonia Park	12:00	1:00	2:00	3:00	3:30	4:00	4:25	5:00	5:30	6:15	6:45	7:40	8:40
West Palm Beach ✈	12:06	1:06	2:06	3:06	3:36	4:06	4:31	5:06	5:36	6:21	6:51	7:46	8:46
Lake Worth	12:16	1:16	2:16	3:16	3:46	4:16	4:41	5:16	5:46	6:31	7:01	7:56	8:56
Boynton Beach	12:22	1:22	2:22	3:22	3:52	4:22	4:47	5:22	5:52	6:37	7:07	8:02	9:02
Delray Beach	12:31	1:31	2:31	3:31	4:01	4:31	4:56	5:31	6:01	6:46	7:16	8:11	9:11
Boca Raton	12:37	1:37	2:37	3:37	4:07	4:37	5:02	5:37	6:07	6:52	7:22	8:17	9:17
Deerfield Beach	12:44	1:44	2:44	3:44	4:14	4:44	5:09	5:44	6:14	6:59	7:29	8:24	9:24
Pompano Beach	12:50	1:50	2:50	3:50	4:20	4:50	5:15	5:50	6:20	7:05	7:35	8:30	9:30
Cypress Creek	12:58	1:58	2:58	3:58	4:28	4:58	5:23	5:58	6:27	7:12	7:42	8:37	9:37
Fort Lauderdale	1:08	2:08	3:08	4:08	4:38	5:08	5:33	6:08	6:35	7:20	7:50	8:45	9:45
Fort Lauderdale Airport ✈	1:17	2:17	3:17	4:17	4:47	5:17	5:42	6:17	6:43	7:28	7:58	8:53	9:53
Sheridan Street	1:21	2:21	3:21	4:21	4:51	5:21	5:46	6:21	6:47	7:32	8:02	8:57	9:57
Hollywood	1:26	2:26	3:26	4:26	4:56	5:26	5:51	6:26	6:51	7:36	8:06	9:01	10:01
Golden Glades	1:35	2:35	3:35	4:35	5:05	5:35	6:00	6:35	7:00	7:45	8:15	9:10	10:10
Opa-locka	1:41	2:41	3:41	4:41	5:11	5:41	6:06	6:41	7:06	7:51	8:21	9:16	10:16
Metrorail Transfer	1:48	2:48	3:48	4:48	5:18	5:48	6:13	6:48	7:13	7:58	8:28	9:23	10:23
Hialeah Market/ Miami Airport ✈	1:54	2:54	3:56	5:12	5:26	6:12	6:21	6:56	7:19	8:04	8:34	9:29	10:29

L STOP - Train may depart station as much as five (5) minutes ahead of schedule

Passengers will be shuttled to/from the Metrorail Transfer Station, Hialeah Market Station and the Miami International Airport.

Weekday (Northbound) Schedule

NORTHBOUND TO MANGONIA PARK - WEEKDAYS AM

Train No.	P600	P602	P604	P606	P608	P610	P612	P614	P616	P618	P620	P622
Hialeah Market/ Miami Airport ✈	4:18	4:48	5:13	5:38	6:03	6:23	7:03	7:43	8:23	9:23	10:23	11:23
Metrorail Transfer	4:23	4:54	5:19	5:49	6:09	6:29	7:09	7:49	8:30	9:30	10:30	11:30
Opa-locka	4:29	5:00	5:25	5:55	6:15	6:35	7:15	7:55	8:36	9:36	10:36	11:36
Golden Glades	4:35	5:06	5:31	6:01	6:21	6:41	7:21	8:01	8:43	9:43	10:43	11:43
Hollywood	4:43	5:15	5:40	6:10	6:30	6:50	7:30	8:10	8:52	9:52	10:52	11:52
Sheridan Street	4:47	5:19	5:44	6:14	6:34	6:54	7:34	8:14	8:56	9:56	10:56	11:56
Fort Lauderdale Airport ✈	4:51	5:23	5:48	6:18	6:38	6:58	7:38	8:18	9:00	10:00	11:00	12:00
Fort Lauderdale	5:00	5:32	5:57	6:27	6:47	7:07	7:47	8:27	9:09	10:09	11:09	12:09
Cypress Creek	5:06	5:39	6:04	6:34	6:54	7:14	7:54	8:34	9:16	10:16	11:16	12:16
Pompano Beach	5:12	5:45	6:10	6:40	7:00	7:20	8:00	8:40	9:23	10:23	11:23	12:23
Deerfield Beach	5:18	5:51	6:16	6:46	7:06	7:26	8:06	8:46	9:29	10:29	11:29	12:29
Boca Raton	5:25	5:59	6:24	6:54	7:14	7:34	8:14	8:54	9:38	10:38	11:38	12:38
Delray Beach	5:30	6:04	6:29	6:59	7:19	7:39	8:19	8:59	9:44	10:44	11:44	12:44
Boynton Beach	5:38	6:13	6:38	7:08	7:28	7:48	8:28	9:08	9:53	10:53	11:53	12:53
Lake Worth	5:44	6:19	6:44	7:14	7:34	7:54	8:34	9:14	9:59	10:59	11:59	12:59
West Palm Beach ✈	5:55	6:30	6:55	7:25	7:45	8:05	8:45	9:25	10:10	11:10	12:10	1:10
Mangonia Park	6:05	6:40	7:05	7:35	7:55	8:15	8:55	9:35	10:20	11:20	12:20	1:20

NORTHBOUND TO MANGONIA PARK - WEEKDAYS PM

Train No.	P624	P626	P628	P630	P632	P634	P636	P638	P640	P642	P644	P646	P648
Hialeah Market/ Miami Airport ✈	12:23	1:23	2:23	3:13	3:53	4:33	4:53	5:00	5:51	5:58	6:53	7:53	9:43
Metrorail Transfer	12:30	1:30	2:30	3:20	4:09	4:39	4:59	5:29	5:57	6:29	6:59	7:59	9:49
Opa-locka	12:36	1:36	2:36	3:26	4:15	4:45	5:05	5:35	6:03	6:35	7:05	8:05	9:55
Golden Glades	12:43	1:43	2:43	3:33	4:21	4:51	5:11	5:41	6:09	6:41	7:11	8:11	10:01
Hollywood	12:52	1:52	2:52	3:42	4:30	5:00	5:20	5:50	6:18	6:50	7:20	8:20	10:10
Sheridan Street	12:56	1:56	2:56	3:46	4:34	5:04	5:24	5:54	6:22	6:54	7:24	8:24	10:14
Fort Lauderdale Airport ✈	1:00	2:00	3:00	3:50	4:38	5:08	5:28	5:58	6:26	6:58	7:28	8:28	10:18
Fort Lauderdale	1:09	2:09	3:09	3:59	4:47	5:17	5:37	6:07	6:35	7:07	7:37	8:37	10:27
Cypress Creek	1:16	2:16	3:16	4:06	4:54	5:24	5:44	6:14	6:42	7:14	7:44	8:44	10:34
Pompano Beach	1:23	2:23	3:23	4:13	5:00	5:30	5:50	6:20	6:48	7:20	7:50	8:50	10:40
Deerfield Beach	1:29	2:29	3:29	4:19	5:06	5:36	5:56	6:26	6:54	7:26	7:56	8:56	10:46
Boca Raton	1:38	2:38	3:38	4:28	5:14	5:44	6:04	6:34	7:02	7:34	8:04	9:04	10:54
Delray Beach	1:44	2:44	3:44	4:34	5:19	5:49	6:09	6:39	7:07	7:39	8:09	9:09	10:59
Boynton Beach	1:53	2:53	3:53	4:43	5:28	5:58	6:18	6:48	7:16	7:48	8:18	9:18	11:08
Lake Worth	1:59	2:59	3:59	4:49	5:34	6:04	6:24	6:54	7:22	7:54	8:24	9:24	11:14
West Palm Beach ✈	2:10	3:10	4:10	5:00	5:45	6:15	6:35	7:05	7:33	8:05	8:35	9:35	11:25
Mangonia Park	2:20	3:20	4:20	5:10	5:55	6:25	6:45	7:15	7:43	8:15	8:45	9:45	11:35

L STOP - Train may depart station as much as five (5) minutes ahead of schedule

Passengers will be shuttled to/from the Metrorail Transfer Station, Hialeah Market Station and the Miami International Airport.

Weekend Schedule

SOUTHBOUND TO MIAMI AIRPORT – WEEKEND/HOLIDAYS AM/PM

	AM SOUTHBOUND							PM SOUTHBOUND							
Train No.	**P661**	**P663**	**P665**	**P667**	**P669**	**P671**	**P673**	**P675**	**P677**	**P679**	**P681**	**P683**	**P685**	**P687**	**P689**
Mangonia Park	5:50	6:50	7:50	8:50	9:50	10:50	11:50	12:50	1:50	2:50	3:50	4:50	5:50	6:50	9:00
West Palm Beach ✈	5:56	6:56	7:56	8:56	9:56	10:56	11:56	12:56	1:56	2:56	3:56	4:56	5:56	6:56	9:06
Lake Worth	6:08	7:08	8:08	9:08	10:08	11:08	12:08	1:08	2:08	3:08	4:08	5:08	6:08	7:08	9:18
Boynton Beach	6:14	7:14	8:14	9:14	10:14	11:14	12:14	1:14	2:14	3:14	4:14	5:14	6:14	7:14	9:24
Delray Beach	6:23	7:23	8:23	9:23	10:23	11:23	12:23	1:23	2:23	3:23	4:23	5:23	6:23	7:23	9:33
Boca Raton	6:29	7:29	8:29	9:29	10:29	11:29	12:29	1:29	2:29	3:29	4:29	5:29	6:29	7:29	9:39
Deerfield Beach	6:36	7:36	8:36	9:36	10:36	11:36	12:36	1:36	2:36	3:36	4:36	5:36	6:36	7:36	9:46
Pompano Beach	6:41	7:41	8:41	9:41	10:41	11:41	12:41	1:41	2:41	3:41	4:41	5:41	6:41	7:41	9:51
Cypress Creek	6:48	7:48	8:48	9:48	10:48	11:48	12:48	1:48	2:48	3:48	4:48	5:48	6:48	7:48	9:58
Fort Lauderdale	6:56	7:56	8:56	9:56	10:56	11:56	12:56	1:56	2:56	3:56	4:56	5:56	6:56	7:56	10:06
Fort Lauderdale Airport ✈	7:03	8:03	9:03	10:03	11:03	12:03	1:03	2:03	3:03	4:03	5:03	6:03	7:03	8:03	10:13
Sheridan Street	7:07	8:07	9:07	10:07	11:07	12:07	1:07	2:07	3:07	4:07	5:07	6:07	7:07	8:07	10:17
Hollywood	7:11	8:11	9:11	10:11	11:11	12:11	1:11	2:11	3:11	4:11	5:11	6:11	7:11	8:11	10:21
Golden Glades	7:20	8:20	9:20	10:20	11:20	12:20	1:20	2:20	3:20	4:20	5:20	6:20	7:20	8:20	10:30
Opa-locka	7:25	8:25	9:25	10:25	11:25	12:25	1:25	2:25	3:25	4:25	5:25	6:25	7:25	8:25	10:35
Metrorail Transfer	7:32	8:32	9:32	10:32	11:32	12:32	1:32	2:32	3:32	4:32	5:32	6:32	7:32	8:32	10:42
Hialeah Market/ Miami Airport ✈	7:50	8:50	9:50	10:50	11:50	12:50	1:50	2:50	3:50	4:50	5:50	6:50	7:50	8:50	11:00

NORTHBOUND TO MANGONIA PARK – WEEKEND/HOLIDAYS AM/PM

	AM NORTHBOUND							PM NORTHBOUND							
Train No.	**P660**	**P662**	**P664**	**P666**	**P668**	**P670**	**P672**	**P674**	**P676**	**P678**	**P680**	**P682**	**P684**	**P686**	**P688**
Hialeah Market/ Miami Airport ✈	5:20	6:20	7:20	8:20	9:20	10:20	11:20	12:20	1:20	2:20	3:20	4:20	5:20	6:20	9:45
Metrorail Transfer	5:27	6:27	7:27	8:27	9:27	10:27	11:27	12:27	1:27	2:27	3:27	4:27	5:27	6:27	9:52
Opa-locka	5:33	6:33	7:33	8:33	9:33	10:33	11:33	12:33	1:33	2:33	3:33	4:33	5:33	6:33	9:58
Golden Glades	5:39	6:39	7:39	8:39	9:39	10:39	11:39	12:39	1:39	2:39	3:39	4:39	5:39	6:39	10:04
Hollywood	5:49	6:49	7:49	8:49	9:49	10:49	11:49	12:49	1:49	2:49	3:49	4:49	5:49	6:49	10:14
Sheridan Street	5:53	6:53	7:53	8:53	9:53	10:53	11:53	12:53	1:53	2:53	3:53	4:53	5:53	6:53	10:18
Fort Lauderdale Airport ✈	5:57	6:57	7:57	8:57	9:57	10:57	11:57	12:57	1:57	2:57	3:57	4:57	5:57	6:57	10:22
Fort Lauderdale	6:05	7:05	8:05	9:05	10:05	11:05	12:05	1:05	2:05	3:05	4:05	5:05	6:05	7:05	10:30
Cypress Creek	6:12	7:12	8:12	9:12	10:12	11:12	12:12	1:12	2:12	3:12	4:12	5:12	6:12	7:12	10:37
Pompano Beach	6:19	7:19	8:19	9:19	10:19	11:19	12:19	1:19	2:19	3:19	4:19	5:19	6:19	7:19	10:44
Deerfield Beach	6:25	7:25	8:25	9:25	10:25	11:25	12:25	1:25	2:25	3:25	4:25	5:25	6:25	7:25	10:50
Boca Raton	6:33	7:33	8:33	9:33	10:33	11:33	12:33	1:33	2:33	3:33	4:33	5:33	6:33	7:33	10:58
Delray Beach	6:39	7:39	8:39	9:39	10:39	11:39	12:39	1:39	2:39	3:39	4:39	5:39	6:39	7:39	11:04
Boynton Beach	6:48	7:48	8:48	9:48	10:48	11:48	12:48	1:48	2:48	3:48	4:48	5:48	6:48	7:48	11:13
Lake Worth	6:54	7:54	8:54	9:54	10:54	11:54	12:54	1:54	2:54	3:54	4:54	5:54	6:54	7:54	11:19
West Palm Beach ✈	7:05	8:05	9:05	10:05	11:05	12:05	1:05	2:05	3:05	4:05	5:05	6:05	7:05	8:05	11:30
Mangonia Park	7:20	8:20	9:20	10:25	11:20	12:20	1:20	2:20	3:20	4:20	5:20	6:20	7:20	8:20	11:45

Appendix B

Survey Instrument

English

Survey #:

PLEASE HELP US IMPROVE YOUR TRI-RAIL SERVICE!

Por favor ver al reverso para español • Souple mande pouyon fòm an Kreyòl

Tri-Rail is conducting a survey to help determine future service and station improvements. You can help by filling out this survey while you ride today. Please print clearly. Return your completed Survey to a surveyor before leaving the Train. If you make another trip today on Tri-Rail, you may be given a survey EACH time you ride Tri-Rail. It is important that you complete a survey each time that you ride Tri-Rail today. THANK YOU!

PLEASE TELL US ABOUT THE ONE-WAY TRIP YOU ARE MAKING NOW ON TRI-RAIL

1. I ORIGINALLY STARTED THIS *ONE-WAY* TRIP AT:
❑Work ❑Home ❑Shopping ❑Social/Recreational ❑Airport
❑School(K-12) ❑College/University ❑Other _____ *(ex. Hotel, doctor, etc.)*

2. WHICH IS LOCATED AT (IMPORTANT!):
_____
(Please provide the nearest cross-street or intersection and City)

3. TO GET TO TRI-RAIL I ARRIVED BY:
❑Walking ❑Taxi
❑School Bus ❑Metrorail
❑Bike, and used: ❑Bike Locker ❑Bike Rack ❑Bike on Train
❑Transit Bus *(Agency/Route #)*_____
❑Tri-Rail Shuttle Bus *(Route Name)*_____
❑Drove and Parked *(How many people in car)*_____
❑Dropped Off
❑Other *(Please specify)*_____

4. I GOT ON THIS TRAIN AT: _____ Station
Station Name

5. I WILL GET OFF THIS TRAIN AT: _____ Station
Station Name

6. I WILL LEAVE THE TRI-RAIL STATION BY:
❑Walking ❑Taxi
❑School Bus ❑Metrorail
❑Biking
❑Transit Bus *(Agency/Route #)*_____
❑Tri-Rail Shuttle Bus *(Route Name)*_____
❑Parked Car *(How many people in car)*_____
❑Picked up
❑Other *(Please specify)*_____

7. IS THIS JOURNEY PART OF A ROUND TRIP THAT YOU WILL MAKE TODAY? ❑Yes ❑No
If yes, please check all services that you will use on the return leg of the trip.
❑This is the return trip ❑Another Tri-Rail Train *(at _____ o'clock)*
❑Local Bus ❑Express Bus ❑Metrorail
❑Other *(Please specify)*_____

8. I WILL FINISH THIS *ONE-WAY* TRIP AT:
❑Work ❑Home ❑Shopping ❑Social/Recreational ❑Airport
❑School(K-12) ❑College/University ❑Other _____ *(ex. Hotel, doctor, etc.)*

9. WHICH IS LOCATED AT (IMPORTANT!):
_____
(Please provide the nearest cross-street or intersection and City)

10. THE FARE I USED FOR THIS *ONE-WAY* TRIP WAS:
Fare Type: ❑Full Fare ❑EDP ❑Discount
Fare Medium: ❑Easy Card ❑Paper Ticket
Fare: ❑One-way ❑Round-trip ❑12 Trip ❑Monthly ❑Regional Monthly

11. I HAVE BEEN RIDING TRI-RAIL:
❑First Time/Occasionally ❑For the last 6 months
❑For 6 months to 2 years ❑For 2 years to 6 years ❑6 years +

12. I TYPICALLY RIDE TRI-RAIL:
_____ time(s) per day and _____ day(s) per week;
 # per day *# of day(s)/week*
_____ days per month or;
 # days/month
❑less than once per month

13. ARE YOU TRAVELING WITH OTHER PEOPLE THAT ARE NOT FILLING OUT THE SURVEY?
❑No ❑Yes If yes, _____ and/or _____
# of children *# of adults*

PLEASE TELL US ABOUT YOURSELF
THIS INFORMATION WILL BE KEPT STRICTLY CONFIDENTIAL

14. I LIVE IN ZIP CODE: ❑❑❑❑❑
Zip Code

15. I LIVE/STAY IN SOUTH FLORIDA: ❑Full Time ❑Part Time ❑Visitor

16. I AM: ❑MALE ❑FEMALE

17. MY AGE IS: ❑Under 16 ❑16-24 ❑25-34 ❑35-44 ❑45-54 ❑55-64 ❑65 or Over

IF YOU ARE GIVEN ANOTHER SURVEY CARD LATER, PLEASE FILL OUT THAT CARD TOO.

18. MY RACE IS BEST DESCRIBED AS: *(You can check more than one box)*
❑American Indian ❑Asian ❑Black/African American
❑Hispanic ❑White ❑Other _____ *(Please specify)*

19. _____ **VEHICLES ARE OWNED BY PEOPLE IN MY HOME.**
# of vehicles *(Including Vans, SUV's, Motorcycles, Scooters and Pick-Up Trucks)*

20. I COULD HAVE TRAVELED TODAY BY CAR BUT CHOSE TO RIDE TRI-RAIL INSTEAD: ❑Yes ❑No

21. I HAVE A DRIVER'S LICENSE: ❑Yes ❑No

22. INCLUDING ME, _____ **LIVE IN MY HOME, AND OF THOSE:**
# of people
*(# of people)*_____ have a drivers license
*(# of people)*_____ are under 16 years old
*(# of people)*_____ are 65 and older
*(# of people)*_____ work outside the home

23. I GRADUATED: *(check only one)* ❑Middle School ❑High School/GED ❑Some College ❑College ❑Not Applicable

24. WHAT IS YOUR CURRENT EMPLOYMENT STATUS?
❑Employed Full Time ❑Employed Part Time
❑Not Working/Unemployed ❑Student
❑Homemaker ❑Retired

25. MY HOUSEHOLD'S TOTAL ANNUAL INCOME IS:
❑$25,001-35,000 ❑$35,001-50,000 ❑$50,001-75,000
❑$75,001-100,000 ❑Over $100,000 ❑I do not know
❑Under $25,000

26. I FILLED OUT ANOTHER SURVEY CARD EARLIER TODAY:
❑Yes ❑No

PLEASE LET US KNOW HOW TRI-RAIL IS DOING

27. PLEASE RATE TRI-RAIL ON THE FOLLOWING TOPICS:
(Darken the Circle ● Matching Your Score – Check "NA" if "Not Applicable")

STATION CONDITIONS	Very Poor	Poor	Okay	Good	Very Good	NA
Station Announcements	○	○	○	○	○	☐
Station Cleanliness	○	○	○	○	○	☐
Station Security/Safety	○	○	○	○	○	☐
Parking Availability	○	○	○	○	○	☐
Ticket Vending Machines	○	○	○	○	○	☐
TRAIN CONDITIONS						
Outside Cleanliness	○	○	○	○	○	☐
Inside Cleanliness	○	○	○	○	○	☐
On-Board Rest Rooms	○	○	○	○	○	☐
On-Board Announcements	○	○	○	○	○	☐
Air-Conditioning	○	○	○	○	○	☐
On-Board Security/Safety	○	○	○	○	○	☐
On-Board Experience	○	○	○	○	○	☐
SERVICE PERFORMANCE						
Station Staff	○	○	○	○	○	☐
On-Board Train Crew	○	○	○	○	○	☐
Telephone Customer Service	○	○	○	○	○	☐
Train Reliability	○	○	○	○	○	☐
Overall Value for Price	○	○	○	○	○	☐
Website/Phone App	○	○	○	○	○	☐

Comments: _____

Spanish

Survey #:

¡POR FAVOR AYÚDENOS A MEJORAR SU SERVICIO DE TRI-RAIL!

Please see reverse side for English

Tri-Rail está realizando una encuesta para mejorar los servicios y las estaciones de tren en el futuro. Usted nos puede ayudar llenando esta encuesta mientras viaja hoy. Por favor escriba claro. Una vez completa, regrese la encuesta al encuestador antes de desembarcar del tren. Si usted hace otro viaje hoy en Tri-Rail, puede ser que le den otra encuesta. Es importante que usted complete una encuesta cada vez que viaje en Tri-Rail, hoy. ¡MUCHAS GRACIAS!

POR FAVOR COMPARTA LA INFORMACIÓN DE SU VIAJE DE UNA-VÍA QUE USTED HACE HOY EN TRI-RAIL

1. **YO ORIGINÉ ESTE VIAJE DE UNA-VÍA DESDE:**
   ❑Trabajo ❑Hogar ❑Centro Comercial
   ❑Centro Social/Recreacional ❑Aeropuerto ❑Universidad
   ❑Escuela Preparatoria (Hasta Grado 12) ❑Otro _____ *(ej. Hotel, doctor, etc.)*

2. **MI ORIGEN DE ÉSTE VIAJE ESTÁ LOCALIZADO EN (IMPORTANTE!):** _____ *(Por favor indique la intersección más cercana y la ciudad)*

3. **YO LLEGUÉ A LA ESTACIÓN DE TRI-RAIL:**
   ❑Caminando ❑Taxi ❑Bus de la escuela ❑Metrorail
   ❑Bicicleta, y use: ❑Casillero ❑Bicicleta a bordo del tren ❑Barras para estacionar bicicletas
   ❑Bus *(Agencia/# de Ruta)*_____
   ❑Bus de Tri-Rail *(Nombre de la Ruta)*_____
   ❑Manejé y estacioné *(# de personas en el vehículo)*_____
   ❑Me Trajeron ❑Otro *(Por favor especificar)* _____

4. **YO ABORDÉ ESTE TREN EN LA ESTACIÓN:** _____

5. **YO DESEMBARCARÉ ESTE TREN EN LA ESTACIÓN:** _____

6. **YO ME IRÉ DE LA ESTACIÓN DE TRI-RAIL:**
   ❑Caminando ❑Taxi ❑Bus de la escuela ❑Metrorail
   ❑Bicicleta
   ❑Bus *(Agencia/# de Ruta)*_____
   ❑Bus de Tri-Rail *(Nombre de la Ruta)*_____
   ❑Mi vehículo estacionado *(# de personas en el vehículo)* _____
   ❑Me recogerán ❑Otro *(Por favor especificar)* _____

7. **¿ÉSTE VIAJE ES PARTE DE UN VIAJE DE DOS VÍAS?**
   ❑Sí ❑No
   Si su respuesta es sí, favor de marcar todos los servicios que usará en su viaje de regreso.
   ❑Éste es mi viaje de regreso ❑Otro tren de Tri-Rail *(a las_____am/pm)*
   ❑Bus local ❑Bus Rápido ❑Metrorail
   ❑Otro *(Por favor especificar)* _____

SI A USTED LE DAN OTRA ENCUESTA DESPUÉS, POR FAVOR LLENELA TAMBIÉN.

8. **YO TERMINARÉ ÉSTE VIAJE DE UNA-VÍA EN (DESTINO):**
   ❑Trabajo ❑Hogar ❑Centro Comercial
   ❑Centro Social/Recreacional ❑Aeropuerto ❑Universidad
   ❑Escuela Preparatoria (Hasta Grado 12) ❑Otro _____ *(ej. Hotel, doctor, etc.)*

9. **MI DESTINO ESTÁ LOCALIZADO EN (IMPORTANTE!):** _____ *(Por favor indique la intersección más cercana y la ciudad)*

10. **LA TARIFA QUE USÉ EN ÉSTE VIAJE DE UNA-VÍA FUÉ:**
    Tipo de Tarifa: ❑Tarifa Regular ❑EDP ❑Tarifa Reducida
    Medio de Tarifa: ❑Easy Card ❑Boleto de Papel
    Tarifa: ❑Una-Vía ❑Ida y Vuelta ❑12 Viajes ❑Pase Mensual ❑Pase Regional

11. **YO SOY PASAJERO DE TRI-RAIL POR:**
    ❑Primera Vez/Ocasionalmente ❑Los últimos seis meses
    ❑6 meses a 2 años ❑2 años a 6 años ❑Más de 6 años

12. **YO USUALMENTE SOY PASAJERO DEL TRI-RAIL:**
    _____ vez/veces por día y _____ día(s) por semana;
    # por día *# de día(s)/semana*
    _____ días por mes;
    # de días/mes
    ❑Menos de una vez al mes

13. **¿USTED ESTÁ VIAJANDO CON OTRAS PERSONAS QUE NO ESTÁN LLENANDO ESTÁ ENCUESTA?**
    ❑No ❑Sí Si respondió sí _____ y/o _____
    # de niños *# de adultos*

POR FAVOR QUEREMOS SABER DE USTED
ESTA INFORMACIÓN SE MANTENDRÁ ESTRICTAMENTE CONFIDENCIAL

14. **YO RESIDO EN EL CÓDIGO POSTAL:** ❑❑❑❑❑ *Código Postal*

15. **YO RESIDO EN EL SUR DE LA FLORIDA:**
    ❑Permanente ❑Parte del Año ❑De Visita

16. **YO SOY:** ❑HOMBRE ❑MUJER

17. **MI EDAD ES:** ❑Menor de 16 ❑16-24 ❑25-34 ❑35-44 ❑45-54 ❑55-64 ❑65 o Mayor

18. **MI RAZA ES MEJOR DESCRITA COMO:** *(Puede elegir más de una opción)*
    ❑Americana Indígena ❑Asiática ❑Negra/Africana Americana
    ❑Hispana ❑Blanca ❑Otra _____ *(Favor de especificar)*

19. *(# de vehículos)*_____ **VEHÍCULOS QUE SON PROPIEDAD DE LOS QUE HABITAN EN MI HOGAR.** *(Incluyendo, microbuses, SUV's, motocicletas, y camionetas)*

20. **YO HUBIESE PODIDO VIAJAR EN AUTO, PERO ELEGÍ VIAJAR EN TRI-RAIL:** ❑Sí ❑No

21. **YO TENGO LICENCIA DE CONDUCIR:** ❑Sí ❑No

22. *(# de personas)*_____ **RESIDEN EN MI HOGAR INCLUYÉNDOME, Y DE TODOS:**
    *(# de personas)*_____ tienen licencia de conducir
    *(# de personas)*_____ son menores de 16 años
    *(# de personas)*_____ son mayores de 65 años
    *(# de personas)*_____ trabajan fuera del hogar

23. **MI NIVEL DE EDUCACIÓN ES:** *(Elija solo una opción)*
    ❑Escuela Secundaria O GED ❑Escuela Primaria
    ❑Post Grado ❑Universidad ❑No Aplica

24. **¿CUÁL ES SU ESTADO DE EMPLEO?**
    ❑Empleado(a) Tiempo Completo ❑Empleado(a) Medio Tiempo
    ❑Desempleado(a) ❑Estudiante
    ❑Amo(a) de Casa ❑Retirado(a)

25. **EL INGRESO TOTAL DE MI HOGAR ES:**
    ❑$25,001-35,000 ❑$35,001-50,000 ❑$50,001-75,000
    ❑$75,001-100,000 ❑Más de $100,000 ❑No Sé
    ❑Menos de $25,000

26. **YO LLENÉ OTRA ENCUESTA HOY:**
    ❑Sí ❑No

POR FAVOR DIGANOS CÓMO ES EL SERVICIO DE TRI-RAIL

27. **COMPARTA SU OPINIÓN DE TRI-RAIL EN LAS SIGUIENTES CATEGORÍAS :**
    (Llene el círculo ● que exprese su opinión - Elija "NA" si "No Aplica")

CONDICIONES DE LA ESTACIÓN	Muy Mala	Mala	Regular	Buena	Muy Buena	NA
Anuncios	○	○	○	○	○	☐
Limpieza	○	○	○	○	○	☐
Seguridad	○	○	○	○	○	☐
Disponibilidad de Estacionamientos	○	○	○	○	○	☐
Maquinas de Venta de Boletos	○	○	○	○	○	☐
CONDICIONES DEL TREN						
Limpieza Por Fuera	○	○	○	○	○	☐
Limpieza Por Dentro	○	○	○	○	○	☐
Baños Abordo	○	○	○	○	○	☐
Anuncios Abordo	○	○	○	○	○	☐
Aire Acondicionado	○	○	○	○	○	☐
Seguridad Abordo	○	○	○	○	○	☐
Experiencia Abordo	○	○	○	○	○	☐
CALIDAD DEL SERVICIO						
Empleados de la Estación	○	○	○	○	○	☐
Empleados Abordo	○	○	○	○	○	☐
Servicio Telefónico Al Cliente	○	○	○	○	○	☐
Dependibilidad de los Trenes	○	○	○	○	○	☐
Valor por el Precio	○	○	○	○	○	☐
Sitio Web/Aplicación de celular	○	○	○	○	○	☐

Comentarios: _____

Creole

Survey #:

TANPRI SOUPLÉ ÉDÉ NOU BAY YON PI BON TRI-RAIL SÈVIS!

Tri-Rail ap minnen yon sondaj pou detèmine kijan sèvis li yo e estasyon yo ka vin pi bon demen. Nou kapab édé lè nou ranpli sondaj sa pendan vwayaj la. Tanpri ekri byen. Retounen sondaj ou te ranpli an bay ou anketè avan ou kite tren an. Si wap fè ou lòt vwayaj jodi a sou Tri-Rail, yo kapab ba ou yon fòm chak fwa. Li enpòtan pou ranpli yon aniket chak fwa wap fè yon vwayaj. MÈSI!

TANPRI DI NOU KISA OU PENSÉ DE VWAYAJ ALE SA WAP FÈ KOUNYE-A SOU TRI-RAIL

1. MWEN KÒMANSE VWAYAJ ALÉ SA NAN:
❑Travay ❑Lakay ❑Magazen ❑Sosyal/Loisirs ❑Ayewopò
❑Lekòl (K-12) ❑Kolèj/Inivèsite ❑Lòt _____ *(egzanp: otèl, doktè, etc.)*

2. KI SITIÉ NAN (ENPÒTAN!)
_____
(Tanpri, bay kafou pi pre a ou entèseksyon et vil)

3. POU RIVE NAN TRI-RAIL, MWEN VINI PA:
❑Apye ❑Taksi ❑Otobis Lekòl ❑Metrorail
❑Bisiklèt, epi sevi ak: ❑Kadna Bisiklèt ❑Etajè Bisiklèt ❑Bisiklèt sou Tren
❑Otobis Transpò Piblik *(Ajans:# Wout)*_____
❑Otobis Tri-Rail *(Non Wout La)*_____
❑Kondwi e Pake *(Kantite moun nan machin)*_____
❑Depoze ❑Lòt *(Tranpris Espesifye)*_____

4. MWEN MONTE NAN TREN SA NAN ESTASYON:
_____ Estasyon
Non Estasyon

5. MWEN PRAL DESANN NAN TREN SA NAN ESTASYON:
_____ Estasyon
Non Estasyon

6. MWEN PRAL KITE ESTASYON PA:
❑Apye ❑Taksi ❑Otobis Lekòl ❑Metrorail
❑Bisiklèt
❑Otobis Transpò Piblik *(Ajans:# Wout)*_____
❑Otobis Tri-Rail *(Non Wout La)*_____
❑Kondwi e Pake *(Kantite moun nan machin)*_____
❑Depoze ❑Lòt *(Tranpris Espesifye)*_____

7. VWAYAJ SA FÈ PATI DE YON ALE-RÈTOU WAP FÈ JODI A?
❑Wi ❑Non
Si se wi, tanpri tcheke tout sevis ou pral itilize nan vwayaj tounen an.
❑Sa se vwayaj tounen an ❑Yon Lòt Tren Tri-Rail *(a _____ è)*
❑Otobis Lokal ❑Otobis Eksprès ❑Metrorail
❑Lòt *(Tranpri Espesifye)* _____

SI YO BA OU YON LÒT KAT ANKÈT PI TA, TANPRI SOUPLÉ RANPLI LI TOU.

8. MWEN PRAL FINI VWAYAJ ALE SA NAN:
❑Travay ❑Lakay ❑Magazen ❑Sosyal/Loisirs ❑Ayewopò
❑Lekòl (K-12) ❑Kolèj/Inivèsite ❑Lòt _____ *(egzanp: otèl, doktè, etc.)*

9. KI SITIYE NAN (ENPÒTAN!)
_____
(Tanpri, bay kafou pi pre a ou entèseksyon et vil)

10. TARIF MWEN SÈVI POU VWAYAJ ALE SA:
Kalite Tarif: ❑Tarif Antye ❑EDP ❑Rabè
Tip de Tarif: ❑Easy Card ❑Tikè Papye
Tarif: ❑Yon Vwayaj ❑Ale-Retou ❑12 Vwayaj ❑Mansyèl ❑Mansyèl Rejyonal

11. MWEN MONTE TRI-RAIL:
❑Premye Fwa/Detanzantan ❑Pandan 6 Dènye Mwa Yo
❑Pandan 6 Mwa a 2 Zan ❑Pandan 2 Zan a 6 Zan
❑Pandan Plis ke 6 Zan

12. MWEN NÒMALMAN MONTE TRI-RAIL:
_____ fwa pa jou epi _____ fwa pa semèn;
 # pa jou *# de jou / semèn*
_____ fwa pa mwa ou;
 # de jou / mwa
❑Mwens Ke Yon Fwa Pa Mwa

13. OU VWAYAJE AK LÒT MOUN KI PA RANPLI SONDAJ LA?
❑Non ❑Wi Si se wi_____ epi/ou_____
 # de timoun *# de granmoun*

TANPRI SOUPLÉ DI NOU DE OU MENM
ENFÒMASYON SA AP RETE KONPLÈTMAN AN KONFIDANS

14. M'AP VIV NAN ZIP KÒD: ❑❑❑❑❑
Zip Kòd

15. M'AP VIV/MWEN ABITE NAN SID FLORID:
❑Tout Tan ❑Mwatye Tan ❑Vizitè

16. MWEN SE: ❑GASON ❑FANM

17. LAJ MWEN SE: ❑Mwens Ke 16 Zan ❑16-24 ❑25-34 ❑35-44 ❑45-54 ❑55-64 ❑65 An ou Plis

18. RAS MWEN PI BYEN DEKRI KÒM: *(Ou ka tcheke plis ke yon sèl kare)*
❑Endyen Ameriken ❑Azyatik ❑Nwa / Afriken Ameriken
❑Panyòl ❑Blan ❑Lòt _____ *(Tranpri Espesifye)*

19. _____ **MACHIN MOUN LAKAY MWEN GENYEN.**
kantite machin *(enkl Van, SUV's, Motosiklèt, Skouté e Kamyonnèt)*

20. MWEN TE KAPAB VWAYAJE NAN MACHIN JODI A MEN, MWEN PITO MONTE TRI-RAIL: ❑Wi ❑Non

21. MWEN GENYEN YON PÈMI KONDWI: ❑Wi ❑Non

22. AK MWEN MENM, _____ **VIV LAKAY MWEN, EPI KI GENYEN:**
 # de moun
*(# de moun)*_____ genyen yon pèmi kondui
*(# de moun)*_____ genyen mwens ke 16 zan
*(# de moun)*_____ genyen 65 an e plis
*(# de moun)*_____ travay deyò lakay yo

23. MWEN GRADYE: *(Tcheke yon sèlman)* ❑Lekòl Mwayen ❑Lekòl Segondè/GED ❑Yon Ti Kolèj ❑Kolèj ❑Pa Aplikab

24. KI KONDISYON TRAVAY OU KOUNYE A:
❑Travay Tan Plen ❑Travay Mwatye Tan ❑Pap Travay ❑Etidyan ❑Chita Lakay ❑Pansyonè

25. TOTAL REVNI ANYÈL LAKAY MWEN SE:
❑$25,001-35,000 ❑$35,001-50,000 ❑$50,001-75,000 ❑$75,001-100,000 ❑Plis ke $100,000 ❑Mwen pa konnen ❑Mwens ke $25,000

26. JODI A, MWEN TE RANPLI DEJA YON LÒT FÒM SONDAJ:
❑Wi ❑Non

TANPRI SOUPLÉ FÈ NOU KONNEN KOUMAN TRI-RAIL AP MACHE

27. TANPRI, EVALYE TRI-RAIL SOU SIJÈ SA YO:
(Nwasi Sèk La ● Ke Ou Chwazi An — Tcheke "NA" si li "Pa Aplikab")

KONDISYON ESTASYON YO	Trè Pòv	Pòv	Okè	Bon	Trè Bon	NA
Anons Estasyon An	○	○	○	○	○	☐
Pwòpte Estasyon An	○	○	○	○	○	☐
Sekirite Estasyon An	○	○	○	○	○	☐
Disponibilite Pakin Nan	○	○	○	○	○	☐
Machin Kap Vann Tikè	○	○	○	○	○	☐
KONDISYON TREN AN						
Pwòpte Andeyò	○	○	○	○	○	☐
Pwòpte Andedan	○	○	○	○	○	☐
Twalèt Nan Tren An	○	○	○	○	○	☐
Anons Nan Tren An	○	○	○	○	○	☐
Klimatizasyon	○	○	○	○	○	☐
Sekirite Tren An	○	○	○	○	○	☐
Eksperyans Nan Tren An	○	○	○	○	○	☐
PÈFÒMANS SÈVIS						
Travayè Estasyon An	○	○	○	○	○	☐
Travayè Tren An	○	○	○	○	○	☐
Sèvis Telefòn Pou Kliyan	○	○	○	○	○	☐
Ka Konte Sou Tren An	○	○	○	○	○	☐
Valè Pou Pri A	○	○	○	○	○	☐
Entènèt / Aplikasyon Telefòn Selilè	○	○	○	○	○	☐

Komanté: _____

Appendix C

Passenger Count Form

Passenger Log

SFRTA Tri-Rail On-Board Survey

Train Captain Name_____ Car Number_____

Date_____ Southbound_____

Train Number_____

Station	Ons	Offs	On-Board
Mangonia Park			
West Palm Beach			
Lake Worth			
Boynton Beach			
Delray Beach			
Boca Raton			
Deerfield Beach			
Pompano Beach			
Cypress Creek			
Ft. Lauderdale			
FLL at Dania Beach			
Sheridan Street			
Hollywood			
Golden Glades			
Opa-locka			
Metrorail Transfer			
Hialeah Market/MIA			

Appendix D

Count Form Data

Northbound	**600**		**602**		**604**		**606**		**608**	
Peak Load Factor	70		110		147		208		368	
	Ons	Offs	Ons	Offs	Ons	Offs	Ons	Offs	Ons	Offs
Hialeah Market	7	0	17	0	9	0	18	0	25	0
Metrorail Transfer	11	0	23	3	11	0	44	0	41	0
Opa-locka	7	0	6	0	5	0	19	1	10	0
Golden Glades	16	0	33	1	19	0	32	3	33	2
Hollywood	9	3	14	1	22	1	36	3	36	5
Sheridan Street	9	0	9	1	7	4	25	4	13	7
FLL at Dania Beach	4	4	3	7	8	4	16	7	27	12
Ft. Lauderdale	14	0	25	4	32	5	42	6	41	14
Cypress Creek	8	19	27	33	32	10	13	33	35	27
Pompano Beach	13	9	10	8	17	10	37	42	23	18
Deerfield Beach	7	5	11	10	18	10	32	21	39	18
Boca Raton	4	3	1	24	26	21	20	71	88	83
Delray Beach	7	6	10	12	25	19	6	27	53	22
Boynton Beach	6	8	12	8	13	15	12	13	127	20
Lake Worth	3	22	6	11	24	41	10	21	18	13
West Palm Beach	1	20	3	35	1	36	0	70	1	58
Mangonia Park	0	27	0	52	0	93	0	40	0	311
Total	126	126	210	210	269	269	362	362	610	610

	601		**603**		**605**		**607**		**609**	
Peak Load Factor	101		132		254		196		165	
Southbound	Ons	Offs	Ons	Offs	Ons	Offs	Ons	Offs	Ons	Offs
Mangonia Park	16	0	18	0	23	0	47	0	45	0
West Palm Beach	13	1	13	0	41	3	41	3	34	0
Lake Worth	14	1	20	0	63	2	67	2	42	6
Boynton Beach	13	1	15	2	37	5	34	11	24	11
Delray Beach	2	0	8	1	24	6	24	18	28	10
Boca Raton	6	1	3	1	33	9	17	24	8	14
Deerfield Beach	9	2	18	4	44	14	38	18	21	11
Pompano Beach	9	4	13	6	36	18	22	18	25	10
Cypress Creek	13	0	21	8	36	26	29	30	15	25
Ft. Lauderdale	17	2	12	9	22	48	22	39	14	27
FLL at Dania Beach	7	16	12	10	20	35	14	27	7	23
Sherdan Street	2	4	5	2	15	18	6	14	3	10
Hollywood	12	9	22	5	18	12	31	12	16	15
Golden Glades	2	6	7	10	3	28	10	34	3	10
Opa-Locka	1	4	5	7	4	11	8	23	2	21
Metrorail Transfer	1	55	0	76	0	124	0	87	0	60
Hialeah market		31	0	51	0	60		50	0	34
	137	137	192	192	419	419	410	410	287	287

610		612		614		616		618		620		622	
257		305		228		145		105				138	
Ons	Offs	Ons	Offs	Ons	Offs	Ons	Offs	Ons	Offs	Ons	Offs	Ons	Offs
28	0	50	0	45	0	35	0	19	0	20	0	54	0
36	0	55	2	61	0	36	0	24	3	44	4	35	1
20	1	32	1	19	0	10	1	8	1	7	1	5	0
31	1	62	4	45	4	34	5	20	2	23	2	10	5
20	4	33	12	35	21	27	11	10	5	10	14	25	7
37	8	46	8	22	6	19	11	11	2	11	2	9	1
30	15	35	29	28	20	16	15	17	9	16	7	21	8
32	12	62	14	37	22	22	10	18	5	11	7	14	13
41	34	62	75	43	50	19	25	13	8	10	8	11	16
30	21	32	24	35	19	17	12	10	13	18	13	5	13
21	33	24	53	18	29	2	11	1	4	8	11	8	9
70	100	5	202	4	128	3	66	17	40	12	5	20	29
43	20	6	17	4	21	6	14	5	12	7	32	7	15
77	13	3	12	3	8	2	9	4	6	1	12	4	19
16	13	5	13	3	24	2	13	4	15	3	20	2	23
1	241	0	36	2	35	0	20	1	32	3	37	0	45
0	17	0	10	0	17	0	27	0	25	0	29	0	26
533	533	512	512	404	404	250	250	182	182	204	204	230	230

611		613		615		617		619		621		623	
178		244		201		178		155		110		93	
Ons	Offs	Ons	Offs	Ons	Offs	Ons	Offs	Ons	Offs	Ons	Offs	Ons	Offs
23	0	50	0	47	0	38	0	45	0	20	0	22	0
56	0	61	5	52	0	53	3	57	7	35	1	35	0
42	9	61	7	56	5	64	2	37	4	26	0	24	5
62	7	76	4	44	5	20	8	32	8	13	2	11	11
16	5	32	20	23	11	21	5	20	9	21	5	8	6
14	50	9	71	14	75	14	67	24	56	15	20	20	19
20	15	30	27	13	16	16	14	30	6	8	8	12	3
12	17	14	16	12	16	18	15	9	12	11	3	14	12
15	33	13	40	12	41	18	27	10	15	7	11	6	7
15	31	6	39	5	25	16	18	11	25	4	21	18	23
7	8	11	26	7	19	6	19	16	19	11	13	7	10
7	12	5	11	3	6	2	12	6	6	5	2	5	2
12	7	7	14	3	8	9	5	19	9	7	7	4	11
7	8	1	9	2	3	2	11	5	15	0	9	5	11
0	13	3	9	2	7	1	15	1	4	1	12	1	9
2	72	2	69	0	40	5	57	5	82	0	40	0	42
0	23		14	0	18	0	25		50	0	30	0	21
310	310	381	381	295	295	303	303	327	327	184	184	192	192

624		626		628		630		632		634	
130		136		214		233		275		251	
Ons	Offs	Ons	Offs	Ons	Offs	Ons	Offs	Ons	Offs	Ons	Offs
31	0	41	0	60	0	29	0	23	0	98	0
58	0	63	1	79	0	90	1	99	1	105	4
9	2	6	2	9	3	12	0	18	3	10	4
10	1	11	3	19	10	9	9	18	2	27	11
15	9	9	5	14	14	6	6	12	18	17	23
2	2	6	2	1	5	9	6	18	5	13	11
27	12	24	11	12	21	33	9	23	6	31	33
18	14	10	13	25	11	44	10	34	21	40	19
13	16	20	16	22	19	33	24	49	20	46	31
12	11	15	17	26	21	20	16	28	26	18	32
3	14	13	12	19	21	24	24	24	26	17	34
8	23	21	21	70	17	51	18	78	21	35	17
5	19	8	15	12	25	11	16	17	30	9	28
3	16	8	15	17	67	15	43	8	59	8	57
0	21	15	31	10	44	4	78	9	96	0	76
0	27	4	60	16	75	1	75	4	70	0	58
0	27		50	0	58	0	56	0	58	0	36
214	214	274	274	411	411	391	391	462	462	474	474

625		627		629		631		633		635	
139		101		80		178		336		266	
Ons	Offs	Ons	Offs	Ons	Offs	Ons	Offs	Ons	Offs	Ons	Offs
36	0	21	0	9	0	38	0	326	0	42	0
34	0	24	0	20	0	26	7	37	27	228	4
20	2	19	6	13	3	67	2	15	46	26	48
16	3	16	5	11	3	8	25	28	113	20	34
19	6	21	4	6	2	16	18	13	44	13	61
35	14	20	9	18	6	70	22	58	97	34	52
11	7	11	7	8	4	20	9	16	25	16	30
8	10	9	20	6	9	29	17	18	20	10	26
10	11	8	6	25	9	27	26	31	19	14	29
11	24	11	17	9	8	19	30	22	23	5	23
17	24	9	10	7	9	14	27	20	13	6	19
1	6	2	9	5	5	6	23	4	18	5	23
4	10	7	15	3	9	15	18	20	18	7	31
5	24	0	15	2	23	4	45	2	34	0	33
0	10	0	1	0	12	11	13	1	16	0	13
3	41	2	37	2	23	0	88	1	60		
0	38		19	0	19			0	39		
230	230	180	180	144	144	370	370	612	612	426	426

636		638		640		642		644		646		648	
		269		154		99		82		94		102	
Ons	Offs	Ons	Offs	Ons	Offs	Ons	Offs	Ons	Offs	Ons	Offs	Ons	Offs
87	0			47	0			46		19	0	39	0
106	2	107	0	43	0	71	0	22	2	27	2	37	0
23	3	36	1	21	0	11	1	12	1	15	1	7	1
20	9	12	6	21	4	14	5	3	4	6	3	13	4
18	14	19	11	29	11	9	12	12	8	11	6	17	9
18	10	21	9	14	7	7	2	0	2	4	0	5	9
45	23	60	13	11	10	13	7	5	12	22	5	15	8
47	22	54	24	7	21	14	13	5	8	13	7	10	14
41	32	35	33	9	9	7	14	3	10	9	8	5	12
24	29	29	25	6	10	4	14	1	7	2	5	7	13
21	48	25	42	3	24	7	13	2	8	4	14	6	13
43	16	50	15	10	13	16	3	9	1	11	5	10	7
8	28	7	27	1	18	3	5	2	9	2	15	3	12
6	70	2	74	0	23	3	15	0	6	3	21	0	16
2	81	3	75	2	31	0	23	0	17	3	16	1	16
1	58	2	57	0	34	3	18	0	14	1	18	2	26
0	65	0	50		9	0	37		13	0	26	0	17
510	510	462	462	224	224	182	182	122	122	152	152	177	177

637		639		641		643		645		647		649	
292		335		222		288		123		110		85	
Ons	Offs	Ons	Offs	Ons	Offs	Ons	Offs	Ons	Offs	Ons	Offs	Ons	Offs
42	0	58	0	56	0	63	0	20	0	20	0	11	0
53	0	74	1	70	0	120	4	29	0	41	0	30	1
21	6	34	11	16	8	40	18	18	2	15	7	12	1
23	6	23	10	15	11	18	11	13	4	11	3	5	0
29	12	24	9	24	16	21	12	10	3	7	9	7	4
117	14	166	5	80	12	74	13	45	3	41	8	26	4
43	21	25	35	19	30	14	19	6	8	6	8	11	7
33	22	25	49	9	25	12	34	11	14	12	8	3	9
55	45	48	56	21	30	22	34	14	19	12	16	9	13
20	49	20	69	9	45	18	37	10	14	13	18	5	14
17	48	17	36	10	20	12	20	5	11	4	14	5	8
11	30	4	35	3	25	3	18	6	9	2	9	0	7
17	59	6	49	5	21	5	53	3	28	5	11	1	13
3	38	4	45	8	25	2	43	4	14	4	27	2	12
0	34	0	17	2	10	3	13	0	10	0	7	0	2
3	59	2	41	0	41	2	51	1	40	1	27	0	12
0	44	0	62	0	28	0	49		16	0	22	0	20
487	487	530	530	347	347	429	429	195	195	194	194	127	127

NORTHBOUND		AM		PM		
TOTAL ONS	TOTAL OFFS	ONS	OFFS	ONS	OFFS	
847	0	358	0	489	0	847
1328	26	479	13	849	13	1360
337	28	157	8	180	20	383
541	100	368	30	173	70	628
465	233	292	96	173	137	723
336	124	220	56	116	68	452
542	307	248	149	294	158	810
671	309	368	126	303	183	1005
606	582	327	354	279	228	1097
439	428	259	213	180	215	819
357	507	192	228	165	279	822
682	949	278	795	404	154	1643
267	464	184	236	83	228	704
337	625	267	159	70	466	925
145	834	96	250	49	584	977
47	1255	13	692	34	563	1324
0	1176	0	701	0	475	1136
7947	7947	4106	4106	3841	3841	15655

SOUTHBOUND		AM		PM	
TOTAL ONS	TOTAL OFFS	ONS	OFFS	ONS	OFFS
1136	0	430	0	706	0
1277	67	525	23	752	44
832	203	536	45	296	158
588	303	397	78	191	225
437	296	246	102	191	194
961	666	212	421	749	245
465	348	270	145	195	203
380	410	203	157	177	253
491	576	205	274	286	302
334	678	173	331	161	347
268	484	142	249	126	235
116	316	65	105	51	211
258	449	164	124	94	325
87	532	52	178	35	354
46	293	29	145	17	148
32	1324	18	845	14	479
0	763	0	445	0	318
7708	7708	3667	3667	4041	4041

Appendix E

Training Powerpoint Presentation

Tri-Rail
On-Board Transit Survey

Surveyor Training Session
February 12, 2013

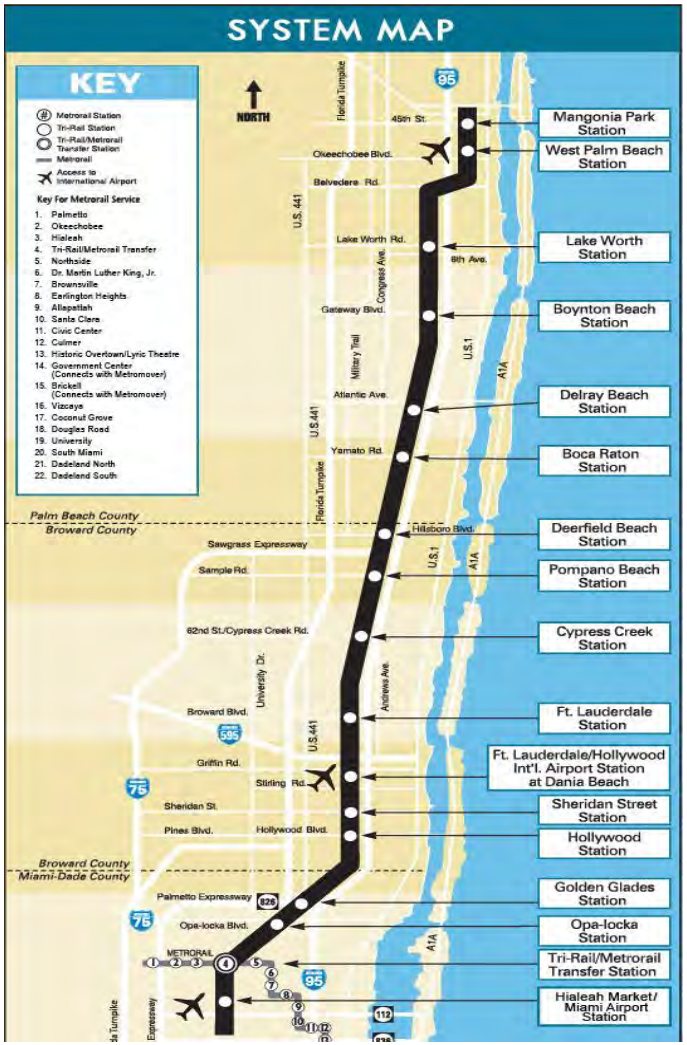
TRI RAIL

RTA SOUTH FLORIDA REGIONAL TRANSPORTATION AUTHORITY

Survey Purpose

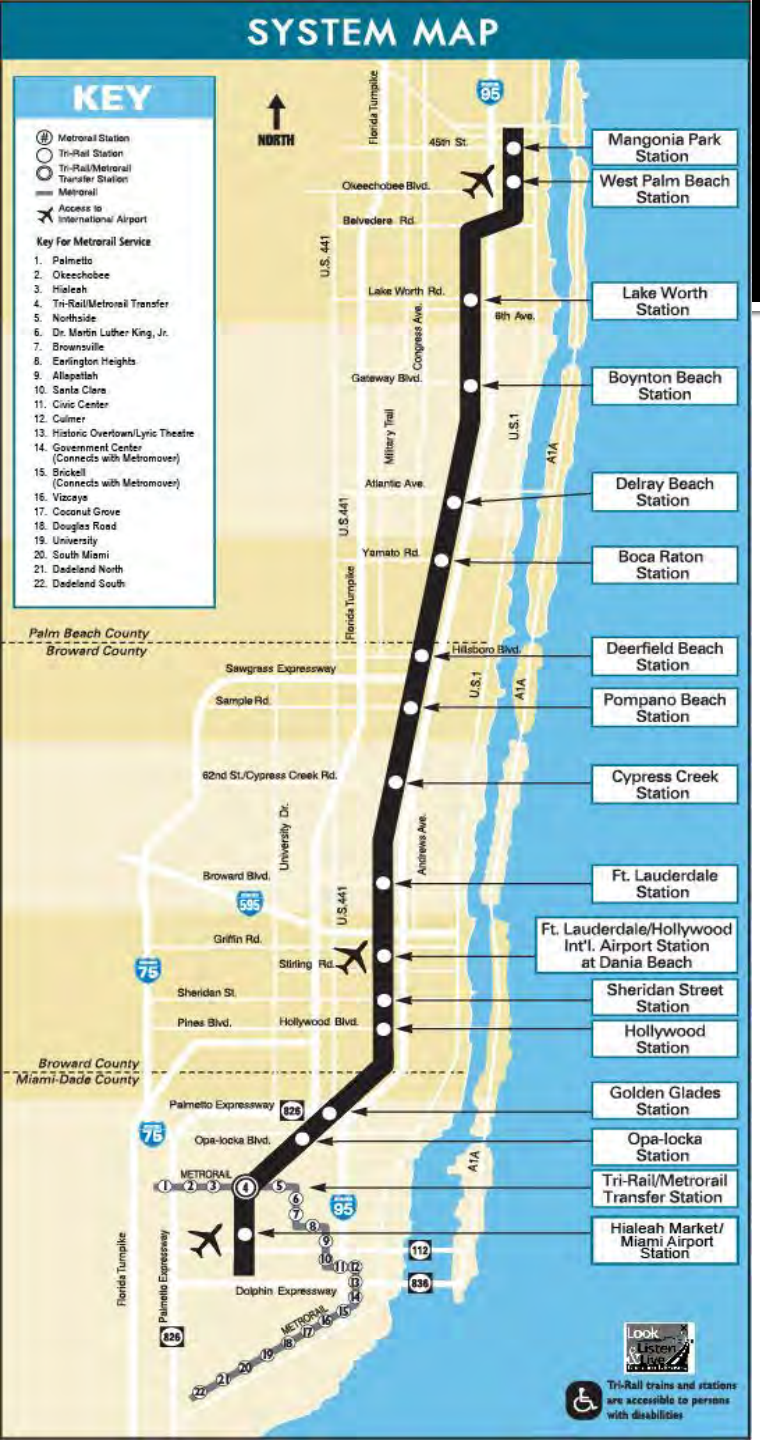
- Transit Development Plan update requires that Tri-Rail produce documentation discussing:
  - Future improvements based upon needs identified by actual users of the Tri-Rail System.
- Future improvements are related to:
  - Service Expansion (Origin/destination of passengers)
  - Access and Egress to station (Transit/Shuttle changes)
  - Park and Ride Lot improvements

All trains will be surveyed /counted



- 50 total trains
- 28 trains will have surveys and door counts.
- 22 trains will have door counts only
- 5 shifts start at Mangonia Park Station
- 5 shifts start at Hialeah Market/Miami Airport Station

Survey Limits



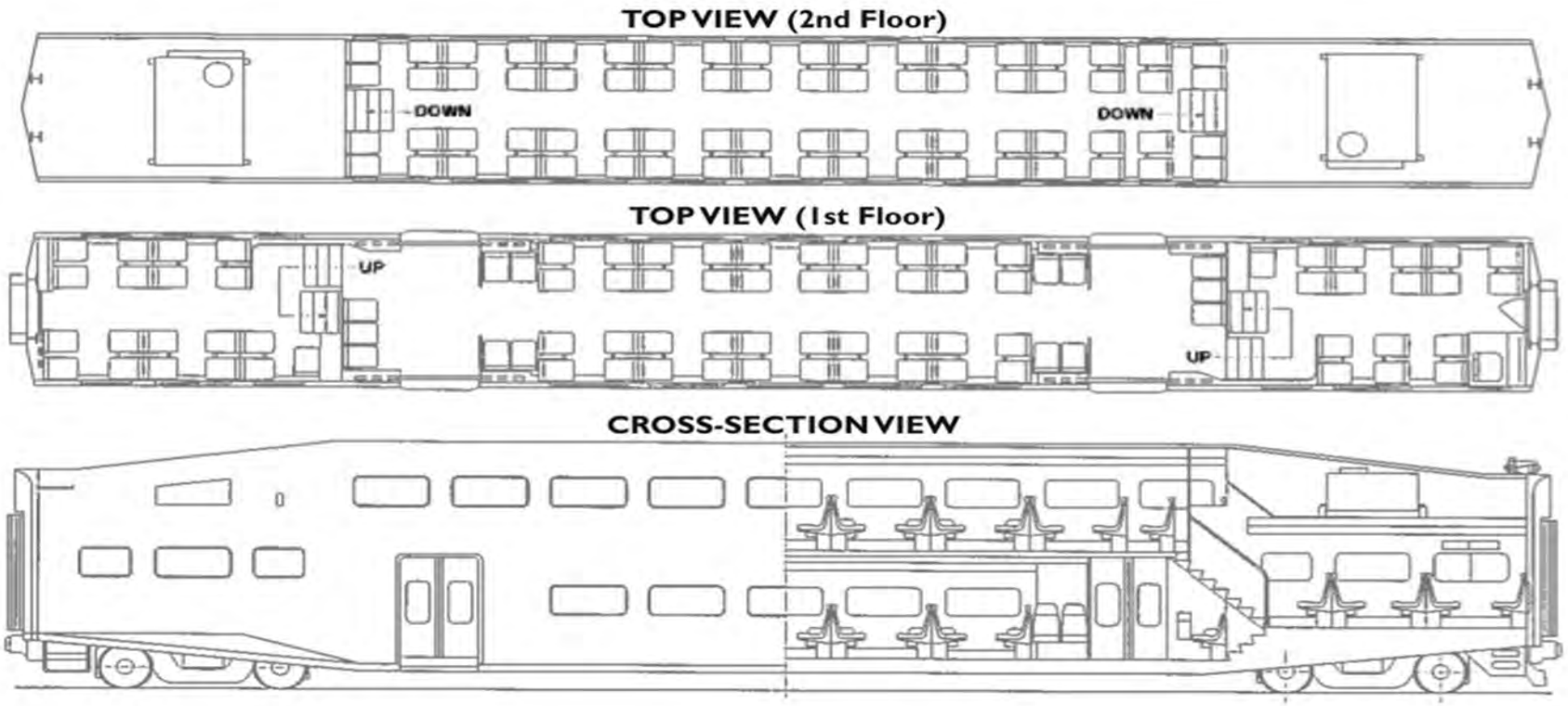
- 70 miles
- 17 stations
- Southbound: Mangonia Park to Hialeah Market
- Northbound: Hialeah Market to Mangonia Park

Surveying Passengers

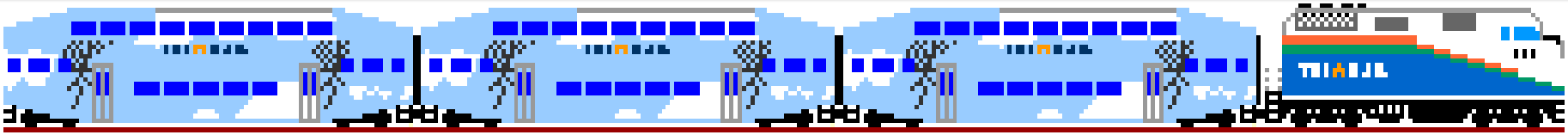
- Survey is self-administered, with assistance from staff.
- Passengers can be interviewed, if necessary.
- Children and assisted passengers are accounted for by question 13 on survey.
- Goal is 100% participation with a properly fill-out survey form.
- Counting all passengers at doors

Rail Car Layout

- Tri-Rail trains may consist of two or three bi-level rail cars (Maximum Capacity 365 passengers per car)



Staffing Assignments



- 1 Train Captain will oversee and assist the survey in each Train.

- Each Car will contain 2 surveyors and 2 counters
- Each Car will contain 2 surveyors and 2 counters
- Each Car will contain 2 surveyors and 2 counters

Survey Date

- Wednesday February 13, 2012
- Every train will be surveyed or counted or both.
- The first train leaves at 4:00 am and the last train stops at 11:55 pm.
- NOTE: you will be paid for 4 hours of training for today ONLY IF you show up on time and work your shift tomorrow. If you do not work your assigned shift you will NOT be paid.

Work Schedule

SB	NB	SB	NB	SB	NB	SB	NB
	600	611			636	649	
	4:18-6:05	6:40-8:29			16:53-18:45	20:40-22:29	
601	608			633	640		
4:00-5:44	6:03-7:55			15:30-17:26	17:53-19:45		
	602	613	618	625	628	639	
	4:48-6:40	7:00-8:49	9:23-11:20	12:00-13:54	14:23-16:20	17:00-18:56	
603	612					637	644
4:40-6:29	7:03-8:55					16:30-18:26	18:53-20:45
	604	615			632	643	
	5:13-7:05	7:30-9:19			15:53-17:55	18:15-20:04	
605	614	621	624	631	638	647	648
5:20-7:09	7:43-9:35	10:00-11:54	12:23-14:20	15:00-16:41	17:29-19:15	19:40-21:29	21:43-23:55
	606	617	620	627	630	641	646
	5:38-7:35	8:00-9:49	10:23-12:20	13:00-14:54	15:13-17:10	17:30-19:19	19:53-21:45
607							
6:00-7:49							
	610	619	622	629	634	645	
	6:23-8:15	9:00-10:54	11:23-13:20	14:00-15:56	16:33-18:25	18:45-20:34	
609	616	623	626	635			642
6:20-8:04	8:23-10:15	11:00-12:54	13:23-15:20	16:00-17:41			18:35-2:15

Role of Train Captain

- Manages Counters and Surveyors on each train. Assist with any issues that may arise.
- Assists passengers with surveys
- Receives completed surveys from passengers
- At end of run:
  - Collect envelopes/Survey log from Surveyors
  - Collect count logs from Counters
  - Complete Trip Log
  - Gather Team to meet with Platform Master

Trip Log

SFRTA Tri-Rail On-Board Survey

Train Captain Name_____ Car number_____

Date_____ Northbound_____

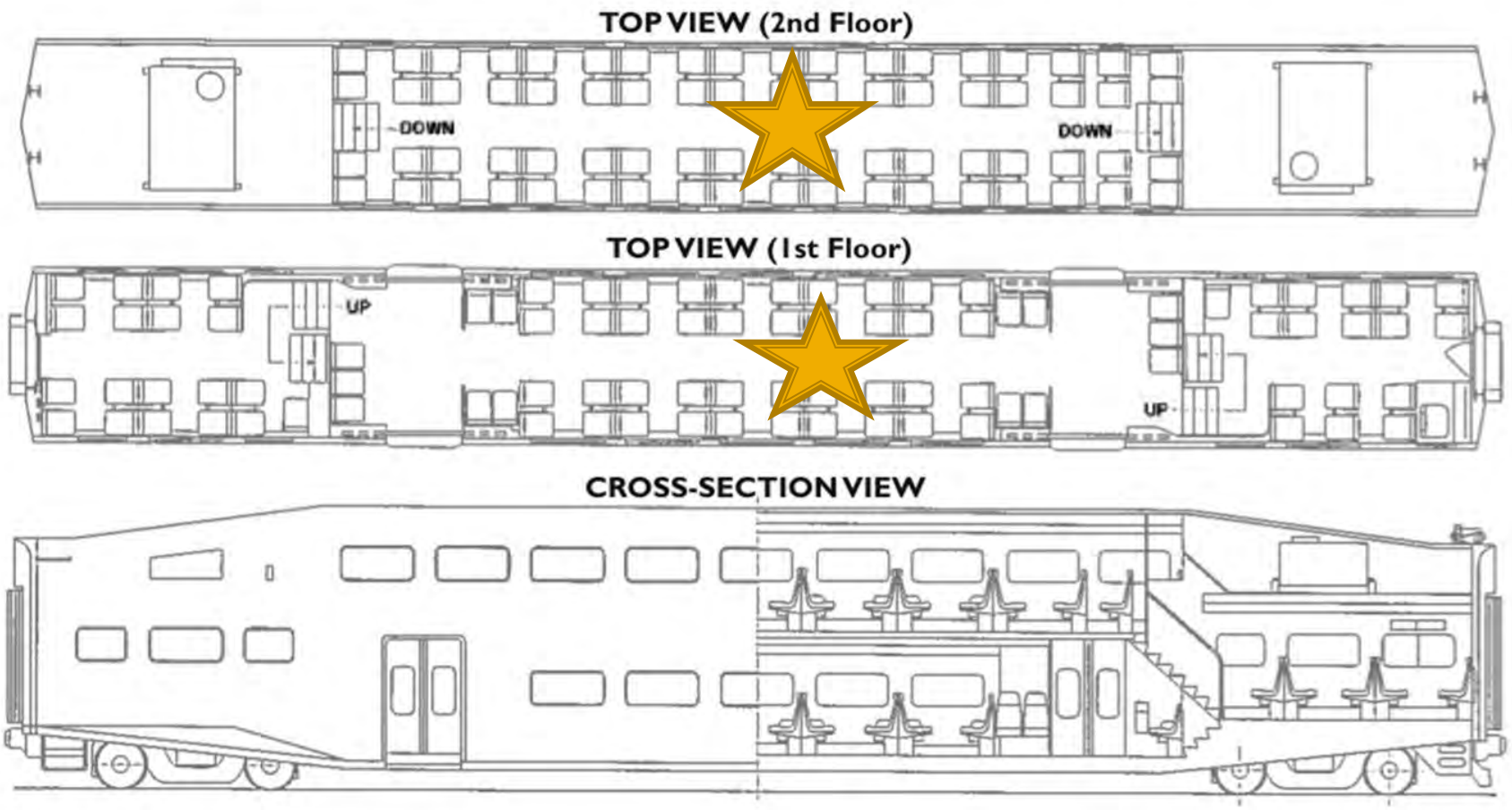
Train Number_____

Station	Ons	Offs	On-Board	Departure Time	English/Spanish Survey Start #	Creole Survey Start #	Comments
Hialeah Market/MIA							
Metrorail Transfer							
Opa-locka							
Golden Glades							
Hollywood							
Sheridan Street							
FLL at Dania Beach							
Ft Lauderdale							
Cypress Creek							
Pompano Beach							
Deerfield Beach							
Boca Raton							
Delray Beach							
Boynton Beach							
Lake Worth							
West Palm Beach							
Mangonia Park							
			Survey end #				

Role of Surveyor

- Each car will have 2 surveyors, one stationed on each floor.
- At each station, once passengers are seated, provide every new entering passenger with a survey and a pen
- Both surveyors assist passengers with survey.
- Collect completed surveys (most passengers will also return pens)
- Place surveys in envelope
- Record surveys given at each station on survey log (log will be glued to envelope).

Surveyor Location



Survey Log

SFRTA Tri-Rail On-Board Survey

Train Captain Name_____ Car Number_____

Date_____ Southbound_____

Train Number_____

Station	Survey Start #	Creole Survey Start #
Mangonia Park		
West Palm Beach		
Lake Worth		
Boynton Beach		
Delray Beach		
Boca Raton		
Deerfield Beach		
Pompano Beach		
Cypress Creek		
Ft. Lauderdale		
FLL at Dania Beach		
Sheridan Street		
Hollywood		
Golden Glades		
Opa-locka		
Metrorail Transfer		
Hialeah Market/MIA		

Role of Counters

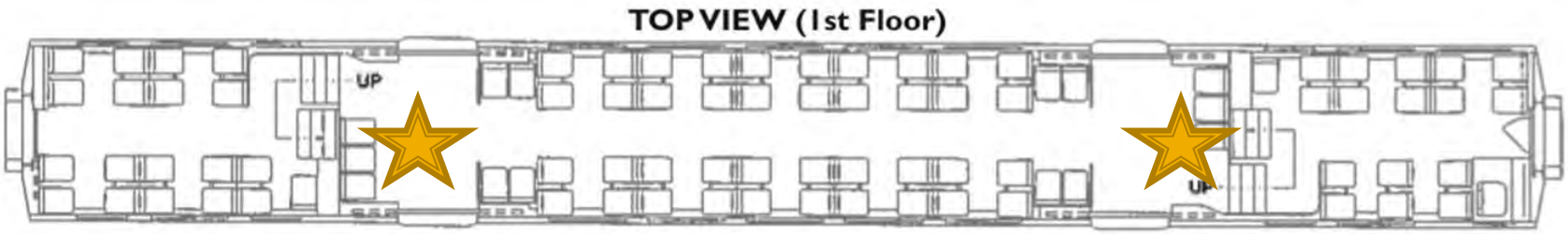
- For each car two counters are assigned: one for each door.
- The counters are to be stationed at the doors in order to count every person that gets on and off the train.
- The counters are not to interfere with access and egress through the car doors.
- Between stations the counters should count the passengers on-board – One upstairs and one down.

Material for Counters

To be provided at each data collection

- Count Forms
- Counters/Clickers
- Clip Boards
- Pencils
- Badges

Counter Location



Passenger Log

SFRTA Tri-Rail On-Board Survey

Train Captain Name_____ Car Number_____

Date_____ Southbound_____

Train Number_____

Station	Ons	Offs	On-Board
Mangonia Park			
West Palm Beach			
Lake Worth			
Boynton Beach			
Delray Beach			
Boca Raton			
Deerfield Beach			
Pompano Beach			
Cypress Creek			
Ft. Lauderdale			
FLL at Dania Beach			
Sheridan Street			
Hollywood			
Golden Glades			
Opa-locka			
Metrorail Transfer			
Hialeah Market/MIA			

Survey Form

- English on one-side; Spanish on reverse side.
- Creole on separate sheet
- All English/Spanish Survey forms are numbered, Example 609312
  - First 3 digits are train number 600-613
  - Last 3 digits are sequence number 001-700
  - Creole just numbered sequentially.
- Critical questions in colored boxes – make sure they are filled in CORRECTLY

Survey Form (English)

Survey #:

PLEASE HELP US IMPROVE YOUR TRI-RAIL SERVICE!

Por favor ver al reverso para español • Souple mande pouyon fòm an Kreyòl

Tri-Rail is conducting a survey to help determine future service and station improvements. You can help by filling out this survey while you ride today. Please print clearly. Return your completed Survey to a surveyor before leaving the Train. If you make another trip today on Tri-Rail, you may be given a survey EACH time you ride Tri-Rail. It is important that you complete a survey each time that you ride Tri-Rail today. THANK YOU!

PLEASE TELL US ABOUT THE ONE-WAY TRIP YOU ARE MAKING NOW ON TRI-RAIL

1. I ORIGINALLY STARTED THIS *ONE-WAY* TRIP AT:
❑Work ❑Home ❑Shopping ❑Social/Recreational ❑Airport
❑School(K-12) ❑College/University ❑Other _____ *(ex. Hotel, doctor, etc.)*

2. WHICH IS LOCATED AT (IMPORTANT!):
_____ *(Please provide the nearest cross-street or intersection and City)*

3. TO GET TO TRI-RAIL I ARRIVED BY:
❑Walking ❑Taxi
❑School Bus ❑Metrorail
❑Bike, and used: ❑Bike Locker ❑Bike Rack ❑Bike on Train
❑Transit Bus *(Agency/Route #)*_____
❑Tri-Rail Shuttle Bus *(Route Name)*_____
❑Drove and Parked *(How many people in car)*_____
❑Dropped Off
❑Other *(Please specify)*_____

4. I GOT ON THIS TRAIN AT: _____ Station *Station Name*

5. I WILL GET OFF THIS TRAIN AT: _____ Station *Station Name*

6. I WILL LEAVE THE TRI-RAIL STATION BY:
❑Walking ❑Taxi
❑School Bus ❑Metrorail
❑Biking
❑Transit Bus *(Agency/Route #)*_____
❑Tri-Rail Shuttle Bus *(Route Name)*_____
❑Parked Car *(How many people in car)*_____
❑Picked up
❑Other *(Please specify)*_____

7. IS THIS JOURNEY PART OF A ROUND TRIP THAT YOU WILL MAKE TODAY? ❑Yes ❑No
If yes, please check all services that you will use on the return leg of the trip.
❑This is the return trip ❑ Another Tri-Rail Train *(at _____o'clock)*
❑Local Bus ❑Express Bus ❑Metrorail
❑Other *(Please specify)*_____

8. I WILL FINISH THIS *ONE-WAY* TRIP AT:
❑Work ❑Home ❑Shopping ❑Social/Recreational ❑Airport
❑School(K-12) ❑College/University ❑Other _____ *(ex. Hotel, doctor, etc.)*

9. WHICH IS LOCATED AT (IMPORTANT!):
_____ *(Please provide the nearest cross-street or intersection and City)*

10. THE FARE I USED FOR THIS *ONE-WAY* TRIP WAS:
Fare Type: ❑Full Fare ❑EDP ❑Discount
Fare Medium: ❑Easy Card ❑Paper Ticket
Fare: ❑One-way ❑Round-trip ❑12 Trip ❑Monthly ❑Regional Monthly

11. I HAVE BEEN RIDING TRI-RAIL:
❑First Time/Occasionally ❑For the last 6 months
❑For 6 months to 2 years ❑For 2 years to 6 years ❑6 years +

12. I TYPICALLY RIDE TRI-RAIL:
_____ time(s) per day *(# per day)* and _____ day(s) per week; *(# of day(s)/week)*
_____ days per month or; *(# days/month)*
❑less than once per month

13. ARE YOU TRAVELING WITH OTHER PEOPLE THAT ARE NOT FILLING OUT THE SURVEY?
❑No ❑Yes If yes, _____ *(# of children)* and/or _____ *(# of adults)*

PLEASE TELL US ABOUT YOURSELF
THIS INFORMATION WILL BE KEPT STRICTLY CONFIDENTIAL

14. I LIVE IN ZIP CODE: ❑❑❑❑❑ *Zip Code*

15. I LIVE/STAY IN SOUTH FLORIDA: ❑Full Time ❑Part Time ❑Visitor

16. I AM: ❑MALE ❑FEMALE

17. MY AGE IS: ❑Under 16 ❑16-24 ❑25-34 ❑35-44 ❑45-54 ❑55-64 ❑65 or Over

IF YOU ARE GIVEN ANOTHER SURVEY CARD LATER, PLEASE FILL OUT THAT CARD TOO.

18. MY RACE IS BEST DESCRIBED AS: *(You can check more than one box)*
❑American Indian ❑Asian ❑Black/African American
❑Hispanic ❑White ❑Other _____ *(Please specify)*

19. _____ **VEHICLES ARE OWNED BY PEOPLE IN MY HOME.** *(# of vehicles)* *(Including Vans, SUV's, Motorcycles, Scooters and Pick-Up Trucks)*

20. I COULD HAVE TRAVELED TODAY BY CAR BUT CHOSE TO RIDE TRI-RAIL INSTEAD: ❑Yes ❑No

21. I HAVE A DRIVER'S LICENSE: ❑Yes ❑No

22. INCLUDING ME, _____ *(# of people)* **LIVE IN MY HOME, AND OF THOSE:**
(# of people) _____ have a drivers license
(# of people) _____ are under 16 years old
(# of people) _____ are 65 and older
(# of people) _____ work outside the home

23. I GRADUATED: *(check only one)* ❑Middle School ❑High School/GED ❑Some College ❑College ❑Not Applicable

24. WHAT IS YOUR CURRENT EMPLOYMENT STATUS?
❑Employed Full Time ❑Employed Part Time
❑Not Working/Unemployed ❑Student
❑Homemaker ❑Retired

25. MY HOUSEHOLD'S TOTAL ANNUAL INCOME IS:
❑$25,001-35,000 ❑$35,001-50,000 ❑$50,001-75,000
❑$75,001-100,000 ❑Over $100,000 ❑I do not know
❑Under $25,000

26. I FILLED OUT ANOTHER SURVEY CARD EARLIER TODAY:
❑Yes ❑No

PLEASE LET US KNOW HOW TRI-RAIL IS DOING

27. PLEASE RATE TRI-RAIL ON THE FOLLOWING TOPICS:
(Darken the Circle ● Matching Your Score -- Check "NA" if "Not Applicable")

STATION CONDITIONS	Very Poor	Poor	Okay	Good	Very Good	NA
Station Announcements	○	○	○	○	○	☐
Station Cleanliness	○	○	○	○	○	☐
Station Security/Safety	○	○	○	○	○	☐
Parking Availability	○	○	○	○	○	☐
Ticket Vending Machines	○	○	○	○	○	☐
TRAIN CONDITIONS						
Outside Cleanliness	○	○	○	○	○	☐
Inside Cleanliness	○	○	○	○	○	☐
On-Board Rest Rooms	○	○	○	○	○	☐
On-Board Announcements	○	○	○	○	○	☐
Air-Conditioning	○	○	○	○	○	☐
On-Board Security/Safety	○	○	○	○	○	☐
On-Board Experience	○	○	○	○	○	☐
SERVICE PERFORMANCE						
Station Staff	○	○	○	○	○	☐
On-Board Train Crew	○	○	○	○	○	☐
Telephone Customer Service	○	○	○	○	○	☐
Train Reliability	○	○	○	○	○	☐
Overall Value for Price	○	○	○	○	○	☐
Website/Phone App	○	○	○	○	○	☐

Comments: _____

Survey Form (Spanish)

Survey #:

¡POR FAVOR AYÚDENOS A MEJORAR SU SERVICIO DE TRI-RAIL!

Please see reverse side for English

Tri-Rail está realizando una encuesta para mejorar los servicios y las estaciones de tren en el futuro. Usted nos puede ayudar llenando esta encuesta mientras viaja hoy. Por favor escriba claro. Una vez completa, regrese la encuesta al encuestador antes de desembarcar del tren. Si usted hace otro viaje hoy en Tri-Rail, puede ser que le den otra encuesta. Es importante que usted complete una encuesta cada vez que viaje en Tri-Rail, hoy. ¡MUCHAS GRACIAS!

POR FAVOR COMPARTA LA INFORMACIÓN DE SU VIAJE DE UNA-VÍA QUE USTED HACE HOY EN TRI-RAIL

1. YO ORIGINÉ ESTE VIAJE DE UNA-VÍA DESDE:
- ❑ Trabajo ❑ Hogar ❑ Centro Comercial
- ❑ Centro Social/Recreacional ❑ Aeropuerto ❑ Universidad
- ❑ Escuela Preparatoria (Hasta Grado 12) ❑ Otro _____ *(ej. Hotel, doctor, etc.)*

2. MI ORIGEN DE ÉSTE VIAJE ESTÁ LOCALIZADO EN (IMPORTANTE!): _____ *(Por favor indique la intersección más cercana y la cuidad)*

3. YO LLEGUÉ A LA ESTACIÓN DE TRI-RAIL:
- ❑ Caminando ❑ Taxi ❑ Bus de la escuela ❑ Metrorail
- ❑ Bicicleta, y use: ❑ Casillero ❑ Bicicleta a bordo del tren ❑ Barras para estacionar bicicletas
- ❑ Bus *(Agencia/# de Ruta)* _____
- ❑ Bus de Tri-Rail *(Nombre de la Ruta)* _____
- ❑ Manejé y estacioné *(# de personas en el vehículo)* _____
- ❑ Me Trajeron ❑ Otro *(Por favor especificar)* _____

4. YO ABORDÉ ESTE TREN EN LA ESTACIÓN: _____

5. YO DESEMBARCARÉ ESTE TREN EN LA ESTACIÓN: _____

6. YO ME IRÉ DE LA ESTACIÓN DE TRI-RAIL:
- ❑ Caminando ❑ Taxi ❑ Bus de la escuela ❑ Metrorail
- ❑ Bicicleta
- ❑ Bus *(Agencia/# de Ruta)* _____
- ❑ Bus de Tri-Rail *(Nombre de la Ruta)* _____
- ❑ Mi vehículo estacionado *(# de personas en el vehículo)* _____
- ❑ Me recogerán ❑ Otro *(Por favor especificar)* _____

7. ¿ÉSTE VIAJE ES PARTE DE UN VIAJE DE DOS VÍAS?
❑ Si ❑ No

Si su respuesta es sí, favor de marcar todos los servicios que usará en su viaje de regreso.
- ❑ Éste es mi viaje de regreso ❑ Otro tren de Tri-Rail *(a las _____ am/pm)*
- ❑ Bus local ❑ Bus Rápido ❑ Metrorail
- ❑ Otro *(Por favor especificar)* _____

SI A USTED LE DAN OTRA ENCUESTA DESPUÉS, POR FAVOR LLENELA TAMBIÉN.

8. YO TERMINARÉ ÉSTE VIAJE DE UNA-VÍA EN (DESTINO):
- ❑ Trabajo ❑ Hogar ❑ Centro Comercial
- ❑ Centro Social/Recreacional ❑ Aeropuerto ❑ Universidad
- ❑ Escuela Preparatoria (Hasta Grado 12) ❑ Otro _____ *(ej. Hotel, doctor, etc.)*

9. MI DESTINO ESTÁ LOCALIZADO EN (IMPORTANTE!): _____ *(Por favor indique la intersección más cercana y la cuidad)*

10. LA TARIFA QUE USÉ EN ÉSTE VIAJE DE UNA-VÍA FUÉ:
- Tipo de Tarifa: ❑ Tarifa Regular ❑ EDP ❑ Tarifa Reducida
- Medio de Tarifa: ❑ Easy Card ❑ Boleto de Papel
- Tarifa: ❑ Una-Vía ❑ Ida y Vuelta ❑ 12 Viajes ❑ Pase Mensual ❑ Pase Regional

11. YO SOY PASAJERO DE TRI-RAIL POR:
- ❑ Primera Vez/Ocasionalmente ❑ Los últimos seis meses
- ❑ 6 meses a 2 años ❑ 2 años a 6 años ❑ Más de 6 años

12. YO USUALMENTE SOY PASAJERO DEL TRI-RAIL:

_____ vez/veces por día y _____ día(s) por semana;
 # por día *# de día(s)/semana*

_____ días por mes;
 # de días/mes

❑ Menos de una vez al mes

13. ¿USTED ESTÁ VIAJANDO CON OTRAS PERSONAS QUE NO ESTÁN LLENANDO ESTÁ ENCUESTA?
❑ No ❑ Si Si respondió si _____ y/o _____
 # de niños *# de adultos*

POR FAVOR QUEREMOS SABER DE USTED
ÉSTA INFORMACIÓN SE MANTENDRÁ ESTRICTAMENTE CONFIDENCIAL

14. YO RESIDO EN EL CÓDIGO POSTAL: ❑❑❑❑❑ *Código Postal*

15. YO RESIDO EN EL SUR DE LA FLORIDA:
❑ Permanente ❑ Parte del Año ❑ De Visita

16. YO SOY: ❑ HOMBRE ❑ MUJER

17. MI EDAD ES: ❑ Menor de 16 ❑ 16-24 ❑ 25-34 ❑ 35-44 ❑ 45-54 ❑ 55-64 ❑ 65 o Mayor

18. MI RAZA ES MEJOR DESCRITA COMO: *(Puede elegir más de una opción)*
- ❑ Americana Indígena ❑ Asiática ❑ Negra/Africana Americana
- ❑ Hispana ❑ Blanca ❑ Otra _____ *(Favor de especificar)*

19. *(# de vehículos)* _____ **VEHÍCULOS QUE SON PROPIEDAD DE LOS QUE HABITAN EN MI HOGAR.** *(Incluyendo, microbuses, SUV's, motocicletas, y camionetas)*

20. YO HUBIESE PODIDO VIAJAR EN AUTO, PERO ELEGÍ VIAJAR EN TRI-RAIL: ❑ Si ❑ No

21. YO TENGO LICENCIA DE CONDUCIR: ❑ Si ❑ No

22. *(# de personas)* _____ **RESIDEN EN MI HOGAR INCLUYÉNDOME, Y DE TODOS:**
- *(# de personas)* _____ tienen licencia de conducir
- *(# de personas)* _____ son menores de 16 años
- *(# de personas)* _____ son mayores de 65 años
- *(# de personas)* _____ trabajan fuera del hogar

23. MI NIVEL DE EDUCACIÓN ES: *(Elija solo una opción)*
- ❑ Escuela Secundaria O GED ❑ Escuela Primaria
- ❑ Post Grado ❑ Universidad ❑ No Aplica

24. ¿CUÁL ES SU ESTADO DE EMPLEO?
- ❑ Empleado(a) Tiempo Completo ❑ Empleado(a) Medio Tiempo
- ❑ Desempleado(a) ❑ Estudiante
- ❑ Amo(a) de Casa ❑ Retirado(a)

25. EL INGRESO TOTAL DE MI HOGAR ES:
- ❑ $25,001-35,000 ❑ $35,001-50,000 ❑ $50,001-75,000
- ❑ $75,001-100,000 ❑ Más de $100,000 ❑ No Sé
- ❑ Menos de $25,000

26. YO LLENÉ OTRA ENCUESTA HOY:
❑ Si ❑ No

POR FAVOR DIGANOS CÓMO ES EL SERVICIO DE TRI-RAIL

27. COMPARTA SU OPINIÓN DE TRI-RAIL EN LAS SIGUIENTES CATEGORÍAS :
(Llene el circulo ● que exprese su opinión - Elija "NA" si "No Aplica")

CONDICIONES DE LA ESTACIÓN	Muy Mala	Mala	Regular	Buena	Muy Buena	NA
Anuncios	○	○	○	○	○	☐
Limpieza	○	○	○	○	○	☐
Seguridad	○	○	○	○	○	☐
Disponibilidad de Estacionamientos	○	○	○	○	○	☐
Maquinas de Venta de Boletos	○	○	○	○	○	☐
CONDICIONES DEL TREN						
Limpieza Por Fuera	○	○	○	○	○	☐
Limpieza Por Dentro	○	○	○	○	○	☐
Baños Abordo	○	○	○	○	○	☐
Anuncios Abordo	○	○	○	○	○	☐
Aire Acondicionado	○	○	○	○	○	☐
Seguridad Abordo	○	○	○	○	○	☐
Experiencia Abordo	○	○	○	○	○	☐
CALIDAD DEL SERVICIO						
Empleados de la Estación	○	○	○	○	○	☐
Empleados Abordo	○	○	○	○	○	☐
Servicio Telefónico Al Cliente	○	○	○	○	○	☐
Dependibilidad de los Trenes	○	○	○	○	○	☐
Valor por el Precio	○	○	○	○	○	☐
Sitio Web/Aplicación de celular	○	○	○	○	○	☐

Comentarios: _____

Distributing Surveys

- Allow passengers to get seated.
- Approach every passenger and politely request that they fill out a survey.
- Surveys are in English, Spanish and Creole.
- Do not accept initial refusal. Emphasize the importance of the survey.
- Remain polite. After distributing your surveys offer to help
- Ask passengers to return completed surveys as soon as it is completed.
- Check it.

Fill in your survey form now!

Use your trip on Tri-Rail to this meeting to fill in the survey

What you will encounter

- Refusal to participate
- Tourists
- Families with small children
- Riders who filled out a survey earlier
- Riders only going 1 or 2 stops
- Riders that speak a different language than you speak.

Sample Script

- Hello, we are conducting an important survey today and we need you to fill out this simple survey. It should only take a few moments to complete. The questions will provide Tri-Rail with necessary information for service modifications and improvements. If you need any help or have any questions I will be glad to help you.

Refusal Script

- It is really important that we get everyone's response on this survey. In the past Tri-Rail has used similar surveys as justification to improve facilities and expand their service. So filling out this survey will help everyone that rides Tri-Rail get better service.

Tourist Script

- Tourists represent a very important travel market for Tri-Rail so your information is especially important. Even if you are riding the train only once, other tourists will be riding it after you leave.
- If you need any help I will be happy to help you fill out the survey form.

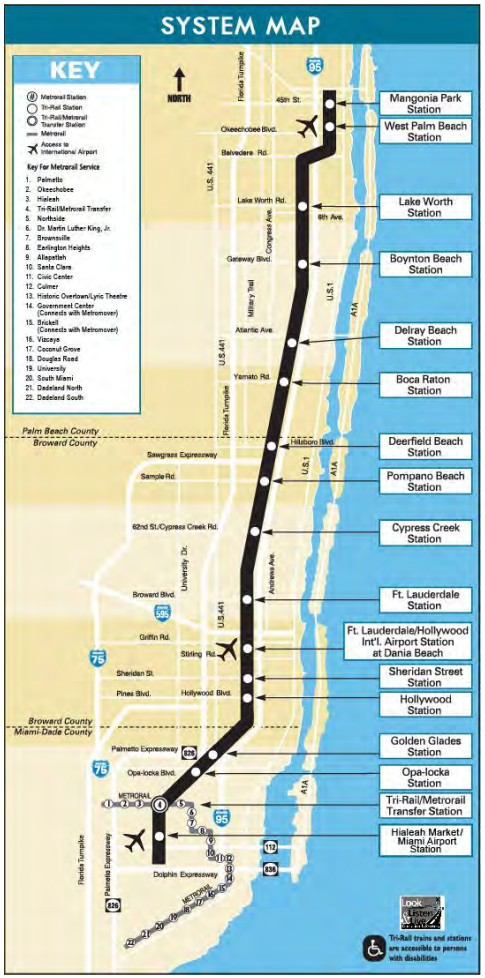
Incorrect Answer Script

- Thank you for filling out the form. I am sorry but I need a little more information on your form. May I ask you for the information and I will fill it in for you.

Survey Role Playing

- Everyone pick a partner.
- One person will be the passenger and one will be the surveyor.
- The surveyor should offer the passenger a survey then help them fill out each question.
- The passenger should have realistic questions and confusion.
- Make sure the colored boxes are fill-in correctly.
- If your pair has a question – ASK!

Report to Platform Master

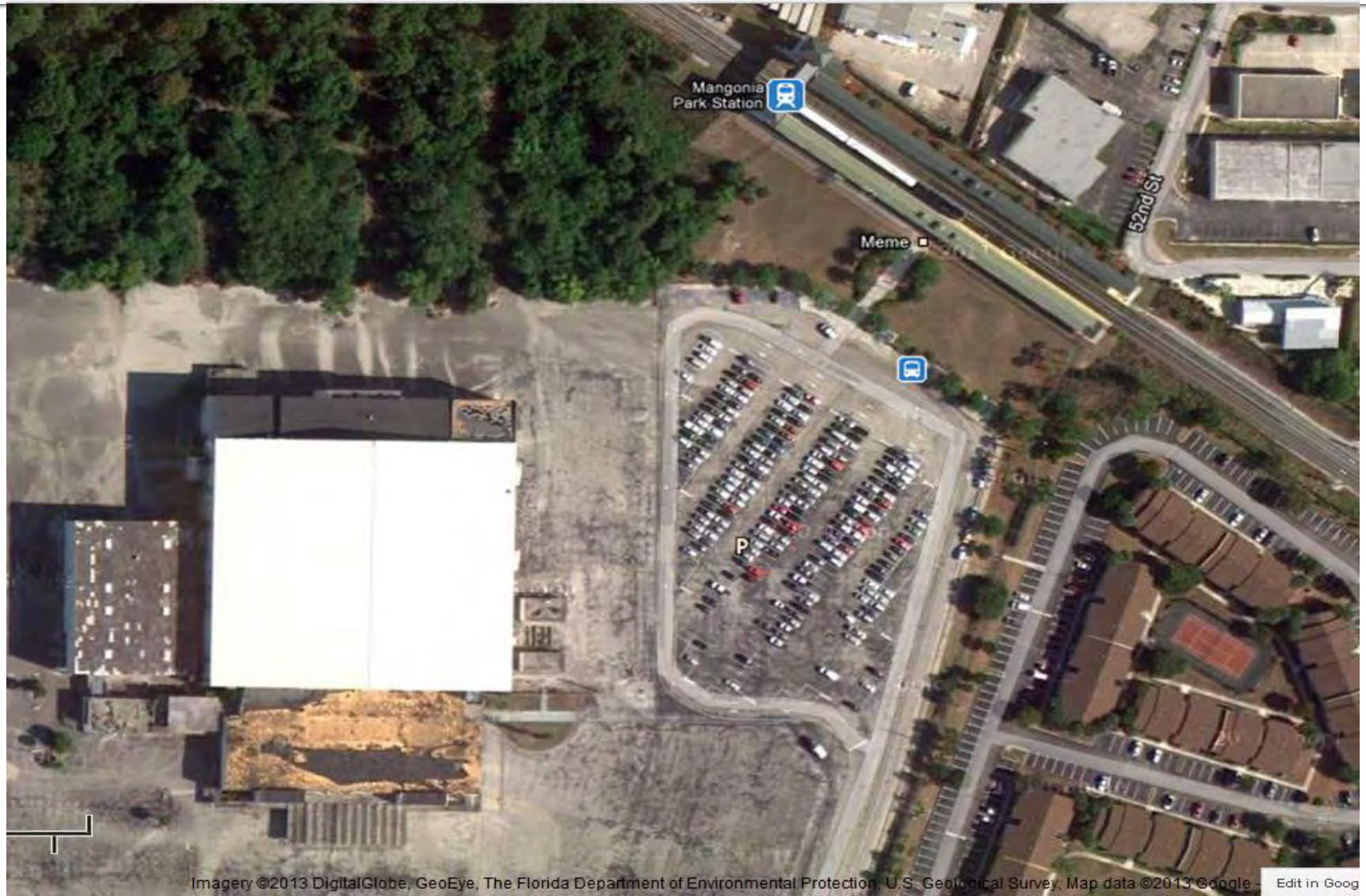


Larry Foutz
Mangonia Park
Platform Master
305-619-3406

Odalys Delgado
Hialeah Market
Platform Master
305-710-8711

- Be on time
- The Platform Master will be at a table
- Sign-in
- Collect your supplies
- Join your Train Captain and meet your team.

Mangonia Park Station



Directions - Mangonia Park Station

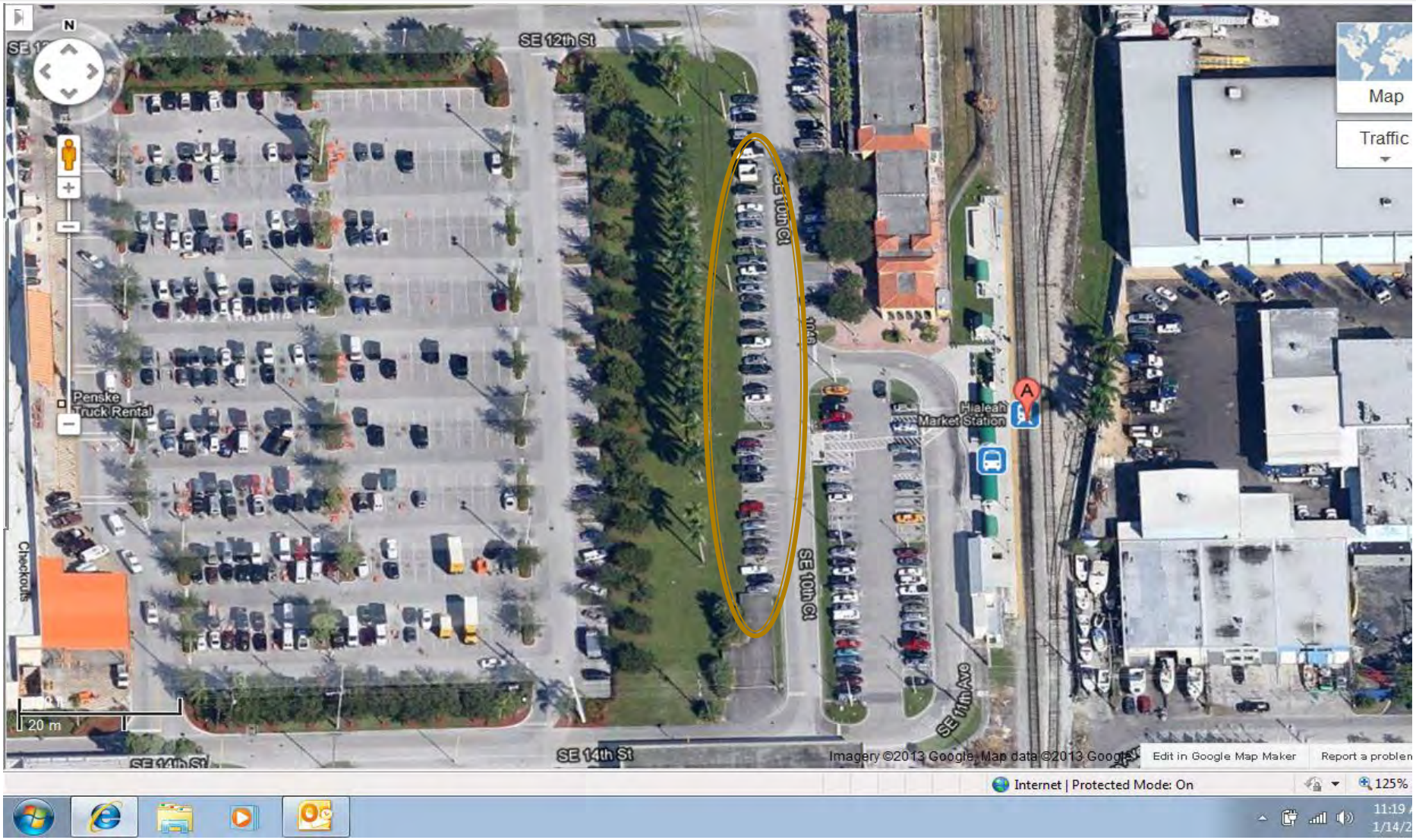
Mangonia Park Station
1415 45th Street
West Palm Beach, Fl 33407

Directions – I-95 to 45th Street exit #74. East on 45th Street. After 5th stoplight turn north onto North Shore Drive. Watch for signs.

Mangonia Street Parking

- Primary – use lot near 45th Street Entrance.
- Last resort – use "non-regulation" spaces and display parking pass.
- Parking should remain as available as possible for Tri-Rail Passengers.
- Try to carpool or "Kiss and Ride"

Hialeah Market Station



Hialeah Market Directions

1200 SE 11th Avenue
Hialeah, Fl 33010

- From LeJeune Rd turn onto Okeechobee Rd.
- Turn left onto SE 9th Ct.
- Take 1st Right onto SE 14th Street.

Punctuality

- All team members MUST report on time.
- Recommend you arrive early for your shift to receive your supplies.
- The train will leave without you.
- Report to the Platform Master upon arrival
- Please take into account parking limitations in calculating your arrival time – You may have a good walk.

Clothing

- Wear comfortable closed-toe shoes.
- Clean, non-tattered jeans acceptable
- Solid colored pants, long shorts or skirts acceptable.
- Jewelry should not get in your way or be a distraction
- White shirts (T-shirt, polo shirt, dress shirt) must be worn while working
- Reliable watches are recommended

Appearance

- Be clean, neat and well groomed.
- No gum chewing while on the train – You will be talking to people.
- No smoking on the train or on the station platform mid-run.
- Smoking will be permitted at the end station platforms, but be considerate of your fellow team members.

Breaks

- Do not get off the train for any reason mid-run.
- There is usually a 20-30 minute layover at the end stations at the end of a run.
- You will always have a team meeting as soon as the train ends its run.
- Always let your Train Captain know if you are leaving the immediate area.
- Bring money for vending machines or bring a bag for snacks. Do not bring a cooler.

Restrooms

- There is one restroom in each car.
- There are no restrooms at most of the stations.
- Smoking is not allowed in the restrooms
- Do not use your cell phone in the restroom.
- Restroom breaks should not interfere with your assigned duties.

Cell Phones

- You are assigned to talk to passengers NOT your friends and family.
- Your cellphone should be turned off or on vibrate, while on the train.
- Do not use your cell phone, while on the train unless you need to call your Train Captain.
- All other phone calls must wait until on the platform at the end of the run.

Supplies

COUNTER

- Official Survey badge (Tri-Rail Pass)
- Clipboard
- 2 Automatic counters
- North and Southbound Passenger Logs

SURVEYOR

- Official Survey badge (Tri-Rail Pass)
- Aprons and Pens
- English/Spanish and Creole Surveys
- Station-Survey Log
- Envelope for completed surveys

Security Details

- General Safety
- Wear appropriate shoes, no open toe or sandals
- Never go on or near tracks
- Never go beyond yellow tactile line on platforms
- Some trains don’t stop at stations, stay clear
- Stay out of construction areas
- Move around carefully while trains are in motion

Security Details

- Security Awareness
- Remain alert to suspicious persons, packages or substances.
- Take all potential threats seriously.
- Exercise good judgment and take a "common sense" approach to all potential threats.
- Immediately report any suspicious person on trains, around stations or on SFRTA / Tri-Rail property.
- Immediately report any unattended or suspicious packages and unidentified substances around SFRTA / Tri-Rail property.
- All reports are to be made to the Veolia Operations Center and Wackenhut Security. If possible, report suspicious activities to Transportation or Security personnel on duty at the location.
- Follow the instructions of the Veolia operations supervisor or Wackenhut Security Officer.
- DO NOT CALL 911. The Veolia Operations Center and Wackenhut Security will initiate the proper notifications upon receiving a report of a suspicious incident.

Contact Information

Allen Yoder
Safety / Security Administrator
SFRTA / Tri-Rail
954-788-7951
954-868-6824 Cell

Veolia Transportation
Operations Center
On Duty Supervisor
1-800-414-7885
Or
305-694-2207

24 Hour Dispatch
Center
1-800-929-4273

QUESTIONS?

Exhibit 3

SFRTA
MOVING OUR REGION
FORWARD

FY 2014-2023 Transit Development Plan

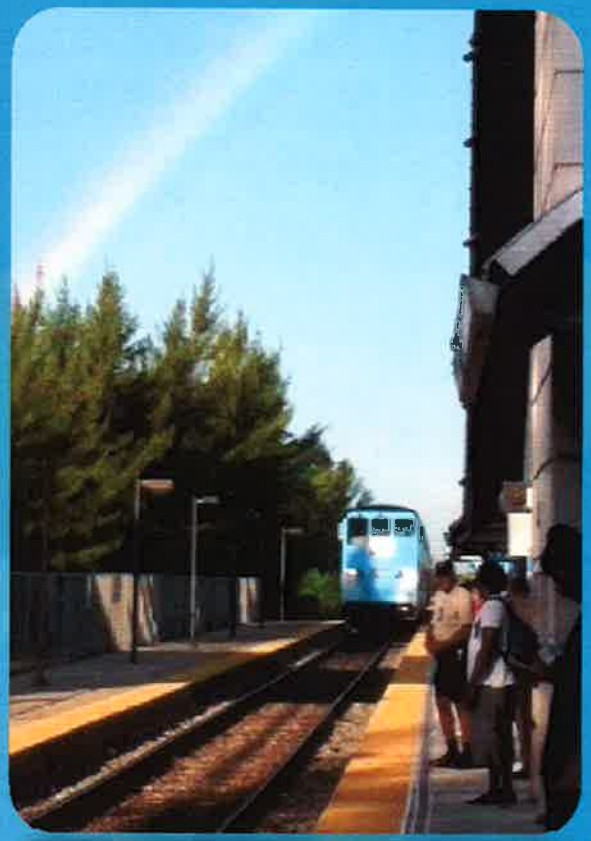
presented to:
SFRTA Governing Board

August 23, 2013

SFRTA
MOVING OUR REGION
FORWARD

Presentation Overview

- TDP Overview
- *SFRTA Forward* Plan
- Public Outreach
- Needs Plan
- Financial Plan
- Conclusion
- Schedule



SFRTA
MOVING OUR REGION FORWARD

TDP Overview

- 10-Year timeframe
- Major Update every 5 yrs
- Annual progress report
- Assess previous plan
- Prioritize improvements
- Update financial plan
- Meet FDOT requirement

SFRTA
MOVING OUR REGION FORWARD

Public Outreach

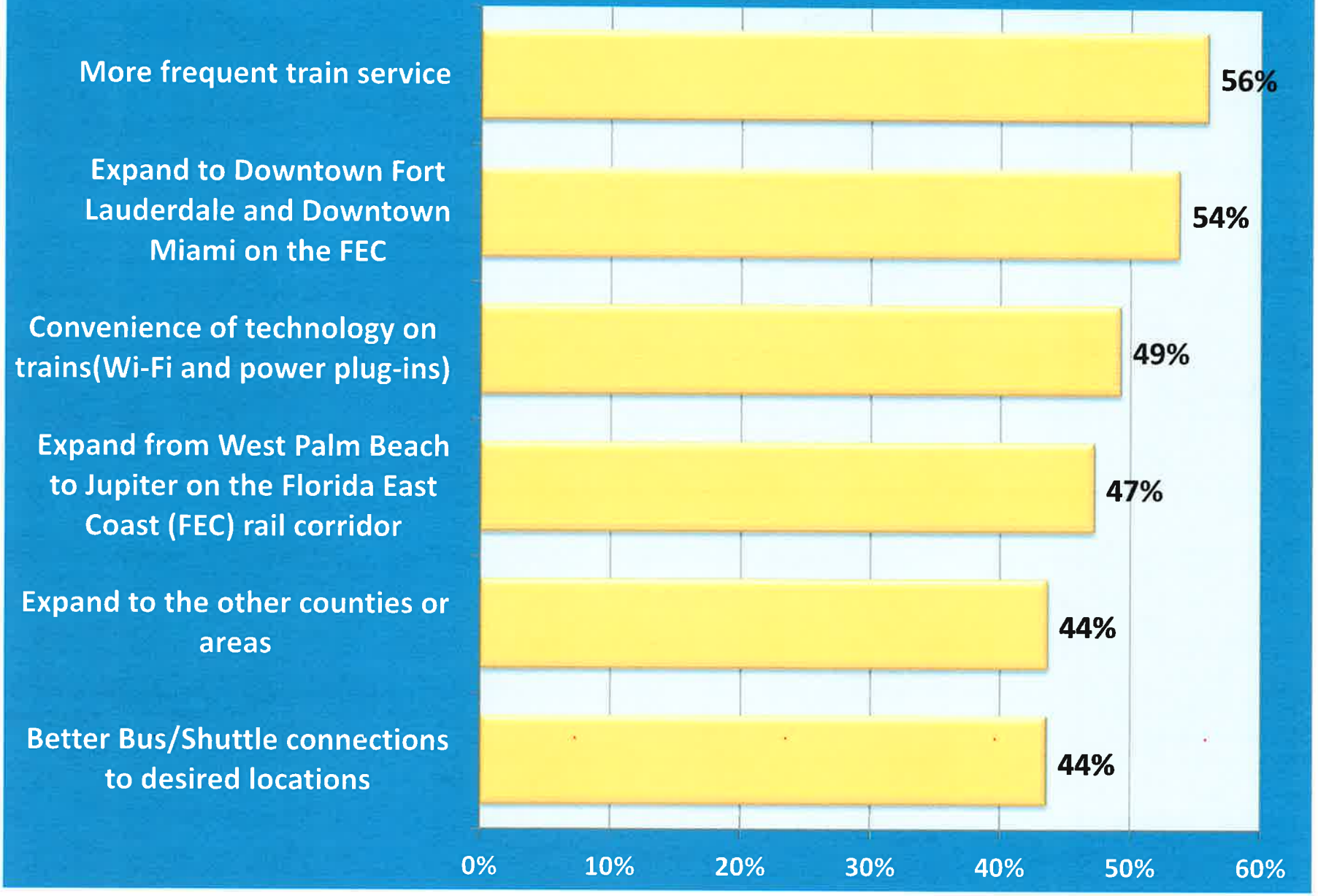
Public Outreach Activities	Participation
Project website (www.sfrtafoward.com) =	848 unique visits, 25 comments
Phone calls received (1-888-GO-SFRTA) =	5
Emails received (TDP@sfrta.fl.gov) =	23
Email campaign statistics (opens) =	1,954
On-board surveys completed =	5,175
Intercept surveys/platform interviews completed =	898
Online survey participation =	806
Participants at stakeholder meetings/presentations =	271
Participants at SFRTA events =	45
Target: Minimum of 5,000 participants	*Total:* 10,050 participants

SFRTA
MOVING OUR REGION FORWARD

Partner Outreach

- PTAC used as External Review Committee
- Presentations to Boards and Committees
  - Palm Beach MPO TAC (5/1)
  - Palm Beach MPO CAC (5/1)
  - Miami-Dade MPO TPTAC (5/1)
  - Miami-Dade CITT Board (5/9)
  - Miami-Dade MPO CAC (5/22)
  - Broward MPO Board (6/13)
  - Broward MPO TCC (6/26)
  - Broward MPO CIR (6/26)

Top 5 *SFRTA Forward* Priorities



SFRTA
MOVING OUR REGION FORWARD

Needs Plan Highlights

- Expand peak periods & add late night service
- Connecting transit enhancements
  - New shuttle bus concepts
  - Additional municipal & private partnerships
- Technology advancements
  - Wi-fi and real-time info in near term
  - Maximize EASY Card capabilities & broader implementation
- Dispatch and maintenance of SFRC
- System capacity improvements
  - New Northern Layover facility
  - MR-MICCI

SFRTA MOVING OUR REGION FORWARD

Needs Plan Highlights

- Station projects
  - Parking expansion & circulation improvements
  - Facilitate transit oriented development
  - Car sharing & bike sharing
  - Improved bicycle/pedestrian access
- Tri-Rail Coastal Link (on FEC corridor)
- Wave Streetcar & extensions
- Additional streetcar feasibility studies
  - Miami-Dade
  - Palm Beach
- Study of Miami-Dade freight corridors
- Premium transit links to Monroe, Martin, and Saint Lucie counties

SFRTA
MOVING OUR REGION FORWARD

Financial Plan

- Capital Plan
  - First Five Years (FY 2014 – 2018)
    - Consistent with adopted budget
  - Second Five Years (FY 2019 - 2023)
    - Unfunded needs – "wish list" projects
  - Adjust annual TDP updates as opportunities arise
    - Advance capital projects to first five years

SFRTA MOVING OUR REGION FORWARD

Capital Plan

10-Year Improvement List	PTAC	Public Involvement	Capital Plan	Goals and Objectives
Northern Layover Facility	•	•	Partially Funded; Seeking TIGER Grant	5.5.1
Iris & Northwood Rail Connection (SFRTA Match)	√	√	Partially Funded; Seeking TIGER Grant	5.5.3
Locomotive & Railcar Rehab	•	•	Unfunded	5.3
WAVE Streetcar(Phase 1)	√	√	Partially Funded Small Starts Grant	1.5
WAVE Streetcar Extension	√	√	Unfunded	1.5
Tri-Rail Coastal Link	√	√	Unfunded	1.2
"Mobility Hubs" at current/future stations	√	√	Unfunded	9.1
Streetcar Feasibility Studies	√	√	Unfunded	9.3
Bike Storage Cars	√	√	Unfunded	6.2.3
Lake Worth Parking Improvements		√	Unfunded	5.6
Palm Beach Int'l Airport Station	√	√	Unfunded	5.7

• Both the PTAC and the public have expressed a desire for more service. Although a line item does not exist for the increase in service, these items relate to the ability to increase frequency, capacity, hours of operation, etc.

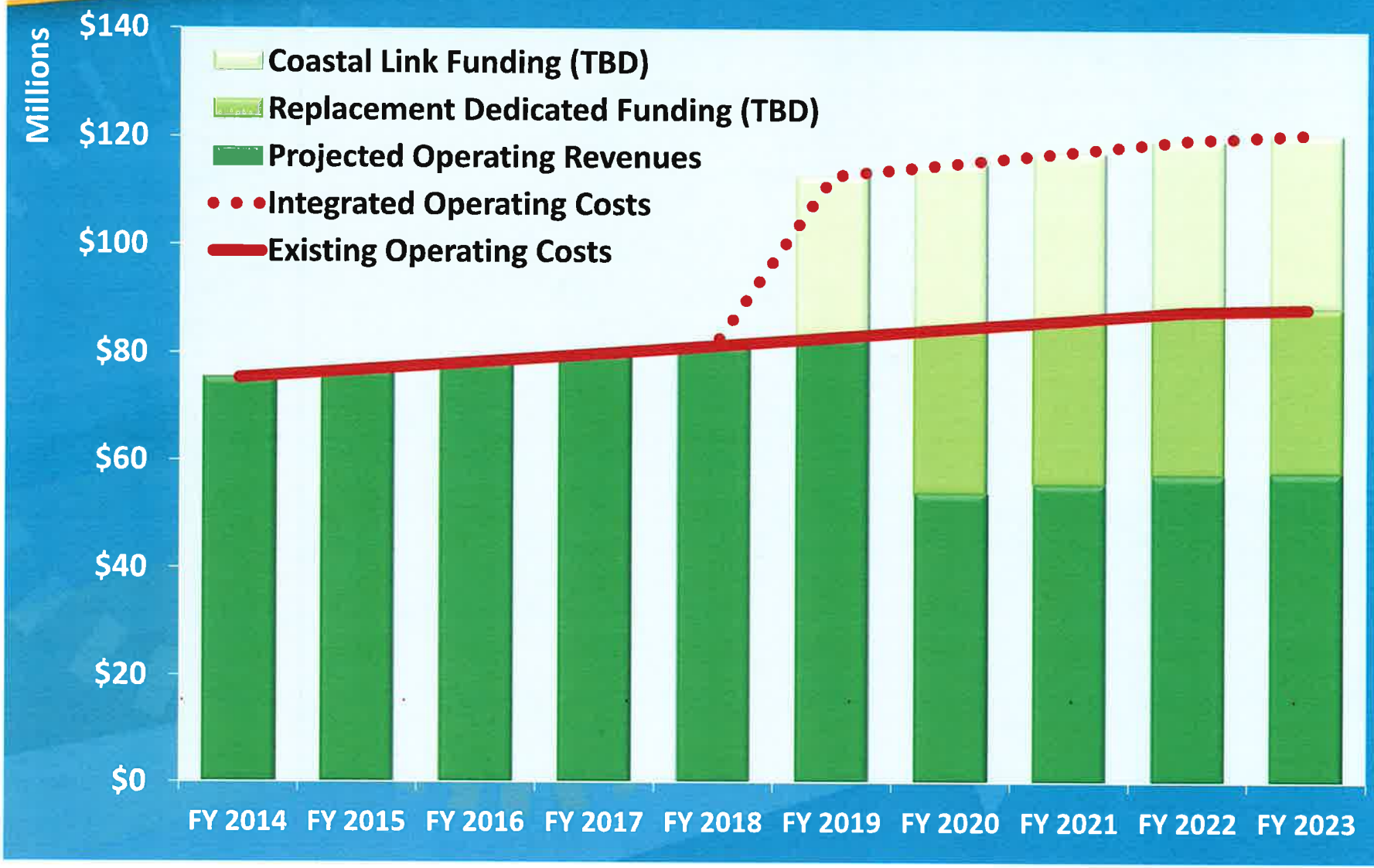
SFRTA
MOVING OUR REGION FORWARD

Financial Plan

- Operating Costs
  - Existing System costs – 2 to 3% annual growth
  - Tri-Rail Coastal Link – additional ~$30M annually
- Operating Revenues
  - Tri-Rail Coastal Link Finance Subcommittee to identify operating and capital funding
    - Includes new source to replace existing statutory dedicated funding (HB 599) by FY 2020

SFRTA
MOVING OUR REGION FORWARD

Operating Forecast



SFRTA
MOVING OUR REGION FORWARD

Conclusion

- Forward-looking and ambitious plan
  - Responsive to extensive outreach activities
  - Addresses regional mobility needs
  - Will require continued partnerships
- Commitment to premium transit expansion and economic development
  - Tri-Rail
  - Streetcar
  - Buses/shuttles
  - TOD
- Advancement of projects as funding opportunities become available

SFRTA
MOVING OUR REGION FORWARD

Schedule

• PTAC endorsement	7/22/2013
• SFRTA Board adoption	8/23/2013
• Submittal to FDOT	9/1/2013
• Address comments by FDOT	November
• Final TDP to FDOT	12/31/13

SFRTA: Moving Our Region Forward

FY 2014-2023 Transit Development Plan

Thank you!

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SOUTH FLORIDA REGIONAL TRANSPORTATION AUTHORITY
GOVERNING BOARD MEETING: AUGUST 23, 2013
AGENDA ITEM REPORT

☒ Information Item ☒ Presentation

TRI-RAIL COASTAL LINK ON THE FEC CORRIDOR

SUMMARY EXPLANATION AND BACKGROUND:

Since late 2011, South Florida Regional Transportation Authority (SFRTA) has worked with its partner agencies on plans to expand Tri-Rail service onto the Florida East Coast (FEC) Railway corridor in an accelerated manner. Now known as the "Tri-Rail Coastal Link" (TRCL) a regional partnership is pursuing an aggressive development schedule that would create significant new economic development opportunities, and offer an important new mobility option that would integrate with the existing Tri-Rail system to provide a one-seat ride between the region's major downtowns.

At the SFRTA Governing Board meeting held on September 28, 2012, the Chair stated that Tri-Rail expansion onto the FEC was a top priority and requested that frequent updates be provided to the Governing Board. As a result, a TRCL project update is now provided by SFRTA staff at every Governing Board meeting. These regular updates include information on various TRCL elements, including overall project information and details related to SFRTA's key roles that were identified in the project's Memorandum of Understanding (MOU). The MOU was unanimously approved by the Broward, Miami-Dade and Palm Beach Metropolitan Planning Organization (MPOs), South Florida Regional Planning Council (SFRPC), Treasure Coast Regional Planning Council (TCRPC), Southeast Florida Transportation Council (SEFTC); and SFRTA Governing Board; and signed by the Florida Department of Transportation (FDOT) in May 2013.

Numerous activities related to the TRCL project have occurred since the last Governing Board meeting on June 7, 2013. On-going meetings of the project's committees and sub-committees have taken place, as well as other coordination meetings between representatives of Florida East Coast Industries (FECI), FDOT, and SFRTA.

(Continued next page)

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

Department Director: William L. Cross, P.E.
Procurement Director: Chris Bross

EXHIBITS ATTACHED: Exhibit 1- TRCL Monthly Project Status Presentation
Exhibit 2- Executive Steering Committee Presentation, July 9, 2013
Exhibit 3- Sub-committees meeting agendas

TRI-RAIL COASTAL LINK ON THE FEC CORRIDOR

SUMMARY EXPLANATION AND BACKGROUND: (continued)

The following is a list of TRCL meetings that have occurred since the last SFRTA Governing Board meeting on June 7, 2013 along with brief Sub-Committee updates:

Executive Steering Committee - July 9, 2013
Financial Sub-Committee (managed by SFRTA) - June 18, July 16 & August 20, 2013
Public Outreach Sub-Committee (managed by RPCs) - June 18 & July 25, 2013
Technical Sub-Committee (managed by FDOT) - July 17 & August 14, 2013

Executive Steering Committee:
The Executive Steering Committee purpose is to provide guidance and direction for the TRCL project. The recently approved MOU has formalized the process, activities and membership of the Steering Committee. At the July 9, 2013 meeting, key topics discussed were All Aboard Florida (AAF) coordination, quiet zones, sub-committee activities, and the National Environmental Policy Act (NEPA) consultant selection for the upcoming Project Development phase.

Financial Sub-Committee:
The Financial Sub-Committee is responsible for the development of a Financial and Funding Plan for the TRCL Project including local contributions. Recent meetings were held on June 18, and July 16, 2013 with an upcoming meeting on August 20, 2013. To date, the project team has defined and built a Finance Model for an Integrated Tri-Rail System (combined existing service plus new TRCL service.) Inputs to the model include Tri-Rail revenues, funding sources and annual costs. Key inputs such as revenues, funding sources and capital and operating costs will be added over the next few months as these inputs are refined. The project team is currently performing a detailed analysis of funding options for both capital and operating costs.

Public Outreach Sub-committee:
The Outreach Sub-Committee is responsible for public outreach activities as the Tri-Rail Coastal Link moves forward. Sub-Committee members include representatives of FDOT, SFRTA, SFRPC, TCRPC, and the Palm Beach, Broward, and Miami-Dade MPOs. Its first task was creation of a system map to assist with outreach and service planning, which was vetted at the Subcommittee's June 18, and July 25, 2013 meetings. Project letterhead, labels and envelopes as well as a PowerPoint template were also created for use by the project team and reviewed by the Subcommittee at the July 25, 2013 meeting. An approval process for use of the letterhead and PowerPoint template are under review.

TRI-RAIL COASTAL LINK ON THE FEC CORRIDOR

SUMMARY EXPLANATION AND BACKGROUND: (continued)

Website coordination is also handled by the Outreach Sub-Committee, and has been an extensive topic of discussion between SFRTA and FDOT as well as the focus of a meeting on July 2, 2013. Both parties have agreed that SFRTA host the main project website in keeping with its role as project
sponsor and future operator. FDOT has requested that FDOT host a NEPA specific project website that would be active only during the project development phase. The goal is that both sites would link to each other and look the same. It is anticipated that the updated project site would be active by early fall.

Technical Sub-Committee:
The Technical Sub-Committee is responsible for all technical activities in support of the TRCL project. Recent progress of the Technical Sub-Committee includes a new model to estimate future operating and maintenance (O&M) costs, review of project capital costs, and refinement of station area planning assumptions. Meetings on these topics that were in support of the Technical Sub-Committee efforts included capital cost coordination on July 9, 2013 and O&M cost model coordination on July 30, 2013.

The Technical Sub-Committee has also been utilized as a forum to summarize the various ongoing coordination efforts associated with FECI All Aboard Florida (AAF) intercity passenger rail project. The AAF/Tri-Rail Coastal Link coordination includes workgroups focusing on four key areas: Stations (at the shared downtown Miami, Fort Lauderdale, and West Palm Beach locations); Structures (infrastructure needs for both projects); Operations (operational details for freight, inter-city, and commuter rail services); and Vehicle Layover/Maintenance Facilities (potential shared use of such facilities, particularly the Hialeah Yard). The Structures and Operations workgroups have had conference calls on a weekly or bi-weekly basis throughout the summer. Station workgroup meetings have occurred on June 14 and July 8, 2013 while Vehicle Layover/Maintenance workgroup meetings have occurred on June 17, July 15, and July 30, 2013.

TRI-RAIL COASTAL LINK ON THE FEC CORRIDOR

Recommended by: B Cross 8/14/13 Approved _____
Department Director Date Contracts Director Date

Authorized by: _____ 8/14/13 Approved as to Form _____
Executive Director Date General Counsel Date 8/14/13

Exhibit 1

Tri-Rail Coastal Link

Miami-Dade
Broward
Palm Beach

Broward Metropolitan Planning Organization
Florida Department of Transportation
Miami-Dade Metropolitan Planning Organization
Palm Beach Metropolitan Planning Organization
Southeast Florida Transportation Council
South Florida Regional Planning Council
South Florida Regional Transportation Authority
Treasure Coast Regional Planning Council

Monthly Project Status Report

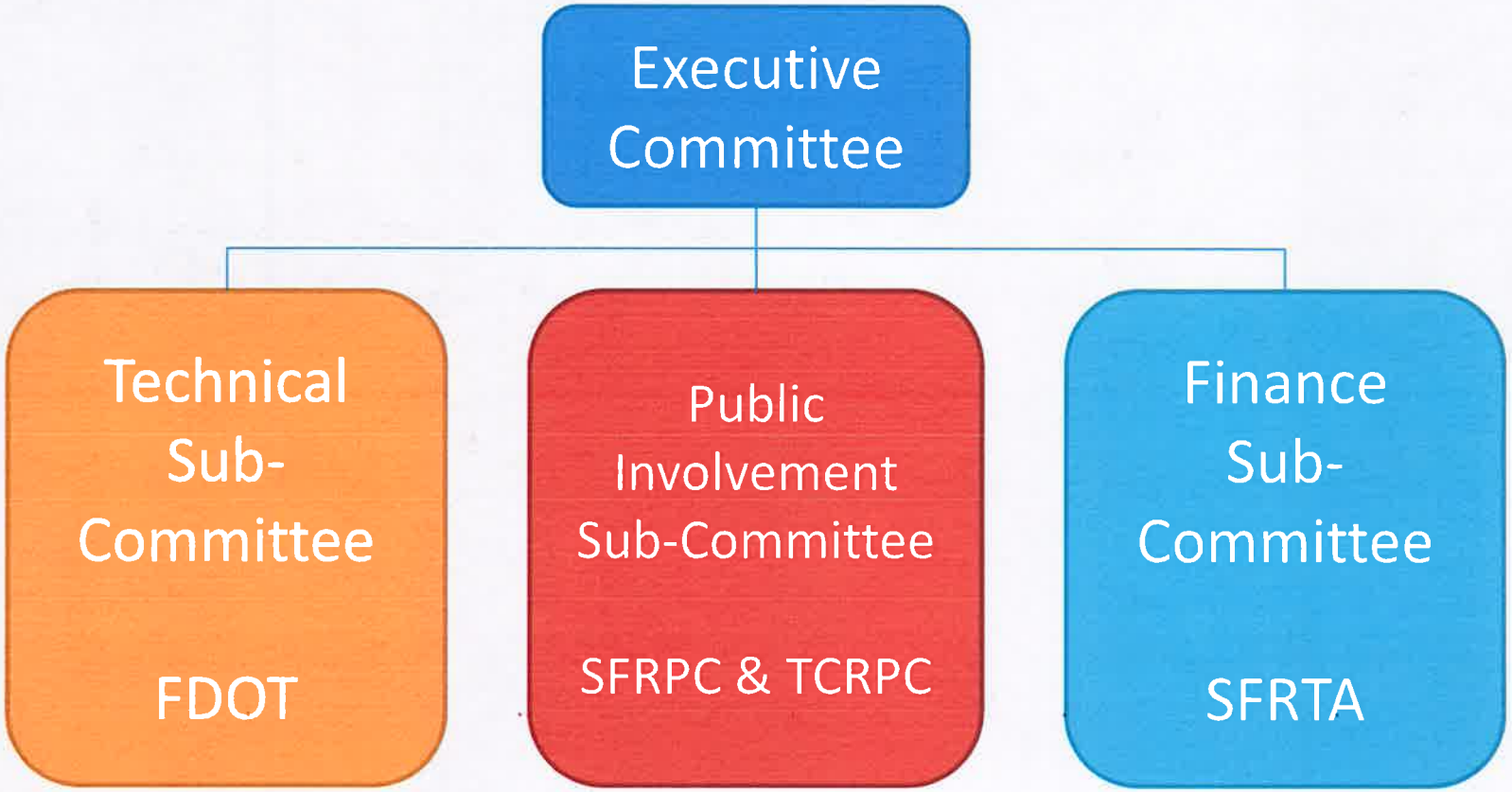
SFRTA Board
August 23, 2013

Presented by: William L. Cross, P.E.

Getting Southeast Florida to Work

Tri-Rail Coastal Link

Study Committee Structure



Tri-Rail Coastal Link

FDOT/FECI/SFRTA Workgroups

- RTC / Operations Workgroup
- Stations Workgroup
- Structures Workgroup
- Vehicle Maintenance / Layover WG

→ Infrastructure Workgroup

Tri-Rail Coastal Link

Base Operating Scenario

Utilized to generate study ridership, infrastructure needs, capital cost and operating cost to date

Tri-Rail Coastal Link

New A5C3

Alternative #1

8/2/2013

Tri-Rail Coastal Link

Miami-Dade
Broward
Palm Beach

New A2C3

Alternative #2

Tri-Rail Coastal Link

Miami-Dade
Broward
Palm Beach

New A6C3

Alternative #3

Evaluation Assumptions

1. $30 million per year to replace State funding
2. $35 - $45 million per year to fund Tri-Rail Coastal Link
3. $200 - $400 million capital "bond" for 25 years @ 5%
4. $20 - $40 million annual bond payment
5. $10 million per year "other" capital and operating funds

REQUIRED "NEW" ANNUAL SFRTA DEDICATED REVENUE STREAM: $95 - $125 million per year

Tri-Rail Coastal Link

Tri-Rail Coastal Link Capital Finance Options

	$200 SFRTA	$200 State New Starts	$400 FTA New Starts
★	$200 SFRTA	$200 State Rail or SIS	$400 MPO
L ★	$400 State Rail or SIS		$400 MPO
	$400 SFRTA		$400 MPO $400 State Rail or SIS
L	$800 State Rail or SIS		
	$800 MPO		
	$800 SFRTA		

Tri-Rail Coastal Link

Funding Objectives

1. Generate $125 million per year
2. Regional vote & implementation
3. No new State Legislation Required (bypass Tallahassee)
4. No county by county approval required to avoid "partial approval"
5. Nexus to new Tri-Rail Coastal Link
6. Nexus to existing Tri-Rail services
7. Bondable source
8. Applicable to other regions, if new Legislation required

Tri-Rail Coastal Link

Funding Options

	Revenue Type	Program Name/Legislative Reference
1	Property Tax Assessment	Special District (Dependent). FS: 189
2	Property Tax Assessment	Special District (Independent – non-RTA). FS: 189
3	Property Tax Assessment	Special District (Independent - RTA). FS: 189 / FS:163 (1)
4	Property Tax Increment	Community Redevelopment Districts. FS:166
5	Sales Tax	Charter County Regional Transportation System. FS:212
6	Sales Tax	Local Government Infrastructure Surtax. FS:212
7	Transient Sales Tax	Tourist Development Tax. FS:125
8	Gas Tax	Local Option Gas Tax. FS:336
9	Rental Car Surcharge	FS:212.0606
10	Registration Fee (Auto)	FS:320.08

Exhibit 2

Tri-Rail Coastal Link

f/k/a South Florida East Coast Corridor (SFECC) Study

Project Update to Steering Committee

July 9, 2013

MIAMI-DADE, BROWARD, AND PALM BEACH COUNTIES, FLORIDA

Topics

- All Aboard Florida (AAF) Coordination
- Project Steering Committee - Subcommittee Reports
- Operations & Maintenance Cost Update
- TIGER Grant Application
- Preliminary Project Development (PD) Schedule
- Next Steps

AAF Coordination – Technical Working Groups (1 of 3)

- FDOT / SFRTA Meetings with AAF / FECI
  - *Project MOU Executed*
  - *Broad discussion on train schedules, maintenance and dispatch fees*

- Operations Working Group
  - *Ongoing weekly meetings scheduled with AAF and FECR*
  - *AAF waiting for MOU with FECR to be finalized before distributing details on updated FECR freight plan and AAF infrastructure*
  - *Freight rationalization may help reduce infrastructure needs*

AAF Coordination – Technical Working Groups (2 of 3)

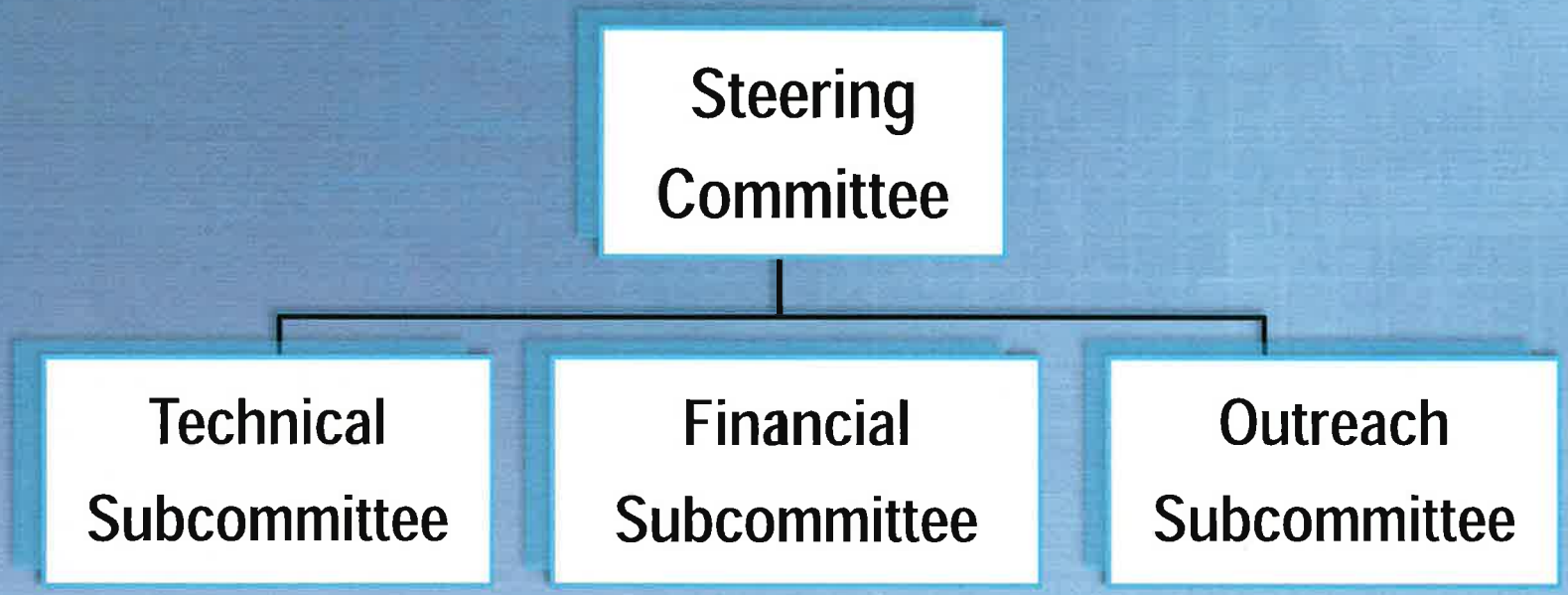
- Stations Working Group
  - *Meetings held June 14th and July 8th*
  - *Coordinating configurations for ultimate station co-location*
  - *Station locations based on AAF recommendations in FONSI approved by FRA in January 2013*
  - *Evaluating platforms, typical sections and alignments at co-located stations*

- Structures Working Group
  - *Various meetings and teleconferences held*
  - *Requested outstanding bridge information from AAF (HNTB)*
  - *Further evaluation of fixed bridges dependent on freight and AAF schedules*
  - *Evaluating New River crossing alternatives*

AAF Coordination – Technical Working Groups (3 of 3)

- Vehicle Maintenance Facilities (VMF) Working Group
  - *Teleconference on June 17th*
  - *Evaluating shared VMF/layover facilities with AAF at CSXT/Tri-Rail Hialeah Yard*
  - *Identified AAF needs for light maintenance at Hialeah Yard*
  - *Potential to share facilities at:*
    - FEC Andrews Yard
    - WPB Intermodal Yard
    - Proposed Tri-Rail Northern Layover Facility

Project Steering Committee Structure



- Formal agency appointments requested
- Rotate bi-monthly Project Steering Committee Meetings
  - *Potential rotation as follows: September 10th in Miami-Dade County; November 5th in Palm Beach County*

2013 Calendar

- SC — Steering Committee (1:30 – 3 PM)
- Fin — Financial Subcommittee (2 – 5 PM)
- ○ — Financial Conference Call (10:30 – 12 PM)
- Tech — Technical Subcommittee (10:30 AM – 12 PM)
- PI — Public Involvement Outreach Cmte. (1:30 – 3 PM)
- TAC — PTAC and RTTAC Meetings

APRIL

S	M	T	W	T	F	S
	1	2	O&M Mtg. 3 2-5 PM	4	5	6
7	8	9	10	11	12	13
14	15	Fin	Tech	18	19	20
21	22	23	24	25	26	27
28	29	30				

MAY

S	M	T	W	T	F	S
			1	2	3	4
5	6	SC	PI	9	10	11
12	13	14	15	16	17	18
19	20	Fin	Tech	23	24	25
26	27	28	29	30	31	

JUNE

S	M	T	W	T	F	S
						1
2	3	4	Tech	6	7	8
9	10	11	TAC	13	14	15
16	17	Fin PI	19	20	21	22
23/30	24	25	26	27	28	29

JULY

S	M	T	W	T	F	S
	1	2	3	4	5	6
7	8	SC	TAC	11	12	13
14	15	Fin	Tech	18	19	20
21	SEFTC	23	24	PI	26	27
28	29	30	31			

AUGUST

S	M	T	W	T	F	S
				1	2	3
4	5	PI	7	8	9	10
11	12	13	Tech	15	16	17
18	19	Fin	TAC	22	23	24
25	26	27	28	29	30	31

SEPTEMBER

S	M	T	W	T	F	S
1	2	3	PI	5	6	7
8	9	SC	11	12	13	14
15	16	Fin	TAC	19	20	21
22	23	24	Tech	26	27	28
29	30					

OCTOBER

S	M	T	W	T	F	S
		1	2	3	4	5
6	7	Fin	Tech	10	11	12
13	14	PI	TAC	17	18	19
20	21	22	23	24	25	26
27	SEFTC	29	30	31		

NOVEMBER

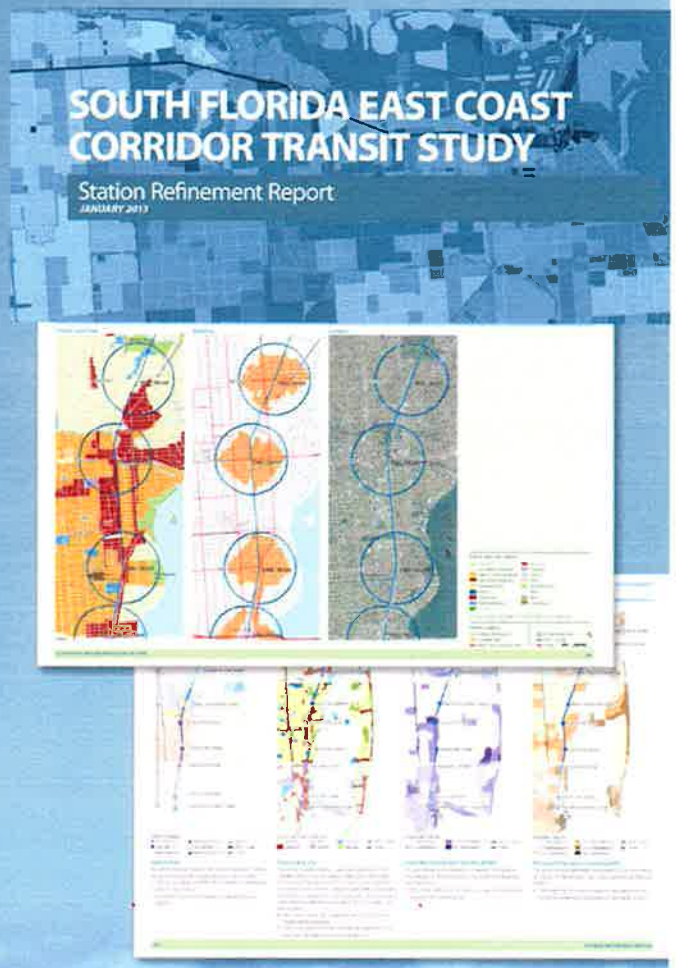
S	M	T	W	T	F	S
					1	2
3	4	SC	6	PI	8	9
10	11	12	TAC	14	15	16
17	18	Fin	Tech	21	22	23
24	25	26	27	28	29	30

DECEMBER

S	M	T	W	T	F	S
1	2	PI	4	5	6	7
8	9	Fin	TAC	12	13	14
15	16	17	Tech	19	20	21
21	22	23	24	25	26	27
28	29	30	31			

Technical Subcommittee Report

- Station Planning - Refinement Report
  - *Redistributed to PSC June 13th for final concurrence*
  - *To be distributed for non-public municipal review with SFRTA TOD handbook and station market analysis under joint cover letter*
  - *Joint cover letter under SFRTA review; MPO review to follow*
  - *Public involvement deferred until Project Development*
- Purpose
  - *Defines 25 station location alternatives for Project Development (NEPA phase)*
    - Lantana recommendation pending municipal input (may increase to 26 station alternatives)
    - 20 initial stations (included in cost estimates and ridership/operations modeling)
  - *27 Infill stations not intended to be evaluated in Project Development phase*



Technical Subcommittee Report

- Other Technical Areas
  - *Environmental Assessment (EA) Class of Action to be confirmed with FTA*
  - *Engineering:*
    - Preliminary development continues
    - FEC Utility Coordination for stations to be initiated July 2013
  - *Stations*
    - Lantana and St. Mary's Hospital coordination meetings held

Technical Subcommittee Report - Quiet Zones

- Process - Phase I
  - *Evaluate the unique characteristics of each grade crossing within the proposed Quiet Zone.*
  - *Determine the optimal FRA Supplemental Safety Measure (SSM) at each crossing within the Quiet Zone.*
  - *Approve the recommended strategy for achieving the Quiet Zone.*
  - *Obtain or appropriate funds for the installation of the approved FRA SSM at each crossing within the Quiet Zone.*

Technical Subcommittee Report - Quiet Zones

- Process - Phase II
  - *Distribute a Notice of Intent to Establish a Quiet Zone to the FRA, FDOT, Railroad and Local Road Authority.*
  - *Perform survey at each grade crossing within the proposed Quiet Zone.*
    - Right of Entry Agreement, Railroad Protective Liability Insurance, Flag Protection
  - *Conduct Diagnostic Team Meetings at each grade crossing within the proposed Quiet Zone to obtain input and "buy-in" from all involved project entities.*
  - *Execute Project Agreement between FDOT and Railroad to address ownership, installation and maintenance costs, real estate issues, reimbursement of Railroad engineering services, etc.*
  - *Develop Plans/ Specs for Construction of SSM at each crossing and coordinate with utilities.*
  - *Install SSM at each crossing within the Quiet Zone.*
  - *Distribute a Notice of Quiet Zone Establishment to the FRA, FDOT, Railroad and Local Road Authority.*

Finance Subcommittee Report

- Roles and Responsibilities defined in MOU
- Finance Subcommittee Meetings held
  - *May 21st, June 18th*
- Accomplishments
  - *Identified Tasks to Develop Finance Plans for:*
    - New Tri-Rail Coastal Link service
    - Integrated Tri-Rail system (combined existing plus new TRCL service)
  - *Finance Model Defined and Built*
    - Added existing Tri-Rail revenues, funding sources and annual costs to the Integrated Finance Plan model
    - Overall models are ready for key inputs such as revenues, funding sources and capital and operating costs
  - *Began Detailed Analysis of Funding Options*
    - All options on the table for funding of both capital and operating

Finance Subcommittee Report – Next Steps

- Upcoming Finance Subcommittee Meetings
  - *July 16th and August 20th ; Conference Call on July 30th*
- Expected Deliverables
  - *First run of Funding Options at August 20 Subcommittee Meeting, with initial discussion at next Steering Committee Meeting in September*
  - *Very Preliminary Finance Plan Runs in August, assuming operating plans can be modeled timely for revenue and capital and operating cost estimates*
    - The preliminary Finance Plan runs will need thorough analysis and follow up at the September meeting of the Finance Subcommittee
    - Discussion of key assumptions on funding options and receive input from Steering Committee in September to help refine funding options
    - Consideration of "Advance Plan" options if discussions with FECI and the schedule for AAF present opportunities for early TRCL service
    - Anticipate extensive coordination with other Subcommittees

Outreach Subcommittee

- Steering Committee Letterhead
  - *Draft letterhead being developed by SFRTA & FDOT*
  - *Anticipate review by Outreach Subcommittee (July) & Steering Committee (September)*

- Project Media "Style Guide"
  - *SFRTA leading creation of "Style Guide"*
  - *Purpose: consistent look & imagery in all media*
  - *Anticipate Outreach Subcommittee review (July/Aug) & Steering Committee (September)*

Outreach Subcommittee

- Website Coordination
  - *Website Working Group established (joint effort – FDOT & SFRTA)*
  - *Purpose: consistency between two websites*
    - Official Project Website – "NEPA-Compliant" (managed by FDOT)
    - Tri-Rail Coastal Link Website (managed by SFRTA)
  - *Working Group to develop site map*
  - *Anticipate Outreach Subcommittee reviews (July/Aug) & Steering Committee (September)*

- SFRTA "Tri-Rail Coastal Link System Map" (DRAFT)
  - *Presented by SFRTA to Outreach Subcommittee*
  - *Purpose: Illustrative Tri-Rail system built-out map (outside NEPA process)*
  - *Anticipate Outreach Subcommittee reviews (July/Aug) & Steering Committee (September)*

Operations & Maintenance Cost Update (1 of 2)

- Planning estimates complete
  - *SFRTA and FDOT coordination meetings held and reviews performed*
  - *Met February 21st and April 3rd; teleconferences on March 18th and March 21st*
  - *SFRTA independent peer review of assumptions, model development, results*
- Key model assumptions
  - *Range based on operating plan scenarios approved by PSC (Oct. 2012)*
  - *Uses SFRTA's FY2011-12 Operating Budget adjusted to actuals based on available SFRTA annual financial report*
  - *Assumes Maintenance of Way costs based on November 2012 SFOMA Maintenance Cost Update*
  - *Model is "partially" allocated (some SFRTA costs are not fully-allocated but fixed with future increase in service)*

Operations & Maintenance Cost Update (2 of 2)

- Potential cost changes in Project Development Phase
  - *Updates to reflect refined alternatives*
  - *Maintenance of Way, Access, and Dispatch costs for new service not included in O&M estimates (subject to negotiations)*
  - *Vehicle fleet requirements may change based on ongoing SFRTA fleet review (conservative assumption in model)*
  - *SFRTA repackages operating contracts with vendors*
  - *Changes to fixed cost assumptions*
    - Fully-allocated typically preferred by FTA – zero fixed costs with O&M costs changing proportionally with service changes
    - New cost model can transition to fully allocated costs if necessary
- Next Steps - Project Development Phase
  - *Update O&M cost model*
  - *Develop and submit O&M cost reports (methodology and results) to FTA*
  - *Refine/Finalize O&M model and costs*
  - *Input to Financial Plan*

Preliminary 2016 Comparison

	Tri-Rail	Build	Component A	Component B	Component C
		Miami to Jupiter	Miami to Pompano	Mangonia / Jupiter	Miami to WPB
Route Miles (Incremental)	71	82	36	20	69
No. of Stations (Incremental)	18	20	11	3	18
2016 Daily Boardings (Incremental)	13,000 (current)	11,600	8,000 to 9,000	< 1,000	3,000
Capital Cost	–	SFRTA review / All Aboard Florida coordination in progress.			
Operations & Maintenance Cost* (Incremental)	$74.8M	$37.6M**	$18.1 – $31.1M	$3.9– $4.2M	$18.1 – $20.7M

**Operations and Maintenance Costs do not include Maintenance-of-Way, Access, or Dispatch costs for new service (subject to negotiation)*

***Representative of one Build Alternative scenario (A1, B1 and C1). Build Alternative range is dependent on operating plan options being evaluated.*

TIGER Grant Application (1 of 2)

- Submitted Northwood Connection (Palm Beach) and IRIS Northeast Connection (Miami-Dade)
  - *Submitted as "South Florida Freight and Passenger Enhancement Project"*
  - *Northwood Connection Rehab existing and Interim alternative (SW/NE quadrant) approved by PSC and coordinated with City of West Palm Beach*
  - *IRIS Connection (NE quadrant only) for connection to Tri-Rail/CSX Hialeah Yard*
- $47.25 million total cost
  - *$13.75 million in TIGER funds requested (29.1% of total)*
  - *FDOT share is $29M (61.4%)*
  - *FEC & CSXT share is $1M each (2.1% each)*
  - *SFRTA share is $2.5M (5.3%)*

TIGER Grant Application (2 of 2)

- Expect decision on grant award by early October 2013
- Next Steps:
  - *Complete NEPA Process (Categorical Exclusions) for Connection projects*
  - *NEPA, preliminary design and right-of-way acquisition required by June 2014*
- Pompano Connection and IRIS NW connections not submitted
  - *Anticipated right-of-way acquisition schedules are beyond TIGER deadlines*

Preliminary Project Development Schedule

PROJECT TASK	2013									2014
	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC	JAN
AAF / FECI Coordination										
Update Ops Plan, Infrastructure, Costs										
FTA Coordination										
Supporting Documentation for Entry into PD										
Preliminary Access Negotiations*										
Public Outreach										
Status Update Presentations to Boards										
Early PD Activities										
Request Entry into PD from FTA										
Start PD Phase										

** Pending receipt and evaluation of AAF / FECR operations plans and schedules.*

Next Steps

- Continue coordination with AAF / FECR
- Update operations plan, infrastructure needs and costs
- Municipal review of Station Refinement Report
- Submit draft Preliminary PD Report for agency review
- Continue early PD activities
- Access negotiations
  - *Once Working Group recommendations are finalized; pending AAF coordination*
- Provide status update presentations to Governing Boards
  - *Infrastructure coordination with AAF, Costs, Schedule, Entry into PD*
- Request *Entry into Project Development* in Q4 2013

Tri-Rail Coastal Link
f/k/a South Florida East Coast Corridor (SFECC) Study

Thank You!

MIAMI-DADE, BROWARD, AND PALM BEACH COUNTIES, FLORIDA

Tri-Rail Coastal Link Finance Subcommittee Team
Meeting Agenda

Date: **Tuesday June 18, 2013, 9:00am – 12:00pm**
Location: **SFRTA Board Room/ Conference Call -Dial-In Number: (866) 748-8478 - Guest Code: 4444480#**

1. Brief Introductions
    a. Team meeting schedule (Meetings – July 16; Conference Call – July 30)
2. Brief Project Status Update – Include Status of the Data and Timing of Next Data Update
    a. MOU Update – Signed by All Parties
    b. Recent FECI/AAF – FDOT/SFRTA Meetings
        i. Summary of Meetings and Follow Up Activities
        ii. Timing of Activities
    c. TRCL Project Cost Estimates
        i. Capital Costs –
            1. Allocation
        ii. Operations and Maintenance
        iii. Renewal and Replacement Schedule/Costs
    d. TRCL Revenues
        i. Ridership Revenues
        ii. Federal and State Capital Grants
        iii. Local Sources – TOD and related Revenue Streams – O&M
            1. Allocation
        iv. Local Sources – Capital
            1. Allocation
        v. Forecast of Increase in FTA Formula Grants
        vi. Other Revenues
    e. Existing Tri-Rail Revenues and Costs
        i. Ridership Revenues
        ii. FTA Formula Revenues
        iii. State Sources
        iv. Local Sources
        v. Operations and Maintenance Costs
        vi. Renewal and Replacement Schedule/Costs
    f. Assumptions for Tri-Rail/TRCL Fee Structure for Ridership Analysis
    g. Financial Modeling Updates
        i. TRCL Model
        ii. Integrated Model (Tri-Rail and TRCL combined)

h. Other Key Project Activities
i. Timing of Updates

3. Next Steps – Discuss and Identify Responsibility Key Dates for Follow Up
    a. Ensure Data Input is Integrated into Financial Models
    b. Revenues Analysis
        i. Options for Forecasting Ridership and Revenues
        ii. Local Sources - Transit Oriented Development
    c. Update to Financial Models
    d. Advanced Schedule Analysis (Phase 1)
        i. Capital Costs
        ii. Funding for Capital Costs
            1. State Grants
            2. Local Grants/Sources
            3. Pursue Federal Grants?
    e. Major Assumptions
    f. FEC Coordination/Negotiations
    g. FTA Process
4. Key Deliverables
    a. Draft Preliminary Finance Plans – July/August Subcommittee Meeting
        i. TRCL "Ultimate"
        ii. TRCL Phase 1
        iii. Integrated Tri-Rail/TRCL "Ultimate"
        iv. Integrated Tri-Rail/TRCL Phase 1
    b. Update Slides for Steering Committee Meeting – July Meeting
    c. Slides for Overview of Preliminary Finance Plan – MPO Updates September
    d. FECI/FECR Analysis and Negotiations
        i. Business/Financial Discussions – Support the FDOT/SFRTA Team
        ii. Opportunities for Partnerships with AAF Schedule/Capital Improvements – Analysis of Funding/Financing Options
    e. Materials for Discussion with Locals – Draft October?
    f. Others
5. Other Items

Tri-Rail Coastal Link Finance Subcommittee Team
Meeting Agenda

Date: **Tuesday July 16, 2013, 2:00pm – 5:00pm**
Location: **SFRTA Board Room/ Conference Call -Dial-In Number: (866) 748-8478 - Guest Code: 4444480#**

1. Brief Introductions
    a. Team meeting schedule
2. Brief Project Status Update – Include Status of the Data and Timing of Next Data Update
    a. Recent FECI/AAF – FDOT/SFRTA Meetings
        i. Summary of Meetings and Follow Up Activities
        ii. Timing of Activities – Status of FECI scheduling update
    b. TRCL Project Cost Estimates
        i. Capital Costs – Discuss recent update on capital cost metrics being proposed
            1. Allocation
        ii. Operations and Maintenance
        iii. Renewal and Replacement Schedule/Costs
    c. TRCL Revenues
        i. Ridership Revenues
        ii. Federal and State Capital Grants
        iii. Local Sources – TOD and related Revenue Streams – O&M
            1. Allocation
        iv. Local Sources – Capital
            1. Allocation
        v. Forecast of Increase in FTA Formula Grants
        vi. Other Revenues – Update on analysis of potential sources
    d. Existing Tri-Rail Revenues and Costs
        i. Ridership Revenues –
        ii. FTA Formula Revenues –
        iii. State Sources –
        iv. Local Sources
        v. Operations and Maintenance Costs –
        vi. Renewal and Replacement Schedule/Costs –
    e. Assumptions for Tri-Rail/TRCL Fee Structure for Ridership Analysis

    f. Financial Modeling Updates
        i. TRCL Model –

        ii. Integrated Model (Tri-Rail and TRCL combined) –
    g. Other Key Project Activities –
    h. Timing of Updates
3. Next Steps – Discuss and Identify Responsibility Key Dates for Follow Up
    a. Ensure Data Input is integrated into Financial Models –
    b. Revenues Analysis
        i. Options for Forecasting Ridership and Revenues –
        ii. Local Sources - Transit Oriented Development
    c. Update to Financial Models
    d. Advanced Schedule Analysis (Phase 1)
        i. Capital Costs
        ii. Funding for Capital Costs
            1. State Grants
            2. Local Grants/Sources
            3. Pursue Federal Grants?
    e. Major Assumptions
    f. FEC Coordination/Negotiations
    g. FTA Process
4. Key Deliverables
    a. Draft Preliminary Finance Plans – August Subcommittee Meeting
        i. TRCL "Ultimate" –
        ii. TRCL Phase 1 –
        iii. Integrated Tri-Rail/TRCL "Ultimate"
        iv. Integrated Tri-Rail/TRCL Phase 1
    b. Slides for Overview of Preliminary Finance Plan –
    c. FECI/FECR Analysis and Negotiations
        i. Business/Financial Discussions – Support the FDOT/SFRTA Team
        ii. Opportunities for Partnerships with AAF Schedule/Capital Improvements – Analysis of Funding/Financing Options
    d. Local Funding Options Analysis
    e. Materials for Discussion with Locals – Draft October?
    f. Others
5. Other Items

Tri-Rail Coastal Link
Technical Subcommittee Meeting
July 17, 2013 10:30 AM
FDOT – District 4, **3rd Floor - Executive Conference room**
Phone: 1-800-777-8961 Meeting ID: 997 542 271

AGENDA

1. Recent Key Activities
   - Project Steering Committee (July 9th)
   - Financial Subcommittee July 16th
   - Phase 3 documentation in progress (review draft)
     - Preliminary Project Development report with technical appendices – submit for agency review at end of July.

2. Upcoming Meetings

a. SEFTC Meeting	July 22nd	
b. PI/Outreach Subcommittee	July 25th	(TCRPC Lead)
c. FECI/FDOT/SFRTA Meeting	July 29th	
d. Financial Subcommittee	August 20th	(SFRTA Lead)
e. Project Steering Committee (PSC)	September 10th	(MGC)

3. AAF Working Group updates (Status, Next Steps, Next meeting/teleconference)
   a. VMF (SFRTA Lead)
   b. Structures (FDOT Lead)
   c. Operations (FDOT Lead)
   d. Stations (FDOT Lead)

4. Technical Areas:

<u>Ridership/</u>
- Other Status updates

<u>Engineering</u>
- Utility/FO cable/Aerial rights/Coordination for stations – Parallel Infrastructure (meeting date being coordinated before July 29th)
- FEC diagnostic review coordination

<u>Financial/Cost Estimating</u>
- Capital Cost Workshop held July 9th
- Final Draft O&M Cost memo submitted June 28th

<u>Stations</u>
- Joint cover letter for Station Refinement Report & TOD Report – status of SFRTA review?
- Station Refinement Report (submitted to PSC for concurrence June 25th) – needs municipal staff review; PSC members who have not provided comments (or indication of no comments) required prior to document release

- Station Platform Analysis Workbook (parking/platform alternatives)
- Hallandale Beach station coordination
- St. Mary's Hospital meeting recap
- Other requested municipal/stakeholder coordination?

Environmental

- COA confirmation (submittal to FTA)

Other Project Development

- CatEx project description, draft scopes and fee estimates in progress
- Updated FAQs (including Stations) – coordinate with SFRTA/PIO
- Tri-Rail system map – SFRTA to distribute latest version for review/comment.

Tri-Rail Coastal Link Study (f/k/a SFECC Study)

PI/Outreach Subcommittee Meeting

FINAL DRAFT AGENDA

Tuesday, June 18, 2013, 1:30 p.m.

FDOT District Four

3400 W. Commercial Blvd., Executive Conference Room – 3rd Floor

Ft. Lauderdale, FL 33309

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1. Administration
   a. Agenda Development
   b. Meeting Minutes
   c. Key Agency Representatives
   d. PI/O SubCommittee Meeting Dates

2. "Tri-Rail Coastal Link" Project Name
   a. Status of Re-branding – Logo Consistency
   b. Project Letterhead with Agency Logos

3. Website Development & Maintenance
   a. FDOT "NEPA-compliant" Website
   b. SFRTA Project Marketing Website
   c. Status of Website Coordination
   d. Other Social Media (Twitter, Facebook, etc.)

4. Tri-Rail Coastal Link System Map – Update by SFRTA
   a. Revised Line Colors & Symbology
   b. Station Naming Protocol (for map & study)

5. Distribution Process for Existing Station Evaluation Documents (timing, coordination)
   a. Station Refinement Report (FDOT)
   b. Tri-Rail Coastal Link Station Area Opportunities Report (SFRTA)
   c. Station Area Market Study (SFRTA)

6. Fall 2013 Updates to MPOs, SEFTC, SFRTA, RPCs
   a. Meeting Dates (to be confirmed by agencies)

AGENCY	1st MEETING DATE OPTION	2ND MEETING DATE OPTION
PB MPO	Sept 19 (Thurs)	Oct 17 (Thurs)
Broward MPO	Sept 12 (Thurs)	Oct 10 (Thurs)
Miami-Dade MPO	Sept 19 (Thurs)	Oct 17 (Thurs)
SEFTC	July 22 (Mon)	Oct 28 (Mon)
SFRTA	Sept 27 (Fri)	Oct 25 (Fri)
TCRPC	Sept 20 (Fri)	Dec 13 (Fri)
SFRPC	Sept 9 (Mon)	Oct 7 (Mon)

b. Materials for Advance Briefings for Elected Officials & Others
c. Materials for Advisory Committees
d. Press Briefing Packages

7. FAQ Pages
    a. Coastal Link FAQ (general) (SFRPC to coordinate)
    b. Quiet Zones (TCRPC to coordinate)

8. Next Meeting – July 22 at 1:30 p.m.

Agenda Topics Carried Forward:

1. Messaging
    a. Short-term
        i. Theme as project enters PD phase?
            1. NEPA public involvement
            2. General public outreach

    b. Mid-term
        i. Plan to generate excitement & momentum to develop local funding sources over next two years?

2. Station Outreach & Expectations
    a. Local Governments
    b. Developers/Investors
    c. Other Stakeholders

3. Corridor Coalition & Education Efforts

Tri-Rail Coastal Link Study (f/k/a SFECC Study)

PI/Outreach Subcommittee Meeting

DRAFT AGENDA

Thursday, July 25, 2013, 1:30 p.m.

FDOT District Four

3400 W. Commercial Blvd., Executive Conference Room – 3rd Floor

Ft. Lauderdale, FL 33309

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1. Administration
   a. Introductions
   b. Meeting Minutes (from 6/18/2013)
   c. Key Agency Representatives - reminder
   d. PI/O SubCommittee Meeting Dates - updated

2. "Tri-Rail Coastal Link" Project Name
   a. Project Letterhead with Agency Logos for review (SFRTA lead)
   b. Powerpoint Template for review (SFRTA lead)
   c. How to Communicate with Local Governments (via letterhead, other)?

3. Website Development & Maintenance
   a. Website Working Group Meeting Summary (Denis Eirikis lead)
   b. Status of Website Coordination
   c. Other Social Media (Twitter, Facebook, etc.)

4. Tri-Rail Coastal Link – Build-Out System Map (Update by SFRTA)
   a. Map Revisions to Date for review
   b. Distinction between SFRTA "Illustrative Map" versus NEPA "Project Map"

5. Written Communication with Local Governments (timing, coordination)
   a. Reintroduction of Project as "Coastal Link" (post-MOU)
   b. Distribution of Project Documents (Station Refinement Report – FDOT, Tri-Rail Coastal Link Station Area Opportunities Report – SFRTA, Station Area Market Study - SFRTA)

6. Fall 2013 Updates to MPOs, SEFTC, SFRTA, RPCs
   a. Meeting Dates (to be confirmed by agencies)

AGENCY	1st MEETING DATE OPTION	2ND MEETING DATE OPTION
PB MPO	Sept 19 (Thurs)	Oct 17 (Thurs)
Broward MPO	Sept 12 (Thurs)	Oct 10 (Thurs)
Miami-Dade MPO	Sept 26 (Thurs)	Oct 24 (Thurs)
SEFTC	Oct 28 (Mon)	Jan 27, 2014 (Mon) (est.)
SFRTA	Sept 27 (Fri)	Oct 25 (Fri)
TCRPC	Sept 20 (Fri)	Dec 13 (Fri)

SFRPC	Sept 9 (Mon)	Oct 7 (Mon)

b. Materials for Advance Briefings for Elected Officials & Others
c. Materials for Advisory Committees
d. Press Briefing Packages

7. <u>FAQ Pages</u>
   a. Coastal Link FAQ (general) (SFRPC lead)
   b. Quiet Zones FAQ for discussion (TCRPC lead)

8. <u>Next Meetings</u>
   a. Tuesday, August 6 at 1:30 p.m.
   b. Wednesday, Sept 4 at 1:30 p.m.

Should these two meetings be consolidated into one in late August?

AGENDA ITEM NO. I-2

SOUTH FLORIDA REGIONAL TRANSPORTATION AUTHORITY
GOVERNING BOARD MEETING: AUGUST 23, 2013
AGENDA ITEM REPORT

☒ Information Item ☒ Presentation

TRI-RAIL ONBOARD SURVEY RESULTS

SUMMARY EXPLANATION AND BACKGROUND:

On Wednesday, February 13, 2013, a comprehensive Tri-Rail onboard survey was conducted. It was the first major Tri-Rail onboard survey since October 22, 2008.

The February onboard survey effort consisted of passenger counts for the entire service day and a survey instrument that was offered to all passengers between the hours of 4:00 AM and 3:00 PM. The passenger counts identified 15,655 boardings that day and the survey instrument had a high response rate. Survey questions addressed issues such as ridership patterns, station utilization, mode of station access/egress, trip purpose, customer demographics, and customer satisfaction. All of the survey elements were consistent with past Tri-Rail onboard surveys, as well as the recent surveys that have been conducted onboard the Broward County Transit (BCT), Miami-Dade Transit (MDT), and Palm Tran systems.

The survey produced extensive data that has been analyzed by South Florida Regional Transportation Authority (SFRTA) staff and consultants in recent months. The survey results and data identify numerous trends and changes since the last major onboard survey in 2008, as well as contrasts to prior 2004 and 2007 Tri-Rail onboard survey results. A key finding of the survey is that significant changes in Tri-Rail ridership patterns have occurred, with growth taking place on the northern half of the system and decline on the southern half.

The changes in ridership patterns and other noteworthy trends related to rider satisfaction and trends are documented in the attached exhibits and in the presentation slides.

Department: Planning & Capital Development
Project Manager: Joseph Quinty, AICP

Department Director: William L. Cross, P.E.
Procurement Director: Chris Bross

EXHIBITS ATTACHED:
Exhibit 1- Onboard Survey Boardings & Alightings Comparison table
Exhibit 2- Top 40 Origin-Destination Station Pairs table
Exhibit 3- 2013 Onboard Survey Instrument
Exhibit 4- Tri-Rail Onboard Survey Findings Presentation

TRI-RAIL ONBOARD SURVEY RESULTS

Recommended by: B Cross 8/14/13 Approved _____
Department Director Date Contracts Director Date

Authorized by: 8/14/13 Approved as to Form: _____
Executive Director Date General Counsel Date 8/14/13

Exhibit 1

Onboard Survey Comparison - All Day Boardings & Alightings
(Weekday Onboard Survey Passenger Door Counts, October 2008 vs. February 2013)

	Full Day Passenger Boardings (Per Onboard Survey)							Full Day Passenger Alightings (Per Onboard Survey)					
Station	Oct-08	Rank	Feb-13	Rank	Change 2008-2013	Percentage Change 2008-2013		Oct-08	Rank	Feb-13	Rank	Change 2008-2013	Percentage Change 2008-2013
Mangonia Park	1189	4	1136	4	-53	-4.4%		1028	6	1176	4	148	14.4%
West Palm Beach	1194	3	1324	3	130	10.9%		1052	4	1322	3	270	25.7%
Lake Worth	873	8	977	7	104	11.9%		893	8	1037	6	144	16.1%
Boynton Beach	819	10	925	8	106	12.9%		890	9	928	8	38	4.3%
Delray Beach	653	16	704	14	51	7.8%		669	13	760	13	91	13.6%
Boca Raton	1196	2	1643	1	447	37.4%		1225	2	1615	1	390	31.8%
Deerfield Beach	809	11	822	10	13	1.6%		846	10	855	9	9	1.1%
Pompano Beach	777	12	819	11	42	5.4%		817	11	838	10	21	2.6%
Cypress Creek	1101	5	1097	5	-4	-0.4%		1198	3	1158	5	-40	-3.3%
Fort Lauderdale	982	6	1005	6	23	2.3%		1046	5	987	7	-59	-5.6%
FLL Airport/Dania Beach	828	9	810	12	-18	-2.2%		798	12	791	11	-7	-0.9%
Sheridan Street	666	15	452	16	-214	-32.1%		633	15	440	16	-193	-30.5%
Hollywood	695	13	723	13	28	4.0%		661	14	682	14	21	3.2%
Golden Glades	678	14	628	15	-50	-7.4%		615	16	632	15	17	2.8%
Opa-Locka	276	17	383	17	107	38.8%		299	17	321	17	22	7.4%
Metrorail Transfer	1767	1	1360	2	-407	-23.0%		1810	1	1350	2	-460	-25.4%
Hialeah Market	262	18	847	9	585	-26.9%		253	18	763	12	510	-35.5%
Miami Airport	897	7			-897			930	7			-930	
Total	15662		15655		-7	-0.04%		15662		15655		-7	-0.04%

*Tri-Rail Onboard Surveys conducted on Wednesday October 22, 2008 and Wednesday, February 13, 2013
*Boardings and alightings totals are from door counts conducted all day for both surveys
*Miami Airport Station open during 2008 survey, but closed during 2013 survey for MIC construction

7/24/2013

Exhibit 2

Tri-Rail Top 40 Origin-Destination Station Pairs

(From 2004, 2007, 2008 & 2013 Onboard Surveys)

Rank	2004		Direction	2007		Direction	2008		Direction	2013		Direction	Rank
1	Hollywood	Metrorail	SB	Fort Lauderdale	Metrorail	SB	West Palm Beach	Boca Raton	SB	Boca Raton	West Palm Beach	NB	1
2	Fort Lauderdale	Metrorail	SB	FLL/Dania	Metrorail	SB	Fort Lauderdale	Metrorail	SB	West Palm Beach	Boca Raton	SB	2
3	Cypress Creek	Metrorail	SB	Mangonia Park	Boynton Beach	SB	Metrorail	Cypress Creek	NB	Metrorail	Cypress Creek	NB	3
4	Fort Lauderdale	Boca Raton	NB	Hollywood	Metrorail	SB	FLL/Dania	Metrorail	SB	Boca Raton	Fort Lauderdale	SB	4
5	West Palm Beach	Metrorail	SB	Metrorail	Fort Lauderdale	NB	Metrorail	Fort Lauderdale	NB	Boca Raton	Mangonia Park	NB	5
6	Metrorail	FLL/Dania	NB	West Palm Beach	Boca Raton	SB	Cypress Creek	Metrorail	SB	Fort Lauderdale	Boca Raton	NB	6
7	Boca Raton	Metrorail	SB	Boynton Beach	Mangonia Park	NB	Mangonia Park	Boca Raton	SB	Cypress Creek	Metrorail	SB	7
8	Metrorail	Fort Lauderdale	NB	Sheridan Street	Metrorail	SB	Metrorail	Sheridan Street	NB	Boca Raton	Lake Worth	NB	8
9	Fort Lauderdale	Deerfield Beach	NB	Boca Raton	West Palm Beach	NB	Boca Raton	West Palm Beach	NB	Mangonia Park	Boca Raton	SB	9
10	Golden Glades	Metrorail	SB	Metrorail	Cypress Creek	NB	Hollywood	Metrorail	SB	Lake Worth	Boca Raton	SB	10
11	FLL/Dania	Metrorail	SB	West Palm Beach	Boynton Beach	SB	Sheridan Street	Metrorail	SB	Cypress Creek	Boca Raton	SB	11
12	Pompano Beach	Metrorail	SB	Metrorail	Sheridan Street	NB	Metrorail	FLL/Dania	NB	Boynton Beach	West Palm Beach	NB	12
13	Deerfield Beach	Metrorail	SB	West Palm Beach	Metrorail	SB	Mangonia Park	Boynton Beach	SB	Metrorail	Fort Lauderdale	NB	13
14	Boynton Beach	Metrorail	SB	Boca Raton	Mangonia Park	NB	Boynton Beach	Mangonia Park	NB	Boynton Beach	Mangonia Park	NB	14
15	Metrorail	Sheridan Street	NB	Pompano Beach	Metrorail	SB	Metrorail	Hollywood	NB	Fort Lauderdale	Metrorail	SB	15
16	Pompano Beach	West Palm Beach	NB	Miami Airport	Cypress Creek	NB	Pompano Beach	Metrorail	SB	Boca Raton	Cypress Creek	SB	16
17	Metrorail	Hollywood	NB	Cypress Creek	Metrorail	SB	Fort Lauderdale	Boca Raton	NB	West Palm Beach	Boynton Beach	SB	17
18	Miami Airport	Fort Lauderdale	NB	Metrorail	FLL/Dania	NB	Metrorail	Pompano Beach	NB	Mangonia Park	Boynton Beach	SB	18
19	Fort Lauderdale	Deerfield Beach	NB	Metrorail	Hollywood	NB	Boca Raton	Fort Lauderdale	SB	Boca Raton	Hollywood	NB	19
20	Golden Glades	Deerfield Beach	NB	Boynton Beach	West Palm Beach	NB	Boynton Beach	West Palm Beach	NB	Hialeah Market	Cypress Creek	NB	20
21	Lake Worth	Mangonia Park	NB	West Palm Beach	Fort Lauderdale	SB	Boca Raton	Mangonia Park	NB	FLL/Dania	Boca Raton	NB	21
22	FLL/Dania	Miami Airport	SB	Fort Lauderdale	Boca Raton	NB	Deerfield Beach	Metrorail	SB	Hollywood	Metrorail	NB	22
23	West Palm Beach	Miami Airport	SB	Metrorail	Pompano Beach	NB	Mangonia Park	Deerfield Beach	SB	Metrorail	Pompano Beach	NB	23
24	Golden Glades	West Palm Beach	NB	Metrorail	Deerfield Beach	NB	Mangonia Park	Fort Lauderdale	SB	Hollywood	Boca Raton	NB	24
25	Hollywood	West Palm Beach	NB	Deerfield Beach	Metrorail	SB	Metrorail	Deerfield Beach	NB	Golden Glades	Boca Raton	NB	25
26	Hollywood	Miami Airport	SB	Mangonia Park	Boca Raton	SB	FLL/Dania	Miami Airport	SB	Boca Raton	Boynton Beach	NB	26
27	Golden Glades	FLL/Dania	NB	West Palm Beach	Miami Airport	SB	Delray Beach	West Palm Beach	NB	Mangonia Park	Lake Worth	SB	27
28	Fort Lauderdale	Lake Worth	NB	Deerfield Beach	Mangonia Park	NB	Fort Lauderdale	Miami Airport	SB	Delray Beach	West Palm Beach	NB	28
29	Miami Airport	Lake Worth	NB	Miami Airport	FLL/Dania	NB	West Palm Beach	Boynton Beach	SB	West Palm Beach	Delray Beach	SB	29
30	Miami Airport	West Palm Beach	NB	Fort Lauderdale	West Palm Beach	NB	Cypress Creek	Boca Raton	NB	Sheridan Street	Boca Raton	NB	30
31	Golden Glades	Miami Airport	SB	Lake Worth	Boca Raton	SB	Boca Raton	Sheridan Street	SB	Metrorail	Hollywood	NB	31
32	Cypress Creek	Miami Airport	SB	West Palm Beach	Cypress Creek	SB	West Palm Beach	Deerfield Beach	SB	Pompano Beach	Metrorail	SB	32
33	Deerfield Beach	Miami Airport	SB	Fort Lauderdale	Miami Airport	SB	Miami Airport	FLL/Dania	NB	Delray Beach	Mangonia Park	NB	33
34	Sheridan Street	Metrorail	SB	Miami Airport	West Palm Beach	NB	Mangonia Park	Delray Beach	SB	Mangonia Park	Delray Beach	SB	34
35	Golden Galdes	Hollywood	NB	West Palm Beach	Deerfield Beach	SB	Metrorail	West Palm Beach	NB	Cypress Creek	Hialeah Market	SB	35
36	Deerfield Beach	Hollywood	SB	Lake Worth	Metrorail	SB	Sheridan Street	Boca Raton	NB	Deerfield Beach	West Palm Beach	NB	36
37	Deerfield Beach	FLL/Dania	SB	Metrorail	West Palm Beach	NB	West Palm Beach	Metrorail	SB	Fort Lauderdale	Boynton Beach	NB	37
38	West Palm Beach	FLL/Dania	SB	Deerfield Beach	West Palm Beach	NB	Fort Lauderdale	Mangonia Park	NB	Boynton Beach	Boca Raton	SB	38
39	Boynton Beach	Fort Lauderdale	SB	Boynton Beach	Metrorail	SB	Metrorail	Lake Worth	NB	West Palm Beach	Deerfield Beach	SB	39
40	West Palm Beach	Fort Lauderdale	SB	Cypress Creek	Miami Airport	SB	Boca Raton	Cypress Creek	SB	Cypress Creek	West Palm Beach	NB	40
	Metrorail 15 of 40		22 SB	Metrorail 18 of 40		21 SB	Metrorail 17 of 40		21 SB	Boca Raton 17 of 40		23 NB	
	Fort Lauderdale 9 of 40		18 NB	West Palm Beach 13 of 40		19 NB	Boca Raton 10 of 40		19 NB	West Palm Beach 9 of 40		17 SB	
	Miami Airport 9 of 40			Boca Raton 6 of 40			West Palm Beach 8 of 40			Metrorail 8 of 40			
	West Palm Beach 8 of 40			Fort Lauderdale 5 of 40			Mangonia Park 8 of 40			Mangonia Park 7 of 40			
	Deerfield Beach 7 of 40			Miami Airport 5 of 40			Fort Lauderdale 7 of 40			Boynton Beach 7 of 40			
	Boca Raton 2 of 40			Deerfield Beach 5 of 40			Cypress Creek 4 of 40			Cypress Creek 7 of 40			
	Mangonia Park 1 of 40			Cypress Creek 5 of 40			Miami Airport 3 of 40			Fort Lauderdale 5 of 40			
				Mangonia Park 5 of 40						Hialeah Market 2 of 40			

Survey #:

Exhibit 3

PLEASE HELP US IMPROVE YOUR TRI-RAIL SERVICE!

RTA SOUTH FLORIDA REGIONAL TRANSPORTATION AUTHORITY

Por favor ver al reverso para español • Souple mande pouyon fòm an Kreyòl

Tri-Rail is conducting a survey to help determine future service and station improvements. You can help by filling out this survey while you ride today. Please print clearly. Return your completed Survey to a surveyor before leaving the Train. If you make another trip today on Tri-Rail, you may be given a survey EACH time you ride Tri-Rail. It is important that you complete a survey each time that you ride Tri-Rail today. THANK YOU!

PLEASE TELL US ABOUT THE ONE-WAY TRIP YOU ARE MAKING NOW ON TRI-RAIL

1. I ORIGINALLY STARTED THIS *ONE-WAY* TRIP AT:
❑Work ❑Home ❑Shopping ❑Social/Recreational ❑Airport
❑School(K-12) ❑College/University ❑Other _____
(ex. Hotel, doctor, etc.)

2. WHICH IS LOCATED AT (IMPORTANT!):
_____
(Please provide the nearest cross-street or intersection and City)

3. TO GET TO TRI-RAIL I ARRIVED BY:
❑Walking ❑Taxi
❑School Bus ❑Metrorail
❑Bike, and used: ❑Bike Locker ❑Bike Rack ❑Bike on Train
❑Transit Bus *(Agency/Route #)*_____
❑Tri-Rail Shuttle Bus *(Route Name)*_____
❑Drove and Parked *(How many people in car)*_____
❑Dropped Off
❑Other *(Please specify)*_____

4. I GOT ON THIS TRAIN AT:_____ Station
Station Name

5. I WILL GET OFF THIS TRAIN AT:_____ Station
Station Name

6. I WILL LEAVE THE TRI-RAIL STATION BY:
❑Walking ❑Taxi
❑School Bus ❑Metrorail
❑Biking
❑Transit Bus *(Agency/Route #)*_____
❑Tri-Rail Shuttle Bus *(Route Name)*_____
❑Parked Car *(How many people in car)*_____
❑Picked up
❑Other *(Please specify)*_____

7. IS THIS JOURNEY PART OF A ROUND TRIP THAT YOU WILL MAKE TODAY? ❑Yes ❑No
If yes, please check all services that you will use on the return leg of the trip.
❑This is the return trip ❑Another Tri-Rail Train *(at _____o'clock)*
❑Local Bus ❑Express Bus ❑Metrorail
❑Other *(Please specify)*_____

8. I WILL FINISH THIS *ONE-WAY* TRIP AT:
❑Work ❑Home ❑Shopping ❑Social/Recreational ❑Airport
❑School(K-12) ❑College/University ❑Other _____
(ex. Hotel, doctor, etc.)

9. WHICH IS LOCATED AT (IMPORTANT!):
_____
(Please provide the nearest cross-street or intersection and City)

10. THE FARE I USED FOR THIS *ONE-WAY* TRIP WAS:
Fare Type: ❑ Full Fare ❑ EDP ❑ Discount
Fare Medium: ❑ Easy Card ❑ Paper Ticket
Fare: ❑ One-way ❑ Round-trip ❑ 12 Trip ❑ Monthly ❑ Regional Monthly

11. I HAVE BEEN RIDING TRI-RAIL:
❑First Time/Occasionally ❑For the last 6 months
❑For 6 months to 2 years ❑For 2 years to 6 years ❑6 years +

12. I TYPICALLY RIDE TRI-RAIL:
_____time(s) per day and _____ day(s) per week;
 # per day *# of day(s)/week*
_____ days per month or;
 # days/month
❑ less than once per month

13. ARE YOU TRAVELING WITH OTHER PEOPLE THAT ARE NOT FILLING OUT THE SURVEY?
❑No ❑Yes If yes, _____ and/or _____
# of children *# of adults*

PLEASE TELL US ABOUT YOURSELF
THIS INFORMATION WILL BE KEPT STRICTLY CONFIDENTIAL

14. I LIVE IN ZIP CODE: ❑❑❑❑❑
Zip Code

15. I LIVE/STAY IN SOUTH FLORIDA: ❑Full Time ❑Part Time ❑Visitor

16. I AM: ❑MALE ❑FEMALE

17. MY AGE IS: ❑Under 16 ❑16-24 ❑25-34 ❑35-44 ❑45-54 ❑55-64 ❑65 or Over

IF YOU ARE GIVEN ANOTHER SURVEY CARD LATER, PLEASE FILL OUT THAT CARD TOO.

18. MY RACE IS BEST DESCRIBED AS: *(You can check more than one box)*
❑American Indian ❑Asian ❑Black/African American
❑Hispanic ❑White ❑Other _____
(Please specify)

19. _____ **VEHICLES ARE OWNED BY PEOPLE IN MY HOME.**
# of vehicles *(Including Vans, SUV's, Motorcycles, Scooters and Pick-Up Trucks)*

20. I COULD HAVE TRAVELED TODAY BY CAR BUT CHOSE TO RIDE TRI-RAIL INSTEAD: ❑Yes ❑No

21. I HAVE A DRIVER'S LICENSE: ❑Yes ❑No

22. INCLUDING ME, _____ **LIVE IN MY HOME, AND OF THOSE:**
# of people
(# of people) _____ have a drivers license
(# of people) _____ are under 16 years old
(# of people) _____ are 65 and older
(# of people) _____ work outside the home

23. I GRADUATED: *(check only one)* ❑Middle School ❑High School/GED ❑Some College ❑College ❑Not Applicable

24. WHAT IS YOUR CURRENT EMPLOYMENT STATUS?
❑Employed Full Time ❑Employed Part Time
❑Not Working/Unemployed ❑Student
❑Homemaker ❑Retired

25. MY HOUSEHOLD'S TOTAL ANNUAL INCOME IS:
❑$25,001-35,000 ❑$35,001-50,000 ❑$50,001-75,000
❑$75,001-100,000 ❑Over $100,000 ❑I do not know
❑Under $25,000

26. I FILLED OUT ANOTHER SURVEY CARD EARLIER TODAY:
❑ Yes ❑ No

PLEASE LET US KNOW HOW TRI-RAIL IS DOING

27. PLEASE RATE TRI-RAIL ON THE FOLLOWING TOPICS:
(Darken the Circle ● Matching Your Score -- Check "NA" if "Not Applicable")

STATION CONDITIONS	Very Poor	Poor	Okay	Good	Very Good	NA
Station Announcements	○	○	○	○	○	☐
Station Cleanliness	○	○	○	○	○	☐
Station Security/Safety	○	○	○	○	○	☐
Parking Availability	○	○	○	○	○	☐
Ticket Vending Machines	○	○	○	○	○	☐
TRAIN CONDITIONS						
Outside Cleanliness	○	○	○	○	○	☐
Inside Cleanliness	○	○	○	○	○	☐
On-Board Rest Rooms	○	○	○	○	○	☐
On-Board Announcements	○	○	○	○	○	☐
Air-Conditioning	○	○	○	○	○	☐
On-Board Security/Safety	○	○	○	○	○	☐
On-Board Experience	○	○	○	○	○	☐
SERVICE PERFORMANCE						
Station Staff	○	○	○	○	○	☐
On-Board Train Crew	○	○	○	○	○	☐
Telephone Customer Service	○	○	○	○	○	☐
Train Reliability	○	○	○	○	○	☐
Overall Value for Price	○	○	○	○	○	☐
Website/Phone App	○	○	○	○	○	☐

Comments: _____

Tri-Rail
Onboard Survey Findings

Data and results from the onboard survey conducted on February 13, 2013

SOUTH FLORIDA REGIONAL TRANSPORTATION AUTHORITY

TRI-RAIL

SFRTA Governing Board
August 23, 2013

2013 Survey Overview

- Survey conducted on Wed, February 13, 2013
  - Door counts all day on all trains
  - Surveys offered to all passengers 4 AM – 3 PM
- Survey instrument
  - Available in three languages
  - Asked 27 Questions
    - Various travel characteristics & origin-destination
    - Demographics
    - Customer satisfaction
  - Consistent with past Tri-Rail and recent BCT, MDT & Palm Tran onboard surveys

Past Tri-Rail Onboard Surveys

- Major SFRTA Onboard Survey Efforts:
  - December 2004 (30 train schedule)
    - For 2005 TDP
  - March 2007 (40 train schedule)
    - To support regional travel demand model
    - For 2007 TDP
  - October 2008 (50 train schedule)
    - Follow up to support regional travel demand model
- Results allow for changes/trends in ridership patterns, origin-destination, demographics & customer satisfaction to be identified

Since The Last Survey…

- Last major Tri-Rail onboard survey conducted on Wednesday, October 22, 2008
  - 15,662 passengers
  - Was 2nd year of 50 trains per weekday service
- Many changes since:
  - Miami Airport Station temporarily closed
  - Park & Ride capacity added
  - Tri-Rail fare increase
  - Connecting transit routes modified
  - New transfer fees to/from county services
  - I-95 managed lanes and express buses

2013 Survey Stats

- 15,655 passengers recorded via door counts
  - 7,947 Northbound (51%)
    - 53% of AM trips were northbound
  - 7,708 Southbound (49%)
- 8,227 passengers during survey period
  - 5,175 surveys contain usable data
  - Response rate of 63%
- Almost identical amount of boardings on dates of 2008 and 2013 surveys
  - 2008 – 15,662
  - 2013 – 15,655

Customer Satisfaction Trends

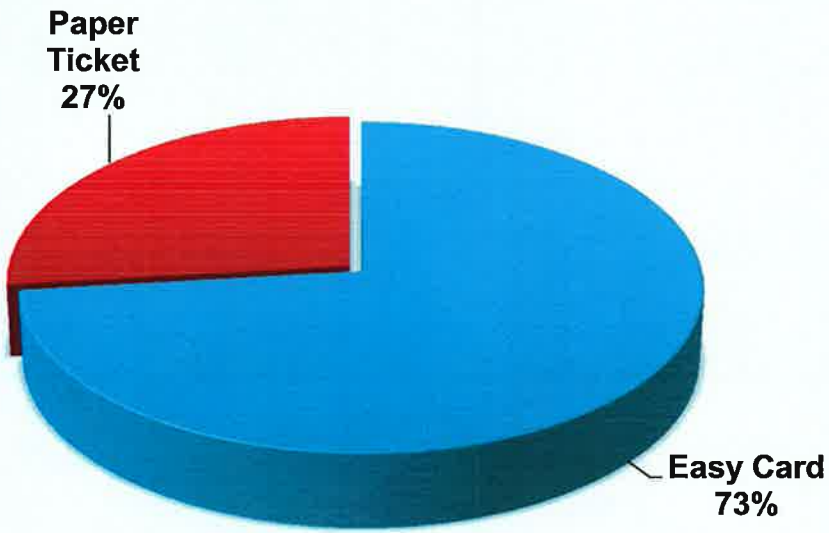
"Onboard" Metric	Survey	Very Good	Good	Okay	Poor	Very Poor
Restrooms	2007 Onboard	6%	16%	26%	23%	29%
	2013 Onboard	14%	19%	25%	20%	21%
Air Conditioning	2007 Onboard	25%	40%	27%	5%	3%
	2013 Onboard	31%	40%	23%	4%	2%
Onboard Cleanliness	2007 Onboard	12%	30%	36%	13%	9%
	2013 Onboard	19%	33%	31%	11%	6%
Onboard Safety/Security	2007 Onboard	24%	39%	28%	5%	4%
	2013 Onboard	31%	41%	23%	3%	2%
Train Crew	2007 Onboard	22%	35%	33%	5%	5%
	2013 Onboard	36%	40%	21%	2%	1%

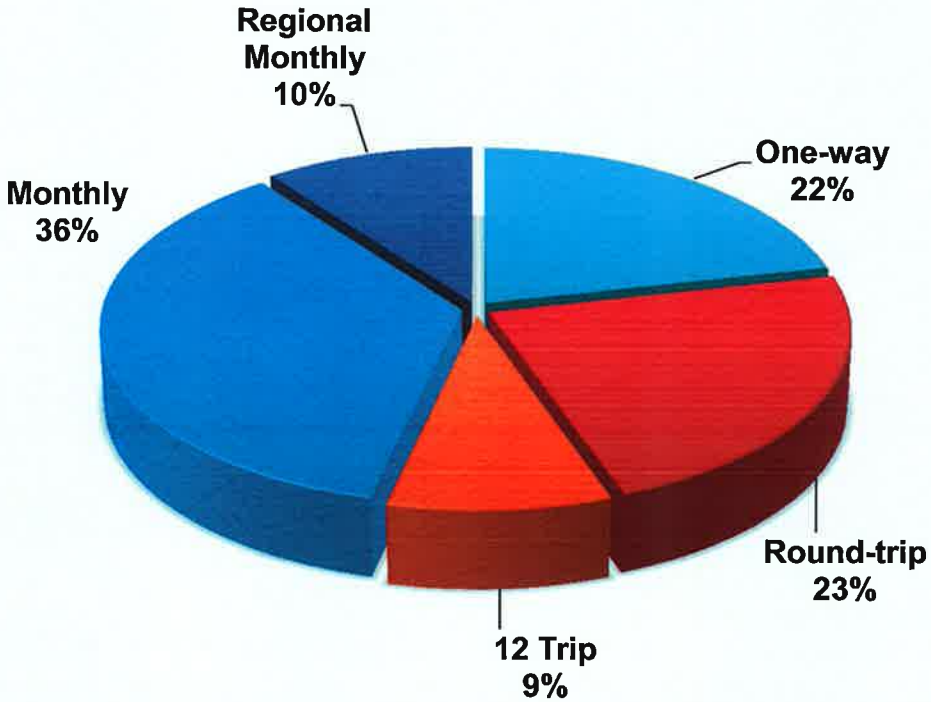
Note- The 2008 Onboard Survey did not have a customer satisfaction component

Customer Satisfaction Trends

"Station" & Overall Metric	Survey	Very Good	Good	Okay	Poor	Very Poor
Station Cleanliness	2007 Onboard	14%	23%	34%	12%	8%
	2013 Onboard	22%	34%	30%	8%	5%
Station Safety/Security	2007 Onboard	16%	33%	34%	10%	7%
	2013 Onboard	26%	37%	27%	6%	3%
Ticket Vending Machines	2007 Onboard	15%	29%	35%	13%	8%
	2013 Onboard	27%	37%	26%	7%	3%
Parking / Availability	2007 Onboard	22%	34%	30%	8%	6%
	2013 Onboard	32%	38%	21%	5%	3%
On Time Performance/ Reliability	2007 Onboard	6%	11%	23%	31%	29%
	2013 Onboard	19%	31%	31%	12%	7%
Overall Value	2007 Onboard	25%	31%	32%	7%	5%
	2013 Onboard	28%	32%	29%	6%	3%

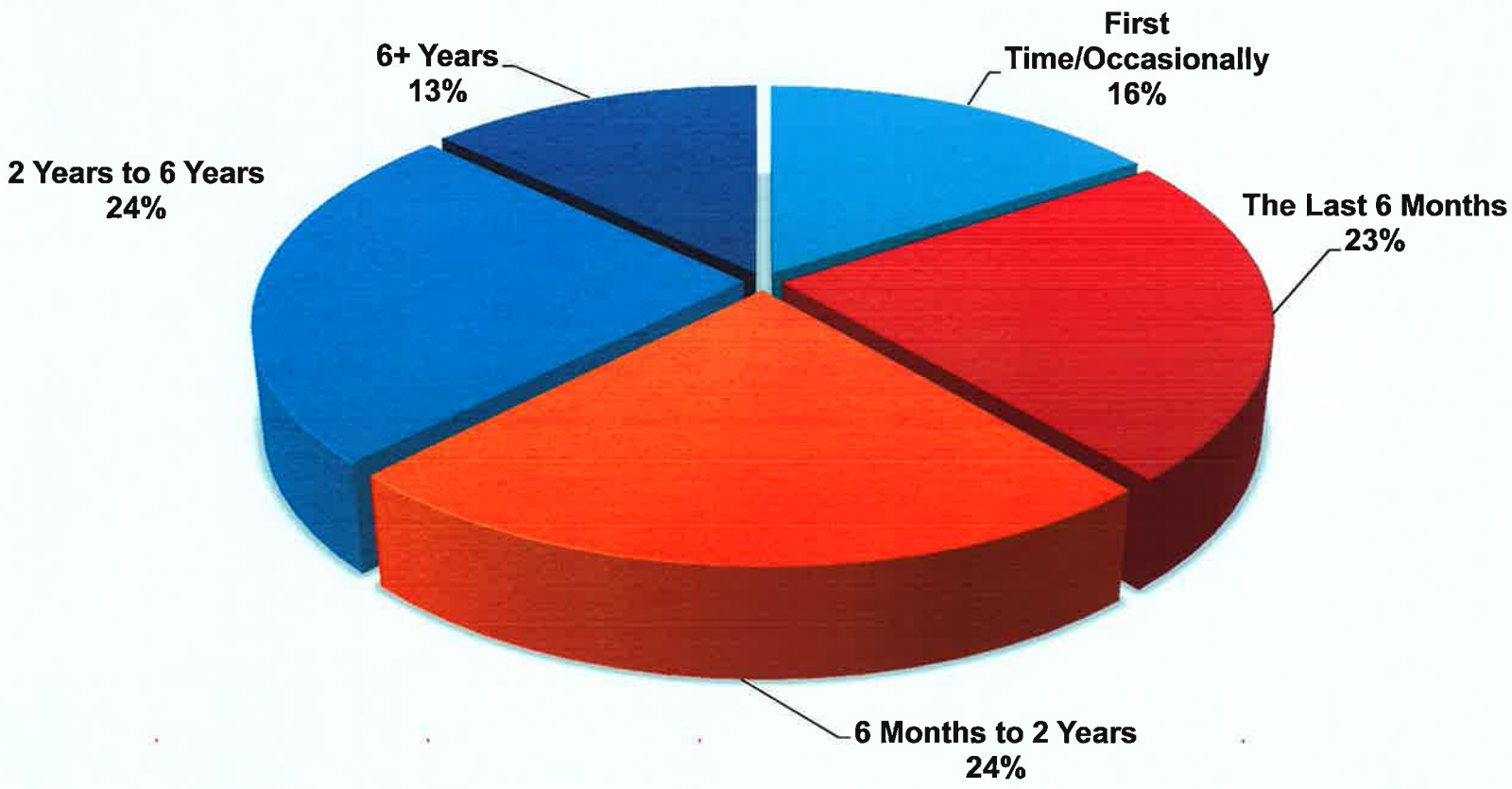
Fare Media & Ticket Type





Widespread use of EASY Card and multiple use tickets

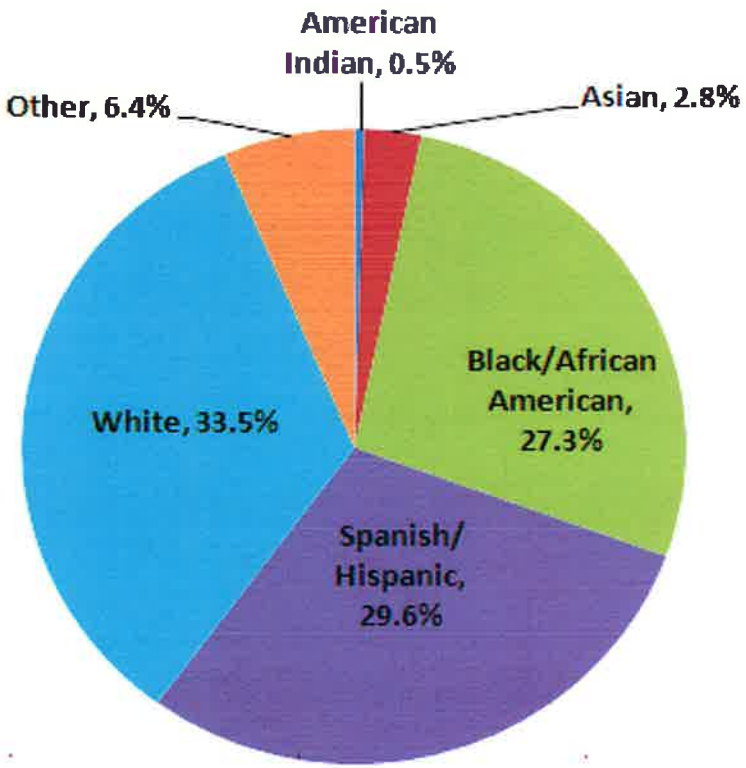
How Long Have You Been Riding Tri-Rail?



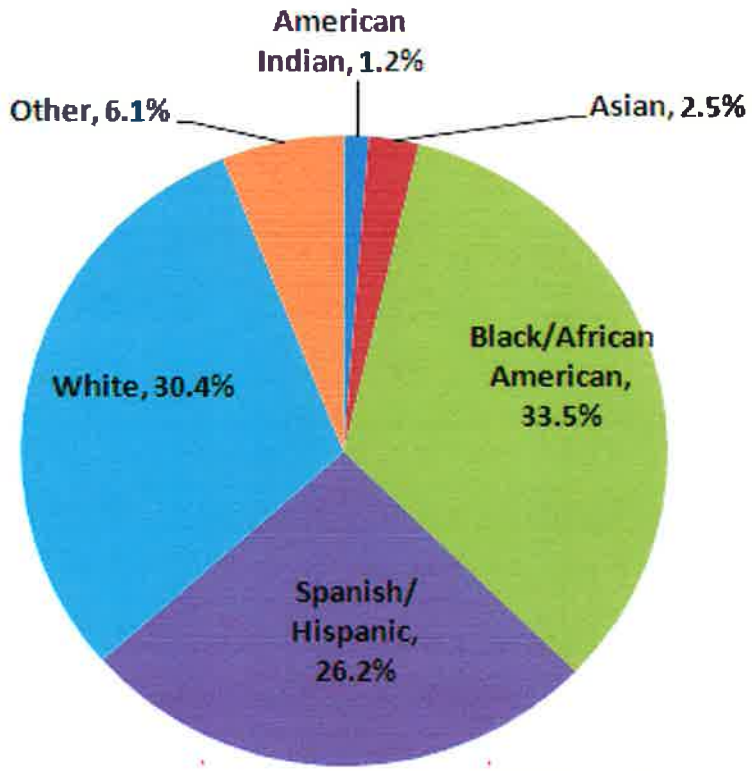
Majority of customers have been riding for less than 2 years

My Race Is Best Described As:

2008



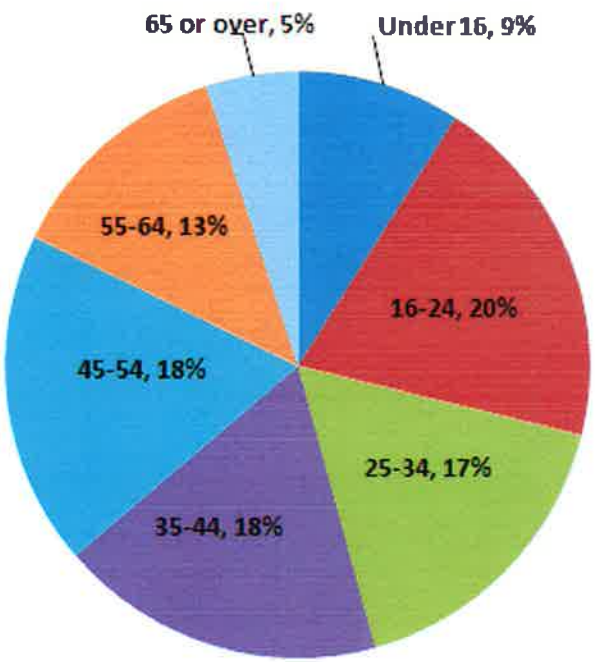
2013



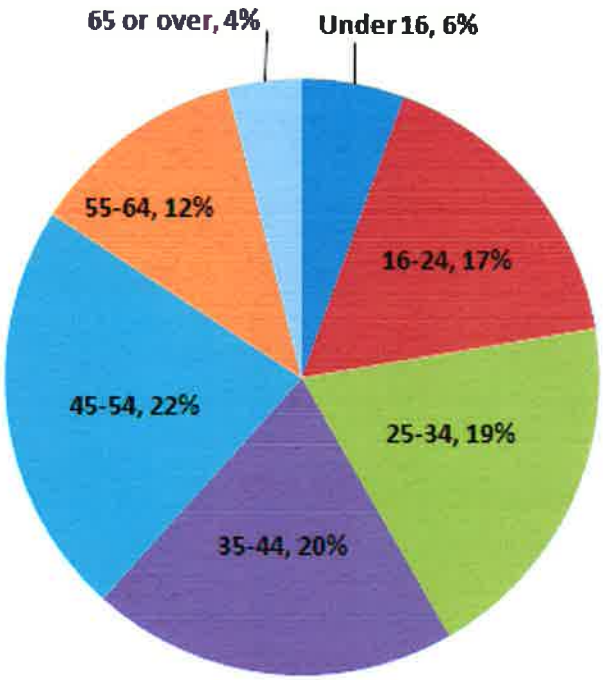
Continued diversity, growth in percentage of African-American passengers

My Age Is:

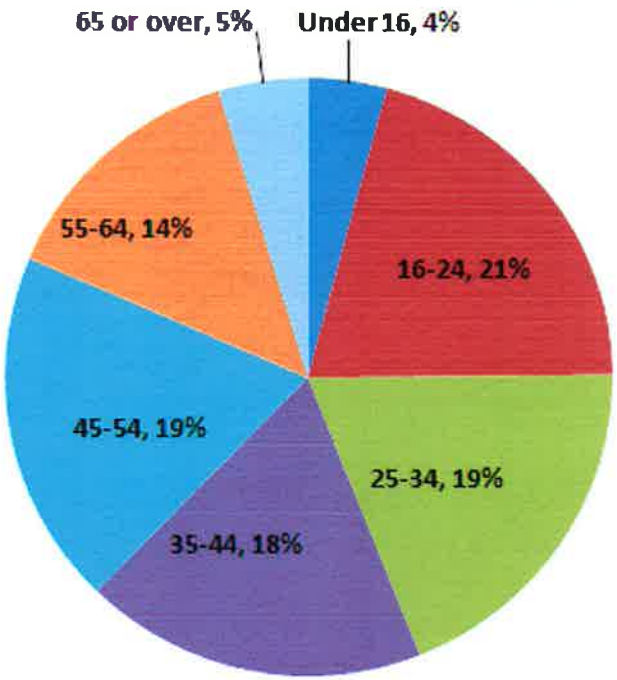
2007



2008



2013



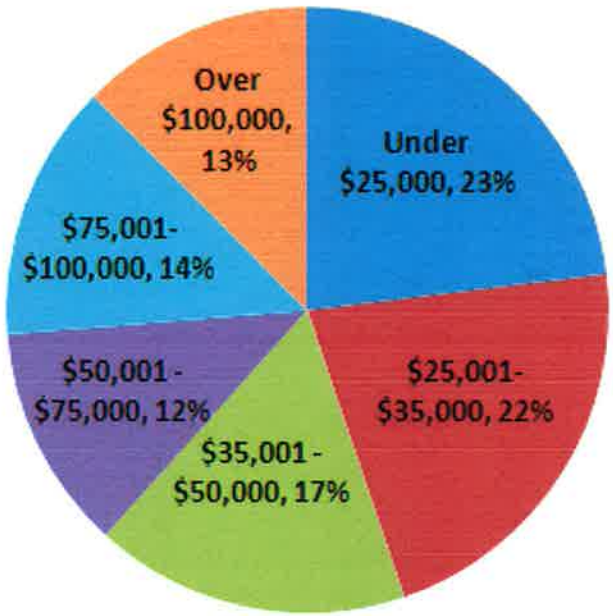
No large swings in age distribution, gains in 16-24 and 55-over cohorts since 2008

Household Income

2007

2008

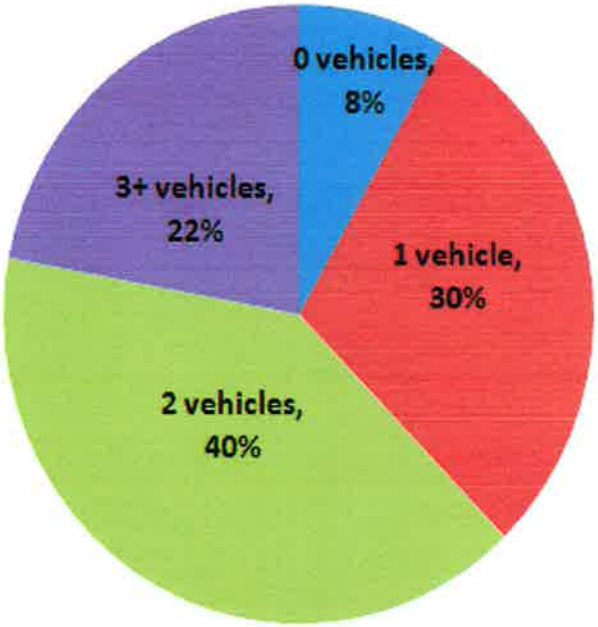
2013



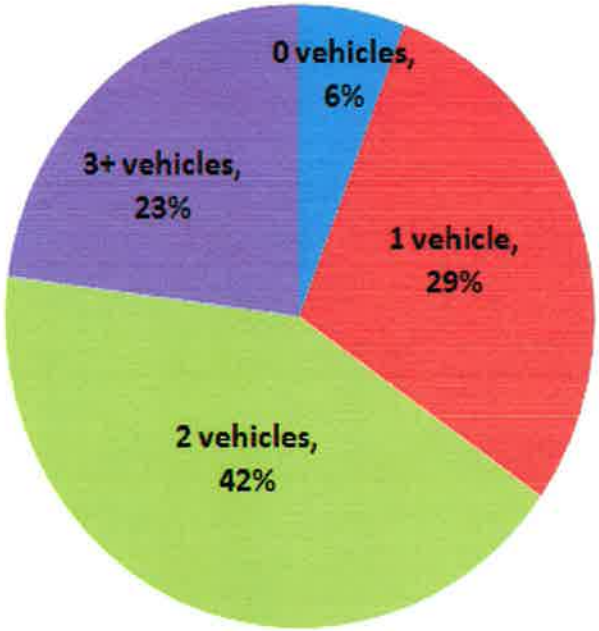
Continued broad distribution of income levels, gains in under $35k households since 2008

Household Automobile Ownership

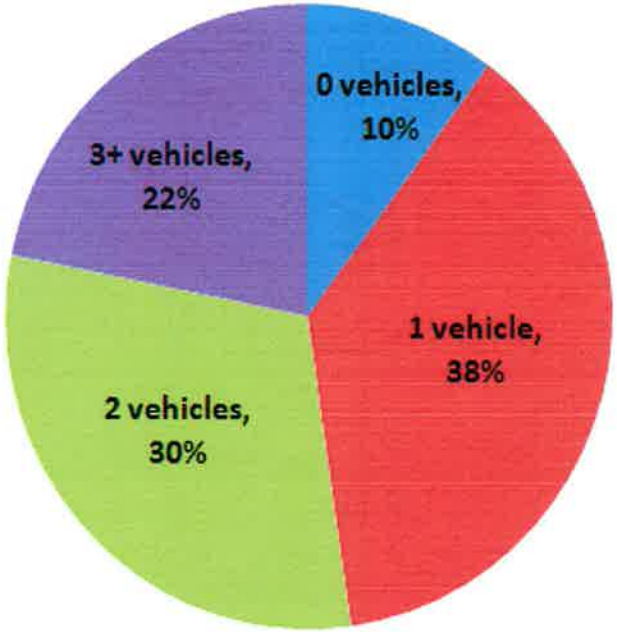
2007



2008



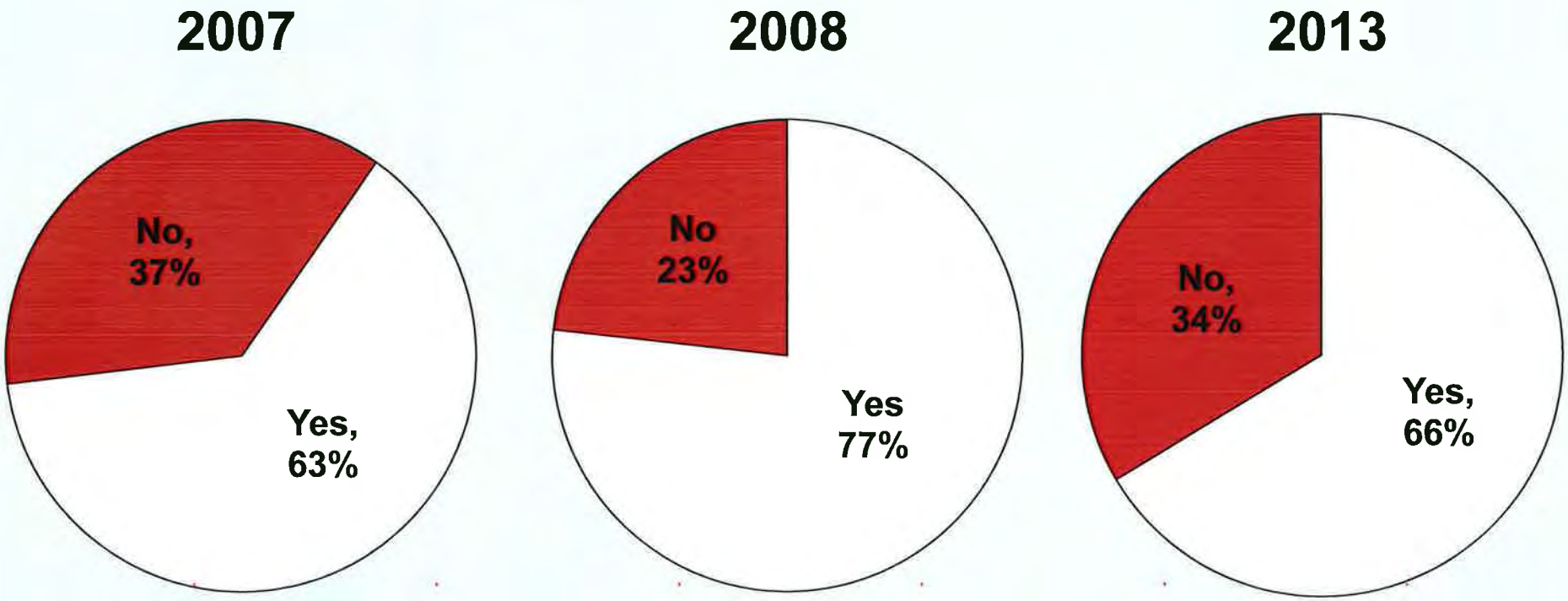
2013



90% of passengers' households have an automobile, percentage of zero and one-car households has grown since 2008

"Choice Rider" Trend

"I could have traveled today by car, but chose to ride Tri-Rail instead"



2/3 of Tri-Rail passengers are "choice riders," but percentage has declined since 2008

Ridership Trend - Trip Length

2008

- 29 miles average trip onboard Tri-Rail
- Average number of stations traveled 6.5

2013

- 27 miles average trip onboard Tri-Rail
- Average number of stations traveled 6.2

Consistent in both 2008 & 2013

- Approximately 50% of riders travel 3 to 6 stations
- Average trip is 38-40% of system length
- Allows for 2.5 average trips along existing system

Ridership Trend – Access to/from Station

2008 to 2013

- Pick-up & Drop-off – Increase
- Bus/Shuttle (to & from station) – Increase
- Bicycle (to & from station) – Increase
- Walk (to & from station) – Increase
- Park & Ride (to station) – Significant Decline
- Metrorail (from station) – Significant Decline

Station Ridership Ranking (Feb 13, 2013 Onboard Survey)

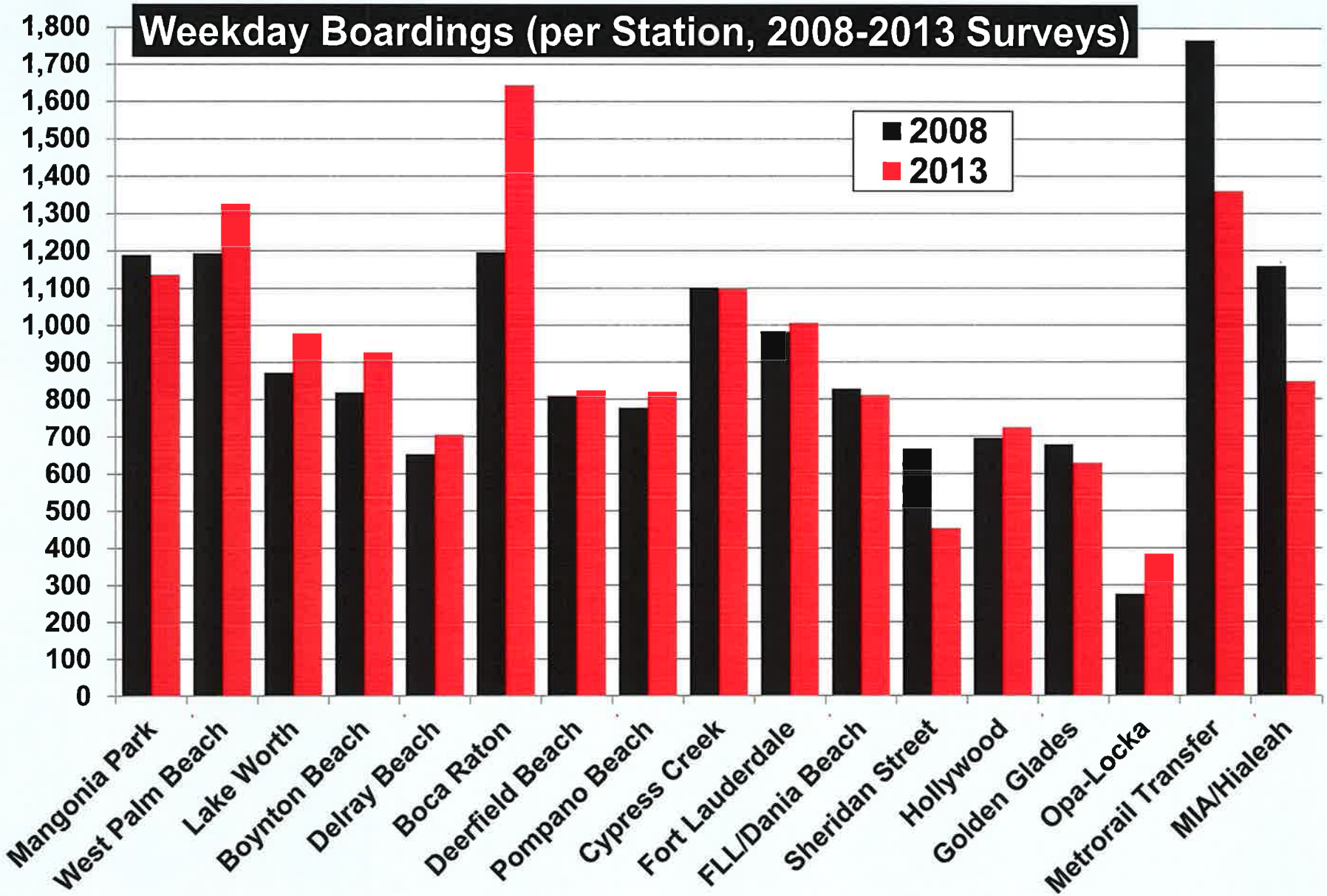
1. (2) Boca Raton
2. (1) Metrorail Transfer
3. (3) West Palm Beach
4. (4) Mangonia Park
5. (5) Cypress Creek
6. (6) Fort Lauderdale
7. (8) Lake Worth
8. (10) Boynton Beach
9. (7/18) MIA/Hialeah
10. (11) Deerfield Beach
11. (12) Pompano Beach
12. (9) FLL/Dania Beach
13. (13) Hollywood
14. (16) Delray Beach
15. (14) Golden Glades
16. (15) Sheridan Street
17. (17) Opa-Locka

2008 Onboard Survey Ranking Shown in Parentheses

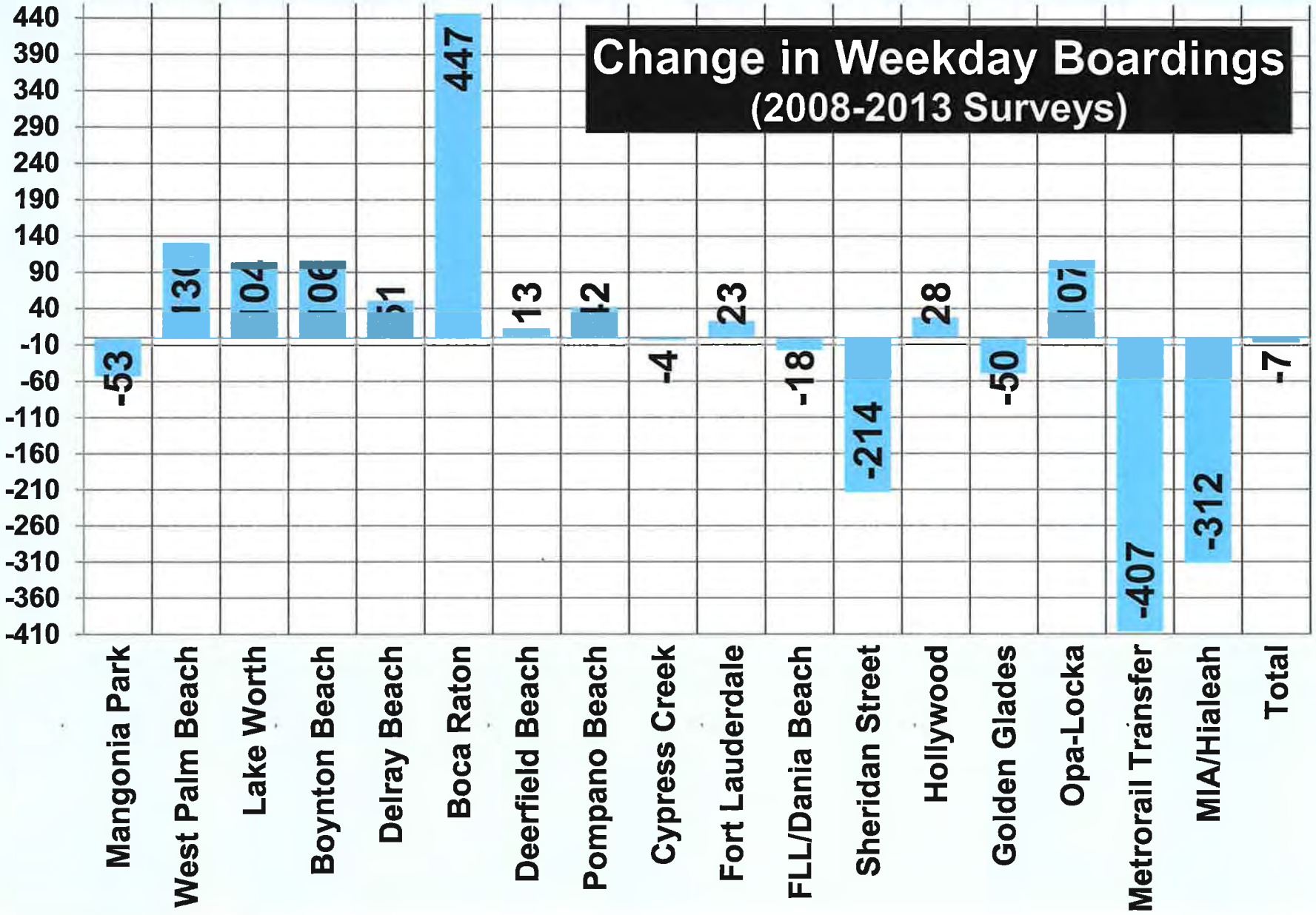
PM Peak at Boca Raton

Passengers boarding southbound train during afternoon peak period (March 2013)

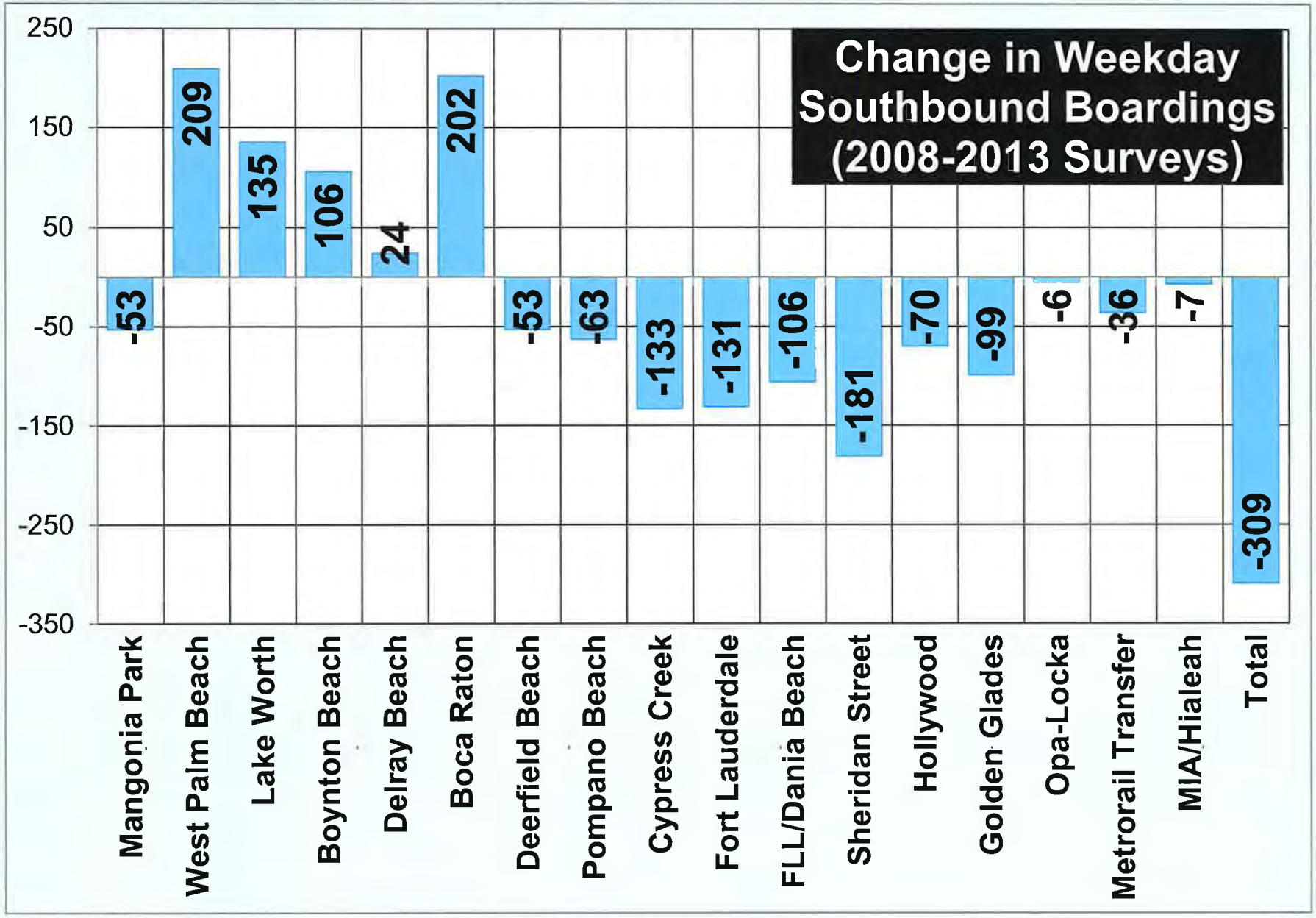
Ridership Trend By Station



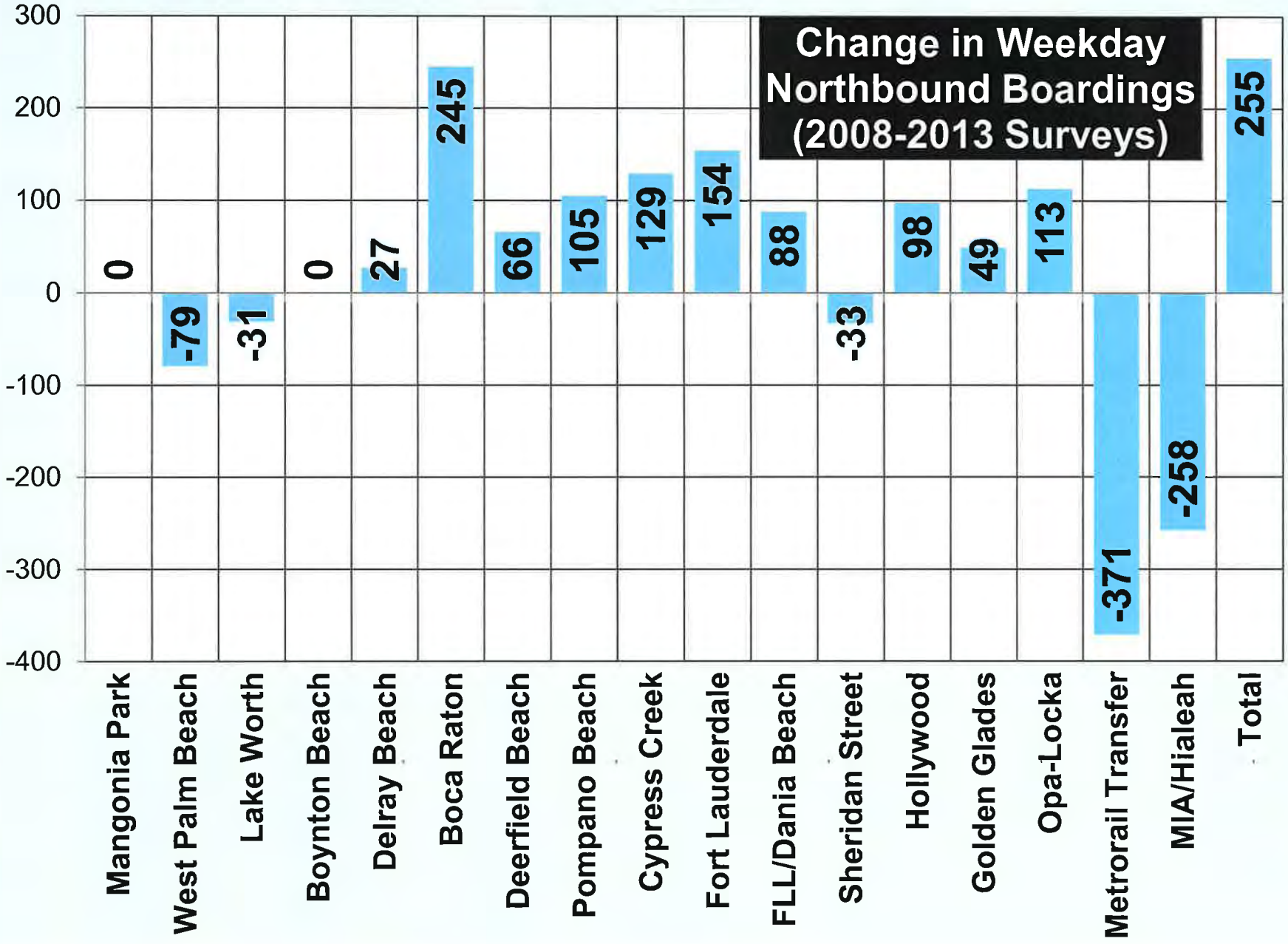
Ridership Trend By Station



Ridership Trend - Southbound



Ridership Trend - Northbound



Ridership Trend – Northern & Southern Part of System

	2008 Boardings	2013 Boardings	2008 Alightings	2013 Alightings
Pompano Beach & North	48.0%	53.3%	47.4%	54.5%
Cypress Creek & South	52.0%	46.7%	52.6%	45.5%

Majority of Tri-Rail boardings and alightings now take place along the northern Mangonia Park-Pompano Beach segment of the system

MDT Metrorail Ridership & Trends

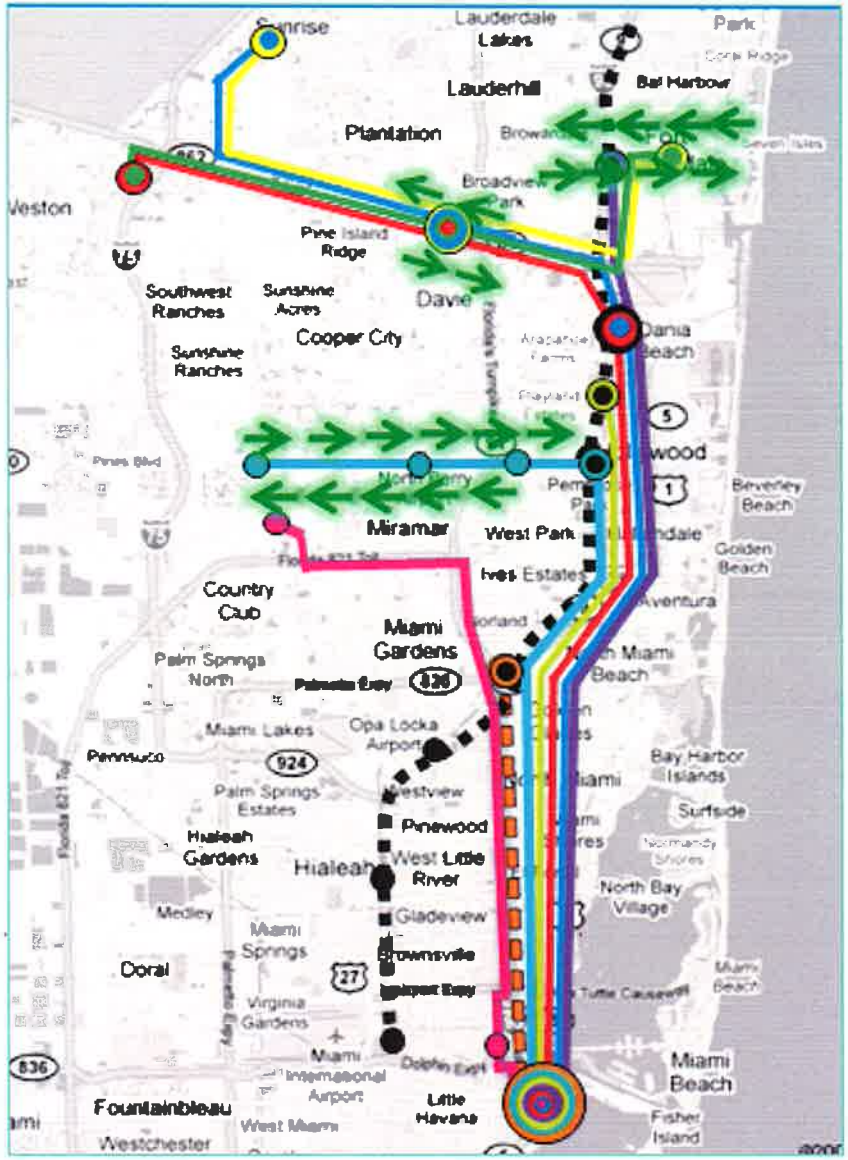
	October 2008	February 2013	Trend
Metrorail System Avg Weekday Boardings	67,282	74,045	+10.1%
Metrorail "Tri-Rail" Station Avg Weekday Boardings	2,301	1,575	-31.6%

Source – Miami-Dade Transit Monthly Ridership Technical Reports

New Express Bus Routes

Nine new express bus routes now in service

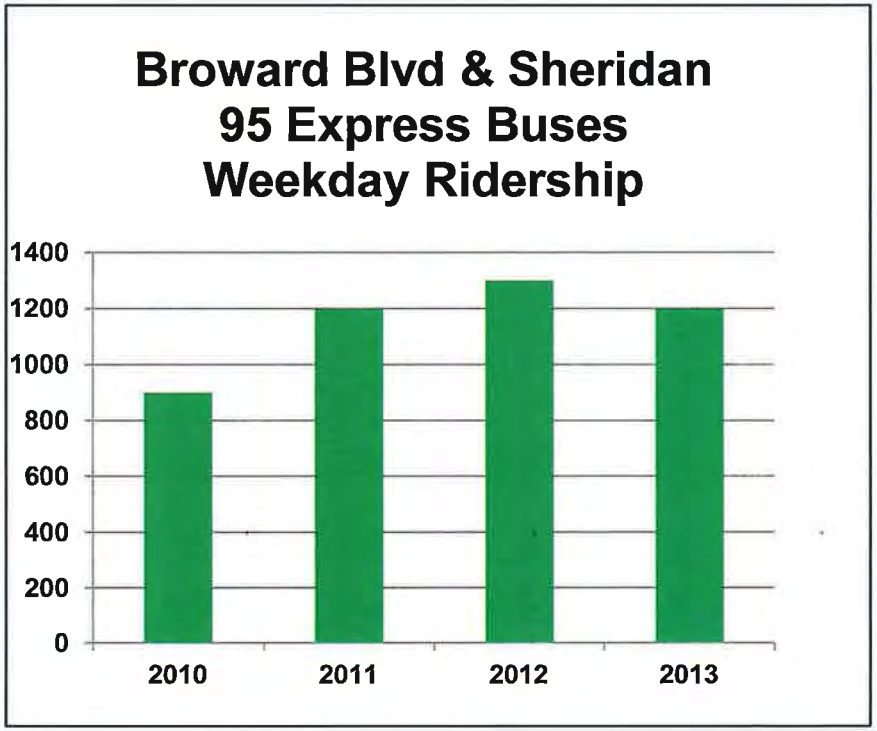
- Bus O&M costs funded by managed lanes toll revenue
- Provide direct one-seat ride to Downtown Miami
- Peak hours only
- Affordable $2.35 one-way fare
- Most have a combined east-west/north-south route
- Two routes have impact on Tri-Rail markets
  - Broward Blvd – Downtown Miami
  - Sheridan St – Downtown Miami

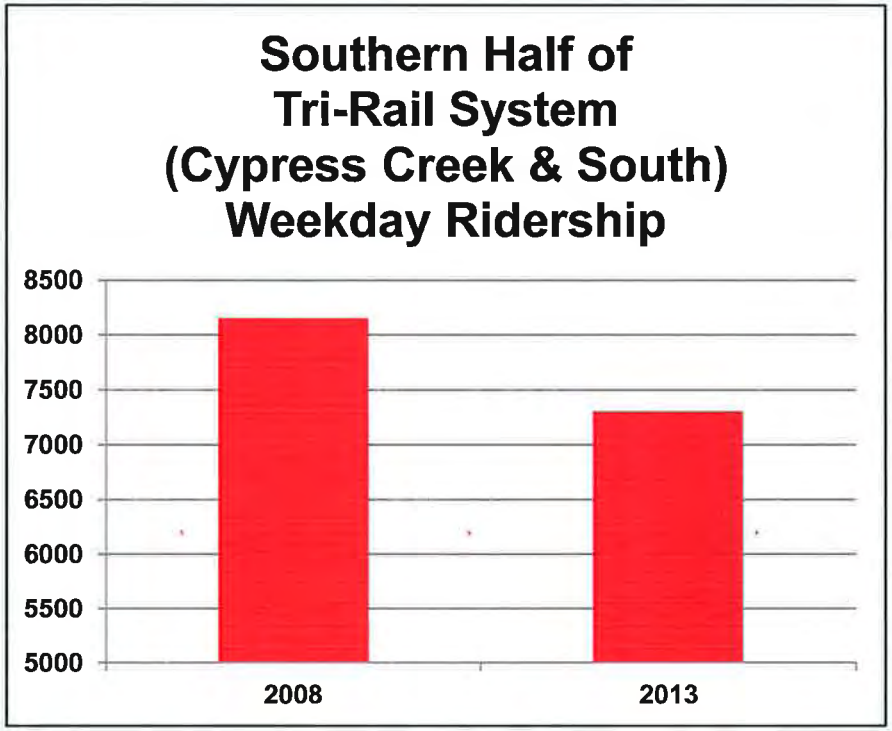


Express Bus Ridership & Trends

Broward Blvd & Sheridan St Express Bus Routes

- Utilize park & ride lots at the Fort Lauderdale & Sheridan St Tri-Rail stations
- Carry approximately 1,200 trips per day





I-95 Managed Lanes Expansion

- Golden Glades to Broward Blvd
  - Under construction
- Various segments north to Linton Blvd (Delray)
  - PD&E studies tout express bus & bus rapid transit
  - Construction funded FY's 2016-18
- "I-95 Planning Study" proposes managed lanes to Indiantown Road (Jupiter)
- Geography & policy issues
  - I-95 immediately adjacent to Tri-Rail in most of Broward and Palm Beach
  - Consistent with transit priorities?
  - Impact on FEC expansion?

Survey Summary - General Trends

- Positive customer satisfaction trends
  - Onboard, station & overall measures
- High utilization of EASY Card
- Some shifts in customer demographics and characteristics
  - Growth in 16-24 & 55-over age groups
  - More riders with HH income below $35,000
  - Increase in Zero-car and one-car households
  - Slightly shorter trips

Summary - General Trends

- Shift in ridership to northern half of corridor
  - Most boardings now occur Mangonia-Pompano
    - Boca Raton new weekday #1 station
  - Decline in southern half ridership
- Growth in northbound trips
  - Especially during AM
- Changes in station access/egress mode
  - Sharp drop Metrorail
  - Less park & ride, more pick-up/drop-off
  - More bike & walk
- Impact of transfer fees, 95 Express & MIA closure

SOUTH FLORIDA REGIONAL TRANSPORTATION AUTHORITY

CONSTRUCTION OVERSIGHT COMMITTEE

The Construction Oversight Committee did not meet during the Month of July, 2013.

MINUTES
SOUTH FLORIDA REGIONAL TRANSPORTATION AUTHORITY

CONSTRUCTION OVERSIGHT COMMITTEE MEETING
JUNE 7, 2013

A meeting of the South Florida Regional Transportation Authority (SFRTA/Tri-Rail) Construction Oversight Committee was held at 10:30 a.m. on Thursday, June 7, 2013 at the offices of SFRTA/Tri-Rail, 800 NW 33rd Street, Suite 100, Pompano Beach, Florida 33064.

COMMITTEE MEMBERS PRESENT:
Jim Cummings, Board Member

ALSO PRESENT:
Joseph Giulietti, Executive Director, SFRTA
Jeff Olson, Deputy General Counsel, SFRTA
Oscar Nelson, Procurement Manager, SFRTA
Daniel Mazza, Director of Engineering & Construction, SFRTA
Bryan Kohlberg, Contract Specialist, SFRTA

CALL TO ORDER:
Mr. Kohlberg called the meeting to order at 10:35 a.m. and stated that this was a Public Meeting of the Construction Oversight Committee.

MOTION TO APPROVE:

Minutes of the September 7, 2013 Construction Oversight Committee Meeting.

Hearing no discussion, this item was approved by Mr. Cummings.

MOTION TO APPROVE: Change Order No. 7 to Agreement No. 06-115 between SFRTA and Hyundai Rotem Company for an **additive** lump sum amount of $1,957,408.42 to procure for capital spare parts for the Hyundai Rotem Commuter Rail Cars. This is a bi-lateral change order.

Q. Mr. Cummings questioned who has those parts, because it says 10% of the total change order amount due upon receipt of proof of subcontract for spare parts. Are these parts not coming from Hyundai Rotem?

A. Mr. Mazza replied that Hyundai Rotem has manufacturers/vendors that they will be giving us parts from. The reason why we have agreed to the low 10% was in order to get into these agreements they need to enter into purchase orders with these vendors, and they have to disburse some money themselves leading to a cash flow issue. This was negotiated so that we are not

paying for the parts until we get the credit for the liquidated damages for that amount in parts. We have agreed that we will have a milestone payment that we could pay for 10% up front once they show us the purchase orders with the vendors.

Q. Spare parts will be delivered to SFRTA as a credit with no payments requested. So, SFRTA will have the parts in hand before they get paid?

A. They will only get 10% upfront and the rest of it that they have due in credit they will not be getting paid for. They will be delivering the parts and we will be subtracting what their credit amount is from the parts that we received. They will not be sending us an invoice until after they get past that amount of the $2,460,403.00

Q. Will we have all the spare parts that we need delivered within 15 months from the execution of this change order?

A. Yes, that is what they have agreed to.

Q. We will have it in hand before we give them final payment?

A. Yes, that is correct.

Q. Do they have a list of the spare parts and what these costs are for each spare part?

A. Yes, there is an attachment to the original change order. We had our consultant do an independent cost estimate on them, and worked for months on negotiating the price.

Jeff Olson stated for the record that because there were federal funds that were used for the purchase of these rail cars, that the FTA does have a role to play when there are liquidated damages outstanding at the end of a contract. We have had informal discussions with them and they do not seem to have an issue with our taking a credit against the amount of the liquidated damages; however we have not put that in writing formally to them, and do not have a formal answer from them. I just want to make you aware.

Q. Mr. Cummings asked if we expect a formal answer?

A. Mr. Giulietti explained that FTA participation is at the 35% level. This would indicate that we can settle this and get our liquidated damages resolved without having to involve FTA. Mr. Giulietti said that he informed FTA of this at a quarterly meeting and that they are reviewing this now. Mr. Giulietti explained that there is a risk that FTA would not concur and could ask for further review, but that risk is less than the risk of not settling.

Mr. Olson also stated for the record that the FTA third party contracting circular has provisions that deal with their role and responsibility when there are liquidated damages, and one of their provisions states that in negotiating the terms of a claim it may be reasonable for the recipient to exchange some or all liquidated damages that may be due the recipient for additional property or services.

Mr. Mazza stated that they are asking whether the grants we had paying for this had spare parts as part of the scope. He argued that rolling stock as a definition alone includes parts, the parts that rolling stock uses. It does not have to specifically reference spare parts in the language of that grant agreement.

After discussion, this item was approved by Mr. Cummings.

ADJOURNMENT:

There being no further business to discuss, the meeting was adjourned at 10:45 a.m.

DRAFT

SOUTH FLORIDA REGIONAL TRANSPORTATION AUTHORITY

CONSTRUCTION OVERSIGHT COMMITTEE

The Construction Oversight Committee did not meet during the Month of May, 2013.

MINUTES
SOUTH FLORIDA REGIONAL TRANSPORTATION AUTHORITY
PLANNING TECHNICAL ADVISORY COMMITTEE (PTAC) MEETING
JUNE 12, 2013

The Planning Technical Advisory Committee (PTAC) meeting was held at 10:30 a.m. on Wednesday, June 12, 2013 in the Miami Downtown Development Authority (DDA) Boardroom, 200 South Biscayne Boulevard, Suite 2929 Miami, FL 33131.

COMMITTEE MEMBERS/ALTERNATES PRESENT:

Ms. Lois Bush, Florida Department of Transportation (FDOT) District 4
Ms. Nilia Cartaya, Miami-Dade Transit (MDT)
Mr. William Cross, SFRTA
Ms. Kim Delaney, Committee Chair, Treasure Coast Regional Planning Council (RPC)
Mr. Wilson Fernandez, Miami-Dade Metropolitan Planning Organization (MPO)
Mr. James Murley, South Florida RPC
Mr. Joseph Quinty, SFRTA
Mr. Jonathan Roberson, Broward County Transit (BCT)
Ms. Irma San Roman, Miami-Dade MPO
Mr. Phil Steinmiller, FDOT District 6
Mr. Greg Stuart, Broward MPO
Mr. Fred Stubbs, Palm Tran
Mr. Nick Uhren, Palm Beach MPO
Mr. Jeff Weidner, FDOT District 4

ALSO PRESENT:

Mr. Steve Anderson, SFRTA
Mr. Alan Brick-Turin, Gannett Fleming
Mr. Carlos Cejas, Gannett Fleming
Ms. Sharon Cino, Renaissance Planning Group
Mr. Kelly Cooper, Miami-Dade CITT
Ms. Laura Everett, Tindale Oliver & Associates
Mr. Larry Foutz, HNTB
Mr. Cesar Garcia-Pons, Miami DDA
Ms. Suzell Hopman, South Florida Commuter Services (SFCS)
Ms. Sarah Ingle, Miami DDA
Mr. Sachin Kalbag, Miami DDA
Ms. Elaine Magnum, SFRTA
Mr. Marc Okeefe, HNTB
Ms. Maurene Sotero, HDR
Mr. Jim Udardy, SFCS
Ms. Jessica Vargas, Tindale-Oliver & Associate
Ms. Lynda Westin, SFRTA
Ms. Marianne Winfield, Smart Growth Partnership
Ms. Natalie Yesbeck, SFRTA

DRAFT

CALL TO ORDER

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

ROLL CALL

The Chair requested the roll call.

PLEDGE OF ALLEGIANCE

AGENDA APPROVAL – Additions, Deletions, Revisions

Mr. Jim Murley made a motion to approve the agenda. The motion was seconded by Mr. Jeff Weidner. The motion was called to a vote and carried unanimously.

DISCUSSION ITEMS: Mr. Joseph Quinty thanked the Miami-Dade MPO for coordinating today's PTAC and RTTAC meetings and thanked the Miami DDA for hosting the meetings at their beautiful facility.

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 15, 2013

Committee members requested a change on the first sentence to reflect the correct May 15 meeting date. Mr. Greg Stuart made a motion to approve the meeting minutes with the change. The motion was seconded by Mr. Fred Stubbs. The motion was called to a vote and carried unanimously.

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

No items.

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

I1. - <u>INFORMATION</u>: SFRTA Moving Our Region Forward – FY 2014-2023 Transit Development (TDP) Major Update.

Ms. Jessica Vargas of Tindale-Oliver gave a detailed PowerPoint presentation on the SFRTA TDP Major Update. Ms. Vargas noted that the technical memorandum in support of the presentation is available online at the SFRTA TDP website. Her presentation included numerous slides documenting SFRTA/Tri-Rail ridership trends and performance measures. Many of the measures compared trends in ridership growth and costs. One of the key findings is that Tri-Rail ridership has grown at a higher rate than population growth in the region. Mr. Jeff Weidner cautioned that the performance measure slides go into more detail than necessary. Chairperson Delaney suggested that some the key ridership related performance measures should include years prior to the Tri-Rail double tracking and as recent as possible.

Mr. Joseph Quinty of SFRTA gave the portion of the presentation that focused on the peer review analysis. He noted that the analysis looked at both Tri-Rail peers and the entire universe of commuter rail operations in the U.S. There was extensive committee discussion on strengths and weaknesses of the various commuter rail systems that were shown and the limitations of NTD data for peer comparisons. Mr. Kelly Cooper suggested that a TCRP report provides helpful guidance on selecting peer agencies.

Ms. Vargas gave the last portion of the presentation, providing an update on the TDP's public involvement activities. She provided a tally of all participants via the on-board survey, intercept/platform surveys, the TDP online survey, and other SFRTA events. Ms. Vargas closed with mention of TDP next steps. These include upcoming completion of various technical reports and continued presentations to various boards and committees.

I2. - <u>INFORMATION</u>: Tri-Rail Onboard Survey Results

Mr. Larry Foutz of HNTB provided an overview of results from the Tri-Rail onboard survey, which was conducted on February 13, 2013. Mr. Foutz stated that surveys were offered to all passengers between the hours of 4:00 AM and 3:00 PM, while passenger door counts were conducted during the entire service day. He explained that the survey instrument asked 27 questions, with various origin-destination, demographics, and customer service elements. He noted that 15,655 passengers recorded via door counts, 8,227 passengers boarded during the survey period, and 6,175 surveys contained usable data. This resulted in a reponse rate of 63%.

Mr. Foutz provided a mix of data and findings from various components of the survey, both overall and specific to stations. He pointed out a key finding is that Boca Raton has grown to become the highest weekday ridership station, eclipsing longtime #1 Metrorail Transfer. He also shared station rankings for various characteristics, including mode of access/egress. It was noted that the percentage of riders arriving to stations via "park & ride" has dropped since 2008. Other key facts mentioned include 73% of the respondents said they used the EASY Card for their fare. 37% of those surveyed indicated that they had been riding Tri-Rail for more than 2 years, while 39% of those surveyed indicated they had been riding Tri-Rail for 6 months or less. Approximately 70% of respondents have driver's license and 65% say they could have used their car but chose to ride Tri-Rail instead. Mr. Foutz also stated that all of the customer service related questions indicate that Tri-Rail is viewed more favorably by its riders than most other transit systems across the nation.

Mr. Foutz closed with a summary of major trends identified in the survey. These include a major shift in ridership to the northern half of the system, growth in AM northbound ridership, less dominance of Metrorail Transfer Station, and a mode of access shift to less park & ride and more alternative modes. Mr. Quinty stated that this is very fresh data, and that SFRTA hoped to provide further details and trends at upcoming meetings.

Mr. Jim Murley asked if anything be parched out of this with the temporary lack of connection to Miami International Airport Mr. Quinty stated that SFRTA has done analysis that shows the current ridership at Hialeah Market station (with bus connection to MIA) is about 25 to 30% lower than the former combined totals of the Hialeah Market and Miami Airport Tri-Rail stations.

I3. - <u>INFORMATION</u>: Streetcar Planning In Southeast Florida

As the first part of this agenda item, Mr. William Cross of SFRTA gave a presentation on The Wave Modern Streetcar project in Downtown Fort Lauderdale. Mr. Cross noted that the 2.5 mile project is a partnership effort that was initiated by the Fort Lauderdale Downtown Development Authority (DDA) as an economic development tool. He stated that a $18M federal TIGER grant has helped the effort, but the bad news is that it only allows for a sub-phase of what the partners really want to build. Mr. Cross noted that the project is currently working towards 30% design and will likely use some type of design build or modify delivery method. He said that the hope and desire of the partnership is that by the time the project goes out to bid for the design build contract, that we'll have Small Starts funding from the federal government and then be able to contract out for the whole project. He noted that the financial plan for the full system is a very basic approach of 50% FTA Small Starts, 25% Local and 25% State Match. Mr. Cross commented that special assessment capital funds from the City of Fort Lauderdale and Broward County's commitment to cover operating costs were very important components. An extensive question and answer session ensued, most of which discussed the funding aspects and utilizing MPO funds as part of the capital funding plan.

Mr. Wilson Fernandez of the Miami-Dade MPO gave the second portion of this item's presentation. Mr. Fernandez provided an insightful overview of the original streetcar and trolley system that was in place in the Miami area about 100 years ago. He shared maps showing streetcar lines connecting Miami Beach, Downtown Miami, and Coral Gables. Unfortunately, the last streetcar in Miami-Dade County was discontinued in 1940.

Mr. Fernandez then provided an overview of more current efforts to bring new light rail or streetcar service to Downtown Miami and Miami Beach. He documented modern efforts for such a light rail or streetcar system that date back to 1988. Mr. Fernandez briefly discussed the former Baylink efforts, which included a 2002 concept for a 25 station light rail system linking Miami Beach and Downtown. He explained that a new study will re-examine streetcar feasibility for this link, beginning later this year. The new study will be a partnership of the MPO, FDOT, City of Miami, City of Miami Beach, and the Miami DDA. Mr. Fernandez noted that the new study will refine past work, perform a funding analysis and environmental screening. He expects the new study to be 9 to 10 months in length.

I4. - <u>INFORMATION</u>: Miami-Dade MPO Study – Tolled Managed Highway Transit & Ridesharing

Mr. Wilson Fernandez introduced Mr. Alan Brick-Turin of Gannett Fleming, who gave this item's presentation. Mr. Brick-Turin stated that this is a study that evaluated managed lanes, transit and ride sharing in an effort to see how we can make these things work together and help inform the upcoming

Long Range Transportation Plan (LRTP). He noted that two separate managed lanes networks were conceived as part of the study. The first network (A) is essentially an extension of the 95 Express concept to every limited access facility in Miami-Dade County, with tolled express lanes and free general purpose lanes. The second network (B) goes a little bit further by tolling all of the causeways and having variable pricing on all lanes of toll roads rather than simply the inside lanes being managed express lanes. Both scenarios included an extensive bus network, but Scenario B also included enhanced bus services on adjacent arterials.

Mr. Brick-Turin closes with a summary of study conclusions. He stated that Scenario A, which is most similar to what is currently being implemented, will be overwhelmed with traffic in future years and provides less transit benefit than Scenario B. The study finds Scenario B to be superior, as it would be more financially sustainable, have a lower cost to implement, be more effective in managing overall travel demand, and allows for the movement of more people and goods within the same network. Mr. Brick-Turin expressed hope that the study's findings will influence the RCTO, current studies and the LRTPs. Mr. Fernandez said that one of the most important findings of the study is that the current managed lanes strategies may not provide a long-term solution and that a next generation of solutions needs to be investigated.

I5. - INFORMATION: Regional Transit Oriented Development (TOD) Planning Discussion

This item was deferred until the next meeting.

OTHER BUSINESS:

Mr. Cross announced that the Job Access Reverse Commute (JARC) and New Freedom (NF) project recommendations that were endorsed by the PTAC in the spring were approved by the SFRTA Governing Board at its May meeting.

PTAC MEMBER COMMENTS

None

ADJOURNMENT

The meeting was adjourned at 12:55 PM.

MINUTES
SOUTH FLORIDA REGIONAL TRANSPORTATION AUTHORITY
PLANNING TECHNICAL ADVISORY COMMITTEE (PTAC) MEETING
MAY 15, 2013

The Planning Technical Advisory Committee (PTAC) meeting was held at 10:30 a.m. on Wednesday, April 10, 2013 in the Board Room of SFRTA Administrative Office, 800 NW 33rd Street, Pompano Beach, Florida 33064.

COMMITTEE MEMBERS/ALTERNATES PRESENT:

Ms. Nilia Cartaya, Miami-Dade Transit (MDT)
Mr. James Cromar, Broward Metropolitan Planning Organization (MPO)
Ms. Kim Delaney, Treasure Coast Regional Planning Council (RPC)
Mr. Wilson Fernandez, Miami-Dade (MPO)
Mr. Larry Hymowitz, Florida Department of Transportation (FDOT) District 4
Mr. James Murley, South Florida RPC
Mr. Joseph Quinty, SFRTA
Mr. Jonathan Roberson, Broward County Transit (BCT)
Mr. Phil Steinmiller, FDOT District 6
Mr. Fred Stubbs, Palm Tran

ALSO PRESENT:

Mr. Steve Anderson, SFRTA
Ms. Loraine Cargill, SFRTA
Ms. Sharon Cino, Renaissance Planning Group
Ms. Laura Everett, Tindale Oliver & Associates
Ms. Elaine Magnum, SFRTA
Ms. Jill Quigley, Jacobs
Ms. Marianne Winfield, Smart Growth Partnership
Ms. Natalie Yesbeck, SFRTA

CALL TO ORDER

The Chair called the meeting to order at 10:41 a.m.

ROLL CALL

The Chair requested the roll call.

PLEDGE OF ALLEGIANCE

AGENDA APPROVAL – Additions, Deletions, Revisions

Mr. Phil Steinmiller made a motion to approve the agenda. The motion was seconded by Mr. Jonathan Roberson. The motion was called to a vote and carried unanimously

DRAFT

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 April 10, 2013.

Committee members found that two April 10 meeting attendees, Ms. Irma San Roman and Ms. Jayne Pietrowski, were not included in the minutes. Mr. Fred Stubbs made a motion to approve the meeting minutes with changes adding Ms. San Ramon and Ms. Pietrowski. The motion was seconded by Mr. Phil Steinmiller. The motion was called to a vote and carried unanimously.

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

No items.

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

I1. - INFORMATION: BCT Connected – The Broward County Transit FY 2014-2023 Transit Developments plan (TDP) Major Update.

Mr. Jonathan Roberson of Broward County Transit (BCT) introduced the item, stating that the presentation is a mid-range update of the BCT FY 2014-23 Transit Development Plan (TDP). Ms. Laura Everett of Tindale-Oliver and Associates, the TDP project consultant, then gave a presentation. Ms. Everett provided basic background information for the existing BCT system, including ridership, number of routes, and fares. Graphics were shown that demonstrate how BCT's ridership growth has increased at a stronger rate than general population growth. A number of performance indicators were shown related to productivity, costs, and farebox recovery, with largely positive trends over the past four years. Mr. Roberson cautioned that some measures that show great efficiency are due to overcrowded conditions on buses that BCT would like to see resolved. A peer review was also shown, with the peer systems being from across the nation as well as Miami-Dade Transit and Palm Tran. Ms. Everett gave an overview of the TDP's public outreach activities, which has included meetings with the TDP Advisory Review Committee, approximately 16 stakeholder interviews, 3 discussions groups, presentations, an onboard survey, online survey, and open houses. These efforts have resulted in positive

feedback and desires expressed for improved connectivity for bicycles and pedestrians, real-time passenger information, increased service, improved service frequency, and increased system awareness.

Ms. Everett also provided detailed results from the recent BCT onboard survey, which was available in four different languages. Results shared included findings related to trip purpose, priorities, access to bus stops, fare type, amount of transfers, frequency of use, and demographics. Upcoming project steps mentioned include a telephone survey to 500 households, continued outreach, and goals & objectives. Discussion occurred about a second presentation to the PTAC taking place during the summer or early fall.

I2. - <u>INFORMATION</u>: SFRTA Moving Our Region Forward – FY 2014-2023 Transit Development (TDP) Major Update.

Ms. Natalie Yesbeck-Pustizzi of SFRTA staff provided a brief update on the SFRTA TDP progress and process. She noted that the TDP's Tech Memo 1 was made available for the PTAC to review via the project website. Ms. Yesbeck-Pustizzi also mentioned that Tech Memo 2 is currently undergoing internal review and should be posted to the project website very soon. Discussion also took place on the project's goals and objectives, which were distributed to committee via hard copy. Ms. Yesbeck-Pustizzi asked for committee members to provide specific comments over the next two weeks. Chairperson Delaney asked for a word e-version to be sent to the committee so that track changes comments could be added in. Mr. James Cromar suggested that some language be softened and that partnership be better reflected. Mr. Wilson Fernandez commented that the objectives seem too specific and may not allow enough flexibility. Ms. Yesbeck-Pustizzi replied that SFRTA's intent of the objectives is to be fairly specific and measurable. She and Mr. Joseph Quinty thanked the partner agencies that have allowed SFRTA to present the TDP project to their technical and citizens' committees.

I3. - <u>INFORMATION</u>: Summary of ULI/SFRTA Event – "Development Opportunities on the FEC Corridor: An Interactive Forum".

Mr. Joseph Quinty gave a presentation on the recent ULI/SFRTA development forum that was held on April 17. Mr. Quinty explained the origins of the event, which goes back to early 2012 discussion with ULI about the economic development analysis being conducted by SFRTA. He noted that it led to a small ULI event in November 2012 that had about 10 developers brainstorm and discuss opportunities and challenges related to TOD implementation. It was a productive session that included extensive discussion about development along both the existing Tri-Rail line and FEC corridor. Four key aspects that were discussed to advance TOD were land, leadership, market and vision. These discussions built momentum towards a larger event, which became the April 17, 2013 forum.

Mr. Quinty's presentation noted that the April 17 forum had 242 attendees, of which 60% were private sector and 40% public sector. He gave an overview of the sessions and activities of the forum, noting that a key component was the "Municipal Showcase" where city staff were able to show off their local station area development opportunities with the land development community. He explained that another key part of the forum was a developer roundtable that had similar discussion to the smaller November 2012 event. Mr. Quinty said that developers who participated expressed a desire for certainty, not just result in process knowing what the time frame is on their investments and municipal approval, but they want more certainty on the timing of the Coastal Link project so they can start investing. Developers also cited value capture and an assessment district to similar to that of the Wave streetcar project in Fort Lauderdale as a potentially good model. Mr. Quinty also said that the panelists expressed a desire to contribute towards

such arrangements as long as they can see fairness and results. He said that the forum seems to have built a lot of momentum, as it led to extensive discussion at the next meeting of the Regional Business Alliance and has led to follow up inquiries by developers. Mr. James Murley agreed, noting that he's since had meetings with developers as a result of the forum. Ms. Loraine Cargill of SFRTA staff also offered hard copies of the station area handbook that was handed out at the event to any PTAC attendees who were interested.

I4. - <u>INFORMATION</u>: Regional Transit Oriented Development (TOD) Planning Discussion

Chairperson Kim Delaney gave an update on Transit Oriented Development related activities occurring in the region. Ms. Delaney noted that a TOD map has been prepared as part of the Seven 50 project and a coordination meeting was held between FDOT, SFRTA, RPCs to ensure there is no duplication of TOD efforts. She explained that this group will be assembling all TOD related information, ordinances, and studies.

Healthy committee discussion ensued on existing conditions for some TOD projects that have been built and whether the projected benefits actually occur. Mr. Fernandez pointed out that the Miami-Dade MPO is undergoing an analysis of Dadeland and Brickell to help answer such questions.

I5. - <u>INFORMATION</u>: Upcoming PTAC Meeting Calendar and Locations

Mr. Quinty asked for committee direction on the upcoming meeting calendar and locations. Consensus was reached to hold the next meeting one week earlier than usual to avoid conflict with the Seven 50 Summit. The committee also agreed to hold this rescheduled June meeting in downtown Miami. Dates through the rest of the summer were also discussed. Mr. Quinty expressed SFRTA's intent to cancel the August meeting and have a July meeting on the 10th.

I6. - <u>INFORMATION</u>: 2013 Transportation Summit – Visioning the Future of Miami-Dade County's Public Transportation

Mr. Quinty informed the committee about information in the meeting agenda package on the upcoming Miami-Dade County Citizen Independent Transportation Trust (CITT) Summit, which will be held on June 6, 2013.

I7. - <u>INFORMATION</u>: Tri-Rail Ride and Play – Saturday, May 18th

Mr. Quinty informed the committee about information in the meeting agenda package on the upcoming Tri-Rail Ride and Play event, which will occur on Saturday, May 18 to promote the recently enhanced Tri-Rail weekend service.

<u>OTHER BUSINESS</u>:

None

<u>PTAC MEMBER COMMENTS</u>

None

ADJOURNMENT

The meeting was adjourned at 12:33 PM.

AGENDA ITEM NO. C1

MINUTES
SOUTH FLORIDA REGIONAL TRANSPORTATION AUTHORITY
RTA MARKETING COMMITTEE MEETING OF JULY 24, 2013

The RTA Marketing Committee Meeting was held at 2:00 p.m., on Wednesday, July 24, 2013, at the SFRTA's Administrative Offices, 800 NW 33rd Street, Pompano Beach, FL 33064.

COMMITTEE MEMBERS PRESENT
Phyllis Berry, Broward County Transit
Robyn Chiarelli, Florida Department of Transportation
Bobbie Crichton, (Chair) Miami-Dade Transit
Lili Finke, Palm Tran

COMMITTEE MEMBERS NOT PRESENT
Diane Hernandez Del Calvo, (Vice Chair) SFRTA/Tri-Rail

ALSO PRESENT
Victor Garcia, SFRTA/Tri-Rail (alternate voting member)
Paula Girard, Palm-Tran
Suzell Hopman, South Florida Commuter Services
Steve Rosenberg, SFRTA/Tri-Rail
Jim Udvardy, South Florida Commuter Services

CALL TO ORDER

The Chair called the meeting to order at 2:10 p.m.

AGENDA APPROVAL – Additions, Deletions, Revisions

Ms. Chiarelli moved for approval of the Agenda. The motion was seconded by Mr. Garcia.

The Chair moved the discussions to the next item on the Agenda.

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.

None.

DISCUSSION ITEMS
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.

DRAFT

C1 – MOTION TO APPROVE: Minutes of Marketing Committee Meeting of June 19, 2013

Ms. Finke moved for approval of Item C1. The motion was seconded by Mr. Garcia.

The Chair called for any discussions and/or opposition to the motion. Upon hearing none, the Chair declared Item C1 approved.

The Chair moved the discussions to the next item on the Agenda.

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.

None

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

I1 – INFORMATION ITEM: Regional Fare Card

- Ms. Chiarelli stated that a consortium has been set up with people from all four transit agencies, the Broward and Palm Beach MPO's, as well as FDOT representation.
- Various teams have been formed from this group. Among them: A technical team, a project management team, a procurement team, and executive leadership team and a major stakeholder team. A marketing team has been identified which will basically include all people on SFRTA's Marketing Committee. The actual marketing effort will take place once the project completion comes close to being announced. The present efforts are concentrated on the technical aspects with great strides being made recently.
- Once the specifications are written, a Request for Proposal will be issued. Palm Tran will take the lead on this.
- Ms. Chiarelli further stated that she has been working closely with Miami-Dade Transit and Tri-Rail to ensure "we are in lockstep." She will also be meeting with MDT in the near future to observe how EASY Card works from a technical standpoint. For the next eleven to twelve month, the focus will be on the procurement.
- The same "theme" and "look" will be used for all four agencies and will be called EASY Card throughout. FDOT's District V is calling a similar project "SunCard."
- Ms. Chiarelli asked that this item be kept on the agenda as progress is being made and the agencies need to be updated.

REPORTS
Action not required, provided for information purposes only.

None.

OTHER BUSINESS

- Mr. Garcia suggested that MDT's Regional Map Project be made a recurring Discussion Item on this Committee's Agenda. Ms. Crichton and Ms. Finke agreed to meet after this meeting to discuss some of the intricacies of the regional map.

DRAFT

AGENCY REPORTS

BITNER GOODMAN
No representation at this meeting..

BROWARD MPO
No representative at this meeting.

BROWARD COUNTY TRANSIT

- Ms. Berry stated that BCT is considering doing away with pennies in coin collection because it delays the process and will help with on-time performance as BCT continues its efforts toward buses running on schedule.
- BCT is requested that Broward County Board of County Commissions considers more funding for the bus routes 18 (which runs along route 441 from Boca Raton to Golden Glades) and 72 (Oakland Park). The buses that run these routes are crowded. BCT is also hoping that the Commission would be amenable to breaking up Route 18 because it is a long route.
- Ms. Berry stated the importance of the 1-Click System in aiding people who need transportation such as military, veterans and other citizens – with the use of a web browser or a smart phone. This System will enable a prospective passenger to do a "one-stop" search for all available options, rather than necessitate going to each agency's website.
- Ms. Berry stated that this would be her last meeting and that she is retiring at the end of the month. All attendees took the time to congratulate her and remember her contributions over the years.

FLORIDA DEPARTMENT OF TRANSPORTATION
No additional comments

MIAMI-DADE TRANSIT

- Ms. Crichton asked Mr. Garcia when the new MIA Station would be open. He stated that he believes it to be early 2014.
- She further stated that an imposter MDT Twitter account was discovered. The County Attorney was contacted as well as MDT's IT Department. The Attorney issued a "cease and desist" warning and after awhile, they gave up. It was discovered by an employee when it was noted that negative things were being written which were obviously not being written by MDT. The County protocol is being used to establish Twitter, Facebook and Google accounts.
- The bus backs which advertised the Corporate Discount Program, received much positive feedback, as well as the 95-Express advertisements.
- Outreach has taken place for the 267 and 297 bus routes as a result of a South Florida Commuter Services campaign. This consisted of a coupon being given to the bus driver who will give the passenger a one day ticket to try the route for that day.

PALM TRAN

- Ms. Finke stated that efforts continue for a fare increase with a public hearing to take place on August 13, 2013.
- Ms. Finke further stated that a customer cited BCT regarding transportation policy for veterans and asked what Palm Tran's policy is. Mr. Garcia stated that a similar request was made of Tri-Rail recently.

DRAFT

SOUTH FLORIDA COMMUTER SERVICES

- Mr. Udvardy stated that Dump the Pump had a very good response with close to one thousand respondents on the website to take the pledge to ride mass transit on that day.
- Mr. Garcia stated that he was in recent contact with Sabrina Glenn regarding banners to be placed at the train stations. These banners would promote the Emergency Ride Home Program.

SOUTH FLORIDA REGIONAL TRANSPORTATION AUTHORITY/ TRI-RAIL

- Mr. Garcia stated that the SFRTA is in the process of approving the marketing plan for fiscal year 2013/2014.
- Outreach efforts are being stepped up in order to increase ridership. Mr. Garcia stated that the other agencies may be asked to take part in events. The largest part of the effort will be to sign up as many additional companies to the Employer Discount Program.
- The 10-year anniversary of the SFRTA is being commemorated by mentions of struggles and accomplishments in the upcoming OnBoard newsletter.
- A new page on Tri-Rail's website will feature specific airport information/ connections. Ms. Girard was assured that Palm Tran's Planes to Trains service to PBIA, is included in the information.
- Mr. Garcia stated that the final deadline for entries for the FPTA Awards is August 30, so he suggested that people are on the lookout for their invitation from the FPTA to partake.

ADJOURNMENT

The next meeting will be an in-person meeting on August 21, 2013 at SFRTA's headquarters.

There being no further business, the meeting adjourned at 2:45 pm.

DRAFT

AGENDA ITEM NO. C1

MINUTES
SOUTH FLORIDA REGIONAL TRANSPORTATION AUTHORITY
RTA MARKETING COMMITTEE MEETING OF JUNE 19, 2013

The RTA Marketing Committee Meeting was held at 2:00 p.m., on Wednesday, June 19, 2013, at the SFRTA's Administrative Offices, 800 NW 33rd Street, Pompano Beach, FL 33064.

COMMITTEE MEMBERS PRESENT
Bobbie Crichton, (Chair) Miami-Dade Transit
Lili Finke, Palm Tran

COMMITTEE MEMBERS NOT PRESENT
Phyllis Berry, Broward County Transit
Robyn Chiarelli, Florida Department of Transportation
Diane Hernandez Del Calvo, (Vice Chair) SFRTA/Tri-Rail

ALSO PRESENT
Irene Ferradaz, Miami-Dade Transit (alternate voting member)
Victor Garcia, SFRTA/Tri-Rail (alternate voting member)
Robyn Hankerson, Bitner Goodman
Suzell Hopman, South Florida Commuter Services
Steve Rosenberg, SFRTA/Tri-Rail
Doris Williams, Broward County Transit (alternate voting member)

CALL TO ORDER

The Chair was detained en route to the meeting so the Vice Chair called the meeting to order at 2:16 p.m.

AGENDA APPROVAL – Additions, Deletions, Revisions

Ms. Finke moved for approval of the Agenda. The motion was seconded by Ms. Williams.

The Chair moved the discussions to the next item on the Agenda.

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.

None.

DISCUSSION ITEMS

D1. Dump the Pump

- Mr. Garcia stated the SFRTA's IT Department will shortly send out an email blast on behalf the RTA. The website has been updated to include the Dump the Pump logo with a link to the South Florida Commuter Services (SFCS) website.

DRAFT

- Ms. Finke stated that Palm Tran has run an advertisement in the Palm Beach Post which includes the member agencies' logos.
- Ms. Hopman stated that about 400 pledges (to use public transit, rather than drive on this day) have already been received by SFCS.
- Mr. Garcia stated that the SFRTA newsletter was released earlier this week. It contained a Dump the Pump article.
- Ms. Williams stated that BCT has issued a press release, created an e-newswire announcement, did a posting on Facebook, and has asked Broward County to send the announcement to its contact email lists.
- Ms. Ferradaz stated that MDT has Dump the Pump on its website, Miami-Dade County has been made aware, and a press release is in the works.
- Mr. Garcia stated that Dunkin' Donuts will be at the Deerfield Beach Station to allow the public to sample their products in the afternoon. Prior to such an undertaking, the SFRTA requires a certificate of liability showing that the entity carries $1 million dollars in coverage. He further stated that SFRTA's safety and security administrators are always involved in this process.

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 Marketing Committee Meeting of May 22, 2013

Ms. Finke moved for approval of Item C1. The motion was seconded by Ms. Ferradaz.

The Chair called for any discussions and/or opposition to the motion. Upon hearing none, the Chair declared Item C1 approved.

The Chair moved the discussions to the next item on the Agenda.

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 ELECT: SFRTA Marketing Committee Chair and Vice-Chair for the Fiscal Year 2013-2014.

- Ms. Crichton expressed her interest in serving as Chair for a consecutive term.
- Mr. Garcia nominated Ms. Crichton as Chair for a second term. Ms. Finke seconded the motion. Ms. Crichton was unanimously elected to serve as Chair for Fiscal Year 2013 – 2014.

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

I1 – INFORMATION ITEM: Regional Fare Card
No further updates.

REPORTS
Action not required, provided for information purposes only.

DRAFT

None.

OTHER BUSINESS
None.

AGENCY REPORTS

BITNER GOODMAN
No comments.

BROWARD MPO
No representative at this meeting.

BROWARD COUNTY TRANSIT

- Ms. Williams asked whether Committee members received the press release about "Keep Your Bus on Time" campaign and said she would resend it for those who didn't receive it. The campaign is geared toward operations and on-time performance. She stated that as illustrated in complaints, some passenger feedback indicates that some people did not understand that BCT was not pointing a finger at them, but used animation to reiterate the safety rules and regulations for taking transit. Some of the items addressed were: exit from the rear; have the exact change; board quickly, keep the aisles clear. The union was very supportive of the campaign. She also stated that these directives needed translation because of their idiomatic quality.
- Ms. Williams stated that with summer arriving, BCT is really promoting the Transit Arts Guide with the Broward County Cultural Division.
- Ms. Williams stated that Phyllis Berry, BCT's Director of Marketing, is retiring as of July 31, 2013.

FLORIDA DEPARTMENT OF TRANSPORTATION
No comments by alternate Suzell Hopman.

MIAMI-DADE TRANSIT

- Ms. Crichton stated that MDT has radio trades available in Spanish-language radio and is making it available to the Committee for a joint message.
- Ms. Williams suggested that MDT and BCT mount a joint promotion at the points where MDT and BCT meet up, like Brickell and Government Center stations. The only expense would be for printing of the advertising media.
- Ms. Ferradaz handed out three different versions of the regional map MDT has been working one. She explained that the colors will be enhanced. The Committee proceeded to review locations, make commentary and helped edit where necessary. Mr. Rosenberg suggested including hospitals. Ms. Crichton reiterated from the prior meeting, that the only destinations that would be featured on this regional map are landmarks that meet the criteria of using **Tri-Rail and only one bus** to get to that site. Ms. Crichton is hoping for the end of June as a completion time.
- A minor lineup change is coming up on June 23rd and then another one in November, which will be slightly larger and will effect more routes, but needs the Commission's vote.

PALM TRAN

- Ms. Finke stated that a fare increase was presented to the Board of Palm Beach County Commissioners at last month's meeting. A public hearing has been proposed to take place on August 13, 2013. Some route changes and grants were also proposed. Particular hardship would be realized by lower income people.

DRAFT

- Ms. Finke is working toward enhancing Palm Tran's website to make it more user-friendly, but is finding it difficult due to budgetary constraints.
- The IGo Campaign is being worked on in partnership with SFCS for presentation to all universities in August or September.
- Ms. Finke stated that Palm Tran still has money available from a print trade through LaMar, so if the agencies could arrive at a message they would like to impart, some of the funds can be used toward that end.

SOUTH FLORIDA COMMUTER SERVICES

No updates.

SOUTH FLORIDA REGIONAL TRANSPORTATION AUTHORITY/ TRI-RAIL

- Mr. Garcia stated that SFRTA's marketing contract was just renewed with Bitner Goodman for a period of 5 years.
- Tri-Rail plans to do its usual winter airport advertising reminding people to use the train.
- In January 2014, Tri-Rail will celebrate its 25th anniversary, probably with more than one day of celebration. A luncheon may be planned
- The MIC (Miami Intermodal Center) opening will probably take place at the end of 2013 or very early in 2014 after a Certificate of Occupancy is issued and service can actually begin.
- Consideration is being given to revamp the SFRTA website.

ADJOURNMENT

The next meeting will be a conference call meeting on July 17, 2013 at SFRTA's headquarters if it is decided to hold a July meeting.

There being no further business, the meeting adjourned at 3:22 pm.

DRAFT

AGENDA ITEM NO. C1

MINUTES
SOUTH FLORIDA REGIONAL TRANSPORTATION AUTHORITY
RTA MARKETING COMMITTEE MEETING OF MAY 22, 2013

The RTA Marketing Committee Meeting was held at 2:00 p.m., on Wednesday, May 22, 2013, at the SFRTA's Administrative Offices, 800 NW 33rd Street, Pompano Beach, FL 33064.

COMMITTEE MEMBERS PRESENT
Robyn Chiarelli, Florida Department of Transportation
Lili Finke, Palm Tran

COMMITTEE MEMBERS NOT PRESENT
Phyllis Berry, Broward County Transit
Bobbie Crichton, (Chair) Miami-Dade Transit
Diane Hernandez Del Calvo, (Vice Chair) SFRTA/Tri-Rail

ALSO PRESENT
Irene Ferradaz, Miami-Dade Transit (alternate voting member)
Victor Garcia, SFRTA/Tri-Rail (alternate voting member)
Paula Girard, Palm Tran (alternate voting member)
Robyn Hankerson, Bitner Goodman
Suzell Bogel-Hopman, South Florida Commuter Services
Julio Rey, Miami-Dade Transit
Steve Rosenberg, SFRTA/Tri-Rail
Doris Williams, Broward County Transit (alternate voting member)

CALL TO ORDER

With the absence of the Chair, Mr. Garcia called the meeting to order at 2:15 p.m.

AGENDA APPROVAL – Additions, Deletions, Revisions

Ms. Chiarelli moved for approval of the Agenda. The motion was seconded by Ms. Finke.

The Chair moved the discussions to the next item on the Agenda.

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.

None.

DISCUSSION ITEMS

D1. Dump the Pump

DRAFT

- Mr. Garcia stated that per last month's meeting, the member agencies were going to determine what their levels of participation were going to be on Dump the Pump day, June 20th, and report back at this meeting.
    - Mr. Garcia stated Ms. Crichton advised him that MDT's involvement would be the same as last year, a prize of a Regional Monthly Pass. Each agency is willing to contribute a comparable fare media.
    - Ms. Finke stated that Palm Tran could contribute a Palm Beach Post trade ad in which each agency could display its logo.
    - Ms. Hankerson stated that last year's participation involved free passes from each of the agencies, e-mail blasts, press releases, and the public was directed to SFCS's website to register to win one of the passes.
    - Mr. Garcia stated that he is awaiting directive coordination from SFCS.

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 Marketing Committee Meeting of April 17, 2013

Ms. Chiarelli moved for approval of Item C1. The motion was seconded by Ms. Finke.

The Chair called for any discussions and/or opposition to the motion. Upon hearing none, the Chair declared Item C1 approved.

The Chair moved the discussions to the next item on the Agenda.

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.

None.

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

I1– INFORMATION ITEM: Smart Phone App

- Ms. Chiarelli stated that "Smart Phone App" could be removed as a standing Agenda item.
- SFCS was funded specifically to create a pilot smart phone app for BCT's express routes.
- BCT is now working on the CAD AVL System and will include a smart phone app. BCT's IT staff determined that the equipment currently in use is not compatible with offering the smart phone app at this time. This results in $40,000 available for other use.
- Mr. Garcia asked whether any consideration was given to creating an app that could be used for people to register for vouchers such as the Emergency Ride Home. Ms. Bogel-Hopman stated that this idea has not been broached, and Ms. Chiarelli stated that it is worthy of consideration. Ms. Chiarelli stated she would discuss this with her director.

I2 – INFORMATION ITEM: Regional Fare Card

DRAFT

- Significant marketing funds will be needed for this initiative and unless there are other uses to be considered, Ms. Chiarelli stated that she would like to earmark this money for the Regional Fare Card.
- Ms. Chiarelli stated that the members of this Committee can expect an increase in correspondence relative to this project. She stated that the important factor is that the agencies present are communicating. There was a meeting on May 7th at which representatives from each transit agency and Broward and Palm Beach MPOs, were present, with the hope that Miami-Dade MPO will join in as well in the near future. It was decided to move forward with a pilot project which includes testing out Palm Tran and BCT implementing the capability of reading the MDT/SFRTA EASY Card as well as the ability to use a cell phone to purchase and validate tickets. There is a long process ahead to get the counties and agencies onboard and the agreements necessary toward that end.
- Ms. Chiarelli stated that she would avail the Committee of a contact list of people involved in this project.

I3 – INFORMATION ITEM: Tri-County Map Project

- Mr. Rey was introduced to the Committee by Ms. Ferradaz and stated that he would be conducting this presentation. As a project background, she stated that this map will be tailored to the needs of visitors and the criteria for inclusion of points of interest, is that the location can be reached by use of one bus only from Tri-Rail or Metrorail. At this point, visitors are the main focus, but in the future, a version may be created for the daily commuter as well. Eventually, this map will be online, but currently it is in paper form.
- Mr. Rey displayed printouts showing the north-south orientation of the map and stated that in addition to this being a brochure; it can be displayed on walls at facilities. He continued by stating that Tri-Rail is the backbone of the system and everything else branches out from Tri-Rail. He explained that the sample is a work-in-progress and that he planned to more clearly delineate points of interest.
- Mr. Rey stated that these brochures would be distributed at points where tourists arrive, as well as online. Ms. Girard stated that she envisions this as a handout at employer events.
- Mr. Garcia asked whether incorporating the three systems' maps into one would be the ideal. Ms. Girard stated that she felt that would be difficult but by choosing the top 5 or 10 routes from each system, may be worthwhile. In addition to suggesting that passengers contact customer service departments for more information, it was agreed that supplementary collaterals would be helpful or necessary to complete the travel plans.
- Ms. Finke asked Mr. Rey if he could mail hard copies of these maps to the Committee members since there may be issues in trying to open so large a file. He agreed.
- Mr. Garcia stated that he felt it is not necessary to create a commuter version of this map since employees generally know their travel options already. He further said that one map could work for both types of riders.
- Ms. Williams stated her concern that this map was east-oriented and didn't feature areas west of 441 and/or the Turnpike.
- Ms. Finke stated her preference to keep the map color-simple and not complicate it with lots of colors.
- Ms. Williams stated that BCT uses a key on its map, using the ABC's and 123's to locate a site on their map grid, so instead of actually stating in verbiage what is at a specific site, it would be coded, i.e., A1, which would be listed on an overall destination list.
- Ms. Chiarelli asked whether the Committee liked the idea of a specialized map just to show the express buses – collateral that could be displayed at employer/employee events and at fairs.
- It was pointed out that rather than feature a neighborhood by name, the map should only reflect sites of interest to someone who is not familiar with the area.
- Mr. Rey stated that he will speak with Ms. Crichton about emailing these documents to the members of this Committee so that they could further analyze and make recommendations. It was suggested that Mr. Rey get email addresses from Ms. Crichton, who knows who the usual attendees are.

DRAFT

- It is hoped that the final draft will be ready for the Committee for the June 19th Meeting.

REPORTS
Action not required, provided for information purposes only.

None.

OTHER BUSINESS
None.

AGENCY REPORTS

BITNER GOODMAN

BROWARD MPO

BROWARD COUNTY TRANSIT

- Ms. Williams stated that BCT has some route changes beginning on Sunday, involving more service to the I-95 and I-595 routes. Route 18 will split at Turtle Creek and Sandlefoot Boulevard. Ms. Williams acknowledged the help from Palm Tran with signage featuring the connection between BCT and Palm Tran.
- A campaign will begin next week to illustrate via cartoon images how passengers could help BCT to keep the buses running on schedule. This will begin after the pick next week. Some of the issues that will be addressed are: stand behind the line, have your exact fare, cross at the crosswalk, move to the back of the bus when boarding, do not walk in front or behind the bus, and many other scenarios. In this multi-media campaign, a serious message is being imparted but in a fun attention-getting way. Ms. Finke suggested a message being placed on the printed fare media. The bus operators will be made aware of the campaign and report back the results as noted by passenger compliance.

FLORIDA DEPARTMENT OF TRANSPORTATION
No updates.

MIAMI-DADE TRANSIT

- Ms. Ferradaz stated that on June 6th, MDT is hosting the Transportation Summit at the Wolfson Campus of Miami-Dade College.
- She further stated that she has been working with Ms. Berry regarding advising her of any big event so that BCT would be aware of possible route deviations. Mr. Garcia asked that he be advised also.
- Service adjustments will take place in June with significant changes.

PALM TRAN

- Ms. Finke stated that an effort has been underway for a few months, to make Route 1 run more smoothly. At first, a survey was taken to Palm Beach Gardens. Route 1 Limited Express is now called The Bolt and it really hasn't been fully marketed yet. It seems to be gaining momentum.
- Ms. Finke stated that Ms. Girard was contacted by the Sheriff's office to partner with Palm Tran for terrorism vigilance. Palm Tran personnel will meet with him next week. He is very familiar with Transit Watch.
- Ms. Finke asked how the other agencies handle bathroom breaks for their operators. Ms. Williams stated that the allowance is at recovery time at the end of the route. Ms. Finke stated that Palm Tran has been working very closely with the union regarding Route 1 to come to a solution, due to the length of the bus ride. Mr. Rey stated that MDT has breaks at the end of the route.

DRAFT

SOUTH FLORIDA COMMUTER SERVICES

No updates.

SOUTH FLORIDA REGIONAL TRANSPORTATION AUTHORITY/ TRI-RAIL

- Mr. Garcia commented on a follow-up to last month's meeting regarding baby stroller safety. Luckily, Tri-Rail has not had any such incident so it is felt the warning announcements and signage to stay behind the yellow line, are working.
- The Senior Idol competition took place on May 11th with attendance at about 1,000 people. Bus connections took people from the Pompano Beach Station to the Seminole Casino in Coconut Creek.
- Mr. Garcia stated that last weekend the Ride and Play promotion took place to help promote the additional weekend service. Five media outlets rode the train to specific places. Ridership was very good. Ms. Hankerson rode the train and noted that many people were taking the train to Bayside Marketplace via Metrorail connections. Connections to MDT when a large number of people are travelling to the same destination may warrant reconsideration of a method to make the transition to Metrorail, easier in order to avoid a bottleneck situation.
- SFRTA's new marketing contract begins on July 1st so any new events will be reported after that date.

ADJOURNMENT

The next meeting will be an in-person meeting on June 19, 2013 at SFRTA's headquarters.

There being no further business, the meeting adjourned at 3:24 pm.

DRAFT

DRAFT MINUTES
SOUTH FLORIDA REGIONAL TRANSPORTATION AUTHORITY
OPERATIONS TECHNICAL COMMITTEE MEETING
July 25, 2013, Thursday, CRM 102, @ 10:00 A.M.

The regular Meeting of the South Florida Operations Technical Committee meeting held on Thursday, July 25, 2013 at 10:00 A.M., SFRTA CRM 102, located at 800 NW 33 Street, Pompano, FL 33064.

Committee Members Present:
Robyn Chiarelli, FDOT, Chair
Brad Barkman, SFRTA, Vice Chair

Media Communication Access
Jared Fried, BCT
Eric Zahn, MDT
Anthony Iovino, Nova

Committee Members /Alternates Absent:
Jim De Vaughn, SFRTA
Gerry Gawaldo, Palm Tran
Peter Wolz, BCT
Jerry Bryan, MDT
Paul Manger, AMTRAK
Rob Surgeoner, CSXT
Jim Udvardy, SFCS
Scott Aronson, Delray Beach
Brian Reeves, FDOT

Others present:
Margaret Ferrara, SFRTA

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 May 23, 2013, so moved Brad, seconded Jared - 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. Fare System Interoperability – presented by Robyn
    - Consortium – set up as a pilot project test interoperability
    - Easy card – mobile units using smart phone
    - Working toward this effort – put together a request for information (RFI)
    - Palm Tran's procurement will release RFP
    - Schedule – estimated one year to completion of procurement
    -

2. Miami Intermodal Cente**r – emailed to** attendees
    - Slides for MIC (same as last viewing)
    - Current timeline
    - Eliminates MIA bus 133
    - Trains into MIC use People mover to airport
    - A field trip to the MIC scheduled by Robyn for August 1, 2013

3. SFRTA
    - Dispatch & Maintenance of Way
    - New Locomotives: (Brad presented photos) Brookville, PA (Brookville Equipment Corp.)
        - Slides of new locos
        - Multiple tracks to move equipment
        - Car-body / structure
        - Paint /wrap new facility
        - Significant savings for option units

4. Agencies updates: SFRTA
    - Working on final dispatch – target date mid or end of 2014
    - Maintenance of way / signalization / associated work
    - Consultants: Parsons, Brinckerhoff working with SFRTA
    - They were some of the original people who are familiar with the system
    - CSX is also experiencing the same thing in Maryland

MDT – Eric Zahn June line up – increase 77 for Golden Glades interchange, customer ' Complaints on 133 working on corrections

NOVA – summer break, gearing up for new school year, same schedule all year, summer camps – less riders

FDOT - Regional transit subcommittee for 95 Express – Gerry Bryan MDT – next meeting more details, Broward County addressing over-crowding on Miramar Routes; Brickell construction; search for temporary Miramar lot in SW Broward County; and new over the road coaches.

Motion to adjourn: Moved:

Next OTC meeting to convene on September 26, 2013.

Dial In No: 1-888-305-2064 ~ Guest Code: 5656#

FINAL MINUTES
SOUTH FLORIDA REGIONAL TRANSPORTATION AUTHORITY
OPERATIONS TECHNICAL COMMITTEE MEETING
MAY 23, 2013, Thursday, CRM 102, @ 10:00 A.M.

The regular Meeting of the South Florida Operations Technical Committee meeting held on Thursday, May 23, 2013 at 10:00 A.M., SFRTA CRM 102, located at 800 NW 33 Street, Pompano, FL 33064.

COMMITTEE MEMBERS PRESENT:
Robyn Chiarelli, FDOT, Chair
Brad Barkman, SFRTA, Vice Chair
Jerry Bryan, MDT

Present via Teleconference Call
Rob Surgeoner, CSXT
Jared Fried, BCT
Anthony Iovino, Nova

COMMITTEE MEMBERS/ALTERNATES ABSENT:
Jim De Vaughn, SFRTA
Gerry Gawaldo, Palm Tran
Sabrina Glenn, SFCS,
Paul Manger, AMTRAK
Jim Udvardy, SFCS
Scott Aronson, Delray Beach
Peter Wolz, Broward County
Brian Reeves, FDOT

Others present:
Margaret Ferrara, SFRTA
Michael Lulo, SFRTA
Stephen Anderson, SFRTA

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 March 28, 2013, so moved, 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.

R-1 – MOTION TO ELECT CHAIR: Operations Technical Committee Chair for FY 2013-2014. Robyn Chiarelli was re-elected as Chair. Brad Barkman is Vice Chair.

INFORMATION/PRESENTATION ITEMS

Action not required, provided for information purposes only.

UPDATES/PRESENTATIONS

1. Weekend Service / Customer Service Response – Brad Barkman, SFRTA
    - Weekend service – ridership is improved by 26%.
    -
2. Maintenance of Way / Dispatch Overview
    - Product for dispatch moving forward
    - Almost a 13 month target date sometime in Jul 2014
    - To be implemented by Dec 2014
    - Full dispatch system in progress could include the MIC
    - Thanks and kudos to CSX working with us so that there will be a smooth transition – CSX has assisted with all the details and SFRTA will not be lacking any of the tools for on time performance of trains

3. New Locomotives: (Brad presented photos)
    - Plan submitted to FRA – National Transportation Center Volpe in Boston
    - New Locos first loco delivery in July 2013
    - New cars – five on property ready for wrap
    - All 24 new Rotem cars on the property - should see some changes on the fleet

4. Miami Intermodal Center – Michael Lulo (SFRTA Engineering) gave a presentation – slides were distributed to all members via email.
    - Most of the MIC is 75% - 95% complete
    - A field trip to the MIC for OTC members will be scheduled by Robyn with Michael

    Introductions were made at this time –
    Jerry Bryan is the newly hired Chief of Planning and Scheduling for Miami-Dade Transit

5. Agencies updates:

    SFRTA – FEC Coastal Plan is moving ahead; Q: once Tri-Rail goes into the MIC – we will need a Service Disruption Contingency Plan for the short term at 79th Metro Station – how will that be arranged with MDT – agencies will set up meeting to discuss further

    MDT – June line up – no major changes in service that directly connect with Tri-Rail; MDT is working on the Grid Study for a streamlining route network in Dade County - increased frequencies and clean up; 133 route- should there be a Public

Notice and meeting for the elimination of this route – Jerry will look into it and possibly hold the hearing.
BCT - new updates to address on time performance issues
Nova – no major updates – summer mode – school starts August 26 CSX – Rob Surgeoner toured the MIC about a month ago it was worthwhile
FDOT – Robyn working on several projects – moving forward with a pilot with BCT and Palm Tran (Easy Card) debit / credit cards / new technologies - ongoing discussions with Cubic ($500,000) for both counties

Motion to adjourn: Next OTC meeting to convene on July 25, 2013.

Engineering & Construction
Monthly Progress Report
June / July 2013

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 SFRTA's procurement for advertisement. The flagging agreement with CSXT has now been finalized, allowing review and approval of plans and scheduling of flagging protection. Estimated construction start is Spring 2014.

Cab and Trailer Car Procurement:

Procurement of ten (10) Cab cars and fourteen (14) Trailer cars. All ten (10) Cab cars and fourteen (14) Trailer cars have now been received and are available for revenue service. The contract has now entered the warranty phase.

Opa-Locka Station Parking Expansion:

Expand parking at Tri-Rail's Opa-Locka Station, inclusive of adding about forty five (45) 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 with solar panels; and improve landscape and hardscape. A Work Order was executed for HNTB to provide site geotechnical investigation, site survey, environmental services as required for a Categorical Exclusion per NEPA requirements; and the preparation of 30% design plans. Geotechnical investigation, survey, and 30% design plans have been completed. The NEPA documentation has been completed and approved by FDOT and the FTA. SFRTA has executed a work order for the final 100% design plans, permitting and bidding phase assistance for the project. A design kick-off meeting will be scheduled and the final 100% design will begin this quarter.

Engineering & Construction
Monthly Progress Report
June / July 2013

Wave Modern Streetcar:

Design, Construction and Management of a 2.7 mile modern streetcar in Downtown Fort Lauderdale with ten (10) passenger, solar powered stations, which will operate in mixed traffic with signal priority. Project includes the procurement of five (5) vehicles and the construction of a storage and maintenance yard. Project Partners include The Federal Transit Administration (FTA), Florida Department of Transportation (FDOT), Broward County, Broward Metropolitan Planning Organization (MPO), City of Fort Lauderdale, Fort Lauderdale Downtown Development Authority (DDA) and SFRTA. An Interlocal Partnership Agreement has been executed by all parties on April 26, 2013. The Project Management Consultant (PMC) contract was awarded to HDR Engineering, Inc. to provide services throughout the project. The NTP was issued on May 9, 2013 for the 1.47-mile starter line (Phase 1A). Additional funds are being applied for to get the resources for the full project length. Preliminary engineering activities have started and are scheduled to continue through the rest of 2013.

Project progress includes survey, geotechnical work, utility investigation, preliminary alignment and station location study and the bridge inspection at 3rd Avenue. Coordination activities include interaction with all the Project Partners and the establishment of the Technical Advisory Group (TAG). Other project related activities include the draft of a Quality Assurance Plan, Document Control Plan and Computer-aided Design (CAD) manual. There was a progress update teleconference with FTA on July 24, 2013 and the next FTA Quarterly meeting is scheduled for October 17, 2013.

AGENDA ITEM NO. B

AGENDA REPORT
SOUTH FLORIDA REGIONAL TRANSPORTATION AUTHORITY
GOVERNING BOARD MEETING
August 23, 2013

JULY RIDERSHIP

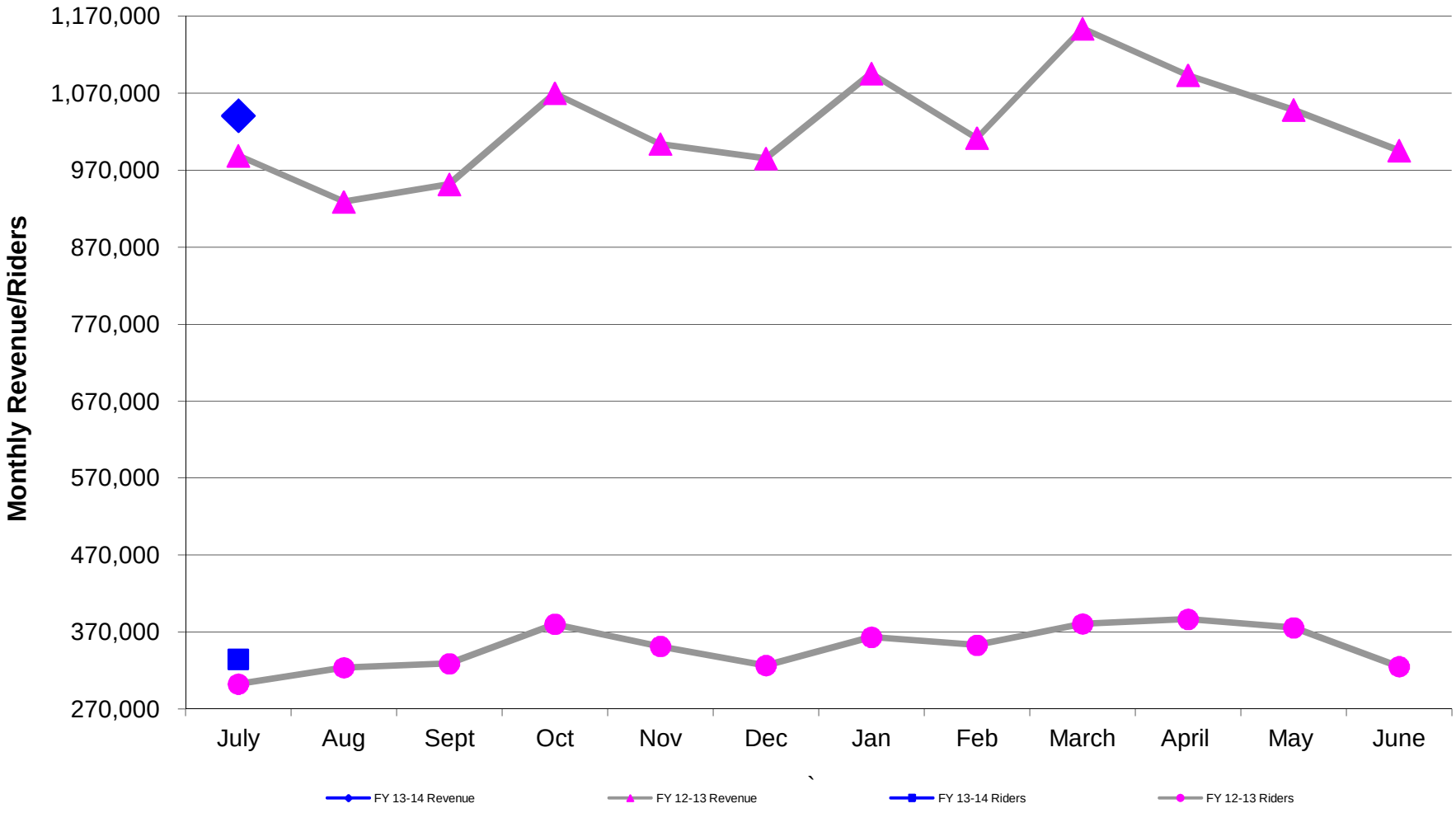
Total monthly ridership for July has increased 10.7 % when compared to July of last year. Weekday ridership has increased by 9.8 % for July, while the average weekday ridership in July 2012 was 12,281 per day versus 12,875 per day for 2013. Total weekend ridership for the fiscal year has increased by 15.6 % when compared to last year. Total fiscal year ridership is up by 10.7%.

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 2013	Actual July 2012	July '13 vs.'12 %	FY '14 Rider ship To Date	FY '13 Rider ship To Date	FYTD '14 vs '13 %
M-F	283,258	257,909	9.8%	283,258	257,909	9.8%
Saturday	24,254	19,724	23.0%	24,254	19,724	23.0%
Sunday	21,755	20,928	4.0%	21,755	20,928	4.0%
Holidays	5,545	3,960	40.0%	5,545	3,960	40.0%
	334,812	302,521	10.7%	334,812	302,521	10.7%

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

Chart 1 - SFRTA Riders and Revenue Trends



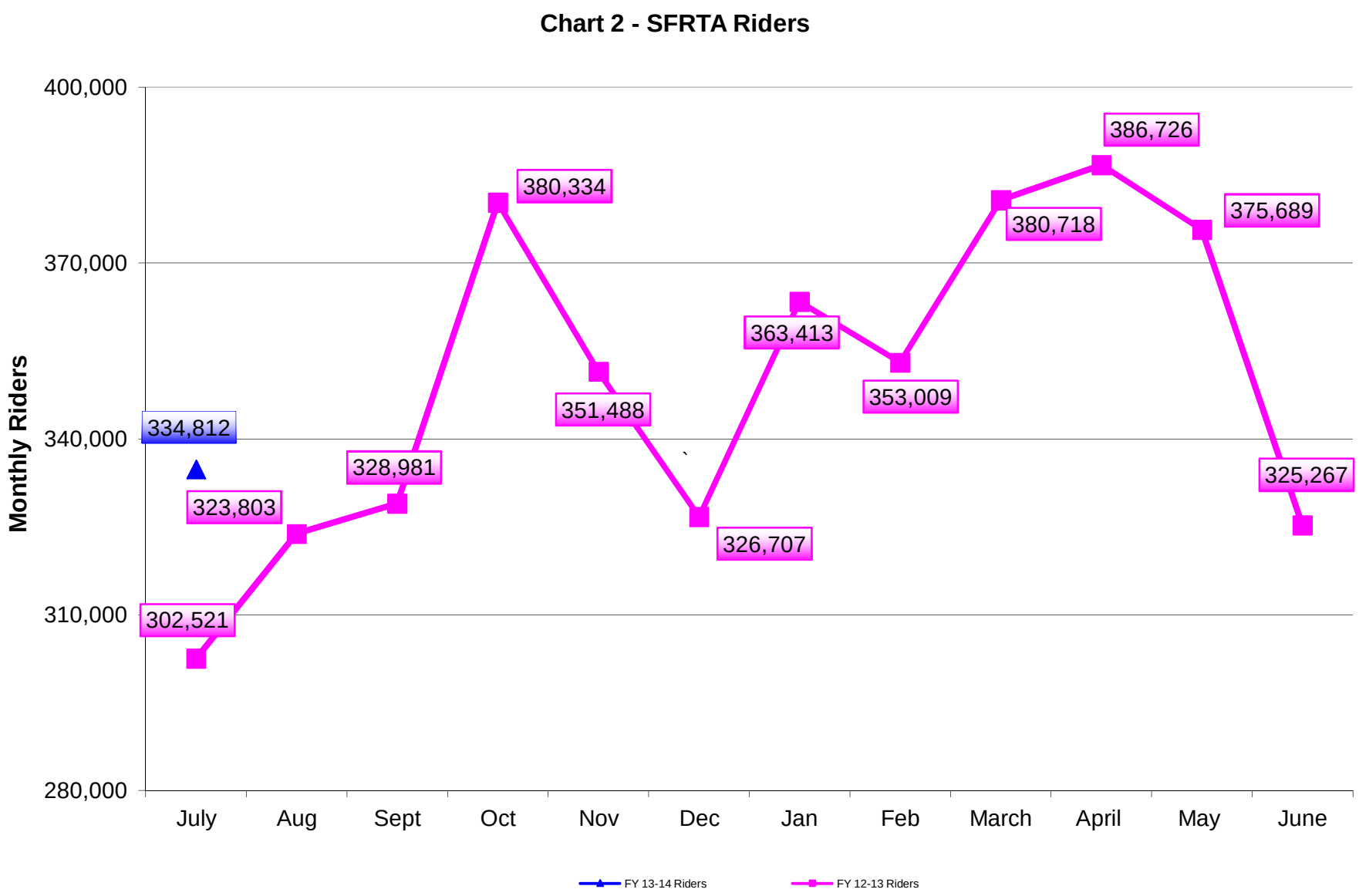
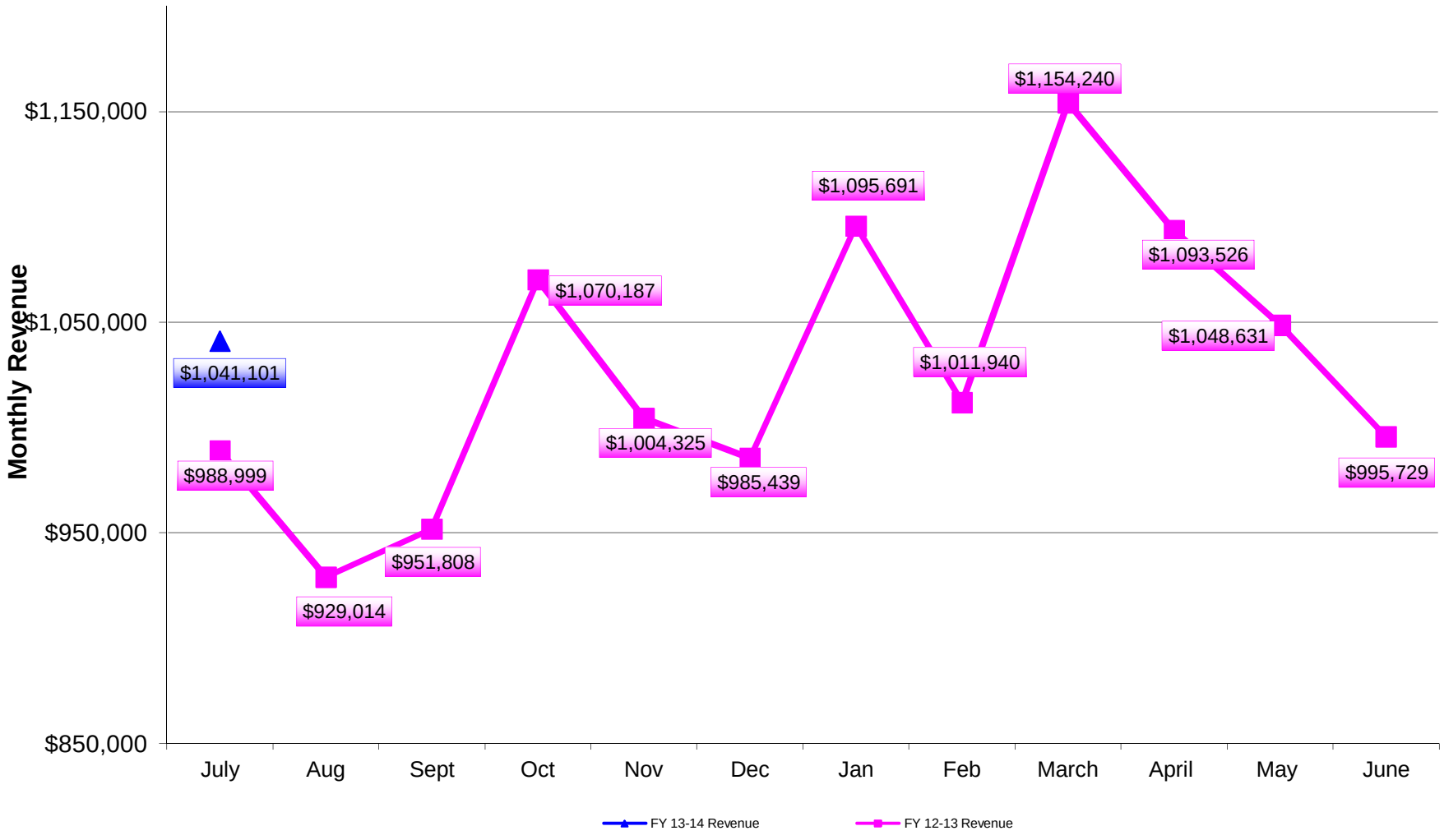


Chart 2 - SFRTA Riders
Monthly Riders
400,000
370,000
340,000
310,000
280,000
July
Aug
Sept
Oct
Nov
Dec
Jan
Feb
March
April
May
June
334,812
323,803
302,521
328,981
380,334
351,488
326,707
363,413
353,009
380,718
386,726
375,689
325,267
FY 13-14 Riders
FY 12-13 Riders

Chart 3 - SFRTA Revenue



AGENDA ITEM NO. B

AGENDA REPORT
SOUTH FLORIDA REGIONAL TRANSPORTATION AUTHORITY
GOVERNING BOARD MEETING
August 23, 2013

JUNE RIDERSHIP

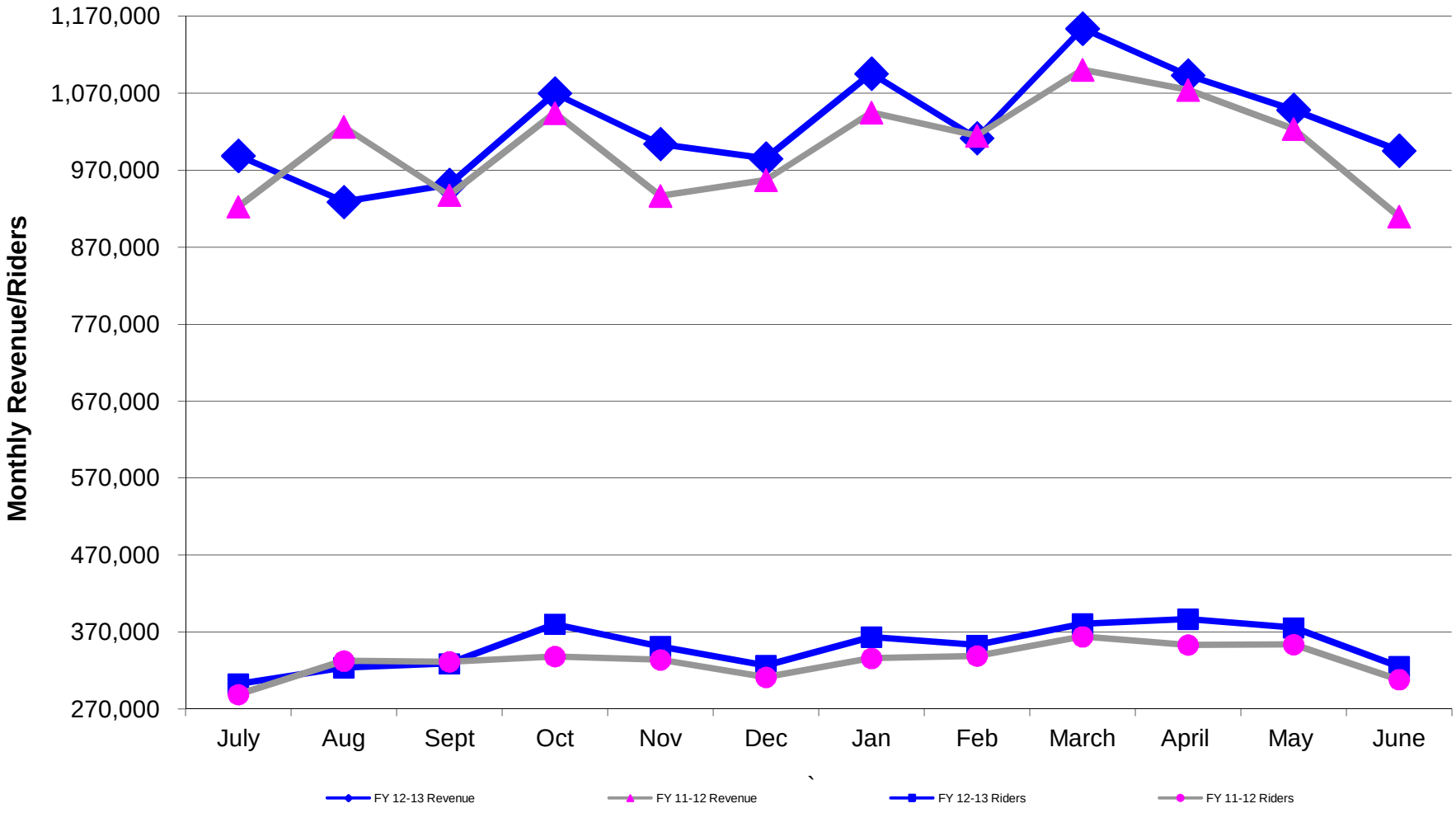
Total monthly ridership for June has increased 5.5 % when compared to June of last year. Weekday ridership has increased by 0.1 % for June, while the average weekday ridership in June 2012 was 12,707 per day versus 13,355 per day for 2013. Total weekend ridership for the fiscal year has increased by 9.1 % when compared to last year. Total fiscal year ridership is up by 5.2%.

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 June 2013	Actual June 2012	June '13 vs.'12 %	FY '13 Rider ship To Date	FY '12 Rider ship To Date	FYTD '13 vs '12 %
M-F	267,104	266,842	0.1%	3,615,561	3,456,558	4.6%
Saturday	31,130	24,109	29.1%	297,646	276,504	7.6%
Sunday	27,033	17,378	55.6%	258,073	228,704	12.8%
Holidays	0	0	0.0%	27,376	29,091	-5.9%
	325,267	308,329	5.5%	4,198,656	3,990,857	5.2%

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

Chart 1 - SFRTA Riders and Revenue Trends



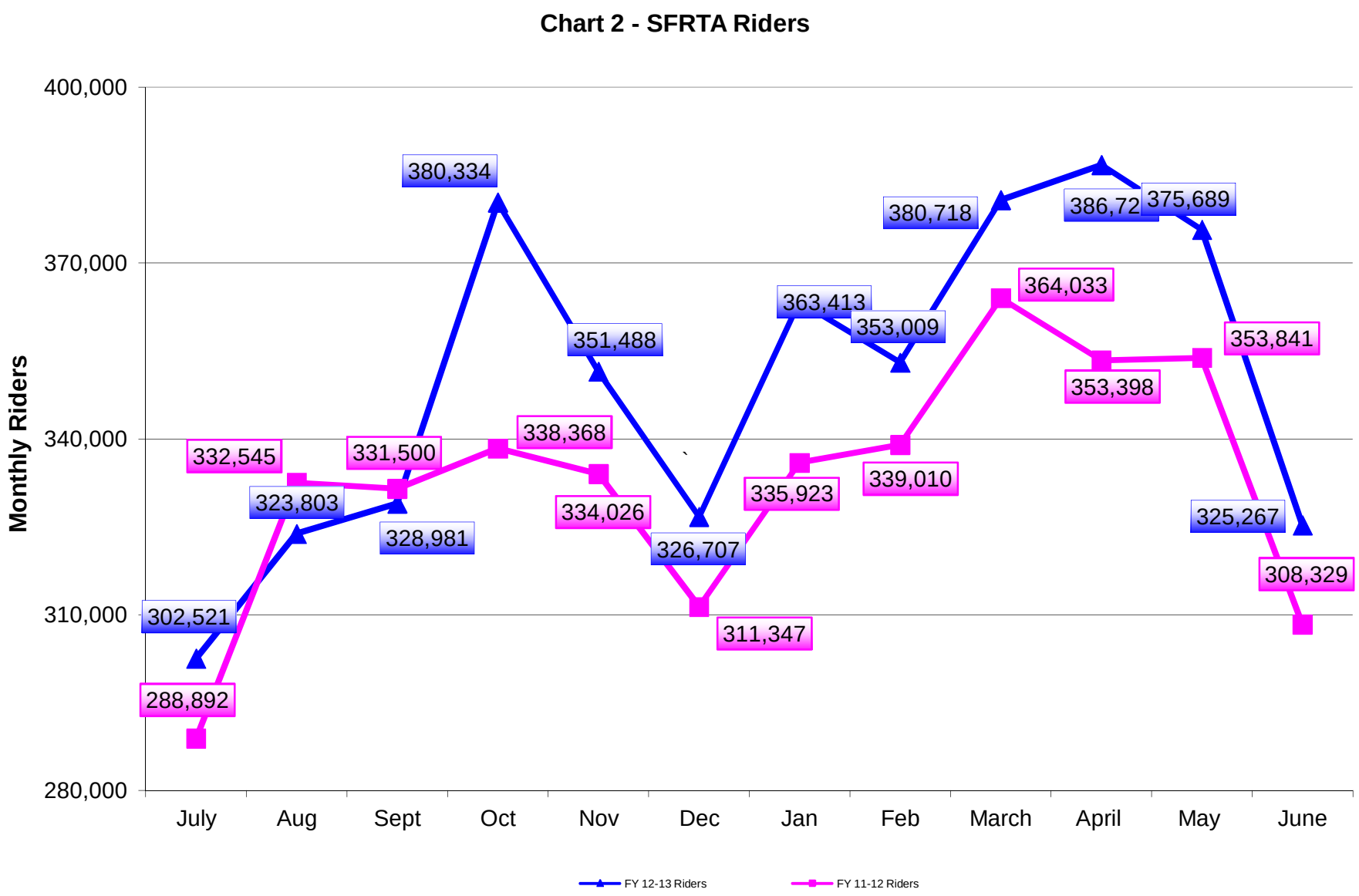


Chart 2 - SFRTA Riders
Monthly Riders
400,000
370,000
340,000
310,000
280,000
July
Aug
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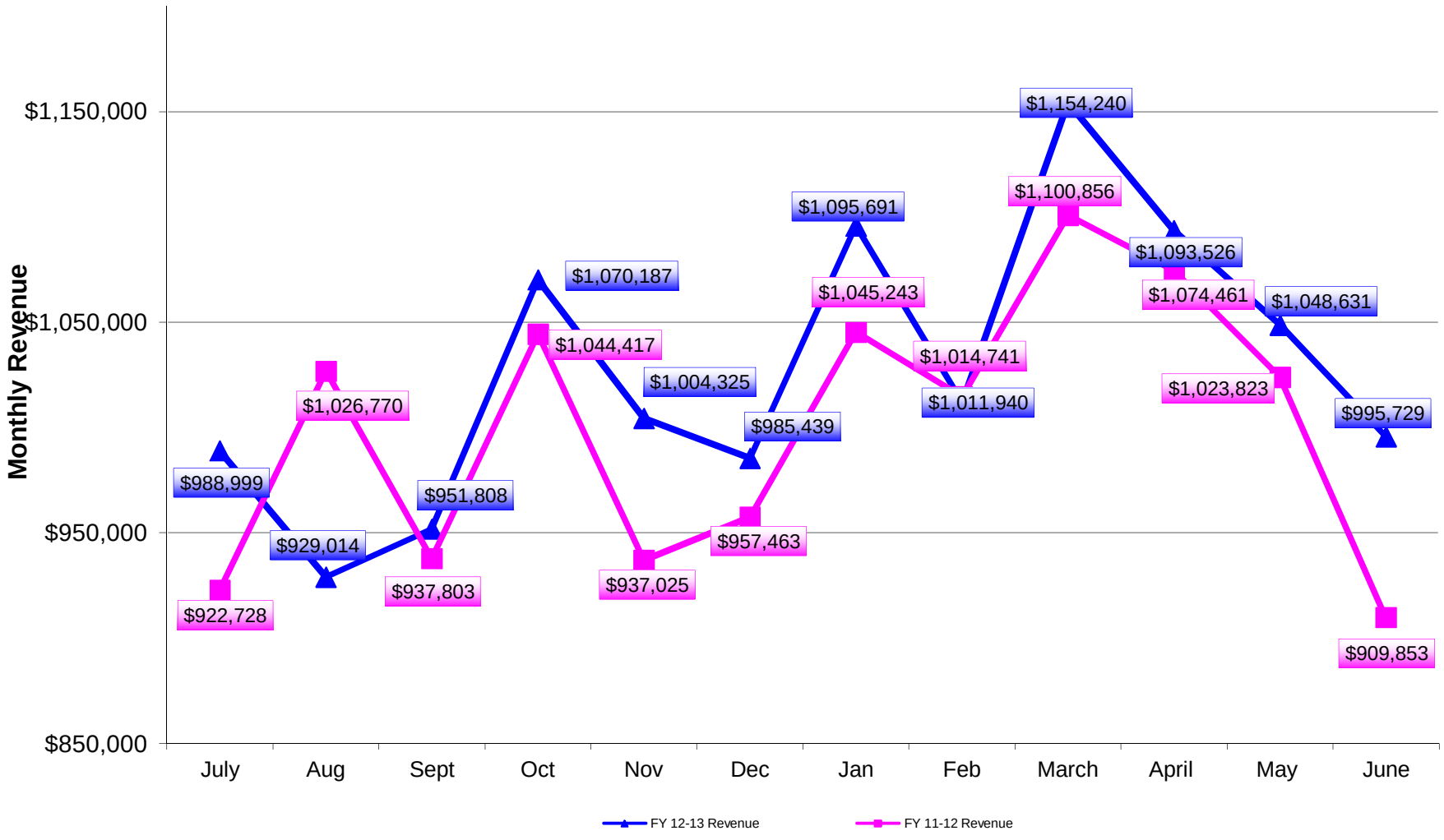
380,334
351,488
326,707
363,413
353,009
380,718
386,72
375,689
325,267
288,892
332,545
331,500
338,368
334,026
311,347
335,923
339,010
364,033
353,398
353,841
308,329
FY 12-13 Riders
FY 11-12 Riders

Chart 3 - SFRTA Revenue



AGENDA ITEM NO. B

AGENDA REPORT
SOUTH FLORIDA REGIONAL TRANSPORTATION AUTHORITY
GOVERNING BOARD MEETING
August 23, 2013

MAY RIDERSHIP

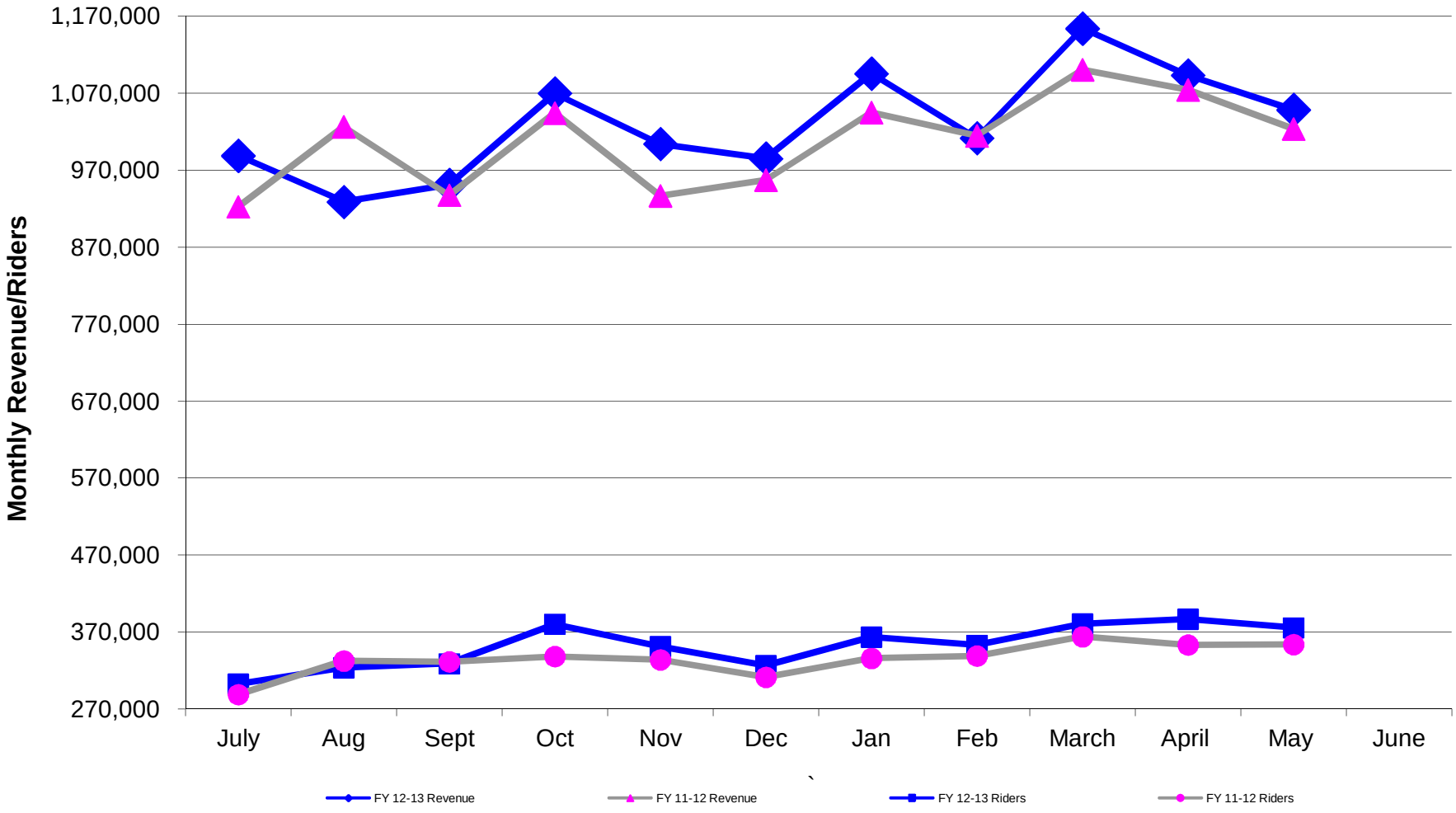
Total monthly ridership for May has increased 6.2 % when compared to May of last year. Weekday ridership has increased by 3.6 % for May, while the average weekday ridership in May 2012 was 14,003 per day versus 14,506 per day for 2013. Total weekend ridership for the fiscal year has increased by 6.5 % when compared to last year. Total fiscal year ridership is up by 5.2%.

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 May 2013	Actual May 2012	May '13 vs.'12 %	FY '13 Rider ship To Date	FY '12 Rider ship To Date	FYTD '13 vs '12 %
M-F	319,139	308,059	3.6%	3,348,457	3,189,716	5.0%
Saturday	27,174	22,218	22.3%	266,516	252,395	5.6%
Sunday	22,874	18,173	25.9%	231,040	211,326	9.3%
Holidays	6,502	5,391	20.6%	27,376	29,091	-5.9%
	375,689	353,841	6.2%	3,873,389	3,682,528	5.2%

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

Chart 1 - SFRTA Riders and Revenue Trends



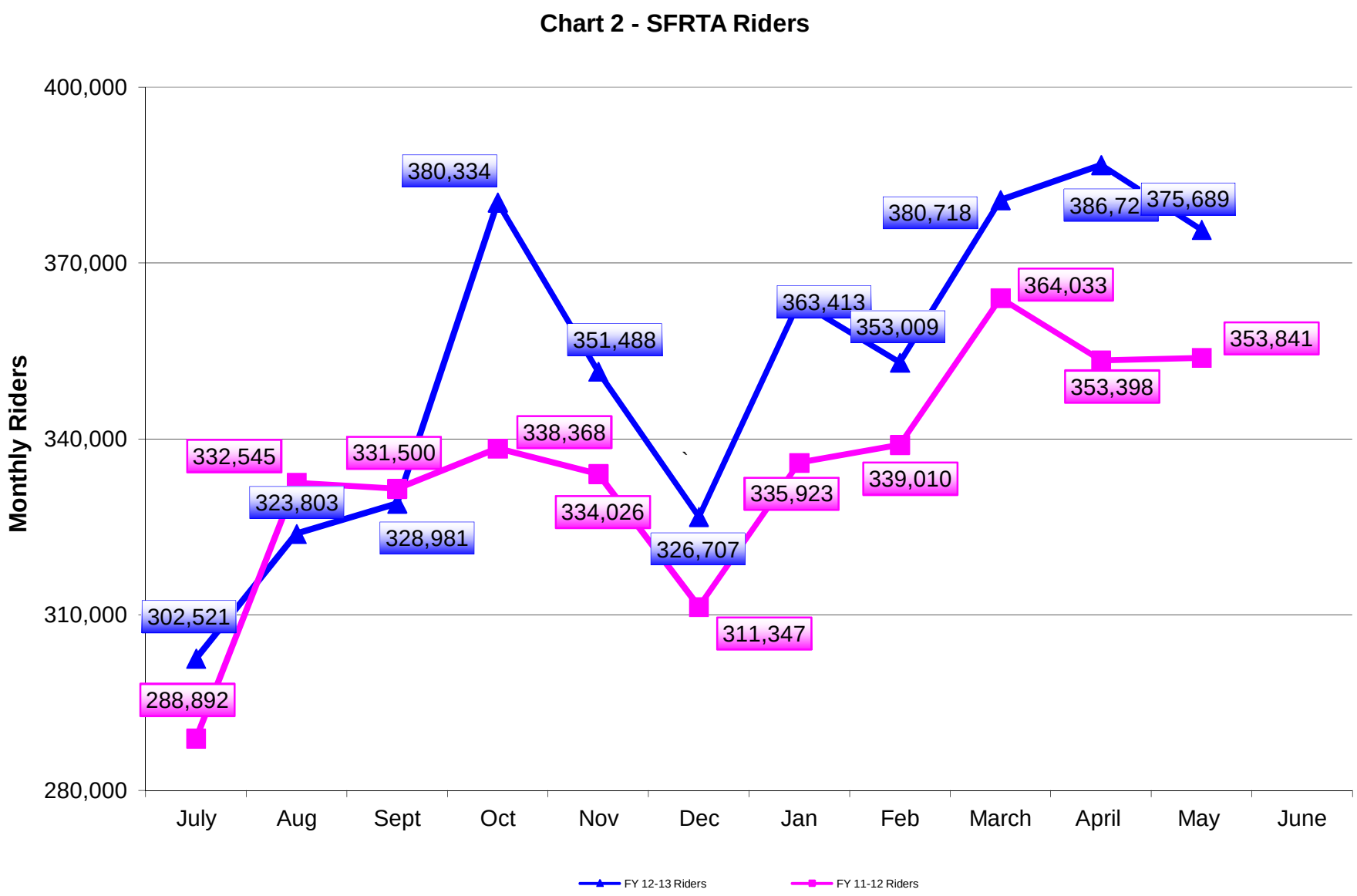


Chart 2 - SFRTA Riders
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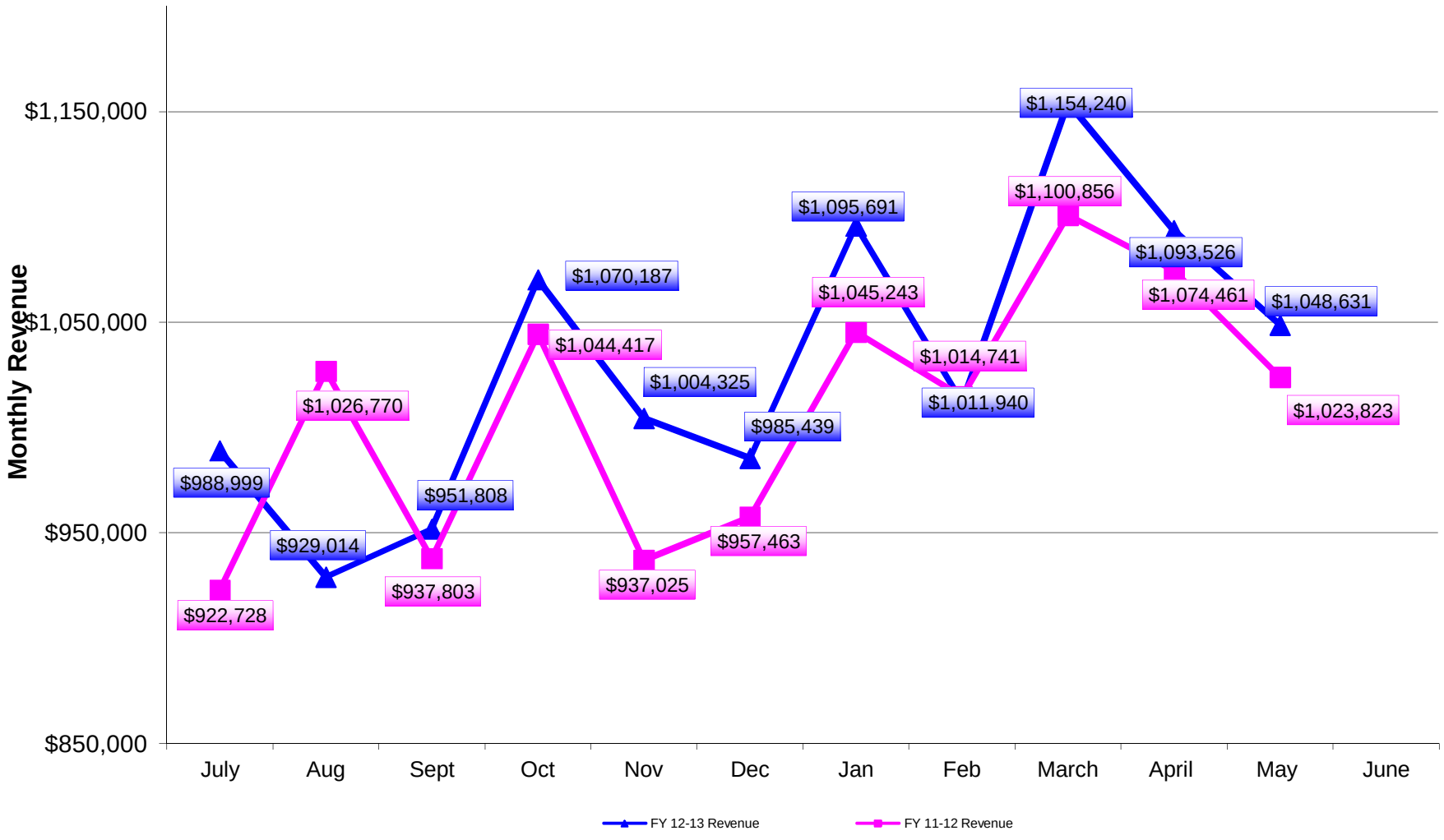
FY 12-13 Riders
FY 11-12 Riders

Chart 3 - SFRTA Revenue



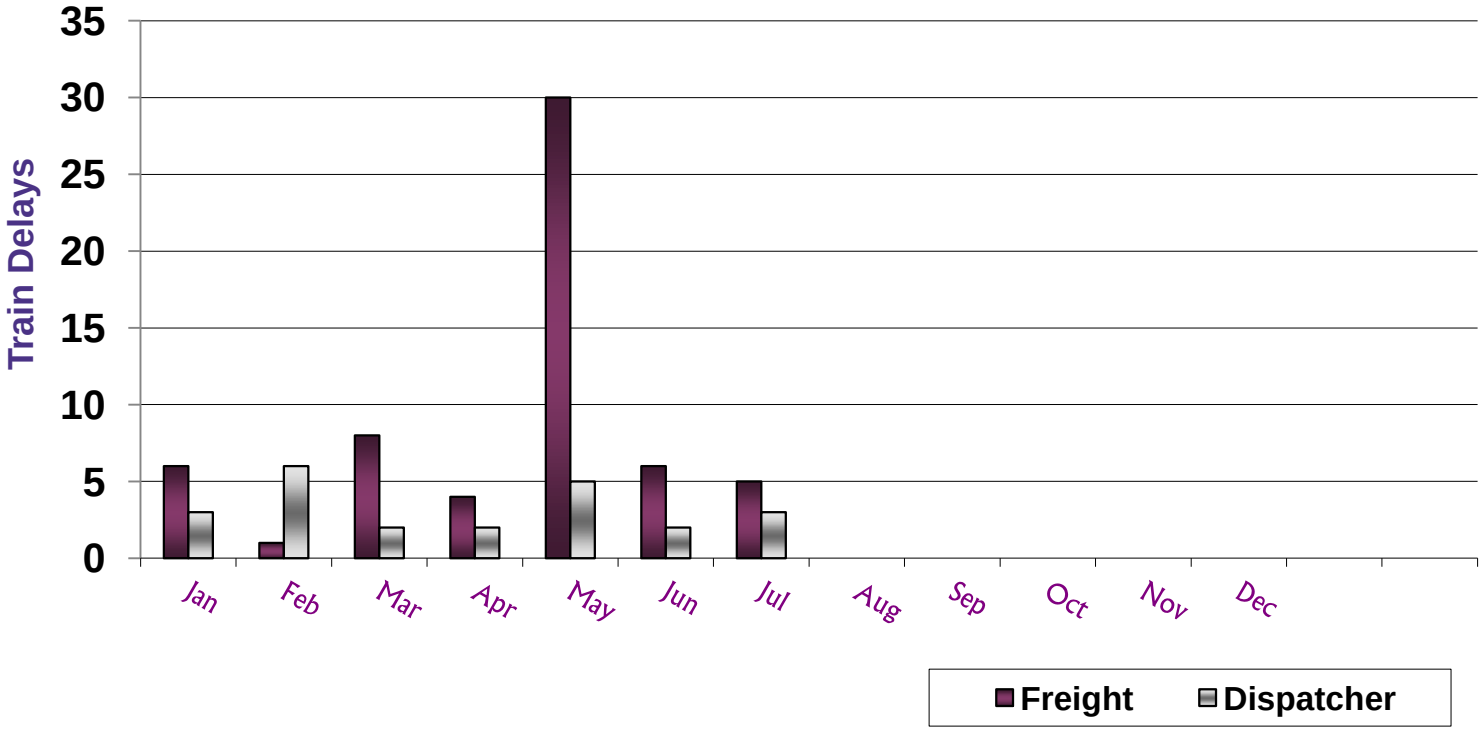
SOUTH FLORIDA REGIONAL TRANSPORTATION AUTHORITY

JULY 2013 ON TIME PERFORMANCE - CAUSAL ANALYSIS SUMMARY

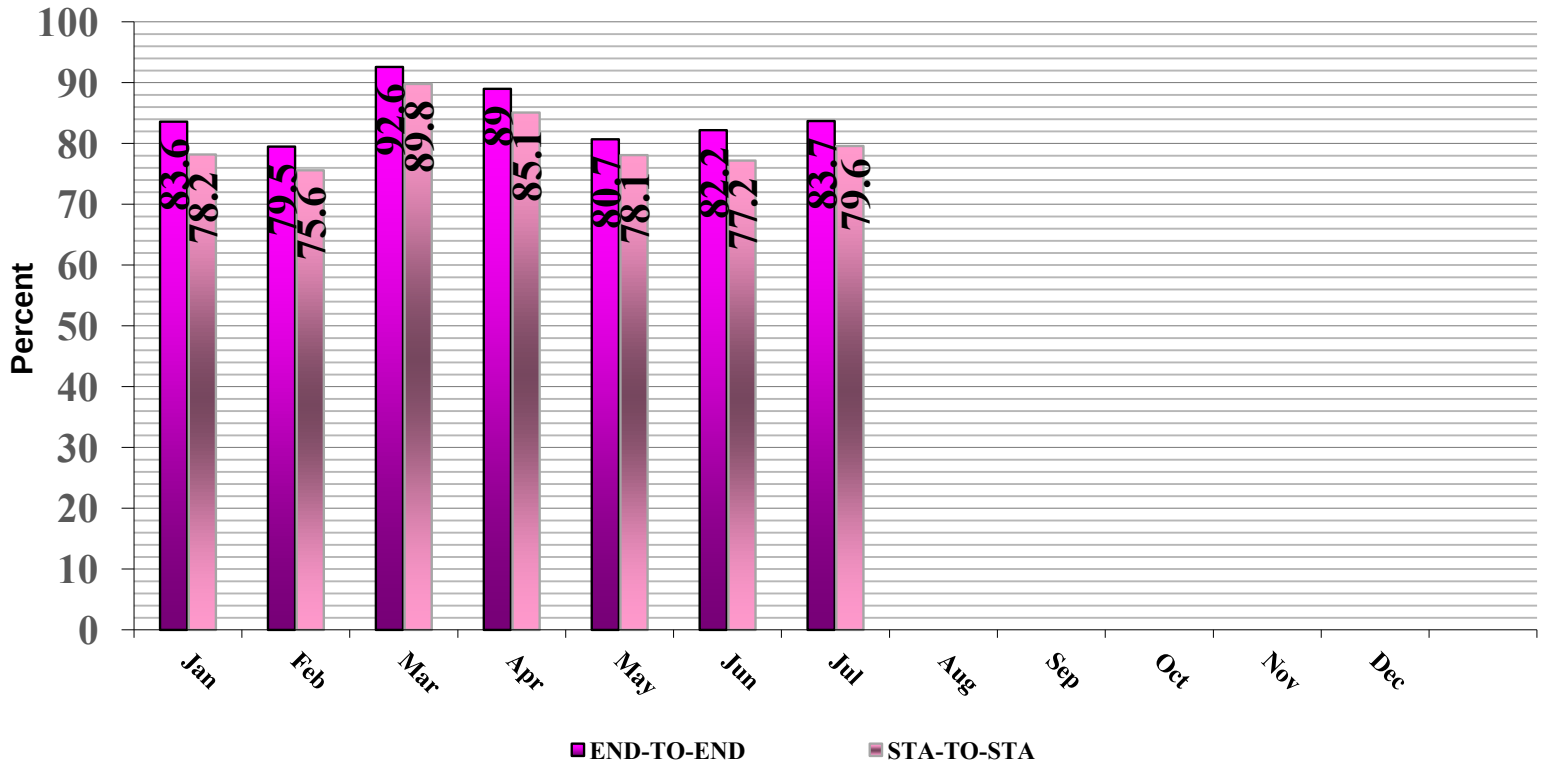
OTP End To End			83.7%
OTP Station To Station			79.6%
DELAY CAUSES	NUMBER OF INCIDENTS	NUMBER OF LATE TRAINS	PERCENT OF TOTAL TRAINS
PD/FD Activity	2	3	0.2%
SUB-TOTAL	2	3	0.2%
CSX AGREEMENT			
FREIGHT	3	5	0.4%
LOCAL SWITCHER	1	1	0.1%
JAX DISPATCHER	3	3	0.2%
MOW	17	30	2.2%
SUB-TOTAL	21	34	2.5%
OUTSIDE CSX			
COMMUNICATIONS	0	0	0.0%
SIGNALS-COMP.	14	27	2.0%
CSX RULE 100J	0	0	0.0%
SUB-TOTAL	14	27	2.0%
BOMBARDIER MECHANICAL	6	11	0.8%
VEOLIA TRANSPORTATION	0	0	0.0%
AMTRAK	2	2	0.1%
FEC DELAY	4	4	0.3%
WEATHER	4	49	3.6%
ROW FOUL	1	1	0.1%
SFRTA TRANSPORTATION	11	14	1.0%
OTHER	8	20	1.5%
3rd PARTY	9	23	1.7%
ROTEM MECHANICAL	2	5	0.4%
BRIDGE SIGNAL	0	0	0.0%
NBC MOW	0	0	0.0%
NBC DISPATCHER	0	0	0.0%
VANDALISM	1	7	0.5%
ADA	7	8	0.6%
EFFICIENCY TESTING	0	0	0.0%
SUB-TOTAL	55	144	10.5%
TRAINS LATE		213	15.5%
TERMINATED / ANNULLED		11	0.8%
TRAINS ON TIME		1146	83.6%
TOTAL		1370	100.0%

CSXT JAX Dispatcher & Freight / Local Switcher Delays

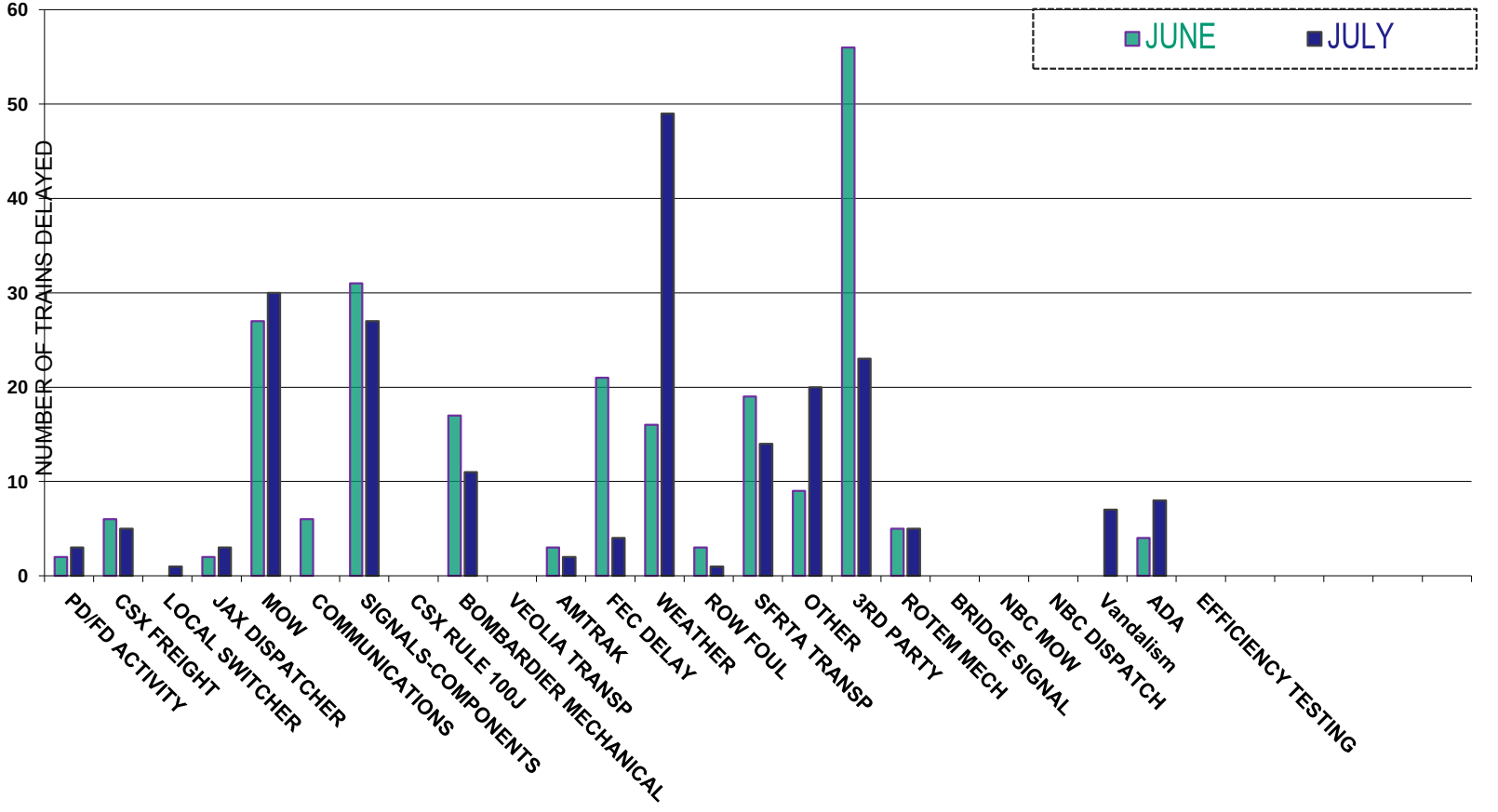
2013



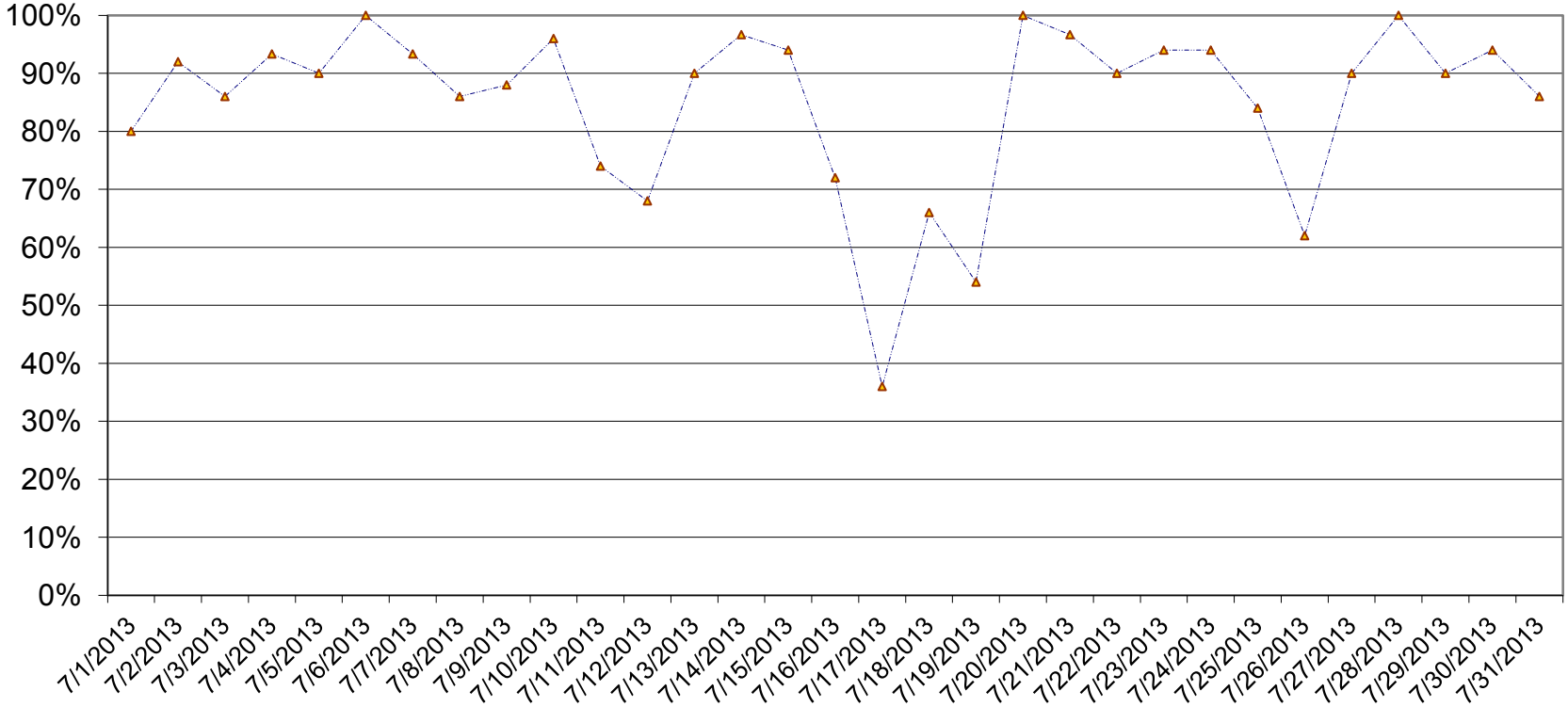
On-Time Performance
Calendar Year 2013



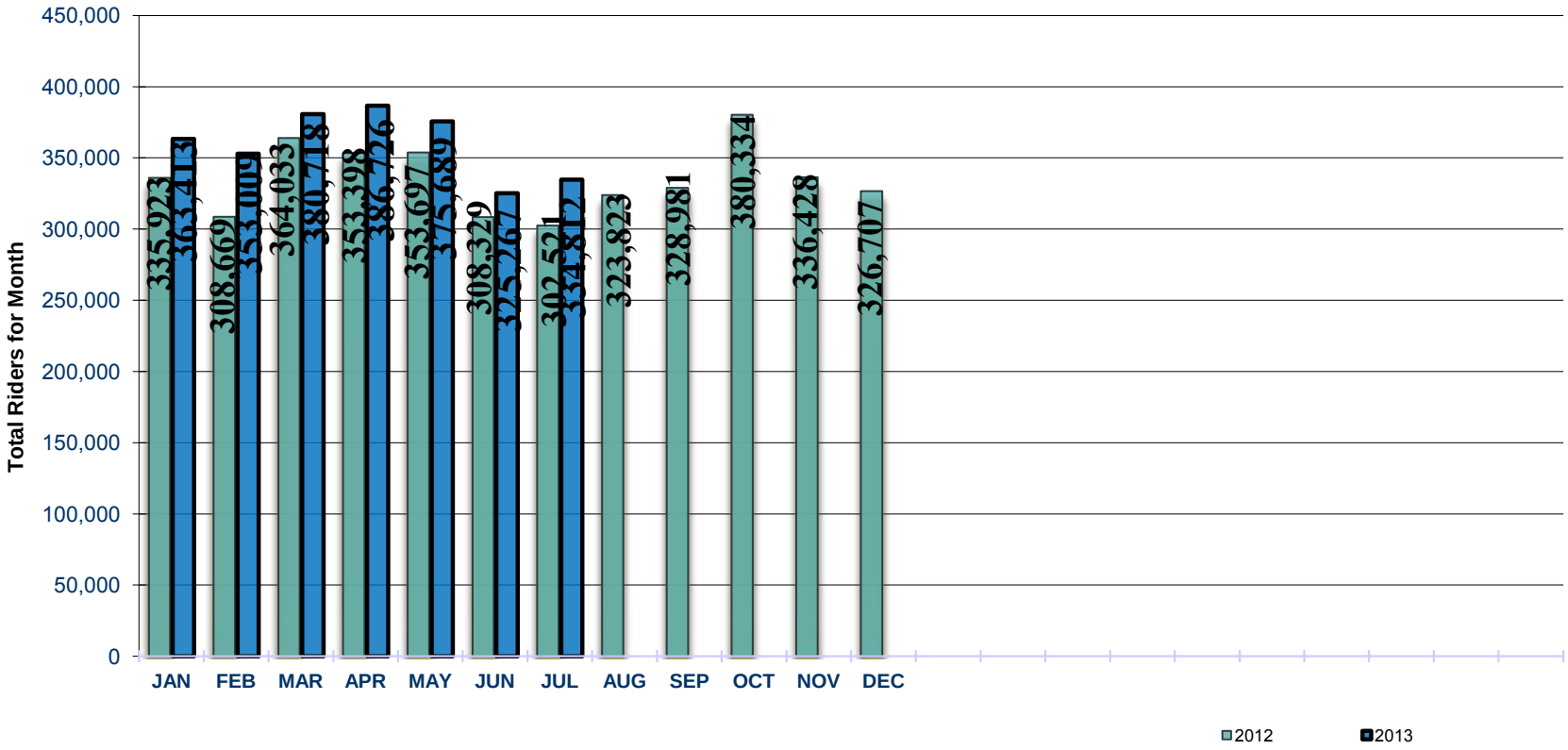
TRAIN DELAYS- 2013



ON TIME PERFORMANCE
END TO END JULY - 2013



SFRTA Tri-Rail Monthly Ridership
2013



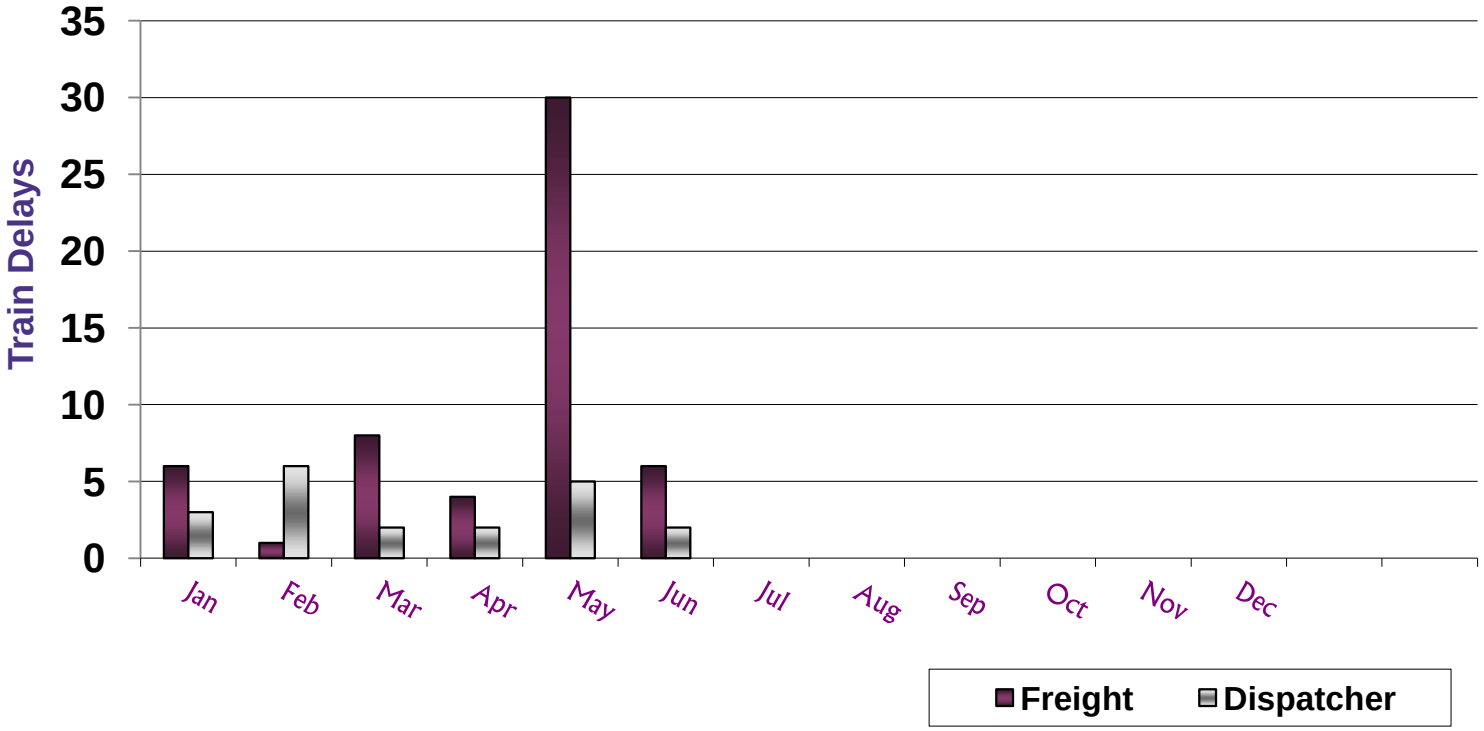
SOUTH FLORIDA REGIONAL TRANSPORTATION AUTHORITY

JUNE 2013 ON TIME PERFORMANCE - CAUSAL ANALYSIS SUMMARY

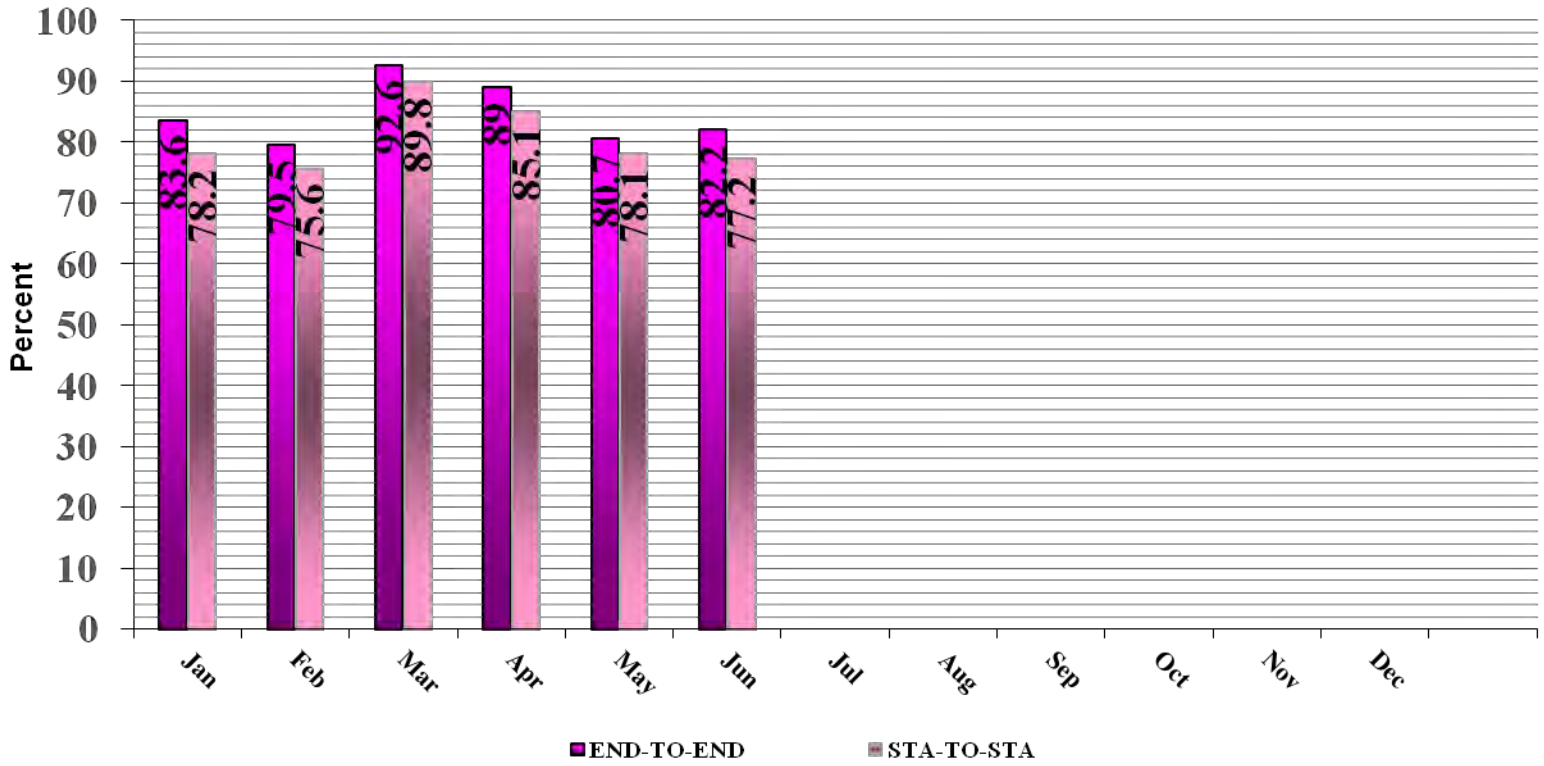
OTP End To End			82.2%
OTP Station To Station			77.2%
DELAY CAUSES	NUMBER OF INCIDENTS	NUMBER OF LATE TRAINS	PERCENT OF TOTAL TRAINS
PD/FD Activity	2	2	0.2%
SUB-TOTAL	2	2	0.2%
CSX AGREEMENT			
CSX FRIEGHT/LOCAL SWITCHER	4	6	0.5%
JAX DISPATCHER	2	2	0.2%
MOW	11	27	2.1%
SUB-TOTAL	17	35	2.7%
OUTSIDE CSX			
COMMUNICATIONS	2	6	0.5%
SIGNALS-COMP.	7	31	2.4%
CSX RULE 100J	0	0	0.0%
SUB-TOTAL	9	37	2.8%
BOMBARDIER MECHANICAL	7	17	1.3%
VEOLIA TRANSPORTATION	0	0	0.0%
AMTRAK	3	3	0.2%
FEC DELAY	12	21	1.6%
WEATHER	4	16	1.2%
ROW FOUL	3	3	0.2%
SFRTA TRANSPORTATION	11	19	1.5%
OTHER	5	9	0.7%
3rd PARTY	13	56	4.3%
ROTEM MECHANICAL	2	5	0.4%
BRIDGE SIGNAL	0	0	0.0%
NBC MOW	0	0	0.0%
NBC DISPATCHER	0	0	0.0%
VANDALISM	0	0	0.0%
ADA	4	4	0.3%
EFFICIENCY TESTING	0	0	0.0%
SUB-TOTAL	64	153	11.8%
TRAINS LATE		227	17.5%
TERMINATED / ANNULLED		4	0.3%
TRAINS ON TIME		1069	82.2%
TOTAL		1300	100.0%

CSXT JAX Dispatcher & Freight / Local Switcher Delays

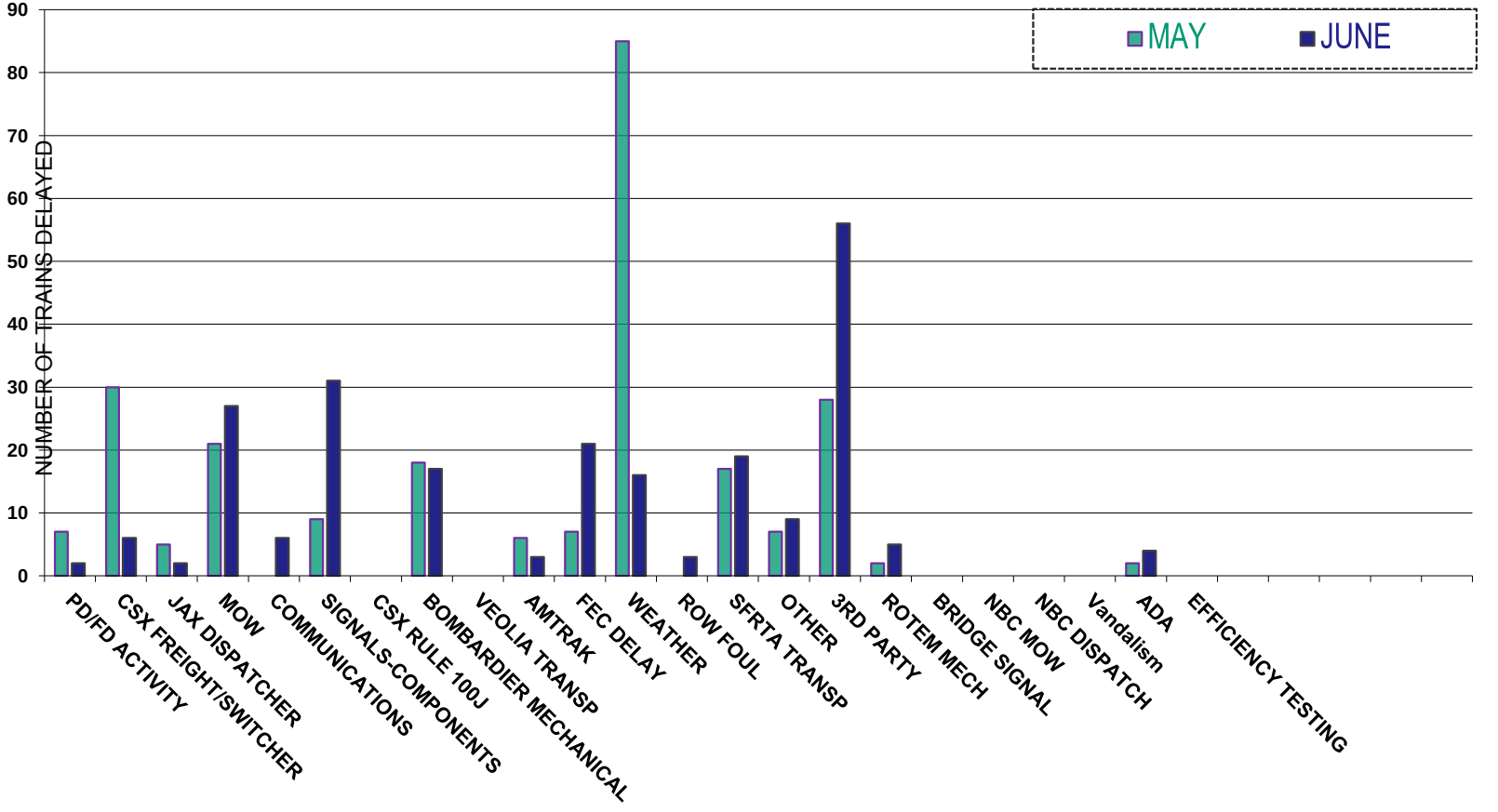
2013



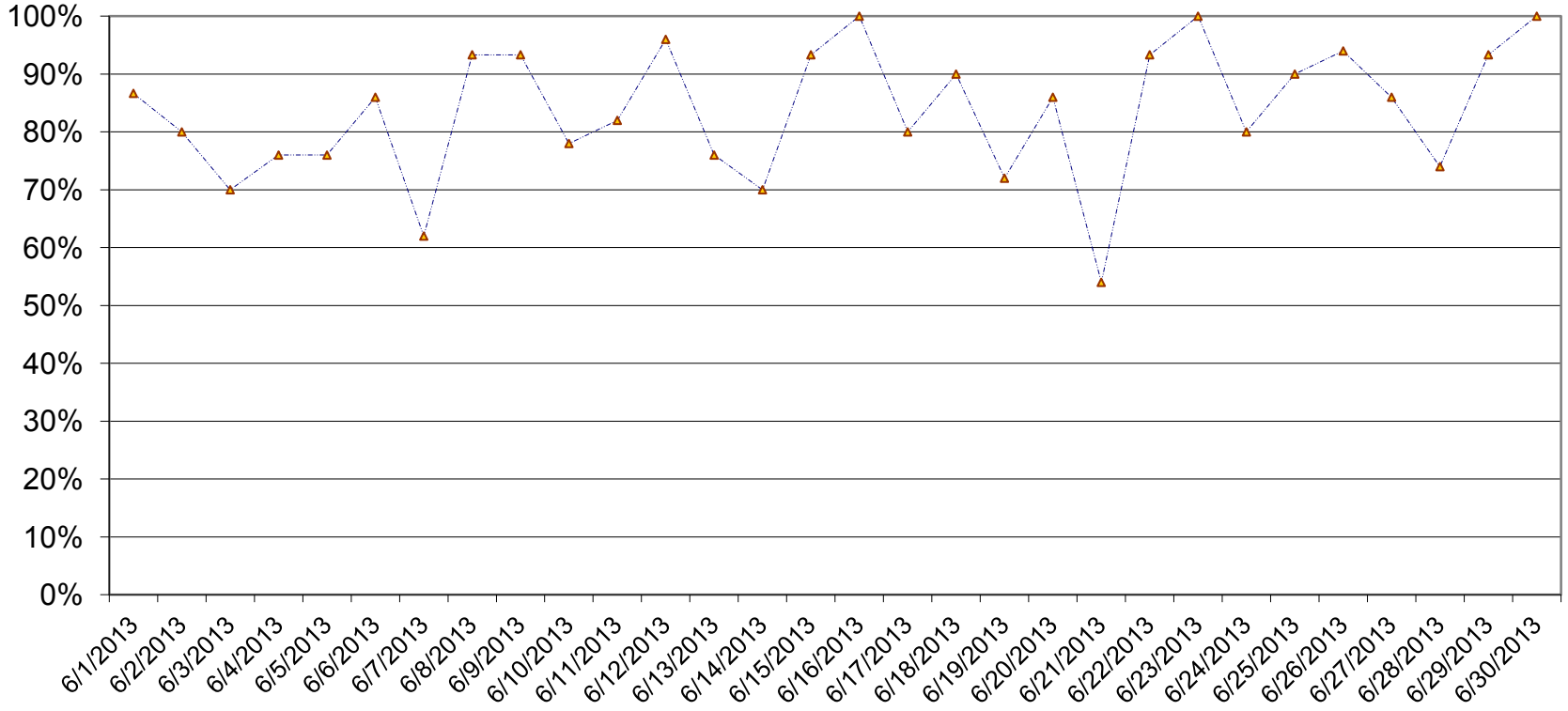
On-Time Performance
Calendar Year 2013



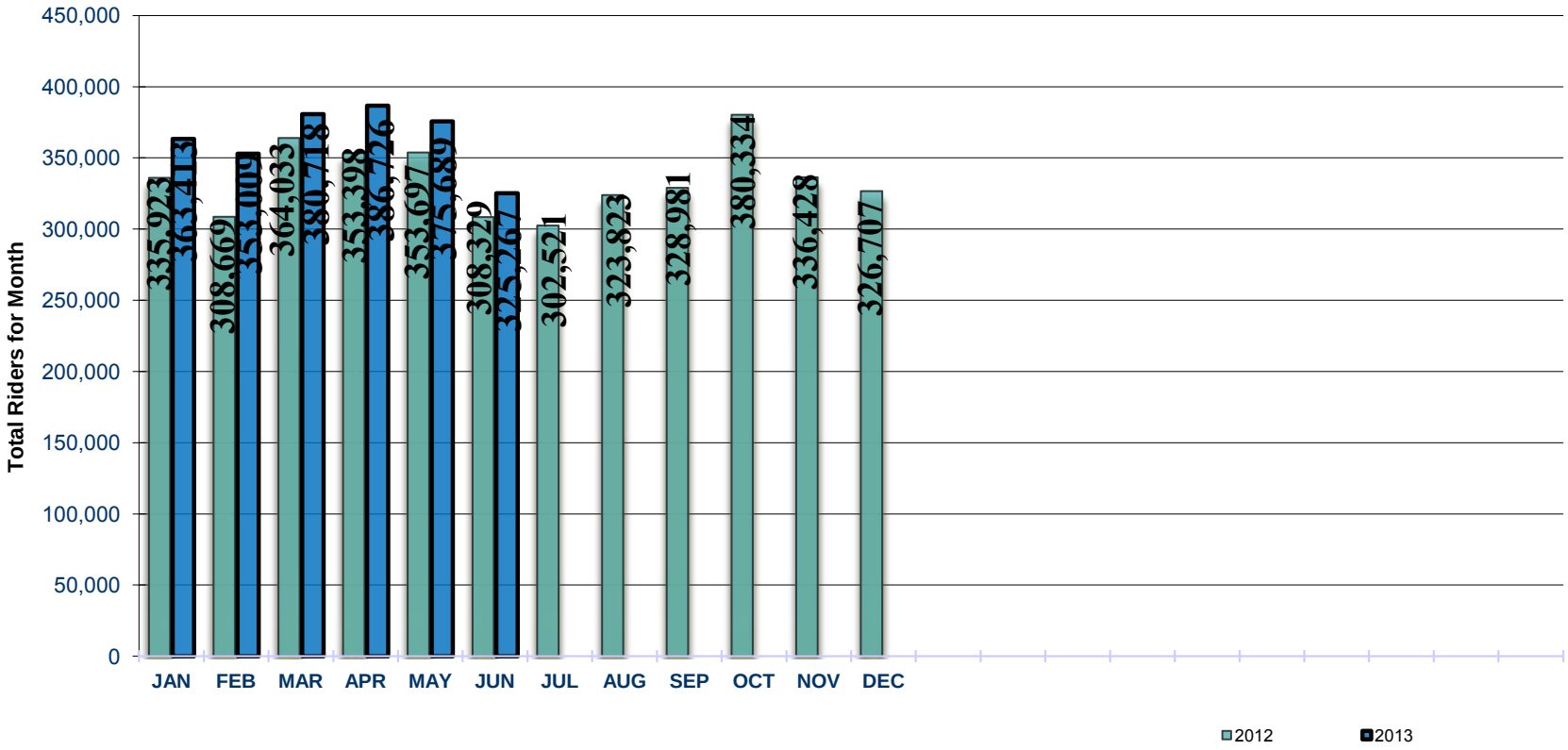
TRAIN DELAYS- 2013



ON TIME PERFORMANCE
END TO END JUNE - 2013



SFRTA Tri-Rail Monthly Ridership
2013



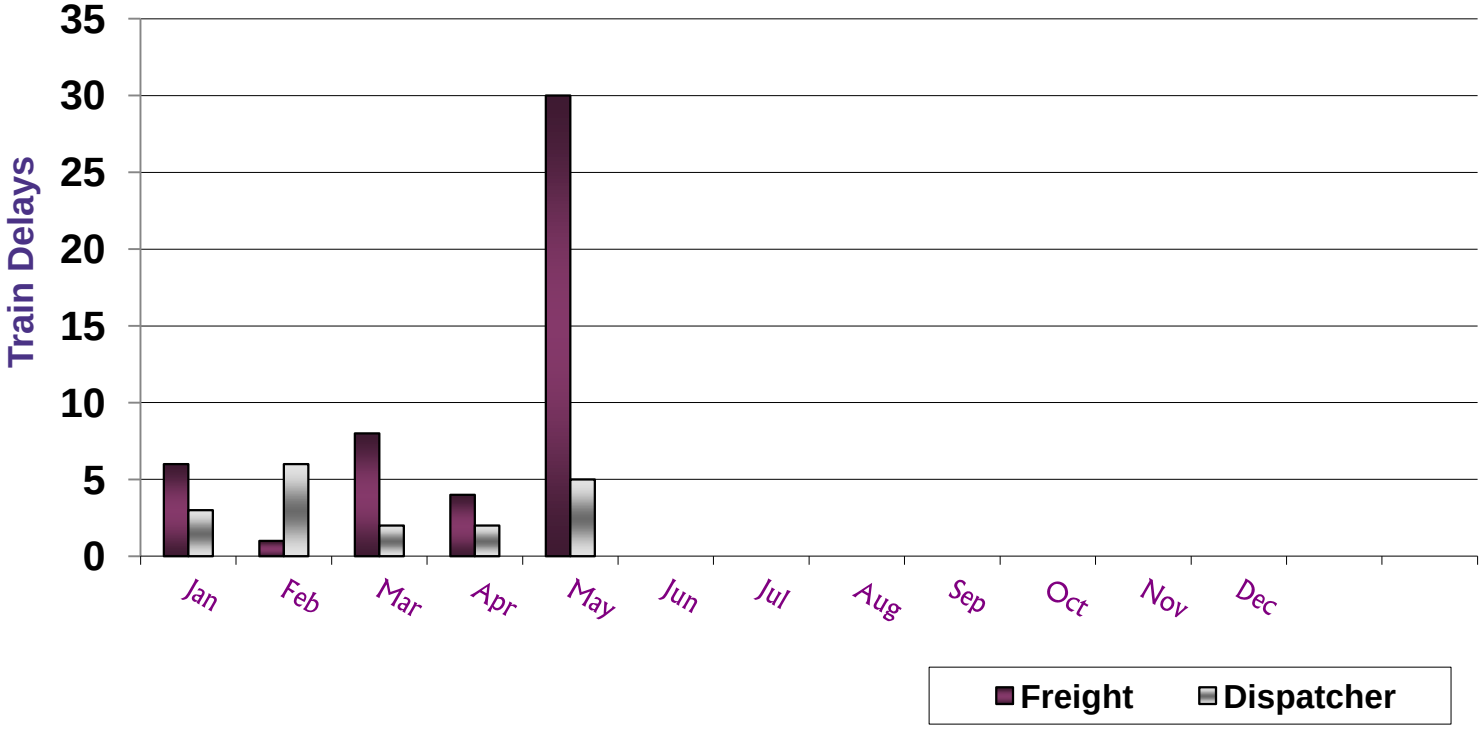
SOUTH FLORIDA REGIONAL TRANSPORTATION AUTHORITY

MAY 2013 ON TIME PERFORMANCE - CAUSAL ANALYSIS SUMMARY

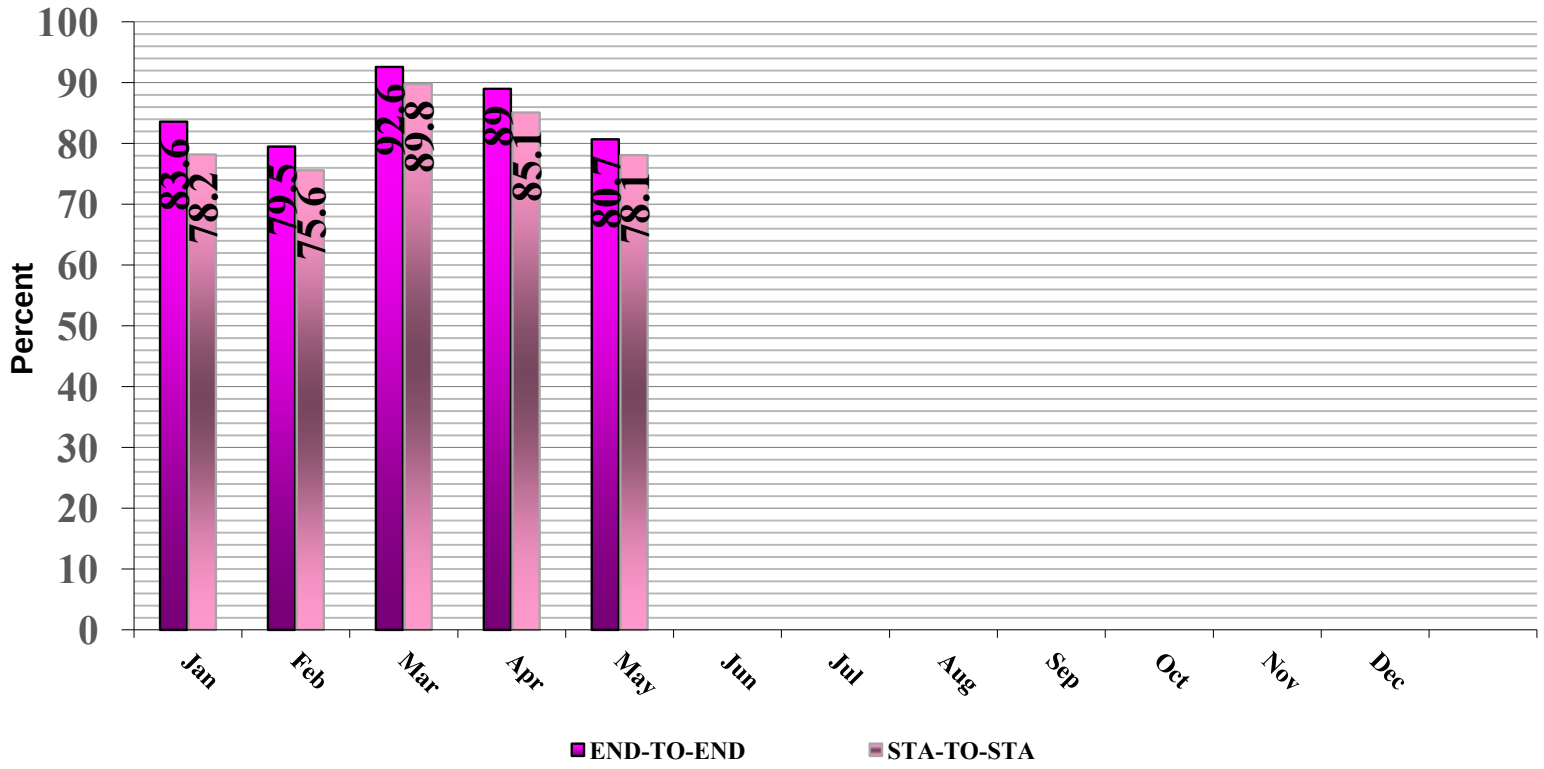
OTP End To End			80.7%
OTP Station To Station			78.1%
DELAY CAUSES	NUMBER OF INCIDENTS	NUMBER OF LATE TRAINS	PERCENT OF TOTAL TRAINS
PD/FD Activity	4	7	0.5%
SUB-TOTAL	4	7	0.5%
CSX AGREEMENT			
CSX FRIEGHT/LOCAL SWITCHER	7	30	2.2%
JAX DISPATCHER	3	5	0.4%
MOW	9	21	1.5%
SUB-TOTAL	19	56	4.1%
OUTSIDE CSX			
COMMUNICATIONS	0	0	0.0%
SIGNALS-COMP.	3	9	0.7%
CSX RULE 100J	0	0	0.0%
SUB-TOTAL	3	9	0.7%
BOMBARDIER MECHANICAL	5	18	1.3%
VEOLIA TRANSPORTATION	0	0	0.0%
AMTRAK	5	6	0.4%
FEC DELAY	6	7	0.5%
WEATHER	4	85	6.2%
ROW FOUL	0	0	0.0%
SFRTA TRANSPORTATION	8	17	1.2%
OTHER	5	7	0.5%
3rd PARTY	10	28	2.0%
ROTEM MECHANICAL	1	2	0.1%
BRIDGE SIGNAL	0	0	0.0%
NBC MOW	0	0	0.0%
NBC DISPATCHER	0	0	0.0%
VANDALISM	0	0	0.0%
ADA	2	2	0.1%
EFFICIENCY TESTING	0	0	0.0%
SUB-TOTAL	46	172	12.6%
TRAINS LATE		244	17.8%
TERMINATED / ANNULLED		20	1.5%
TRAINS ON TIME		1126	82.2%
TOTAL		1370	100.0%

CSXT JAX Dispatcher & Freight / Local Switcher Delays

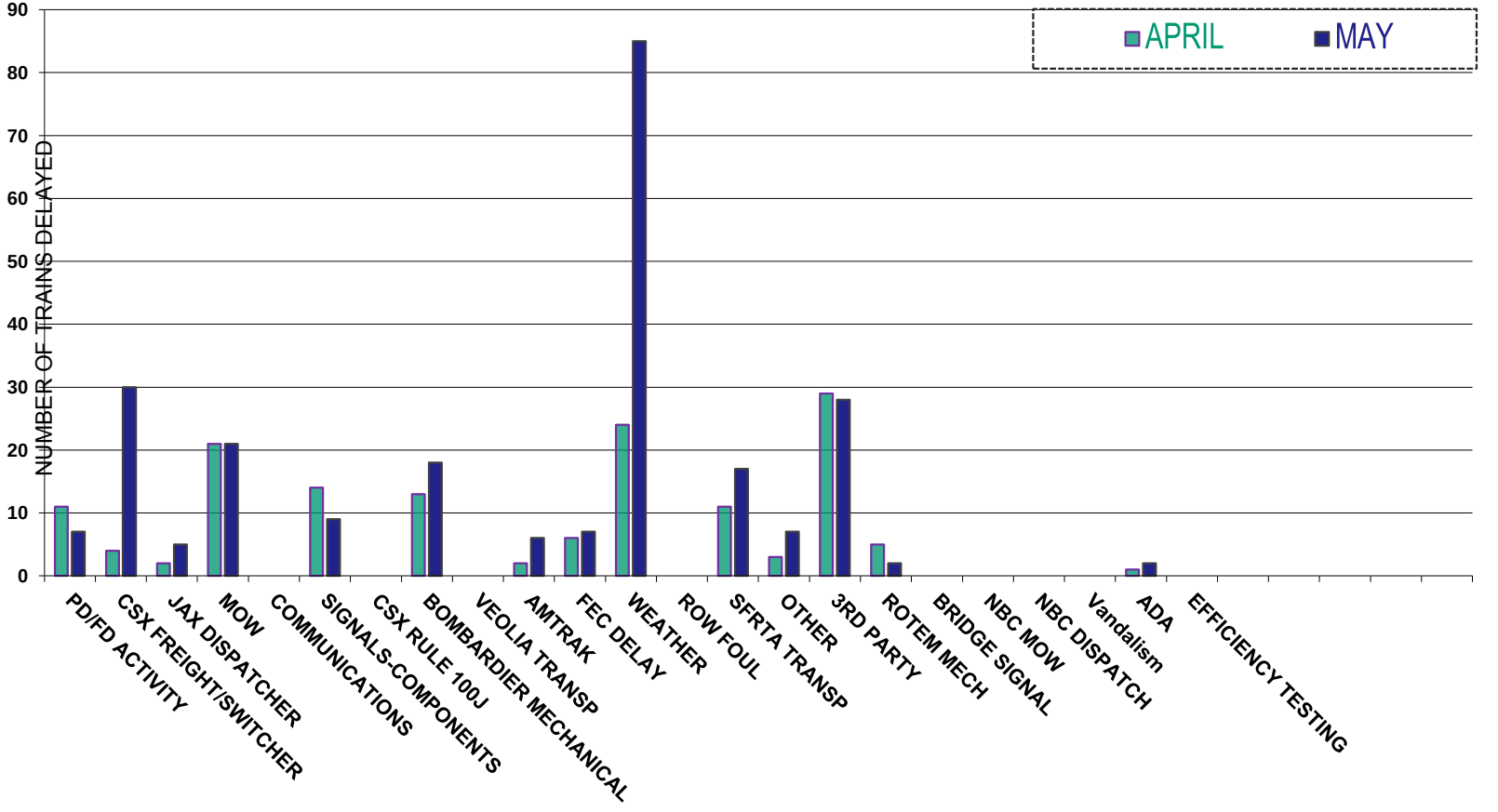
2013



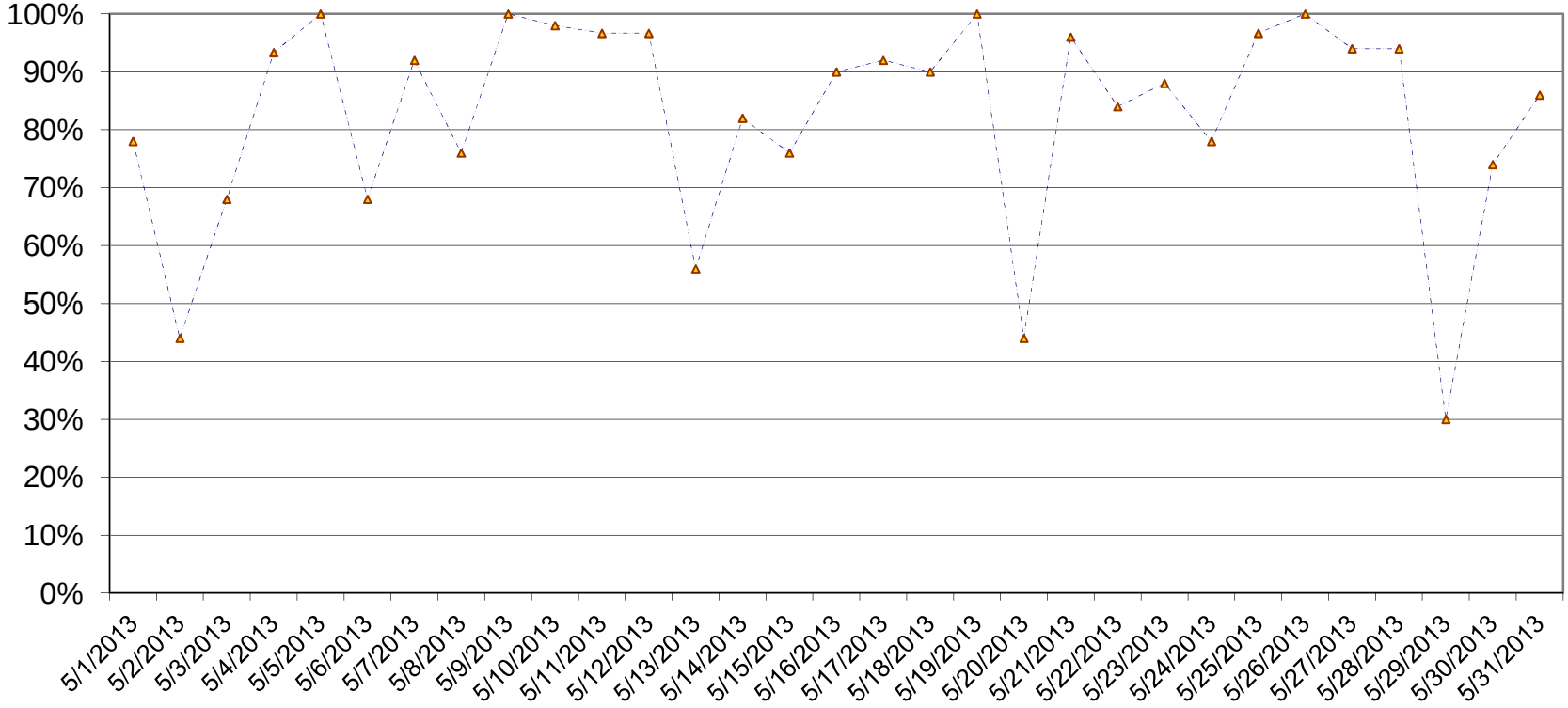
On-Time Performance
Calendar Year 2013



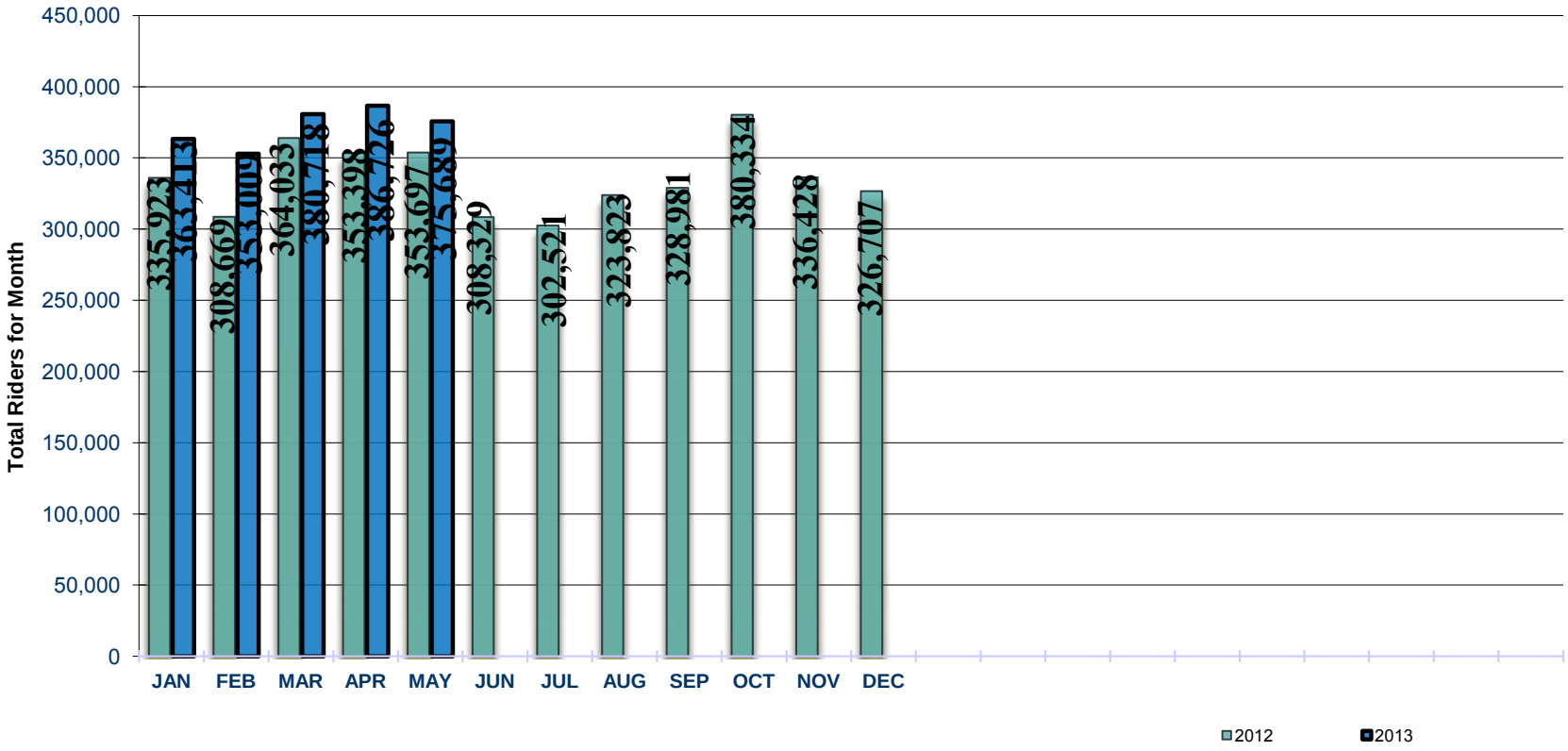
TRAIN DELAYS- 2013



ON TIME PERFORMANCE
END TO END MAY - 2013



SFRTA Tri-Rail Monthly Ridership
2013



AGENDA ITEM D

SOUTH FLORIDA REGIONAL TRANSPORTATION AUTHORITY
CORPORATE AND COMMUNITY OUTREACH OFFICE
MONTHLY SUMMARY FOR JULY 2013
GOVERNING BOARD MEETING

EMPLOYER DISCOUNT PROGRAM

The Employer Discount Program (EDP) added 34 new employers and 212 new employees during the month of July.

The total number of EDP tickets recorded as sold was 2,570 and the total revenue generated was reported as $160,893.75 in July.

NEW EDP COMPANIES

Employer	Enrollment Date	City
Allied Steel Buildings, Inc.	07/16/2013	Fort Lauderdale
American Creative, Inc.	07/18/2013	Fort Lauderdale
Andbanc Wealth Management, LLC	07/08/2013	Miami
Artglass Palm Beach, Inc.	07/31/2013	West Palm Beach
Artwear, LLC	07/23/2013	Miami
Atlas Party Rental, Inc.	07/09/2013	Boynton Beach
BCC Engineering	07/02/2013	Fort Lauderdale
Beyond Zero	07/08/2013	Miami
BMI Elite	07/15/2013	Boca Raton
Check21.com LLC	07/09/2013	Hollywood
Connolly, Geaney, Ablitt & Willard, PC.	07/25/2013	West Palm Beach
Donny's Auto Body	07/15/2013	Hollywood
Fourtowers Logistics	07/31/2013	Doral
Hyatt Place Delray Beach	07/08/2013	Delray Beach
Info Quest, Inc.	07/02/2013	Deerfield Beach
Josh Rydell Law Office	07/08/2013	Fort Lauderdale
Longitude Surveyors	07/25/2013	Doral
Lynch Avionics	07/29/2013	Fort Lauderdale
Misc Metal Fabrications, LLC	07/31/2013	Coral Springs
MSI Lighting Inc.	07/30/2013	Boca Raton
One Thousand Enterprises Inc. dba Dynamic Transmission Center	07/01/2013	Deerfield Beach
Palm Springs Chiropractic & Wellness Center	07/03/2013	Palm Springs

PC Lan Techs	07/26/2013	West Palm Beach
Premiere Eye Care, LLC	07/10/2013	Delray Beach
Prestige Cruise Holdings	07/24/2013	Miami
Priderock Capital Management, LLC	07/12/2013	West Palm Beach
Progressive Insurance	07/05/2013	West Palm Beach
Promise Healthcare, Inc.	07/23/2013	Boca Raton
Somewhere Outthere, LLC	07/15/2013	Coconut Grove
South Florida Medicine (SFM)	07/22/2013	Wellington
South Florida Radiation Oncology (SFRO)	07/22/2013	Wellington
Spa Covers	07/22/2013	Hollywood
Two Drunken Goats Beach Cantina	07/26/2013	Singer Island
Vault Networks, Inc.	07/30/2013	Miami

EDP SALES MISSIONS

Employer	City
Advanced Fire & Security	Pompano Beach
AJ Squared Security, Inc.	Lake Park
Andbanc Wealth Management	Miami
Ann Storck Center	Fort Lauderdale
Artwear, LLC	Miami
Boca Bay Insurance Agency	Boca Raton
Children Services Council	Boynton Beach
Clipper Magazine	Pompano Beach
CMIT Solutions	Fort Lauderdale
CMO Law Group	Fort Lauderdale
Coastal Construction Company	Miami
CoCard	Fort Lauderdale
ComRes	Fort Lauderdale
Connections Print	Wilton Manors
Converged Solutions and Services	Delray Beach
CRM Boost	Doral
Design For You	Fort Lauderdale
Direct Airline Service	Miami
Easy Living	Fort Lauderdale
Fare Accounting Services, LLC	Margate
Forever Trim	Plantation

Green Tech Energy Solutions	Miami
Greenwise Construction	Deerfield Beach
High Fashion Umbrellas	Lauderdale Lakes
Home Care Professionals	Coral Springs
Hospice of Broward County	Fort Lauderdale
Isphere Insurance Solutions	Fort Lauderdale
Jeunesse	West Palm Beach
Labor Resolutions, LLC	Plantation
Landrich Real Estate, Inc.	Sunrise
Lemieux Solutions Unlimited, LLC	Fort Lauderdale
Media Flavür	Coral Springs
Memoir Shoppe	Fort Lauderdale
Merchant Processing Solutions	Fort Lauderdale
Michael H. Merino, P.A.	Davie
NPSAPPS, Inc.	Fort Lauderdale
Oceania Cruise Line	Miami
Pest Logic	Plantation
PosterGaden	Dania Beach
Premier Eye Care	Delray Beach
PSI Roofing	Oakland Park
Quality Accounting	Sunrise
Revo Payments	Miami
Sagicor	Plantation
Salem Radio Miami	Miami
Send Money, LLC	Belle Glade
Sunrise Sports Entertainment	Sunrise
Telesphere Solutions	Hollywood
The Ditman Group	Pembroke Pines
TriggerFit	Fort Lauderdale
U Save Led	Boca Raton
Vault Networks	Miami
VFX Search	Coral Springs
Vico Painting	Miami
Walser Law Firm	Boca Raton
Web Promotion Partners	Wellington
Winning Ways Golf Development	Fort Lauderdale
Yealink	Fort Lauderdale

MARKETING OFFICE – JULY ACTIVITIES:

FAIRS

South Florida Regional Transportation Authority (SFRTA) Marketing Office staff was present at the employee benefits fair hosted by the Four Seasons Hotel in Miami, along with representatives from South Florida Commuter Services (SFCS), South Florida Vanpools and the Miami-Dade Metropolitan Planning Organization, to provide employees with various transportation options. EDP Employer Tyco in Boca Raton, hosted a vendor fair where SFRTA staff, along with a representative from SFCS, participated in order to offer employees various transportation options, as well as to promote the Tri-Rail APOC Shuttle that services their offices.

IMPACT MIAMI

SFRTA's Corporate and Community Outreach Manager met with a representative from Impact Miami, to discuss a partnership opportunity with the Red Bull Flugtag USA event scheduled for Saturday, September 21. The agreement would incorporate a cross-promotional element to attract event-goers to use the train to get to and from the event.

REGIONAL 1-CLICK SYSTEM

SFRTA staff from the Marketing, Planning and Executive departments attended the stakeholders kickoff meeting hosted by the Broward and Palm Beach MPO that provided the attendees from various agencies with information about a new Regional 1-Click System project. The new feature will provide a single, unified point of access to human service and transportation programs in the South Florida tri-county region.

ONGOING COMMUNITY OUTREACH ACTIVITIES

- Greater Fort Lauderdale Chamber of Commerce / Biz to Biz Leads Group Meeting
- Miami Dolphins Marketing Partnership Meeting
- SFRTA Marketing Committee Meeting
- South Florida Clean Cities Coalition Meeting

AGENDA ITEM D

SOUTH FLORIDA REGIONAL TRANSPORTATION AUTHORITY (SFRTA)
CORPORATE AND COMMUNITY OUTREACH OFFICE
MONTHLY SUMMARY FOR JUNE 2013
GOVERNING BOARD MEETING

EMPLOYER DISCOUNT PROGRAM

The Employer Discount Program (EDP) added 26 new employers and 215 new employees during the month of June.

The total number of EDP tickets recorded as sold was 2,281 and the total revenue generated was reported as $139,961.15 in June.

NEW EDP COMPANIES

Employer	Enrollment Date	City
A & V Refrigeration	06/05/2013	Hialeah
Aqua Maestro, Inc.	06/21/2013	Fort Lauderdale
ARC Electric, Inc.	06/14/2013	Davie
ASAP Marine Documentation & Registration	06/26/2013	Miami
CDL School, Inc	06/03/2013	Miami
Cinque Terre Energy Partners, LLC.	06/05/2013	Fort Lauderdale
Circle Generator Service, Inc.	06/27/2013	Fort Lauderdale
Cloud Logistics	06/11/2013	West Palm Beach
Dale Solutions, LLC. Dba Ordyx	06/05/2013	Boca Raton
Elegant Homes Realty, Inc.	06/19/2013	Fort Lauderdale
Fidelity National Law Group	06/14/2013	Fort Lauderdale
Global Communications Systems, Inc.	06/27/2013	Fort Lauderdale
Gregory S. Gefen, P.A.	06/27/2013	Boca Raton
Hialeah Park Casino	06/14/2013	Hialeah
Multi-Media Productions	06/05/2013	Boca Raton
National Assemblers	06/05/2013	Boynton Beach
Peter Camacho, P.A.	06/14/2013	West Palm Beach
Primetest Automation	06/13/2013	Boca Raton
Puradyn Filter Technologies Inc.	06/24/2013	Boynton Beach
Rafferty, Tenenholtza, Hess & Hudson, P.A.	06/24/2013	Miami
RK Holdings US, LLC.	06/05/2013	Miami Beach
Saint Andrews Presbyterian Church	06/11/2013	Hollywood
Southland Floors, Inc.	06/26/2013	Pompano Beach

Strataglass	06/05/2013	Fort Lauderdale
Tess, LLC	06/11/2013	Fort Lauderdale
Trulite Glass & Aluminum Solutions	06/26/2013	Deerfield Beach

EDP SALES MISSIONS

Employer	City
Advantage Destination & Meeting Services	North Miami Beach
CDL School	Miami
Center for Creative Living	Coral Springs
ColoHouse	Miami
First Exposure Marketing	Fort Lauderdale
HSBC	Fort Lauderdale
Intown Publishing, Inc.	Fort Lauderdale
Koch Parafinczuk & Wolf, P.A.	Fort Lauderdale
Matrix2 Advertising	Doral
Moore Stephens Lovelace, P.A.	Miami Lakes
PIP Printing and Marketing Services	Fort Lauderdale
PrimeTest Automation	Boca Raton
Syphon Fitness	Fort Lauderdale
The Computer Butler	Fort Lauderdale
The Sunsure Insurance Agency	Fort Lauderdale
Theisen & Associates	Hollywood
USA Mobile Drug Testing	Weston
Victoria's Luxury Estates	Boca Raton
Maximum Services Ventures, Inc.	West Palm Beach
Multi-Media Productions	Boca Raton
Applied Card Systems	Boca Raton
The Westin Fort Lauderdale	Fort Lauderdale
Cross Country Homes Services, Inc.	Sunrise
Broward County Clerk of Courts	Fort Lauderdale
Hialeah Park Casino	Hialeah

CORPORATE AND COMMUNITY OUTREACH OFFICE – JUNE ACTIVITIES:

CITT SUMMIT

The South Florida Regional Transportation Authority's (SFRTA) Corporate and Community Outreach Office took part in the Miami-Dade County Citizen's Independent Trust (CITT) 2013 Transportation Summit with an information booth promoting the agency's current and future projects. The summit brought together major stakeholders, agencies, community and national experts to discuss the future of transportation in the region, including SFRTA Planning staff and Executive Director Joseph Giulietti, who was part of the panel of transportation partners during the event's closing session.

DUMP THE PUMP

To celebrate the American Public Transportation Association's National Dump the Pump Day, SFRTA worked in conjunction with Broward County Transit, Miami-Dade Transit, Palm Tran and South Florida Commuter Services, to offer a free monthly pass to a random winner of an online contest as a joint effort of all the transit agencies. The Dunkin' Donuts mascot "Sprinkles" appeared at Tri-Rail's Deerfield Beach Station giving away free donuts, helping the agency draw some positive local media attention.

DUNKIN' DONUTS

SFRTA worked in partnership with Tislon PR, a local franchisee for Dunkin' Donuts, during a cross-promotional marketing effort to the benefit of Tri-Rail passengers. The Dunkin' Donuts mascot "Sprinkles" paid Tri-Rail passengers with an impromptu visit at the Cypress Creek and Metrorail Transfer stations, to offer free donuts in celebration of National Donut Day on June 7.

EMPLOYEE FAIRS

Wellness fairs were held for Broward County employees at multiple office locations, including Fort Lauderdale, Plantation and Pompano Beach, where representatives from the SFRTA were present to provide information on Tri-Rail's Employer Discount Program. The Florida Department of Transportation District IV office hosted a transit day at their location in Fort Lauderdale, with staff from Broward County Transit, South Florida Commuter Services (SFCS) and SFRTA, to present its employees with various transportation options. In addition, SFRTA outreach staff was present at Jackson Health System's Employee Wellness Expos held at Jackson Memorial Hospital and Jackson North Medical Center. Representatives from Miami-Dade Metropolitan Organization, Miami-Dade Transit and SFCS were also in attendance to provide information on alternative modes of transportation.

FLORIDA ATLANTIC UNIVERSITY

An SFRTA Corporate and Community Outreach staff member was present during a marketplace orientation hosted by Florida Atlantic University at its Davie Campus, to offer new students information on Tri-Rail and the free South Florida Education Center Shuttle Bus that connects with the train. Broward County Transit representatives were also present to provide the students and staff with information on the bus system's service.

MEET & GREET

The SFRTA Corporate and Community Outreach Office coordinated a Meet and Greet event at the Boca Raton Station, to which senior management staff from the agency rode the trains and met with passengers along the way to answer any of their questions. Current ridership reports are showing that the Boca Raton Station is now the busiest in the corridor.

PARTNERSHIPS

SFRTA recently partnered with the American Diabetes Association (ADA) for an in-kind agreement from which the ADA will receive free poster space on Tri-Rail trains to advertise upcoming fundraising events while the SFRTA will be showcased as an official sponsor, with logo placement on event literature and free booth space during the event.

SENIOR EXPO

The City of Coconut Creek hosted a Senior Expo for its senior citizen community at which SFRTA representatives joined Broward County Transit staff at a transportation booth to provide transit information to event attendees.

SOUTH FLORIDA BUSINESS EXPO

SFRTA's Employer Discount Program (EDP) Coordinator attended the Global Business Council's Business Expo held at the BB&T Center, where she had the opportunity to introduce herself to many of the 300+ exhibitors to find potential EDP Employers. As a result, 50 of the business cards she exchanged received an invitation email from the Corporate and Community Outreach Manager to work on partnership opportunities with the agency.

ONGOING COMMUNITY OUTREACH ACTIVITIES

- Greater Boca Raton Chamber of Commerce / Economic Development Committee Meeting and Technology Information Session on LinkedIn
- Greater Fort Lauderdale Chamber of Commerce / Biz to Biz Leads Group Meeting
- Miami Dolphins Marketing Partnership Meeting
- SFRTA Marketing Committee Meeting

AGENDA ITEM D

SOUTH FLORIDA REGIONAL TRANSPORTATION AUTHORITY
MARKETING OFFICE MONTHLY SUMMARY FOR MAY 2013
GOVERNING BOARD MEETING

EMPLOYER DISCOUNT PROGRAM

The Employer Discount Program (EDP) added 19 new employers and 171 new employees during the month of May.

The total number of EDP tickets recorded as sold was 2,317 and the total revenue generated was reported as $143,120.65 in May.

NEW EDP COMPANIES

Employer	Enrollment Date	City
Central Florida Equipment Rentals, Inc.	05/07/2013	Medley
Devnik, Inc.	05/21/2013	Hialeah
Intergi, LLC	05/07/2013	Deerfield Beach
Lake Worth Towers	05/20/2013	Lake Worth
Lavish Event Rentals, LLC	05/24/2013	Miami
Man4All, Inc.	05/21/2013	Hollywood
Marcel Fashions Group	05/20/2013	Miami
New Age Cycles, LLC	05/24/2013	Hollywood
Pine Tree Apartments	05/21/2013	Deerfield Beach
Power & Lighting Systems	05/10/2013	Miami
Promed Management	05/24/2013	Lake Worth
Realty Services Corporation	05/30/2013	Newport Beach, CA
Reddy Staff, LLC	05/24/2013	Pompano Beach
Shred Trust	05/20/2013	Deerfield Beach
Smartmatic	05/30/2013	Boca Raton
Southeast ID	05/21/2013	Deerfield Beach
SprayFoam.com, Inc.	05/14/2013	Jupiter
Watch Repair, Inc.	05/24/2013	Miami
World Cell, Inc.	05/07/2013	Miami

EDP SALES MISSIONS

Employer	City
Central Florida Equipment Rentals	Medley
Devnik, Inc.	Hialeah
Intergi, LLC.	Deerfield Beach
Lake Worth Jewelry, Inc.	Lake Worth
Lake Worth Towers	Lake Worth
Lavish Event Rentals, LLC.	Miami
Lowes, Inc.	Boynton Beach
Man4All	Hollywood
Marcel Fashions Group	Miami
One Blood	Boca Raton
Pine Tree Apartments	Deerfield Beach
Power & Lighting Systems	Miami
ProMed Management	Lake Worth
Realty Services Corporation	Newport Beach, CA
Reddy Staff, LLC.	Pompano Beach
Shred Trust	Deerfield Beach
Smart Matic, Inc.	Boca Raton
SprayFoam.com, Inc.	Jupiter
Watch Repair, Inc.	Miami
World Cell, Inc.	Miami

MARKETING OFFICE – MAY ACTIVITIES:

EMPLOYER FAIRS

The South Florida Regional Transportation Authority (SFRTA) Marketing Office staff was busy at several employer fairs throughout the month of May. Among the events were the City of Boca Raton's Health and Safety Fair, as well as a luncheon hosted by the City offered to employees who participated in the Clean Air Challenge conducted by South Florida Commuter Services (SFCS). SFRTA and SFCS also teamed up in Miami for Norwegian Cruise Line's Vendorpalooza, to offer their employees information on their available transportation options. Florida Crystals Corp. in West Palm Beach and Biotest Pharmaceuticals Corp, in Boca Raton also hosted open enrollment fairs where Marketing Office staff was present to provide EDP enrollment information.

GOLD COAST CONCIERGE ASSOCIATION

The SFRTA Corporate and Community Outreach Manager provided a presentation to the Gold Coast Concierge Association, as part of the "More Trains to Play with on Weekends" marketing campaign. The group is made up of representatives from several hotels in the Greater Fort Lauderdale area that were very receptive to the schedule enhancements and will help spread the word to South Florida visitors about the additional train service.

HOMESTEAD JOB CORPS

Marketing Office staff coordinated a photo shoot for the Homestead Job Corps to help its students take advantage of the Tri-Rail student discount. Over 50 students registered for the discount and obtained an EASY Card to use for their commute home over the weekend using Tri-Rail, which is complemented by a bus service offered through the school for transport from Homestead to the Hialeah Market Station.

NON-PROFIT BREAKFAST

The Greater Fort Lauderdale Chamber of Commerce provided a dynamic networking opportunity by hosting a breakfast geared toward local non-profit organizations. The SFRTA was represented by the Corporate and Community Relations Manager who was previously the Corporate and Community Relations Liaison.

RIDE AND PLAY DAY

In celebration of Tri-Rail's recently enhanced weekend schedule, SFRTA hosted its first ever "Ride and Play Day" on May 18. South Florida residents and visitors were invited to get onboard the train along with some of their favorite South Florida radio personalities, to travel to some prime South Florida locations, including CityPlace in Palm Beach County, International Game Fish Association and Museum of Discovery & Science in Broward County, as well as Bayside Marketplace and Vizcaya Museum & Gardens in Miami-Dade County. Each location provided special discounts or gifts for those who showed proof of riding the train.

SENIOR IDOL

Tri-Rail's 8th Annual Senior Idol proved to be one of the most successful of all shows to-date, attracting a nearly sold-out crowd of 1000+ event-goers. This year's event was relocated to the Seminole Casino Coconut Creek and included free shuttle service from Tri-Rail's Pompano Beach Station for better access to the train. The signature event is a continued proud showcase of the SFRTA's support of the senior citizen community.

Selected Campaign Highlights:

- Media attention valued at $138,393.24
- Secured $6,000 in in-kind support from Boomer Times via print advertising
- Gained $5,358 in revenue from ticket sales and donated $1,000 to Broward Meals on Wheels
- Secured $5,500 in cash sponsorship from HearUSA, Holy Cross Hospital and John Knox Village
- Nearly 1.3 million impressions via print advertising

TRANSPORTATION SUMMIT

SFRTA played a significant role during the 2nd Annual Fort Lauderdale Transportation Summit 2013, held in Downtown Fort Lauderdale on May 15. SFRTA's Planning Director was a panelist during the regional initiatives session and Marketing Office staff was present at the all-day exhibition section of the event.

TSAW

SFRTA Marketing Office staff took part during this year's Train Safety Awareness Week (TSAW) as declared by the Florida Governor from May 5 - 11. The annual statewide effort consisted of a week-long safety blitz along the railroad crossings where several SFRTA departments participated with volunteer staff passing out educational pamphlets to motorists and pedestrians along the South Florida Rail Corridor. Local law enforcement agencies also partnered in the effort, issuing citations to those who violated the traffic and trespassing rules.

TRANSPORTATION DAY

A representative from the SFRTA Marketing Office staffed a booth at a transportation day coordinated for Palm Beach County employees. Representatives from Palm Tran, SFCS, South Florida Vanpools and the Palm Beach MPO were also available to provide employees with their alternate transportation options.

ONGOING COMMUNITY OUTREACH ACTIVITIES

- Florida Department of Transportation's South Florida Regional Concept of Transportation Operations / Public Involvement and Technical Committee Meeting
- Greater Fort Lauderdale Chamber of Commerce / Biz to Biz Leads Group Meeting and Biz Perks Event
- SFRTA Marketing Committee Meeting

EXECUTIVE SUMMARY
BUDGETED INCOME STATEMENT

July 2013

Revenue:

Train Revenue
For July 2014 year-to-date (YTD) actual revenue increased approximately $37,267 or 4% when compared to fiscal year (FY) 2014 YTD budgeted revenue. Actual revenue for FY 2014 YTD increased by $52,102 or 5% when compared to FY 2013 YTD actual revenue. This increase is attributed to an increase in ridership.

Operating Assistance
The FY 2014 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 2013.

Expenses:
As of July 2013, the SFRTA FY 2014 YTD actual expenses are $1,606,203 or 25% below budget when compared to the FY 2014 YTD budgeted expense. All expenses are well within budget.

Train operations for FY 2014 YTD actual are approximately $729,886 or 21% below budget when compared to the FY 2014 YTD budget and increased approximately $155,797 or 6% when compared to FY 2013 YTD actual. This increase in FY 2014 can be mostly attributed to an increase in Security, Feeder Bus and Insurance expense.

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

- Train fuel expense for FY 2014 YTD actual is approximately $197,468 or 24% below budget when compared to the FY 2014 YTD budget, and remained the same when compared to FY 2013 YTD actual fuel expense.

- Security expense for FY 2014 YTD actual is approximately $116,317 or 23% below budget when compared to the FY 2014 YTD budget, and increased approximately $31,568 or 9% when compared to FY 2013 YTD actual. This increase can be attributed to changes in the rates per the contract.

Expenses (Contd.)

- Feeder bus expense for FY 2014 YTD actual is approximately $32,049 or 7% below budget when compared to the FY 2014 YTD budget and increased approximately $14,000 or 4% when compared to FY 2013 YTD actual. This increase in FY 2014 can be attributed to increased monthly expenses related to shuttle service.

- Insurance expense for FY 2014 YTD actual is approximately $158,333 or 76% below budget when compared to the FY 2014 YTD budget and increased approximately $49,518 or 100% when compared to the FY 2013 actual. This increase in FY 2014 can be attributed to the annual brokerage fee invoices received in July this year.

Train and Station Maintenance for FY 2014 YTD actual is approximately $483,801 or 28% below budget when compared to the FY 2014 YTD budget and increased approximately $119,615 or 11% when compared to the FY 2013 actual. This increase can be attributed to an increase in Train and Station Maintenance expenses for the current month.

- Train Maintenance for FY 2014 YTD actual is approximately $433,893 or 28% below budget when compared to the FY 2014 YTD budget and increased approximately $130,000 or 13% when compared to FY 2013 YTD actual. This increase in FY 2014 can be attributed to a higher amount of expenses monthly with our fleet maintenance contract.

- Station Maintenance for FY 2014 YTD actual is approximately $49,908 or 25% below budget when compared to the FY 2014 YTD budget and decreased approximately $10,385 or 6% when compared to FY 2013 YTD actual. This decrease is attributed to timing differences in the recording of the expense.

Personnel Expenses for FY 2014 YTD actual are approximately $274,134 or 30% below budget when compared to the FY 2014 YTD budget and increased approximately $68,957 or 12% when compared to FY 2013 actual. This increase can be attributed to the salary increase in FY 2014.

Professional Services for FY 2014 YTD actual are approximately $21,362 or 17% below budget when compared to the FY 2014 YTD budget and increased approximately $71,930 or 221% when compared to FY 2013 actual. This year, SFRTA incurred auditing costs in July due to the early start of the FY 2013 audit.

Expenses (Contd.)

General and Administrative Expenses for FY 2014 YTD are approximately $65,988 or 29% below budget when compared to the FY 2014 YTD budget and decreased approximately $32,420 or 17% when compared to FY 2013 actual. Some categories within General and Administrative expenses are Business Travel, Office Supplies, and Dues and Subscriptions.

- Business Travel expense for FY 2014 YTD actual is approximately $17,229 or 86% below budget when compared to the FY 2014 YTD budget and is approximately within budget when compared to FY 2013 actual. There has been no extra additional travel at this time.

- Dues and Subscriptions for FY 2014 YTD actual is approximately $9,129 or 17% below budget when compared to the FY 2014 YTD budget and decreased approximately $15,888 or 27% when compared to the FY 2013 actual. This decrease is attributed to SFRTA not receiving all annual renewal policies for the agency as of July.

Corporate & Community Outreach expenses for FY 2014 YTD actual are approximately $15,698 or 30% below budget when compared to the FY 2014 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 increased approximately $5,656 or 18% when compared to the FY 2013 actual. This increase is attributed to slighter higher expenses associated with the contract in July.

SOUTH FLORIDA REGIONAL TRANSPORTATION AUTHORITY
BUDGETED INCOME STATEMENT
7/01/13 TO 7/31/13

REVENUE	JULY 2013 ACTUAL REVENUES	YTD ACTUAL REVENUES	YTD BUDGETED REVENUES	OVER (UNDER) BUDGET	2013-14 ANNUAL BUDGET	BUDGET AVAILABLE
Train Revenue	$1,041,101	$1,041,101	$1,003,834	$37,267	$12,289,106	$11,248,005
Interest Income / Other Income	22,503	22,503	27,083	(4,580)	325,000	302,497
TOTAL TRAIN REVENUE	**$1,063,604**	**$1,063,604**	**$1,030,917**	**$32,687**	**$12,614,106**	**$11,550,502**
OPERATING ASSISTANCE						
Statutory Operating Assistance	1,833,638	1,833,638	1,833,638	-	17,300,000	15,466,362
Statutory Dedicated Funding	1,508,333	1,508,333	1,508,333	-	13,300,000	11,791,667
FHWA	-	-	333,333	(333,333)	4,000,000	4,000,000
FTA Assistance	-	-	1,276,532	(1,276,532)	22,172,940	22,172,940
FTA-Designated Recipient Fees	43,544	43,544	51,500	(7,956)	618,000	574,456
FTA-JARC/New Freedom Program Fee	1,635	1,635	3,908	(2,273)	46,897	45,262
FTA-JARC/New Freedom Program Match	21,219	21,219	31,144	(9,925)	373,725	352,506
Statutory Counties Contribution	391,250	391,250	391,250	-	4,695,000	4,303,750
Other Local Funding	7,357	7,357	16,228	(8,871)	194,738	187,381
TOTAL ASSISTANCE	**3,806,976**	**3,806,976**	**5,445,866**	**(1,638,890)**	**62,701,300**	**58,894,324**
TOTAL REVENUE	**$4,870,580**	**$4,870,580**	**$6,476,783**	**($1,606,203)**	**$75,315,406**	**$70,444,826**

EXPENSES	JULY 2013 ACTUAL EXPENSES	YTD ACTUAL EXPENSES	YTD BUDGETED EXPENSES	(OVER) UNDER BUDGET	2013-14 ANNUAL BUDGET	BUDGET AVAILABLE
Train Operations	2,720,285	2,720,285	3,450,171	729,886	41,042,063	38,321,778
Train and Station Maintenance	1,249,557	1,249,557	1,733,358	483,801	20,800,300	19,550,743
Personnel Expenses	636,075	636,075	910,209	274,134	10,322,506	9,686,431
Professional Fees	104,430	104,430	125,792	21,362	609,500	505,070
Legal	39,536	39,536	70,768	31,232	843,214	803,678
General & Administrative Expenses	157,788	157,788	223,776	65,988	2,145,323	1,987,535
Corporate & Community Outreach	36,594	36,594	52,292	15,698	627,500	590,906
Reserve	-	-	41,667	41,667	500,000	500,000
Expenses Transferred to Capital	(73,685)	(73,685)	(131,250)	(57,565)	(1,575,000)	(1,501,315)
TOTAL EXPENSES	**$ 4,870,580**	**$ 4,870,580**	**$ 6,476,783**	**$ 1,606,203**	**$ 75,315,406**	**$ 70,444,826**

SOUTH FLORIDA REGIONAL TRANSPORTATION AUTHORITY
ACTUAL VS BUDGET REPORT
JULY 31, 2013 & 2012

	Curent Year							Prior Year Comparison		
	July 2013 Actual	July 2013 Budget	Variances	FY 2014 YTD Actual	YTD Budget	Variances	%	FY 2013 YTD Actual	Variances	%
Revenues:										
Train Revenue	$1,041,101	$1,003,834	37,267	$1,041,101	$1,003,834	$37,267	4%	$988,999	$52,102	5%
Interest/Dividend Income	22,503	27,083	(4,580)	22,503	27,083	(4,580)	-17%	15,954	6,549	41%
Total Train Revenue	**1,063,604**	**1,030,917**	**32,687**	**1,063,604**	**1,030,917**	**32,687**	**3%**	**1,004,953**	**58,651**	**6%**
Operating Assistance:										
Statutory Operating Assistance	1,833,638	1,833,638	-	1,833,638	1,833,638	-	0%	1,419,322	414,316	29%
Statutory Dedicated Funding	1,508,333	1,508,333	-	1,508,333	1,508,333	-	0%	1,108,333	400,000	36%
FHWA	-	333,333	(333,333)	-	333,333	(333,333)	-100%	511,282	(511,282)	-100%
FTA Assistance	-	1,276,532	(1,276,532)	-	1,276,532	(1,276,532)	-100%	-	-	0%
FTA-Designated Recipient Fees	43,544	51,500	(7,956)	43,544	51,500	(7,956)	-15%	2,555	40,989	1604%
FTA-JARC/New Freedom Program Fee	1,635	3,908	(2,273)	1,635	3,908	(2,273)	-58%	9,855	(8,220)	-83%
FTA-JARC/New Freedom Program Match	21,219	31,144	(9,925)	21,219	31,144	(9,925)	-32%	32,750	(11,531)	-35%
Statutory Counties Contribution	391,250	391,250	-	391,250	391,250	-	0%	391,250	-	0%
Other Local Funding	7,357	16,228	(8,871)	7,357	16,228	(8,871)	-55%	9,376	(2,019)	-22%
Total Operating Assistance	**3,806,976**	**5,445,866**	**(1,638,890)**	**3,806,976**	**5,445,866**	**(1,638,890)**	**-30%**	**3,484,723**	**322,253**	**9%**
Total Revenue	**$4,870,580**	**$6,476,783**	**($1,606,203)**	**4,870,580**	**$6,476,783**	**(1,606,203)**	**-25%**	**$4,489,676**	**380,904**	**8%**

SOUTH FLORIDA REGIONAL TRANSPORTATION AUTHORITY
ACTUAL VS BUDGET REPORT
JULY 31, 2013 & 2012

	Curent Year							Prior Year Comparison		
	July 2013 Actual	July 2013 Budget	Variances	FY 2014 YTD Actual	YTD Budget	Variances	%	FY 2013 YTD Actual	Variances	%
Expenses:										
Train Operations										
Train Operations Contract	$900,000	$946,406	(46,406)	$900,000	$946,406	(46,406)	-5%	$875,000	25,000	3%
Train Operation - Fuel	630,657	828,125	(197,468)	630,657	828,125	(197,468)	-24%	630,330	327	0%
Emergency Bus Service	-	4,583	(4,583)	-	4,583	(4,583)	-100%	-	-	0%
Security Contract	391,112	507,429	(116,317)	391,112	507,429	(116,317)	-23%	359,544	31,568	9%
Feeder Bus	408,754	440,803	(32,049)	408,754	440,803	(32,049)	-7%	394,754	14,000	4%
Station Utilities	47,260	54,333	(7,073)	47,260	54,333	(7,073)	-13%	48,567	(1,307)	-3%
EMS Boards	6,454	12,125	(5,671)	6,454	12,125	(5,671)	-47%	7,808	(1,354)	-17%
Special Trains	-	-	-	-	-	-	0%	-	-	0%
Insurance	50,000	208,333	(158,333)	50,000	208,333	(158,333)	-76%	482	49,518	10273%
Alarm System	-	38,500	(38,500)	-	38,500	(38,500)	-100%	-	-	0%
APTA Dues	-	1,583	(1,583)	-	1,583	(1,583)	-100%	420	(420)	0%
ROW Maintenance	-	45,833	(45,833)	-	45,833	(45,833)	-100%	12,665	(12,665)	-100%
TVM Maintenance	39,924	43,750	(3,826)	39,924	43,750	(3,826)	-9%	28,605	11,319	40%
Smart Card	-	7,083	(7,083)	-	7,083	(7,083)	0%	-	-	0%
Dispatch	246,124	311,285	(65,161)	246,124	311,285	(65,161)	-21%	206,313	39,811	19%
Total Train Operations	**2,720,285**	**3,450,171**	**(729,886)**	**2,720,285**	**3,450,171**	**(729,886)**	**-21%**	**2,564,488**	**155,797**	**6%**
Train and Station Maintenance										
Train Maintenance	1,100,000	1,533,893	(433,893)	1,100,000	1,533,893	(433,893)	-28%	970,000	130,000	13%
Station Maintenance	149,557	199,465	(49,908)	149,557	199,465	(49,908)	-25%	159,942	(10,385)	-6%
Total Train and Station Maintenance	**1,249,557**	**1,733,358**	**(483,801)**	**1,249,557**	**1,733,358**	**(483,801)**	**-28%**	**1,129,942**	**119,615**	**11%**
Personnel Expenses										
Salaries and Wages	408,782	644,133	(235,351)	408,782	644,133	(235,351)	-37%	378,859	29,923	8%
Taxes	32,236	56,064	(23,828)	32,236	56,064	(23,828)	-43%	31,749	487	2%
Group Insurance	156,383	163,000	(6,617)	156,383	163,000	(6,617)	-4%	136,832	19,551	14%
Pension	38,674	47,012	(8,338)	38,674	47,012	(8,338)	-18%	19,678	18,996	97%
Total Personnel Expenses	**636,075**	**910,209**	**(274,134)**	**636,075**	**910,209**	**(274,134)**	**-30%**	**567,118**	**68,957**	**12%**
Professional Services										
Auditing Services	42,480	43,000	(520)	42,480	43,000	(520)	0%	-	42,480	0%
Professional Services	61,950	82,792	(20,842)	61,950	82,792	(20,842)	-25%	32,500	29,450	91%
Total Professional Services	**104,430**	**125,792**	**(21,362)**	**104,430**	**125,792**	**(21,362)**	**-17%**	**32,500**	**71,930**	**221%**
Legal										
Salaries and Wages	31,970	36,515	(4,545)	31,970	36,515	(4,545)	-12%	31,147	823	3%
Taxes	2,506	2,751	(245)	2,506	2,751	(245)	-9%	2,770	(264)	-10%
Group Insurance	1,432	3,000	(1,568)	1,432	3,000	(1,568)	-52%	1,346	86	6%
Pension	3,471	3,650	(179)	3,471	3,650	(179)	-5%	1,715	1,756	102%
Business Travel	157	2,408	(2,251)	157	2,408	(2,251)	-93%	200	(43)	-22%
Membership/Dues/Subscriptions	-	500	(500)	-	500	(500)	-100%	670	(670)	-100%
Seminars and Training	-	277	(277)	-	277	(277)	-100%	-	-	0%
Legal Services	-	21,667	(21,667)	-	21,667	(21,667)	-100%	1,169	(1,169)	-100%
Total Legal	**39,536**	**70,768**	**(31,232)**	**39,536**	**70,768**	**(31,232)**	**-44%**	**39,017**	**519**	**1%**

SOUTH FLORIDA REGIONAL TRANSPORTATION AUTHORITY
ACTUAL VS BUDGET REPORT
JULY 31, 2013 & 2012

	Curent Year							Prior Year Comparison		
	July 2013 Actual	July 2013 Budget	Variances	FY 2014 YTD Actual	YTD Budget	Variances	%	FY 2013 YTD Actual	Variances	%
General and Administrative Expenses										
Bank & Credits Cards Fees	7,647	8,750	(1,103)	7,647	8,750	(1,103)	-13%	9,084	(1,437)	-16%
Building Maintenance	6,247	15,000	(8,753)	6,247	15,000	(8,753)	-58%	9,109	(2,862)	-31%
Business Travel	2,811	20,040	(17,229)	2,811	20,040	(17,229)	-86%	1,938	873	45%
Materials & Supplies	10,387	10,833	(446)	10,387	10,833	(446)	-4%	25,766	(15,379)	-60%
Membership/Dues/Subscriptions	44,018	53,147	(9,129)	44,018	53,147	(9,129)	-17%	59,906	(15,888)	-27%
Office Rent	52,271	54,642	(2,371)	52,271	54,642	(2,371)	-4%	52,425	(154)	0%
Printing & Advertising	220	4,750	(4,530)	220	4,750	(4,530)	-95%	209	11	5%
Seminars and Training	3,000	12,124	(9,124)	3,000	12,124	(9,124)	-75%	4,172	(1,172)	-28%
Telecommunications	30,908	35,183	(4,275)	30,908	35,183	(4,275)	-12%	26,509	4,399	17%
Vehicle Operations & Maintenance	279	7,417	(7,138)	279	7,417	(7,138)	-96%	1,090	(811)	-74%
Miscellaneous Personnel Expenses	-	1,890	(1,890)	-	1,890	(1,890)	-100%	-	-	0%
Total General and Administrative Exp	**157,788**	**223,776**	**(65,988)**	**157,788**	**223,776**	**(65,988)**	**-29%**	**190,208**	**(32,420)**	**-17%**
Corporate & Community Outreach Expenses										
Special Programs	-	1,000	(1,000)	-	1,000	(1,000)	-100%	1,700	(1,700)	-100%
Customer Service/Information	1,594	9,208	(7,614)	1,594	9,208	(7,614)	-83%	1,738	(144)	-8%
Corporate & Community Outreach Contract	35,000	41,667	(6,667)	35,000	41,667	(6,667)	-16%	27,500	7,500	27%
Promotional Materials	-	417	(417)	-	417	(417)	-100%	-	-	0%
Total Corporate & Community Outreach Expenses	**36,594**	**52,292**	**(15,698)**	**36,594**	**52,292**	**(15,698)**	**-30%**	**30,938**	**5,656**	**18%**
Reserves and Transfers										
Reserve	-	41,667	(41,667)	-	41,667	(41,667)	-100%	-	-	0%
Expenses Transferred to Capital	(73,685)	(131,250)	57,565	(73,685)	(131,250)	57,565	-44%	(64,535)	(9,150)	0%
Total Reserves and Transfers	**(73,685)**	**(89,583)**	**15,898**	**(73,685)**	**(89,583)**	**15,898**	**-18%**	**(64,535)**	**(9,150)**	**0%**
Total Expenses	**4,870,580**	**6,476,783**	**(1,606,203)**	**4,870,580**	**6,476,783**	**(1,606,203)**	**-25%**	**4,489,676**	**380,904**	**8%**
Net Income	-	-	-	-	-	-	**0%**	-	-	

SOUTH FLORIDA REGIONAL TRANSPORTATION AUTHORITY
STATEMENTS OF NET ASSETS
JULY 31, 2013

ASSETS

Current assets:		
Cash and cash equivalents	$	55,380,518
Accounts receivable:		
State Grants		3,368,164
Federal Grants		18,558,207
Counties		1,201,493
Other		842,097
Prepaid expenses		383,165
Total current assets		79,733,644
Noncurrent assets:		
Capital assets (net of accumulated depreciation)		567,266,658
Total noncurrent assets		567,266,658
Total assets	$	647,000,302

LIABILITIES

Current liabilities:		
Accounts payable	$	1,315,115
Accruals		3,464,314
Compensated absences		401,002
Deferred revenue		364,403
Due to other governmental units		256,319
Total current liabilities		5,801,153
Noncurrent liabilities:		
Compensated absences		601,502
Deposits		1,494,149
Advances from FDOT		2,000,000
Total noncurrent liabilities		4,095,651
Total liabilities	$	9,896,804

NET ASSETS

Invested in Capital Assets		567,266,658
Reserved for Capital Projects		40,656,137
Unrestricted		29,180,703
Total net assets		637,103,498
Total liabilities and net assets	$	647,000,302

EXECUTIVE SUMMARY
BUDGETED INCOME STATEMENT

June 2013

Revenue:

Train Revenue
For June 2013 year-to-date (YTD) actual revenue increased approximately $292,963 or 2% when compared to fiscal year (FY) 2013 YTD budgeted revenue. Actual revenue for FY 2013 YTD increased by $298,350 or 2% when compared to FY 2012 YTD actual revenue. This increase is attributed to an increase in ridership.

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Expenses:

As of June 2013, the SFRTA FY 2013 YTD actual expenses are $7,421,599 or 11% below budget when compared to the FY 2013 YTD budgeted expense. All expenses are within budget.

Train operations for FY 2013 YTD actual are approximately $4,935,997 or 12% below budget when compared to the FY 2013 YTD budget and increased approximately $781,248 or 2% when compared to FY 2012 YTD actual. This increase in FY 2013 can be mostly attributed to an increase in Fuel, Feeder Bus and Insurance expense.

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

- Train fuel expense for FY 2013 YTD actual is approximately $873,534 or 9% below budget when compared to the FY 2013 YTD budget, and increased approximately $353,049 or 4% when compared to FY 2012 YTD actual. This increase is attributed to rising fuel prices.

- Insurance expense for FY 2013 YTD actual is within budget when compared to the FY 2013 YTD budget, and increased approximately $407,750 or 23% when compared to FY 2012 YTD actual. This increase in FY 2013 can be attributed to increased rates due to the addition of the new cab cars to the FY 2013 policy.

Expenses (Contd.)

- Feeder Bus expense for FY 2013 YTD actual is approximately $880,284 or 15% below budget when compared to the FY 2013 YTD budget, and increased approximately $165,239 or 3% when compared to FY 2012 YTD actual. This increase in FY 2013 can be attributed to increased monthly expenses related to shuttle service.

- Dispatch expense for FY 2013 YTD actual is within budget when compared to the FY 2013 YTD budget and increased approximately $261,248 or 9% when compared to FY 2012 YTD actual. This increase in FY 2013 can be attributed to higher monthly expenses.

Train and Station Maintenance FY 2013 YTD actual is approximately $1,314,549 or 8% below budget when compared to the FY 2013 YTD budget and increased approximately $2,119,147 or 15% when compared to the FY 2012 actual. This increase in FY 2013 can be attributed to the monthly fleet maintenance contract.

- Train Maintenance for FY 2013 YTD actual is approximately $888,801 or 6% below budget when compared to the FY 2013 YTD budget and increased approximately $2,354,804 or 20% when compared to FY 2012 YTD actual. This increase in FY 2013 can be attributed to an additional $787,000 in DMU maintenance expense as well as an increase in our monthly fleet maintenance expenses.

- Station Maintenance for FY 2013 YTD actual is approximately $425,748 or 18% below budget when compared to the FY 2013 YTD budget and decreased approximately $235,657 or 11% when compared to FY 2012 YTD actual. This decrease in FY 2013 can be attributed to lower monthly expenses.

Personnel Expenses for FY 2013 YTD actual are approximately $307,052 or 3% below budget when compared to the FY 2013 YTD budget and decreased approximately $277,666 or 3% when compared to FY 2012 actual.

Professional Services for FY 2013 YTD actual are approximately $22,648 or 4% below budget when compared to the FY 2013 YTD budget and decreased approximately $209,642 or 29% when compared to FY 2012 actual. Last year, SFRTA incurred additional consulting expenses where as in FY 2013 there were no extra consulting expenses.

General and Administrative Expenses for FY 2013 YTD are approximately $157,452 or 8% below budget when compared to the FY 2013 YTD budget and increased approximately $121,925 or 7% when compared to FY 2012 actual. Some categories within General and Administrative expenses are Business Travel, Telecommunications, and Office Supplies.

Expenses (Contd.)

- Business Travel expense for FY 2013 YTD actual is approximately $20,283 or 16% below budget when compared to the FY 2013 YTD budget and decreased approximately $30,744 or 23% when compared to FY 2012 actual. This decrease in FY 2013 can be attributed to fewer trips related to legislative matters.

- Telecommunications expense for FY 2013 YTD actual is approximately $42,967 or 10% below budget when compared to the FY 2013 YTD budget and increased approximately $91,142 or 32% when compared to FY 2012 actual. This increase in FY 2013 can be attributed to additional circuits and services being added as well as increased long distance. There was also an additional $22,000 in expense for our phone contract support renewals.

- Materials and Supplies expense for FY 2013 YTD actual is approximately $10,524 or 8% below budget when compared to the FY 2013 YTD budget and increased approximately $36,482 or 44% when compared to FY 2013 actual. This increase in FY 2013 can be attributed to a greater amount of purchases throughout the year.

Corporate and Community Outreach expenses for FY 2013 YTD actual are approximately $45,363 or 7% below budget when compared to the FY 2013 YTD budget and decreased approximately $148,076 or 20% when compared to the FY 2012 YTD actual. This decrease in FY 2013 can be attributed to no Smart Card campaign expenses as well as a decrease in special programs and promotional materials.

SOUTH FLORIDA REGIONAL TRANSPORTATION AUTHORITY
BUDGETED INCOME STATEMENT
6/01/13 TO 6/30/13

REVENUE	JUNE 2013 ACTUAL REVENUES	YTD ACTUAL REVENUES	YTD BUDGETED REVENUES	OVER (UNDER) BUDGET	2012-13 ANNUAL BUDGET	BUDGET AVAILABLE
Train Revenue	$995,729	$12,373,180	$12,080,217	$292,963	$12,080,217	($292,963)
Interest Income / Other Income	38,648	538,634	175,000	363,634	175,000	(363,634)
TOTAL TRAIN REVENUE	**$1,034,377**	**$12,911,814**	**$12,255,217**	**$656,597**	**$12,255,217**	**($656,597)**
OPERATING ASSISTANCE						
Statutory Operating Assistance	-	17,300,000	17,300,000	-	$17,300,000	-
Statutory Dedicated Funding	-	13,300,000	13,300,000	-	13,300,000	-
FHWA	-	4,000,000	4,000,000	-	4,000,000	-
FTA Assistance	4,554,576	10,018,506	18,020,316	(8,001,810)	18,020,316	8,001,810
FTA-Designated Recipient Fees	-	45,097	50,000	(4,903)	50,000	4,903
FTA-JARC/New Freedom Program Fee	-	112,318	125,000	(12,682)	125,000	12,682
FTA-JARC/New Freedom Program Match	-	368,296	415,773	(47,477)	415,773	47,477
Statutory Counties Contribution	-	4,695,000	4,695,000	-	4,695,000	-
Other Local Funding	-	181,626	192,950	(11,324)	192,950	11,324
TOTAL ASSISTANCE	**4,554,576**	**50,020,843**	**58,099,039**	**(8,078,196)**	**58,099,039**	**8,078,196**
TOTAL REVENUE	**$5,588,953**	**$62,932,657**	**$70,354,256**	**($7,421,599)**	**$70,354,256**	**$7,421,599**

EXPENSES	JUNE 2013 ACTUAL EXPENSES	YTD ACTUAL EXPENSES	YTD BUDGETED EXPENSES	(OVER) UNDER BUDGET	2012-13 ANNUAL BUDGET	BUDGET AVAILABLE
Train Operations	2,757,082	35,858,004	40,794,001	4,935,997	40,794,001	4,935,997
Train and Station Maintenance	1,656,794	16,038,619	17,353,168	1,314,549	17,353,168	1,314,549
Personnel Expenses	853,074	8,577,500	8,884,552	307,052	8,884,552	307,052
Professional Fees	32,500	523,852	546,500	22,648	546,500	22,648
Legal	60,904	560,149	698,687	138,538	698,687	138,538
General & Administrative Expenses	124,080	1,769,006	1,926,458	157,452	1,926,458	157,452
Corporate & Community Outreach	134,115	580,527	625,890	45,363	625,890	45,363
Reserve	-	-	500,000	500,000	500,000	500,000
Expenses Transferred to Capital	(29,596)	(975,000)	(975,000)	-	(975,000)	-
TOTAL EXPENSES	**$ 5,588,953**	**$ 62,932,657**	**$ 70,354,256**	**$ 7,421,599**	**$ 70,354,256**	**$ 7,421,599**

SOUTH FLORIDA REGIONAL TRANSPORTATION AUTHORITY
ACTUAL VS BUDGET REPORT
JUNE, 2013 & 2012

	Curent Year							Prior Year Comparison		
	June 2013 Actual	June 2013 Budget	Variances	FY 2013 YTD Actual	YTD Budget	Variances	%	FY 2012 YTD Actual	Variances	%
Revenues:										
Train Revenue	$995,729	$924,147	71,582	$12,373,180	$12,080,217	292,963	2%	$12,074,830	298,350	2%
Interest/Dividend Income	38,648	14,587	24,061	538,634	175,000	363,634	208%	321,898	216,736	67%
								-		
Total Train Revenue	**1,034,377**	**938,734**	**95,643**	**12,911,814**	**12,255,217**	**656,597**	**5%**	**12,396,728**	**515,086**	**4%**
Operating Assistance:										
Statutory Operating Assistance	-	-	-	17,300,000	17,300,000	-	0%	17,300,000	-	0%
Statutory Dedicated Funding	-	-	-	13,300,000	13,300,000	-	0%	13,300,000	-	0%
FDOT Marketing	-	-	-	-	-	-	0%	302,775	(302,775)	-100%
FHWA	-	-	-	4,000,000	4,000,000	-	0%	4,000,000	-	0%
FTA Assistance	4,554,576	6,460,938	(1,906,362)	10,018,506	18,020,316	(8,001,810)	-44%	7,871,100	2,147,406	27%
FTA-Designated Recipient Fees	-	4,164	(4,164)	45,097	50,000	(4,903)	-10%	80,586	(35,489)	-44%
FTA-JARC/New Freedom Program Fee	-	10,413	(10,413)	112,318	125,000	(12,682)	-10%	279,161	(166,843)	-60%
FTA-JARC/New Freedom Program Match	-	34,645	(34,645)	368,296	415,773	(47,477)	-11%	425,425	(57,129)	-13%
Statutory Counties Contribution	-	-	-	4,695,000	4,695,000	-	0%	4,695,000	-	0%
Other Local Funding		9,581	(9,581)	181,626	192,950	(11,324)	-6%	166,406	15,220	9%
Total Operating Assistance	**4,554,576**	**6,519,741**	**(1,965,165)**	**50,020,843**	**58,099,039**	**(8,078,196)**	**-14%**	**48,420,453**	**1,600,390**	**3%**
Total Revenue	**$5,588,953**	**$7,458,475**	**($1,869,522)**	**62,932,657**	**$70,354,256**	**(7,421,599)**	**-11%**	**60,647,756**	**2,115,476**	**3%**

SOUTH FLORIDA REGIONAL TRANSPORTATION AUTHORITY
ACTUAL VS BUDGET REPORT
JUNE, 2013 & 2012

	Curent Year							Prior Year Comparison		
	June 2013 Actual	June 2013 Budget	Variances	FY 2013 YTD Actual	YTD Budget	Variances	%	FY 2012 YTD Actual	Variances	%
Expenses:										
Train Operations										
Train Operations Contract	$890,055	$1,552,719	(662,664)	$10,365,761	$13,126,547	(2,760,786)	-21%	$10,757,711	(391,950)	-4%
Train Operation - Fuel	456,899	922,178	(465,279)	8,501,466	9,375,000	(873,534)	-9%	8,148,417	353,049	4%
Emergency Bus Service	2,770	4,642	(1,872)	35,090	55,000	(19,910)	-36%	26,019	9,071	35%
Security Contract	534,936	568,774	(33,838)	5,211,419	5,325,280	(113,861)	-2%	5,186,576	24,843	0%
Feeder Bus	366,931	383,556	(16,625)	4,987,388	5,867,672	(880,284)	-15%	4,822,149	165,239	3%
Station Utilities	13,918	28,166	(14,248)	555,238	652,000	(96,762)	-15%	584,610	(29,372)	-5%
EMS Boards	14,732	21,250	(6,518)	153,681	165,000	(11,319)	-7%	107,307	46,374	43%
Special Trains	-	300	(300)	-	3,600	(3,600)	-100%	-	-	0%
Insurance	-	-	-	2,157,245	2,158,000	(755)	0%	1,749,495	407,750	23%
Toll Free Numbers	-	-	-	-	-	-	0%	66,006	(66,006)	-100%
Alarm System	9,213	16,611	(7,398)	19,625	22,000	(2,375)	-11%	5,524	14,101	255%
APTA Dues	-	1,783	(1,783)	-	19,000	(19,000)	-100%	-	-	0%
ROW Maintenance	29,871	41,666	(11,795)	395,980	500,000	(104,020)	-21%	343,661	52,319	15%
TVM Maintenance	90,777	103,833	(13,056)	440,209	490,000	(49,791)	-10%	505,627	(65,418)	-13%
Dispatch	346,980	346,980	-	3,034,902	3,034,902	-	0%	2,773,654	261,248	9%
Total Train Operations	**2,757,082**	**3,992,458**	**(1,235,376)**	**35,858,004**	**40,794,001**	**(4,935,997)**	**-12%**	**35,076,756**	**781,248**	**2%**
Train and Station Maintenance										
Train Maintenance	1,476,641	1,847,681	(371,040)	14,140,163	15,028,964	(888,801)	-6%	11,785,359	2,354,804	20%
Station Maintenance	180,153	237,433	(57,280)	1,898,456	2,324,204	(425,748)	-18%	2,134,113	(235,657)	-11%
Total Train and Station Maintenance	**1,656,794**	**2,085,114**	**(428,320)**	**16,038,619**	**17,353,168**	**(1,314,549)**	**-8%**	**13,919,472**	**2,119,147**	**15%**
Personnel Expenses										
Salaries and Wages	724,196	762,987	(38,791)	6,609,627	6,643,866	(34,239)	-1%	6,822,146	(212,519)	-3%
Taxes	52,163	54,329	(2,166)	537,928	644,311	(106,383)	-17%	572,691	(34,763)	-6%
Group Insurance	35,866	42,733	(6,867)	1,079,665	1,108,000	(28,335)	-3%	1,117,367	(37,702)	-3%
Pension	40,849	56,614	(15,765)	350,280	488,375	(138,095)	-28%	342,962	7,318	2%
Total Personnel Expenses	**853,074**	**916,663**	**(63,589)**	**8,577,500**	**8,884,552**	**(307,052)**	**-3%**	**8,855,166**	**(277,666)**	**-3%**
Professional Services										
Auditing Services	-	20,500	(20,500)	72,500	93,000	(20,500)	0%	119,236	(46,736)	-39%
Professional Services	32,500	35,297	(2,797)	451,352	453,500	(2,148)	0%	614,258	(162,906)	-27%
Total Professional Services	**32,500**	**55,797**	**(23,297)**	**523,852**	**546,500**	**(22,648)**	**-4%**	**733,494**	**(209,642)**	**-29%**
Legal										
Salaries and Wages	33,715	36,464	(2,749)	367,685	368,856	(1,171)	0%	361,757	5,928	2%
Taxes	2,907	4,486	(1,579)	24,134	24,134	-	0%	23,860	274	1%
Group Insurance	4,253	4,623	(370)	32,670	33,000	(330)	-1%	32,301	369	1%
Pension	2,408	3,381	(973)	21,311	22,774	(1,463)	-6%	18,347	2,964	16%
Business Travel	209	476	(267)	5,233	5,500	(267)	-5%	7,445	(2,212)	-30%
Membership/Dues/Subscriptions	-	980	(980)	1,020	1,098	(78)	-7%	5,850	(4,830)	-83%
Seminars and Training	-	143	(143)	2,838	3,325	(487)	-15%	3,160	(322)	-10%
Legal Services	17,412	66,190	(48,778)	105,258	240,000	(134,742)	-56%	209,464	(104,206)	-50%
Total Legal	**60,904**	**116,743**	**(55,839)**	**560,149**	**698,687**	**(138,538)**	**-20%**	**662,184**	**(102,035)**	**-15%**

SOUTH FLORIDA REGIONAL TRANSPORTATION AUTHORITY
ACTUAL VS BUDGET REPORT
JUNE, 2013 & 2012

	Curent Year							Prior Year Comparison		
	June 2013 Actual	June 2013 Budget	Variances	FY 2013 YTD Actual	YTD Budget	Variances	%	FY 2012 YTD Actual	Variances	%
General and Administrative Expenses										
Bank & Credits Cards Fees	4,184	9,167	(4,983)	110,000	110,000	-	0%	101,191	8,809	9%
Building Maintenance	24,353	25,610	(1,257)	109,441	120,000	(10,559)	-9%	73,365	36,076	49%
Business Travel	10,763	21,557	(10,794)	103,282	123,565	(20,283)	-16%	134,026	(30,744)	-23%
Materials & Supplies	3,125	8,333	(5,208)	119,476	130,000	(10,524)	-8%	82,994	36,482	44%
Membership/Dues/Subscriptions	744	3,807	(3,063)	148,458	154,968	(6,510)	-4%	141,896	6,562	5%
Office Rent	52,583	53,204	(621)	635,023	638,455	(3,432)	-1%	630,161	4,862	1%
Printing & Advertising	6,170	8,777	(2,607)	33,328	51,100	(17,772)	-35%	32,870	458	1%
Seminars and Training	4,625	15,185	(10,560)	56,379	80,600	(24,221)	-30%	65,890	(9,511)	-14%
Telecommunications	5,764	31,392	(25,628)	373,233	416,200	(42,967)	-10%	282,091	91,142	32%
Vehicle Operations & Maintenance	8,726	11,175	(2,449)	74,428	89,000	(14,572)	-16%	83,099	(8,671)	-10%
Miscellaneous Personnel Expenses	3,043	3,422	(379)	5,958	12,570	(6,612)	-53%	19,498	(13,540)	-69%
Total General and Administrative Exp	**124,080**	**191,629**	**(67,549)**	**1,769,006**	**1,926,458**	**(157,452)**	**-8%**	**1,647,081**	**121,925**	**7%**
Corporate & Community Outreach Expenses										
Advertising	-	-	-	-	-	-	0%	23,271	(23,271)	-100%
Special Programs	-	800	(800)	2,207	12,000	(9,793)	-82%	16,432	(14,225)	-87%
Customer Service/Information	20,597	22,574	(1,977)	75,660	108,890	(33,230)	-31%	85,241	(9,581)	-11%
Marketing Contract	112,249	114,366	(2,117)	499,973	500,000	(27)	0%	492,541	7,432	2%
Promotional Materials	1,269	1,916	(647)	2,687	5,000	(2,313)	-46%	15,000	(12,313)	-82%
Smart Card/Easy Card Campaign	-	-	-	-	-	-	0%	91,200	(91,200)	-100%
Marketing Supplies	-	-	-	-	-	-	0%	4,918	(4,918)	-100%
tal Corporate & Community Outreach Expens	**134,115**	**139,656**	**(5,541)**	**580,527**	**625,890**	**(45,363)**	**-7%**	**728,603**	**(148,076)**	**-20%**
Reserves and Transfers										
Reserve	-	41,665	(41,665)	-	500,000	(500,000)	-100%	-	-	0%
Expenses Transferred to Capital	(29,596)	(81,250)	51,654	(975,000)	(975,000)	-	0%	(975,000)	-	0%
Total Reserves and Transfers	**(29,596)**	**(39,585)**	**9,989**	**(975,000)**	**(475,000)**	**(500,000)**	**105%**	**(975,000)**	**-**	**0%**
Total Expenses	**5,588,953**	**7,458,475**	**(1,869,522)**	**62,932,657**	**70,354,256**	**(7,421,599)**	**-11%**	**60,647,756**	**2,115,476**	**3%**
Net Income	-	-	-	-	-	-	0%	-	-	

SOUTH FLORIDA REGIONAL TRANSPORTATION AUTHORITY
STATEMENTS OF NET ASSETS
JUNE 30, 2013

ASSETS

Current assets:		
Cash and cash equivalents	$	52,463,273
Accounts receivable:		
State Grants		4,054,833
Federal Grants		22,197,092
Counties		2,038,743
Other		840,197
Prepaid expenses		517,574
Total current assets		82,111,712
Noncurrent assets:		
Capital assets (net of accumulated depreciation)		567,088,119
Total noncurrent assets		567,088,119
Total assets	$	649,199,831

LIABILITIES

Current liabilities:		
Accounts payable	$	8,152,076
Accruals		529,616
Compensated absences		401,002
Deferred revenue		465,408
Due to other governmental units		256,319
Total current liabilities		9,804,421
Noncurrent liabilities:		
Compensated absences		601,502
Deposits		1,475,152
Advances from FDOT		2,000,000
Total noncurrent liabilities		4,076,654
Total liabilities	$	13,881,075

NET ASSETS

Invested in Capital Assets		567,088,119
Reserved for Capital Projects		40,656,137
Unrestricted		27,574,500
Total net assets		635,318,756
Total liabilities and net assets	$	649,199,831

EXECUTIVE SUMMARY
BUDGETED INCOME STATEMENT

May 2013

Revenue:

Train Revenue
For May 2013 year-to-date (YTD) actual revenue increased approximately $221,381 or 2% when compared to fiscal year (FY) 2013 YTD budgeted revenue. Actual revenue for FY 2013 YTD increased by $228,553 or 2% when compared to FY 2012 YTD actual revenue. This increase is attributed to an increase in ridership.

Operating Assistance
For May 2013, SFRTA received the fourth and final quarter payment from FDOT for $7,650,000. This is the fourth installment of the States dedicated funding, which is a yearly total of $30,600,000.

Expenses:

As of May 2013, the SFRTA FY 2013 YTD actual expenses are $5,926,777 or 9% 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 $3,750,621 or 10% below budget when compared to the FY 2013 YTD budget and increased approximately $1,022,746 or 3% when compared to FY 2012 YTD actual. This increase in FY 2013 can be mostly attributed to an increase in Fuel and Operations expense.

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

- Train fuel expense for FY 2013 YTD actual is approximately $549,183 or 6% below budget when compared to the FY 2013 YTD budget, and increased approximately $854,180 or 12% when compared to FY 2012 YTD actual. This increase is attributed to rising fuel prices.

- Insurance expense for FY 2013 YTD actual is right at budget when compared to the FY 2013 YTD budget, and increased approximately $407,750 or 23% when compared to FY 2012 YTD actual. This increase in FY 2013 can be attributed to increased rates due to the addition of the new cab cars to the FY 2013 policy.

Expenses (Contd.)

- Feeder Bus expense for FY 2013 YTD actual is approximately $781,159 or 14% below budget when compared to the FY 2013 YTD budget, and increased approximately $124,185 or 3% when compared to FY 2012 YTD actual. This increase in FY 2013 can be attributed to increased monthly expenses related to shuttle service.

- Dispatch expense for FY 2013 YTD actual is approximately $94,072 or 3% below budget when compared to the FY 2013 YTD budget and increased approximately $251,691 or 10% when compared to FY 2012 YTD actual. This increase in FY 2013 can be attributed to higher monthly expenses.

Train and Station Maintenance FY 2013 YTD actual is approximately $886,229 or 6% below budget when compared to the FY 2013 YTD budget and increased approximately $2,071,805 or 17% when compared to the FY 2012 actual. This increase in FY 2013 can be attributed to the monthly fleet maintenance contract.

- Train Maintenance for FY 2013 YTD actual is approximately $517,761 or 4% below budget when compared to the FY 2013 YTD budget and increased approximately $2,266,912 or 22% when compared to FY 2012 YTD actual. This increase in FY 2013 can be attributed to an additional $870,000 in DMU maintenance expense as well as an increase in our monthly fleet maintenance expenses.

- Station Maintenance for FY 2013 YTD actual is approximately $368,468 or 18% below budget when compared to the FY 2013 YTD budget and decreased approximately $195,107 or 10% when compared to FY 2012 YTD actual. This decrease in FY 2013 can be attributed to lower monthly expenses.

Personnel Expenses for FY 2013 YTD actual are approximately $418,453 or 5% below budget when compared to the FY 2013 YTD budget and decreased approximately $300,824 or 4% when compared to FY 2012 actual. Last year, SFRTA had three pay periods for the month of May.

Professional Services for FY 2013 YTD actual are approximately $5,851 or 1% below budget when compared to the FY 2013 YTD budget and decreased approximately $226,554 or 32% when compared to FY 2012 actual. Last year, SFRTA incurred additional consulting expenses where as in FY 2013 there were no extra consulting expenses.

General and Administrative Expenses for FY 2013 YTD are approximately $106,103 or 6% below budget when compared to the FY 2013 YTD budget and increased approximately $129,194 or 9% when compared to FY 2012 actual. Some categories within General and Administrative expenses are Business Travel, Telecommunications, and Office Rent.

Expenses (Contd.)

- Business Travel expense for FY 2013 YTD actual is approximately $9,489 or 9% below budget when compared to the FY 2013 YTD budget and decreased approximately $26,068 or 22% when compared to FY 2012 actual. This decrease in FY 2013 can be attributed to fewer trips related to legislative matters.

- Telecommunications expense for FY 2013 YTD actual is approximately $19,539 or 5% below budget when compared to the FY 2013 YTD budget and increased approximately $113,833 or 45% when compared to FY 2012 actual. This increase in FY 2013 can be attributed to increased calls to the SFRTA 1-800 number as well as general calls. There was also an additional $22,000 in expense for our phone contract support renewals.

- Materials and Supplies expense for FY 2013 YTD actual is approximately $5,316 or 4% below budget when compared to the FY 2013 YTD budget and increased approximately $44,356 or 62% when compared to FY 2013 actual. This increase in FY 2013 can be attributed to a greater amount of purchases throughout the year.

Marketing expenses for FY 2013 YTD actual are approximately $127,322 or 22% below budget when compared to the FY 2013 YTD budget and decreased approximately $104,452 or 19% when compared to the FY 2012 YTD actual.

- Marketing Contract for FY 2013 YTD actual is approximately $70,000 or 15% below budget when compared to the FY 2013 YTD budget and increased approximately $49,000 or 15% when compared to the FY 2012 actual. This increase in FY 2013 can be attributed to higher monthly expenses.

SOUTH FLORIDA REGIONAL TRANSPORTATION AUTHORITY
BUDGETED INCOME STATEMENT
5/01/13 TO 5/31/13

REVENUE	MAY 2013 ACTUAL REVENUES	YTD ACTUAL REVENUES	YTD BUDGETED REVENUES	OVER (UNDER) BUDGET	2012-13 ANNUAL BUDGET	BUDGET AVAILABLE
Train Revenue	$1,048,631	$11,377,451	$11,156,070	$221,381	$12,080,217	$702,766
Interest Income / Other Income	50,486	499,986	160,413	339,573	175,000	(324,986)
TOTAL TRAIN REVENUE	**$1,099,117**	**$11,877,437**	**$11,316,483**	**$560,954**	**$12,255,217**	**$377,780**
OPERATING ASSISTANCE						
Statutory Operating Assistance	1,437,551	17,300,000	17,300,000	-	$17,300,000	-
Statutory Dedicated Funding	504,831	13,300,000	13,300,000	-	13,300,000	-
FHWA	156,234	4,000,000	4,000,000	-	4,000,000	-
FTA Assistance	2,320,912	5,463,930	11,934,078	(6,470,148)	18,020,316	12,556,386
FTA-Designated Recipient Fees	3,557	45,097	45,836	(739)	50,000	4,903
FTA-JARC/New Freedom Program Fee	9,397	112,318	114,587	(2,269)	125,000	12,682
FTA-JARC/New Freedom Program Match	93,275	368,296	381,128	(12,832)	415,773	47,477
Statutory Counties Contribution	-	4,695,000	4,695,000	-	4,695,000	-
Other Local Funding	11,535	181,626	183,369	(1,743)	192,950	11,324
TOTAL ASSISTANCE	**4,537,292**	**45,466,267**	**51,953,998**	**(6,487,731)**	**58,099,039**	**12,632,772**
TOTAL REVENUE	**$5,636,409**	**$57,343,704**	**$63,270,481**	**($5,926,777)**	**$70,354,256**	**$13,010,552**

EXPENSES	MAY 2013 ACTUAL EXPENSES	YTD ACTUAL EXPENSES	YTD BUDGETED EXPENSES	(OVER) UNDER BUDGET	2012-13 ANNUAL BUDGET	BUDGET AVAILABLE
Train Operations	2,972,062	33,100,922	36,851,543	3,750,621	40,794,001	7,693,079
Train and Station Maintenance	1,570,519	14,381,825	15,268,054	886,229	17,353,168	2,971,343
Personnel Expenses	937,844	7,724,426	8,142,889	418,463	8,884,552	1,160,126
Professional Fees	12,927	491,352	497,203	5,851	546,500	55,148
Legal	49,755	499,245	621,444	122,199	698,687	199,442
General & Administrative Expenses	106,282	1,644,926	1,751,029	106,103	1,926,458	281,532
Marketing Expenses	46,377	446,412	573,734	127,322	625,890	179,478
Reserve	-	-	458,335	458,335	500,000	500,000
Expenses Transferred to Capital	(59,357)	(945,404)	(893,750)	51,654	(975,000)	(29,596)
TOTAL EXPENSES	**$ 5,636,409**	**$ 57,343,704**	**$ 63,270,481**	**$ 5,926,777**	**$ 70,354,256**	**$ 13,010,552**

SOUTH FLORIDA REGIONAL TRANSPORTATION AUTHORITY
ACTUAL VS BUDGET REPORT
MAY, 2013 & 2012

	Curent Year							Prior Year Comparison		
	May 2013 Actual	May 2013 Budget	Variances	FY 2013 YTD Actual	YTD Budget	Variances	%	FY 2012 YTD Actual	Variances	%
Revenues:										
Train Revenue	$1,048,631	$1,030,200	18,431	$11,377,451	$11,156,070	221,381	2%	$11,148,898	228,553	2%
Interest/Dividend Income	50,486	14,583	35,903	499,986	160,413	339,573	212%	307,803	192,183	62%
								-		
Total Train Revenue	**1,099,117**	**1,044,783**	**54,334**	**11,877,437**	**11,316,483**	**560,954**	**5%**	**11,456,701**	**420,736**	**4%**
Operating Assistance:										
Statutory Operating Assistance	1,437,551	1,437,551	-	17,300,000	17,300,000	-	0%	16,488,774	811,226	5%
Statutory Dedicated Funding	504,831	504,831	-	13,300,000	13,300,000	-	0%	12,924,426	375,574	3%
FDOT Marketing	-	-	-		-	-	0%	302,775	(302,775)	-100%
FHWA	156,234	156,234	-	4,000,000	4,000,000	-	0%	4,000,000	-	0%
FTA Assistance	2,320,912	3,138,505	(817,593)	5,463,930	11,934,078	(6,470,148)	-54%	4,316,785	1,147,145	27%
FTA-Designated Recipient Fees	3,557	7,667	(4,110)	45,097	45,836	(739)	-2%	80,586	(35,489)	-44%
FTA-JARC/New Freedom Program Fee	9,397	16,417	(7,020)	112,318	114,587	(2,269)	-2%	279,161	(166,843)	-60%
FTA-JARC/New Freedom Program Match	93,275	114,648	(21,373)	368,296	381,128	(12,832)	-3%	339,309	28,987	9%
Statutory Counties Contribution	-	-	-	4,695,000	4,695,000	-	0%	4,695,000	-	0%
Other Local Funding	11,535	34,429	(22,894)	181,626	183,369	(1,743)	-1%	166,406	15,220	9%
								-		
Total Operating Assistance	**4,537,292**	**5,410,282**	**(872,990)**	**45,466,267**	**51,953,998**	**(6,487,731)**	**-12%**	**43,593,222**	**1,873,045**	**4%**
Total Revenue	**$5,636,409**	**$6,455,065**	**($818,656)**	**57,343,704**	**$63,270,481**	**(5,926,777)**	**-9%**	**54,880,498**	**2,293,781**	**4%**

SOUTH FLORIDA REGIONAL TRANSPORTATION AUTHORITY
ACTUAL VS BUDGET REPORT
MAY, 2013 & 2012

	Curent Year							Prior Year Comparison		
	May 2013 Actual	May 2013 Budget	Variances	FY 2013 YTD Actual	YTD Budget	Variances	%	FY 2012 YTD Actual	Variances	%
Expenses:										
Train Operations										
Train Operations Contract	$886,745	$994,473	(107,728)	$9,475,706	$11,273,828	(1,798,122)	-16%	$9,921,935	(446,229)	-4%
Train Operation - Fuel	838,955	906,250	(67,295)	8,044,567	8,593,750	(549,183)	-6%	7,190,387	854,180	12%
Emergency Bus Service	2,735	7,800	(5,065)	32,320	50,358	(18,038)	-36%	21,769	10,551	0%
Security Contract	419,109	458,773	(39,664)	4,676,483	4,881,506	(205,023)	-4%	4,676,178	305	0%
Feeder Bus	422,713	436,056	(13,343)	4,620,457	5,401,616	(781,159)	-14%	4,496,272	124,185	3%
Station Utilities	49,470	59,167	(9,697)	541,320	610,834	(69,514)	-11%	572,875	(31,555)	-6%
EMS Boards	45,932	53,750	(7,818)	138,949	151,250	(12,301)	-8%	98,715	40,234	41%
Special Trains	-	300	(300)	-	3,300	(3,300)	-100%	-	-	0%
Insurance	-	-	-	2,157,245	2,158,000	(755)	0%	1,749,495	407,750	23%
Toll Free Numbers	-	-	-	-	-	-	0%	65,938	(65,938)	-100%
Alarm System	-	5,255	(5,255)	10,412	20,389	(9,977)	-49%	5,418	4,994	92%
APTA Dues	-	583	(583)	-	17,217	(17,217)	-100%	-	-	0%
ROW Maintenance	21,980	59,167	(37,187)	366,109	458,334	(92,225)	-20%	338,984	27,125	8%
TVM Maintenance	30,869	40,833	(9,964)	349,432	449,167	(99,735)	-22%	503,979	(154,547)	-31%
Dispatch	253,554	277,379	(23,825)	2,687,922	2,781,994	(94,072)	-3%	2,436,231	251,691	10%
Total Train Operations	**2,972,062**	**3,299,786**	**(327,724)**	**33,100,922**	**36,851,543**	**(3,750,621)**	**-10%**	**32,078,176**	**1,022,746**	**3%**
Train and Station Maintenance										
Train Maintenance	1,418,127	1,469,071	(50,944)	12,663,522	13,181,283	(517,761)	-4%	10,396,610	2,266,912	22%
Station Maintenance	152,392	223,684	(71,292)	1,718,303	2,086,771	(368,468)	-18%	1,913,410	(195,107)	-10%
Total Train and Station Maintenance	**1,570,519**	**1,692,755**	**(122,236)**	**14,381,825**	**15,268,054**	**(886,229)**	**-6%**	**12,310,020**	**2,071,805**	**17%**
Personnel Expenses										
Salaries and Wages	739,130	824,321	(85,191)	5,885,431	6,055,879	(170,448)	-3%	6,122,580	(237,149)	-4%
Taxes	62,664	73,193	(10,529)	485,765	589,982	(104,217)	-18%	519,453	(33,688)	-6%
Group Insurance	96,337	130,429	(34,092)	1,043,799	1,065,267	(21,468)	-2%	1,071,748	(27,949)	-3%
Pension	39,713	51,936	(12,223)	309,431	431,761	(122,330)	-28%	311,469	(2,038)	-1%
Total Personnel Expenses	**937,844**	**1,079,879**	**(142,035)**	**7,724,426**	**8,142,889**	**(418,463)**	**-5%**	**8,025,250**	**(300,824)**	**-4%**
Professional Services										
Auditing Services	-	-	-	72,500	72,500	-	0%	119,236	(46,736)	-39%
Professional Services	12,927	87,792	(74,865)	418,852	424,703	(5,851)	-1%	598,670	(179,818)	-30%
Total Professional Services	**12,927**	**87,792**	**(74,865)**	**491,352**	**497,203**	**(5,851)**	**-1%**	**717,906**	**(226,554)**	**-32%**
Legal										
Salaries and Wages	39,980	44,071	(4,091)	333,970	344,392	(10,422)	-3%	328,540	5,430	2%
Taxes	3,459	4,686	(1,227)	21,227	21,746	(519)	-2%	20,825	402	2%
Group Insurance	2,842	7,167	(4,325)	28,417	31,377	(2,960)	-9%	30,955	(2,538)	-8%
Pension	2,285	3,881	(1,596)	18,903	20,893	(1,990)	-10%	16,478	2,425	15%
Business Travel	-	-	-	5,024	5,024	-	0%	6,443	(1,419)	-22%
Membership/Dues/Subscriptions	-	-	-	1,020	1,020	-	0%	4,649	(3,629)	-78%
Seminars and Training	-	2,377	(2,377)	2,838	3,182	(344)	-11%	2,585	253	10%
Legal Services	1,189	20,867	(19,678)	87,846	193,810	(105,964)	-55%	159,330	(71,484)	-45%
Total Legal	**49,755**	**83,049**	**(33,294)**	**499,245**	**621,444**	**(122,199)**	**-20%**	**569,805**	**(70,560)**	**-12%**

SOUTH FLORIDA REGIONAL TRANSPORTATION AUTHORITY
ACTUAL VS BUDGET REPORT
MAY, 2013 & 2012

	Curent Year							Prior Year Comparison		
	May 2013 Actual	May 2013 Budget	Variances	FY 2013 YTD Actual	YTD Budget	Variances	%	FY 2012 YTD Actual	Variances	%
General and Administrative Expenses										
Bank & Credits Cards Fees	11,276	12,167	(891)	105,816	107,306	(1,490)	-1%	100,002	5,814	6%
Building Maintenance	2,962	8,788	(5,826)	85,088	98,917	(13,829)	-14%	71,287	13,801	19%
Business Travel	13,568	19,905	(6,337)	92,519	102,008	(9,489)	-9%	118,587	(26,068)	-22%
Materials & Supplies	3,810	11,333	(7,523)	116,351	121,667	(5,316)	-4%	71,995	44,356	62%
Membership/Dues/Subscriptions	60	5,958	(5,898)	147,714	151,161	(3,447)	-2%	142,371	5,343	4%
Office Rent	51,787	58,205	(6,418)	582,440	585,251	(2,811)	0%	576,817	5,623	1%
Printing & Advertising	-	7,450	(7,450)	27,158	42,323	(15,165)	-36%	31,678	(4,520)	-14%
Seminars and Training	325	5,367	(5,042)	51,754	65,415	(13,661)	-21%	57,925	(6,171)	-11%
Telecommunications	14,817	34,517	(19,700)	367,469	387,008	(19,539)	-5%	253,636	113,833	45%
Vehicle Operations & Maintenance	7,389	14,350	(6,961)	65,702	77,825	(12,123)	-16%	73,302	(7,600)	-10%
Miscellaneous Personnel Expenses	288	1,939	(1,651)	2,915	12,148	(9,233)	-76%	18,132	(15,217)	-84%
Total General and Administrative Exp	**106,282**	**179,979**	**(73,697)**	**1,644,926**	**1,751,029**	**(106,103)**	**-6%**	**1,515,732**	**129,194**	**9%**
Marketing Expenses										
Advertising	-	-	-	-	-	-	0%	23,065	(23,065)	-100%
Special Programs	-	2,000	(2,000)	2,207	11,200	(8,993)	-80%	15,975	(13,768)	-86%
Customer Service/Information	1,011	15,324	(14,313)	55,063	99,816	(44,753)	-45%	75,957	(20,894)	-28%
Marketing Contract	45,366	52,167	(6,801)	387,724	458,134	(70,410)	-15%	338,596	49,128	15%
Promotional Materials	-	1,917	(1,917)	1,418	4,584	(3,166)	-69%	14,944	(13,526)	-91%
Smart Card/Easy Card Campaign	-	-	-	-	-	-	0%	77,500	(77,500)	-100%
Marketing Supplies	-	-	-	-	-	-	0%	4,827	(4,827)	-100%
Total Marketing Expenses	**46,377**	**71,408**	**(25,031)**	**446,412**	**573,734**	**(127,322)**	**-22%**	**550,864**	**(104,452)**	**-19%**
Reserves and Transfers										
Reserve	-	41,667	(41,667)	-	458,335	(458,335)	-100%	-	-	0%
Expenses Transferred to Capital	(59,357)	(81,250)	21,893	(945,404)	(893,750)	(51,654)	6%	(887,255)	(58,149)	0%
Total Reserves and Transfers	**(59,357)**	**(39,583)**	**(19,774)**	**(945,404)**	**(435,415)**	**(509,989)**	**117%**	**(887,255)**	**(58,149)**	**0%**
Total Expenses	**5,636,409**	**6,455,065**	**(818,656)**	**57,343,704**	**63,270,481**	**(5,926,777)**	**-9%**	**54,880,498**	**2,293,781**	**4%**
Net Income	-	-	-	-	-	-	**0%**	-	-	

SOUTH FLORIDA REGIONAL TRANSPORTATION AUTHORITY
STATEMENTS OF NET ASSETS
MAY 31, 2013

ASSETS

Current assets:		
Cash and cash equivalents	$	56,950,760
Accounts receivable:		
State Grants		10,034,575
Federal Grants		10,890,966
Counties		1,651,798
Other		1,532,445
Prepaid expenses		416,441
Total current assets		81,476,985
Noncurrent assets:		
Capital assets (net of accumulated depreciation)		559,942,850
Total noncurrent assets		559,942,850
Total assets	$	641,419,835

LIABILITIES

Current liabilities:		
Accounts payable	$	4,623,934
Accruals		4,286,552
Compensated absences		357,418
Deferred revenue		783,758
Due to other governmental units		256,319
Total current liabilities		10,307,981
Noncurrent liabilities:		
Compensated absences		536,128
Deposits		1,404,772
Advances from FDOT		2,000,000
Total noncurrent liabilities		3,940,900
Total liabilities	$	14,248,881

NET ASSETS

Invested in Capital Assets		559,942,850
Reserved for Capital Projects		41,148,126
Unrestricted		26,079,978
Total net assets		627,170,954
Total liabilities and net assets	$	641,419,835

FINANCE & INFORMATION TECHNOLOGY
EXECUTIVE SUMMARY

INVOICES OVER $2,500

During July 2013, the SFRTA Accounts Payable division processed 245 invoices totaling $2,314,442.72 and disbursed 175 checks, excluding payroll, totaling $8,564,795.71.

Invoices over $2,500 represent 39.5% (69 checks) of all invoices processed in the month of July, and represent 99.5% of the value ($8,524,615.24) of all checks processed in July 2013.

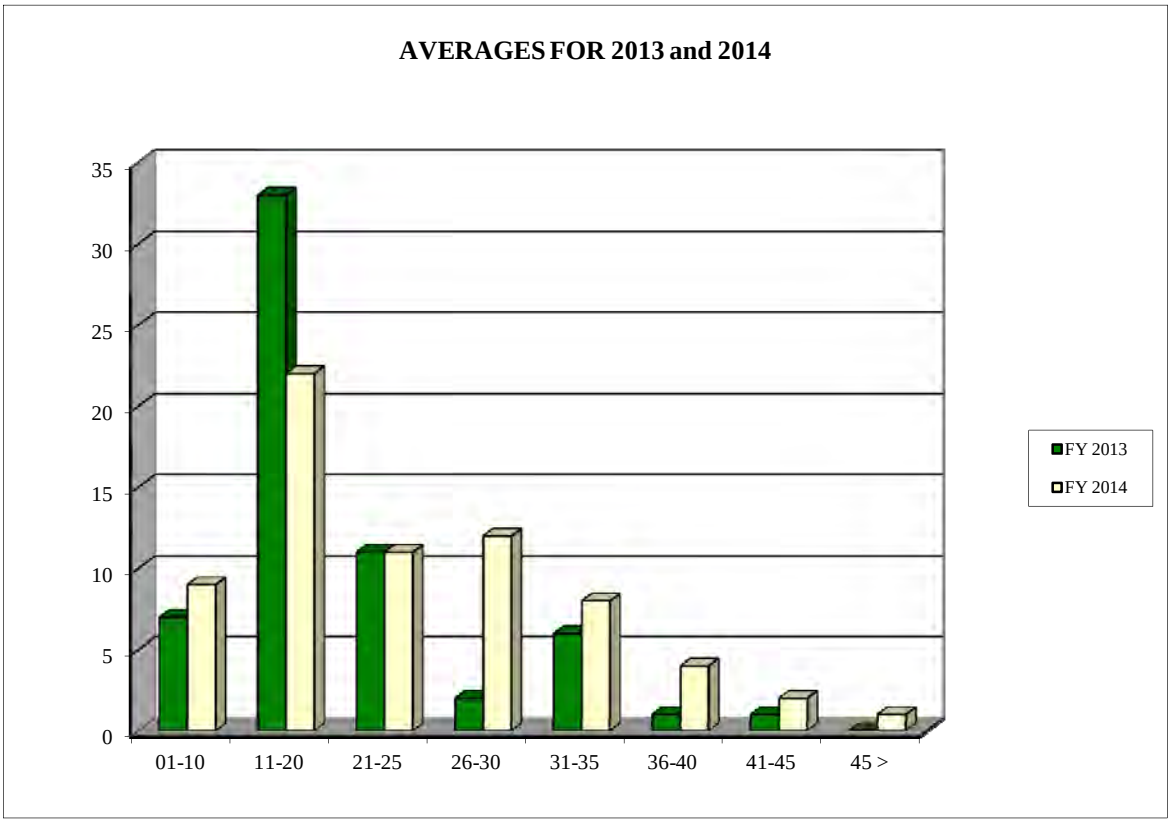
Accounts Payable processed 60.9% (42 checks) of the checks over $2,500 within the 21-25 days, with 78.3% (54 checks) of the checks over $2,500 processed within 30 days.

SOUTH FLORIDA REGIONAL TRANSPORTATION AUTHORITY AGENDA ITEM NO. F

PAYMENT CYCLE REPORT - JULY 2013

FOR INVOICES $2,500 AND OVER

MONTHLY AVERAGE JULY 2013 TO JUNE 2014			MONTHLY AVERAGE JULY 2012 TO JUNE 2013	
INVOICE CYCLE	**% OF TOTAL**		**INVOICE CYCLE**	**% OF TOTAL**
0 -10 Days	13.0%		0 -10 Days	11.5%
11-20 Days	31.9%		11-20 Days	54.1%
21-25 Days	15.9%		21-25 Days	18.0%
26-30 Days	17.4%		26-30 Days	3.3%
31-35 Days	11.6%		31-35 Days	9.8%
36-40 Days	5.8%		36-40 Days	1.6%
41-45 Days	2.9%		41-45 Days	1.6%
Over 45 Days	1.4%		Over 45 Days	0.0%



SOUTH FLORIDA REGIONAL TRANSPORTATION AUTHORITY
GOVERNING BOARD MEETING: AUGUST 23, 2013
INFORMATION ITEM: PAYMENTS OVER $2,500
JULY 1 THRU JULY 31, 2013

RCVD DATE	APPRVD DATE	CHECK DATE	MAILED CHECK	DAYS PROCESS	VENDOR	DESCRIPTION	AMOUNT
6/25/2013	7/1/2013	7/3/2013	7/10/2013	15	G4S SECURE SOLUTIONS USA	Wackenhut W/E -06/17-6/23/13	103,160.03
6/4/2013	6/14/2013	7/3/2013	7/10/2013	36	VEOLIA TRANSPORTATION SERVICE	Commuter Rail Operations - 05/01-05/31/13	908,665.76
6/18/2013	6/25/2013	7/3/2013	7/8/2013	20	BOMBARDIER MASS TRANSIT CORPORATION	Fleet and Station Maintenance	1,151,825.27
6/11/2013	7/3/2013	7/3/2013	7/8/2013	27	FLORIDA MUNICIPAL INSURANCE TR	4th Quarter Workers Compensation Insurance	13,965.75
6/17/2013	6/24/2013	7/3/2013	7/10/2013	23	FTI CONSULTING LLC, GOVERNMENT AFFAIRS	Federal Legislative Consultant Services - June 2013	12,000.00
7/2/2013	7/2/2013	7/3/2013	7/10/2013	8	RAIL TECH CONSULTANTS INC	PDS Units at 3 Stations	11,325.00
6/30/2013	7/2/2013	7/3/2013	7/10/2013	10	RESPECT OF FLORIDA	Janitorial Services -04/01-30/13	5,122.77
6/25/2013	7/2/2013	7/3/2013	7/10/2013	15	RITTERS PRINTING	Pocket Schedules	18,432.25
6/11/2013	6/28/2013	7/3/2013	7/10/2013	29	SHARPTON BRUNSON & COMPANY PA	Auditing Services	15,000.00
7/1/2013	7/8/2013	7/10/2013	7/23/2013	22	BV OIL COMPANY	Train Fuel - 06/12-06/26/2013	362,446.92
7/8/2013	7/8/2013	7/12/2013	7/18/2013	10	CITY OF BOCA RATON	City of Boca Raton Bus Operating Partnership	34,045.20
6/28/2013	7/8/2013	7/12/2013	7/15/2013	17	SHARPTON BRUNSON & COMPANY PA	Auditing Services	28,010.00
6/27/2013	7/8/2013	7/15/2013	7/18/2013	21	CSX TRANSPORTATION	Flagging services	3,422.77
7/1/2013	7/2/2013	7/15/2013	7/18/2013	17	ERICKS CONSULTANTS	State Legislative Consultant Services 06/13	20,500.00
6/21/2013	7/5/2013	7/15/2013	7/18/2013	27	RAIL TECH CONSULTANTS INC	PIS Parts and Labor -06/13	2,890.00
7/3/2013	7/10/2013	7/15/2013	7/18/2013	15	RESPECT OF FLORIDA	Janitorial Services -06/01-30/13	5,122.77
6/21/2013	7/3/2013	7/16/2013	7/18/2013	27	CSX TRANSPORTATION	CSX Dispatch	27,346.16
7/8/2013	7/8/2013	7/16/2013	7/18/2013	10	FLORIDA POWER & LIGHT	Station Utilities	8,464.93
7/2/2013	7/9/2013	7/16/2013	7/18/2013	16	LIMOUSINES OF SOUTH FLORIDA	Feeder Svc -06/16-30/13	134,433.75
6/20/2013	7/8/2013	7/16/2013	7/18/2013	28	SFEC TMA	SFEC TMA Feeder Bus Services -05/13	8,219.75
7/1/2013	7/8/2013	7/16/2013	7/10/2013	9	VEOLIA TRANSPORTATION SERVICE	Commuter Rail Operations - 06/01-30/13	888,163.10
7/8/2013	7/16/2013	7/17/2013	7/23/2013	15	BOMBARDIER MASS TRANSIT CORPORATION	Commuter Rail Maintenance 06/01-30/13	1,289,373.43
7/10/2013	7/10/2013	7/18/2013	7/23/2013	13	FLORIDA POWER & LIGHT	Station Utilities	4,890.42
7/2/2013	7/2/2013	7/18/2013	7/23/2013	21	FLORIDA ATLANTIC UNIVERSITY	Executive Certificate in Project Management	3,000.00
7/12/2013	7/19/2013	7/19/2013	7/23/2013	11	AON RISK SERVICES INC	Insurance	4,253.61
6/24/2013	7/15/2013	7/19/2013	7/24/2013	30	CSX TRANSPORTATION	CSX Bridge Tenders/ Utilities	118,993.42
6/20/2013	6/25/2013	7/19/2013	7/24/2013	34	EAC CONSULTING	Commuter Rail Track & Signal	24,463.31
7/2/2013	7/8/2013	7/19/2013	7/24/2013	22	G4S SECURE SOLUTIONS USA	Wackenhut W/E -06/24/13-06/30/13	118,526.81
7/10/2013	7/16/2013	7/19/2013	7/23/2013	13	BITNER GOODMAN INC	Marketing Services	27,251.08
6/14/2013	7/17/2013	7/19/2013	7/23/2013	39	ELECTRONIC DATA MAGNETICS INC	Revenue Supplies	6,790.00
7/16/2013	7/17/2013	7/19/2013	7/23/2013	7	PHOENIX AIR CONDITIONING, INC	Air Conditioning Repairs	12,812.68
6/5/2013	7/19/2013	7/19/2013	7/23/2013	48	ROBERT LEE SHAPIRO, PA	Legal Services	9,438.00
6/30/2013	7/16/2013	7/24/2013	7/29/2013	29	BV OIL COMPANY	Train Fuel - 06/27-30/2013	84,083.06
7/11/2013	7/17/2013	7/24/2013	7/29/2013	18	BV OIL COMPANY	Train Fuel - 07/01-07/11/2013	70,682.25
7/15/2013	7/19/2013	7/26/2013	7/30/2013	15	CSX TRANSPORTATION	CSX Bridge Tenders/ Utilities	19,112.61
7/15/2013	7/22/2013	7/26/2013	7/30/2013	15	DOWNTOWN FT LAUDERDALE TMA	Feeder Svc Ft Lauderdale Route -06/13	15,244.77
7/16/2013	7/22/2013	7/26/2013	7/30/2013	14	SFEC TMA	SFEC TMA Feeder Bus Services -06/13	8,687.60
7/12/2013	7/22/2013	7/26/2013	7/30/2013	18	MERIDIAN MANAGEMENT CORPORATION	Station Maintenance	6,103.75
7/9/2013	7/9/2013	7/26/2013	7/30/2013	21	WRIGHT EXPRESS FINANCIAL SERVICE	Fuel Exp -05/01-31/2013, 06/01-30/2-13	7,299.72
7/23/2013	7/23/2013	7/26/2013	7/29/2013	6	PROLOGIS TRUST	Prologis Trust Office Rent -08/13	51,048.51
7/1/2013	7/8/2013	7/31/2013	8/5/2013	35	NATIONAL RAILROAD PASSENGER	Base Comp -06/13	214,457.00
7/12/2013	7/22/2013	7/31/2013	8/5/2013	24	BV OIL COMPANY	Train Fuel - 07/03-07/09/13	134,954.94
7/12/2013	7/22/2013	7/31/2013	8/5/2013	24	BOMBARDIER MASS TRANSIT CORPORATION	Base Contract 06/01/3013	2,851.66
				43	**TOTAL OPERATING EXPENDITURES**		**5,996,880.81**

SOUTH FLORIDA REGIONAL TRANSPORTATION AUTHORITY
GOVERNING BOARD MEETING: AUGUST 23, 2013
INFORMATION ITEM: PAYMENTS OVER $2,500
JULY 1 THRU JULY 31, 2013

RCVD DATE	APPRVD DATE	CHECK DATE	MAILED CHECK	DAYS PROCESS	VENDOR	DESCRIPTION	AMOUNT
6/25/2013	7/1/2013	7/3/2013	7/10/2013	15	G4S SECURE SOLUTIONS USA	Wackenhut W/E -06/17-6/23/13	4,709.04
6/13/2013	7/1/2013	7/3/2013	7/10/2013	27	JACOBS ENGINEERING GROUP INC.	Technical and Logistical Support for Projects	20,010.86
6/6/2013	7/1/2013	7/3/2013	7/10/2013	34	KIMLEY HORN AND ASSOCIATES	Technical and Logistical Support for Projects	9,653.73
6/17/2013	7/1/2013	7/3/2013	7/10/2013	23	PARSONS TRANSPORTATION GROUP	General Systems Engineering Services Tasks	5,140.34
6/17/2013	7/2/2013	7/15/2013	7/18/2013	31	CH2M HILL, INC.	Technical and Logistical Support for Projects	3,003.84
7/11/2013	7/11/2013	7/15/2013	7/18/2013	7	CITY OF WEST PALM BEACH	Reimb from Grant for work on WPB Station	25,852.00
7/2/2013	7/8/2013	7/15/2013	7/18/2013	16	G4S SECURE SOLUTIONS USA	Wackenhut W/E -06/24-6/30/13	4,709.04
6/17/2013	6/28/2013	7/15/2013	7/18/2013	31	GONZALEZ AND SONS EQUIPMENT	Phase 2 of the Storage Tracks Project	57,820.50
6/6/2013	7/2/2013	7/15/2013	7/18/2013	42	KIMLEY HORN AND ASSOCIATES	Technical and Logistical Support for Projects	19,310.98
6/19/2013	7/2/2013	7/15/2013	7/18/2013	29	TREASURE COAST REGIONAL PLAN COUNCIL	Professional Planning Services	25,000.00
7/15/2013	7/17/2013	7/19/2013	7/23/2013	8	CANON SOLUTIONS AMERICA	New Copier	10,420.00
6/18/2013	7/11/2013	7/19/2013	7/23/2013	35	HDR ENGINEERING INC	Technical Support	6,623.29
6/24/2013	6/24/2013	7/19/2013	7/23/2013	29	HNTB CORPORATION	ADA/FAC Compliance Design Standards	99,437.50
6/26/2013	6/26/2013	7/19/2013	7/24/2013	28	MAE VOLEN SENIOR CENTER	50% 80% Capital Expenses November 2012	31,605.83
6/20/2013	7/11/2013	7/19/2013	7/24/2013	34	PARSONS TRANSPORTATION GROUP	General Systems Engineering Services Tasks	13,969.12
6/24/2013	6/25/2013	7/19/2013	7/24/2013	30	PB AMERICAS, INC	Professional Planning Services	9,519.70
6/12/2013	6/16/2013	7/19/2013	7/23/2013	41	PHOENIX AIR CONDITIONING, INC	New Air Conditioning Units	12,928.98
7/10/2013	7/10/2013	7/19/2013	7/24/2013	14	SOUTH FLORIDA URBAN MINISTRIES	Reimbursement under JARC Grant 072 May 2013	21,015.49
7/10/2013	7/10/2013	7/19/2013	7/23/2013	13	TOWN OF MIAMI LAKES	Reimbursement from Earmark Grant 04-0114	797,004.00
6/28/2013	7/9/2013	7/19/2013	7/23/2013	25	NATIONAL ALARM SYSTEMS KERTZ	Hialeah replacement access control system	2,650.43
6/24/2013	7/23/2013	7/26/2013	7/30/2013	36	CH2M HILL, INC.	Technical and Logistical Support for Projects	101,757.99
7/10/2013	7/10/2013	7/26/2013	7/30/2013	20	KIMLEY HORN AND ASSOCIATES	Technical and Logistical Support for Projects	67,328.14
7/12/2013	7/22/2013	7/26/2013	7/30/2013	18	MERIDIAN MANAGEMENT CORPORATION	Station Maintenance	18,381.86
6/24/2013	7/23/2013	7/26/2013	7/30/2013	36	PB AMERICAS, INC	Professional Planning Services	63,492.91
7/12/2013	7/22/2013	7/31/2013	8/5/2013	24	BROOKVILLE EQUIPMENT CORP.	Base Milestone SF - 5	1,049,490.00
7/5/2013	7/22/2013	7/31/2013	8/5/2013	31	BOMBARDIER MASS TRANSIT CORPORATION	Installation E7 Decelostat System	46,898.86
				26	**TOTAL CAPITAL EXPENDITURES**		**2,527,734.43**
		Item Total		**69**	**TOTAL OPERATING EXPENSES AND CAPITAL EXPENDITURES**		**8,524,615.24**

SOUTH FLORIDA REGIONAL TRANSPORTATION AUTHORITY
GOVERNING BOARD MEETING: AUGUST 23, 2013
INFORMATION ITEM:
SUMMARY OF PAYMENTS OVER $2,500
JULY 1, 2013 TO JULY 31, 2013

INVOICE CYCLE	NO. CHECKS	PERCENT OF TOTAL	ACCUM %
0-10 days	9	13.0%	13.0%
11-20 days	22	31.9%	44.9%
21-25 days	11	15.9%	60.9%
26-30 days	12	17.4%	78.3%
31-35 days	8	11.6%	89.9%
36-40 days	4	5.8%	95.7%
41-45 days	2	2.9%	98.6%
Over 45 days	1	1.4%	100.0%
TOTAL CHECKS	69	100.0%	

FINANCE & INFORMATION TECHNOLOGY
EXECUTIVE SUMMARY

INVOICES OVER $2,500

During June 2013, the SFRTA Accounts Payable division processed 316 invoices totaling $6,324,476.94 and disbursed 162 checks, excluding payroll, totaling $8,949,461.30

Invoices over $2,500 represent 41.4% (67 checks) of all invoices processed in the month of June, and represent 99.6% of the value ($8,911,086.42) of all checks processed in June 2013.

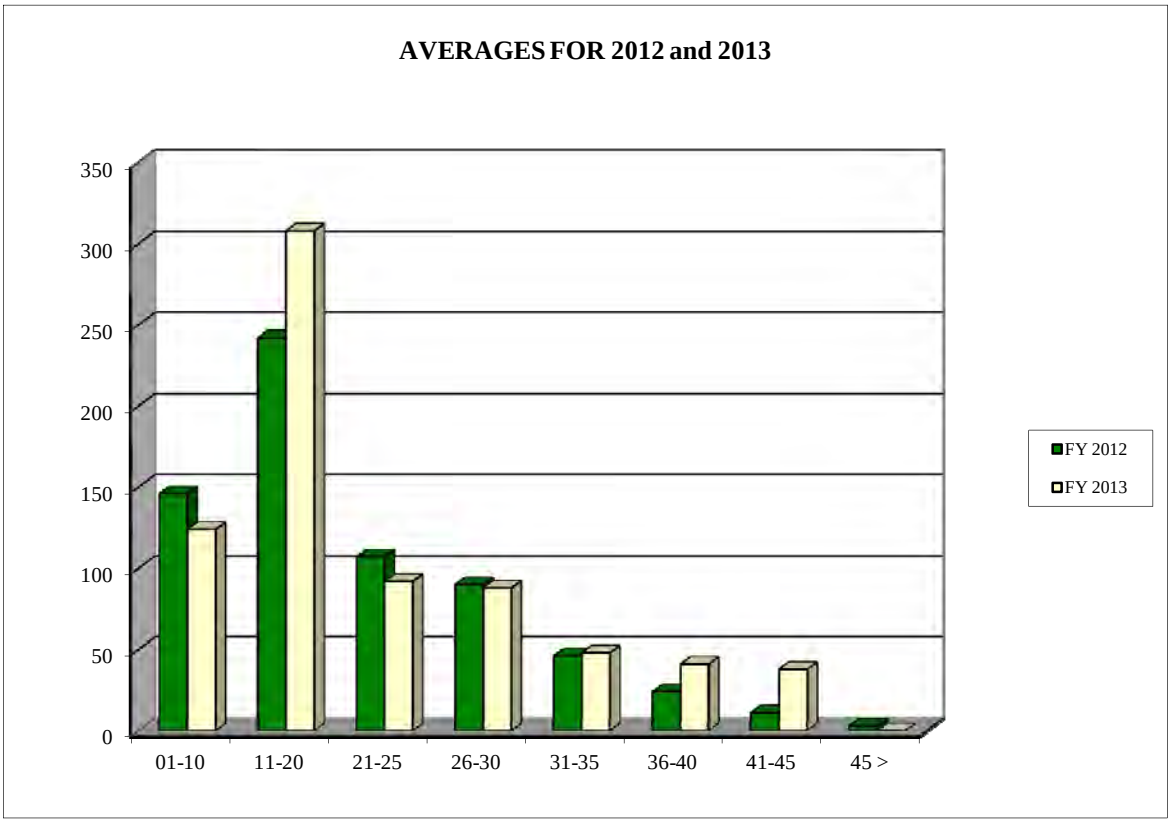
Accounts Payable processed 71.6% (48 checks) of the checks over $2,500 within the 21-25 days, with 82.1% (55 checks) of the checks over $2,500 processed within 30 days.

SOUTH FLORIDA REGIONAL TRANSPORTATION AUTHORITY AGENDA ITEM NO. F

PAYMENT CYCLE REPORT - JUNE 2013

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	16.8%		0 -10 Days	21.8%
11-20 Days	41.7%		11-20 Days	36.2%
21-25 Days	12.4%		21-25 Days	16.0%
26-30 Days	11.9%		26-30 Days	13.5%
31-35 Days	6.5%		31-35 Days	6.9%
36-40 Days	5.5%		36-40 Days	3.6%
41-45 Days	5.1%		41-45 Days	1.6%
Over 45 Days	0.0%		Over 45 Days	0.4%



SOUTH FLORIDA REGIONAL TRANSPORTATION AUTHORITY
GOVERNING BOARD MEETING: AUGUST 23, 2013
INFORMATION ITEM: PAYMENTS OVER $2,500
JUNE 1 THRU JUNE 30, 2013

RCVD DATE	APPRVD DATE	CHECK DATE	MAILED CHECK	DAYS PROCESS	VENDOR	DESCRIPTION	AMOUNT
5/24/2013	5/30/2013	6/5/2013	6/10/2013	17	BV OIL COMPANY	Train Fuel - 05/10-22/2013	296,568.83
5/29/2013	6/3/2013	6/5/2013	6/10/2013	12	BOMBARDIER MASS TRANSIT CORPORATION	Station Maintenance	124,097.22
5/14/2013	5/22/2013	6/7/2013	6/11/2013	28	DOWNTOWN FT LAUDERDALE TMA	Feeder Svc Route -04/13	17,283.42
5/22/2013	5/30/2013	6/7/2013	6/11/2013	20	EAC CONSULTING	Commuter Rail Track & Signal Field Support Svcs	21,659.78
5/31/2013	5/31/2013	6/7/2013	6/11/2013	11	FLORIDA POWER & LIGHT	Station Utilities	4,143.34
5/20/2013	5/24/2013	6/7/2013	6/11/2013	22	LIMOUSINES OF SOUTH FLORIDA	Feeder Svc Base -04/16-31/13, 05/1-15/13	288,942.50
5/28/2013	6/3/2013	6/7/2013	6/11/2013	14	MIAMI DADE	Miami-Dade Transit Funding Support	666,666.00
5/6/2013	5/15/2013	6/7/2013	6/11/2013	36	AT&T	Reg Summ Bill -05/13	36,361.81
5/28/2013	5/28/2013	6/7/2013	6/11/2013	14	DBA: CRYSTAL TRAINING SOURCE	Crystal Reports Training - In house	4,000.00
6/1/2013	6/7/2013	6/12/2013	6/17/2013	16	NATIONAL RAILROAD PASSENGER	Base Comp -05/13	214,457.00
6/10/2013	6/10/2013	6/13/2013	6/18/2013	8	FLORIDA POWER & LIGHT	Station Utilities	9,214.47
5/16/2013	6/11/2013	6/13/2013	6/18/2013	33	GANNETT FLEMING INC	Train Tracking and PIS	3,756.62
5/23/2013	6/4/2013	6/13/2013	6/17/2013	25	BITNER GOODMAN INC	Marketing Services	19,820.40
6/3/2013	6/11/2013	6/13/2013	6/17/2013	14	ERICKS CONSULTANTS	State Legislative Consultant Services 05/13	20,500.00
5/17/2013	6/10/2013	6/13/2013	6/17/2013	31	FTI CONSULTING LLC, GOVERNMENT AFFAIRS	Federal Legislative Consultant Services 05/13	12,000.00
5/16/2013	6/10/2013	6/13/2013	6/18/2013	33	KAPLAN KIRSCH ROCKWELL LLP	Legal Services	6,884.25
6/3/2013	6/16/2013	6/13/2013	6/18/2013	15	RESPECT OF FLORIDA	Janitorial services -05/01-31/13	5,547.27
6/7/2013	6/10/2013	6/19/2013	6/25/2013	18	BV OIL COMPANY	Train Fuel - 05/28-06/05/13	301,423.96
5/29/2013	6/3/2013	6/20/2013	6/24/2013	26	G4S SECURE SOLUTIONS USA	Wackenhut W/E -05/20-26/2013	96,755.79
6/14/2013	6/14/2013	6/20/2013	6/21/2013	7	WOODS, EDWARD	Woods GFOA Conf -05/30-06/07/13	2,794.07
6/6/2013	6/14/2013	6/20/2013	6/24/2013	18	BITNER GOODMAN INC	Marketing Services	85,612.95
6/3/2013	6/11/2013	6/20/2013	6/24/2013	21	MERIDIAN MANAGEMENT CORPORATIO	Station Maintenance	9,799.51
5/21/2013	6/18/2013	6/20/2013	6/24/2013	34	NATIONAL ALARM SYSTEMS KERTZ	Security Cameras	9,003.39
6/5/2013	6/14/2013	6/20/2013	6/24/2013	19	SIGNATURE TECHNOLOGIES, INC.	LED Panels for PIS Signs	19,780.00
6/17/2013	6/17/2013	6/21/2013	6/24/2013	7	FLORIDA POWER & LIGHT	Station Utilities	12,052.01
6/4/2013	6/14/2013	6/21/2013	6/24/2013	20	G4S SECURE SOLUTIONS USA	Wackenhut W/E -05/27-6/2/13	114,666.83
6/7/2013	6/14/2013	6/25/2013	6/25/2013	18	BOMBARDIER MASS TRANSIT CORPORATION	Station Maintenance	91,648.00
6/14/2013	6/17/2013	6/26/2013	7/3/2013	19	BV OIL COMPANY	Train Fuel - 06/06-11/2013	135,019.10
6/17/2013	6/20/2013	6/27/2013	7/3/2013	16	BITNER GOODMAN INC	Marketing Services	4,565.00
6/7/2013	6/17/2013	6/27/2013	7/3/2013	26	MERIDIAN MANAGEMENT CORPORATION	Station Maintenance	151,336.98
6/15/2013	6/20/2013	6/28/2013	7/3/2013	18	DOWNTOWN FT LAUDERDALE TMA	Feeder Svc Ft Lauderdale Route -05/13	17,283.42
6/19/2013	6/19/2013	6/28/2013	7/3/2013	14	FLORIDA POWER & LIGHT	Station Utilities	12,467.54
6/18/2013	6/19/2013	6/28/2013	7/3/2013	15	G4S SECURE SOLUTIONS USA	Wackenhut W/E -06/2013	198,582.49
6/18/2013	6/21/2013	6/28/2013	7/3/2013	15	LIMOUSINES OF SOUTH FLORIDA	Feeder Svc -06/1-15/13	280,183.75
6/11/2013	6/20/2013	6/28/2013	7/3/2013	22	SFEC TMA	SFEC TMA Bus Services -04/13	8,219.75
6/6/2013	6/21/2013	6/28/2013	7/3/2013	27	RAIL TECH CONSULTANTS INC	PIS Parts and Labor -05/13	3,304.00
6/10/2013	6/10/2013	6/28/2013	7/3/2013	23	AT&T	Reg Summ Bill -06/13	34,701.78
6/25/2013	6/25/2013	6/28/2013	7/3/2013	8	AMERICAN PUBLIC TRANSIT ASSOCIATION	Annual Membership Dues	38,120.00
6/26/2013	6/26/2013	6/28/2013	6/27/2013	1	PROLOGIS TRUST	Prologis Trust Office Rent -07/13	51,048.51
6/10/2013	6/10/2013	6/28/2013	7/3/2013	23	URBAN LAND INSTITUTE	Silver Sustaining Sponsorship 6/13-6/14	4,000.00
				40	**TOTAL OPERATING EXPENDITURES**		**3,434,271.74**

SOUTH FLORIDA REGIONAL TRANSPORTATION AUTHORITY
GOVERNING BOARD MEETING: AUGUST 23, 2013
INFORMATION ITEM: PAYMENTS OVER $2,500
JUNE 1 THRU JUNE 30, 2013

RCVD DATE	APPRVD DATE	CHECK DATE	MAILED CHECK	DAYS PROCESS	VENDOR	DESCRIPTION	AMOUNT
5/24/2013	5/28/2013	6/5/2013	6/10/2013	17	BOMBARDIER MASS TRANSIT CORPORATION	Train Maintenance	67,965.74
5/31/2013	6/4/2013	6/5/2013	6/11/2013	11	ROTEM COMPANY	Services for Commuter Rail Cars	2,181,834.50
5/5/2013	6/12/2013	6/5/2013	6/17/2013	43	CUBIC TRANSPORTATION SYSTEMS	Automated Fare Collection System	295,990.00
5/29/2013	5/29/2013	6/7/2013	6/11/2013	13	CITY OF WEST PALM BEACH	Reimbursement Grant 052	45,788.04
5/29/2013	6/3/2013	6/7/2013	6/11/2013	13	G4S SECURE SOLUTIONS USA	Wackenhut W/E -5/20-26/13	4,709.04
5/23/2013	5/30/2013	6/7/2013	6/11/2013	19	GANNETT FLEMING INC	Train Tracking and PIS	46,812.87
5/3/2013	6/3/2013	6/7/2013	6/11/2013	39	HNTB CORPORATION	ADA/FAC Compliance Design Standards	142,972.54
5/29/2013	5/29/2013	6/7/2013	6/11/2013	13	SOUTH FLORIDA URBAN MINISTRIES	Reimbursement under JARC Grant 072	7,221.35
5/23/2013	5/31/2013	6/7/2013	6/11/2013	19	VICTOR STANLEY INC.	DMU Parts	8,046.00
5/28/2013	6/11/2013	6/13/2013	6/17/2013	20	GANNETT FLEMING INC	Existing Train Tracking and PIS	56,682.64
5/13/2013	6/12/2013	6/13/2013	6/17/2013	35	HNTB CORPORATION	ADA/FAC Compliance Design Standards	57,600.00
5/13/2013	6/4/2013	6/13/2013	6/17/2013	35	JACOBS ENGINEERING GROUP INC.	Technical and Logistical Support for Projects	37,425.82
5/20/2013	6/4/2013	6/13/2013	6/17/2013	28	PARSONS TRANSPORTATION GROUP	General Systems Engineering Services Tasks	16,366.03
5/20/2013	6/12/2013	6/13/2013	6/17/2013	28	PB AMERICAS, INC	Professional Planning Services	15,250.77
6/12/2013	6/12/2013	6/13/2013	6/17/2013	5	S FL REGIONAL PLANNING COUNCIL	Consulting Services	25,000.00
5/14/2013	5/24/2013	6/19/2013	6/25/2013	42	BOMBARDIER MASS TRANSIT CORPORATION	Train Maintenance	161,511.50
6/4/2013	6/14/2013	6/21/2013	6/24/2013	20	BLUE LINE EQUIPMENT	40 ft Used Shipping Container	2,925.00
6/4/2013	6/14/2013	6/21/2013	6/24/2013	20	G4S SECURE SOLUTIONS USA	Wackenhut W/E -05/27-6/2/13	4,709.04
6/3/2013	6/14/2013	6/21/2013	6/24/2013	21	GANNETT FLEMING INC	Train Tracking and PIS	5,328.61
6/3/2013	6/12/2013	6/21/2013	6/24/2013	21	HDR ENGINEERING INC	Technical Support	10,819.73
5/12/2013	6/14/2013	6/21/2013	6/24/2013	43	KIMLEY HORN AND ASSOCIATES	Technical and Logistical Support for Projects	18,694.68
6/12/2013	6/14/2013	6/24/2013	6/26/2013	14	BROOKVILLE EQUIPMENT CORP.	Fully Compliant Locomotives	2,098,990.00
6/11/2013	6/18/2013	6/26/2013	6/26/2013	15	BOMBARDIER MASS TRANSIT CORPORATION	Train Maintenance	25,433.37
5/23/2013	6/18/2013	6/28/2013	7/3/2013	41	CH2M HILL, INC.	Technical and Logistical Support for Projects	92,989.27
6/18/2013	6/19/2013	6/28/2013	7/3/2013	15	G4S SECURE SOLUTIONS USA	Wackenhut W/E -06/2013	9,418.08
6/11/2013	6/19/2013	6/28/2013	7/3/2013	22	JACOBS ENGINEERING GROUP INC.	Technical and Logistical Support for Projects	13,735.47
6/7/2013	6/17/2013	6/28/2013	7/3/2013	26	MERIDIAN MANAGEMENT CORPORATION	Station Maintenance	22,594.59
				27	**TOTAL CAPITAL EXPENDITURES**		**5,476,814.68**
		Item Total		**67**	**TOTAL OPERATING EXPENSES AND CAPITAL EXPENDITURES**		**8,911,086.42**

SOUTH FLORIDA REGIONAL TRANSPORTATION AUTHORITY
GOVERNING BOARD MEETING: AUGUST 23, 2013
INFORMATION ITEM:
SUMMARY OF PAYMENTS OVER $2,500
JUNE 1 THRU JUNE 30, 2013

INVOICE CYCLE	NO. CHECKS	PERCENT OF TOTAL	ACCUM %
0-10 days	6	9.0%	9.0%
11-20 days	33	49.3%	58.2%
21-25 days	9	13.4%	71.6%
26-30 days	7	10.4%	82.1%
31-35 days	6	9.0%	91.0%
36-40 days	2	3.0%	94.0%
41-45 days	4	6.0%	100.0%
Over 45 days	0	0.0%	100.0%
TOTAL CHECKS	67	100.0%	

FINANCE & INFORMATION TECHNOLOGY
EXECUTIVE SUMMARY

INVOICES OVER $2,500

During May 2013, the SFRTA Accounts Payable division processed 322 invoices totaling $9,102,772.68 and disbursed 162 checks, excluding payroll, totaling $9,136,830.87.

Invoices over $2,500 represent 36.0% (57 checks) of all invoices processed in the month of May, and represent 99.9% of the value ($9,090,683.27) of all checks processed in May 2013.

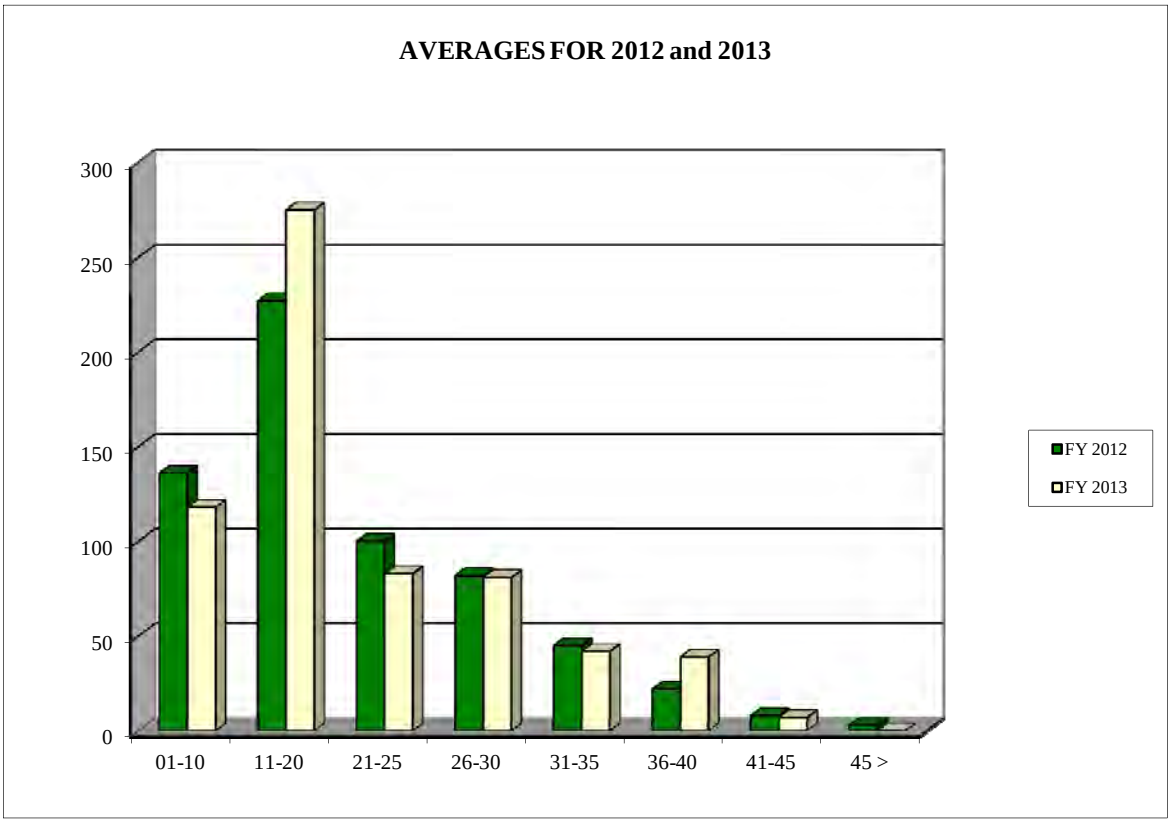
Accounts Payable processed 50.9% (29 checks) of the checks over $2,500 within the 21-25 days, with 66.7% (38 checks) of the checks over $2,500 processed within 30 days.

SOUTH FLORIDA REGIONAL TRANSPORTATION AUTHORITY AGENDA ITEM NO. F

PAYMENT CYCLE REPORT - MAY 2013

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	18.3%		0 -10 Days	21.8%
11-20 Days	42.6%		11-20 Days	36.4%
21-25 Days	12.9%		21-25 Days	16.1%
26-30 Days	12.6%		26-30 Days	13.2%
31-35 Days	6.5%		31-35 Days	7.2%
36-40 Days	6.0%		36-40 Days	3.5%
41-45 Days	1.1%		41-45 Days	1.3%
Over 45 Days	0.0%		Over 45 Days	0.5%



SOUTH FLORIDA REGIONAL TRANSPORTATION AUTHORITY
GOVERNING BOARD MEETING: AUGUST 23, 2013
INFORMATION ITEM: PAYMENTS OVER $2,500
MAY 1 THRU MAY 31, 2013

RCVD DATE	APPRVD DATE	CHECK DATE	MAILED CHECK	DAYS PROCESS	VENDOR	DESCRIPTION	AMOUNT
3/20/2013	4/25/2013	5/1/2013	5/4/2013	45	BOMBARDIER MASS TRANSIT CORPORATION	Train Maintenance	58,671.15
4/18/2013	4/25/2013	5/1/2013	5/4/2013	16	BOMBARDIER MASS TRANSIT CORPORATION	Train Maintenance	10,000.00
4/16/2013	4/29/2013	5/3/2013	5/8/2013	22	G4S SECURE SOLUTIONS USA	Wackenhut W/E - Services	202,962.71
4/16/2013	4/19/2013	5/3/2013	5/8/2013	22	LIMOUSINES OF SOUTH FLORIDA	Feeder Svc -04/1-15/13, 04/16-15/13,	142,573.75
4/15/2013	4/25/2013	5/3/2013	5/8/2013	23	RITTERS PRINTING	Perfect Bound Books	4,648.88
4/9/2013	5/2/2013	5/3/2013	5/8/2013	29	ROBERT LEE SHAPIRO, PA	Legal Services	4,917.00
4/24/2013	4/26/2013	5/7/2013	5/7/2013	13	BV OIL COMPANY	Train Fuel - 03/16-04/24/13	739,961.22
4/20/2013	4/25/2013	5/8/2013	5/13/2013	23	DOWNTOWN FT LAUDERDALE TMA	Feeder Svc Ft Lauderdale Route -03/13	16,161.12
4/19/2013	4/30/2013	5/14/2013	5/17/2013	28	EAC CONSULTING	Commuter Rail Track & Signal Field Support Svcs	26,965.64
5/1/2013	5/1/2013	5/14/2013	5/17/2013	16	FLORIDA POWER & LIGHT	Station Utilities	4,656.26
4/26/2013	5/1/2013	5/14/2013	5/17/2013	21	BITNER GOODMAN INC	Marketing Services - Jan-Mar 2013	56,777.68
5/1/2013	5/3/2013	5/14/2013	5/17/2013	16	C2 GROUP LLC	Fed/Leg Consulting Svcs -04/13	12,000.00
5/2/2013	5/2/2013	5/14/2013	5/17/2013	15	ERICKS CONSULTANTS	State Legislative Consultant Services - 04/13	20,500.00
5/8/2013	5/8/2013	5/14/2013	5/17/2013	9	PROLOGIS TRUST	Prologis Trust Office Rent -06/13	51,048.51
5/8/2013	5/9/2013	5/14/2013	5/17/2013	9	G4S SECURE SOLUTIONS USA	Wackenhut W/E - Services	217,306.53
4/22/2013	5/13/2013	5/16/2013	5/17/2013	25	SFEC TMA	SFEC TMA Feeder Bus Services -03/13	7,846.13
4/29/2013	5/14/2013	5/16/2013	5/17/2013	18	VEOLIA TRANSPORTATION SERVICE	Test trains 04/17,18/13	886,744.98
4/17/2013	5/2/2013	5/16/2013	5/17/2013	30	MINUTEMAN PRESS	Printing of Shuttle Bus Schedules	12,077.29
5/15/2013	5/15/2013	5/16/2013	5/17/2013	2	WOOLDRIDGE, VICKI	Travel	6,243.17
5/13/2013	5/13/2013	5/16/2013	5/31/2013	18	WRIGHT EXPRESS FINANCIAL SERVICE	Fuel Exp -04/01-30/2013	4,315.82
4/30/2013	5/14/2013	5/22/2013	5/31/2013	31	BV OIL COMPANY	Train Fuel - 04/12-05/08/13	407,508.67
5/1/2013	5/14/2013	5/22/2013	5/31/2013	30	NATIONAL RAILROAD PASSENGER	Base Comp -04/13	214,457.00
4/23/2013	5/8/2013	5/22/2013	5/31/2013	38	BOMBARDIER MASS TRANSIT CORPORATION	DMU Materials	28,089.62
4/18/2013	5/14/2013	5/22/2013	5/31/2013	43	BOMBARDIER MASS TRANSIT CORPORATION	Train Maintenance	185,206.00
5/21/2013	5/21/2013	5/29/2013	5/31/2013	10	FLORIDA POWER & LIGHT	Station Utilities	22,596.71
4/25/2013	5/15/2013	5/29/2013	5/31/2013	36	BOMBARDIER MASS TRANSIT CORPORATION	Train Maintenance	1,107,779.05
5/14/2013	5/22/2013	5/30/2013	5/31/2013	17	G4S SECURE SOLUTIONS USA	Wackenhut W/E - Services	202,762.90
4/15/2013	4/29/2013	5/30/2013	5/8/2013	23	MERIDIAN MANAGEMENT CORPORATION	Station Maintenance	151,562.09
5/16/2013	5/22/2013	5/30/2013	5/31/2013	15	BITNER GOODMAN INC	Marketing Services - Jan-Mar 2013	50,366.21
5/13/2013	5/24/2013	5/30/2013	5/31/2013	18	MERIDIAN MANAGEMENT CORPORATION	Station Maintenance - 04/01-30/2013	150,881.28
4/22/2013	5/24/2013	5/30/2013	5/31/2013	39	PHOENIX AIR CONDITIONING, INC	Air Conditioning Repair	3,065.83
				31	**TOTAL OPERATING EXPENDITURES**		**5,010,653.20**

SOUTH FLORIDA REGIONAL TRANSPORTATION AUTHORITY
GOVERNING BOARD MEETING: AUGUST 23, 2013
INFORMATION ITEM: PAYMENTS OVER $2,500
MAY 1 THRU MAY 31, 2013

RCVD DATE	APPRVD DATE	CHECK DATE	MAILED CHECK	DAYS PROCESS	VENDOR	DESCRIPTION	AMOUNT
4/23/2013	4/29/2013	5/6/2013	5/8/2013	15	CH2M HILL, INC.	Technical and Logistical Support for Projects	21,901.28
4/23/2013	4/29/2013	5/6/2013	5/8/2013	15	G4S SECURE SOLUTIONS USA	Wackenhut HIA W/E -04/08-14/13, 04/15-2013,	9,418.08
4/24/2013	5/8/2013	5/8/2013	5/31/2013	37	BOMBARDIER MASS TRANSIT CORPORATION	Train Maintenance	185,010.50
5/7/2013	5/9/2013	5/13/2013	5/15/2013	8	ROTEM COMPANY	Services for Commuter Rail Cars	2,785,092.99
4/10/2013	4/30/2013	5/14/2013	5/17/2013	37	HDR ENGINEERING INC	Technical Support	2,728.63
4/11/2013	5/3/2013	5/14/2013	5/17/2013	36	JACOBS ENGINEERING GROUP INC.	Technical and Logistical Support for Projects	5,160.60
4/5/2013	5/3/2013	5/14/2013	5/17/2013	42	KIMLEY HORN AND ASSOCIATES	Technical and Logistical Support for Projects	53,824.13
5/10/2013	5/10/2013	5/14/2013	5/17/2013	7	MAE VOLEN SENIOR CENTER	50% 80% Capital Expenses 01-03/13	18,548.08
4/19/2013	5/3/2013	5/14/2013	5/17/2013	28	PB AMERICAS, INC	Professional Planning Services	143,222.06
4/2/2013	5/3/2013	5/14/2013	5/17/2013	45	TREASURE COAST REGIONAL PLAN, COUNCIL	Professional Planning Services	50,000.00
4/9/2013	5/6/2013	5/16/2013	5/17/2013	38	S FL REGIONAL PLANNING COUNCIL	Consulting Services	25,000.00
4/24/2013	5/14/2013	5/29/2013	5/31/2013	37	BOMBARDIER MASS TRANSIT CORPORATION	Train Maintenance	54,911.99
4/17/2013	5/23/2013	5/29/2013	5/31/2013	44	CH2M HILL, INC.	Technical and Logistical Support for Projects	16,529.10
4/30/2013	5/3/2013	5/29/2013	5/31/2013	31	G4S SECURE SOLUTIONS USA	Wackenhut W/E -04/22-4/28/13, 04/29-5/5/13	9,418.08
5/3/2013	5/14/2013	5/29/2013	5/31/2013	28	KIMLEY HORN AND ASSOCIATES	Technical and Logistical Support for Projects	3,033.68
4/18/2013	5/14/2013	5/29/2013	5/31/2013	43	PB AMERICAS, INC	Professional Planning Services	20,725.44
5/20/2013	5/16/2013	5/29/2013	5/31/2013	11	URS CORPORATION	Engineering Services - Retainage release	10,859.61
4/23/2013	5/2/2013	5/29/2013	5/31/2013	38	GONZALEZ AND SONS EQUIPMENT	Phase 2 of the Storage Tracks Project	359,812.03
4/16/2013	5/14/2013	5/29/2013	5/31/2013	45	HDR ENGINEERING INC	Technical Support	20,537.90
5/3/2013	5/14/2013	5/29/2013	5/31/2013	28	KIMLEY HORN AND ASSOCIATES	Technical and Logistical Support for Projects	39,117.76
5/3/2013	5/22/2013	5/29/2013	5/31/2013	28	CH2M HILL, INC.	Technical and Logistical Support for Projects	165,678.80
5/14/2013	5/22/2013	5/29/2013	5/31/2013	17	G4S SECURE SOLUTIONS USA	Wackenhut W/E -05/6-12/13, 05/13-19/13	9,418.08
5/14/2013	5/22/2013	5/29/2013	5/31/2013	17	JACOBS ENGINEERING GROUP INC.	Technical and Logistical Support for Projects	10,735.04
5/14/2013	5/22/2013	5/29/2013	5/31/2013	17	KIMLEY HORN AND ASSOCIATES	Technical and Logistical Support for Projects	20,317.37
4/24/2013	5/22/2013	5/30/2013	5/31/2013	37	PB AMERICAS, INC	Professional Planning Services	7,028.84
5/1/2013	5/23/2013	5/30/2013	5/31/2013	30	CUBIC TRANSPORTATION SYSTEMS	Automated Fare Collection System	32,000.00
				26	**TOTAL CAPITAL EXPENDITURES**		**4,080,030.07**
		Item Total		**57**	**TOTAL OPERATING EXPENSES AND CAPITAL EXPENDITURES**		**9,090,683.27**

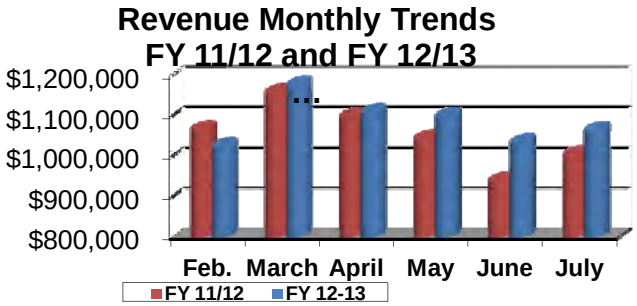
SOUTH FLORIDA REGIONAL TRANSPORTATION AUTHORITY
GOVERNING BOARD MEETING: AUGUST 23, 2013
INFORMATION ITEM:
SUMMARY OF PAYMENTS OVER $2,500
MAY 1, 2013 TO MAY 31, 2013

INVOICE CYCLE	NO. CHECKS	PERCENT OF TOTAL	ACCUM %
0-10 days	6	10.5%	10.5%
11-20 days	16	28.1%	38.6%
21-25 days	7	12.3%	50.9%
26-30 days	9	15.8%	66.7%
31-35 days	2	3.5%	70.2%
36-40 days	10	17.5%	87.7%
41-45 days	7	12.3%	100.0%
Over 45 days	0	0.0%	100.0%
TOTAL CHECKS	57	100.0%	

SOUTH FLORIDA REGIONAL TRANSPORTATION AUTHORITY
REVENUE REPORT- JULY 2013

REVENUE - JULY 2013

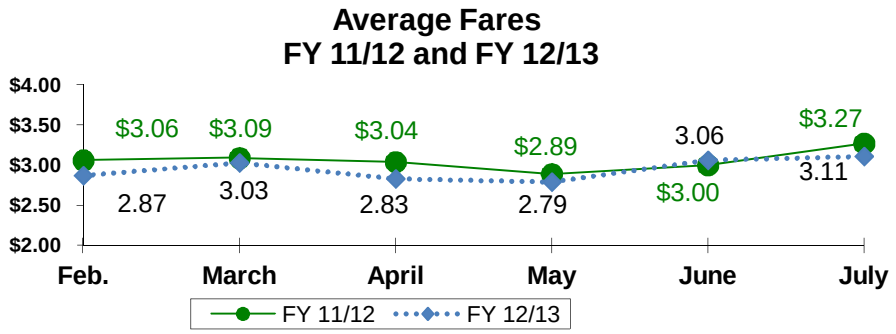
DESCRIPTION	Jul-12	Jul-13	VARIANCE	%
Weekday Sales	821,167	882,418	61,250	7.5%
Weekend Sales	167,832	158,683	(9,148)	-5.5%
Other Income	15,954	22,503	6,549	41.0%
Total Revenue	1,004,953	1,063,604	58,651	5.8%



SOUTH FLORIDA REGIONAL TRANSPORTATION AUTHORITY
REVENUE REPORT- JULY 2013

SALES BY TICKET TYPE	JULY 2012		JULY 2013		PERCENT (1) CHANGE
Palm Beach Schools	-		-		0%
Employer Disc. Program	165,147		160,894		-3%
Group Tour Sales	1,785		1,277		-28.5%
Station Sales:					
One-Way	370,113		400,528		8.2%
Roundtrip	205,121		222,272		8.4%
12 Trips	36,246		36,810		1.6%
Monthly	64,100		61,700		-3.7%
Monthly Reg. Pass	24,640		26,180		6.3%
One-Way Discount	6,729		6,802		1.1%
Roundtrip Discount	11,046		9,638		-12.7%
Monthly Discount	32,750		28,050		-14.4%
Monthly Disc. Reg. Pass	17,430		16,520		-5.2%
Stored Value	53,523		70,121		31.0%
Card Deposits	368		310		-15.8%
Total Station Sales	822,067		878,931		
Total Sales	988,999		1,041,101		5.3%

AVERAGE FARE	3.27	3.11



SOUTH FLORIDA REGIONAL TRANSPORTATION AUTHORITY
FARE EVASION REPORT
FEBRUARY 2013 THROUGH JULY 2013

MONTH	TOTAL INSPECTED	TOTAL VIOLATIONS	# OF CITATIONS	# OF WARNINGS	% RIDERS INSPECTED
FEBRUARY 2013	438,921	3,080	67	3,013	124%
MARCH 2013	486,755	3,717	183	3,530	127%
APRIL 2013	486,636	3,660	41	3,618	126%
MAY 2013	488,304	3,289	96	3,192	130%
JUNE 2013	436,859	3,420	193	3,223	134%
JULY 2013	455,197	3,408	225	3,173	136%
AVERAGE	465,445	3,429	134	3,292	130%

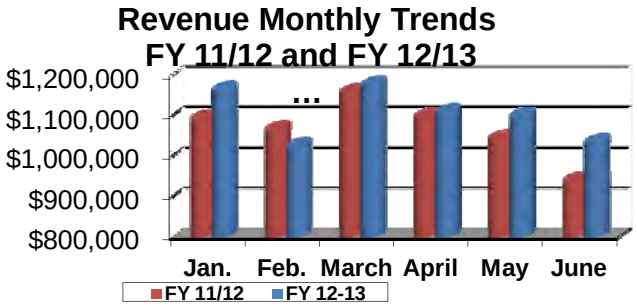
FARE EVASION %	**0.75%**

FINES	**$**	**190**

SOUTH FLORIDA REGIONAL TRANSPORTATION AUTHORITY
REVENUE REPORT- JUNE 2013

REVENUE - JUNE 2013

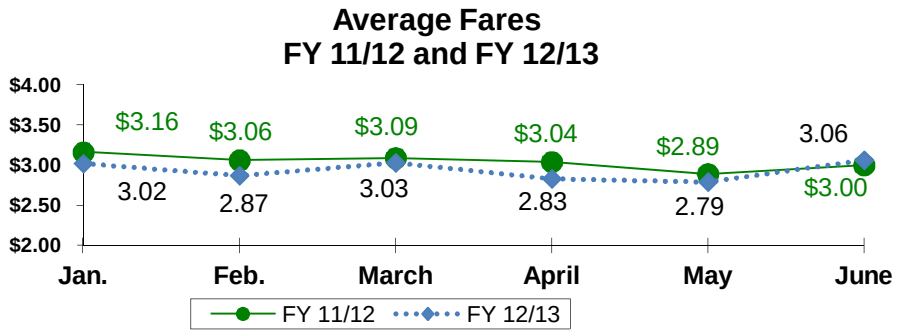
DESCRIPTION	Jun-12	Jun-13	VARIANCE	%
Weekday Sales	773,364	782,565	9,201	1.2%
Weekend Sales	152,568	213,164	60,597	39.7%
Other Income	14,095	38,648	24,553	174.2%
Total Revenue	940,027	1,034,377	94,351	10.0%



SOUTH FLORIDA REGIONAL TRANSPORTATION AUTHORITY
REVENUE REPORT- JUNE 2013

SALES BY TICKET TYPE	JUNE 2012		JUNE 2013		PERCENT (1) CHANGE
Palm Beach Schools	-		-		0%
Employer Disc. Program	124,916		139,961		12%
Group Tour Sales	579		651		12.5%
Station Sales:					
One-Way	360,293		380,151		5.5%
Roundtrip	215,247		237,617		10.4%
12 Trips	36,190		36,040		-0.4%
Monthly	52,700		56,900		8.0%
Monthly Reg. Pass	20,860		21,700		4.0%
One-Way Discount	6,207		6,149		-0.9%
Roundtrip Discount	10,640		9,587		-9.9%
Monthly Discount	27,200		26,002		-4.4%
Monthly Disc. Reg. Pass	14,210		13,160		-7.4%
Stored Value	56,580		67,464		19.2%
Card Deposits	312		348		11.5%
Total Station Sales	800,437		855,118		
Total Sales	925,932		995,729		7.5%

AVERAGE FARE	3.00	3.06



SOUTH FLORIDA REGIONAL TRANSPORTATION AUTHORITY
FARE EVASION REPORT
JANUARY 2013 THROUGH JUNE 2013

MONTH	TOTAL INSPECTED	TOTAL VIOLATIONS	# OF CITATIONS	# OF WARNINGS	% RIDERS INSPECTED
JANUARY 2013	470,956	3,583	43	3,539	129%
FEBRUARY 2013	438,921	3,080	67	3,013	124%
MARCH 2013	486,755	3,717	183	3,530	127%
APRIL 2013	486,636	3,660	41	3,618	126%
MAY 2013	488,304	3,289	96	3,192	130%
JUNE 2013	436,859	3,420	193	3,223	134%
AVERAGE	468,072	3,458	104	3,353	128%

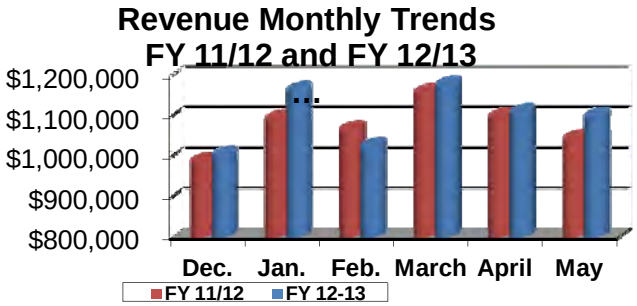
FARE EVASION %	**0.78%**

FINES	**$**	**2,771**

SOUTH FLORIDA REGIONAL TRANSPORTATION AUTHORITY
REVENUE REPORT- MAY 2013

REVENUE - MAY 2013

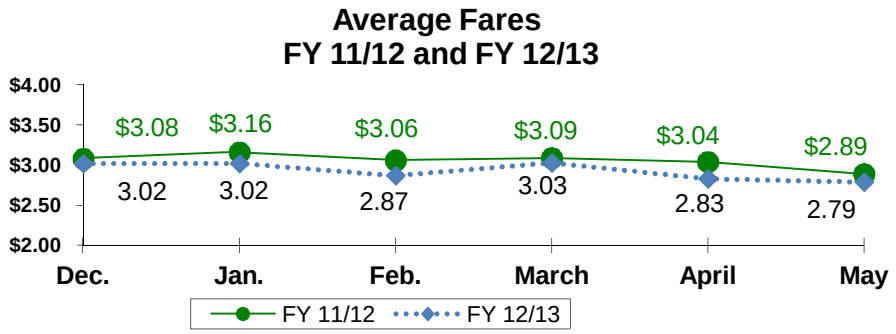
DESCRIPTION	May-12	May-13	VARIANCE	%
Weekday Sales	873,450	879,810	6,361	0.7%
Weekend Sales	150,373	168,821	18,447	12.3%
Other Income	20,519	50,485	29,966	146.0%
Total Revenue	1,044,342	1,099,117	54,774	5.2%



SOUTH FLORIDA REGIONAL TRANSPORTATION AUTHORITY
REVENUE REPORT- MAY 2013

SALES BY TICKET TYPE	MAY 2012		MAY 2013		PERCENT (1) CHANGE
Palm Beach Schools	29,650		30,250		2%
Employer Disc. Program	150,947		143,121		-5%
Group Tour Sales	686		984		43.5%
Station Sales:					
One-Way	377,431		405,496		7.4%
Roundtrip	203,379		214,634		5.5%
12 Trips	37,055		36,209		-2.3%
Monthly	62,600		57,700		-7.8%
Monthly Reg. Pass	28,980		24,780		-14.5%
One-Way Discount	7,077		6,681		-5.6%
Roundtrip Discount	11,905		10,241		-14.0%
Monthly Discount	31,397		29,200		-7.0%
Monthly Disc. Reg. Pass	16,380		15,470		-5.6%
Stored Value	66,010		73,555		11.4%
Card Deposits	326		310		-4.9%
Total Station Sales	842,540		874,276		
Total Sales	1,023,823		1,048,631		2.4%

AVERAGE FARE	2.89	2.79

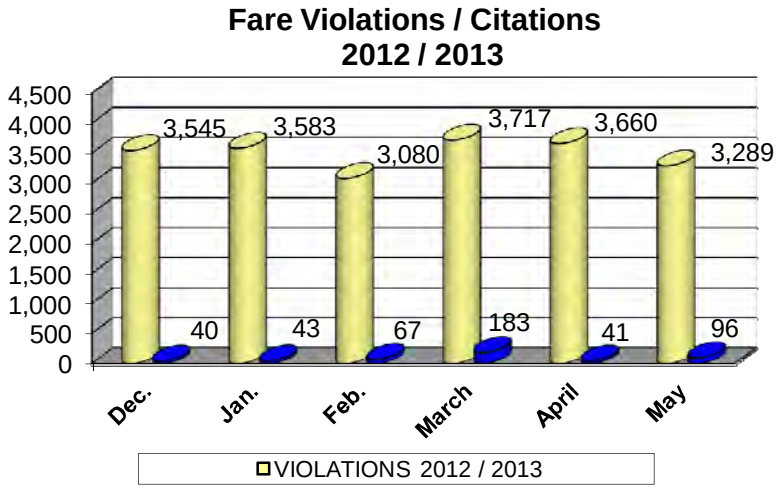


SOUTH FLORIDA REGIONAL TRANSPORTATION AUTHORITY
FARE EVASION REPORT
DECEMBER 2012 THROUGH MAY 2013

MONTH	TOTAL INSPECTED	TOTAL VIOLATIONS	# OF CITATIONS	# OF WARNINGS	% RIDERS INSPECTED
DECEMBER 2012	439,701	3,545	40	3,504	135%
JANUARY 2013	470,956	3,583	43	3,539	129%
FEBRUARY 2013	438,921	3,080	67	3,013	124%
MARCH 2013	486,755	3,717	183	3,530	127%
APRIL 2013	486,636	3,660	41	3,618	126%
MAY 2013	488,304	3,289	96	3,192	130%
AVERAGE	468,546	3,479	78	3,399	129%

FARE EVASION %	**0.67%**

FINES	**$**	**2,340**



Solicitation Status Report
July 2013

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

Solicitation Status Report
June 2013

AGENDA ITEM: H

Solicitation Number	Solicitation Type	Description of Services	Advertise Date	Document Available	Pre-Submittal Conference	Due Date Bids/Proposals	Award Contract
13-006	**RFP**	Corporate and Community Outreach and Marketing Services	**4/7/2013**	**4/10/2013**	**4/17/2013**	**5/10/2013**	**6/7/2013**

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

Solicitation Status Report
May 2013

AGENDA ITEM: H

Solicitation Number	Solicitation Type	Description of Services	Advertise Date	Document Available	Pre-Submittal Conference	Due Date Bids/Proposals	Award Contract
13-006	**RFP**	Corporate and Community Outreach and Marketing Services	**4/7/2013**	**4/10/2013**	**4/17/2013**	**5/10/2013**	**6/7/2013**

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

Contract Actions Executed
Under The Executive Director's Authority
For The Month of July 2013

Contract Purchase Order No.	Contract /Project Description	Contract Action	Amount $
13-000290	**CONTRACTOR: PARSONS TRANSPORTATION GROUP** **DESCRIPTION:** To assist SFRTA in performing general systems engineering services tasks, which require a quick response and short turn-around time.	Purchase Order	$25,000.00

Contract Actions Executed
Under The Executive Director's Authority
For The Month of June 2013

Contract Purchase Order No.	Contract /Project Description	Contract Action	Amount $
13-000202	**CONTRACTOR: KIMLEY HORN AND ASSOCIATES** **DESCRIPTION:** To assist the South Florida Regional Transportation Authority in performing general planning tasks, which require a quick response and short turn-around time.	Work Order	$25,000.00
13-000393	**CONTRACTOR: KIMLEY HORN AND ASSOCIATES** **DESCRIPTION:** To provide SFRTA technical planning support for the development of materials to define and present concepts for potential extensions on both ends of Phase 1 of the Wave Streetcar Project.	Work Order	$14,532.41
13-000397	**CONTRACTOR: HNTB CORPORATION** **DESCRIPTION:** To conduct on-board passenger counts of the SFRTA Tri-Rail riders for the purpose of reporting Passenger Miles Traveled.	Work Order	$64,214.38

Contract Actions Executed
Under The Executive Director's Authority
For The Month of May 2013

Contract Purchase Order No.	Contract /Project Description	Contract Action	Amount $
13-000370	**CONTRACTOR: PHOENIX AIR CONDITIONING, INC.** **DESCRIPTION:** Replace 3 existing A/C units with 3 New units.	Purchase Order	$24,800.00
13-000369	**CONTRACTOR: HDR ENGINEERING, INC.** **DESCRIPTION:** Assist the South Florida Regional Transportation Authority (SFRTA) in performing general planning tasks, which require a quick response and short turn-around time.	Work Order	$25,000.00
13-000377	**CONTRACTOR: PB AMERICAS, INC.** **DESCRIPTION:** Assist the South Florida Regional Transportation Authority (SFRTA) in performing general planning tasks, which require a quick response and short turn-around time.	Work Order	$25,000.00
13-000368	**CONTRACTOR: PARSONS TRANSPORTATION GROUP** **DESCRIPTION:** Assist SFRTA in performing general systems engineering services tasks, which require a quick response and short turn-around time.	Work Order	$25,000.00
12-003	**CONTRACTOR: SHARPTON BRUNSON & COMPANY PA** **DESCRIPTION:** Audit being performed of Miami Dade County for the purpose of obtaining a SSAE 16 SOC I Type II Audit Report.	Contract Amendment	$85,000.00

AGENDA ITEM: J

Contract Actions Executed
Under The
Construction Oversight Committee's Authority
For The Month of July 2013

Date Signed	Description	Contract Action	Amount $
N/A	No Contract Actions were executed by the Construction Oversight Committee for the Month of July, 2013	N/A	N/A

AGENDA ITEM: J

Contract Actions Executed
Under The
Construction Oversight Committee's Authority
For The Month of June 2013

Date Signed	Description	Contract Action	Amount $
07-Jun-13 **Contractor** **Project** **Justification**	Agreement No. 06-115 Hyundai Rotem Company Commuter Rail Cars Procure Capital Parts For The Hyundai Rotem Rail Cars.	Change Order	$1,957,408.42

AGENDA ITEM: J

Contract Actions Executed
Under The
Construction Oversight Committee's Authority
For The Month of May 2013

Date Signed	Description	Contract Action	Amount $
N/A	No Contract Actions were executed by the Construction Oversight Committee for the Month of May, 2013	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: July, 2013

PROPERTY TASK FORCE
CURRENT PROJECT SCHEDULE

PROJECT/PROPERTY ISSUES	DATE OF DELEGATION BY BOD	ACTION TO BE TAKEN	DELEGATION	BOD MEETING UPDATE
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Last Update: June, 2013

SOUTH FLORIDA
REGIONAL
TRANSPORTATION
AUTHORITY

MONTHLY CRIME ANALYSIS SUMMARY AND FARE EVASION REPORT

JULY 2013

PRESENTED BY

STEVE COLLISTER
PROJECT MANAGER

SOUTH FLORIDA REGIONAL
TRANSPORTATION AUTHORITY
MONTHLY CRIME ANALYSIS SUMMARY

JULY 2013

During the month of JULY 2013, 3703 incidents were reported to, or by G4S Secure Solutions, USA, and Custom Protection Officers®, of these, six (6) Thefts, one (1) Trespass after Warning, one (1) Burglary Auto, one (1) Battery, and one (1) Auto Theft. A total of eleven (11) arrests were made this month in which ten were for Fare Evasion.

MAJOR INCIDENTS

THEFT-bicycle
Case #
Occurred 07/07/2013, Sunday, at 1715 hours. (5) Juvenile subjects removed the victims red and black Mongoose Mountain Bike from the P683. A subsequent search found the bicycle in possession of said subjects. Police Department remanded custody of subjects to parents/guardians. All (5) subjects were trespassed.

Trespass After Warning **Arrest**
Case # 07-13-2764
Occurred 07/24/2013, Wednesday, at 1045 hours. A subject previously Trespassed (09-12-3221, 10-12-185) was observed on the platform. Police Department responded and arrested the subject for Trespass after warning. Hialeah Police Department Case # 2013-24726.

Theft-P642
Case #07-13-3682
Occurred 07/31/2013, Wednesday, at 2010 hours. Victim states that as the P642 was stopped at the WPB Station, an unknown black male who was detraining, grabbed her tablet computer from her and fled the area. No police report case number.

LAKE WORTH STATION

THEFT-bicycle
Case #07-13-953
Occurred 07/18/2013, Monday, between 1030-1960 hours. Victim states his black/.grey Mountain Bike was removed from the bike rack. A subsequent search by the owner/officer met with negative results.

MANGONIA PARK STATION

Theft-cell phone
Case #07-13-1548
Occurred 07/12/2013, Friday, at 2130 hours. Victim was approached by B/M, who asked to borrow his cell phone to make a call. The victim obliged and handed his Samsung Galaxy to one of the subjects who fled the platform off the property. Palm Beach Sheriff's Office Case # 13-096273.

OPA LOCKA STATION

THEFT-bicycle
Case #07-13-3050
Occurred 07/26/2013, Friday, while patrolling the station, the officer observed the lock on the bike locker #013 was broken off. The were no contents in the locker, subsequent information from RTA revealed the victims bicycle was removed from said locker. Opa Locka Police Department Case # 13-0726-014.

AUTO THEFT
Case #07-13-812
Occurred between 07/03/13, Wednesday, 2235 hours and 07/04/2013, Thursday, at 0430 hours. Unknown subject(s) removed the victims gold/brown Chevy Truck from the lot. Police Department Case # 13-0708-004.

FORT LAUDERDALE STATION

Burglary Auto
Case# 07-13-17
Occurred between Friday, 06/28/2013, unknown time, and Monday, 07/01/2013, at 0928 hours. Unknown subject broke out the window (passenger side) of a silver (4) door Mitsubishi Galant and removed the victim's key access card and Sunpass from the interior (verified by owner). Ft Lauderdale Police Department Case # 07-13-74196.

Battery
Case# 07-13-324
Occurred Wednesday, 07/03/2013, at 1470 hours. Victim states that he was punched in the face (L/S) by an unknown black male that he had previously dispute with the unknown subject departed in a dark grey Toyota Corolla. Fire Rescue responded and treated the victim. Police Department Case # 13-75175.

Theft –Bicycle
Case# 07-13-3326
Occurred between Friday, 07/26/2013 at 1630 hours and Monday, 07/29/2013, at 0644 hours. Victim stated unknown person removed his yellow and black bicycle from locker # 027. The lock was missing also. Victim did not want police assistance.

MONTHLY FARE EVASION REPORT

MONTH: July-2013

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
7/1/2013	12,636	17,889	127	6	121	0	142%	0.7%	5%	95%	0%
7/2/2013	13079	17824	108	8	99	1	136%	0.6%	7%	92%	1%
7/3/2013	13,251	18,014	139	9	129	1	136%	0.8%	7%	93%	1%
7/4/2013	5,545	7,835	95	14	81	0	141%	1.21%	15%	85%	0%
7/5/2013	10,722	15,959	123	6	117	0	149%	0.78%	5%	95%	0%
7/6/2013	6,085	9,420	75	5	70	0	155%	0.80%	7%	93%	0%
7/7/2013	5,195	6,133	79	5	74	0	118%	1.27%	6%	94%	0%
7/8/2013	13,511	18,223	141	7	134	0	135%	0.77%	5%	95%	0%
7/9/2013	13,391	19,081	146	15	129	2	142%	0.77%	10%	88%	1%
7/10/2013	13,765	17,436	151	14	135	2	127%	0.87%	9%	89%	2%
7/11/2013	13,847	17,461	126	12	114	0	126%	0.72%	10%	90%	0%
7/12/2013	11,840	16,222	133	9	124	0	137%	0.82%	7%	93%	0%
7/13/2013	6,234	6,496	74	9	65	0	104%	1.14%	12%	88%	0%
7/14/2013	5,404	6,597	73	5	68	0	122%	1.11%	7%	93%	0%
7/15/2013	12,913	17,489	131	9	122	0	135%	0.75%	7%	93%	0%
7/16/2013	12,689	18,782	104	9	95	0	148%	0.55%	9%	91%	0%
7/17/2013	12,607	16,461	84	7	76	1	131%	0.50%	8%	90%	1%
7/18/2013	12,767	15,989	107	3	104	0	125%	0.67%	3%	97%	0%
7/19/2013	12,257	16,833	103	6	97	0	137%	0.61%	6%	94%	0%
7/20/2013	6,205	7,743	74	4	70	0	125%	0.96%	5%	95%	0%
7/21/2013	5,582	6,511	85	6	79	0	117%	1.31%	7%	93%	0%
7/22/2013	13,054	18,661	129	8	121	0	143%	0.69%	5%	95%	0%
7/23/2013	13,252	18,157	114	4	110	0	137%	0.63%	4%	96%	0%
7/24/2013	13,034	17,483	119	6	111	2	134%	0.68%	5%	93%	2%
7/25/2013	12,881	17,405	119	8	111	0	135%	0.68%	7%	93%	0%
7/26/2013	12,318	17,682	115	4	110	1	144%	0.65%	3%	96%	1%
7/27/2013	6,230	8,201	85	1	84	0	132%	1.04%	1%	99%	0%
7/28/2013	5,574	7,252	104	6	98	0	130%	1.39%	6%	94%	0%
7/29/2013	12,841	20,417	117	10	107	0	159%	0.58%	8%	92%	0%
7/30/2013	13,342	18,202	118	5	113	0	136%	0.64%	4%	96%	0%
7/31/2013	13,487	17,339	110	5	105	0	129%	0.63%	5%	95%	0%
Totals	**335,538**	**455,197**	**3,408**	**225**	**3173**	**10**	**136%**	**0.75%**	**7%**	**93%**	**0%**

Weekly/Monthly Fare Inspection Report

Month: July-2013

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
07/01-07/07/13	66,513	93,074	746	53	691	2	140%	0.80%	7%	93%	0%
07/08-07/14/13	77,992	101,516	844	71	769	4	130%	0.83%	8%	91%	0%
07/15-07/21/13	75,020	99,808	688	44	644	1	133%	0.69%	6%	94%	0%
07/22-07/28/13	76,343	104,841	785	37	744	3	137%	0.75%	5%	95%	0%
07/29-07/31/13	39,670	55,958	345	20	325	0	141%	0.62%	6%	94%	0%
Totals	**335,538**	**455,197**	**3,408**	**225**	**3,173**	**10**	136%	0.75%	7%	93%	0%

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%

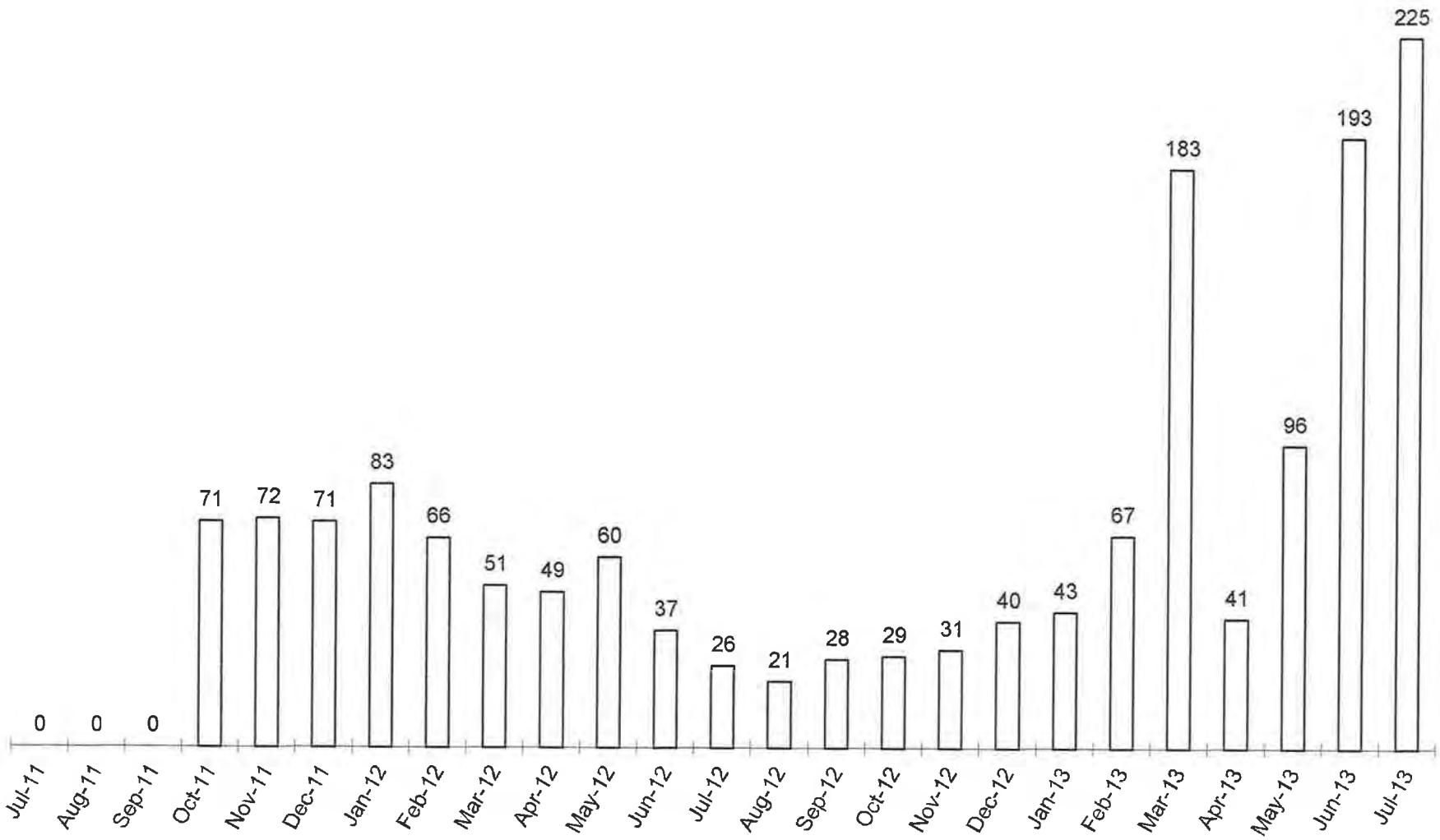
AS OF 05/17/11 TEMPORARILY DISCONTINUED ISSUING WRITTEN WARNINGS/CITATIONS
06/19/11 DUMP THE PUMP DAY
AS OF 10/03/11 ISSUING WRITTEN WARNINGS
10/20/11& 10/21/11 CITATIONS ISSUED FOR NO PHYSICAL TICKET AND NO TRANSFER WITH TRANSFER TICKET
10/22/11 ONLY WARNINGS BEING ISSUED
AS OF 10/25/11 CITATIONS ISSUED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

FARE EVASION REPORT
MONTHLY COMPARISON

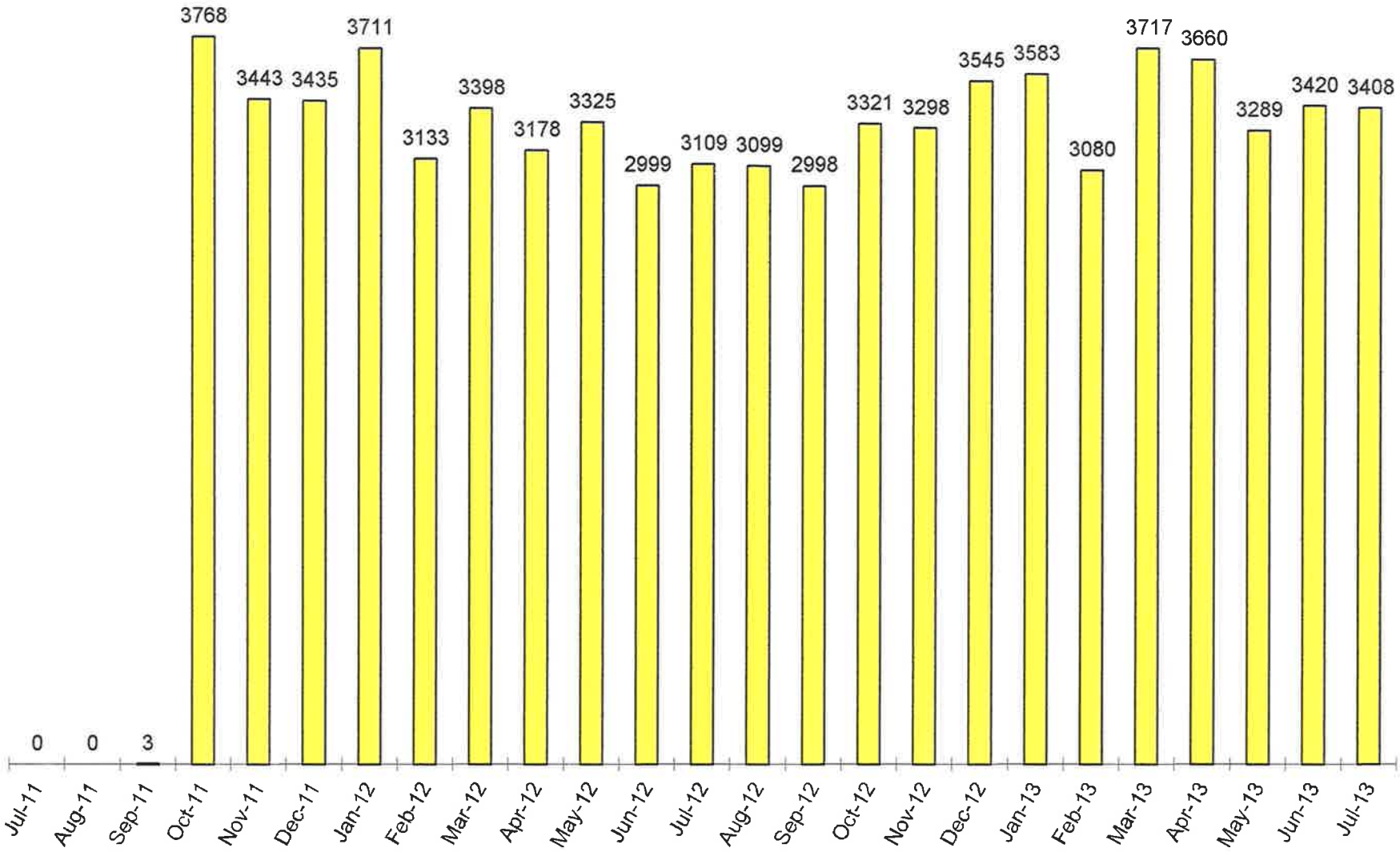
MONTH	Total	Total	Total	Number of	Discretion	F.S.S.	% Riders	% Riders	% Violators	% Violators	% Violators
November-11	339,550	445,877	3,443	72	3,370	1	131%	0.77%	2%	98%	0%
December-11	311,554	420,962	3435	71	3363	1	135%	0.82%	2%	98%	0%
January-12	336,772	428,741	3711	83	3627	1	127%	0.87%	2%	98%	0%
February-12	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%
August-12	324,002	428,836	3099	21	3078	0	132%	0.72%	1%	99%	0%
September-12	329,319	433,572	2998	28	2970	0	132%	0.69%	1%	99%	0%
October-12	380,368	492,830	3321	29	3291	1	130%	0.67%	1%	99%	0%
November-12	350,983	459,811	3,298	31	3267	0	131%	0.72%	1%	99%	0%
December-12	326,412	439,701	3545	40	3504	1	135%	0.81%	1%	99%	0%
January-13	365,947	470,956	3583	43	3539	1	129%	0.76%	1%	99%	0%
February-13	352,773	438,921	3080	67	3013	0	124%	0.70%	2%	98%	0%
March-13	382,389	486,755	3717	183	3530	4	127%	0.76%	5%	95%	0%
April-13	386,755	486,636	3660	41	3618	1	126%	0.75%	1%	99%	0%
May-13	376,961	488,304	3289	96	3192	1	130%	0.67%	3%	97%	0%
June-13	325,240	436,859	3420	193	3223	4	134%	0.78%	6%	94%	0%
July-13	335,538	455,197	3408	225	3173	10	136%	0.75%	7%	93%	0%
Totals	**48,549,061**	**50,373,966**	301,846	30,784	**270,232**	**832**	**104%**	**0.60%**	**10%**	**90%**	**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

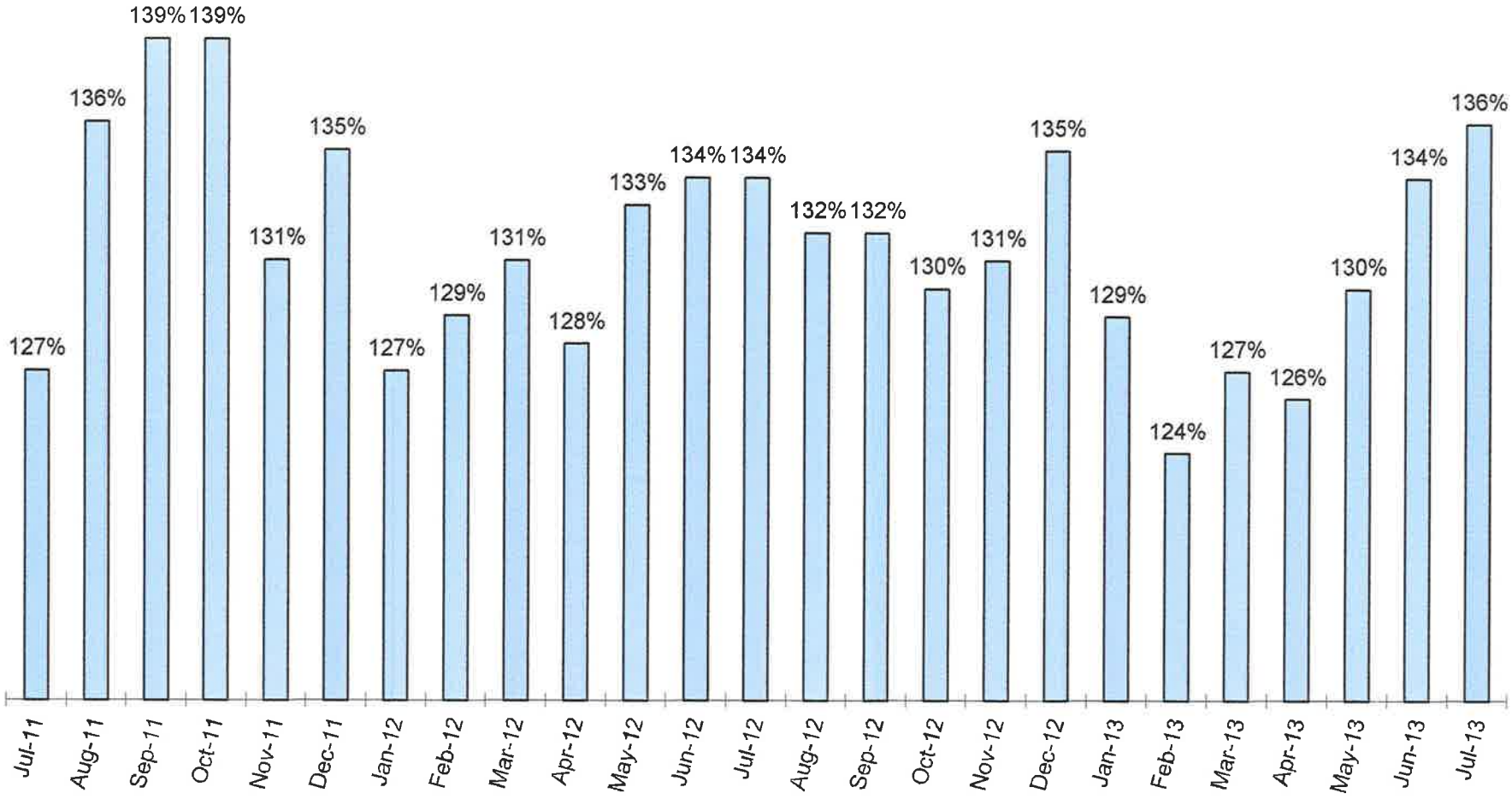
CITATIONS ISSUED



FARE EVASION VIOLATIONS



PERCENTAGE OF RIDERS INSPECTED



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
SUBTOTA	**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 -(	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-0	38	0	237	584	49	165	32	3	1108
(D) SEPT-(	28	0	236	645	44	143	16	6	1118
(E) OCT-0	32	0	208	502	27	112	12	5	898
(F) NOV-0	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-0(	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-0	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
SUBTOTA	**3,810**	**0**	**28,296**	**45,845**	**2,676**	**15,168**	**1,659**	**752**	**98,206**

(B)- LIMITED/NO TRAIN SERVICE -HURRICANE FRANCES-9/ 2-12/04
(C) LIMITED OR NO TRAIN SERVICE-HURRICANE KATRINA 8/25-28/05
(E) NO TRAIN SERVICE -HURRICANE WILMA 10/22/05-10/31/05
(G) NO TRAIN SERVICE -TROPICAL STORM ERNESTO 08/28-08/29/06
LIMITED/NO TRAIN SERVICE-HURRICANE JEANNE-9/25-29/04
(D) NO TRAIN SERVICE DUE TO HURRICANE RITA 09/20/05
(F) NO TICKET CHECKS-HURRICANE WILMA 11/01/05-11/11/05

(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-0	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

Month	12 Trip Validation	Insufficent Funds	No Physical Ticket	No Tap	Zone Override	No Transfer Slip	Outdated	Comp. Ticket	Total
Aug-12	41	118	2188	283	238	138	72	0	3078
Sep-12	73	225	1941	367	165	127	71	1	2970
Oct-12	102	270	1979	467	197	182	94	0	3291
Nov-12	71	271	2069	412	206	157	81	0	3267
Dec-12	98	305	2293	382	197	142	84	3	3504
Jan-13	80	337	2324	384	196	140	78	0	3539
Feb-13	46	288	2012	299	172	134	62	0	3013
TOTAL	**7,242**	**1,822**	**64,908**	**135,508**	**10,750**	**26,108**	**5,308**	**1,337**	**252,983**

NEW WARNING FORMS ISSUED

MONTHLY BREAKDOWN OF WARNINGS

MONTH	12 TRIP NO TAP	ZONE OVERRIDE EASY CARD	INSUFFICENT FUNDS	NO BUS/METRO TRANSFER	NO PHYSICAL TICKET	NO SFRTA TRANSFER	NO TAP EASY CARD	OUTDATED PAPER TICKET	UNREADABLE EASY CARD	ZONE OVERRIDE PAPER TICKET	TOTAL
Mar-13	89	4	374	81	2160	35	456	105	5	221	3530
13-Apr	95	5	374	132	2289	31	379	69	3	241	3618
13-May	85	4	270	135	2071	25	323	216	0	63	3192
13-Jun	95	1	319	113	2048	33	322	82	0	210	3223
13-Jul	82	0	303	125	2015	26	296	89	0	237	3173
	446	**14**	**1,640**	**586**	**10,583**	**150**	**1,776**	**561**	**8**	**972**	**16,736**

NEW TICKETING SYSTEM IN EFFECT

MONTHLY BREAKDOWN OF CITATIONS

Month	12 Trip Validation	Comp. Ticket Violation	Ineligible Discount	No Ticket	Zone Override	No Transfer	Out Dated Ticket	EDF 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

*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	EDF 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.

(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

Month	12 Trip Validation	Insufficent Funds	No Physical Ticket	No Tap	Zone Override	No Transfer Slip	Outdated	Comp. Ticket	Total
Aug-12	0	0	18	0	3	0	0	0	21
Sep-12	0	0	26	0	0	1	1	0	28
Oct-12	0	0	24	0	3	0	2	0	29
Nov-12	0	0	27	0	2	1	1	0	31
Dec-12	0	0	35	0	3	1	1	0	40
Jan-13	1	0	38	0	3	1	0	0	43
Feb-13	0	0	60	0	2	5	0	0	67
									0
									0
									0
									0
									0
									0
TOTAL	**707**	**1**	**7,105**	**17,642**	**1,561**	**2,198**	**743**	**89**	**30,046**

NEW WARNING FORMS ISSUED

MONTHLY BREAKDOWN OF CITATIONS

MONTH	12 TRIP NO TAP	ZONE OVERRIDE EASY CARD	INSUFFICENT FUNDS	NO BUS/METRO TRANSFER	NO PHYSICAL TICKET	NO SFRTA TRANSFER	NO TAP EASY CARD	OUTDATED PAPER TICKET	UNREADABLE EASY CARD	ZONE OVERRIDE PAPER TICKET	Total
Mar-13	0	0	1	8	155	0	0	2	0	17	183
13-Apr	1	0	2	1	33	0	0	1	0	3	41
13-May	1	0	13	9	58	0	9	0	0	6	96
13-Jun	1	0	17	8	132	0	20	1	0	14	193
13-Jul	4	0	26	13	141	0	19	2	0	20	225
											0
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											0
	7	0	59	39	519	0	48	6	0	60	738

NEW TICKETING SYSTEM IN EFFECT

SIX MONTH CRIME ANALYSIS
2012

CLASSIFICATION	FEB	MAR	APR	MAY	JUN	JULY
ABANDONED VEHICLE						
ALARMS		2				2
ALARMS-TVM						
ALCOHOLIC BEVERAGE/TRAIN		1	1			1
ARSON		1				
ASSAULT-AGGRAVATED TRANSIT AGENT / CPO	1					
ASSAULT-AGGRAVATED						
ASSAULT TRANSIT AGENT / CPO						
ASSAULT			1			
ASSIST PASSENGER	2	1	2	1	2	6
ASSIST OTHER AGENCY			2		1	1
ATTEMPTED SUICIDE						
AUTO THEFT			1	1		1
AUTO THEFT - ATTEMPT						
AUTO THEFT - RECOVERY			1			
BATTERY - AGGRAVATED TRANSIT AGENT/ CPO						
BATTERY - AGGRAVATED						
BATTERY - TRANSIT AGENT / CPO		2				
BATTERY				1		1
BICYCLE VIOLATIONS						
BOMBING						
BOMB THREAT						
BURGLARY						
BURGLARY ATTEMPT						
BURGLARY-STRUCTURE						
BURGLARY-AUTO		1	1		1	1
BURGLARY-ATTEMPT AUTO						
CAMERA MONITORING CENTER						
CHEMICAL RELEASE						
CIVIL DISTURBANCE						
COUNTERFEIT/ALTERED TICKET						
CREDIT CARD FRAUD						
CRIMINAL MISCHIEF	5	8	11	22	20	9
CROSSING W/ GATE DOWN						
CYBER INCIDENT						
DAMAGED PROPERTY	1	1	2	4	1	2
DEBRIS ON TRACK		1	3		2	
DISORDERLY CONDUCT	7	7	4	7	6	7
DISTURBANCE	3	8	5	4	2	3
DRUG OFFENSE			1			
DOMESTIC VIOLENCE						
EMS BOARD MALFUNCTION		1	4	4		
ELEVATOR MALFUNCTION	16	19	19	20	10	15
ESCALATOR MALFUNCTION	3	2	1	3	6	10
ELEVATOR PHONE MALFUNCTION	1	1		1	1	
FARE EVASION- CITATIONS	67	183	41	96	193	225
FARE EVASION-WARNINGS	3013	3530	3618	3192	3223	3173
FARE EVASION-ARREST		4	1	1	4	10
FALSE IDENTIFICATION						
FIRE		3			2	
GRADE CROSSING PROBLEM	1	2	3	4	2	
HIJACKING						
SUB-TOTAL	3120	3778	3722	3361	3476	3467

SIX MONTH CRIME ANALYSIS
2012

CLASSIFICATION	FEB	MAR	APR	MAY	JUN	JULY
ILLNESS	7	2	4	4	10	5
INJURY		2	1	7	1	2
INJURY-CPO	1		2	1		1
INTERFERING W/ TRAIN	1	1	1	2	2	
INTOXICATED PERSON						
INVESTIGATION						
KIOSK PROBLEM						
LUGGAGE						
LOST/FOUND PROPERTY	87	98	111	110	94	83
LOUD MUSIC						
MISCELLANEOUS/INFORMATION	32	35	43	43	41	41
MISSING PERSON		2				
MISSING PERSON-LOCATED		1				1
MOTOR VEHICLE ACCIDENT		1	1		1	1
PARKING PROBLEM	14	6	13	38	8	2
PARKING LOT ACCIDENTS						
PARKING LOT VIOLATIONS						
PAYPHONE MALFUNCTION						
PULLED EMERGENCY STOP		1				
RECOVERED STOLEN PROPERTY						
RIDIDNG ON OUTSIDE OF TRAIN						
ROBBERY						
ROBBERY ARMED	2		1	1		
ROBBERY ATTEMPT						
SAFETY HAZARD	13	11	11	15	16	17
SEXUAL BATTERY						
SEX OFFENSE (OTHER)	2		1			
SIGN PROBLEM					1	
SLIP AND FALL	4	3	7	5	4	4
SMOKING ON TRAIN						1
SOLICITATION		1		1	1	2
STUDENT INCIDENT	2	2	4	7		
SURFBOARDS ON TRAIN						
SUSPICIOUS INCIDENT	2	4	6	7	6	4
SUSPICIOUS PERSON	1	5	6	4	4	
SUSPICIOUS VEHICLE	1		1	2		1
SUICIDE ATTEMPT						
TELEPHONIC THREAT						
THEFT	5	2	5	2	4	6
THEFT-ATTEMPTED	2					1
THROWING OBJECT AT TRAIN					1	
TRAIN VS ANIMAL						
TRAIN VS BICYCLE						
TRAIN VS PEDESTRIAN	1				1	1
TRAIN VS VEHICLE	1			1	1	
TRAIN VS FIXED OBJECT						
TRESPASS	6	11	6	7	7	10
TVM GATE MALFUNCTION	1	1	4		2	2
TVM MALFUNCTION	66	71	61	62	42	43
SAV VALIDATOR MALFUNCTION	4	5	2	4	4	8
VEHICLE ON TRACKS			1			
WEAPON COMPLAINT						
TOTAL REPORTS	3375	4043	4014	3684	3727	3703

CLASSIFICATIONS BREAKDOWN
JULY 2013

CLASSIFICATION			
ABANDONED VEHICLE			
ALARMS			2
ALARMS-TVM			
ALCOHOLIC BEVERAGE			1
ARSON			
ASSAULT AGGRAVATED TRANSIT AGENT / CPO			
ASSAULT-AGGRAVATED			
ASSAULT TRANSIT AGENT / CPO			
ASSAULT			
ASSIST PASSENGER			6
ASSIST OTHER AGENCY			1
ATTEMPTED SUICIDE			
AUTO THEFT			1
AUTO THEFT - ATTEMPT			
AUTO THEFT - RECOVERY			
BATTERY - AGGRAVATED TRANSIT AGENT / CPO			
BATTERY - AGGRAVATED			
BATTERY TRANSIT AGENT / CPO			
BATTERY			1
BICYCLE VIOLATIONS			
BIOLOGICAL RELEASE			
BOMBING			
BOMB THREAT			
BRUSH FIRE			
BURGLARY-ATTEMPT			
BURGLARY STRUCTURE			
BURGLARY-AUTO			1
BURGLARY-ATTEMPT AUTO			
CAMERA MONITORING CENTER			
CHEMICAL RELEASE			
CIVIL DISTURBANCE			
CREDIT CARD FRAUD			
CRIMINAL MISCHIEF	*GRAFFITTI*	*5*	9
CROSSING W/ GATE DOWN			
CYBER INCIDENT			
DAMAGED PROPERTY			2
DEBRIS ON TRACK			
DISORDERLY CONDUCT			7
DISTURBANCE			3
DOMESTIC VIOLENCE			
DRUG OFFENSE			
EMS BOARD MALFUNCTION			
ELEVATOR MALFUNCTION			15
ELEVATOR PHONE MALFUNCTION			
ESCALATOR MALFUNCTION			10
FALSE IDENTIFICATION			

CLASSIFICATIONS BREAKDOWN
JULY 2013

CLASSIFICATION				
FARE EVASION				3408
	CITATION	WARNED	ARREST	
12 TRIP NO TAP	4	82	0	
ZONE OVERRIDE EASY CARD	0	0	0	
INSUFFICIENT FUNDS	26	303	0	
NO BUS/METRORAIL TRANSFER	13	125	2	
NO PHYSICAL TICKET	141	2015	5	
NO SFRTA TRANSFER TICKET	0	26	0	
NO TAP EASY CARD	19	296	2	
OUTDATED PAPER TICKET	2	89	0	
ZONE OVERRIDE PAPER TICKET	20	237	1	
TOTAL	**225**	**3173**	**10**	
COUNTERFEIT/ALTERED TICKET				
FIRE				
GRADE CROSSING PROBLEM				
HIJACKING				
ILLNESS				**5**
INJURY				**2**
INJURY-CPO				**1**
INFORMATION / MISCELLANEOUS				**41**
INTERFERING W/ TRAIN				
INTOXICATED PERSON				
INVESTIGATION				
KIOSK PROBLEM				
LOST/FOUND PROPERTY				**83**
LOUD MUSIC				
LUGGAGE				
MISSING PERSON				
MISSING PERSON-LOCATED				**1**
MOTOR VEHICLE ACCIDENT				**1**
NUCLEAR RELEASE				
PARKING PROBLEM				**2**
PARKING LOT ACCIDENTS				
PARKING LOT VIOLATIONS				
PAYPHONE MALFUNCTION				
PULLED EMERGENCY STOP				
RECOVERED STOLEN PROPERTY				
ROBBERY				
ROBBERY-ATTEMPT				
ROBBERY ARMED				
SABOTAGE				
SAFETY HAZARD				**17**
SEXUAL BATTERY				
SEX OFFENSE (OTHER)				
SIGN PROBLEM				

CLASSIFICATIONS BREAKDOWN
JULY 2013

CLASSIFICATION	
SLIP AND FALL	4
SMOKING ON TRAIN	1
SOLICITATION	2
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	1
SUICIDE ATTEMPT	
TELEPHONIC THREAT	
THEFT	6
THEFT-ATTEMPTED	1
THROWING OBJECT AT TRAIN	
TRAIN VS ANIMAL	
TRAIN VS BICYCLE	
TRAIN VS PEDESTRIAN	1
TRAIN VS FIXED OBJECT	
TRAIN VS VEHICLE	
TRESPASS	10
TVM GATE MALFUNCTION	2
TVM MALFUNCTION	43
UNAUTHORIZED ANIMAL	
SAV VALIDATOR MALFUNCTION	8
VEHICLE ON TRACK	
WEAPON-COMPLAINT	
WEAPON-CONCEALED	
SPECIAL ASSIGNMENT:	
TOTAL INCIDENTS	**3703**

TWC/SFRTA
FEDERAL (TSA) DIRECTIVES VIOLATIONS
FOR JULY 2013

Date	Incident Report #	Location	TSA Directive Violation #	Remarks	CPO ID#

NO INCIDENTS TO REPORT

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."

MONTHLY SUBCONTRACTOR UTILIZATION REPORT

INSTRUCTIONS: This form must be filed each month to report actual Subcontractors participation by SFRTA certified firms for work done the proceeding month.

Contract Number: 11-003

Contract Name: Armed Security, Fare Enforcement and Revenue Collection

Reporting Period: 06/01/2013-06/30/2013

Prime Firm: G4S SECURE SOLUTIONS, USA

Contract Amount (as Amended) $ 25,382,285.00

Total Invoiced Amount this period: $0

Total Invoiced to Date: $0.00

Name of Subcontractor	If DBE Minority Group*	Gender M/F	Description of Work	Type of Work*	Starting Date	Completion Date
N/A						

*** Minority Group Enter:** B-Black American I-Asian American H-Hispanic American N-Native American P-Asian Pacific American O-Other

*** Type of Work:** Professional Consultant/Services, Construction, Supplies, Equipment, Other

- If prime firm is a certified DBE firm, the prime firm's quarterly activity must also be reported.
- This form must be completed monthly and submitted with firm's application for payment.

MONTHLY SUBCONTRACTOR UTILIZATION REPORT

Contract Number: 11-003

Contract Name: Armed Security, Fare Enforcement and Revenue Collection

Reporting Period: 06/01/2013-06/30/2013

Prime Firm: G4S SECURE SOLUTIONS, USA

Contract Amount (as Amended) $ 25,382,285.00

Total amount invoiced for Subcontractors this period: $0
Total amount invoiced for DBE subcontractors this period: $0
Total amount invoiced for Subcontractors to Date: $0
Total amount invoiced for DBE Subcontractors to Date: $0

Name of Subcontractor	Sub Contract Amount (As Amended)	Amount Invoiced This Period	Amount Invoiced To Date	Amount Paid This Period	Amount Paid To Date	Percentage Complete
N/A		$0	$0	$0	$0	

* **Minority Group Enter:** B-Black American I-Asian American H-Hispanic American N-Native American P-Asian Pacific American O-Other
* **Type of Work:** Professional Consultant/Services, Construction, Supplies, Equipment, Other

- If prime firm is a certified DBE firm, the prime firm's quarterly activity must also be reported.
- This form must be completed monthly and submitted with firm's application for payment.

MONTHLY SUBCONTRACTOR UTILIZATION REPORT

1) Did any of the DBE subcontractors rent/lease equipment from the prime consultant or an affiliate company during the report period? If yes, explain the arrangement, including a description of the equipment and the cost.

_____ __NO____

2) Did any of the DBE subcontractors utilize employees or former employees of the prime consultant or an affiliate company during the reporting period?

_____ __NO____

3) Did any of the DBE subcontractors subcontract any portion of its work to a non-DEB during the report period? If yes, explain fully.

_____ __NO____

4) Has the scope of work or the subcontract amount of any of the DBE subcontractors changed since the last report? If yes, explain fully.

_____ __NO____

By signing this form, the person individually and on behalf of the Firm represents to the SFRTA that the information contained on both the above forms is complete truthful, and accurate.

AUTHORIZED SIGNATURE:_____ TITLE: ADMINISTRATIVE ASSISTANT DATE: August 8, 2013

NTD INTERNET REPORTING

NON MAJOR SECURITY

Jul-13

Part I

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		0						0
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	7						7
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)	225				225
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

(11)Total Arrests
(1) Battery

Total Property Damage ($)	0

G4S Secure Solutions USA
6499 Powerline Road Suite 300
Fort Lauderdale FL 33309-2044
Telephone: 954.771.5005
Fax: 954.771.5408
www.g4s.com/us

MEMORANDUM

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

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

SUBJECT: MONTHLY ACTIVITY REPORT – JULY 2013

Date: Friday, August 2nd 2013

I was assigned the following tasks for the month of: **JULY 2013**

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 **225** 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 #: 06-12-0797– Battery on CPO – (Pending Judicial Action, 17th Judicial Circuit)**
- **SFRTA IR #: 06-13-2497 – Train vs. Pedestrian – (Pending P.D. / M.E. Reports)**
- **SFRTA IR #: 07-13-2389 – Lack of Appropriate Enforcement Action – (Pending)**

- **COMPLAINT #: 21047 – Unjust Ejection from the Train – (Exonerated)**
- **COMPLAINT #: 21327 – Conduct Unbecoming – (Pending)**
- **UNNUMBERED COMPLAINT – Attention to Duty – (Verbal Counseling)**

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

SOUTH FLORIDA REGIONAL TRANSPORTATION AUTHORITY

MONTHLY CRIME ANALYSIS SUMMARY AND FARE EVASION REPORT

JUNE 2013

PRESENTED BY

G4S

STEVE COLLISTER
PROJECT MANAGER

SOUTH FLORIDA REGIONAL
TRANSPORTATION AUTHORITY
MONTHLY CRIME ANALYSIS SUMMARY

JUNE 2013

During the month of JUNE 2013, 3727 incidents were reported to, or by G4S Secure Solutions, USA, and Custom Protection Officers®, of these, four (4) Thefts, one (1) Suspicious Person Arrest, One (1) Train Vs Pedestrian (fatality), one (1) Train Vs. Vehicle, and one (1) Burglary Auto. A total of five (5) arrests were made this month in which four was for Fare Evasion.

MAJOR INCIDENTS

Theft-C.P.O.
Case # 06-13-1888
Occurred on 06/15/13, Saturday, between 0900-0920 hours. Unknown person(s) removed the officers black bag from the cab car area. A search of the train met with negative results. A further search of stations revealed that an unknown black male turned over the bag to Amtrak at the Ft Lauderdale Station. No items in the bag appeared to be missing. No police department case #.

Suspicious Person **Arrest**
Case # 06-13-1949
Occurred on 06/16/2013, Sunday, at 0145 hours. The officer, while on patrol of the Ft. Lauderdale Airport Station, observed a black, male on the North West side of the station with a black back pack and pliers in his pants. Police Department was requested and responded. A NCIC search revealed the subject had several outstanding warrants and was subsequently arrested. Police Department Case # 021306001226.

Train Vs. Pedestrian **Fatality**
Case # 06-13-2497
Occurred on 06/19/2013, Wednesday, at 2010 hours. Subject was struck by the P645 train as she was walking on the tracks near MM 994.7 (Palmetto Park) resulting in a fatality. Police Department has ruled a probable suicide. Case # 2013-008386.

Train Vs. Vehicle
Case #06-13-2668
Occurred on 06/21/13, Friday, at 1048 hours. The P620 struck the rear end of a white Ford Expedition at the NW 22nd Avenue Crossing (MM 1020.85). There were no injuries or damage to the train. Police Department Case # 0130621013.

Theft P634
Case #06-13-3562
Occurred on 06/28/2013, Friday, at 1812 hours. Victim states a black, male grabbed his blue bag off the seat and ran off the P634 train at Boynton Beach Station. Two Officers were at the station upon arrival but did not see any person matching the given description or the bag. Victim refused police department response. No case number.

LAKE WORTH STATION

Theft Bicycle
Case #06-13-2823
Occurred 06/22/2013, Saturday, between 1530-2200 hours. Unknown subject(s) removed the victim's blue/white bicycle from the north east bike rack. The Officer assigned to the station reports he observed a black, male leaving the station on a bicycle fitting that description earlier in the day. No police case number.

Theft Bicycle
Case #06-13-3228
Occurred unknown. Victim reported that unknown subject(s) removed his red Magnum bicycle from the east side south end lot bicycle racks. There were no signs of damage or a lock in the area. Subject advised he will file a police report at a later time. No police case number.

BOYNTON BEACH STATION

Burglary Auto
Case #06-13-2510
Occurred between 06/19/2013 at 1200 hours and 06/20/2013, at 0440 hours. Unknown subject(s) broke out the window of a gray, Hyundai Accent and removed clothing from the interior and threw them to the ground. Police Department was notified and attempted to contact owner. Negative results. Police Department Case # 13-029228.

MONTHLY FARE EVASION REPORT

MONTH: June-2013

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
6/1/2013	6,317	7,906	67	3	64	0	125%	0.8%	4%	96%	0%
6/2/2013	5530	6492	125	4	121	0	117%	1.9%	3%	97%	0%
6/3/2013	14,121	19,190	141	4	137	0	136%	0.7%	3%	97%	0%
6/4/2013	14,492	19,604	118	5	113	0	135%	0.60%	4%	96%	0%
6/5/2013	14,507	17,692	111	4	107	0	122%	0.63%	4%	96%	0%
6/6/2013	13,256	19,337	143	8	135	0	146%	0.74%	6%	94%	0%
6/7/2013	11,978	16,877	130	4	126	0	141%	0.77%	3%	97%	0%
6/8/2013	5,901	6,868	94	6	88	0	116%	1.37%	6%	94%	0%
6/9/2013	5,191	6,038	97	4	93	0	116%	1.61%	4%	96%	0%
6/10/2013	12,572	17,555	169	9	160	0	140%	0.96%	5%	95%	0%
6/11/2013	13,028	16,656	109	3	106	0	128%	0.65%	3%	97%	0%
6/12/2013	13,194	18,257	153	2	151	0	138%	0.84%	1%	99%	0%
6/13/2013	12,835	19,574	135	10	125	0	153%	0.69%	7%	93%	0%
6/14/2013	12,384	16,220	136	10	126	0	131%	0.84%	7%	92%	0%
6/15/2013	6,189	7,063	68	9	59	0	114%	0.96%	13%	85%	0%
6/16/2013	5,316	6,095	88	6	82	0	115%	1.44%	7%	93%	0%
6/17/2013	12,823	17,569	130	5	124	1	137%	0.74%	4%	95%	0%
6/18/2013	13,058	17,821	162	14	148	0	136%	0.90%	9%	91%	0%
6/19/2013	13,375	16,640	133	6	127	0	124%	0.80%	5%	95%	0%
6/20/2013	12,923	19,008	127	7	119	1	147%	0.67%	6%	94%	0%
6/21/2013	12,545	15,567	99	5	94	0	124%	0.63%	5%	95%	0%
6/22/2013	6,220	7,454	66	7	59	0	120%	0.89%	11%	89%	0%
6/23/2013	5,729	6,654	76	7	69	0	116%	1.13%	9%	91%	0%
6/24/2013	18,136	31,063	93	8	85	0	171%	0.30%	9%	91%	0%
6/25/2013	12,865	17,614	110	6	104	0	137%	0.62%	5%	95%	0%
6/26/2013	13,618	16,845	134	11	122	1	124%	0.80%	8%	91%	1%
6/27/2013	13,081	18,358	136	11	124	1	140%	0.74%	8%	91%	1%
6/28/2013	12,283	17,219	120	10	110	0	140%	0.70%	8%	92%	0%
6/29/2013	6,503	7,352	72	2	70	0	113%	0.98%	3%	97%	0%
6/30/2013	5,270	6,271	78	3	75	0	119%	1.24%	4%	96%	0%
Totals	**325,240**	**436,859**	**3,420**	**193**	**3223**	**4**	**134%**	**0.78%**	**6%**	**94%**	**0%**

Weekly/Monthly Fare Inspection Report

Month: June-2013

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
06/01/2013-06/02/2013	11,847	14,398	192	7	185	0	122%	1.33%	4%	96%	0%
06/03/2013-06/09/2013	79,446	105,606	834	35	799	0	133%	0.79%	4%	96%	0%
06/10/2013-06/16/13	75,518	101,420	858	49	809	0	134%	0.85%	6%	94%	0%
06/17/13-06/23/2013	76,673	100,713	793	51	740	2	131%	0.79%	6%	93%	0%
06/24/2013-06/30/2013	81,756	114,722	743	51	690	2	140%	0.65%	7%	93%	0%
Totals	**325,240**	**436,859**	**3,420**	**193**	**3,223**	**4**	134%	0.78%	6%	94%	0%

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

*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	EDF 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.

(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

Month	12 Trip Validation	Insufficent Funds	No Physical Ticket	No Tap	Zone Override	No Transfer Slip	Outdated	Comp. Ticket	Total
Aug-12	0	0	18	0	3	0	0	0	21
Sep-12	0	0	26	0	0	1	1	0	28
Oct-12	0	0	24	0	3	0	2	0	29
Nov-12	0	0	27	0	2	1	1	0	31
Dec-12	0	0	35	0	3	1	1	0	40
Jan-13	1	0	38	0	3	1	0	0	43
Feb-13	0	0	60	0	2	5	0	0	67
									0
									0
									0
									0
									0
									0
TOTAL	**707**	**1**	**7,105**	**17,642**	**1,561**	**2,198**	**743**	**89**	**30,046**

NEW WARNING FORMS ISSUED

MONTHLY BREAKDOWN OF CITATIONS

MONTH	12 TRIP NO TAP	ZONE OVERRIDE EASY CARD	INSUFFICENT FUNDS	NO BUS/METRO TRANSFER	NO PHYSICAL TICKET	NO SFRTA TRANSFER	NO TAP EASY CARD	OUTDATED PAPER TICKET	UNREADABLE EASY CARD	ZONE OVERRIDE PAPER TICKET	Total
Mar-13	0	0	1	8	155	0	0	2	0	17	183
13-Apr	1	0	2	1	33	0	0	1	0	3	41
13-May	1	0	13	9	58	0	9	0	0	6	96
13-Jun	1	0	17	8	132	0	20	1	0	14	193
											0
											0
											0
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											0
	3	**0**	**33**	**26**	**378**	**0**	**29**	**4**	**0**	**40**	**513**

NEW TICKETING SYSTEM IN EFFECT

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 -(	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-0	38	0	237	584	49	165	32	3	1108
(D) SEPT-(	28	0	236	645	44	143	16	6	1118
(E) OCT-0	32	0	208	502	27	112	12	5	898
(F) NOV-0	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-0	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-0	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
SUBTOTA	**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

Month	12 Trip Validation	Insufficent Funds	No Physical Ticket	No Tap	Zone Override	No Transfer Slip	Outdated	Comp. Ticket	Total
Aug-12	41	118	2188	283	238	138	72	0	3078
Sep-12	73	225	1941	367	165	127	71	1	2970
Oct-12	102	270	1979	467	197	182	94	0	3291
Nov-12	71	271	2069	412	206	157	81	0	3267
Dec-12	98	305	2293	382	197	142	84	3	3504
Jan-13	80	337	2324	384	196	140	78	0	3539
Feb-13	46	288	2012	299	172	134	62	0	3013
TOTAL	**7,242**	**1,822**	**64,908**	**135,508**	**10,750**	**26,108**	**5,308**	**1,337**	**252,983**

NEW WARNING FORMS ISSUED

MONTHLY BREAKDOWN OF WARNINGS

MONTH	12 TRIP NO TAP	ZONE OVERRIDE EASY CARD	INSUFFICENT FUNDS	NO BUS/METRO TRANSFER	NO PHYSICAL TICKET	NO SFRTA TRANSFER	NO TAP EASY CARD	OUTDATED PAPER TICKET	UNREADABLE EASY CARD	ZONE OVERRIDE PAPER TICKET	TOTAL
Mar-13	89	4	374	81	2160	35	456	105	5	221	3530
13-Apr	95	5	374	132	2289	31	379	69	3	241	3618
13-May	85	4	270	135	2071	25	323	216	0	63	3192
13-Jun	95	1	319	113	2048	33	322	82	0	210	3223
	364	**14**	**1,337**	**461**	**8,568**	**124**	**1,480**	**472**	**8**	**735**	**13,563**

NEW TICKETING SYSTEM IN EFFECT

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

RTA

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%

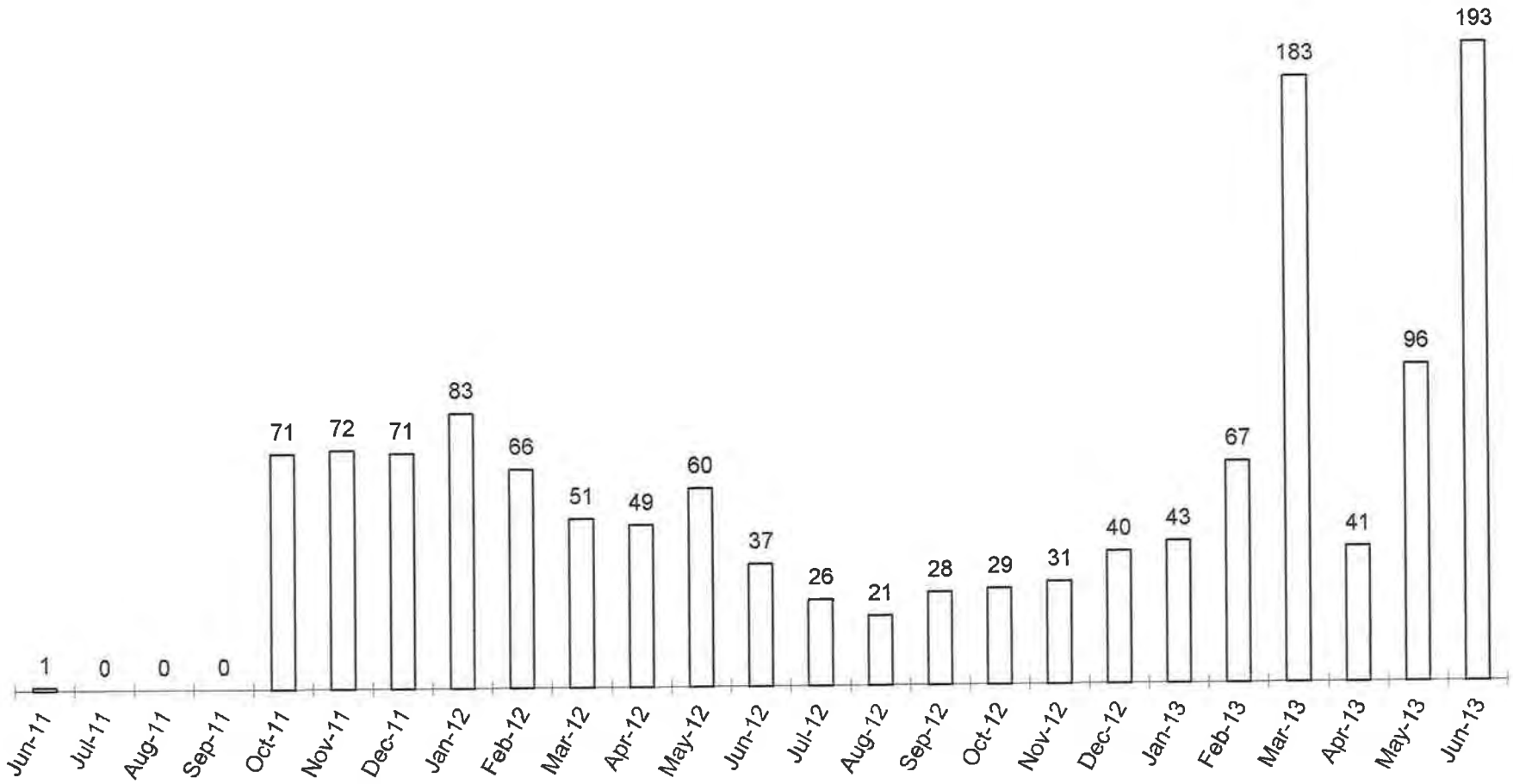
AS OF 05/17/11 TEMPORARILY DISCONTINUED ISSUING WRITTEN WARNINGS/CITATIONS
06/19/11 DUMP THE PUMP DAY
AS OF 10/03/11 ISSUING WRITTEN WARNINGS
10/20/11& 10/21/11 CITATIONS ISSUED FOR NO PHYSICAL TICKET AND NO TRANSFER WITH TRANSFER TICKET
10/22/11 ONLY WARNINGS BEING ISSUED
AS OF 10/25/11 CITATIONS ISSUED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

FARE EVASION REPORT
MONTHLY COMPARISON

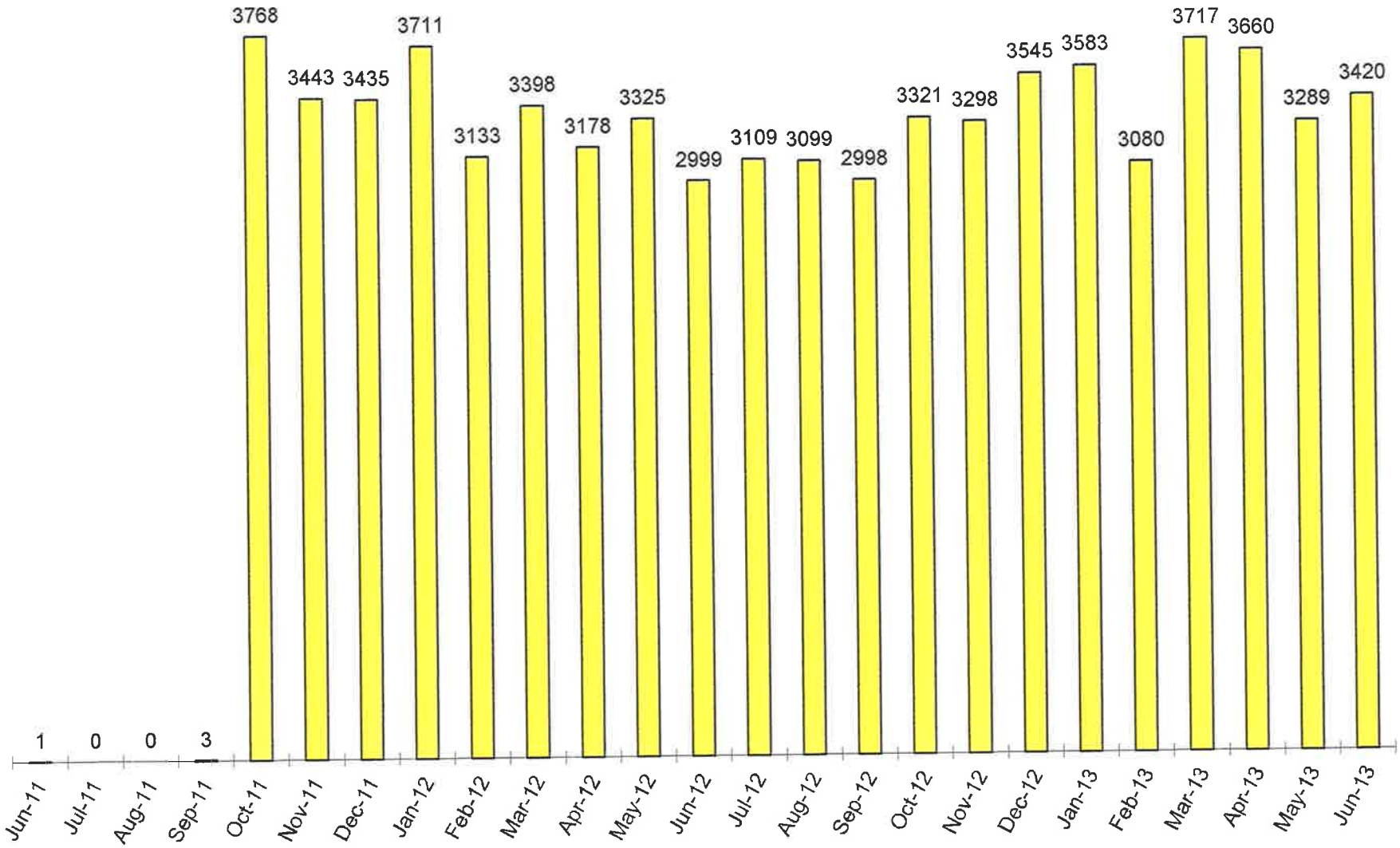
MONTH	Total	Total	Total	Number of	Discretion	F.S.S.	% Riders	% Riders	% Violators	% Violators	% Violators
November-11	339,550	445,877	3,443	72	3,370	1	131%	0.77%	2%	98%	0%
December-11	311,554	420,962	3435	71	3363	1	135%	0.82%	2%	98%	0%
January-12	336,772	428,741	3711	83	3627	1	127%	0.87%	2%	98%	0%
February-12	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%
August-12	324,002	428,836	3099	21	3078	0	132%	0.72%	1%	99%	0%
September-12	329,319	433,572	2998	28	2970	0	132%	0.69%	1%	99%	0%
October-12	380,368	492,830	3321	29	3291	1	130%	0.67%	1%	99%	0%
November-12	350,983	459,811	3,298	31	3267	0	131%	0.72%	1%	99%	0%
December-12	326,412	439,701	3545	40	3504	1	135%	0.81%	1%	99%	0%
January-13	365,947	470,956	3583	43	3539	1	129%	0.76%	1%	99%	0%
February-13	352,773	438,921	3080	67	3013	0	124%	0.70%	2%	98%	0%
March-13	382,389	486,755	3717	183	3530	4	127%	0.76%	5%	95%	0%
April-13	386,755	486,636	3660	41	3618	1	126%	0.75%	1%	99%	0%
May-13	376,961	488,304	3289	96	3192	1	130%	0.67%	3%	97%	0%
June-13	325,240	436,859	3420	193	3223	4	134%	0.78%	6%	94%	0%
Totals	**48,213,523**	**49,918,769**	**298,438**	**30,559**	**267,059**	**822**	**104%**	**0.60%**	**10%**	**89%**	**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

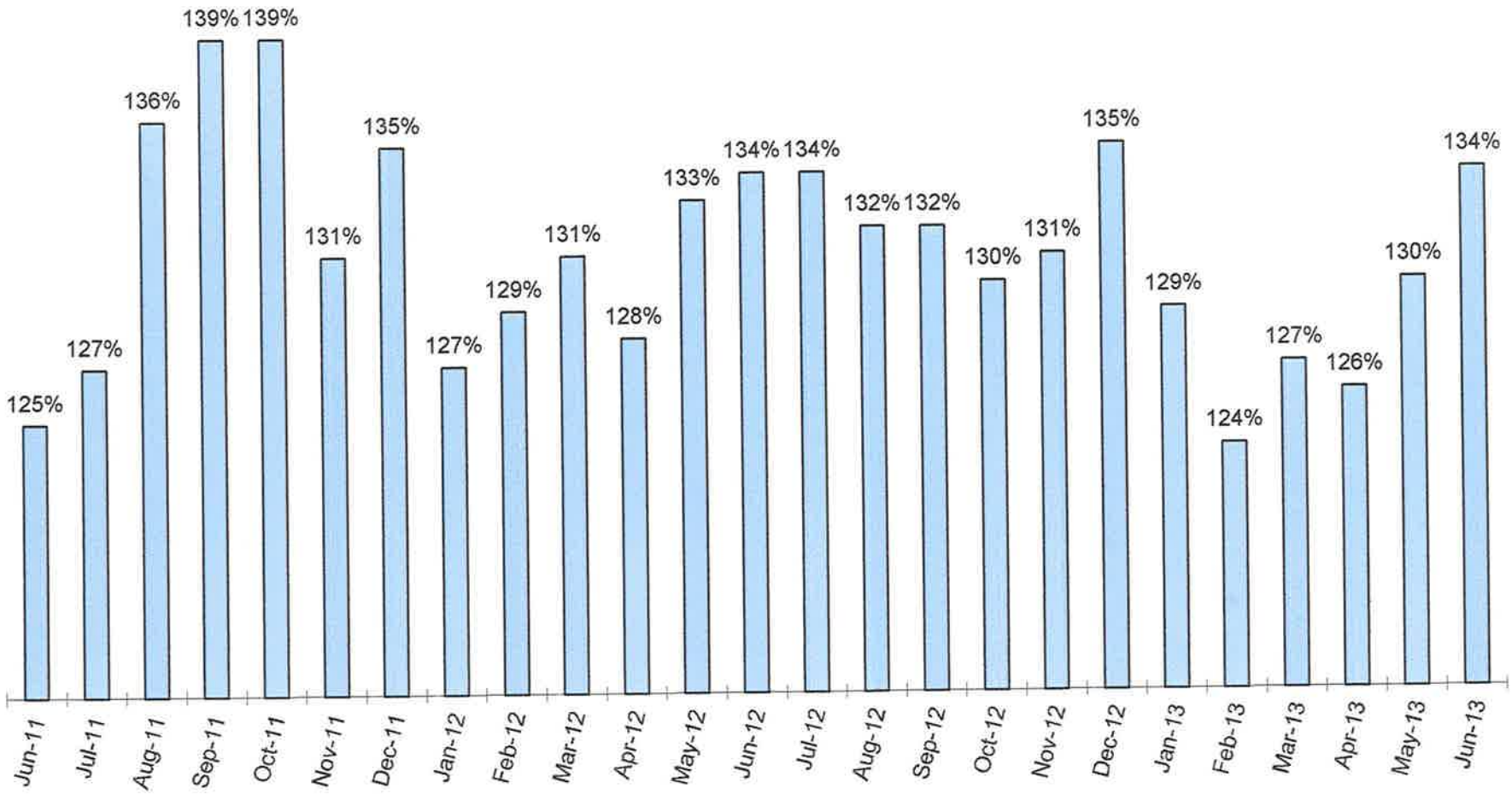
CITATIONS ISSUED



FARE EVASION VIOLATIONS



PERCENTAGE OF RIDERS INSPECTED



CLASSIFICATIONS BREAKDOWN
JUNE 2013

CLASSIFICATION		
ABANDONED VEHICLE		
ALARMS		
ALARMS-TVM		
ALCOHOLIC BEVERAGE ON PLATFORM		
ARSON		
ASSAULT AGGRAVATED TRANSIT AGENT / CPO		
ASSAULT-AGGRAVATED		
ASSAULT TRANSIT AGENT / CPO		
ASSAULT		
ASSIST PASSENGER		2
ASSIST OTHER AGENCY		1
ATTEMPTED SUICIDE		
AUTO THEFT		
AUTO THEFT - ATTEMPT		
AUTO THEFT - RECOVERY		
BATTERY - AGGRAVATED TRANSIT AGENT / CPO		
BATTERY - AGGRAVATED		
BATTERY TRANSIT AGENT / CPO		
BATTERY		
BICYCLE VIOLATIONS		
BIOLOGICAL RELEASE		
BOMBING		
BOMB THREAT		
BRUSH FIRE		
BURGLARY-ATTEMPT		
BURGLARY STRUCTURE		
BURGLARY-AUTO		1
BURGLARY-ATTEMPT AUTO		
CAMERA MONITORING CENTER		
CHEMICAL RELEASE		
CIVIL DISTURBANCE		
CREDIT CARD FRAUD		
CRIMINAL MISCHIEF	*GRAFFITTI*	20
CROSSING W/ GATE DOWN		
CYBER INCIDENT		
DAMAGED PROPERTY		1
DEBRIS ON TRACK		2
DISORDERLY CONDUCT		6
DISTURBANCE		2
DOMESTIC VIOLENCE		
DRUG OFFENSE		
EMS BOARD MALFUNCTION		
ELEVATOR MALFUNCTION		10
ELEVATOR PHONE MALFUNCTION		1
ESCALATOR MALFUNCTION		6
FALSE IDENTIFICATION		

CLASSIFICATIONS BREAKDOWN
JUNE 2013

CLASSIFICATION

FARE EVASION **3420**

	CITATION	WARNED	ARREST
12 TRIP NO TAP	1	95	1
ZONE OVERRIDE EASY CARD	0	1	
INSUFFICIENT FUNDS	17	319	
NO BUS/METRORAIL TRANSFER	8	113	
NO PHYSICAL TICKET	132	2048	2
NO SFRTA TRANSFER TICKET	0	33	
NO TAP EASY CARD	20	322	
OUTDATED PAPER TICKET	1	82	
UNREADABLE EASY CARD/NO TAP	0	0	
ZONE OVERRIDE PAPER TICKET	14	210	1
TOTAL	**193**	**3223**	**4**

COUNTERFEIT/ALTERED TICKET	
FIRE	**2**
GRADE CROSSING PROBLEM	**2**
HIJACKING	
ILLNESS	**10**
INJURY	**1**
INJURY-CPO	
INFORMATION / MISCELLANEOUS	**41**
INTERFERING W/ TRAIN	**2**
INTOXICATED PERSON	
INVESTIGATION	
KIOSK PROBLEM	
LOST/FOUND PROPERTY	**94**
LOUD MUSIC	
LUGGAGE	
MISSING PERSON	
MISSING PERSON-LOCATED	
MOTOR VEHICLE ACCIDENT	**1**
NUCLEAR RELEASE	
PARKING PROBLEM	**8**
PARKING LOT ACCIDENTS	
PARKING LOT VIOLATIONS	
PAYPHONE MALFUNCTION	
PULLED EMERGENCY STOP	
RECOVERED STOLEN PROPERTY	
ROBBERY	
ROBBERY-ATTEMPT	
ROBBERY ARMED	
SABOTAGE	
SAFETY HAZARD	**16**
SEXUAL BATTERY	
SEX OFFENSE (OTHER)	

CLASSIFICATIONS BREAKDOWN
JUNE 2013

CLASSIFICATION	
SIGN PROBLEM	1
SLIP AND FALL	4
SMOKING ON TRAIN	
SOLICITATION	1
STUDENT INCIDENT	
BAK MIDDLE SCHOOL	
DREYFOOS HIGH SCHOOL	
G STAR	
LAKE WORTH	
ROOSEVELT MIDDLE SCHOOL	
BOYNTON BEACH	
OTHER	
SURFBOARDS ON TRAIN	
SUSPICIOUS INCIDENT	6
SUSPICIOUS PERSON	4
SUSPICIOUS VEHICLE	
SUICIDE ATTEMPT	
TELEPHONIC THREAT	
THEFT	4
THEFT-ATTEMPTED	
THROWING OBJECT AT TRAIN	1
TRAIN VS ANIMAL	
TRAIN VS BICYCLE	
TRAIN VS PEDESTRIAN	1
TRAIN VS FIXED OBJECT	
TRAIN VS VEHICLE	1
TRESPASS	7
TVM GATE MALFUNCTION	2
TVM MALFUNCTION	42
UNAUTHORIZED ANIMAL	
SAV VALIDATOR MALFUNCTION	4
VEHICLE ON TRACK	
WEAPON-COMPLAINT	
WEAPON-CONCEALED	
SPECIAL ASSIGNMENT:	
TOTAL INCIDENTS	**3727**

SIX MONTH CRIME ANALYSIS
2012

CLASSIFICATION	JAN	FEB	MAR	APR	MAY	JUN
ABANDONED VEHICLE						
ALARMS			2			
ALARMS-TVM						
ALCOHOLIC BEVERAGE/TRAIN			1	1		
ARSON			1			
ASSAULT-AGGRAVATED TRANSIT AGENT / CPO		1				
ASSAULT-AGGRAVATED						
ASSAULT TRANSIT AGENT / CPO						
ASSAULT				1		
ASSIST PASSENGER		2	1	2	1	2
ASSIST OTHER AGENCY	1			2		1
ATTEMPTED SUICIDE						
AUTO THEFT	1			1	1	
AUTO THEFT - ATTEMPT						
AUTO THEFT - RECOVERY				1		
BATTERY - AGGRAVATED TRANSIT AGENT/ CPO						
BATTERY - AGGRAVATED						
BATTERY - TRANSIT AGENT / CPO			2			
BATTERY					1	
BICYCLE VIOLATIONS						
BOMBING						
BOMB THREAT						
BURGLARY						
BURGLARY ATTEMPT						
BURGLARY-STRUCTURE						
BURGLARY-AUTO			1	1		1
BURGLARY-ATTEMPT AUTO						
CAMERA MONITORING CENTER						
CHEMICAL RELEASE						
CIVIL DISTURBANCE						
COUNTERFEIT/ALTERED TICKET						
CREDIT CARD FRAUD						
CRIMINAL MISCHIEF	4	5	8	11	22	20
CROSSING W/ GATE DOWN						
CYBER INCIDENT						
DAMAGED PROPERTY	1	1	1	2	4	1
DEBRIS ON TRACK	1		1	3		2
DISORDERLY CONDUCT	6	7	7	4	7	6
DISTURBANCE	1	3	8	5	4	2
DRUG OFFENSE				1		
DOMESTIC VIOLENCE						
EMS BOARD MALFUNCTION	1		1	4	4	
ELEVATOR MALFUNCTION	14	16	19	19	20	10
ESCALATOR MALFUNCTION	1	3	2	1	3	6
ELEVATOR PHONE MALFUNCTION		1	1		1	1
FARE EVASION- CITATIONS	43	67	183	41	96	193
FARE EVASION-WARNINGS	3539	3013	3530	3618	3192	3223
FARE EVASION-ARREST	1		4	1	1	4
FALSE IDENTIFICATION						
FIRE			3			2
GRADE CROSSING PROBLEM	1	1	2	3	4	2
HIJACKING						
SUB-TOTAL	3615	3120	3778	3722	3361	3476

SIX MONTH CRIME ANALYSIS
2012

CLASSIFICATION	JAN	FEB	MAR	APR	MAY	JUN
ILLNESS	6	7	2	4	4	10
INJURY	1		2	1	7	1
INJURY-CPO	1	1		2	1	
INTERFERING W/ TRAIN	1	1	1	1	2	2
INTOXICATED PERSON						
INVESTIGATION						
KIOSK PROBLEM						
LUGGAGE						
LOST/FOUND PROPERTY	103	87	98	111	110	94
LOUD MUSIC						
MISCELLANEOUS/INFORMATION	28	32	35	43	43	41
MISSING PERSON	2		2			
MISSING PERSON-LOCATED			1			
MOTOR VEHICLE ACCIDENT	4		1	1		1
PARKING PROBLEM	8	14	6	13	38	8
PARKING LOT ACCIDENTS						
PARKING LOT VIOLATIONS						
PAYPHONE MALFUNCTION						
PULLED EMERGENCY STOP			1			
RECOVERED STOLEN PROPERTY						
RIDIDNG ON OUTSIDE OF TRAIN						
ROBBERY						
ROBBERY ARMED		2		1	1	
ROBBERY ATTEMPT						
SAFETY HAZARD	21	13	11	11	15	16
SEXUAL BATTERY						
SEX OFFENSE (OTHER)		2		1		
SIGN PROBLEM						1
SLIP AND FALL	4	4	3	7	5	4
SMOKING ON TRAIN						
SOLICITATION	1		1		1	1
STUDENT INCIDENT	1	2	2	4	7	
SURFBOARDS ON TRAIN						
SUSPICIOUS INCIDENT	3	2	4	6	7	6
SUSPICIOUS PERSON	3	1	5	6	4	4
SUSPICIOUS VEHICLE	1	1		1	2	
SUICIDE ATTEMPT						
TELEPHONIC THREAT						
THEFT	1	5	2	5	2	4
THEFT-ATTEMPTED		2				
THROWING OBJECT AT TRAIN	1					1
TRAIN VS ANIMAL						
TRAIN VS BICYCLE						
TRAIN VS PEDESTRIAN		1				1
TRAIN VS VEHICLE	1	1			1	1
TRAIN VS FIXED OBJECT						
TRESPASS	9	6	11	6	7	7
TVM GATE MALFUNCTION	2	1	1	4		2
TVM MALFUNCTION	84	66	71	61	62	42
SAV VALIDATOR MALFUNCTION		4	5	2	4	4
VEHICLE ON TRACKS	1			1		
WEAPON COMPLAINT						
TOTAL REPORTS	3902	3375	4043	4014	3684	3727

G4S/SFRTA

FEDERAL (TSA) DIRECTIVES VIOLATIONS

JUNE 2013

DATE	IR CASE NUMBER	LOCATION	DIRECTIVE #	DESCRIPTION	CPO
04/23/2013	3083	METRORAIL STATION	TSA 13	2 MALES ACTING STRANGE	680
06/16/2013	2031	MANGONIA PARK STATION	TSA 13	TAKING PHOTO LEFT SCENE	692

Tuesday, July 02, 2013

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."

MONTHLY SUBCONTRACTOR UTILIZATION REPORT

Contract Number: 11-003

Contract Name: Armed Security, Fare Enforcement and Revenue Collection

Reporting Period: 06/01/2013-06/30/2013

Prime Firm: G4S SECURE SOLUTIONS, USA

Contract Amount (as Amended) $ 25,382,285.00

Total amount invoiced for Subcontractors this period: $0
Total amount invoiced for DBE subcontractors this period: $0
Total amount invoiced for Subcontractors to Date: $0
Total amount invoiced for DBE Subcontractors to Date: $0

Name of Subcontractor	Sub Contract Amount (As Amended)	Amount Invoiced This Period	Amount Invoiced To Date	Amount Paid This Period	Amount Paid To Date	Percentage Complete
N/A		$0	$0	$0	$0	

* **Minority Group Enter:** B-Black American I-Asian American H-Hispanic American N-Native American P-Asian Pacific American O-Other
* **Type of Work:** Professional Consultant/Services, Construction, Supplies, Equipment, Other

- If prime firm is a certified DBE firm, the prime firm's quarterly activity must also be reported.
- This form must be completed monthly and submitted with firm's application for payment.

MONTHLY SUBCONTRACTOR UTILIZATION REPORT

INSTRUCTIONS: This form must be filed each month to report actual Subcontractors participation by SFRTA certified firms for work done the proceeding month.

Contract Number: 11-003

Contract Name: Armed Security, Fare Enforcement and Revenue Collection

Reporting Period: 06/01/2013-06/30/2013

Prime Firm: G4S SECURE SOLUTIONS, USA

Contract Amount (as Amended) $ 25,382,285.00

Total Invoiced Amount this period: $0

Total Invoiced to Date: $0.00

Name of Subcontractor	If DBE Minority Group*	Gender M/F	Description of Work	Type of Work*	Starting Date	Completion Date
N/A						

* **Minority Group Enter:** B-Black American I-Asian American H-Hispanic American N-Native American P-Asian Pacific American O-Other

* **Type of Work:** Professional Consultant/Services, Construction, Supplies, Equipment, Other

- If prime firm is a certified DBE firm, the prime firm's quarterly activity must also be reported.
- This form must be completed monthly and submitted with firm's application for payment.

MONTHLY SUBCONTRACTOR UTILIZATION REPORT

1) Did any of the DBE subcontractors rent/lease equipment from the prime consultant or an affiliate company during the report period? If yes, explain the arrangement, including a description of the equipment and the cost.

_____ NO

2) Did any of the DBE subcontractors utilize employees or former employees of the prime consultant or an affiliate company during the reporting period?

_____ NO

3) Did any of the DBE subcontractors subcontract any portion of its work to a non-DEB during the report period? If yes, explain fully.

_____ NO

4) Has the scope of work or the subcontract amount of any of the DBE subcontractors changed since the last report? If yes, explain fully.

_____ NO

By signing this form, the person individually and on behalf of the Firm represents to the SFRTA that the information contained on both the above forms is complete truthful, and accurate.

AUTHORIZED SIGNATURE:_____ TITLE: ADMINISTRATIVE ASSISTANT DATE: July 2, 2013

G4S Secure Solutions USA
6499 Powerline Road Suite 300
Fort Lauderdale FL 33309-2044
Telephone: 954.771.5005
Fax: 954.771.5408
www.g4s.com/us

MEMORANDUM

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

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

SUBJECT: MONTHLY ACTIVITY REPORT – JUNE 2013

Date: Tuesday, July 2nd 2013

I was assigned the following tasks for the month of: **JUNE 2013**

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 **193** 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 **8** incidents:

- **SFRTA IR #: 06-12-0797– Battery on CPO – (Pending Judicial Action, 17th Judicial Circuit)**
- **SFRTA IR #: 06-13-2497 – Train vs. Pedestrian – (Pending P.D. / M.E. Reports)**
- **SFRTA IR #: 05-13-3401 – Allegation of Discrimination – (Unfounded)**

- **G4S #: ECH0529135GQ25RJ – Unjust Ejection from the train – (Unfounded)**
- **G4S #: ECH060713ZBGMGG6 – Ejection from train / Discourtesy – (Unfounded)**
- **SFRTA COMPLAINT – Title 6 – Referred to SFRTA**
- **SFRTA COMPLAINT #: 21045 – Conduct Unbecoming – (Pending)**
- **SFRTA COMPLAINT #: 21047 – Unjust Ejection from train – (Pending)**

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

Jun-13

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		0						0
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	0						0
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)	193				193
Other Assaults (arrests)	0				0
Trespassing (arrests)	0				0
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
(1) Train vs. Pedestrian Fatality

Total Property Damage ($)	0

SOUTH FLORIDA
REGIONAL
TRANSPORTATION
AUTHORITY

MONTHLY CRIME ANALYSIS SUMMARY AND FARE EVASION REPORT

MAY 2013

PRESENTED BY

STEVE COLLISTER
PROJECT MANAGER

SOUTH FLORIDA REGIONAL
TRANSPORTATION AUTHORITY
MONTHLY CRIME ANALYSIS SUMMARY

MAY 2013

During the month of MAY 2013, 3684 incidents were reported to, or by G4S Secure Solutions, USA, and Custom Protection Officers®, of these, one (1) Robbery Armed, one (1) Train Vs Vehicle (non fatality) , two (2) Theft, one (1) Trespass after Warning, one (1) Auto Theft, one (1) Battery, and one (1) Disorderly Conduct Arrest. A total of three (3) arrest was made this month in which one for Fare Evasion.

MAJOR INCIDENTS

Robbery-Armed
Case # 05-13-103
Occurred on 05/01/2013, Wednesday, at 1600 hours. Upon observing PBSO Deputies in the east parking lot at the Lake Worth Station, the C.P.O. inquired as to what was going on. According to PBSO, an altercation occurred on the North Bound train between the (2) victims and the subject. Upon detraining and walking through the parking lot, the subject pushed the victim to the ground and took her cell phone and $150.00. The second victim was only involved in an altercation on the train which he claims the victim displayed a handgun in his waistband. Victim did not report incident to PBSO or security. An unknown person called 911. Case # 13068785, Palm Beach Sheriff's Office.

Train Vs Vehicle (non fatality)
Case # 05-13-210
Occurred on 05/02/2013, Thursday, at 1440 hours. The P627 struck a vehicle at MM 989.1/Linton Blvd Crossing. No injuries reported. Delray Police Department Case # 13-6148.

Theft
Case # 05-13-847
Occurred on 05/07/2013, Tuesday, at 1735 hours. The officer assigned to the P637, while conducting ticket check, returned to car #504 to find his backpack and lunch bag missing. After giving a description of the possible subject to the C.P.O. at Ft. Lauderdale Station. A subject matching the description was observed at the bus stop. Upon approaching the subject he fled. Property recovered and returned to the officer. No police case number.

Trespass after Warning **ARREST**
Case #05-13-2981
Occurred on 05/24/2013, Friday, at 2130 hours. Subject, who was previously trespassed for Disorderly Conduct/Fare Evasion, was found on board the P646 after being advised he was not allowed on Trirail Property. The subject became disorderly. Police Department responded and arrested him for Trespass after Warning. Boca Police Department Case # 2013-7230.

Disorderly Conduct **ARREST**
Case #05-13-3626
Occurred on 05/31/2013, Friday, at 1610 hours. Subject was on the Hialeah Station platform yelling at passengers and attempted to become physically challenging to the C.P.O. by standing up and wanting to fight. Police Department was contacted and responded. Subject was intoxicated and became unruly with the police department. Police Department Tasered the subject and arrested. Hialeah Police Department Case # 13-18430.

LAKE WORTH STATION

Auto Theft
Case #05-13-1638
Occurred between 05/07/13, at 1930 hours and 05/14/2013, at 0740 hours. Victim reported unknown person (s) removed his grey, 1989 Cadillac Devile from the parking lot. No signs of broken glass at lot. Palm Beach Sheriff's Office Case # 13-073642.

GOLDEN GLADES

Battery
Case #05-13-1901
Occurred on 05/16/2013, Thursday, at 0450 hours. Unknown witnesses advised a woman was crying in the east stairwell on the walk over bridge. Upon interviewing the victim, it appeared her boyfriend struck her. Victim refused to press charges or provide details. Police Department responded and instructed subject/victim to board separate trains. Note: The officer did not observe any altercation between subject/victim. Police Department did not issue a case number.

METRORAIL STATION

Theft-bicycle
Case #05-13-2952
Occurred on Friday, 05/24/13, between 0743-1845 hours. Victim states he left his blue Schwinn 10 speed bicycle in the rack at Metrorail platform and when he returned at 1830 hours, the bike was missing. Hialeah Police Department Case # 13-17-638.

MONTHLY FARE EVASION REPORT

MONTH: May-2013

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
5/1/2013	14,766	18,373	130	4	126	0	124%	0.7%	3%	97%	0%
5/2/2013	13413	18063	93	0	93	0	135%	0.5%	0%	100%	0%
5/3/2013	14,211	17,882	144	3	141	0	126%	0.8%	2%	98%	0%
5/4/2013	6,806	7,643	63	0	63	0	112%	0.82%	0%	100%	0%
5/5/2013	5,987	7,228	81	2	79	0	121%	1.12%	2%	98%	0%
5/6/2013	15,457	21,098	168	2	166	0	136%	0.80%	1%	99%	0%
5/7/2013	14,839	20,208	123	4	119	0	136%	0.61%	3%	97%	0%
5/8/2013	14,612	19,515	123	0	123	0	134%	0.63%	0%	100%	0%
5/9/2013	15,386	18,931	141	2	139	0	123%	0.74%	1%	99%	0%
5/10/2013	14,321	20,071	121	5	116	0	140%	0.60%	4%	96%	0%
5/11/2013	6,708	7,547	60	2	58	0	113%	0.80%	3%	97%	0%
5/12/2013	5,647	6,600	69	3	66	0	117%	1.05%	4%	96%	0%
5/13/2013	15,003	19,355	161	4	157	0	129%	0.83%	2%	98%	0%
5/14/2013	15,097	19,762	113	3	110	0	131%	0.57%	3%	97%	0%
5/15/2013	15,016	18,973	130	1	129	0	126%	0.69%	1%	99%	0%
5/16/2013	14,427	19,520	113	3	110	0	135%	0.58%	3%	97%	0%
5/17/2013	13,998	19,401	124	9	115	0	139%	0.64%	7%	93%	0%
5/18/2013	6,980	8,015	56	0	56	0	115%	0.70%	0%	100%	0%
5/19/2013	5,594	7,146	59	0	59	0	128%	0.83%	0%	100%	0%
5/20/2013	13,973	18,825	110	6	104	0	135%	0.58%	5%	95%	0%
5/21/2013	14,504	19,648	139	7	132	0	135%	0.71%	5%	95%	0%
5/22/2013	14,966	19,393	108	1	107	0	130%	0.56%	1%	99%	0%
5/23/2013	14,797	19,646	142	4	138	0	133%	0.72%	3%	97%	0%
5/24/2013	14,109	20,007	112	3	109	0	142%	0.56%	3%	97%	0%
5/25/2013	6,455	6,680	48	1	46	1	97%	0.74%	2%	96%	2%
5/26/2013	7,242	5,475	58	0	58	0	132%	0.80%	0%	100%	0%
5/27/2013	6,502	9,756	84	4	80	0	67%	1.29%	5%	95%	0%
5/28/2013	14,687	18,838	123	7	116	0	128%	0.65%	6%	94%	0%
5/29/2013	13,669	17,821	83	3	80	0	130%	0.47%	4%	96%	0%
5/30/2013	13,987	17,399	106	5	101	0	124%	0.61%	5%	95%	0%
5/31/2013	13,802	19,485	104	8	96	0	141%	0.53%	8%	92%	0%
Totals	**376,961**	**488,304**	**3,289**	**96**	**3192**	**1**	**130%**	**0.67%**	**3%**	**97%**	**0%**

Weekly/Monthly Fare Inspection Report

Month: May-2013

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
05/01/2013-05/05/2013	55,183	69,189	511	9	502	0	125%	0.74%	2%	98%	0%
05/06/2013-05/12/2013	86,970	113,970	805	18	787	0	131%	0.71%	2%	98%	0%
05/13/2013-05/19/2013	86,115	112,172	756	20	736	0	130%	0.67%	3%	97%	0%
05/20/2013-05/26/2013	86,046	109,674	717	22	694	1	127%	0.65%	3%	97%	0%
05/27/2013-05/31/2013	62,647	83,299	500	27	473	0	133%	0.60%	5%	95%	0%
Totals	**376,961**	**488,304**	**3,289**	**96**	**3,192**	**1**	130%	0.67%	3%	97%	0%

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%

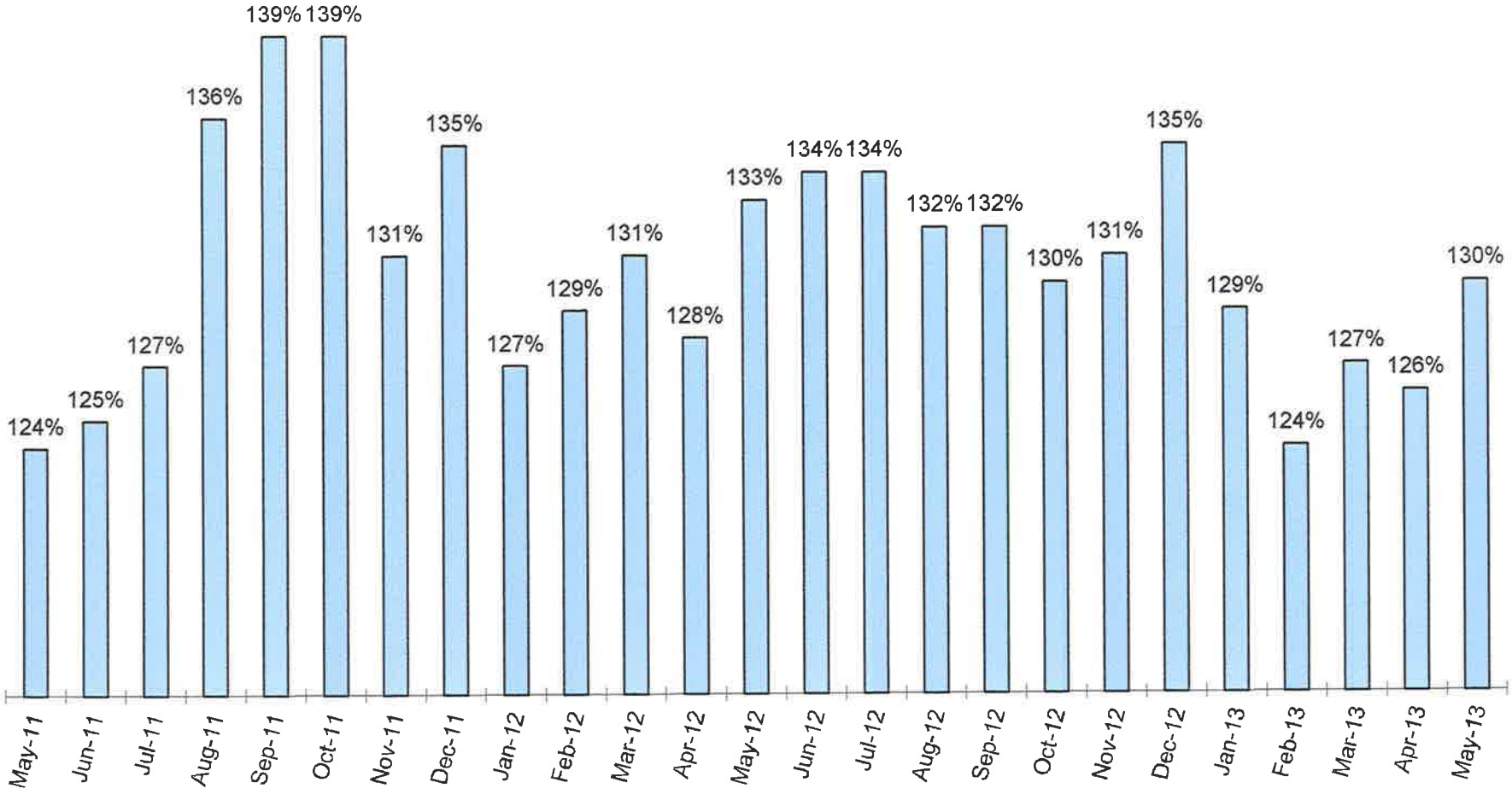
AS OF 05/17/11 TEMPORARILY DISCONTINUED ISSUING WRITTEN WARNINGS/CITATIONS
06/19/11 DUMP THE PUMP DAY
AS OF 10/03/11 ISSUING WRITTEN WARNINGS
10/20/11& 10/21/11 CITATIONS ISSUED FOR NO PHYSICAL TICKET AND NO TRANSFER WITH TRANSFER TICKET
10/22/11 ONLY WARNINGS BEING ISSUED
AS OF 10/25/11 CITATIONS ISSUED 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%
August-12	324,002	428,836	3099	21	3078	0	132%	0.72%	1%	99%	0%
September-12	329,319	433,572	2998	28	2970	0	132%	0.69%	1%	99%	0%
October-12	380,368	492,830	3321	29	3291	1	130%	0.67%	1%	99%	0%
November-12	350,983	459,811	3,298	31	3267	0	131%	0.72%	1%	99%	0%
December-12	326,412	439,701	3545	40	3504	1	135%	0.81%	1%	99%	0%
January-13	365,947	470,956	3583	43	3539	1	129%	0.76%	1%	99%	0%
February-13	352,773	438,921	3080	67	3013	0	124%	0.70%	2%	98%	0%
March-13	382,389	486,755	3717	183	3530	4	127%	0.76%	5%	95%	0%
April-13	386,755	486,636	3660	41	3618	1	126%	0.75%	1%	99%	0%
May-13	376,961	488,304	3289	96	3192	1	130%	0.67%	3%	97%	0%
PAGE 5 TOTAL	41,304,135	40,906,373	231,697	29,272	201,630	797	99%	0.57%	13%	87%	0%
Totals	**47,888,283**	**49,481,910**	**295,018**	**30,366**	**263,836**	**818**	**103%**	**0.60%**	**10%**	**89%**	**0%**

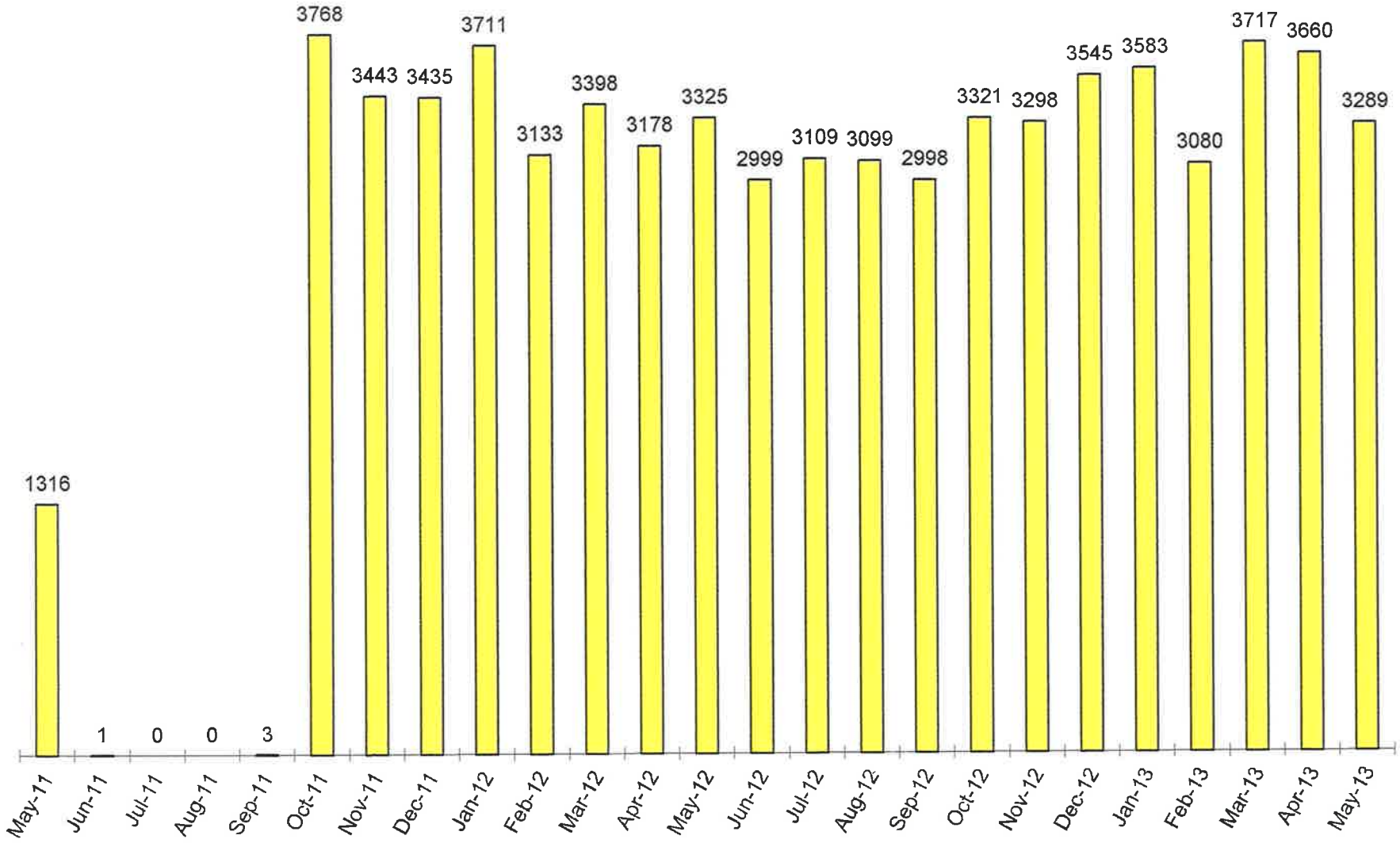
AS OF 05/17/11 TEMPORARILY DISCONTINUED ISSUING WRITTEN WARNINGS/CITATIONS
06/19/11 DUMP THE PUMP DAY
AS OF 10/03/11 ISSUING WRITTEN WARNINGS
10/20/11& 10/21/11 CITATIONS ISSUED FOR NO PHYSICAL TICKET AND NO TRANSFER WITH TRANSFER TICKET
10/22/11 ONLY WARNINGS BEING ISSUED
AS OF 10/25/11 CITATIONS ISSUED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

PERCENTAGE OF RIDERS INSPECTED



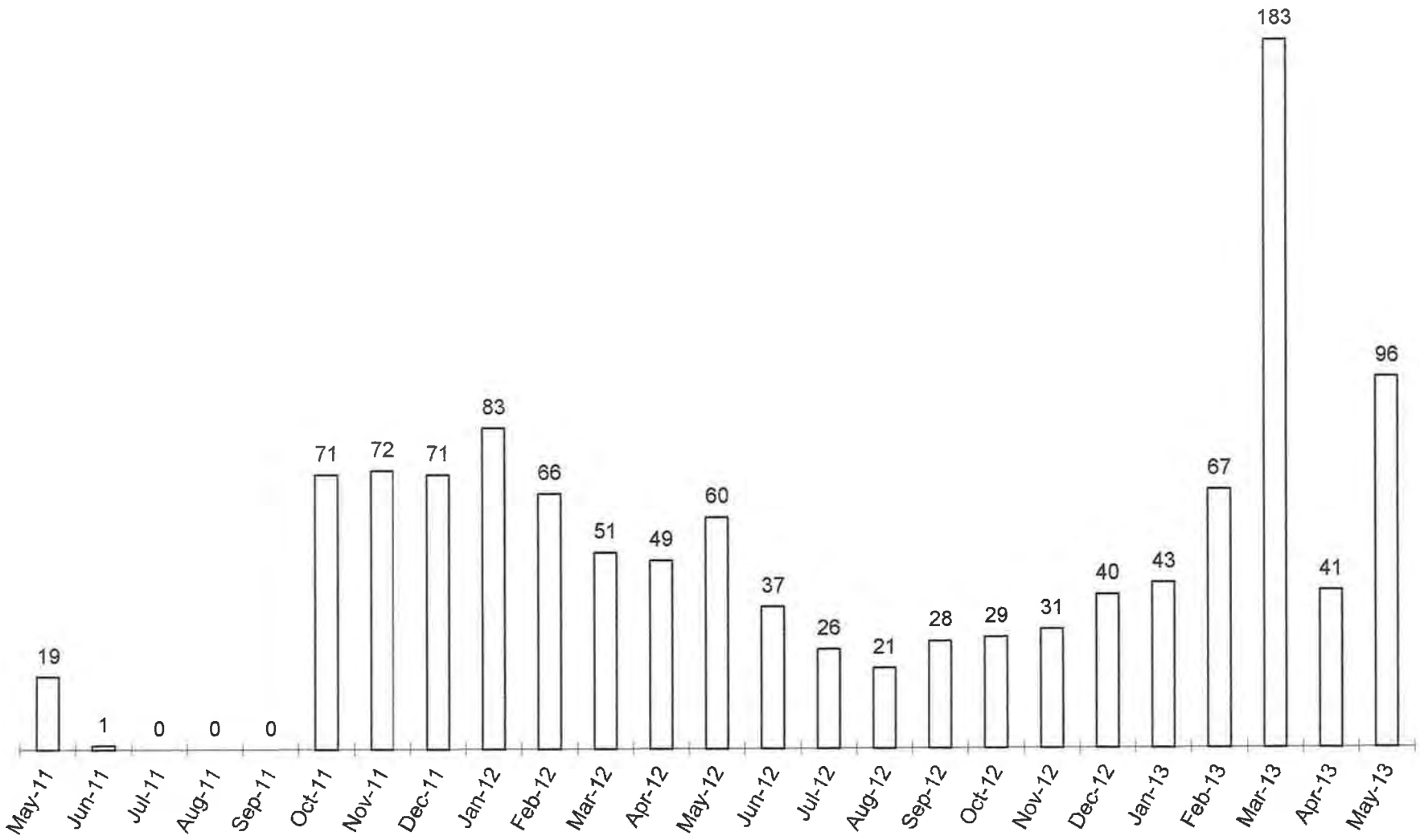
AS OF 05/17/11 TEMPORARILY DISCONTINUED ISSUING WRITTEN WARNINGS / CITATIONS

FARE EVASION VIOLATIONS



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

CITATIONS ISSUED



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

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 -(	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-0	38	0	237	584	49	165	32	3	1108
(D) SEPT-(	28	0	236	645	44	143	16	6	1118
(E) OCT-0	32	0	208	502	27	112	12	5	898
(F) NOV-0	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-0(	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-0	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
SUBTOTAI	**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-0	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
SUBTOTAI	**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

Month	12 Trip Validation	Insufficent Funds	No Physical Ticket	No Tap	Zone Override	No Transfer Slip	Outdated	Comp. Ticket	Total
Aug-12	41	118	2188	283	238	138	72	0	3078
Sep-12	73	225	1941	367	165	127	71	1	2970
Oct-12	102	270	1979	467	197	182	94	0	3291
Nov-12	71	271	2069	412	206	157	81	0	3267
Dec-12	98	305	2293	382	197	142	84	3	3504
Jan-13	80	337	2324	384	196	140	78	0	3539
Feb-13	46	288	2012	299	172	134	62	0	3013
TOTAL	**7,242**	**1,822**	**64,908**	**135,508**	**10,750**	**26,108**	**5,308**	**1,337**	**252,983**

NEW WARNING FORMS ISSUED

MONTHLY BREAKDOWN OF WARNINGS

MONTH	12 TRIP NO TAP	ZONE OVERRIDE EASY CARD	INSUFFICENT FUNDS	NO BUS/METRO TRANSFER	NO PHYSICAL TICKET	NO SFRTA TRANSFER	NO TAP EASY CARD	OUTDATED PAPER TICKET	UNREADABLE EASY CARD	ZONE OVERRIDE PAPER TICKET	TOTAL
Mar-13	89	4	374	81	2160	35	456	105	5	221	3530
13-Apr	95	5	374	132	2289	31	379	69	3	241	3618
13-May	85	4	270	135	2071	25	323	216	0	63	3192
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	269	**13**	**1,018**	**348**	**6,520**	**91**	**1,158**	**390**	**8**	**525**	**10,340**

NEW TICKETING SYSTEM IN EFFECT

MONTHLY BREAKDOWN OF CITATIONS

Month	12 Trip Validation	Comp. Ticket Violation	Ineligible Discount	No Ticket	Zone Override	No Transfer	Out Dated Ticket	EDF 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

*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.

(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

Month	12 Trip Validation	Insufficent Funds	No Physical Ticket	No Tap	Zone Override	No Transfer Slip	Outdated	Comp. Ticket	Total
Aug-12	0	0	18	0	3	0	0	0	21
Sep-12	0	0	26	0	0	1	1	0	28
Oct-12	0	0	24	0	3	0	2	0	29
Nov-12	0	0	27	0	2	1	1	0	31
Dec-12	0	0	35	0	3	1	1	0	40
Jan-13	1	0	38	0	3	1	0	0	43
Feb-13	0	0	60	0	2	5	0	0	67
									0
									0
									0
									0
									0
									0
TOTAL	**707**	**1**	**7,105**	**17,642**	**1,561**	**2,198**	**743**	**89**	**30,046**

NEW WARNING FORMS ISSUED

MONTHLY BREAKDOWN OF CITATIONS

MONTH	12 TRIP NO TAP	ZONE OVERRIDE EASY CARD	INSUFFICENT FUNDS	NO BUS/METRO TRANSFER	NO PHYSICAL TICKET	NO SFRTA TRANSFER	NO TAP EASY CARD	OUTDATED PAPER TICKET	UNREADABLE EASY CARD	ZONE OVERRIDE PAPER TICKET	Total
Mar-13	0	0	1	8	155	0	0	2	0	17	183
13-Apr	1	0	2	1	33	0	0	1	0	3	41
13-May	1	0	13	9	58	0	9	0	0	6	96
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											0
	2	0	16	18	246	0	9	3	0	26	320

CLASSIFICATIONS BREAKDOWN
MAY 2013

CLASSIFICATION			
ABANDONED VEHICLE			
ALARMS			
ALARMS-TVM			
ALCOHOLIC BEVERAGE ON PLATFORM			
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			
BATTERY - AGGRAVATED TRANSIT AGENT / CPO			
BATTERY - AGGRAVATED			
BATTERY TRANSIT AGENT / CPO			
BATTERY			1
BICYCLE VIOLATIONS			
BIOLOGICAL RELEASE			
BOMBING			
BOMB THREAT			
BRUSH FIRE			
BURGLARY-ATTEMPT			
BURGLARY STRUCTURE			
BURGLARY-AUTO			
BURGLARY-ATTEMPT AUTO			
CAMERA MONITORING CENTER			
CHEMICAL RELEASE			
CIVIL DISTURBANCE			
CREDIT CARD FRAUD			
CRIMINAL MISCHIEF	*GRAFFITTI*	*15*	**22**
CROSSING W/ GATE DOWN			
CYBER INCIDENT			
DAMAGED PROPERTY			4
DEBRIS ON TRACK			
DISORDERLY CONDUCT			7
DISTURBANCE			4
DOMESTIC VIOLENCE			
DRUG OFFENSE			
EMS BOARD MALFUNCTION			4
ELEVATOR MALFUNCTION			20
ELEVATOR PHONE MALFUNCTION			1
ESCALATOR MALFUNCTION			3
FALSE IDENTIFICATION			

CLASSIFICATIONS BREAKDOWN
MAY 2013

CLASSIFICATION				
FARE EVASION				3289
	CITATION	WARNED	ARREST	
12 TRIP NO TAP	1	85		
ZONE OVERRIDE EASY CARD	0	4		
INSUFFICIENT FUNDS	13	270	1	
NO BUS/METRORAIL TRANSFER	9	135		
NO PHYSICAL TICKET	58	2071		
NO SFRTA TRANSFER TICKET	0	25		
NO TAP EASY CARD	9	323		
OUTDATED PAPER TICKET	0	216		
UNREADABLE EASY CARD/NO TAP	0	0		
ZONE OVERRIDE PAPER TICKET	6	63		
TOTAL	**96**	**3192**	**1**	
COUNTERFEIT/ALTERED TICKET				
FIRE				
GRADE CROSSING PROBLEM				4
HIJACKING				
ILLNESS				4
INJURY				7
INJURY-CPO				1
INFORMATION / MISCELLANEOUS				43
INTERFERING W/ TRAIN				2
INTOXICATED PERSON				
INVESTIGATION				
KIOSK PROBLEM				
LOST/FOUND PROPERTY				110
LOUD MUSIC				
LUGGAGE				
MISSING PERSON				
MISSING PERSON-LOCATED				
MOTOR VEHICLE ACCIDENT				1
NUCLEAR RELEASE				
PARKING PROBLEM				38
PARKING LOT ACCIDENTS				
PARKING LOT VIOLATIONS				
PAYPHONE MALFUNCTION				
PULLED EMERGENCY STOP				
RECOVERED STOLEN PROPERTY				
ROBBERY				
ROBBERY-ATTEMPT				
ROBBERY ARMED				1
SABOTAGE				
SAFETY HAZARD				15
SEXUAL BATTERY				
SEX OFFENSE (OTHER)				

CLASSIFICATIONS BREAKDOWN
MAY 2013

CLASSIFICATION			
SIGN PROBLEM			
SLIP AND FALL			5
SMOKING ON TRAIN			
SOLICITATION			1
STUDENT INCIDENT			7
BAK MIDDLE SCHOOL		2	
DREYFOOS HIGH SCHOOL		1	
G STAR	1		
LAKE WORTH			
ROOSEVELT MIDDLE SCHOOL	1		
BOYNTON BEACH			
OTHER	2		
SURFBOARDS ON TRAIN			
SUSPICIOUS INCIDENT			7
SUSPICIOUS PERSON			4
SUSPICIOUS VEHICLE			2
SUICIDE ATTEMPT			
TELEPHONIC THREAT			
THEFT			2
THEFT-ATTEMPTED			
THROWING OBJECT AT TRAIN			
TRAIN VS ANIMAL			
TRAIN VS BICYCLE			
TRAIN VS PEDESTRIAN			
TRAIN VS FIXED OBJECT			
TRAIN VS VEHICLE			1
TRESPASS			7
TVM GATE MALFUNCTION			
TVM MALFUNCTION			62
UNAUTHORIZED ANIMAL			
SAV VALIDATOR MALFUNCTION			3
VEHICLE ON TRACK			
WEAPON-COMPLAINT			
WEAPON-CONCEALED			
SPECIAL ASSIGNMENT:			
		TOTAL INCIDENTS	**3684**

SIX MONTH CRIME ANALYSIS
2012

CLASSIFICATION	DEC	JAN	FEB	MAR	APR	MAY
ABANDONED VEHICLE						
ALARMS				2		
ALARMS-TVM						
ALCOHOLIC BEVERAGE/TRAIN				1	1	
ARSON				1		
ASSAULT-AGGRAVATED TRANSIT AGENT / CPO			1			
ASSAULT-AGGRAVATED						
ASSAULT TRANSIT AGENT / CPO	1					
ASSAULT					1	
ASSIST PASSENGER	4		2	1	2	1
ASSIST OTHER AGENCY		1			2	
ATTEMPTED SUICIDE						
AUTO THEFT		1			1	1
AUTO THEFT - ATTEMPT						
AUTO THEFT - RECOVERY	1				1	
BATTERY - AGGRAVATED TRANSIT AGENT/ CPO						
BATTERY - AGGRAVATED						
BATTERY - TRANSIT AGENT / CPO				2		
BATTERY						1
BICYCLE VIOLATIONS						
BOMBING						
BOMB THREAT						
BURGLARY						
BURGLARY ATTEMPT						
BURGLARY-STRUCTURE						
BURGLARY-AUTO				1	1	
BURGLARY-ATTEMPT AUTO						
CAMERA MONITORING CENTER						
CHEMICAL RELEASE						
CIVIL DISTURBANCE						
COUNTERFEIT/ALTERED TICKET						
CREDIT CARD FRAUD						
CRIMINAL MISCHIEF	10	4	5	8	11	22
CROSSING W/ GATE DOWN						
CYBER INCIDENT						
DAMAGED PROPERTY		1	1	1	2	4
DEBRIS ON TRACK	1	1		1	3	
DISORDERLY CONDUCT	4	6	7	7	4	7
DISTURBANCE	5	1	3	8	5	4
DRUG OFFENSE					1	
DOMESTIC VIOLENCE	1					
EMS BOARD MALFUNCTION	4	1		1	4	4
ELEVATOR MALFUNCTION	11	14	16	19	19	20
ESCALATOR MALFUNCTION	2	1	3	2	1	3
ELEVATOR PHONE MALFUNCTION			1	1		1
FARE EVASION- CITATIONS	40	43	67	183	41	96
FARE EVASION-WARNINGS	3504	3539	3013	3530	3618	3192
FARE EVASION-ARREST	1	1		4	1	1
FALSE IDENTIFICATION						
FIRE				3		
GRADE CROSSING PROBLEM	1	1	1	2	3	4
HIJACKING						
SUB-TOTAL	3590	3615	3120	3778	3722	3361

SIX MONTH CRIME ANALYSIS
2012

CLASSIFICATION	DEC	JAN	FEB	MAR	APR	MAY
ILLNESS	6	6	7	2	4	4
INJURY	2	1		2	1	7
INJURY-CPO	1	1	1		2	1
INTERFERING W/ TRAIN		1	1	1	1	2
INTOXICATED PERSON						
INVESTIGATION						
KIOSK PROBLEM						
LUGGAGE						
LOST/FOUND PROPERTY	78	103	87	98	111	110
LOUD MUSIC						
MISCELLANEOUS/INFORMATION	66	28	32	35	43	43
MISSING PERSON	1	2		2		
MISSING PERSON-LOCATED	1			1		
MOTOR VEHICLE ACCIDENT	1	4		1	1	
PARKING PROBLEM	6	8	14	6	13	38
PARKING LOT ACCIDENTS						
PARKING LOT VIOLATIONS						
PAYPHONE MALFUNCTION						
PULLED EMERGENCY STOP				1		
RECOVERED STOLEN PROPERTY						
RIDIDNG ON OUTSIDE OF TRAIN						
ROBBERY						
ROBBERY ARMED			2		1	1
ROBBERY ATTEMPT						
SAFETY HAZARD	10	21	13	11	11	15
SEXUAL BATTERY						
SEX OFFENSE (OTHER)			2		1	
SIGN PROBLEM						
SLIP AND FALL	6	4	4	3	7	5
SMOKING ON TRAIN						
SOLICITATION	2	1		1		1
STUDENT INCIDENT	3	1	2	2	4	7
SURFBOARDS ON TRAIN						
SUSPICIOUS INCIDENT	2	3	2	4	6	7
SUSPICIOUS PERSON		3	1	5	6	4
SUSPICIOUS VEHICLE	2	1	1		1	2
SUICIDE ATTEMPT						
TELEPHONIC THREAT	1					
THEFT	7	1	5	2	5	2
THEFT-ATTEMPTED			2			
THROWING OBJECT AT TRAIN		1				
TRAIN VS ANIMAL						
TRAIN VS BICYCLE						
TRAIN VS PEDESTRIAN			1			
TRAIN VS VEHICLE	1	1	1			1
TRAIN VS FIXED OBJECT						
TRESPASS	1	9	6	11	6	7
TVM GATE MALFUNCTION	2	2	1	1	4	
TVM MALFUNCTION	72	84	66	71	61	62
SAV VALIDATOR MALFUNCTION			4	5	2	4
VEHICLE ON TRACKS		1			1	
WEAPON COMPLAINT						
TOTAL REPORTS	3861	3902	3375	4043	4014	3684

MONTHLY SUBCONTRACTOR UTILIZATION REPORT

INSTRUCTIONS: This form must be filed each month to report actual Subcontractors participation by SFRTA certified firms for work done the proceeding month.

Contract Number: 11-003

Contract Name: Armed Security, Fare Enforcement and Revenue Collection

Reporting Period: 5/1/2013-5/31/2013

Prime Firm: G4S SECURE SOLUTIONS, USA

Contract Amount (as Amended) $ 27,187,835.00

Total Invoiced Amount this period: $0

Total Invoiced to Date: $0.00

Name of Subcontractor	If DBE Minority Group*	Gender M/F	Description of Work	Type of Work*	Starting Date	Completion Date
N/A						

* **Minority Group Enter:** B-Black American I-Asian American H-Hispanic American N-Native American P-Asian Pacific American O-Other

* **Type of Work:** Professional Consultant/Services, Construction, Supplies, Equipment, Other

- If prime firm is a certified DBE firm, the prime firm's quarterly activity must also be reported.
- This form must be completed monthly and submitted with firm's application for payment.

MONTHLY SUBCONTRACTOR UTILIZATION REPORT

Contract Number: 11-003

Contract Name: Armed Security, Fare Enforcement and Revenue Collection

Reporting Period: 5/1/2013-5/31/2013

Prime Firm: G4S SECURE SOLUTIONS, USA

Contract Amount (as Amended) $ 27,187,835.00

Total amount invoiced for Subcontractors this period: $0
Total amount invoiced for DBE subcontractors this period: $0
Total amount invoiced for Subcontractors to Date: $0
Total amount invoiced for DBE Subcontractors to Date: $0

Name of Subcontractor	Sub Contract Amount (As Amended)	Amount Invoiced This Period	Amount Invoiced To Date	Amount Paid This Period	Amount Paid To Date	Percentage Complete
N/A		$0	$0	$0	$0	

*** Minority Group Enter:** B-Black American I-Asian American H-Hispanic American N-Native American P-Asian Pacific American O-Other
*** Type of Work:** Professional Consultant/Services, Construction, Supplies, Equipment, Other

- If prime firm is a certified DBE firm, the prime firm's quarterly activity must also be reported.
- This form must be completed monthly and submitted with firm's application for payment.

MONTHLY SUBCONTRACTOR UTILIZATION REPORT

1) Did any of the DBE subcontractors rent/lease equipment from the prime consultant or an affiliate company during the report period? If yes, explain the arrangement, including a description of the equipment and the cost.

_____ NO

2) Did any of the DBE subcontractors utilize employees or former employees of the prime consultant or an affiliate company during the reporting period?

_____ NO

3) Did any of the DBE subcontractors subcontract any portion of its work to a non-DEB during the report period? If yes, explain fully.

_____ NO

4) Has the scope of work or the subcontract amount of any of the DBE subcontractors changed since the last report? If yes, explain fully.

_____ NO

By signing this form, the person individually and on behalf of the Firm represents to the SFRTA that the information contained on both the above forms is complete truthful, and accurate.

AUTHORIZED SIGNATURE:_____ TITLE: ADMINISTRATIVE ASSISTANT DATE: June 3, 2013

TWC/SFRTA
FEDERAL (TSA) DIRECTIVES VIOLATIONS
FOR MAY 2013

Date	Incident Report #	Location	TSA Directive Violation #	Remarks	CPO ID#

NO INCIDENTS REPORTED

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

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

TWC/SFRTA
FEDERAL (TSA) DIRECTIVES VIOLATIONS
FOR MAY 2013

Date	Incident Report #	Location	TSA Directive Violation #	Remarks	CPO ID#
05/20/13	05-13-2386	METRORAIL	13	MAN TAKING PHOTOS OF TRAIN	680

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."

G4S Secure Solutions USA
6499 Powerline Road Suite 300
Fort Lauderdale FL 33309-2044
Telephone: 954.771.5005
Fax: 954.771.5408
www.g4s.com/us

MEMORANDUM

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

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

SUBJECT: MONTHLY ACTIVITY REPORT – MAY 2013

Date: Tuesday, June 4th 2013

I was assigned the following tasks for the month of: **MAY 2013**

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 **96** 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 **5** incidents:

- **SFRTA IR #: 06-12-0797– Battery on CPO – (Pending Judicial Action, 17th Judicial Circuit)**
- **SFRTA IR #: 04-13-2609 – Title 6 – (Discrimination) – (Unfounded)**
- **SFRTA IR #: 05-13-2150 – Discourtesy – (Unfounded)**

- **UNNUMBERED COMPLAINT – (Unjust Ejection From Train – (Written Counseling)**
- **COMPLAINT # 20472 – Discourtesy – (Unfounded)**

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

May-13

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		1						1
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	2						2
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)	96				96
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

(3)Total Arrests
(1) Battery

Total Property Damage ($)	0

Expiring Contract Report
S FL Regional Transportation Authority

Expiring Date (7/1/2013) thru (7/1/2014)

Project Manager Conrtact # Contract Administrator	Contract Title Contract Name	Start Date Expiration Date	Contract Duration Renewal
projectmgr			
Renee Matthew	INTEGRATED FINANCIAL MGT SYSTEM SOFTWARE	12/31/2008	5 Year Term
02-711	010137 TYLER WORKS/EDEN DIVISION	12/31/2013	
PAULA PRUSINSKI			
Brad Barkman	TRANSITION DISP TRAIN CTRL AND YARD SERV	02/01/2007	7 Year Term
06-101	010512 NATIONAL RAILROAD PASSENGER	03/31/2014	5 year base term. 5 - 1 year renewal options. 2 options exercised, 3 options remain.
JOE RODRIGUEZ			
Brad Barkman	COMMUTER RAIL OPERATIONS	02/16/2007	7 Year Term
06-112	010844 VEOLIA TRANSPORTATION SERVICE	06/30/2014	1 - 3 year option renewal
BOBBY BECKER			
Brad Barkman	COMMUTER RAIL FLEET MAINTENANCE	07/01/2007	7 Year Term
06-113	010855 BOMBARDIER MASS TRANSIT CORPOR	06/30/2014	1 - 3 year option renewal
BOBBY BECKER			
Lauran Mehalik	GENERAL FLAGGING SERVICES	12/08/2006	7 Year Term
06-117	010116 CSX TRANSPORTATION	12/07/2013	Annual automatic renewals until cancelled by SFRTA or CSXT. No action required.
BRYAN KOHLBERG			

Expiring Contract Report
S FL Regional Transportation Authority

Expiring Date (7/1/2013) thru (7/1/2014)

Project Manager Conrtact # Contract Administrator	Contract Title Contract Name	Start Date Expiration Date	Contract Duration Renewal
projectmgr			
Dan Mazza	EMERGENCY TRACKWORK FOR NEW RIVER BRIDGE	02/14/2008	6 Year Term
07-004	010982 ROADMASTER ENGINEERING, INC.	02/13/2014	No renewal options
JOE RODRIGUEZ			
Diane Hernandez Del Cal	MARKETING AND ADVERTISING SERVICES	06/30/2008	5 Year Term
08-003	010050 BITNER GOODMAN INC	07/10/2013	No renewal options New Contract has been awarded
JOE RODRIGUEZ			
Renee Matthew	TECHNICAL SERVICES & PROC. SUPPORT AFCS	11/09/2011	3 Year Term
09-015	012040 CH2M HILL, INC.	03/22/2014	Engineering Services Through Delivery And Acceptance Of Fare Collection System.
BRYAN KOHLBERG			
Vicki Wooldridge	STATE LEGISLATIVE CONSULTANT SERVICES	07/01/2010	4 Year Term
10-010	010142 ERICKS CONSULTANTS	06/30/2014	2 - 1 year renewal options. One option exercised, one renewal option remaining.
BOBBY BECKER			
James DeVaughn	SFEC TMA BUS SERVICE	07/01/2010	4 Year Term
10-014	010338 SFEC TMA	06/30/2014	4 1-year renewal options. 3 options exercised and 1 option remaining.
BOBBY BECKER			

Expiring Contract Report
S FL Regional Transportation Authority

Expiring Date (7/1/2013) thru (7/1/2014)

Project Manager Conrtact # Contract Administrator	Contract Title Contract Name	Start Date Expiration Date	Contract Duration Renewal
projectmgr			
	DOWNTOWN FLL TMA BUS SERVICES	10/01/2010	3 Year Term
11-004	010134 DOWNTOWN FT LAUDERDALE TMA	09/30/2013	1 renewal option - option has been exercised.
BOBBY BECKER			
Allen Yoder	STUDENT TRANSPORTATION	08/01/2012	2 Year Term
12-004	15 PALM BEACH COUNTY SCHOOL BOARD	06/30/2014	N/A
BOBBY BECKER			

Expiring Contract Report
S FL Regional Transportation Authority

Expiring Date (6/1/2013) thru (6/1/2014)

Project Manager Conrtact # Contract Administrator	Contract Title Contract Name	Start Date Expiration Date	Contract Duration Renewal
projectmgr			
Renee Matthew	INTEGRATED FINANCIAL MGT SYSTEM SOFTWARE	12/31/2008	5 Year Term
02-711	010137 TYLER WORKS/EDEN DIVISION	12/31/2013	
PAULA PRUSINSKI			
Brad Barkman	TRANSITION DISP TRAIN CTRL AND YARD SERV	02/01/2007	7 Year Term
06-101	010512 NATIONAL RAILROAD PASSENGER	03/31/2014	5 year base term. 5 - 1 year renewal options. 2 options exercised, 3 options remain.
JOE RODRIGUEZ			
Lauran Mehalik	GENERAL FLAGGING SERVICES	12/08/2006	7 Year Term
06-117	010116 CSX TRANSPORTATION	12/07/2013	Annual automatic renewals until cancelled by SFRTA or CSXT. No action required.
BRYAN KOHLBERG			
Dan Mazza	EMERGENCY TRACKWORK FOR NEW RIVER BRIDGE	02/14/2008	6 Year Term
07-004	010982 ROADMASTER ENGINEERING, INC.	02/13/2014	No renewal options
JOE RODRIGUEZ			
Diane Hernandez Del Cal	MARKETING AND ADVERTISING SERVICES	06/30/2008	5 Year Term
08-003	010050 BITNER GOODMAN INC	07/10/2013	No renewal options New Contract has been awarded
JOE RODRIGUEZ			

Expiring Contract Report
S FL Regional Transportation Authority

Expiring Date (6/1/2013) thru (6/1/2014)

Project Manager Conrtact # Contract Administrator	Contract Title Contract Name	Start Date Expiration Date	Contract Duration Renewal
projectmgr			
Renee Matthew	TECHNICAL SERVICES & PROC. SUPPORT AFCS	11/09/2011	3 Year Term
09-015	012040 CH2M HILL, INC.	03/22/2014	Engineering Services Through Delivery And Acceptance Of Fare Collection System.
BRYAN KOHLBERG			
	DOWNTOWN FLL TMA BUS SERVICES	10/01/2010	3 Year Term
11-004	010134 DOWNTOWN FT LAUDERDALE TMA	09/30/2013	1 renewal option - option has been exercised.
BOBBY BECKER			

Expiring Contract Report
S FL Regional Transportation Authority

Expiring Date (5/1/2013) thru (5/1/2014)

Project Manager Conrtact # Contract Administrator	Contract Title Contract Name	Start Date Expiration Date	Contract Duration Renewal
projectmgr			
Renee Matthew	INTEGRATED FINANCIAL MGT SYSTEM SOFTWARE	12/31/2008	5 Year Term
02-711	010137 TYLER WORKS/EDEN DIVISION	12/31/2013	
PAULA PRUSINSKI			
Brad Barkman	TRANSITION DISP TRAIN CTRL AND YARD SERV	02/01/2007	7 Year Term
06-101	010512 NATIONAL RAILROAD PASSENGER	03/31/2014	5 year base term. 5 - 1 year renewal options. 2 options exercised, 3 options remain.
JOE RODRIGUEZ			
Lauran Mehalik	GENERAL FLAGGING SERVICES	12/08/2006	7 Year Term
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BRYAN KOHLBERG			
Dan Mazza	EMERGENCY TRACKWORK FOR NEW RIVER BRIDGE	02/14/2008	6 Year Term
07-004	010982 ROADMASTER ENGINEERING, INC.	02/13/2014	No renewal options
JOE RODRIGUEZ			
Diane Hernandez Del Cal	MARKETING AND ADVERTISING SERVICES	06/30/2008	5 Year Term
08-003	010050 BITNER GOODMAN INC	07/10/2013	No renewal options New Contract has been awarded
JOE RODRIGUEZ			

Expiring Contract Report
S FL Regional Transportation Authority

Expiring Date (5/1/2013) thru (5/1/2014)

Project Manager Conrtact # Contract Administrator	Contract Title Contract Name	Start Date Expiration Date	Contract Duration Renewal
projectmgr			
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09-015	012040 CH2M HILL, INC.	03/22/2014	Engineering Services Through Delivery And Acceptance Of Fare Collection System.
BRYAN KOHLBERG			
	DOWNTOWN FLL TMA BUS SERVICES	10/01/2010	3 Year Term
11-004	010134 DOWNTOWN FT LAUDERDALE TMA	09/30/2013	1 renewal option - option has been exercised.
BOBBY BECKER			

AGENDA ITEM NO: N

Contract Actions Executed
Under The General Counsel's Authority
For The Month of July 2013

Date Signed	Contract /Purchase Order No.	Contract Action	Amount $	Term
7/17/2013	**14-000071** **KAPLAN KIRSCH ROCKWELL LLP** FEDERAL REGULATORY	Purchase Order	10,000.00	N/A
7/17/2013	**14-000074** **KAPLAN KIRSCH ROCKWELL LLP** FEC ISSUES	Puchase Order	35,000.00	N/A
7/17/2013	**14-000075** **KAPLAN KIRSCH ROCKWELL LLP** SFOMA AND OPERATING AGREEMENT	Puchase Order	10,000.00	N/A

AGENDA ITEM NO: N

Contract Actions Executed
Under The General Counsel's Authority
For The Month of June 2013

Date Signed	Contract /Purchase Order No.	Contract Action	Amount $	Term
6/12/2013	**13-000091** **KAPLAN KIRSCH ROCKWELL LLP** FEDERAL REGULATORY MODIFICATION #1 TO INCREASE P.O.	PURCHASE ORDER	10,000.00	N/A

AGENDA ITEM NO: N

Contract Actions Executed
Under The General Counsel's Authority
For The Month of May 2013

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