Revised
062215

SOUTH FLORIDA REGIONAL TRANSPORTATION AUTHORITY

GOVERNING BOARD

REGULAR MEETING AGENDA
June 26, 2015
9:30 a.m.

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

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

SFRTA Board Members

Commissioner Steven L. Abrams
Andrew Frey
Nick Inamdar
James A. Scott
Commissioner Bruno Barreiro, Chair
Frank Frione
Gerry O'Reilly
James A. Cummings
Marie Horenburger
Mayor Tim Ryan

Executive Director

Jack Stephens

GOVERNING BOARD REGULAR MEETING
OF JUNE 26, 2015

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 May 22, 2015.

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: Four Funding Reimbursement Agreements associated with the design and construction of the Tri-Rail Downtown Miami Link Station Improvements at the Miami Central Station, in substantially the form provided and listed below (the "Funding Agreements"), along with a delegation to Commissioner Abrams to finalize and execute, and approval of the Fare Equity Analysis, all as follows:

(A) Reimbursement Agreement between the South Florida Regional Transportation Authority (SFRTA) and the Omni Community Redevelopment Agency ("CRA") in the not to exceed amount of $3,750,000;

(B) Reimbursement Agreement between SFRTA and the City of Miami in the not to exceed amount of $8,347,030;

(C) Reimbursement Agreement between SFRTA and the Miami Downtown Development Authority ("DDA") in the not to exceed amount of $1,267,000;

(D) Interlocal Agreement between Miami-Dade County and SFRTA for the Tri-Rail Downtown Miami Link Station Improvements at the Miami Central Station in the not to exceed amount of $13,900,000;

(E) Delegation to Commissioner Abrams to finalize and execute, in substantially the form approved, the Funding Agreements; and

(F) Approval of the SFRTA Fare Equity Analysis

Department: Executive
Project Manager: Jack Stephens

Department Director: Jack Stephens
Procurement Director: N/A

R2. MOTION TO AUTHORIZE: The Downtown Boca Raton Transit Feasibility Study , to be conducted by the South Florida Regional Transportation Authority ("SFRTA") for a maximum not to exceed amount of $85,000.

Department: Planning and Capital Development
Project Manager: Loraine Cargill

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

R3. MOTION TO APPROVE: Amendment No. 7 to Agreement No. 10-001, between the South Florida Regional Transportation Authority (SFRTA) and Meridian Management Corporation, Inc. for station maintenance services, extending the term of the Agreement through June 30, 2017 in the not-to-exceed amount of $4,979,064.00, which includes a not-to-exceed amount of $600,000.00 for potential Additional Work.

Department: Operations
Project Manager: Lauran Mehalik

Department Director: Bradley Barkman
Procurement Director: Christopher Bross

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R4. MOTION TO APPROVE: Amendment No. 3 to Agreement No. 12-008 between the South Florida Regional Transportation Authority (SFRTA) and HDR Engineering, Inc., the Project Management Consultant (PMC), to provide technical reports for the Wave Small Starts Grant Agreement Application, Geotechnical Services for Phases 1C and 1D, and PMC Oversight for the recently approved Broward County Betterments, in the maximum not-to-exceed amount of **$425,356.82.**

Department: Engineering and Construction
Project Manager: Martin Benzaquen, P.E.

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

Revised 062215

R5. MOTION TO APPROVE: Amendment No. 3 to Agreement No. 14-006 between the South Florida Regional Transportation Authority (SFRTA) and Parsons Transportation Group, Inc. (PTG), to provide Final Design Services for the Broward County Betterments for the Wave Modern Streetcar Project, in the maximum not-to-exceed amount of **$1,186,863.77.**

Department: Engineering and Construction
Project Manager: Martin Benzaquen, P.E.

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

R6. MOTION TO APPROVE:

(A) State Infrastructure Bank ("SIB") Loan Agreement FM #437252-1 between the Florida Department of Transportation ("FDOT") and the South Florida Regional Transportation Authority ("SFRTA") for funds in the amount of $19,300,000 for the Capital Costs of the SFRTA Operations Center Project.

(B) Resolution 15-003 pledging SFRTA Capital Funds as Repayment of SIB loan.

Department: Director of Finance
Project Manager: Richard Chess

Department Director: Richard Chess
Procurement Director: Christopher Bross

R7. MOTION TO APPROVE:

(A) Delegation to the Construction Oversight Committee ("COC") to approve change orders and other necessary approvals for the Authorized Projects (see Exhibit 1) in an amount not to exceed 20% of the provided contract amount.

(B) Amend previous delegation to the Executive Director as follows: to execute Railroad Reimbursement Agreements between FDOT and SFRTA, and associated agreements including but not limited to change orders and Joint Participation Agreements, for the construction or reconstruction of at-grade railroad crossings on the South Florida Rail Corridor, and necessary approaches, with the cost of such construction to be reimbursed by FDOT.

Department: Executive
Project Manager: N/A

Department Director: Jack Stephens
Procurement Director: N/A

R8. MOTION TO APPROVE: Amendments to the SFRTA Ethics Policy, as shown in Exhibit 1.

Department: Legal
Project Manager: Teresa J. Moore

Department Director: Teresa J. Moore
Procurement Director: N/A

R9. MOTION TO ELECT: SFRTA Chair and Vice-Chair for Fiscal Year 2015-16.

Department: N/A
Project Manager:

Department Director:
Procurement Director:

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 the FEC Corridor

I-2 INFORMATION - South Florida Transit Resource Guide, 2nd Edition

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 – May

B. RIDERSHIP GRAPHS – May

C. ON-TIME PERFORMANCE GRAPHS – May

D. MARKETING MONTHLY SUMMARY – May

E. BUDGETED INCOME STATEMENT – May

F. PAYMENTS OVER $2,500.00 – May

G. REVENUE AND FARE EVASION REPORTS – May

H. SOLICITATION SCHEDULE – May

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

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

K. PROPERTY TASK FORCE – PROJECT SCHEDULE - N/A

L. SECURITY REPORT - May

M. EXPIRING CONTRACTS – May

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

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, 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 MAY 22, 2015

The regular meeting of the South Florida Regional Transportation Authority Governing Board was held at 9:30 a.m. on Friday, May 22, 2015 in the South Florida Regional Transportation Authority Board Room, 800 Northwest 33rd Street, Suite 100, Pompano Beach, Florida 33064.

BOARD MEMBERS PRESENT:
Bruno Barreiro, Chair, Miami-Dade County Commissioner – *arrived at 9:50 a.m.*
Steven L. Abrams, Palm Beach County Commissioner
James A. Cummings, Vice Chair, Broward County Citizen Representative
Andrew Frey, Miami-Dade County Governor's Appointee
Nick A. Inamdar, Miami-Dade County Citizen Representative
Marie Horenburger, Palm Beach County Citizen Representative
Gerry O'Reilly, Florida Department of Transportation, District IV
Tim Ryan, Broward County Commission Mayor
James A. Scott, Broward County Governor's Appointee

BOARD MEMBERS ABSENT:
Frank Frione, Palm Beach County Governor's Appointee

ALSO PRESENT:
Jack L. Stephens, Executive Director, SFRTA
C. Mikel Oglesby, Deputy Executive Director, SFRTA
Bonnie Arnold, Public Information Officer, SFRTA
Bradley Barkman, Director of Operations, SFRTA
Christopher Bross, Director of Procurement, SFRTA
Richard Chess, Director of Finance, SFRTA
William Cross, Director of Planning and Capital Development, SFRTA
Diane Hernandez Del Calvo, Director of Administration/ EEO Officer, SFRTA
Mary Jane Lear, Director of Human Resources
Renee Matthews, Comptroller/Director of Special Projects, SFRTA
Daniel Mazza, P.E., Director of Engineering & Construction, SFRTA
Teresa Moore, General Counsel, SFRTA
Jeffrey Olson, Deputy General Counsel, SFRTA
Sandra Thompson, Executive Administrative Coordinator, SFRTA
Allen Yoder, Director of Safety and Security, SFRTA

CALL TO ORDER
The Vice Chair called the meeting to order at 9:44 a.m.

PLEDGE OF ALLEGIANCE

AGENDA APPROVAL – Additions, Deletions, Revisions

The Vice Chair asked if there were any changes to the Agenda.

Mr. Jack Stephens, Executive Director, SFRTA stated the following changes to the Agenda.

ADDITION:

R9. MOTION TO APPROVE: Agreement between the South Florida Regional Transportation Authority ("SFRTA") and Transit Village, LLC ("TV") to allow for SFRTA's execution of City of West Palm Beach Downtown Action Committee's "Owners' Consent Form" for variances from the City of West Palm Beach Land Development Code.

Mr. Stephens requested that this item be addressed first on the Agenda.

REVISION:

R4. MOTION TO APPROVE:
(A) Memorandum of Agreement (MOA) between the Florida Department of Transportation (FDOT), the South Florida Regional Transportation Authority (SFRTA), CSX Transportation, Inc. (CSXT) and the Florida East Coast Railway (FECR) outlining the duties and responsibilities of the parties associated with the South Florida Freight and Passenger Rail Enhancement Project – Northwood and Iris connections.

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

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

ROLL CALL

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

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.

PUBLIC HEARING

SOUTH FLORIDA REGIONAL TRANSPORTATION AUTHORITY
NOTICE OF PUBLIC HEARING AND INTENT TO FILE
SECTIONS 5307 and 5337 GRANT APPLICATIONS WITH THE
FEDERAL TRANSIT ADMINISTRATION IN THE AMOUNT OF $20,645,208

NOTICE IS HEREBY GIVEN THAT at the Governing Board Meeting of May 22, 2015 the Governing Board for the South Florida Regional Transportation Authority (SFRTA) will hold a Public Hearing at 9:30 A.M. to receive public input on the SFRTA's intent to file Sections 5307 and 5337 Grant Applications with the Federal Transit Administration (FTA) in the amount of $20,645,208. All interested individuals and/or groups are invited to attend this meeting and will have an opportunity to present their views and comments, or by responding in writing to the South Florida Regional Transportation Authority at 800 NW 33rd Street, Pompano Beach, FL 33064.

Public Hearing 1-

PH1 - MOTION TO APPROVE: Resolution No. 15-002, permitting the South Florida Regional Transportation Authority (SFRTA) staff to submit Fiscal Year 2015 grant applications to the Federal Transit Administration (FTA) in the amount of $20,645,208 in Capital and Planning funds to support the SFRTA Program of Projects.

The Vice Chair opened the Public Hearing at 9:46 a.m. and read into the record:

> "I would like to open this public hearing to discuss the South Florida Regional Transportation Authority's fiscal year 2015 funding requests. SFRTA is holding this public hearing to afford an opportunity for citizens, officials, private transportation providers, and other interest groups to present their views and comments regarding SFRTA's intent to file federal grant applications for fiscal year 2015 Program of Projects. SFRTA welcomes all comments. Should anyone wish to comment on this funding request, please see the Recording Secretary to complete an "Appearance Card." Mr. Stephens, would you like to make a statement?"

Mr. Stephens responded:

> "Thank you, Mr. Vice Chair. Pursuant to federal regulations SFRTA must hold a public hearing to give interested persons the opportunity to express their concerns about SFRTA's intent to file federal grant applications to secure funds for SFRTA's fiscal year 2015 Program of Projects. SFRTA fiscal year 2015 federal grant funds will include: Funding for SFRTA's Wayfinding Project in the amount of $2,500,000; Funding for the purchase of Board Room AV equipment in the amount of $1,029,813; and Funding for Preventative Maintenance costs associated with the Operating Budget in the amount of $13,415,009."

This concluded the statements.

Board Member James Scott moved for approval of Resolution No. 15-002, permitting the South Florida Regional Transportation Authority (SFRTA) staff to submit Fiscal Year 2015 grant applications to the Federal Transit Administration (FTA) in the amount of $20,645,208 in Capital and Planning funds to support the SFRTA Program of Projects. The motion was seconded by Board Member Marie Horenburger.

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

The Vice Chair closed the public hearing at 9:50 a.m.

CONSENT AGENDA

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

C1. **MOTION TO APPROVE**: Minutes of Governing Board's Regular Meeting of April 24, 2015.

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

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

REGULAR AGENDA

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

This item taken out of order.

R9. MOTION TO APPROVE: Agreement between the South Florida Regional Transportation Authority ("SFRTA") and Transit Village, LLC ("TV") to allow for SFRTA's execution of City of West Palm Beach Downtown Action Committee's "Owners' Consent Form" for variances from the City of West Palm Beach Land Development Code.

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

The Vice 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: The South Florida Regional Transportation Authority (SFRTA) FY 2015-2016 Operating Budget for $105,689,530.

Board Member Marie Horenburger moved for approval. The motion was seconded by Board Member Andrew Frey.

Commissioner Abrams inquired as to the start of the PBI Airport Shuttle service.

Mr. Stephens responded that SFRTA staff is working with PBI, Palm Tran and Palm Beach County. Service is expected to begin in late summer.

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

Commissioner Barreiro Arrived at 9:50 a.m.

R2. MOTION TO APPROVE: The South Florida Regional Transportation Authority (SFRTA) FY 2015-2016 Capital Budget for $152,024,689.

Board Member Marie Horenburger 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.

R3. MOTION TO APPROVE: SFRTA Smoking Policy, as determined by the Board.

There was Board discussion.

Board Member Marie Horenburger moved for approval of no smoking on the trains. 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.

There was Board discussion on the station/platform smoking policy.

Commissioner Steven Abrams moved for approval of Option 1: No smoking policy on any Tri-Rail trains, pedestrian overpasses and station platforms, except in designated smoking areas on platforms with a 30 day educational period. 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.

R4. MOTION TO APPROVE:

(A) Memorandum of Agreement (MOA) between the Florida Department of Transportation (FDOT), the South Florida Regional Transportation Authority (SFRTA), CSX Transportation, Inc. (CSXT) and the Florida East Coast Railway (FECR) outlining the duties and responsibilities of the parties associated with the South Florida Freight and Passenger Rail Enhancement Project – Northwood and Iris connections.

(B) Joint Participation Agreement (JPA) FM #434948-1-94-02 between SFRTA and FDOT, in the amount of $1,182,786 for SFRTA to complete design and construction of SFRTA's portion of the Phase 1A (Northwood Rehabilitation) of the South Florida Freight and Passenger Rail Enhancement Project.

(C) Joint Participation Agreement (JPA) FM #433514-1-94-02 between SFRTA and FDOT, in the amount of $2,665,237 for SFRTA to complete design and construction of SFRTA's portion of the Phase 1B (Iris Connection) of the South Florida Freight and Passenger Rail Enhancement Project.

Board Member Marie Horenburger moved for approval of (A) (B) and (C). 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.

Commissioner Abrams stated that this should be publicized to promote passenger rail. He commented that there is opposition in the north end of Palm Beach County concerning freight. AAF and TRCL get confused and the public needs to know that there are efforts to transition the freight off the FEC and onto the SFRC.

Board Member O'Reilly stated that this is a joint project with the SFRTA, FEC, and FDOT, with most of the work being done by SFRTA. There will be a chance for everybody to promote the project.

R5. MOTION TO APPROVE: Amendment No.2 to Agreement No. 14-006 between the South Florida Regional Transportation Authority (SFRTA) and Parsons Transportation Group, Inc. (PTG), to provide Final Design Services for Phase 1C and 1D of the Wave Modern Streetcar Project, in the maximum not-to-exceed amount of $423,876.57.

Board Member Marie Horenburger 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.

R6. MOTION TO APPROVE: Joint Participation Agreement FM #406919-1-94-01 between the South Florida Regional Transportation Authority (SFRTA) and the State of Florida Department of Transportation (FDOT), in the amount of $889,000 for SFRTA to complete track and signal tie-in work at FDOT's new drawbridge located within the South Florida Rail Corridor (SFRC) at the New River.

Board Member Marie Horenburger 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.

Board Member O'Reilly stated that this is one of the benefits of the signed agreement. FDOT can now go directly to the SFRTA Board and implement capital improvements along the corridor.

Board Member Cummings stated that this is SFRTA's understanding that this price was given to FDOT by CSXT. SFRTA has yet to bid the project and hopefully the bid will come in at that price.

Mr. Dan Mazza, Director of Engineering and Construction, SFRTA addressed the Board. He stated that this work will be negotiated as a change order to the VTMI contract. This was an estimate that FDOT put together based on information from CSXT. It is expected that SFRTA can negotiate it for less than what CSXT did. Should it come out higher, SFRTA will be able to explain why it is higher.

R7. MOTION TO APPROVE: MOTION TO APPROVE: Agreement between the South Florida Regional Transportation Authority (SFRTA) and the South Florida Education Center, Inc. (SFEC) for the funding of the SFEC Shuttle Bus service, for a five–year term, in the maximum not-to-exceed amount of $95,000 per year.

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.

R8. MOTION TO APPROVE: Amendment No. 1 to the Interlocal Agreement between the South Florida Regional Transportation Authority (SFRTA) and the City of Delray Beach (City) for the Downtown Roundabout Shuttle Bus service for a one (1) year period in the maximum not-to-exceed amount of $75,000.

Board Member Marie Horenburger 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.

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 the FEC Corridor

Mr. Stephens requested an update on the negotiations from Commissioner Abrams.

Commissioner Abrams commented on the negotiations and efforts of all the parties. He stated that there have been conversations with Commissioner Keon Hardemon, Chair of the CRA regarding the funding. SFRTA is working with the CRA to identify benefits to the area residents in order to fund a portion of their obligations.

Mr. Stephens commented on the request from FDOT District 4. Tallahassee has asked that for the $17.19 million request, a return on investment study be done. This is now a routine effort for large projects. Staff is currently working on the study and this is expected to be submitted in mid-June. In regards to this request, Mr. Stephens stated that he did meet with Secretary Boxold in Tallahassee and an additional discretionary amount of $13.107 million is to be transferred from the Metrorail transfer station east side connection and be re-designated for this project to link Tri-Rail into the downtown station. Another item is that the County's Citizens Independent Transportation Trust (CITT) has requested a justification of the $69 million cost for the public portion of this project. Staff is also working on this. The City of Miami requested the same justification and upon review, was in agreement. These issues are to be confirmed that all the funds are available. This will be returned to the Board this summer. Verbal commitments are in place.

Board Member Cummings inquired if there was a time table for getting on the FEC corridor.

Mr. Stephens responded that it is clear that the discussions are not relevant until the Miami station is completed. Then the initial access agreement will be made. Staff is required to attend relevant meetings to discuss the possibilities of going forward. There are more steps to go through before project development is made. The value of smaller stations along the corridor is recognized. FECR and AAF are good partners.

The Chair commented that in Miami, it is positive. All the parties are in support and good partners.

Board Member Cummings mentioned that in SFOMA the air rights were retained by CSX, so we should negotiate this now.

Board Member Frey commented that guidance should be given to local governments as to the price of admission in regards to residential density, parking and zoning.

Mr. Stephens stated that all these conversations will be made with the communities as we go into the framework of the project. It will be good for transit and a win – win situation.

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

C. ON-TIME PERFORMANCE GRAPHS – April

Commissioner Abrams commented on the improvement on the OTP and commended staff for the improvements.

Mr. Stephens responded that the contractors and partners have been having 4 a.m. conference calls and service has gotten better. Mr. Stephens called upon the partners to be identified. Joe Yanuzzi, Veolia; Tony Baron and Scott Kenner, Amtrak; Craig Mascot, Bombardier; Niles Blaze, Senior Manager, VTMI. VTMI has committed to add more resources to respond quicker.

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 TASK FORCE – PROJECT SCHEDULE - N/A

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. Stephens announced that staff has been doing a great job in representing the SFRTA nationwide. He announced the following awards:

On March 4-6, the Federal Transit Administration (FTA) conducted a FY2015 Triennial Review of SFRTA, as required by Chapter 53 of Title 49, United States Code, Section 5307. The Triennial Review is FTA's assessment of SFRTA's compliance with federal requirements and this review is conducted every 3 years. The review focuses on 17 areas of compliance, including financial management; grants management; maintenance (including a tour of the Hialeah maintenance yard); civil rights (ADA, DBD, Title VI & EEO); planning and more. This was SFRTA's third consecutive Triennial Review with no deficiencies found in the 17 areas of FTA requirements.

The SFRTA Procurement Department has won the 2015 Award for the Florida Association of Public Procurement Officials (FAPPO) Award for Excellence in Public Procurement. This is the 8th year that the Department has won and the 6th year in a row. SFRTA was one of 17 agencies to win this award. This award was established to recognize organizational excellence in procurement, and recognizes agencies that meet or exceed benchmarks and best practice in the procurement profession. The Program is designed to measure innovation, professionalism, e-procurement, productivity, and leadership attributes of the procurement function.

The SFRTA Finance Department has won the Certificate of Achievement for Excellence in Financial Reporting from the Government Finance Officers Association of the United States and Canada (GFOA) for its financial report (CAFR FY June 30, 2014). The Certificate of Achievement is the highest form of recognition in the area of governmental accounting and financial reporting, and its attainment represents a significant accomplishment by a government and its management.

The American Society for Public Administration, (ASPA) South Florida Chapter, will be presenting the SFRTA with "The Organization of the Year Award." This will take place at the Annual Awards Reception on June 11, 2015 at 6pm at the Jungle Island.

Board Member Cummings commended staff for a job well done.

LEGAL COUNSEL COMMENTS

Ms. Moore reminded the Board Members that the terms are ending June 30th.

CHAIR COMMENTS

BOARD MEMBER COMMENTS

Commissioner Abrams announced that Board Member Marie Horenburger has served on the Tri-Rail/SFRTA Governing Board for 21 years as Citizens Representative of Palm Beach County. She has served under several commissioners, which is a testament to her ability to get along with everyone and work productively for the Agency. Commissioner Abrams declared a Proclamation of May 22nd as Marie J. Horenburger Day.

The Chair presented Board Member Horenburger with a "Tri-Rail Train plaque of Appreciation."

Ms. Horenburger was presented with a framed "Proclamation."

There were accolades and comments of appreciation from the Board Members.

Board Member Cummings requested an update on PTC, Funding, Spectrum, CSX relations, SunRail & PTC, E-W connectivity at the next meeting.

Board Member Horenburger thanked the Board for their support these years and stated that it has been an honor and a privilege to serve on this Board and working with staff. She noted all the accomplishments that she has been witness to over the years.

There was a group photo opportunity.

ADJOURNMENT

There being no further business the meeting adjourned at 10:55 a.m.

REVISED 062215

Tracking No. 06261537 AGENDA ITEM NO. R1

SOUTH FLORIDA REGIONAL TRANSPORTATION AUTHORITY
GOVERNING BOARD MEETING: JUNE 26, 2015

AGENDA ITEM REPORT

☐ Consent ☒ Regular

FUNDING AGREEMENTS FOR TRI-RAIL DOWNTOWN MIAMI LINK STATION IMPROVEMENTS and ASSOCIATED FARE EQUITY ANALYSIS

REQUESTED ACTION:

MOTION TO APPROVE: Four Funding Reimbursement Agreements associated with the design and construction of the Tri-Rail Downtown Miami Link Station Improvements at the Miami Central Station, in substantially the form provided and listed below (the "Funding Agreements"), along with a delegation to Commissioner Abrams to finalize and execute, and approval of the Fare Equity Analysis, all as follows:

(A) Reimbursement Agreement between the South Florida Regional Transportation Authority (SFRTA) and the Omni Community Redevelopment Agency ("CRA") in the not to exceed amount of $3,750,000;
(B) Reimbursement Agreement between SFRTA and the City of Miami in the not to exceed amount of $8,347,030;
(C) Reimbursement Agreement between SFRTA and the Miami Downtown Development Authority ("DDA") in the not to exceed amount of $1,267,000;
(D) Interlocal Agreement between Miami-Dade County and SFRTA for the Tri-Rail Downtown Miami Link Station Improvements at the Miami Central Station in the not to exceed amount of $13,900,000;
(E) Delegation to Commissioner Abrams to finalize and execute, in substantially the form approved, the Funding Agreements; and
(F) Approval of the SFRTA Fare Equity Analysis

Department: Executive
Project Manager: Jack Stephens

Department Director: Jack Stephens
Procurement Director: Christopher Bross

FISCAL IMPACT:

EXHIBITS:
Exhibit 1 - Reimbursement Agreement between SFRTA and the Omni CRA
Exhibit 2 - Reimbursement Agreement between SFRTA and the City of Miami
Exhibit 3 - Reimbursement Agreement between SFRTA and the Miami DDA
Exhibit 4 - Interlocal Agreement between Miami-Dade County and SFRTA for the Tri-Rail Downtown Miami Link Station Improvements at the Miami Central Station
Exhibit 5 - Summary of Key Provisions in the Funding Agreements
Exhibit 6 – SFRTA Fare Equity Analysis (to be provided separately)

FUNDING AGREEMENTS FOR TRI-RAIL DOWNTOWN MIAMI LINK STATION IMPROVEMENTS

SUMMARY EXPLANATION AND BACKGROUND:

Pursuant to delegation and direction from the SFRTA Governing Board, Commissioner Steven Abrams, Executive Director Jack Stephens and General Counsel Teresa Moore have been negotiating various agreements relating to the design and construction of the station improvements necessary to for the Tri-Rail Downtown Miami Link Station Improvements at the Miami Central Station, as well other agreements relevant to the Tri-Rail Downtown Miami Link service. Four of the various funding agreements relevant to the Station Improvements (as defined below) are now either approved or pending approval by the relevant agency and therefore, are offered for the SFRTA Board's approval in substantially the form provided (the "Funding Agreements").

The design and construction of the Tri-Rail station and rail improvements will cost an estimated $70.44 million, which consists of approximately $21 million for eight (8) miles of rail line improvements to the Florida East Coast Railroad ("FECR") corridor (the "Rail Improvements") and $50.4 million in Station Improvements (the "Estimated Cost").

All Aboard Florida ("AAF") will be designing and constructing the station improvements, which include: (i) 62,000 sq. ft. elevated platform and trackage; (ii) a mezzanine level consisting of columns and related structures which support the associated Tri-Rail platform and trackage; and (iii) related Miami Central Station elements including, but not limited to, portions of elevators, escalators, support spaces and storage areas, all as more particularly described in Exhibit "A" to all of the Funding Agreements (the "Station Improvements").

AAF and FECR have agreed to contribute (i) the land required to accommodate the Station Improvements, (ii) a reduced access fee for SFRTA's use of the FECR corridor, (iii) the financial carrying costs for the Station Improvements, (iv) a pro-rated cost sharing for the Miami Central Station infrastructure (the applicable portion of which is included in the Station Improvements) that will be shared with SFRTA, and (v) any cost overruns over the Estimated Cost, which in total represent financial contribution to SFRTA in excess of $25,000,000.

The Funding Agreements are all contingent upon the approval of a final agreement between SFRTA, the Florida Department of Transportation ("FDOT"), AAF, and FECR for design and construction of the Station Improvements, FECR's construction of the Rail Improvements, access to the FECR Corridor and maintenance and operations costs and coordination relating to the operation of the Tri-Rail Downtown Miami Link service (the "Final Agreement"), all other funding agreements, and other agreements, as outlined in the Funding Agreements.

A summary of key provisions in each of the Funding Agreements is provided in Exhibit 5.

The free and reduced fares to be provided by SFRTA in the Omni CRA Funding Agreement (Exhibit 1) are contingent upon the SFRTA Board's approval of the federally-required Fare Equity Analysis, which is provided for the Board's consideration in Exhibit 6.

FUNDING AGREEMENTS FOR TRI-RAIL DOWNTOWN MIAMI LINK STATION IMPROVEMENTS

Recommended by: _____
Department Director Date

Approved by: _____
Procurement Director Date

Authorized by: _____ 6/19/15
Executive Director Date

Approved as to Form by _____
General Counsel Date 6/9/15

Board Action:

Approved: _____Yes _____No

Vote: _____ Unanimous

Amended Motion:

Commissioner Steven L. Abrams	____Yes ____ No	Marie Horenburger	____ Yes ____No
Commissioner Bruno Barreiro	____Yes ____No	Nick A. Inamdar	_____ Yes ____ No
James A. Cummings	____Yes ____No	Gerry O'Reilly	_____Yes _____No
Andrew Frey	____Yes ____ No	Mayor Tim Ryan	_____Yes _____No
Frank Frione	____ Yes ____ No	James A. Scott	_____Yes _____No

Exhibit 1

SOUTH FLORIDA REGIONAL TRANSPORTATION AUTHORITY
REIMBURSEMENT AGREEMENT

THIS REIMBURSEMENT AGREEMENT (the "Agreement") is made as of the ___ day of _____, 2015, by and between THE SOUTH FLORIDA REGIONAL TRANSPORATION AUTHORITY, a body politic and corporate and agency of the STATE OF FLORIDA (the "SFRTA"), and the OMNI REDEVELOMENT DISTRICT COMMUNITY REDEVELOPMENT AGENCY, a public agency and body corporate created pursuant to Section 163.356, Florida Statutes (the "CRA").

RECITALS:

WHEREAS, the CRA was formed for the purpose of removing slum and blight in the Omni Redevelopment Area (the "Redevelopment Area") and to promote redevelopment and employment within the Redevelopment Area; and

WHEREAS, notwithstanding the Redevelopment Area's regional location and proximity to important centers of activity, major transportation systems, and significant centers of employment, the Redevelopment Area has seen limited commercial and residential development since the inception of the CRA in 1987; and

WHEREAS, the Omni CRA Redevelopment Plan recognizes that targeted investments in transportation service enhancements can diminish barriers to investment within the Redevelopment Area; and

WHEREAS, SFRTA operates a regional, commuter rail system, commonly referred to as Tri-Rail, which, provides affordable access to employment centers across Miami-Dade, Broward and Palm Beach Counties; and

WHEREAS, the CRA wishes to provide financial assistance to SFRTA to help facilitate the design and construction of certain rail improvements within the Redevelopment Area and additional platform improvements at the proposed Miami Central Station, located outside the Redevelopment Area, in order to accommodate future Tri-Rail commuter rail service via the Florida East Coast Railway (the "FECR") corridor to downtown Miami improving regional access to and mobility within the Redevelopment Area (identified as the "Tri-Rail Downtown Miami Link"); and

WHEREAS, it is estimated that the design and construction of the required Tri-Rail station and rail improvements will cost an estimated $70.44 million and consist of approximately $21 million for eight (8) miles of rail line improvements to the FECR corridor and Fifty Million Four Hundred Thousand and no/Dollars ($50,400,000.00) million (the "Estimated Cost") in station improvements to construct: (i) a 62,000 sq. ft. elevated platform and trackage; (ii) a mezzanine level consisting of columns and related structures which support the associated Tri-Rail platform and trackage; and (iii) related Miami Central Station elements including, but not limited to, portions of elevators, escalators, support spaces and storage areas, all as more particularly described in Exhibit "A" (hereinafter the station improvements identified in (i) through (iii) shall be referred to as the "Improvements"); and

WHEREAS, collectively, All Aboard Florida ("AAF") and FECR have agreed to contribute (i) the land required to accommodate the Improvements, (ii) a reduced access fee for SFRTA's use of the FECR corridor, (iii) the financial carrying costs for the Improvements through construction of the Tri-Rail platform, and (iv) a pro-rated cost sharing for those Miami Central Station infrastructure improvements that will be shared with SFRTA; and

WHEREAS, SFRTA has requested grant support to help underwrite the cost of the rail corridor improvements and is seeking regional funding for the Improvements; and

WHEREAS, the CRA wishes to provide such funding assistance for the Improvements to SFRTA for the timely completion of the Improvements given the regional transportation benefits associated therewith, the catalytic impact the Improvements will have on future development within the Redevelopment Area and the transformative nature of the Miami Central Station (the "Project"), subject to the terms and conditions of this Agreement.

NOW, THEREFORE, in consideration of the foregoing and of the covenants and agreements hereinafter set forth and other good and valuable consideration, the receipt and sufficiency of which are hereby acknowledged, the SFRTA and CRA agree as follows:

1. RECITALS. The Recitals to this Agreement are true and correct, incorporated herein by reference and made part hereof.

2. RESPONSIBILITIES OF SFRTA.

2.1 Permits and Approvals. SFRTA intends to procure the design and construction of the Improvements as a sole source by entering into a contract with AAF, the owner of the property on which the Improvements will be located and the entity that will be designing, permitting and constructing the Project, of which the Improvements are a part. AAF, on behalf of SFRTA, shall obtain all necessary permits and approvals; and shall coordinate the review of design and construction documents with the applicable permitting agencies. AAF, subject to SFRTA's approval, shall make all necessary adjustments as required for approval and/or permitting by the applicable agencies.

2.2 Public Information and Involvement. Immediately prior to and during construction, as appropriate, AAF will, on SFRTA's behalf, provide information to adjacent property owners and area residents about the scope of the proposed Improvements.

2.3 Publicity. SFRTA agrees that it shall ensure that all its publicity, public relations, advertisements and signs recognize and reference the CRA for its funding support of the Improvements. Such acknowledgment shall include, but is not limited to, all posted signs, pamphlets, wall plaques, cornerstones, dedications, notices, flyers, brochures, news releases, media packages, promotions, and stationary. The use of the official CRA logo is required for the publicity purposes stated herein. SFRTA, or its agents, shall submit samples or mock-ups of such publicity or materials to the CRA for review and approval, which approval shall not be unreasonably withheld, prior to any distribution. SFRTA shall ensure that all media representatives, when inquiring about the Improvements, are informed that CRA has contributed the Funds (as defined herein), which represent a portion of the total funding for the Improvements.

2.4 Accounting. SFRTA shall at all times maintain a separate accounting of the use of the Funds so those costs and the use of the Funds may be independently verified and audited by the CRA at the CRA's request. SFRTA agrees to permit such auditors to inspect the books, records and accounts of the Improvements for three (3) years after completion of the Improvements. These records shall be made available to the CRA for inspection within thirty (30) business days upon receipt of a written request from the CRA.

2.5 Contracting for Improvements. The CRA agrees that the selection, contracting, retention and discharge of AAF for the design and construction of the Improvements shall be the sole responsibility of SFRTA.

2.6 Claims and Change Orders. The CRA shall bear no responsibility for any claims or change orders that may arise.

2.7 Disadvantaged Business Enterprise. SFRTA shall require AAF to comply with its disadvantaged business enterprise ("DBE") requirements.

2.8 Construction Administration and Inspection. SFRTA shall exercise all responsibilities of the owner under the design and construction contract for the Improvements, including construction administration and inspections. SFRTA may delegate this function to an authorized agent or Construction Engineering Inspection consultant. The CRA, at its sole cost and expense, may assign an inspector to participate in the routine daily inspections. SFRTA's designated representative and the CRA's designated representative shall jointly perform the inspection of the Improvements which immediately precedes substantial completion. SFRTA, or its agent(s), shall certify upon completion that the Improvements have been constructed pursuant to the design plans, specifications and any change orders approved by SFRTA, or its agent(s).

Presently, SFRTA estimates that final acceptance of the Improvements will occur on or before December 31, 2016, but not later than June 30, 2017 (the "Construction Completion Date"), and that Tri-Rail revenue service to the Miami Central Station will commence on or before March 31, 2017, but not later than December 31, 2017 (the "Service Commencement Date").

2.9 Maintenance. SFRTA shall be solely responsible for maintenance upon final acceptance of the Improvements. As such, SFRTA, and not the CRA, shall be responsible for all claims, demands, liabilities and suits arising from allegations or suits in tort as to the condition of the Improvements.

3. RESPONSIBILITIES OF CRA:

3.1 Funding Amount, Reimbursement of Project Costs. The CRA agrees to provide SFRTA with funds in an amount not to exceed Three Million Seven Hundred Fifty Thousand and No Dollars ($3,750,000.00) for eligible costs, as outlined herein, incurred for the design, construction, and financing of the Improvements (the "Funds"). The CRA shall disburse the Funds to SFRTA in the manner set forth in Section 5. The CRA shall incur no liability for any costs in excess of the Funds unless there has been a duly authorized increase approved by the Board of Commissioners of the CRA. In the event the actual costs of the Improvements are less than the Estimated Cost, all remaining funds shall remain with the CRA and the CRA shall have no further responsibility regarding any other reimbursement of project costs.

3.2 CRA Payments of Improvement Costs. The Funds shall be provided as specified below:

Funding Amount	**Funding Source**	**County Fiscal Year of Commitment**
$1,875,000.00	Omni TIF	2015-2016
$1,875,000.00	Omni TIF	2016-2017

In the event SFRTA, through its agent AAF, fails to commence physical construction (as defined hereinafter in Section 8 below) of the Improvements on or before the first (1st) anniversary of execution of this Agreement, then the Funds otherwise payable to SFRTA shall be reduced by ten percent (10%) for every one (1) year period, or portion thereof, during which SFRTA has not commenced physical construction. Should SFRTA fail to initiate physical construction of the Improvements on or before the second (2nd) anniversary date of the execution of this Agreement, then the CRA's payment obligation pursuant to this Section shall be null and void. Additionally, should SFRTA fail to complete all construction and obtain all Certificates of Occupancy regarding the Improvements as referenced in this Agreement, then the CRA's payment obligation pursuant to this Section shall be null and void.

3.3 Improvement Cost Adjustments and Other Amendments. The amount of the Funds is based on the Estimated Cost. The Parties recognize that adjustments to the above-referenced costs may be required in the future and that, at the option of the Parties, amendments may be entered into to revise the amount of the Funds. Amendments that do not increase or decrease the amount of the Funds may be executed by the SFRTA Executive Director and the CRA Executive Director without the need for approval by the SFRTA Board and the Board of Commissioners of the CRA. Otherwise, further funding commitments shall be subject to the approvals of the Parties' respective governing boards.

4. ELIGIBLE COSTS. The Parties agree that only expenses incurred by SFRTA that are directly related to the design and construction of the Improvements are eligible for reimbursement from the Funds, provided adequate documentation accompanies the reimbursement request in the form of approved invoices, verified payment requests, documented journal entries, and/or check vouchers. Financing and legal costs shall specifically not be eligible for reimbursement from Funds provided pursuant to this Agreement.

5. SCHEDULE AND MANNER OF REIMBURSEMENTS. Upon execution of the Agreement, SFRTA shall furnish the CRA with a copy of the estimated budget for the Improvements, and, thereafter, shall similarly furnish the CRA with any and all revisions thereto. Upon execution of this Agreement, SFRTA shall also furnish to CRA a schedule of values identifying quarterly design and construction milestones and the anticipated construction expenditures payout schedule for such milestones for the Improvements. Quarterly disbursement of Funds by the CRA shall be based upon invoices provided by SFRTA accompanied by copies of paid contractor invoices (the "Reimbursement Request"). Each Reimbursement Request shall also include a copy of all payments made to contracted firms during the reimbursement period.

Reimbursement Requests shall commence on or after October 1, 2015. For the 2015-2016 fiscal year ending on September 30, 2016, quarterly disbursements by the CRA of the Funds shall not exceed One Million Five Hundred Thousand and No Dollars ($1,875,000.00). For the 2016-2017 fiscal year, which fiscal year shall commence on October 1, 2016, and end on September 30, 2017,

quarterly disbursements by the CRA of the Funds shall not exceed One Million Five Hundred Thousand and No Dollars ($1,875,000.00). Any Funds not disbursed during the above fiscal years shall be carried forward by the CRA for reimbursement in future fiscal years consistent with the terms set forth in Section 3.2 hereinabove.

6. COMMUNITY BENEFITS. SFRTA shall commit to the following community benefits:

6.1 Job Fairs. SFRTA, in conjunction with the CRA, shall conduct two (2) job fairs to promote employment opportunities during the construction of the Improvements; not less than one (1) job fair shall be conducted within one (1) month preceding the commencement of vertical construction on the Improvements. The second job fair may be conducted within six (6) months of the start of vertical construction of the Improvements. SFRTA, in conjunction with the CRA, shall conduct one (1) job fair no later than thirty (30) days prior to the commencement of revenue operations of the Tri-Rail commuter service at the Miami Central Station.

6.2 Agency Recognition. SFRTA shall install one (1) memorial plaque on a Tri-Rail passenger rail car actively servicing the Miami Central Station and one (1) memorial plaque at a conspicuous place in the Miami Central Station. Such plaques shall acknowledge the CRA's contribution to the establishment of the Downtown Miami Link service and specifically include the name(s) of each of the CRA Board members and the CRA Executive Director as part of the acknowledgment.

6.3 Discounted Fares. SFRTA shall provide the indicated discounted fares to the following organizations/individuals following its approval of a Fare Equity Analysis required under Federal Transit Administration (FTA) Circular 4702.1B:

i. Florida Film & T.V. Center. The CRA will certify existing and prospective workers who will be employed at film and television events occurring at the Florida Film & T.V. Center located within the CRA (the "Center") and provide a list of the same to SFRTA on a monthly basis (or on a timeframe mutually agreeable to both parties). SFRTA will provide such workers with a discount of fifty percent (50%) on standard Tri-Rail fares. The CRA will provide monthly notification (or within a timeframe mutually agreeable to both parties) of the termination of such workers' employment at events occurring at the Center to allow for termination of the applicable discounted fare cards.

ii. The Chapman Partnership. SFRTA shall work with the Chapman Partnership's North Center, located at 1515 N. Miami Avenue, Miami, FL (the "North Center"), to develop an outreach and support plan to provide free monthly fare cards to individuals resident at the North Center. In any such plan, the Chapman Partnership, not less than five (5) days prior to the commencement of each month following the effective date of this Agreement, shall notify SFRTA of the total number of individuals resident at the North Center requiring monthly ridership fare cards to access employment, educational opportunities, and job-readiness training near the Tri-Rail service corridor (the "Authorized Riders"). The Chapman Partnership shall be responsible for certifying the start and termination of an Authorized Rider. The Chapman Partnership shall notify SFRTA of the termination of an Authorized Riders residence at North Center not less than five (5) days prior to the commencement of each month so as to facilitate the timely termination of the Authorized Rider's monthly fare card. The CRA Executive Director shall be copied on all communications between SFRTA and the Chapman Partnership regarding the provisions of this Agreement. A letter of acknowledgment from the Chapman Partnership is attached hereto as Exhibit "B".

6.4 Minimum Service Levels. SFRTA shall operate not less than twenty-six (26) weekday trains to the Miami Central Station with a cumulative passenger capacity of not less 9,750 seats

per weekday (the "Minimum Service Level"). SFRTA shall maintain such Minimum Service Levels unless modified by SFRTA following review and the approval of the CRA. The CRA shall approve reductions to the Minimum Service Level when presented with information by SFRTA evidencing: (i) reduced ridership demand for the Tri-Rail Downtown Miami Link; or (ii) reductions in operating support from public funding sources which require service reductions.

6.5 Term of Community Benefits. SFRTA shall provide the community benefits set forth in Sections 6.2, 6.3, and 6.4 hereinabove through the life of the CRA, including any potential extensions, but in no event beyond March 31, 2042.

7. COMPLIANCE WITH LAWS. The Parties shall comply with applicable federal, state, and local laws, codes, ordinances, rules and regulations in performing their respective duties, responsibilities, and obligations pursuant to this Agreement and with all applicable laws relating to the Improvements. The Parties shall not unlawfully discriminate in the performance of their respective duties under this Agreement.

8. APPROVALS. Unless waived by action of the CRA, this Agreement shall only become effective upon approval by the Board of Commissioners of the CRA and the SFRTA Governing Board. In the event the Agreement is not approved, the Agreement shall be null and void and be of no force or effect. The Parties also agree that this Agreement shall be conditioned upon approval of all applicable agreements for the Improvements including: (i) the sole source agreement between AAF and SFRTA for the Improvements; (ii) the loan agreement between an AAF affiliate or other third-party lender and SFRTA for a loan for the cost of some of the Improvements; (iii) the agreement between AAF, FECR, FDOT and SFRTA for the Improvements and operations and maintenance on the FECR corridor; (iv) a separate agreement with FECR (if necessary) for the rail infrastructure improvements; and (v) all other funding with other funding partners and SFRTA for the Improvements, less the amount of any SFRTA contributions to the cost of such Improvements. This Agreement shall be further conditioned upon the Miami-Dade County Metropolitan Planning Organization's ("MPO's") authorization of the use of not less than Three Million and No Dollars ($3,000,000.00) for eligible costs related to the design and construction of the Improvements from such funding sources as may be authorized by the MPO. A listing of anticipated funding sources and amounts is attached hereto as Exhibit "C". In the event SFRTA fails to initiate physical construction of the Improvements (the term "physical construction" does not include the preparation of construction documents or permitting of the same for the Improvements) within two (2) years of the date of the execution of this Agreement, this Agreement shall be null and void.

9. INDEMNIFICATION. To the extent authorized by Florida law and all limitations thereunder, SFRTA hereby agrees to indemnify, defend, save and hold harmless the CRA, its officers, agents, and employees from any and all claims, demands, liabilities and suits of any nature whatsoever arising out of, because of or due to the negligence of SFRTA, its officers, agents or employees. It is specifically understood and agreed that this indemnification clause does not cover or indemnify the CRA for its sole negligence.

To the extent authorized by Florida law and subject to all limitations included in Section 768.28, Florida Statutes, the CRA hereby agrees to indemnify, defend, save and hold harmless the SFRTA to the extent of all the limitations included in Section 768.28, Florida Statutes, from all claims, demands, liabilities and suits of any nature whatsoever arising out of, because of or due to the negligence of the CRA, its officers, agents or employees. It is specifically understood and agreed that this indemnification clause does not cover or indemnify the SFRTA for its sole negligence.

In the event of breach or non-performance by the persons selected by SFRTA to perform the design and construction of the Improvements, SFRTA shall, upon written request by the CRA, assign

to the CRA any and all rights under the affected contract for purposes of the CRA's prosecution of claims, actions or causes of action resulting from such breach or non-performance unless SFRTA, at its option, pursues such claims, actions or causes of action through arbitration, administrative proceeding or lawsuit. SFRTA agrees to cooperate fully with the CRA in the prosecution of any such claim or action. Any damages recovered by the CRA in the prosecution of any such claim or action which is attributable to any expenditure by SFRTA shall be returned to SFRTA by the CRA within sixty (60) business days of receipt of such payment for damages recovered.

10. DEFAULT. If through any cause within the reasonable control of SFRTA, SFRTA shall fail to fulfill in a timely and proper manner, or otherwise violate any of the covenants, agreements, or stipulations which are material to this Agreement, the CRA may thereupon give written notice to SFRTA of such default and specify what actions must be taken to cure said default to avoid termination hereunder. SFRTA shall have sixty (60) days to cure said default or such additional period authorized by the CRA. In the event that SFRTA shall not have cured said default to the satisfaction of the CRA by such deadline, then this Agreement may be terminated by the CRA upon notice of termination to SFRTA. Upon such termination, the CRA shall not be responsible for reimbursement of any outstanding invoices and all remaining funds shall remain in the possession and control of the CRA.

If through any cause within the reasonable control of the CRA, the CRA shall fail to fulfill in a timely and proper manner, or otherwise violate any of the covenants, agreements, or stipulations which are material to this Agreement, SFRTA may thereupon give written notice to the CRA of such default and specify what actions must be taken to cure said default and avoid termination hereunder. The CRA shall have sixty (60) days to cure or additional period authorized by SFRTA. In the event that the CRA shall not have cured said default by such deadline, then this Agreement may be terminated by SFRTA upon notice of termination to CRA.

In the event either party terminates this Agreement for cause, the terminating party shall have all remedies available to it under State law against the party being terminated and the party being terminated shall have available all rights available under State law to defend itself if the terminating party seeks to have any remedies opposed on it.

11. DISPUTE RESOLUTION, APPLICABLE LAW. The Parties shall resolve any disputes, controversies or claims between them arising out of this Agreement in accordance with the "Florida Governmental Conflict Resolution Act", Chapter 164, Florida Statutes, as amended. This Agreement shall be governed by the laws of the State of Florida. Venue in any proceedings shall be in Miami-Dade, Florida. Each Party will bear its own attorney's fees.

12. ENTIRE AGREEMENT, AMENDMENTS. This document incorporates and includes all prior negotiations, correspondence, conversations, agreements and understandings applicable to the matters contained herein and the Parties agree that there are no commitments, agreements, or understandings concerning the subject matter of this agreement that are not contained in this document. Accordingly, the Parties agree that no deviation from the terms thereof shall be predicated upon any prior representation or agreements, whether oral or written. It is further agreed that no modification, amendment or alteration in the terms contained herein shall be effective unless set forth in writing in accordance with this section. No modification, amendment or alteration in the terms or conditions contained herein shall be effective unless contained in a written document prepared with the same or similar formality as this Agreement and executed by the Parties. Unless specified otherwise in this agreement, the Executive Director of the CRA shall have full authority to amend, modify, or alter any agreement addressing non-substantial changes without the need to have a public hearing before the Board of Commissioners of the CRA.

13. SEVERANCE. In the event a portion of this Agreement is found to be invalid by a court of competent jurisdiction, the remaining provisions shall continue to be effective unless the SFRTA or CRA elect to terminate this Agreement. An election to terminate this Agreement based upon this provision shall be made within seven (7) business days after the finding by the court becomes final.

14. ASSIGNMENT OF REIMBURSEMENT AGREEMENT. SFRTA may execute and deliver to an AAF affiliate or third-party lender such assignment of any and all rights in favor of SFRTA and such Funds due to SFRTA under this Agreement as SFRTA may from time-to-time request while this Agreement remains in force and effect.

15. NOTICES. Any and all notices required to be given under this Agreement shall be sent via first class mail, addressed as follows:

To the CRA:

Omni Redevelopment District Community Redevelopment Agency
Attention: Pieter A. Bockweg, Executive Director
1401 N. Miami Avenue, 2nd Floor
Miami, FL 33136
(305) 679-6868

With a copy to:

City of Miami City Attorney's Office
Attention: Barnaby L. Min, Esq., Deputy General Counsel
444 SW 2 Avenue, Suite 945
Miami, FL 33137

To the SFRTA:

South Florida Regional Transportation Authority
Attention: Jack Stephens, Executive Director
800 N.W. 33rd Street
Pompano Beach, FL 33064
(954) 942-7245

With a copy to:

South Florida Regional Transportation Authority
Attention: Teresa J. Moore, Esq., General Counsel
800 N.W. 33rd Street
Pompano Beach, FL 33064

[SIGNATURE PAGES TO FOLLOW]

IN WITNESS WHEREOF, the Parties hereto set their hands and official seals the day and year first above written:

OMNI CRA

ATTEST:

OMNI REDEVELOPMENT DISTRICT COMMUNITY REDEVELOPMENT AGENCY, a public agency and body corporate created pursuant to Section 163.356, Fla. Statutes

TODD B. HANNON
CITY CLERK

BY:_____
Clerk of the Board

BY:_____
Pieter A. Bockweg, Executive Director

Approved as to form and legal sufficiency

_____
Victoria Méndez
General Counsel

SOUTH FLORIDA REGIONAL TRANSPORTATION AUTHORITY

ATTEST:

BY:_____
Jack L. Stephens

SOUTH FLORIDA REGIONAL TRANSPORTATION AUTHORITY, an agency of the State of Florida

BY:_____
Commissioner Steven L. Abrams

Approved by General Counsel as to legal form and sufficiency:

_____
Teresa J. Moore, Esq.
General Counsel

Exhibit "A"

Description of the Improvements

Exhibit "B"

Chapman Partnership Letter of Acknowledgment

Exhibit "C"

Tri-Rail Downtown Miami Link Funding Sources

EXHIBIT 2
SOUTH FLORIDA REGIONAL TRANSPORTATION AUTHORITY
REIMBURSEMENT AGREEMENT

THIS REIMBURSEMENT AGREEMENT (the "Agreement") is made as of the ___ day of _____, 2015, by and between THE SOUTH FLORIDA REGIONAL TRANSPORATION AUTHORITY, a body politic and corporate and agency of the STATE OF FLORIDA (the "SFRTA"), and the CITY OF MIAMI, a municipal corporation of the State of Florida (the "City").

RECITALS:

WHEREAS, the City has experienced tremendous growth over the last 15 years with the largest share of that growth occurring within greater downtown Miami; and

WHEREAS, the City's downtown population has doubled from 40,466 residents in 2000 to 80,740 residents and a daytime population of 220,000 persons in 2014; and

WHEREAS, the City's downtown population is forecast to grow by more than 12,000 residents to 92,519 residents in 2019; and

WHEREAS, the past and forecast expansion brings with it both a renewed vitality to downtown Miami and new mobility challenges that require investments in a variety of transit solutions in order to preserve the City's standing as South Florida's preeminent center for employment, education, arts and entertainment; and

WHEREAS, the City wishes to provide financial assistance to SFRTA to help facilitate the design and construction of certain rail improvements within the Southeast Overtown/Park West Community Redevelopment Area within downtown Miami and additional platform improvements at the proposed Miami Central Station in order to accommodate future Tri-Rail commuter rail service via the Florida East Coast Railway (the "FECR") corridor to downtown Miami improving regional access to and mobility within the City (identified as the "Tri-Rail Downtown Miami Link"); and

WHEREAS, it is estimated that the design and construction of the required Tri-Rail station and rail improvements will cost an estimated $70.4 million and consist of approximately $20 million for eight (8) miles of rail line improvements to the FECR corridor and Fifty Million Four Hundred Thousand and no/Dollars ($50,400,000.00) million (the "Estimated Cost") in station improvements to construct: (i) a 62,000 sq. ft. elevated platform and trackage; (ii) a mezzanine level consisting of columns and related structures which support the associated Tri-Rail platform and trackage; and (iii) related Miami Central Station elements including, but not limited to, portions of elevators, escalators, support spaces and storage areas, all as more particularly described in Exhibit "A" (hereinafter the station improvements identified in (i) through (iii) shall be referred to as the "Improvements"); and

WHEREAS, collectively, All Aboard Florida ("AAF") and FECR have agreed to contribute (i) the land required to accommodate the Improvements, (ii) a reduced access fee for SFRTA's use of the

FECR corridor, (iii) the financial carrying costs for the Improvements through construction of the Tri-Rail platform, and (iv) a pro-rated cost sharing for those Miami Central Station infrastructure improvements that will be shared with SFRTA; and

WHEREAS, SFRTA has requested grant support to help underwrite the cost of the rail corridor improvements and is seeking regional funding for the Improvements; and

WHEREAS, the City wishes to provide such funding assistance for the Improvements to SFRTA for the timely completion of the Improvements given the regional transportation benefits associated therewith, the catalytic impact the Improvements will have on future development within the downtown Miami and the transformative nature of the Miami Central Station (the "Project"), subject to the terms and conditions of this Agreement.

NOW, THEREFORE, in consideration of the foregoing and of the covenants and agreements hereinafter set forth and other good and valuable consideration, the receipt and sufficiency of which are hereby acknowledged, the SFRTA and City agree as follows:

1. RECITALS. The Recitals to this Agreement are true and correct, incorporated herein by reference and made part hereof.

2. RESPONSIBILITIES OF SFRTA.

2.1 Permits and Approvals. SFRTA intends to procure the design and construction of the Improvements as a sole source by entering into a contract with AAF, the owner of the property on which the Improvements will be located and the entity that will be designing, permitting and constructing the Project, of which the Improvements are a part. AAF, on behalf of SFRTA, shall obtain all necessary permits and approvals; and shall coordinate the review of design and construction documents with the applicable permitting agencies. AAF, subject to SFRTA's approval, shall make all necessary adjustments as required for approval and/or permitting by the applicable agencies.

2.2 Public Information and Involvement. Immediately prior to and during construction, as appropriate, AAF will, on SFRTA's behalf, provide information to adjacent property owners and area residents about the scope of the proposed Improvements.

2.3 Publicity. SFRTA agrees that it shall ensure that all its publicity, public relations, advertisements and signs recognize and reference the City for its funding support of the Improvements. Such acknowledgment shall include, but is not limited to, all posted signs, pamphlets, wall plaques, cornerstones, dedications, notices, flyers, brochures, news releases, media packages, promotions, and stationary. The use of the official City logo is required for the publicity purposes stated herein. SFRTA, or its agents, shall submit samples or mock-ups of such publicity or materials to the City for review and approval, which approval shall not be unreasonably withheld, prior to any distribution. SFRTA shall ensure that all media representatives, when inquiring about the Improvements, are informed that City has contributed the Funds (as defined herein), which represent a portion of the total funding for the Improvements.

2.4 Accounting. SFRTA shall at all times maintain a separate accounting of the use of the Funds so those costs and the use of the Funds may be independently verified and audited by the

City at the City's request. SFRTA agrees to permit such auditors to inspect the books, records and accounts of the Improvements for three (3) years after completion of the Improvements. These records shall be made available to the City for inspection within thirty (30) business days upon receipt of a written request from the City.

2.5 Contracting for Improvements. The City agrees that the selection, contracting, retention and discharge of AAF for the design and construction of the Improvements shall be the sole responsibility of SFRTA.

2.6 Claims and Change Orders. The City shall bear no responsibility for any claims or change orders that may arise.

2.7 Disadvantaged Business Enterprise. SFRTA shall require AAF to comply with its disadvantaged business enterprise ("DBE") requirements.

2.8 Construction Administration and Inspection. SFRTA shall exercise all responsibilities of the owner under the design and construction contract for the Improvements, including construction administration and inspections. SFRTA may delegate this function to an authorized agent or Construction Engineering Inspection consultant. The City, at its sole cost and expense, may assign an inspector to participate in the routine daily inspections. SFRTA's designated representative and the City's designated representative shall jointly perform the inspection of the Improvements which immediately precedes substantial completion. SFRTA, or its agent(s), shall certify upon completion that the Improvements have been constructed pursuant to the design plans, specifications and any change orders approved by SFRTA, or its agent(s).

Presently, SFRTA estimates that final acceptance of the Improvements will occur on or before December 31, 2016, but not later than June 30, 2017 (the "Construction Completion Date"), and that Tri-Rail revenue service to the Miami Central Station will commence on or before March 31, 2017, but not later than December 31, 2017 (the "Service Commencement Date").

2.9 Maintenance. SFRTA shall be solely responsible for maintenance upon final acceptance of the Improvements. As such, SFRTA, and not the City, shall be responsible for all claims, demands, liabilities and suits arising from allegations or suits in tort as to the condition of the Improvements.

2.10 Minimum Service Levels. SFRTA shall operate not less than twenty-six (26) daily trains to the Miami Central Station with a cumulative passenger capacity of not less 9,750 seats per day (the "Minimum Service Level"). SFRTA shall maintain the Minimum Service Level through the life of the Southeast Overtown/Park West Community Redevelopment Agency ("CRA"), including any potential extensions thereof, but in no event beyond March 31, 2042 (the "Minimum Service Period"). SFRTA shall maintain such Minimum Service Levels at all times during the Minimum Service Period unless the Minimum Service Level is modified by SFRTA following review and the approval by the City. Reductions to the Minimum Service Level during the Minimum Service Period shall be approved by the City when presented with information by SFRTA evidencing: (i) reduced ridership demand for the Tri-Rail Downtown Miami Link; or (ii) reductions in operating support from public funding sources which require service reductions.

3. RESPONSIBILITIES OF CITY.

3.1 Funding Amount, Reimbursement of Project Costs. The City agrees to provide SFRTA with funds in an amount not to exceed Eight Million Three Hundred Forty-Seven Thousand Forty and No/Dollars ($8,347,030.00) for eligible costs, as outlined herein, incurred for the design, construction, and financing of the Improvements (the "Funds"). The City shall disburse the Funds to SFRTA in the manner set forth in Section 5. The City shall incur no liability for any costs in excess of the Funds unless there has been a duly authorized increase approved by the City Commission. In the event the actual costs of the Improvements are less than the Estimated Cost, all remaining funds shall remain with the City and the City shall have no further responsibility regarding any other reimbursement of project costs.

3.2 City Payments of Improvement Costs. The Funds shall be provided as specified below:

Funding Amount	Funding Source	City Fiscal Year of Commitment
$3,000,000.00	Transportation Tax	2015-2016
$172,850.00	DRI Supplemental Transportation Fees	2015-2016
$2,500,000.00	Transportation Tax	2016-2017
$256,605.00	DRI Supplemental Transportation Fees	2016-2017
$1,667,000.00	Transportation Tax	2017-2018
$750,575.00	DRI Supplemental Transportation Fees	2017-2018

In the event SFRTA, through its agent AAF, fails to commence physical construction (as defined hereinafter in Section 8 below) of the Improvements on or before the first (1st) anniversary of execution of this Agreement, then the Funds otherwise payable to SFRTA shall be reduced by ten percent (10%) for every one (1) year period, or portion thereof, during which SFRTA has not commenced physical construction. Should SFRTA fail to initiate physical construction of the Improvements on or before the second (2nd) anniversary date of the execution of this Agreement, then the City's payment obligation pursuant to this Section shall be null and void. Additionally, should SFRTA fail to complete all construction and obtain all Certificates of Occupancy regarding the Improvements as referenced in this Agreement, then the City's payment obligation pursuant to this Section shall be null and void. SFRTA acknowledges that payment of the above-listed DRI Supplemental Transportation Fees totaling One Million One Hundred Eighty Thousand Thirty and No/Dollars ($1,180,030.00) is subject to the City's receipt of such fees from AAF in connection with its construction of the Miami Central Station and related transit-oriented development projects. The City shall not be obligated to remit to SFRTA any DRI Supplemental Transportation Fees not received from AAF.

3.3 Improvement Cost Adjustments and Other Amendments. The amount of the Funds is based on the Estimated Cost. The Parties recognize that adjustments to the above-referenced costs may be required in the future and that, at the option of the Parties, amendments may be entered into to revise the amount of the Funds. Amendments that do not increase or decrease the amount of the Funds may be executed by the SFRTA Executive Director and the City Manager without the need for approval

by the SFRTA Board and the City Commission. Otherwise, further funding commitments shall be subject to the approvals of the Parties' respective governing boards.

4. ELIGIBLE COSTS. The Parties agree that only expenses incurred by SFRTA that are directly related to the design, construction, and financing of the Improvements are eligible for reimbursement from the Funds, provided adequate documentation accompanies the reimbursement request in the form of approved invoices, verified payment requests, documented journal entries, and/or check vouchers.

5. SCHEDULE AND MANNER OF REIMBURSEMENTS. Upon execution of the Agreement, SFRTA shall furnish the City with a copy of the estimated budget for the Improvements, and, thereafter, shall similarly furnish the City with any and all revisions thereto. Upon execution of this Agreement, SFRTA shall also furnish to City a schedule of values identifying quarterly design and construction milestones and the anticipated construction expenditures payout schedule for such milestones for the Improvements. Quarterly disbursement of Funds by the City shall be based upon invoices provided by SFRTA accompanied by copies of paid contractor invoices (the "Reimbursement Request"). Each Reimbursement Request shall also include a copy of all payments made to contracted firms during the reimbursement period.

Reimbursement Requests shall commence on or after October 1, 2015. For the 2015-2016 fiscal year ending on September 30, 2016, quarterly disbursements by the City of the Funds shall not exceed Three Million One Hundred Twenty-Seven Thousand Eight Hundred Fifty and No/100 Dollars ($3,127,850.00), of which Three Million and No/100 Dollars ($3,000,000.00) shall be payable from Transportation Tax proceeds and One Hundred Twenty-Seven Thousand Eight Hundred Fifty and No/100 Dollars ($127,850.00) shall be payable from DRI Supplemental Transportation Fees. For the 2016-2017 fiscal year, which fiscal year shall commence on October 1, 2016, and end on September 30, 2017, quarterly disbursements by the City of the Funds shall not exceed Two Million Seven Hundred Fifty-Six Thousand Six Hundred Five and No/100 Dollars ($2,756,605.00), of which Two Million Five Hundred Thousand and No/100 Dollars ($2,500,000.00) shall be payable from Transportation Tax proceeds and Two Hundred Fifty-Six Thousand Six Hundred Five and No/100 Dollars ($256,605.00) shall be payable from DRI Supplemental Transportation Fees. For the 2017-2018 fiscal year, which fiscal year shall commence on October 1, 2017, and end on September 30, 2018, quarterly disbursements by the City of the Funds shall not exceed Two Million Four Hundred Seventeen Thousand Five Hundred Seventy-Five and No/100 Dollars ($2,417,575.00), of which One Million Six Hundred Sixty-Seven Thousand and No/100 Dollars ($1,667,000.00) shall be payable from Transportation Tax proceeds and Seven Hundred Fifty Thousand Five Hundred Seventy-Five and No/100 Dollars ($750,575.00) shall be payable from DRI Supplemental Transportation Fees.

To the extent Reimbursement Requests is paid with Transportation Tax proceeds otherwise pledged to support the debt service for the 2007 and 2009 Series Street and Sidewalk Bonds (the "Street Bonds"), payment of the Reimbursement Request shall be subordinate to such debt service payment for the Street Bonds and any Reimbursement Request shall not be paid to SFRTA until on or after July 1st and on or before September 30th of each of the aforementioned fiscal years for which installment payments are owed. Any Funds not disbursed during the above fiscal years shall be carried forward by the City for reimbursement in future fiscal years consistent with the terms set forth in Section 3.2 hereinabove.

6. COMPLIANCE WITH LAWS. The Parties shall comply with applicable federal, state, and local laws, codes, ordinances, rules and regulations in performing their respective duties, responsibilities, and obligations pursuant to this Agreement and with all applicable laws relating to the

Improvements. The Parties shall not unlawfully discriminate in the performance of their respective duties under this Agreement.

7. APPROVALS. Unless waived by action of the City, this Agreement shall only become effective upon approval by City Commission and the SFRTA Governing Board. In the event the Agreement is not approved, the Agreement shall be null and void and be of no force or effect. The Parties also agree that this Agreement shall be conditioned upon approval of all applicable agreements for the Improvements including: (i) the sole source agreement between AAF and SFRTA for the Improvements; (ii) the loan agreement between an AAF affiliate or other third-party lender and SFRTA for a loan for the cost of some of the Improvements; (iii) the agreement between AAF, FECR, FDOT and SFRTA for the Improvements and operations and maintenance on the FECR corridor; (iv) a separate agreement with FECR (if necessary) for the rail infrastructure improvements; and (v) all other funding with other funding partners and SFRTA for the Improvements, less the amount of any SFRTA contributions to the cost of such Improvements. This Agreement shall be further conditioned upon the Miami-Dade County Metropolitan Planning Organization's ("MPO's") authorization of the use of not less than Three Million and No Dollars ($3,000,000.00) for eligible costs related to the design and construction of the Improvements from such funding sources as may be authorized by the MPO. A listing of anticipated funding sources and amounts is attached hereto as Exhibit "B". In the event SFRTA fails to initiate physical construction of the Improvements (the term "physical construction" does not include the preparation of construction documents or permitting of the same for the Improvements) within two (2) years of the date of the execution of this Agreement, this Agreement shall be null and void. Additionally, in the event that any of the conditions and approvals specified in this Section are not complied with, this Agreement shall be null and void.

8. INDEMNIFICATION. To the extent authorized by Florida law and all limitations thereunder, SFRTA hereby agrees to indemnify, defend, save and hold harmless the City, its officers, agents, and employees from any and all claims, demands, liabilities and suits of any nature whatsoever arising out of, because of or due to the negligence of SFRTA, its officers, agents or employees. It is specifically understood and agreed that this indemnification clause does not cover or indemnify the City for its sole negligence.

To the extent authorized by Florida law and subject to all limitations included in Section 768.28, Florida Statutes, the City hereby agrees to indemnify, defend, save and hold harmless the SFRTA, its officers, agents, and employees, to the extent of all the limitations included in Section 768.28, Florida Statutes, from all claims, demands, liabilities and suits of any nature whatsoever arising out of, because of or due to the negligence of the City, its officers, agents or employees. It is specifically understood and agreed that this indemnification clause does not cover or indemnify the SFRTA for its sole negligence.

In the event of breach or non-performance by the persons selected by SFRTA to perform the design and construction of the Improvements, SFRTA shall, upon written request by the City, assign to the City any and all rights under the affected contract for purposes of the City's prosecution of claims, actions or causes of action resulting from such breach or non-performance unless SFRTA, at its option, pursues such claims, actions or causes of action through arbitration, administrative proceeding or lawsuit. SFRTA agrees to cooperate fully with the City in the prosecution of any such claim or action. Any damages recovered by the City in the prosecution of any such claim or action which is attributable to any expenditure by SFRTA shall be returned to SFRTA by the City within sixty (60) business days of receipt of such payment for damages recovered.

9. DEFAULT. If through any cause within the reasonable control of SFRTA, SFRTA shall fail to fulfill in a timely and proper manner, or otherwise violate any of the covenants, agreements, or stipulations which are material to this Agreement, the City may thereupon give written notice to SFRTA

of such default and specify what actions must be taken to cure said default to avoid termination hereunder. SFRTA shall have sixty (60) days to cure said default or such additional period authorized by the City. In the event that SFRTA shall not have cured said default to the satisfaction of the City by such deadline, then this Agreement may be terminated by the City upon notice of termination to SFRTA. Upon such termination, the City shall not be responsible for reimbursement of any outstanding invoices and all remaining funds shall remain in the possession and control of the City.

If through any cause within the reasonable control of the City, the City shall fail to fulfill in a timely and proper manner, or otherwise violate any of the covenants, agreements, or stipulations which are material to this Agreement, SFRTA may thereupon give written notice to the City of such default and specify what actions must be taken to cure said default and avoid termination hereunder. The City shall have sixty (60) days to cure or additional period authorized by SFRTA. In the event that the City shall not have cured said default by such deadline, then this Agreement may be terminated by SFRTA upon notice of termination to City.

In the event either party terminates this Agreement for cause, the terminating party shall have all remedies available to it under State law against the party being terminated and the party being terminated shall have available all rights available under State law to defend itself if the terminating party seeks to have any remedies opposed on it.

10. DISPUTE RESOLUTION, APPLICABLE LAW. The Parties shall resolve any disputes, controversies or claims between them arising out of this Agreement in accordance with the "Florida Governmental Conflict Resolution Act", Chapter 164, Florida Statutes, as amended. This Agreement shall be governed by the laws of the State of Florida. Venue in any proceedings shall be in Miami-Dade, Florida. Each Party will bear its own attorney's fees.

11. ENTIRE AGREEMENT, AMENDMENTS. This document incorporates and includes all prior negotiations, correspondence, conversations, agreements and understandings applicable to the matters contained herein and the Parties agree that there are no commitments, agreements, or understandings concerning the subject matter of this agreement that are not contained in this document. Accordingly, the Parties agree that no deviation from the terms thereof shall be predicated upon any prior representation or agreements, whether oral or written. It is further agreed that no modification, amendment or alteration in the terms contained herein shall be effective unless set forth in writing in accordance with this section. No modification, amendment or alteration in the terms or conditions contained herein shall be effective unless contained in a written document prepared with the same or similar formality as this Agreement and executed by the Parties. Unless specified otherwise in this agreement, the City Manager shall have full authority to amend, modify, or alter any agreement addressing non-substantial changes without the need to have a public hearing before the City Commission.

12. SEVERANCE. In the event a portion of this Agreement is found to be invalid by a court of competent jurisdiction, the remaining provisions shall continue to be effective unless the SFRTA or City elect to terminate this Agreement. An election to terminate this Agreement based upon this provision shall be made within seven (7) business days after the finding by the court becomes final.

13. ASSIGNMENT OF REIMBURSEMENT AGREEMENT. SFRTA may execute and deliver to an AAF affiliate or third-party lender such assignment of any and all rights in favor of SFRTA and such Funds due to SFRTA under this Agreement as SFRTA may from time-to-time request while this Agreement remains in force and effect and upon written concurrence of the City which shall not be unreasonably withheld, conditioned or delayed.

14. NOTICES. Any and all notices required to be given under this Agreement shall be sent via first class mail, addressed as follows:

To the City:

City of Miami
Attention: Daniel J. Alfonso, City Manager
444 S.W. 2nd Avenue, 10th Floor
Miami, FL 33130
(305) 416-1025

With a copy to:

City of Miami City Attorney's Office
Attention: Victoria Mendez, Esq., City Attorney
444 SW 2 Avenue, 9th Floor
Miami, FL 33130

To the SFRTA:

South Florida Regional Transportation Authority
Attention: Jack Stephens, Executive Director
800 N.W. 33rd Street
Pompano Beach, FL 33064
(954) 942-7245

With a copy to:

South Florida Regional Transportation Authority
Attention: Teresa J. Moore, Esq., General Counsel
800 N.W. 33rd Street
Pompano Beach, FL 33064

[SIGNATURE PAGES TO FOLLOW]

IN WITNESS WHEREOF, the Parties hereto set their hands and official seals the day and year first above written:

CITY

ATTEST:

CITY OF MIAMI, FLORIDA, a municipal corporation of the State of Florida

TODD B. HANNON
CITY CLERK

BY:_____
City Clerk

BY:_____
Daniel J. Alfonso, City Manager

Approved as to form and legal sufficiency

_____
Victoria Méndez, Esq.
City Attorney

SOUTH FLORIDA REGIONAL TRANSPORTATION AUTHORITY

ATTEST:

BY:_____
Clerk

SOUTH FLORIDA REGIONAL TRANSPORTATION AUTHORITY, an agency of the State of Florida

BY:_____
Jack L. Stephens, Executive Director

Approved by General Counsel as to legal form and sufficiency:

_____
Teresa J. Moore, Esq.
General Counsel

Exhibit "A"

Description of the Improvements

Exhibit "B"

Tri-Rail Downtown Miami Link Funding Sources

EXHIBIT 3
SOUTH FLORIDA REGIONAL TRANSPORTATION AUTHORITY
REIMBURSEMENT AGREEMENT

THIS REIMBURSEMENT AGREEMENT (the "Agreement") is made as of the ___ day of _____, 2015, by and between THE SOUTH FLORIDA REGIONAL TRANSPORATION AUTHORITY, a body politic and corporate and agency of the STATE OF FLORIDA (the "SFRTA"), and the MIAMI DOWNTOWN DEVELOPMENT AUTHORITY, a public agency and body corporate created pursuant to Laws of Florida, Chapt. 65-1090 (the "DDA").

RECITALS:

WHEREAS, the DDA was formed for the purpose of enhancing conditions within the DDA boundary (the "Central Business District") and undertake such activities necessary to aid the economic growth of downtown Miami; and

WHEREAS, notwithstanding the Central Business Dsitrict's regional location and proximity to important centers of activity, major transportation systems, and significant centers of employment, portions of the Central Business District have experienced seen limited commercial and residential development since the inception of the DDA in 1967; and

WHEREAS, the DDA's Downtown Miami Master Plan (2010) recognizes that investments in local and regional transportation systems are essential to the future economic vitality of the Central Business District; and

WHEREAS, SFRTA operates a regional, commuter rail system, commonly referred to as Tri-Rail, which, provides affordable access to employment centers across Miami-Dade, Broward and Palm Beach Counties; and

WHEREAS, the DDA wishes to provide financial assistance to SFRTA to help facilitate the design and construction of certain Tri-Rail platform improvements at the proposed Miami Central Station, located within the Central Business District, in order to accommodate future Tri-Rail commuter rail service via the Florida East Coast Railway ("FECR") corridor to downtown Miami; and

WHEREAS, it is estimated that the design and construction of the required Tri-Rail station improvements will cost an estimated $48.9 million to construct (the "Estimated Cost"): (i) a 62,000 sq. ft. elevated platform & trackage; (ii) a mezzanine level consisting of columns and related structures which support the associated Tri-Rail platform and trackage; and (iii) related Miami Central Station elements including, but not limited to, portions of elevators, escalators, support spaces and storage areas, all as more particularly described in Exhibit "A" (hereinafter, the "Improvements"); and

WHEREAS, collectively, All Aboard Florida ("AAF") and FECR have agree to contribute (i) the land required to accommodate the Improvements, (ii) a reduced access fee for SFRTA's use of the FECR corridor, (iii) the financial carrying costs for the Improvements, (iv) a pro-rated cost-sharing for those

Miami Central Station infrastructure improvements that will be shared with SFRTA, and (v) any cost overruns over the Estimated Cost, which in total represents a financial contribution to SFRTA in excess of Twenty-Five Million and No Dollars ($25,000,000.00); and

WHEREAS, SFRTA has requested financial support to help underwrite the cost of the Improvements and the DDA wishes to provide such assistance given the both the regional transportation benefits and catalytic impact the Improvements will have on future development within the Central Business District.

NOW, THEREFORE, in consideration of the foregoing and of the covenants and agreements hereinafter set forth and other good and valuable consideration, the receipt and sufficiency of which are hereby acknowledged, the SFRTA and DDA agree as follows:

1. RECITALS. The Recitals to this Agreement are true and correct, incorporated herein by reference and made part hereof.

2. RESPONSIBILITIES OF SFRTA.

2.1 Permits and Approvals. SFRTA intends to procure the design and construction of the Improvements as a sole source by entering into a contract with AAF, the owner of the property on which the Improvements will be located and the entity that will be designing, permitting and constructing the Project, of which the Improvements are a part. AAF, on behalf of SFRTA, shall obtain all necessary permits and approvals; and shall coordinate the review of design and construction documents with the applicable permitting agencies. AAF, subject to SFRTA's approval, shall make all necessary adjustments as required for approval and/or permitting by the applicable agencies.

2.2 Public Information and Involvement. Immediately prior to and during construction, as appropriate, AAF will, on SFRTA's behalf, provide information to adjacent property owners and area residents about the scope of the proposed Improvements.

2.3 Publicity. SFRTA agrees that it shall ensure that all its publicity, public relations, advertisements and signs recognize and reference the DDA for its funding support of the Improvements. Such acknowledgment shall include, but is not limited to, all posted signs, pamphlets, wall plaques, cornerstones, dedications, notices, flyers, brochures, news releases, media packages, promotions, and stationary. The use of the official DDA logo is permissible for the publicity purposes stated herein. SFRTA, or its agents, shall submit samples or mock-ups of such publicity or materials to the DDA for review and approval. SFRTA shall ensure that all media representatives, when inquiring about the Improvements, are informed that DDA has contributed the Funds (as defined herein below), which represent a portion of the total funding for the Improvements.

2.4 Accounting. SFRTA shall at all times maintain a separate accounting of the use of the Funds so those costs and the use of the Funds may be independently verified and audited by the DDA at its request. SFRTA agrees to permit such auditors to inspect the books, records and accounts of the Improvements for three (3) years after completion of the Improvements. These records shall be made available to the DDA for inspection within thirty (30) business days upon receipt of a written request from the DDA.

2.5 Contracting for Improvements. The DDA agrees that the selection, contracting, retention and discharge of AAF for the design and construction of the Improvements shall be the sole responsibility of SFRTA.

2.6 Claims and Change Orders. The DDA shall bear no responsibility for any claims or change orders that may arise.

2.7 Disadvantaged Business Enterprise. SFRTA shall require AAF to comply with its disadvantaged business enterprise ("DBE") requirements.

2.8 Construction Administration and Inspection. SFRTA shall exercise all responsibilities of the owner under the design and construction contract for the Improvements, including construction administration and inspections. SFRTA may delegate this function to an authorized agent or Construction Engineering Inspection consultant. The DDA, at its sole cost and expense, may assign an inspector to participate in the routine daily inspections. SFRTA's designated representative and the DDA's designated representative shall jointly perform the inspection of the Improvements which immediately precedes substantial completion. SFRTA, or its agent(s), shall certify upon completion that the Improvements have been constructed pursuant to the design plans, specifications and any change orders approved by SFRTA, or its agent(s).

Presently, SFRTA estimates that final acceptance of the Improvements will occur on or before December 31, 2016, ("Construction Completion Date") and that Tri-Rail revenue service to the Miami Central Station will commence on or before March 31, 2017 (the "Service Commencement Date").

2.9 Maintenance. SFRTA shall be solely responsible for maintenance upon final acceptance of the Improvements. As such, SFRTA, and not the DDA, shall be responsible for all claims, demands, liabilities and suits arising from allegations or suits in tort as to the condition of the Improvements.

3. RESPONSIBILITIES OF DDA:

3.1 Funding Amount, Reimbursement of Project Costs. The DDA agrees to provide SFRTA with funds in an amount not to exceed One Million Two Hundred and Sixty-Seven Thousand and No Dollars ($1,267,000.00) for eligible costs, as outlined herein, incurred for the design and construction of the Improvements (the "Funds"). The DDA shall disburse the Funds to SFRTA in the manner set forth in Section 5. The DDA shall incur no liability for any costs in excess of the Funds unless there has been a duly authorized increase approved by the Board of Commissioners of the DDA. In the event the actual costs of the Improvements are less than the Estimated Cost, the DDA shall be entitled to share in such costs savings in an amount equivalent to its proportionate contribution to the Estimated Cost. Repayment of any funds due and owing to the DDA shall be paid within ninety (90) days of the Construction Completion Date.

3.2 DDA Payments of Improvement Costs. The Funds shall be provided as specified below:

Funding Amount	Funding Source	Fiscal Year of Commitment
$600,000.00	DDA Ad Valorem Revenues	2015-2016

$300,000.00	DDA Ad Valorem Revenues	2016-2017
$317,000.00	DDA Ad Valorem Revenues	2017-2018

3.3 Improvement Cost Adjustments. The amount of the Funds is based on the current Estimated Cost. The Parties recognize that adjustments to the above-referenced costs may be required in the future and that, at the option of the Parties, amendments may be entered into to revise the amount of the Funds. Amendments that do not increase or decrease the amount of the Funds may be executed by the SFRTA Executive Director and the DDA Executive Director without the need for approval by the SFRTA Board and the DDA Board of Directors. Otherwise, further funding commitments shall be subject to the approvals of the Parties' respective governing boards.

4. ELIGIBLE COSTS. The Parties agree that only expenses incurred by SFRTA that are directly related to the Improvements are eligible for reimbursement from the Funds, provided adequate documentation accompanies the reimbursement request in the form of approved invoices, verified payment requests, documented journal entries, and/or check vouchers.

5. SCHEDULE AND MANNER OF REIMBURESEMENTS. Upon execution of the Agreement, the SFRTA shall furnish the DDA with a copy of the estimated budget for the Improvements, and, thereafter, shall similarly furnish the DDA with any and all revisions thereto. Upon execution of this Agreement, SFRTA shall also furnish to DDA a schedule of values identifying quarterly design and construction milestones and the anticipated construction expenditures payout schedule for such milestones for the Improvements. Quarterly disbursement of Funds by the DDA shall be based upon invoices provided by SFRTA accompanied by certified copies of paid contractor invoices for eligible costs (the "Reimbursement Request"). Each Reimbursement Request shall also include a certified copy of all payments made to sub-contracted firms during the reimbursement period.

Reimbursement Requests shall commence on or after than October 1, 2015. For the 2015-2016 fiscal year ending on September 30, 2016, quarterly disbursements by the DDA shall not exceed Six Hundred Fifty Thousand and No Dollars ($650,000.00). For the 2016-2017 fiscal year, which shall commence on October 1, 2016, and end on September 30, 2017, quarterly disbursements by the DDA shall not exceed Three Hundred Thousand and No Dollars ($300,000.00). For the 2017-2018 fiscal year, which shall commence on October 1, 2017, and end on September 30, 2018, quarterly disbursements by the DDA shall not exceed Three Hundred Seventeen Thousand and No Dollars ($317,000.00). Payment of Funds by the DDA upon submittal of a Reimbursement Request by SFRTA shall not exceed the DDA's proportionate share of the Estimated Cost submitted as part of a Reimbursement Request.

6. COMPLIANCE WITH LAWS. The Parties shall comply with applicable federal, state, and local laws, codes, ordinances, rules and regulations in performing their respective duties, responsibilities, and obligations pursuant to this Agreement and with all applicable laws relating to the Improvements. The Parties shall not unlawfully discriminate in the performance of their respective duties under this Agreement.

7. APPROVALS. Unless waived by action of the DDA, this Agreement shall only become effective upon approval by the Board of Commissioners of the DDA and the SFRTA Governing Board. In the event the Agreement is not approved, the Agreement shall be null and void and be of no force or effect. The Parties also agree that this Agreement shall be conditioned upon approval of all applicable

agreements for the Improvements including: (i) the sole source agreement between AAF and SFRTA for the Improvements; (ii) the loan agreement between an AAF affiliate and SFRTA for a loan for the cost of some of the Improvements; (iii) the agreement between AAF, FECR, FDOT and SFRTA for the Improvements and operations and maintenance on the FECR corridor; (iv) a separate agreement with FECR (if necessary) for the rail infrastructure improvements; and (v) all other funding with other funding partners and SFRTA for the Improvements, less the amount of any SFRTA contributions to the cost of such Improvements. This Agreement shall be further conditioned upon the Miami-Dade County Metropolitan Planning Organization's ("MPO") authorization of the use of not less than Three Million One Hundred and Seven Thousand Nine Hundred and Twenty One and No Dollars ($3,107,921) for eligible costs related to the design and construction of the Improvements from such funding sources as may be authorized by the MPO.

8. INDEMNIFICATION. To the extent authorized by Florida law and all limitations thereunder, SFRTA hereby agrees to indemnify, defend, save and hold harmless the DDA from all claims, demands, liabilities and suits of any nature whatsoever arising out of, because of or due to the negligence of SFRTA, its officers, agents or employees. It is specifically understood and agreed that this indemnification clause does not cover or indemnify the DDA for its sole negligence.

To the extent authorized by Florida law and subject to all limitations included in Section 768.28, Florida Statutes, the DDA hereby agrees to indemnify, defend, save and hold harmless the SFRTA to the extent of all the limitations included in Section 768.28, Florida Statutes, from all claims, demands, liabilities and suits of any nature whatsoever arising out of, because of or due to the negligence of the DDA, its officers, agents or employees. It is specifically understood and agreed that this indemnification clause does not cover or indemnify the SFRTA for its sole negligence.

In the event of breach or non-performance by the persons selected by SFRTA to perform the design and construction of the Improvements, SFRTA shall, upon written request by the DDA, assign to the DDA any and all rights under the affected contract for purposes of the DDA's prosecution of claims, actions or causes of action resulting from such breach or non-performance unless SFRTA, at its option, pursues such claims, actions or causes of action through arbitration, administrative proceeding or lawsuit. SFRTA agrees to cooperate fully with the DDA in the prosecution of any such claim or action. Any damages recovered by the DDA in the prosecution of any such claim or action which is attributable to any expenditure by SFRTA shall be returned to SFRTA by the DDA within sixty (60) business days of receipt of such payment for damages recovered.

9. DEFAULT. If through any cause within the reasonable control of SFRTA, SFRTA shall fail to fulfill in a timely and proper manner, or otherwise violate any of the covenants, agreements, or stipulations which are material to this Agreement, the DDA may thereupon give written notice to SFRTA of such default and specify what actions must be taken to cure said default to avoid termination hereunder. SFRTA shall have sixty (60) days to cure said default or such additional period authorized by the DDA. In the event that SFRTA shall not have cured said default to the satisfaction of the DDA by such deadline, then this Agreement may be terminated by the DDA upon notice of termination to SFRTA.

If through any cause within the reasonable control of the DDA, the DDA shall fail to fulfill in a timely and proper manner, or otherwise violate any of the covenants, agreements, or stipulations which are material to this Agreement, SFRTA may thereupon give written notice to the DDA of such default and specify what actions must be taken to cure said default and avoid termination hereunder. The DDA shall have sixty (60) days to cure or additional period authorized by SFRTA. In the event that the DDA shall not have cured said default by such deadline, then this Agreement may be terminated by SFRTA upon notice of termination to DDA.

In the event either party terminates this Agreement for cause, the terminating party shall have all remedies available to it under State law against the party being terminated and the party being terminated shall have available all rights available under State law to defend itself if the terminating party seeks to have any remedies opposed on it.

10. DISPUTE RESOLUTION, APPLICABLE LAW. The Parties shall resolve any disputes, controversies or claims between them arising out of this Agreement in accordance with the "Florida Governmental Conflict Resolution Act", Chapter 164, Florida Statutes, as amended. This Agreement shall be governed by the laws of the State of Florida. Venue in any proceedings shall be in Miami-Dade, Florida. Each Party will bear its own attorney's fees.

11. ENTIRE AGREEMENT, AMENDMENTS: This document incorporates and includes all prior negotiations, correspondence, conversations, agreements and understandings applicable to the matters contained herein and the Parties agree that there are no commitments, agreements, or understandings concerning the subject matter of this agreement that are not contained in this document. Accordingly, the Parties agree that no deviation from the terms thereof shall be predicated upon any prior representation or agreements, whether oral or written. It is further agreed that no modification, amendment or alteration in the terms contained herein shall be effective unless set forth in writing in accordance with this section. No modification, amendment or alteration in the terms or conditions contained herein shall be effective unless contained in a written document prepared with the same or similar formality as this Agreement and executed by the Parties.

12. SEVERANCE. In the event a portion of this Agreement is found to be invalid by a court of competent jurisdiction, the remaining provisions shall continue to be effective unless the SFRTA or DDA elect to terminate this Agreement. An election to terminate this Agreement based upon this provision shall be made within seven (7) business days after the finding by the court becomes final.

13. NOTICES. Any and all notices required to be given under this Agreement shall be sent via first class mail, addressed as follows:

To the DDA:

Miami Downtown Development Authority
Attention: Alyce Robertson, Executive Director
200 S. Biscayne Boulevard, Suite 2929
Miami, FL 33131
(305) 579-6675

To the SFRTA:

South Florida Regional Transportation Authority
Attention: Jack Stephens, Executive Director
800 N.W. 33rd Street
Pompano Beach, FL 33064
(954) 942-7245

With a copy to:

South Florida Regional Transportation Authority
Attention: Teresa J. Moore, Esq., General Counsel
800 N.W. 33rd Street
Pompano Beach, FL 33064

[SIGNATURE PAGES TO FOLLOW]

IN WITNESS WHEREOF, the Parties hereto set their hands and official seals the day and year first above written:

DDA

ATTEST:

MIAMI DOWNTOWN DEVELOPMENT AUTHORITY, a public agency and body corporate created pursuant to Laws of Florida, Chapter 65-1090

TODD B. HANNON
CITY CLERK

BY:_____
City Clerk

BY:_____
Alyce Robertson, Executive Director

Approved as to form and legal sufficiency

_____
Victoria Méndez
City Attorney

SOUTH FLORIDA REGIONAL TRANSPORTATION AUTHORITY

ATTEST:

BY:_____
Clerk

SOUTH FLORIDA REGIONAL TRANSPORTATION AUTHORITY, an agency of the State of Florida

BY:_____
Jack L. Stephens, Executive Director

Approved by General Counsel as to legal form and correctness:

_____
Teresa J. Moore, Esq.
General Counsel

Exhibit "A"

Description of the Improvements

EXHIBIT 4

INTERLOCAL AGREEMENT BETWEEN MIAMI-DADE COUNTY AND THE SOUTH FLORIDA REGIONAL TRANSPORTATION AUTHORITY FOR THE TRI-RAIL DOWNTOWN MIAMI LINK STATION IMPROVEMENTS AT THE MIAMI CENTRAL STATION

This AGREEMENT ("Agreement"), made and entered into this ____ day of ___, 2015, by and between MIAMI-DADE COUNTY, a political subdivision of the STATE OF FLORIDA, hereinafter referred to as the "County", and the SOUTH FLORIDA REGIONAL TRANSPORTATION AUTHORITY, a body politic and corporate and an agency of the State of Florida created pursuant to Chapter 343, Florida Statutes, hereinafter referred to as "SFRTA" and collectively hereinafter referred to as the "Parties".

WITNESSETH

WHEREAS, both Parties herein wish to facilitate the design and construction of additional platform improvements to the proposed Miami Central Station in order to accommodate future Tri-Rail commuter rail service (the "Improvements") via the Florida East Coast Railway ("FECR") corridor to downtown Miami (referred to herein as the "Tri-Rail Downtown Miami Link Service");

WHEREAS, it is estimated that the required design and construction of the necessary Improvements for the Tri-Rail Downtown Miami Link Service will cost an estimated Forty Eight Million Nine Hundred Thousand Dollars ($48,900,000.00) (the "Estimated Cost") and shall consist of the following: (i) a 62,000 sq. ft. platform and associated trackage for Tri-Rail commuter trains; (ii) mezzanine level consisting of columns and related structures which support the Tri-Rail platform and associated trackage; and (iii) related Miami Central Station

elements including, but not limited to, portions of elevators, escalators, support spaces, and storage areas, all as more particularly described in Exhibit "A"; and

WHEREAS, collectively, All Aboard Florida ("AAF") and FECR have agreed to contribute (i) the land required to accommodate the Improvements, (ii) a reduced access fee for SFRTA's use of the FECR corridor, (iii) the financial carrying costs for the Improvements, (iv) a pro-rated cost sharing for the Miami Central Station infrastructure (the applicable portion of which is included in the Improvements) that will be shared with SFRTA, and (v) any cost overruns over the Estimated Cost, which in total represent financial contribution to SFRTA in excess of Twenty-Five Million and No Dollars ($25,000,000.00); and

WHEREAS, pursuant to its agreement with SFRTA, AAF has agreed to assume all liability for any costs of in excess of the Estimated Cost of the Improvements; and

WHEREAS, the County wishes to provide financial assistance, i.e. the Funds, as hereinafter defined, to SFRTA for the timely completion of the Improvements given the regional transportation benefits associated therewith, the catalytic impact the Improvements will have on future development in downtown Miami, and the transformative nature of the entire Miami Central Station, including both AAF's portion and the Station Improvements (collectively referred to as the "Project"), subject to the terms and conditions of this Agreement.

NOW, THEREFORE, in consideration of the promises and covenants contained herein, the Parties agree:

1. RESPONSIBILITY OF SFRTA:

1.1 **Permits and Approvals**: SFRTA intends to procure the design and construction of the Improvements as a sole source by entering into a contract with AAF, the owner

of the property on which the Improvements will be located and the entity that will be designing, permitting and constructing the Project, of which the Improvements are a part. SFRTA shall ensure that (i) AAF, on behalf of SFRTA, shall obtain all necessary permits and approvals, and shall coordinate the review of design and construction documents by the applicable agencies; and (ii). AAF, subject to SFRTA's approval, shall make all necessary adjustments as required for approval and/or permitting by the applicable agencies.

1.2 **Public Information and Involvement**: Prior to and during construction of the Improvements, SFRTA shall ensure that AAF will provide, on SFRTA's behalf, information to adjacent property owners and area residents about the scope of the proposed Improvements. However, consistent with the exemptions for transit projects located within stations for transit facilities outlined in Implementing Order 10-13, SFRTA, or its agent(s), shall not be required to prepare and submit a Public Involvement Plan.

1.3 **Communications**: SFRTA agrees that it shall ensure that all its publicity, public relations, advertisements and signs recognize and reference both the County and the Citizens' Independent Transportation Trust ("CITT") for their funding support of the Improvements. Such acknowledgment shall include, but is not limited to, all posted signs, pamphlets, wall plaques, cornerstones, dedications, notices, flyers, brochures, news releases, media packages, promotions, and stationary. The use of the official County and CITT logos is permissible for the publicity purposes stated herein. SFRTA, or its agents, shall submit samples or mock-ups of such publicity or

materials to the CITT for review and approval. SFRTA shall ensure that all media representatives, when inquiring about the Improvements, are informed that both the County and CITT have contributed the Funds (as defined herein), which represent a portion of the total funding for the Improvements. Permanent signage at the station, such as a dedication plaque, shall also appropriately recognize the contributions of the County/CITT.

1.4 **Accounting**: SFRTA shall at all times maintain a separate accounting of the use of the Funds so those costs and the use of the Funds may be independently verified and audited by the County at its request. SFRTA agrees to permit such auditors to inspect the books, records and accounts of the Improvements for five (5) years after completion of the Improvements, or receipt of Final Payment by the County or any other party providing funding for the construction of the Improvements, whichever is later. These records shall be made available to County for inspection within thirty (30) business days upon written receipt of a written request from the County.

1.5 **Contracting for Improvements**: The County agrees that the selection, contracting, retention and discharge of AAF shall be the sole responsibility of SFRTA.

1.6 **Claims and Change Orders**: The County shall bear no responsibility for any claims or change orders that may arise.

1.7 **Disadvantaged Business Enterprise:** SFRTA shall require AAF to comply with the SFRTA disadvantaged business enterprise ("DBE") requirements, which are attached hereto as Exhibit "B."

1.8 **Construction Administration and Inspection**: SFRTA shall exercise all responsibilities of the owner under the design and construction contract for the Improvements, including construction administration, inspections, and all required safety and operational certifications. SFRTA may delegate this function to an authorized agent or Construction Engineering Inspection consultant. The County, at its sole cost and expense, may assign an inspector to participate in the routine daily inspections. SFRTA's designated representative and the County's designated representative shall jointly perform the inspection of the Improvements which immediately precedes substantial completion. SFRTA, or its agent(s), shall certify upon completion that the Improvements have been constructed pursuant to the design plans, specifications and any change orders approved by SFRTA, or its agent(s). SFRTA shall provide Quarterly Reports to the County/CITT on the progress of the project.

1.9 **Maintenance and Operations**: SFRTA shall be solely responsible for maintenance and operations of the Improvements upon Final Acceptance, as that term is defined in the agreement between SFRTA and AAF. As such, SFRTA, and not the County, shall be responsible for all claims, demands, liabilities and suits arising from allegations or suits in tort as to the condition of the Improvements.

2. RESPONSIBILITIES OF COUNTY:

2.1 Funding Amount, Reimbursement of Project Costs: The County agrees to reimburse SFRTA in an amount not to exceed Thirteen Million Nine Hundred Thousand and No Dollars ($13,900,000.00) for eligible costs, as outlined herein,

incurred for the design and construction of the Improvements (the "Funds"). The County shall reimburse the Funds to SFRTA in the manner set forth in Section 4. The County shall incur no liability for any costs overruns in excess of said Funds. In the event the actual costs of the Improvements are less than the Estimated Cost, then the County shall be entitled to share in such cost savings in an amount equivalent to its proportionate contribution to the Estimate Cost of the Improvements. Repayment of any Funds due and owing to the County for such cost savings shall be off-set against the amount of the Final Payment, as such term is hereinafter defined.

2.2 **County Payments of Improvement Costs**: The Funds shall be provided to SFRTA in fiscal years 2015-2016 and 2016-2017 from available proceeds of the Charter County Sales Surtax Capital Expansion Reserve Fund, or such other source as the County determines. The County's payments are in consideration for the completion of the Improvements and revenue operations of the Tri-Rail commuter rail service into the Miami Central Station.

3. **ELIGIBLE COSTS**: The Parties agree that only expenses incurred by SFRTA that are directly related to the design and construction of the Improvements are eligible for reimbursement from the Funds, provided adequate documentation accompanies the reimbursement request in the form of approved invoices, verified payment requests, documented journal entries, and/or check vouchers.

4. **SCHEDULE AND MANNER OF REIMBURSEMENTS**: SFRTA shall furnish the County with a copy of the estimated budget for the Improvements, and, thereafter, shall similarly furnish the County with any and all revisions thereto. SFRTA shall also provide to the

County a schedule of values identifying quarterly design and construction milestones and the anticipated construction expenditures payout schedule for such milestones for the Improvements. Quarterly disbursement of Funds by the County/CITT shall be based upon invoices provided by SFRTA accompanied by certified copies of paid contractor invoices for eligible costs (the "Reimbursement Request"). Each Reimbursement Request shall also include a certified copy of all payments made to sub-contracted firms during the reimbursement period. Reimbursement Requests shall be submitted no sooner than October 1, 2015. Payment of Funds by the County upon submittal of a Reimbursement Request by SFRTA shall not exceed the County's proportionate share of the Estimated Cost of the Improvements.

Notwithstanding the receipt of a Reimbursement Request from SFRTA for payment of Funds, the County shall withhold funds in an amount equivalent to fifteen percent (15%) of the Funds or not less than Two Million Eighty Five Thousand Dollars ($2,085,000.00) (the "Final Payment"). Issuance of the Final Payment to SFRTA shall be subject to the satisfaction of the following conditions: (a) Final Acceptance of the Improvements by SFRTA, which is presently estimated to occur on or before December 31, 2016 ("Construction Completion Date"); and (b) the start of revenue operations of the Tri-Rail commuter rail service into the Miami Central Station, which service is presently estimated to commence on or before March 31, 2017 (the "Service Commencement Date") (where (a) and (b) are collectively defined as the "Conditions of Final Payment").

5. **COMPLIANCE WITH LAWS**: The Parties shall comply with applicable federal, state, and local laws, codes, ordinances, rules and regulations in performing their respective duties, responsibilities, and obligations pursuant to this Agreement and with all applicable laws relating to the Improvements. The Parties shall not unlawfully discriminate in the performance of their respective duties under this Agreement.

6. **APPROVALS**: Unless waived by action of the County, this Agreement shall only become effective upon approval by the CITT and the Board of County Commissioners and the SFRTA Governing Board. In the event the Agreement is not approved, the Agreement shall be null and void and be of no force or effect. The Parties also agree that this Agreement shall be conditioned upon approval of all applicable agreements for the Improvements, including the sole source agreement between AAF and SFRTA for the Station Improvements, the loan agreement with an AAF affiliate for a loan for the cost of some of the Improvements, the agreement between AAF, FECR, FDOT and SFRTA for the Improvements and operations and maintenance on the FECR corridor, a separate agreement with FECR (if necessary) for the rail infrastructure improvements and all other funding agreements with other funding partners and SFRTA for the Improvements.

7. **INDEMNIFICATION:** To the extent authorized by Florida law and all limitations thereunder, SFRTA hereby agrees to indemnify, defend, save and hold harmless the County and CITT and their respective officers, agents or employees from all claims, demands, liabilities and suits of any nature whatsoever arising out of, because of or due to the negligence of SFRTA, its officers, agents or employees. It is specifically

understood and agreed that this indemnification clause does not cover or indemnify the County for its sole negligence.

To the extent authorized by Florida law and subject to all limitations included in Section 768.28, Florida Statutes, the County hereby agrees to indemnify, defend, save and hold harmless the SFRTA to the extent of all the limitations included in Section 768.28, Florida Statutes, from all claims, demands, liabilities and suits of any nature whatsoever arising out of, because of or due to the negligence of the County, its officers, agents or employees. It is specifically understood and agreed that this indemnification clause does not cover or indemnify the SFRTA for its sole negligence.

In the event of breach or non-performance by the persons selected by SFRTA to perform the design and construction of the Improvements, SFRTA shall, upon written request by the County assign to the County any and all rights under the affected contract for purposes of the County's prosecution of claims, actions or causes of action resulting from such breach or non-performance unless SFRTA, at its option, pursues such claims, actions or causes of action through arbitration, administrative proceeding or lawsuit. SFRTA agrees to cooperate fully with the County in the prosecution of any such claim or action. Any damages recovered by the County in the prosecution of any such claim or action which is attributable to any expenditure by SFRTA shall be returned to SFRTA by the COunty within sixty (60) business days of receipt of such payment for damages recovered.

8. **DEFAULT:** If through any cause within the reasonable control of SFRTA, SFRTA shall fail to fulfill in a timely and proper manner, or otherwise violate any of the covenants,

agreements, or stipulations which are material to this Agreement, the County may thereupon give written notice to SFRTA of such default and specify what actions must be taken to cure said default to avoid termination hereunder. SFRTA shall have sixty (60) days to cure said default or such additional period authorized by the County. In the event that SFRTA shall not have cured said default to the satisfaction of the County by such deadline, then this Agreement may be terminated by the County upon notice of termination to SFRTA.

If through any cause within the reasonable control of the County, the County shall fail to fulfill in a timely and proper manner, or otherwise violate any of the covenants, agreements, or stipulations which are material to this Agreement, SFRTA may thereupon give written notice to the County of such default and specify what actions must be taken to cure said default and avoid termination hereunder. The County shall have sixty (60) days to cure or additional period authorized by SFRTA. In the event that the County shall not have cured said default by such deadline, then this Agreement may be terminated by SFRTA upon notice of termination to County.

In the event either party terminates this Agreement for cause, the terminating party shall have all remedies available to it under State law against the party being terminated and the party being terminated shall have available all rights available under State law to defend itself if the terminating party seeks to have any remedies opposed on it.

9. **DISPUTE RESOLUTION, APPLICABLE LAW**: The Parties shall resolve any disputes, controversies or claims between them arising out of this Agreement in accordance with

the "Florida Governmental Conflict Resolution Act", Chapter 164, Florida Statutes, as amended. This Agreement shall be governed by the laws of the State of Florida. Venue in any proceedings shall be in Miami-Dade, Florida. Each Party will bear its own attorney's fees.

10. **ENTIRE AGREEMENT, AMENDMENTS**: This document incorporates and includes all prior negotiations, correspondence, conversations, agreements and understandings applicable to the matters contained herein and the Parties agree that there are no commitments, agreements, or understandings concerning the subject matter of this agreement that are not contained in this document. Accordingly, the Parties agree that no deviation from the terms thereof shall be predicated upon any prior representation or agreements, whether oral or written. It is further agreed that no modification, amendment or alteration in the terms contained herein shall be effective unless set forth in writing in accordance with this section. No modification, amendment or alteration in the terms or conditions contained herein shall be effective unless contained in a written document prepared with the same or similar formality as this Agreement and executed by the Parties.

11. **JOINT PREPARATION**: The Parties acknowledge that they have sought and received whatever competent advice and counsel as was necessary for them to form a full and complete understanding of all rights and obligations herein and that the preparation of this Agreement has been their joint effort. The language agreed to expresses their mutual intent and the resulting document shall not, solely as a matter of judicial construction, be construed more severely against one of the Parties from the other.

12. **SEVERANCE**: In the event a portion of this Agreement is found to be invalid by a court of competent jurisdiction, the remaining provisions shall continue to be effective unless the SFRTA or County elect to terminate this Agreement. An election to terminate this Agreement based upon this provision shall be made within seven (7) business days after the finding by the court becomes final.

13. **TERM OF AGREEMENT.** This Agreement shall expire upon the receipt of all of the Funds by SFRTA, except Section 1.4, entitled "Accounting" which shall survive for the stated audit period of five (5) years.

14. **NOTICES**: Any and all notices required to be given under this Agreement shall be sent via email, facsimilie, hand delivery, FedEx, or U.S. Mail with return receipt , addressed as follows:

To the County:

Attention: Miami-Dade County
c/o Alina Hudak, Deputy Mayor
Stephen P. Clark Center
111 N.W. First Street, Ste 2900
Miami, FL 33128
(305) 375-2531

With a copy to:

Attention: Citizens' Independent Transportation Trust
c/o Charles D. Scurr, Executive Director
Stephen P. Clark Center
111 N.W. First Street, Ste. 1010
Miami, FL 33128
(305) 375-1357

To the SFRTA:

Attention: Jack Stephens, Executive Director
South Florida Regional Transportation Authority
800 N.W. 33rd Street
Pompano Beach, FL 33064

(954) 942-7245

With a copy to:

Attention: Teresa J. Moore, Esq., General Counsel
South Florida Regional Transportation Authority
800 N.W. 33rd Street
Pompano Beach, FL 33064

[SIGNATURE PAGES TO FOLLOW]

IN WITNESS WHEREOF, the Parties hereto set their hands and official seals the day and year first above written:

MIAMI-DADE COUNTY

ATTEST:

HARVEY RUVIN
CLERK OF THE BOARD

MIAMI-DADE COUNTY, FLORIDA
BY ITS BOARD OF COUNTY COMMISSIONERS

BY:_____
Deputy Clerk

BY:_____
County Mayor or County Mayor's Designee

Approved by County Attorney
as to form and legal sufficiency

_____
County Attorney

SOUTH FLORIDA REGIONAL TRANSPORTATION AUTHORITY

ATTEST:

BY:_____
Clerk

SOUTH FLORIDA REGIONAL TRANSPORTATION AUTHORITY, an agency of the State of Florida

BY:_____
Jack L. Stephens, Executive Director

Approved by General Counsel as to legal form and sufficiency:

_____
Teresa J. Moore, Esq.
General Counsel

Exhibit "A"

Description of the Improvements

EXHIBIT 5
SUMMARY OF KEY FUNDING AGREEMENT PROVISIONS

1. **Reimbursement Agreement between SFRTA and the Omni CRA**
    a. SFRTA is responsible, in conjunction with AAF, for permitting of Station Improvements, and public information and involvement. (Sections 2.1 and 2.2)
    b. SFRTA has agreed to certain conditions regarding public acknowledgement of the Omni CRA's funding contributions. (Section 2.3)
    c. SFRTA has sole responsibility for construction administration and inspection of the Station Improvements (Section 2.8) (*Note that "Station Improvements" are referred to as "Improvements" in the Funding Agreements.*)
    d. Not to exceed amount to be reimbursed by the Omni CRA is **$3,750,000** which will be reimbursed over the its 2015-2016 and 2016-2017 fiscal years ("FY") pursuant to invoices provided to the CRA
        i. the monies can be used for the design and construction of the Improvements (other costs, such as financing and legal costs, are excluded).
    e. Community Benefits (Section 6) – SFRTA will provide the following community benefits in exchange for the funding:
        i. Job Fairs – 3 job fairs, as described in Section 6.1 of the agreement
        ii. Recognition of CRA funding contribution – memorial plaques as described in Section 6.2 of the agreement
        iii. Discounted Fares – subject to the SFRTA Board's approval of a Fare Equity Analysis, a 50% reduction in fares to employees working at the Florida Film & T.V. Center located in the CRA and free fares to eligible residents of the Chapman Partnership/North Center located within the CRA (the Chapman Partnership is a nonprofit organization that provides shelter for homeless families) (Section 6.3)
    f. Minimum Service Levels (Section 7)
        i. SFRTA shall operate a minimum of 26 daily trains with a cumulative passenger capacity of not less than 9,750 seats per day.
    g. The term of the agreement shall be through the life of the CRA, but in no event beyond March 31, 2042.

2. **Reimbursement Agreement between SFRTA and the City of Miami**
    a. Same provisions as itemized in 1.a-c, above
    b. Not to exceed amount to be reimbursed by the City is **$8,347,030** pursuant to invoices provided to the City, and over several City fiscal years (FY15/16 thru FY17/18) (Section 3.2)
        i. the monies can be used for the design, construction and financing of the Station Improvements
    c. If the Improvements cost less than estimated, the City shall retain any remaining funds due under the agreement (Section 3.1)
    d. Provides for assignment to applicable lender (Section 13)

3. **Reimbursement Agreement between SFRTA and the Miami DDA**
    a. Same provisions as itemized in 1.a-c, above
    b. Not to exceed amount to be reimbursed by the DDA is **$1,276,000**, which will be reimbursed during FY 2015-2016 (Section 3.2)
        i. The monies can be used for the design and construction of the Improvements
    c. The DDA will proportionately share in any cost savings (Section 3.1)

EXHIBIT 5
SUMMARY OF KEY FUNDING AGREEMENT PROVISIONS (CONT.)

4. **Interlocal Agreement between Miami-Dade County and SFRTA**
    a. Same provisions as itemized in 1.a-c, above (contained in Section 1 of this agreement)
    b. Estimated Cost in this Agreement for Improvements does not include additional cost of financing ($1.5 million) which arose after agreement was negotiated
    c. Not to exceed amount to be reimbursed by the County is **$13,900,000** over County FYs 15/16 and 16/17, pursuant to invoices provided to the County (Sections 2.1 and 2.2)
        i. the monies can be used for the design and construction of the Station Improvements
        ii. the County will proportionately share of any cost savings
    d. Fifteen percent (15%) of the funding ($2,085,000) shall be held as a Final Payment and released once SFRTA's final acceptance of the Improvements has occurred and revenue service has begun. (Section 4)

5. **Additional Assignment Provision**

    For the Funding Agreements that don't already contain such a provision, SFRTA will be working with the various entities to add a provision that will be worded similar to the following:

    ASSIGNMENT OF REIMBURSEMENT AGREEMENT. SFRTA may execute and deliver to an AAF affiliate or third-party lender such assignment of any and all rights in favor of SFRTA and such Funds due to SFRTA under this Agreement as SFRTA may from time-to-time request while this Agreement remains in force and effect and upon written concurrence of the ___ (*insert funding entity name*) which shall not be unreasonably withheld, conditioned or delayed.

Tracking No. 06261538 AGENDA ITEM NO. R2

SOUTH FLORIDA REGIONAL TRANSPORTATION AUTHORITY
GOVERNING BOARD MEETING: JUNE 26, 2015

AGENDA ITEM REPORT

☐ Consent ☒ Regular

DOWNTOWN BOCA RATON TRANSIT FEASIBILITY STUDY

REQUESTED ACTION:

MOTION TO AUTHORIZE: The Downtown Boca Raton Transit Feasibility Study, to be conducted by the South Florida Regional Transportation Authority ("SFRTA") for a maximum not to exceed amount of $85,000.

SUMMARY EXPLANATION AND BACKGROUND:

On March 27, 2015, the SFRTA Governing Board directed SFRTA staff to provide it with additional information regarding the request it received for SFRTA's participation in an update of the City of Boca Raton's ("City") Transit Study ("Transit Study"), including the costs to perform the Transit Study.

On May 1, 2015, SFRTA staff met with the City to discuss roles, responsibilities and funding of the Transit Study. In 2009 the City completed the *Boca Raton Transit Feasibility and Funding Study* for the entire city. The City is currently looking to update the original study for the downtown area, only, which would include connections to the Tri-Rail Boca Raton Yamato Road Station, the proposed Tri-rail station near Military Trail, and the Tri-Rail Deerfield Beach Station.

The Transit Study is estimated to cost between $65,000 and $85,000 and will take approximately four to six months to complete. The City is requesting that SFRTA conduct and fully fund the Transit Study and has indicated that will provide in-kind contributions including provision of relevant data, land development approvals, meeting coordination, and staff time and participation, as necessary, to facilitate the Transit Study (see Exhibit 1).

Department: Planning and Capital Development
Project Manager: Loraine Cargill
Department Director: William L. Cross, P.E.
Procurement Director: N/A

FISCAL IMPACT: Funding to support the Downtown Transit Feasibility Study is available in SFRTA's Fiscal Year 2016 Capital Budget.

EXHIBITS ATTACHED: Exhibit 1 – Letter from the City of Boca Raton (June 12, 2015)

AGENDA ITEM NO. R2

DOWNTOWN BOCA RATON TRANSIT FEASIBILITY STUDY

Recommended by: _____ 6/19/15
Department Director Date

Approved by: _____
Procurement Director Date

Authorized by: _____ 6/19/15
Executive Director Date

Approved as to Form _____
General Counsel Date 6/19/15

Board Action:

Approved: _____Yes _____No

Vote: _____ Unanimous

Amended Motion:

Commissioner Steven L. Abrams	____Yes ____ No	Marie Horenburger	_____ Yes _____ No
Commissioner Bruno Barreiro	____Yes ____No	Nick A. Inmadar	_____Yes _____No
James A. Cummings	____Yes ____No	Gerry O'Reilly	_____Yes _____No
Andrew Fray	____Yes ____No	Mayor Tim Ryan	_____Yes _____No
Frank Frione	____Yes _____No	James A. Scott	_____Yes _____No

City of Boca Raton

CITY HALL • 201 WEST PALMETTO PARK ROAD • BOCA RATON, FLORIDA 33432-3795 • PHONE: (561) 393-7700
(FOR HEARING IMPAIRED) TDD: (561) 367-7043
INTERNET: www.myboca.us

June 12, 2015

Mr. Jack Stephens
Executive Director
South Florida Regional Transportation Authority
800 NW 33rd St
Pompano Beach, FL 33064

Re: Downtown Boca Transit Study

Dear Mr. Stephens,

Thank you for the opportunity to once again partner with South Florida Regional Transportation Authority (SFTRA). At the March 27, 2015 SFRTA Board meeting, City of Boca Raton staff and representatives of the Business Improvement District Steering Committee made a presentation on the vibrancy of Downtown and potential Tri-Rail ridership opportunities. As you are aware, we also requested funding to update a 2009 feasibility study for the current level of service needs in Downtown. There was a very favorable response from the Board, which directed your staff to coordinate with us on a formal request to be presented to the Board for approval.

At our joint staff meeting, we determined that it would be most efficient and effective for SFRTA to retain one of your consultants to conduct an updated and mutually beneficial study addressing the transit needs in Downtown. We respectfully request SFRTA fund the study, the cost of which has been estimated by your staff to be between $65,000 and $85,000. The term of the study is projected to be completed within 4-6 months. The City will assist with in-kind contributions for this collaborative effort. Such assistance would include the provision of data, with current and projected land development approvals; coordination of meetings; use of facilities for meetings needed for the study; and, professional staff time and participation necessary to facilitate a successful study.

To be most impactful in determining ridership and transit needs, we believe that the scope of the study should include Yamato Road, a potential second station in Boca Raton and the Deerfield Beach Tri-Rail stations and should address the following:

- Ridership estimates using Traffic Analysis Zones (TAZ),
- Population and employment data,
- Suggested routes,
- Days and hours of operation,
- Sign and route information,
- Fare options,
- Travel time runs, and
- Implementation cost estimates.

Again, we value our partnership with SFRTA and your commitment to ensuring essential Downtown transit links to Tri-Rail services. We look forward to working with you on this study and are excited about receiving approval at the June 26th SFRTA Board Meeting. If you have any questions or need additional information in order to expedite this request, please contact Joy Puerta, Transportation Analyst at 561-416-3410.

Sincerely,

Daniel W. Grippo, P.E., C.E.M.
Municipal Services Director

c: Leif J. Ahnell, C.P.A., C.G.F.O., City Manager
T. Douglas Hess, P.E., City Traffic Engineer
Rasem Awwad, P.E., Transportation Planning Engineer
Joy Puerta, Transportation Analyst
Ruby Childers, AICP, Downtown Manager
Teresa McClurg, Community Improvement Administrator

Tracking No. 06261539 AGENDA ITEM NO. R3

SOUTH FLORIDA REGIONAL TRANSPORTATION AUTHORITY
GOVERNING BOARD MEETING: JUNE 26, 2015

AGENDA ITEM REPORT

☐ Consent ☒ Regular

AMENDMENT NO. 7 TO AGREEMENT NO. 10-001 WITH MERIDIAN MANAGEMENT CORPORATION, INC. FOR STATION MAINTENANCE SERVICES

REQUESTED ACTION:

MOTION TO APPROVE: Amendment No. 7 to Agreement No. 10-001, between the South Florida Regional Transportation Authority (SFRTA) and Meridian Management Corporation, Inc. for station maintenance services, extending the term of the Agreement through June 30, 2017 in the not-to-exceed amount of $4,979,064.00, which includes a not-to-exceed amount of $600,000.00 for potential Additional Work.

SUMMARY EXPLANATION AND BACKGROUND:

In June 2010, the Governing Board approved Agreement No. 10-001 between SFRTA and Meridian Management Corporation Inc., for station maintenance services at Tri-Rail train stations for a term of five years in the not-to-exceed amount of $10,630,193.00. These services consist of all routine maintenance at SFRTA's eighteen stations including but not limited to daily janitorial services, trash removal and disposal, landscaping, pest control, mechanical, electrical and HVAC maintenance, lighting maintenance, elevator/escalator maintenance, plumbing, power washing, literature distribution, and other duties as assigned. Amendments have been executed during the term of the Agreement for additional services, including maintenance services for the recently opened Miami Central Station. The current contract expires July 31, 2015.

Staff recommends approval of Amendment No. 7 to extend the term of the contract through June 30, 2017, which will bring the contract term in line with the expiration dates of other major operating contracts. The not-to-exceed amount also includes up to $600,000 in potential Additional Work which could be approved by the Executive Director.

Department: Operations
Project Manager: Lauran Mehalik

Department Director: Bradley Barkman
Procurement Director: Christopher Bross

FISCAL IMPACT: Funding is included in the Fiscal Year 2015/16 Operating Budget

EXHIBITS ATTACHED: Exhibit 1 – Amendment No. 7 to Agreement No. 10-001

AMENDMENT NO. 7 TO AGREEMENT NO. 10-001
WITH MERIDIAN MANAGEMENT CORPORATION, INC.
FOR STATION MAINTENANCE SERVICES

Recommended by: B Barkman 6/19/15
Department Director Date

Approved by: C Bross 6/19/15
Procurement Director Date

Authorized by: 6/19/15
Executive Director Date

Approved as to Form by:
General Counsel Date 6/19/15

Board Action:

Approved: _____Yes _____No

Vote: _____ Unanimous

Amended Motion:

Commissioner Steven L. Abrams	____Yes ____ No	Marie Horenburger	____Yes ____No
Commissioner Bruno Barreiro	____Yes ____No	Nick A. Inamdar	_____ Yes ____ No
James A. Cummings	____Yes ____No	Gerry O'Reilly	_____ Yes ____No
Andrew Frey	____Yes ____No	Mayor Tim Ryan	_____Yes _____No
Frank Frione	____Yes ____No	James A. Scott	_____Yes _____No

EXHIBIT 1

AMENDMENT NO. 7 TO AGREEMENT NO. 10-001

BETWEEN

SOUTH FLORIDA REGIONAL TRANSPORTATION AUTHORITY

AND

MERIDIAN MANAGEMENT CORPORATION

FOR

STATION MAINTENANCE SERVICES
FOR TRI-RAIL TRAIN STATIONS

AMENDMENT NO. 7 TO AGREEMENT NO. 10-001

BETWEEN

SOUTH FLORIDA REGIONAL TRANSPORTATION AUTHORITY

AND

MERIDIAN MANAGEMENT CORPORATION

FOR

STATION MAINTENANCE SERVICES FOR TRI-RAIL TRAIN STATIONS

This is the Seventh Amendment to the Agreement for Station Maintenance Services for Tri-Rail Train Stations between **SOUTH FLORIDA REGIONAL TRANSPORTATION AUTHORITY,** hereinafter referred to as **"SFRTA"** and **MERIDIAN MANAGEMENT CORPORATION,** hereinafter referred to as **"CONTRACTOR".**

WHEREAS, on June 25, 2010, **SFRTA** and **CONTRACTOR** entered into a five-year Agreement, hereinafter referred to as "Agreement," in the maximum not-to-exceed amount of $10,630,193.00; and

WHEREAS, on August 15, 2011, the First Amendment to the Agreement between **CONTRACTOR** and **SFRTA** was executed to remove all station maintenance services and associated costs at the Miami Airport Station (MAS) due to the station being closed for construction of the Miami Intermodal Center. The First Amendment to the Agreement also added temporary maintenance services for additional station infrastructure at the Hialeah Market Station in the fixed monthly amount of $4,611.00, resulting in a reduction of $1,049.00 to the fixed monthly station maintenance contract costs; and

WHEREAS, on March 13, 2012, the Second Amendment to the Agreement between **CONTRACTOR** and **SFRTA** was executed for settlement of the **CONTRACTOR's** claim for reimbursement of fixed costs allocated to the closed MAS in the monthly amount of $1,977.00 throughout the duration of the MAS closure. The amendment also included credit to **SFRTA** for work not being performed due to delays in construction at Pompano Beach Station in the amount of $459.00 per month and at MetroRail Station in the amount of $193.90 per month; and

WHEREAS, on August 16, 2012, the Third Amendment to the Agreement between **CONTRACTOR** and **SFRTA** was executed to incorporate the maintenance provisions for Machine Room-Less/Traction (MRL/Traction) elevators into the Scope of Services. There was no change in the contract amount related to this amendment; and

WHEREAS, on April 3, 2014, the Fourth Amendment to the Agreement between **CONTRACTOR** and **SFRTA** was executed to incorporate funding for additional services in the not-to-exceed amount of $100,000.00 related to the Mangonia Park Station parking lot repairs; and

WHEREAS, on August 22, 2014, the Fifth Amendment to the Agreement between **CONTRACTOR** and **SFRTA** was executed to incorporate funding for station maintenance services at the SFRTA portion and Amtrak platform of the Miami Intermodal Center Station (MCS) in the fixed amount of $24,034.00 per month. This amendment also included an additional not-to-exceed amount of $60,000.00 for services to cover elevator and escalator repairs at the SFRTA portion and Amtrak platform of the MCS that are not covered by the manufacturer's warranty and also for any vandalism or third party damage; and

WHEREAS, on April 3, 2015, the Sixth Amendment to the Agreement between **CONTRACTOR** and **SFRTA** was executed to incorporate funding for additional station maintenance services at some of the common areas of the MCS in the total not-to-exceed amount of $32,100.00, for a four month period; and

WHEREAS, SFRTA intends to align the contract term of Station Maintenance services with SFRTA's other major operating contracts. As a result, SFRTA now wishes to amend the Agreement to extend the current contract term for one year and eleven months through and including June 30, 2017 (the "Contract Extension"), in the total not-to-exceed amount of $4,979,064.00; and

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 include the following paragraph:

   For station maintenance services performed during the Contract Extension, SFRTA shall pay the CONTRACTOR the total not-to-exceed amount of $4,979,064.00, which includes a not-to-exceed amount of $600,000.00 for potential Additional Work. Pricing associated for Additional Work shall be negotiated utilizing the established Schedule of Labor Rates for Additional Work, as part of CONTRACTOR's Price Proposal, attached hereto as Exhibit 1 and incorporated into the Agreement through this Seventh Amendment.

2. **CONTRACT DOCUMENTS** is amended to include the following:

   Price Proposal for Seventh Amendment Contract Extension

   Attached hereto as Exhibit 1 and incorporated into the Agreement through this Seventh Amendment

3. **Section 4.15 Station Maintenance, Cleaning, and Landscaping,** is amended to include the following paragraphs:

Revisions to Scope of Services for Contract Extension. Upon commencement of the Contract Extension, Contractor shall maintain the eighteen stations based on the requirements of the Scope of Services, with the revisions noted below:

- West Palm Beach Station: (1) Pressure washing of stairs on a weekly basis; (2) Fire alarm/suppression system inspection, monitoring and maintenance; (3) Generator maintenance.

- Lake Worth Station: (1) Pressure washing of station areas twice per month; (2) Maintenance of supplemental parking lot.

- Pompano Beach Station: (1) Removal of maintenance services for east parking lot.

- Cypress Creek Station: (1) Contractor is responsible for repair of an escalator as part of the base contract in the event that single repair is $5,000.00 or less and not a result of vandalism, storm damage, or third party damage. All other escalator repairs will be billed under Additional Services.

- Ft. Lauderdale Airport Station: (1) Emergency phone monitoring in parking garage stairwells.

- Hollywood Station: (1) Lift station maintenance.

- Metrorail Transfer Station: (1) Fire alarm monitoring.

- Miami Intermodal Center Station: (1) Roof structures and escalator area windows are excluded from the cleaning requirements; (2) Sliding door maintenance and repairs; (3) MRL/Traction Elevator maintenance and escalator maintenance to commence upon expiration of the equipment warranties.

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 Seventh 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 Seventh Amendment to the Agreement on the respective date under each signature: **MERIDIAN MANAGEMENT CORPORATION,** 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 by Board action on the ____ day of _____, 2015.

SFRTA

ATTEST:

SOUTH FLORIDA REGIONAL
TRANSPORTATION AUTHORITY

_____
JACK L. STEPHENS
EXECUTIVE DIRECTOR

By_____
COMMISSIONER BRUNO BARREIRO, CHAIR

_____ DAY OF _____, 2015

(SFRTA SEAL)

Approved as to form by:

_____
CHRIS BROSS, Director
Procurement

_____
TERESA MOORE, General Counsel

ATTEST:

MERIDIAN MANAGEMENT CORPORATION

_____
WITNESS

_____
PRESIDENT OR VICE-PRESIDENT

_____ DAY OF _____, 2015

EXHIBIT 1

AMENDMENT NO. 7

Palm Beach County

1. **Mangonia Park Station**

Daily Cleaning (2 Years)	$	66,712
Monthly, Quarterly, Semi & Annual Cleaning (2 Years)	$	10,790
Landscaping and Fertilizing (2 Years)	$	42,552
Irrigation (2 Years)	$	7,177
Elevator maintenance (2 Years)	$	14,579
Maintenance Services (2 Years)	$	82,245
Pest Control (2 Years)	$	1,300
Total Price for Mangonia Park Station	$	225,355

2. **West Palm Beach Station**

Daily Cleaning (2 Years)	$	116,079
Monthly, Quarterly, Semi & Annual Cleaning (2 Years)	$	21,089
Landscaping and Fertilizing (2 Years)	$	40,425
Irrigation (2 Years)	$	6,016
Elevator maintenance (2 Years)	$	22,562
Maintenance Services (2 Years)	$	121,845
Pest Control (2 Years)	$	1,163
Total Price for West Palm Beach Station	$	329,179

3. **Lake Worth Station**

Daily Cleaning (2 Years)	$	66,712
Monthly, Quarterly, Semi & Annual Cleaning (2 Years)	$	10,790
Landscaping and Fertilizing (2 Years)	$	28,368
Irrigation (2 Years)	$	3,166
Elevator maintenance (2 Years)	$	14,827
Maintenance Services (2 Years)	$	76,153
Pest Control (2 Years)	$	1,036
Total Price for Lake Worth Station	$	201,052

4. **Boynton Beach Station**

Daily Cleaning (2 Years)	$	66,712
Monthly, Quarterly, Semi & Annual Cleaning (2 Years)	$	10,790
Landscaping and Fertilizing (2 Years)	$	51,063
Irrigation (2 Years)	$	7,599
Elevator maintenance (2 Years)	$	14,827
Maintenance Services (2 Years)	$	76,153
Pest Control (2 Years)	$	973
Total Price for Boynton Beach Station	$	228,116

5. **Delray Beach Station**

Daily Cleaning (2 Years)	$	66,712
Monthly, Quarterly, Semi & Annual Cleaning (2 Years)	$	10,790
Landscaping and Fertilizing (2 Years)	$	42,552
Irrigation (2 Years)	$	5,805
Elevator maintenance (2 Years)	$	14,827
Maintenance Services (2 Years)	$	76,153
Pest Control (2 Years)	$	973
Total Price for Delray Beach Station	$	217,811

6. **Boca Raton Station**

Daily Cleaning (2 Years)	$	66,712
Monthly, Quarterly, Semi & Annual Cleaning (2 Years)	$	10,790
Landscaping and Fertilizing (2 Years)	$	49,645
Irrigation (2 Years)	$	8,127
Elevator maintenance (2 Years)	$	14,827
Maintenance Services (2 Years)	$	76,153
Pest Control (2 Years)	$	1,163
Total Price for Boca Raton Station	$	227,416

Broward County

7. **Deerfield Beach Station**

Daily Cleaning (2 Years)	$	88,060
Monthly, Quarterly, Semi & Annual Cleaning (2 Years)	$	17,656
Landscaping and Fertilizing (2 Years)	$	49,645
Irrigation (2 Years)	$	7,388
Maintenance Services (2 Years)	$	111,183
Pest Control (2 Years)	$	1,163
Total Price for Deerfield Beach Station	$	275,095

8. **Pompano Beach Station**

Daily Cleaning (2 Years)	$	33,356
Monthly, Quarterly, Semi & Annual Cleaning (2 Years)	$	5,885
Landscaping and Fertilizing (2 Years)	$	10,638
Irrigation (2 Years)	$	4,222
Elevator maintenance (2 Years)	$	-
Maintenance Services (2 Years)	$	36,553
Pest Control (2 Years)	$	1,027
Total Price for Pompano Beach Station	$	91,682

9. Cypress Creek Station

Daily Cleaning (2 Years)	$	60,041
Monthly, Quarterly, Semi & Annual Cleaning (2 Years)	$	10,790
Landscaping and Fertilizing (2 Years)	$	23,404
Irrigation (2 Years)	$	3,483
Elevator maintenance (2 Years)	$	91,877
Maintenance Services (2 Years)	$	91,384
Pest Control (2 Years)	$	891
Total Price for Cypress Creek Station	$	281,869

10. Ft. Lauderdale Station

Daily Cleaning (2 Years)	$	72,049
Monthly, Quarterly, Semi & Annual Cleaning (2 Years)	$	17,656
Landscaping and Fertilizing (2 Years)	$	55,318
Irrigation (2 Years)	$	8,444
Elevator maintenance (2 Years)	$	13,156
Maintenance Services (2 Years)	$	76,153
Pest Control (2 Years)	$	946
Total Price for Ft. Lauderdale Station	$	243,721

11. Ft. Lauderdale Airport Station

Daily Cleaning (2 Years)	$	94,731
Monthly, Quarterly, Semi & Annual Cleaning (2 Years)	$	20,108
Landscaping and Fertilizing (2 Years)	$	51,772
Irrigation (2 Years)	$	7,705
Elevator maintenance (2 Years)	$	34,037
Maintenance Services (2 Years)	$	118,799
Pest Control (2 Years)	$	1,300
Total Price for Fort Lauderdale Airport Station	$	328,451

12. Sheridan Street Station

Daily Cleaning (2 Years)	$	66,712
Monthly, Quarterly, Semi & Annual Cleaning (2 Years)	$	10,790
Landscaping and Fertilizing (2 Years)	$	42,552
Irrigation (2 Years)	$	6,544
Elevator maintenance (2 Years)	$	13,156
Maintenance Services (2 Years)	$	76,153
Pest Control (2 Years)	$	1,163
Total Price for Sheridan Street Station	$	217,071

13. Hollywood Station

Daily Cleaning (2 Years)	$	66,712
Monthly, Quarterly, Semi & Annual Cleaning (2 Years)	$	11,280
Landscaping and Fertilizing (2 Years)	$	37,588
Irrigation (2 Years)	$	5,488
Elevator maintenance (2 Years)	$	13,156
Maintenance Services (2 Years)	$	76,153
Pest Control (2 Years)	$	973
Total Price for Hollywood Station	$	211,350

Miami-Dade County

14. Golden Glades Station

Daily Cleaning (2 Years)	$	72,049
Monthly, Quarterly, Semi & Annual Cleaning (2 Years)	$	20,108
Landscaping and Fertilizing (2 Years)	$	13,475
Irrigation (2 Years)	$	2,005
Elevator maintenance (2 Years)	$	24,488
Maintenance Services (2 Years)	$	76,153
Pest Control (2 Years)	$	1,327
Total Price for Golden Glades Station	$	209,605

15. Opa-Locka Station

Daily Cleaning (2 Years)	$	73,383
Monthly, Quarterly, Semi & Annual Cleaning (2 Years)	$	10,790
Landscaping and Fertilizing (2 Years)	$	42,552
Irrigation (2 Years)	$	7,599
Elevator maintenance (2 Years)	$	15,913
Maintenance Services (2 Years)	$	76,153
Pest Control (2 Years)	$	1,300
Total Price for Opa-Locka Station	$	227,690

16. Metrorail Transfer Station

Daily Cleaning (2 Years)	$	73,383
Monthly, Quarterly, Semi & Annual Cleaning (2 Years)	$	10,790
Landscaping and Fertilizing (2 Years)	$	42,552
Irrigation (2 Years)	$	3,166
Elevator maintenance (2 Years)	$	12,929
Maintenance Services (2 Years)	$	76,153
Pest Control (2 Years)	$	1,327
Total Price for Metrorail Transfer Station	$	220,301

17. Hialeah Market Station

Daily Cleaning (2 Years)	$	24,016	
Monthly, Quarterly, Semi & Annual Cleaning (2 Years)	$	4,904	
Landscaping and Fertilizing (2 Years)	$	7,092	
Elevator maintenance (2 Years)	$	5,343	
Maintenance Services (2 Years)	$	16,754	
Pest Control (2 Years)	$	973	
		$	59,082

18. Miami Airport Station

Daily Cleaning (2 Years)	$	160,109	
Monthly, Quarterly, Semi & Annual Cleaning (2 Years)	$	29,426	
Landscaping and Fertilizing (2 Years)	$	78,013	
Irrigation (2 Years)	$	11,610	
Elevator maintenance (2 Years)	$	120,855	
Maintenance Services (2 Years)	$	182,767	
Pest Control (2 Years)	$	1,436	
Total Price for Miami Airport Station		$	584,216

Total Fixed Amount for Station Maintenance Services at 18 Stations (2 Years)	$	4,379,064

ITB NO. 10-001
SCHEDULE OF LABOR RATES FOR ADDITIONAL WORK

DESCRIPTION	HOURLY RATE		EST/HRS	TOTAL
Operations Mgr/Spvsr**	$ 35.00			
Electrician**	$ 28.00	X	50	$ 1,400.00
Maintenance Mechanic**	$ 26.00	X	200	$ 5,200.00
HVAC Mechanic**	$ 28.00	X	25	$ 700.00
Painter (GMW)**	$ 21.00	X	100	$ 2,100.00
Locksmith	$ 65.00	X	10	$ 650.00
Carpenter (GMW)**	$ 21.00	X	25	$ 525.00
Grounds/landscape supervisor**	$ 22.00	X	200	$ 4,400.00
Grounds/landscape laborer**	$ 18.00	X	250	$ 4,500.00
Laborer**	$ 16.00	X	100	$ 1,600.00
Elevator Mechanic	$ 218.00	X	200	$ 43,600.00
Elevator Technician/Helper	$ 109.00	X	200	$ 21,800.00
Elevator Team	$ 327.00	X	40	$ 13,080.00
Escalator Mechanic	$ 218.00	X	50	$ 10,900.00
Escalator Technician Helper	$ 109.00	X	50	$ 5,450.00
Escalator Team (define)	$ 327.00	X	20	$ 6,540.00
Custodial/Trash Collection**	$ 18.00	X	25	$ 450.00
Plumber	$ 60.00	X	10	$ 600.00

1. ESTIMATED TOTAL ANNUAL LABOR COST		**$ 123,495.00**
2. OVERHEAD/PROFIT/ADMIN PERCENTAGE FEE FOR ADDITIONAL WORK (5%)	**X**	**0.05**

3. ESTIMATED OVERHEAD/PROFIT/ADMIN AMOUNT (MULTIPLIY LINE 1 X LINE 2)		**$ 6,174.75**
4. TOTAL ESTIMATED ANNUAL COST FOR ADDITIONAL WORK (ADD LINE 1 + LINE 3)	**$**	**129,669.75**
5. NUMBER OF CONTRACT YEARS	**X**	**2**
6. TOTAL ESTIMATED COST FOR ADDITIONAL WORK (MULTIPLY LINE 4 X LINE 5)	**$**	**259,339.50**

NOTES FOR LABOR RATES FOR ADDITIONAL WORK:

* Travel Time and mileage are unallowable.

* Nights (after 5pm) and Saturdays shall be billed at time and one half.

* Sundays and SFRTA holidays shall be billed at double time.

* Projects which fall under Davis Bacon requirements will be negotiated separately at the applicable Davis Bacon wage rates.

** Meridian direct labor rates for on-staff employees

THE ANNUAL LABOR HOURS SPECIFIED ABOVE ARE ESTIMATED QUANTITIES ONLY. IT IS EXPRESSLY UNDERSTOOD THAT THE APPROXIMATE QUANTITIES IDENTIFIED ABOVE ARE FOR BID PURPOSES ONLY AND ARE SUBJECT TO CHANGE DEPENDING UPON SFRTA'S ACTUAL NEED FOR SERVICES UNDER THE RESULTANT AGREEMENT, AND SHALL FORM NO BASIS FOR ANY CLAIM IN THE EVENT THAT THEY DO NOT CORRESPOND TO THE HOURS ACTUALLY WORKED BY THE CONTRACTOR.

Tracking No. 06261540

REVISED 062215
AGENDA ITEM NO. R4

SOUTH FLORIDA REGIONAL TRANSPORTATION AUTHORITY
GOVERNING BOARD MEETING: JUNE 26, 2015

AGENDA ITEM REPORT

☐ Consent ☒ Regular

AMENDMENT NO. 3 TO AGREEMENT NO. 12-008 WITH HDR ENGINEERING, INC. FOR PROJECT MANAGEMENT CONSULTANT SERVICES FOR THE WAVE MODERN STREETCAR

REQUESTED ACTION:

MOTION TO APPROVE: Amendment No. 3 to Agreement No. 12-008 between the South Florida Regional Transportation Authority (SFRTA) and HDR Engineering, Inc., the Project Management Consultant (PMC), to provide technical reports for the Wave Small Starts Grant Agreement Application, Geotechnical Services for Phases 1C and 1D, and PMC Oversight for the recently approved Broward County Betterments, in the maximum not-to-exceed amount of $425,356.82.

SUMMARY EXPLANATION AND BACKGROUND:

On April 26, 2013, the SFRTA Board awarded The Wave Modern Streetcar Project (Project) PMC Services to HDR Engineering in the maximum not-to-exceed amount of $11,335,757.21. These services included, among other tasks, the 30% design and data collection for the 2.7 mile Project alignment. On December 5, 2014, the SFRTA Board approved Amendment No. 2 with the PMC for 30% Design and Management Services associated with the Northern Loop in the maximum not-to-exceed amount of $586,673.20.

Amendment No. 3 tasks the PMC with: 1) completing technical reports related to ridership, the Operating Plan, and the Operations and Maintenance Plan; 2) updating the Small Starts Grant rating, using the information provided in the most recent September 2014 submittal, and in compliance with most recent FTA guidance and reporting requirements; 3) performing final geotechnical services for Phase 1C and 1D for the Project, which were not included in the preliminary engineering design cost; and 4) performing Project Management Oversight for the Broward County Betterments that were approved at the March 2015 SFRTA Board meeting for Supervisory Control and Data Acquisition (SCADA), Advanced Train Control Communications and Sectionalized-Ready Vehicles. (Continued on Page 2)

Department: Engineering and Construction
Project Manager: Martin Benzaquen, P.E.

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

FISCAL IMPACT: Not-to-Exceed Budgeted Funds (with funds provided to SFRTA by various entities through the Wave Partnership Agreement)

EXHIBITS ATTACHED: Exhibit 1 – Amendment No.3 to Agreement No. 12-008

AMENDMENT NO. 3 TO AGREEMENT NO. 12-008 WITH
HDR ENGINEERING, INC FOR PROJECT MANAGEMENT CONSULTANT SERVICES
FOR THE WAVE MODERN STREETCAR

SUMMARY EXPLANATION AND BACKGROUND: (Continued)

Staff has negotiated a fee with the PMC which is 1.01% below the Independent Cost Estimate of $429,718.89. Staff recommends approval of the Amendment No. 3 to Agreement No. 12-008 (Exhibit 1) with the PMC in the maximum not-to-exceed amount of $425,356.82.

AMENDMENT NO. 3 TO AGREEMENT NO. 12-008 WITH
HDR ENGINEERING, INC FOR PROJECT MANAGEMENT CONSULTANT SERVICES
FOR THE WAVE MODERN STREETCAR

Recommended by: Daniel Mayza 6/19/15
Department Director Date

Approved by: C Gross 6/19/15
Procurement Director Date

Authorized by: Jack Wilkinson 6/19/15
Executive Director Date

Approved as to Form: Susan Pope
General Counsel Date 6/19/15

Board Action:

Approved: _____Yes _____No

Vote: _____ Unanimous

Amended Motion:

Commissioner Steven L. Abrams	____Yes ____ No	Marie Horenburger	____ Yes ____No
Commissioner Bruno Barreiro	____Yes ____No	Nick A. Inamdar	_____ Yes ____ No
James A. Cummings	____Yes ____No	Gerry O'Reilly	_____Yes _____No
Andrew Frey	____Yes ____ No	Mayor Tim Ryan	_____Yes _____No
Frank Frione	____ Yes ____ No	James A. Scott	_____Yes _____No

EXHIBIT 1

AMENDMENT NO. 3 TO AGREEMENT NO. 12-008

BETWEEN

SOUTH FLORIDA REGIONAL TRANSPORTATION AUTHORITY

AND

HDR ENGINEERING, INC

FOR

PROJECT MANAGEMENT CONSULTANT SERVICES
FOR THE WAVE MODERN STREETCAR

AMENDMENT NO. 3 TO AGREEMENT NO. 12-008

BETWEEN

SOUTH FLORIDA REGIONAL TRANSPORTATION AUTHORITY

AND

HDR ENGINEERING, INC.

FOR

PROJECT MANAGEMENT CONSULTANT SERVICES FOR THE WAVE MODERN STREETCAR

This is the Third Amendment to the Agreement for Project Management Consultant Services for the Wave Modern Streetcar between **SOUTH FLORIDA REGIONAL TRANSPORTATION AUTHORITY,** hereinafter referred to as **"SFRTA"** and **HDR ENGINEERING, INC.,** hereinafter referred to as **"CONTRACTOR".**

WHEREAS, on April 26, 2013, **SFRTA** and **CONTRACTOR** entered into a four-year Agreement, hereinafter referred to as "Agreement," in the maximum not-to-exceed amount of $11,335,757.21; and

WHEREAS, on December 5, 2014, Amendment No. 1 to the Agreement between **CONTRACTOR** and **SFRTA** was executed to incorporate preliminary engineering activities, data collection including survey, geotechnical and sub-surface utility locations related to Phase 1(C) of the project, in the total not-to-exceed amount of $242,433.54; and

WHEREAS, on December 5, 2014, Amendment No. 2 to the Agreement between **CONTRACTOR** and **SFRTA** was executed to incorporate preliminary engineering activities, data collection including survey, geotechnical and sub-surface utility locations related to the Northern Loop Phase 1(D) of the project, in the total not-to-exceed amount of $586,673.20; and

WHEREAS, **SFRTA** now wishes to amend the Agreement to incorporate scope and funding for technical reports for the Wave Small Starts Grant Agreement application, funding for additional geotechnical services for Phase 1(C) and 1(D), and scope and funding for project management consultant oversight for the recently approved Broward County betterments, in the total not-to-exceed amount of $425,356.82;

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. **SCOPE OF SERVICES** is amended to include the following:

Scope of Services is being expanded with Attachment 1 of Amendment No. 3 entitled "Scope of Services for Wave Small Starts Grant Application" and Attachment 2 of Amendment No. 3 entitled "Scope of Services for Broward County Betterments", which are attached hereto and incorporated herein.

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

SFRTA agrees to pay the CONTRACTOR compensation as specified in the Contract Documents the maximum not-to-exceed amount of ~~Twelve Million One Hundred Sixty Four Thousand Eight Hundred Sixty-three Dollars and Ninety-five Cents ($12,164,863.95)~~ Twelve Million Five Hundred Ninety Thousand Two Hundred Twenty Dollars and Seventy-seven Cents ($12,590,220.77).

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 Amendment No. 3 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 Third Amendment to the Agreement on the respective date under each signature: **HDR ENGINEERING, 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 by Board action on the ____ day of _____, 2015.

SFRTA

ATTEST:

SOUTH FLORIDA REGIONAL TRANSPORTATION AUTHORITY

_____
JACK L. STEPHENS
EXECUTIVE DIRECTOR

By_____
COMMISSIONER BRUNO BARREIRO, CHAIR

_____ DAY OF _____, 2015

(SFRTA SEAL)

Approved as to form by:

_____
CHRIS BROSS, Director
Procurement

_____
TERESA MOORE, General Counsel

ATTEST:

HDR ENGINEERING, INC.

_____
WITNESS

_____
PRESIDENT OR VICE-PRESIDENT

_____ DAY OF _____, 2015

Attachment 1
Scope of Services for Wave Small Start Grant Application

The South Florida Regional Transportation Authority (SFRTA) has requested that the Wave Project Management Consultant (PMC) complete additional technical tasks and provide support for preparation of the Wave Small Starts Grant Agreement application and related documentation. These tasks are identified in the following scope of services.

1. **STOPS Ridership Estimate (2015)**
   PMC staff will apply the FTA STOPS ridership forecasting tool to prepare an updated ridership estimate for the Wave Phase 1 alignment at 10-minute service frequencies during the weekday peak and off-peak. Specific sub-tasks include:

   1.1 Update model inputs for STOPS version 1.5 with Wave station locations and operating plan
   1.2 Run base year no-build model
   1.3 Run forecast year build and no-build models
   1.4 Add special events ridership, summarize results and prepare technical memorandum

   Following completion of updated ridership estimates, PMC staff will complete a preliminary analysis of the Small Starts rating for the mobility and cost-effectiveness measures, and document results in a technical memorandum.

2. **Operating Plan and O&M Estimate (2015)**
   PMC staff will prepare an operating plan for the Wave Phase 1 alignment at 10-minute service frequencies during the weekday peak and off-peak, and incorporating additional service hour and frequency assumptions. PMC will also prepare an annual operating and maintenance cost estimate for the Wave Phase 1 system based on the updated operating plan and assumptions. The annual cost estimate will be developed applying recent data from the FTA National Transit Database, as well as a resource build-up cost model which will be developed incorporating data from existing streetcar operations and localized data available from Broward County Transit. PMC will document all key assumptions and data inputs applied in the model and cost estimate. PMC will prepare an O&M Cost Methodology and Results Report, which will be included in the subsequent submittal of Small Starts rating templates and documentation submitted to FTA. (this report is required by FTA as documentation of the cost estimate applied in the Small Starts rating.) Specific sub-tasks include:

2.1 Prepare updated Wave Phase 1 operating plan
2.2 Develop resource build-up cost model
2.3 Prepare Wave Phase 1 annual operating and maintenance (O&M) cost model
2.4 Prepare O&M Methodology and Results Report

3. **Small Starts Rating Update and Grant Agreement Application Support (2015)**

PMC staff will complete the updated Small Starts rating templates, building on information provided in the most recent September 2014 submittal, and in compliance with most recent FTA guidance and reporting requirements. The current PMC scope does not include any tasks related to Small Starts rating criteria and documentation, so the updated scope and fee estimate is to address all necessary tasks for an updated submittal addressing project justification criteria and local financial commitment criteria. The PMC team will also be available to support SFRTA in addressing FTA comments and any necessary updates.

PMC staff will also support SFRTA in completion of tasks and products required by FTA as inputs and prerequisites to the application for the Small Starts Grant Agreement (SSGA). An initial list of these requirements is documented in the SSGA checklist provided by FTA. Some of the items required by FTA are being completed by the PMC under the current scope and fee as part of our ongoing responsibilities, and other items required by FTA are being completed by the PMC as part of the Small Starts Rating Update discussed above. However, the PMC has identified tasks outside of the current PMC scope and fee necessary for reviewing, updating and producing specific design and cost documents, management plans, and agreements to comply with the format required for the SSGA application and draft SSGA document and attachments.

Specific sub-tasks include:

3.1 Prepare 2015 Small Starts Rating Update
3.2 Support Small Starts Grant Agreement Documentation of Project Development
3.3 Support Project Management Plan (PMP) and Subplans
3.4 Support Development of SSGA Attachments

Attachment 2
Scope of Services for Broward County Betterments

The Project Management Consultant (PMC) shall provide consulting and design services for the Broward County Betterments that have been added to the scope for the Wave Modern Streetcar project. The County Betterments are grouped into four categories:

A. Supervisory Control and Data Acquisition (SCADA)/Traction Power Substations (TPSS)
B. Advanced Train Control and Communications
C. Sectionalized-Ready Streetcar Vehicles
D. Additional Signalization for 1B South

A description of the Broward County Betterments is provided in the Section titled County Betterments. For the Broward County Betterments, the PMC shall provide the following services:

1. Provide project management and administration oversight.
2. Assist in monitoring and updating the Project and overall program phasing and schedule.
3. Coordinate key review elements with Project Partners.
4. Oversee project design consultants to confirm site approvals and permits are identified and addressed.
5. Provide design reviews at 75% complete, 90% complete, and 100% complete project plans.
6. Provide staff support to existing SFRTA team.
7. Coordinate with Project Partners, Consultants, Contractors, and Agencies Having Jurisdiction and others regarding possible impacts the Project may have on existing facilities.
8. Review 100% design plans, contract documents, and specifications, etc. for concept, value, quality, accuracy and consistency.
9. Prepare monthly progress report; review and approve all Project invoices.
10. Assist in Quality Assurance/Quality Control audits and adhere to SFRTA's Quality Assurance Plan
11. Provide value assessment/value engineering services and constructability reviews, and develop strategies to assure conformance with budgetary constraints.
12. Prepare necessary revisions/updates to design criteria.
13. Provide Quality Assurance/Quality Control for design
14. Prepare specifications, bid documents and support documents to procure a construction contractor
15. Verify that utilities are coordinated properly and shown in the plans/schedules. Assist in coordination with utility agencies and franchises to accept the schedule, track and communicate with the utility agencies and franchises for compliance with the schedules.

16. Assist SFRTA in obtaining Third Party Utility Agreements.
17. Update the Vehicle Technical Specifications and corresponding Contract Documents to provide Sectionalized-Ready Vehicles.

County Betterments

Acronym Definitions:

I/O	Input and Output
IP PBX	Internet Protocol Private Branch Exchange (telephone systems for interoffice and field communications)
IPV	Internet Protocol Video
NVR	Network Video Recorders (with capability of 72 hour video storage before overwrite)
OCC	Operations Control Center
PAS	Public Address System
PAT	Passenger Assistance Telephone
PIS	Passenger Information System
SCADA	Supervisory Control and Data Acquisition
TPSS	Traction Power Substation
TWC	Train to Wayside Communication
VMSF	Vehicle Maintenance and Storage Facility

The County Betterments are:

A.) SCADA/TPSS

1.) Traction Power Substations will be connected to the overall the SCADA Duct Bank and monitored and controlled at the OCC. This includes transfer trip protection as well as remote shut-off from the OCC. It is assumed that there are a total of 4 TPSS for the entire Wave project.

- *Communications I/O Connection to Duct* Bank (connection via SCADA Duct Bank to the OCC)

- *VOIP Phone* (Included as part of each Traction Power Sub-Station for secure communications using the SCADA Duct Back)
- *Network Switch* (Provides remote control of TPSS through the SCADA Duct Bank)
- *Transfer Trip* (working over the SCADA Duct Bank)

2.) **Supervisory Control and Data Acquisition (SCADA) Duct Bank:** is the main infrastructural component of the overall SCADA system that will be "incorporated with the systems civil design to interconnect with the OCC". The following systems will be integrated with the OCC via this Duct Bank: "traction power substations (including intrusion detection), signal/communications equipment houses and cases, and fire/life safety equipment".

- *144 Strand Fiber Optic Cable* (inclusive of splicing, enclosures, terminations, etc.)
- *Portion of Submarine Duct Bank* (expanding the scope of the previously planned directional bore cable to accommodate the additional conduit from the SCADA Duct Bank)
- *Concrete Encased Duct Bank* (4 - 2 inch direct burial)
- *Miscellaneous Conduit and Fiber* (feeding from trunk line to TPSS and other communications equipment)

B.) **Advanced Train & Traffic Control and Communications**

1.) **Train Control** requests cover all areas related to train only movements. This includes "interlocking protection at all control points for trains leaving the maintenance facility". Additionally a "Train to Wayside Communications (TWC) system" will be provided and "the traffic signal controller will communicate with the guideway proximity loops."

- *Train to Wayside Controller Cabinets and Equipment* (much like a traffic signal controller cabinet – this equipment will monitor the guideway loops and communicate via the SCADA Duct Bank).
- *Train to Wayside Loops* (the actual in-slab loop that will transmit data from vehicle to TWC equipment including "check-in" and "check-out" signals)
- *End of Line/VMSF Interlock* Interlock for Non-Revenue Track between southernmost station and maintenance facility will control the switches in this segment to prevent the possibility of two trains traveling in the same track in opposite directions

- *Track Switch Interlock* Controls the crossover on S 6th Street to prevent the possibility of two trains traveling in the same track in opposite directions
- *Video on Alignment* - 2 cameras per switch and 4 switches for 8 total cameras to monitor turnout operations
- *Network Video Recorder* - Inside communication node signal house
- *Communication Node* (used as a cabinet for video recording equipment and potential support of other communication equipment interacting with the SCADA Duct Bank)

2.) **<u>Traffic Signal Upgrades</u>** are being upgraded to allow for the future incorporation of signal priority and preemption along the Wave alignment. It would also add "twelve-inch bar signals mounted both near-side and far-side to provide redundancy and improve visibility for the Wave operator" at all intersections – not just those with special streetcar movements/signal phases. Broward County Traffic Engineering Department does not currently have a fiber optic duct bank on the portion of the Wave alignment south of the New River - these requests would provide it.

- *144 Strand Fiber Optic Cable* (Specifically for traffic signals south of the New River inclusive of splicing, enclosures, terminations, etc.)
- *Train Signal Heads* (at each intersection)
- *TWC Mid-block Controllers* (Controller for communications equipment not located at intersections)
- *Illuminated Back Lit Signs* (Special warning signs for Wave Streetcar movements)
- *Traffic Controller and Cabinet Replacement* (Intersections south of the New River will require new traffic controllers and cabinets to accommodate fiber optics)
- *Fiber Termination, Switch and Patch Panel* (laterals from trunk line)
- *Full Traffic Signal Construction: cabinet, poles, mast arms, detection, signal head, signs* (New signals will be required based on County requests)
- *Traffic Signal SOP Plans* (Standard operations plans at intersections with special streetcar movements)
- *Concept of Operations and Intersection Simulation Testing* (Concept of operations engineering work for the entire Wave Streetcar alignment)
- *Additional Signalization for 1B South.* The PMC is providing geotechnical services related to the design of 4 full mast arm signals and one HAWK signal.

3.) **<u>Stations Communications</u>** will include "Public Address and Passenger Information Systems" and "Passenger Assistance Telephone". "Internet Protocol Video (IPV) HD camera system for station platforms, to include NVRs, color HD PTZ (pan, tilt, zoom) cameras, remote monitoring capabilities, and recording equipment". All of this equipment will be configured to be incorporated to communicate through the SCADA Duct Bank and will be controlled and monitored at the Operations Control Center (OCC). It is assumed that there are a total of 15 station stop locations for the entire Wave project.

- *Public Address (PA) System* (each station will include "Amplifier-driven loudspeakers"... "will be multi zoned so announcements can be differentiated between directional platforms" and "software application will allow messages to be sent to an individual station, a group of stations, or all stations from an OCC" multi zone and directional shall only be used at center platforms and/or shared usage platforms)
- *Passenger Information System Upgrade* (Double-sided PIS "installed in compliance with ADA/TAS requirements" with "amber strobe light integrated into the display when an emergency message is being displayed")
- *Passenger Assistance Telephone (PAT)* (IP configurable, push-to-talk phone, which calls the Operations Control Center and is recorded)
- *CCTV* (IPV as described above and protected from environment and vandalism)
- *Communications Cabinet* (NVRs at intermediate locations that will collect and record video for 72 hours)
- *Communications I/O Connection to SCADA Duct Bank* (connection of all above equipment to the OCC)

4.) **<u>Operations Control Center</u>** will allow for monitoring and control of Train Control components, public address and public information equipment, TPSS and all other elements connected to the SCADA Duct Bank.

- *GPS Master Time Source* (Sets all network clocks to synchronized time)
- *PAS/PIS Server* (Server for the control of the PA/PIS as well as recording of 30 days of audio from all incoming and outgoing circuits)
- *IP PBX Telephone System* (Telephone systems for incoming PAT calls and operations and maintenance calls from TPSS)
- *SCADA Duct Bank Interface* (Physical connection from Duct Bank to OCC)
- *Video Monitoring System* (Video monitoring of maintenance facility yard, stations and switches)

- *Workstations* ("Multiple graphic displays at three (3) workstations")
- *Integrated Control/Network Management Software* (All required software and hardware to monitor and control information in conjunction with all integrated systems)

C.) <u>Sectionalized-Ready Vehicles</u>

The PMC utilizing its sub-contractor LTK, will provide an updated Vehicle Technical Specification and corresponding Contract Documents to provide Sectionalized-Ready Vehicles.

Tracking No. 06261541

REVISED 062215
AGENDA ITEM NO. R5

SOUTH FLORIDA REGIONAL TRANSPORTATION AUTHORITY
GOVERNING BOARD MEETING: JUNE 26, 2015

AGENDA ITEM REPORT

☐ Consent ☒ Regular

AMENDMENT NO. 3 TO AGREEMENT NO. 14-006 WITH PARSONS TRANSPORTATION GROUP, INC FOR FINAL DESIGN SERVICES FOR THE WAVE MODERN STREETCAR

REQUESTED ACTION:

MOTION TO APPROVE: Amendment No. 3 to Agreement No. 14-006 between the South Florida Regional Transportation Authority (SFRTA) and Parsons Transportation Group, Inc. (PTG), to provide Final Design Services for the Broward County Betterments for the Wave Modern Streetcar Project, in the maximum not-to-exceed amount of $1,186,836.77.

SUMMARY EXPLANATION AND BACKGROUND:
On August 29, 2014, the SFRTA Board awarded The Wave Modern Streetcar final design services to PTG in the maximum not-to-exceed amount of $7,762,689.65. These services included, among other tasks, the development of final design plans for the 2.7-mile Wave Modern Streetcar Project (Project) alignment.

The Broward County Betterments are: (1) Supervisory Control and Data Acquisition (SCADA) for the traction power sub-stations (TPSS); (2) advance train controls and communications; and (3) the option to purchase sectionalized vehicles (the "Betterments"). Broward County and the Florida Department of Transportation (FDOT) have agreed to fund the Betterments and on March 27, 2015 the SFRTA Board approved including the Betterments in the Project scope.

Amendment No. 3 tasks PTG with developing final plans for Betterments 1 and 2. SFRTA staff has negotiated a fee with the PTG which is 4.87% below the Independent Cost Estimate of $1,247,630.17. Staff recommends approval of Amendment No. 3 to Agreement No. 14-006 (Exhibit 1) in the maximum not-to-exceed amount of $1,186,836.77.

Department: Engineering and Construction
Project Manager: Martin Benzaquen, P.E.

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

FISCAL IMPACT: Not to Exceed Budgeted Funds (with funds provided by Broward County and FDOT through the Wave Partnership Agreement)

EXHIBITS ATTACHED: Exhibit 1 – Amendment No. 3 to Agreement No. 14-006

REVISED 062215
AGENDA ITEM NO. R5

AMENDMENT NO. 3 TO AGREEMENT NO. 14-006 WITH
PARSONS TRANSPORTATION GROUP, INC
FOR
FINAL DESIGN SERVICES
FOR THE WAVE MODERN STREETCAR

Recommended by: Daniel Mayza 6/19/15
Department Director Date

Approved by: 6/19/15
Procurement Director Date

Authorized by: 6/19/15
Executive Director Date

Approved as to Form
General Counsel Date
6/19/15

Board Action:

Approved: _____Yes _____No

Vote: _____ Unanimous

Amended Motion:

Commissioner Steven L. Abrams	____Yes ____ No	Marie Horenburger	____Yes ____No
Commissioner Bruno Barreiro	____Yes ____No	Mayor Tim Ryan	____Yes ____No
James A. Cummings	____Yes ____No	Nick A. Inamdar	_____ Yes ____ No
Andrew Frey	____Yes ____ No	James A. Scott	_____Yes _____No
Frank Frione	____ Yes ____ No	Gerry O'Reilly, P.E.	_____Yes _____No

EXHIBIT 1

AMENDMENT NO. 3 TO AGREEMENT NO. 14-006

BETWEEN

SOUTH FLORIDA REGIONAL TRANSPORTATION AUTHORITY

AND

PARSONS TRANSPORTATION GROUP, INC.

FOR

DESIGN SERVICES FOR THE WAVE MODERN STREETCAR

AMENDMENT NO. 3 TO AGREEMENT NO. 14-006

BETWEEN

SOUTH FLORIDA REGIONAL TRANSPORTATION AUTHORITY

AND

PARSONS TRANSPORTATION GROUP, INC.

FOR

DESIGN SERVICES FOR THE WAVE MODERN STREETCAR

This is Amendment No. 3 to the Agreement for Design Services for the Wave Modern Streetcar between **SOUTH FLORIDA REGIONAL TRANSPORTATION AUTHORITY,** hereinafter referred to as **"SFRTA"** and **PARSONS TRANSPORTATION GROUP, INC.,** hereinafter referred to as **"CONTRACTOR".**

WHEREAS, on August 22, 2014, **SFRTA** and **CONTRACTOR** entered into an Agreement, hereinafter referred to as "Agreement," in the maximum not-to-exceed amount of $7,762,689.65; and

WHEREAS, on February 2, 2015, Amendment No. 1 to the Agreement between **CONTRACTOR** and **SFRTA** was executed to incorporate additional hours for redesign services related to the City of Fort Lauderdale's decision to remove vehicular traffic on SE 6th Street in front of the Broward County Courthouse, for the total not-to-exceed amount of $90,752.63; and

WHEREAS, on May 22, 2015, Amendment No. 2 to the Agreement between **CONTRACTOR** and **SFRTA** was executed to add Scope of Services to the Agreement for final design services of Phase 1(C) to the new Vehicle Maintenance Storage Facility (VMSF) location and final design services of Phase 1(D) "Northern Loop", for the total not-to-exceed amount of $423,876.57; and

WHEREAS, **SFRTA** now wishes to amend the Agreement to incorporate additional Scope of Services for system Betterments at the request of Broward County; and

WHEREAS, **CONTRACTOR** will perform the additional final design services for the total not-to-exceed amount of $1,186,836.77;

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. The **Scope of Services** attached to the Agreement is amended to include the following:

   Scope of Services is being expanded with Attachment 1 of Amendment No. 3 entitled "Scope of Services – Broward County Betterments", which is attached hereto and incorporated herein.

2. The **COMPENSATION** section of the Agreement is amended to read as follows:

   SFRTA agrees to pay the CONTRACTOR compensation as specified in the Contract Documents the maximum not-to-exceed amount of ~~Eight Million Two Hundred Seventy Seven Thousand Three Hundred Eighteen Dollars and Eighty-five Cents ($8,277,318.85)~~ Nine Million Four Hundred Sixty Four Thousand One Hundred Fifty-five and Sixty-two Cents ($9,464,155.62).

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 Amendment No. 3 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 Third Amendment to the Agreement on the respective date under each signature: **PARSONS TRANSPORTATION GROUP, 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 by Board action on the ____ day of _____, 2015.

SFRTA

ATTEST:

SOUTH FLORIDA REGIONAL
TRANSPORTATION AUTHORITY

_____
JACK L. STEPHENS
EXECUTIVE DIRECTOR

By_____
COMMISSIONER BRUNO BARREIRO, CHAIR

_____ DAY OF _____, 2015

(SFRTA SEAL)

Approved as to form by:

_____
CHRIS BROSS, Director
Procurement

_____
TERESA MOORE, General Counsel

ATTEST:

PARSONS TRANSPORTATION GROUP, INC.

_____
WITNESS

_____
PRESIDENT OR VICE-PRESIDENT

_____ DAY OF _____, 2015

ATTACHMENT 1 OF AMENDMENT NO. 3
DESIGN SERVICES FOR THE WAVE MODERN STREETCAR
SCOPE OF SERVICES – BROWARD COUNTY BETTERMENTS

SCOPE DESCRIPTION:

PTG as the final designer of the Wave Streetcar will be providing additional final design services to incorporate Broward County requested Signalization, Train Control and Communication improvements to the Wave Streetcar system. The added abilities will allow the signalization, train control and communications systems and human interface systems to facilitate control and/or monitoring of train traffic, track conditions, traction power substations, station facilities and the SE 3rd Ave. movable bridge with SCADA. The scope includes design services with development, design, drawings and specifications as deliverables for the following:

COMMUNICATION

- A Central Control System (CCS) with supervisory control and communications equipment, to allow Broward County Operations personnel to remotely monitor and/or control Wave train movements, stations, traction power substations, fare collection equipment, and other streetcar systems;
- A Supervisory Control and Data Acquisition (SCADA) System interconnecting Wave Control Center (WCC) with all passenger stations, signal equipment rooms and cases, communications equipment rooms and cases, traction power substations, the vehicle maintenance and storage facility (VMSF), and movable bridge;
- Closed Circuit Television (CCTV) Weatherproof IPV system to allow Broward County Transit personnel at the WCC to monitor the following areas: Yard, station platforms, Bridge Access, and critical streetcar approaches and/or segments;
- A digital 144 strand fiber-optic-based Cable Transmission System (CTS), to carry Broward County Transit voice and data along the length of the streetcar system and thru submarine cable conduit;
- A fiber-optic-based Cable Transmission System (CTS) to carry Broward County Transit video along the length of the streetcar system, connecting selected streetcar facilities with the WCC;
- Amplified Public Address (PA) Systems at all passenger stations that are IP configurable, PTT and recordable at OCC;
- Passenger Information System (PIS) (Readerboards and interface equipment connected to OCC) at all passenger stations to allow the visual, text, display of passenger information;

- Passenger Assistance Telephone System(PAT), which shall cause a visual and audible alarm at the WCC;
- A Local Area Network carrying Broward County Transit's Information System computer network shall be distributed to certain stations, facilities, TPS and all signal and communication equipment system wide;
- A Local Area Network distributed to all passenger stations, providing a data connection between the control center and each stations' fare collection equipment data network;
- Data circuits between each Train-to-Wayside Communication (TWC) unit and the CCS equipment; and
- A PBX telephone system for employee use at station platforms, equipment rooms, operations rooms, and at OCC at VMSF building.

TRAIN CONTROL AND SIGNALS

- Railway signaling equipment shall be applied at various Streetcar locations to enhance safety in the movement of trains and to improve the overall efficiency of train operations. These functions include the protection and control of track switches; the protection for the following trains operating with the normal current traffic.
    - At stations and interlocking entrances system wide will use Train to Wayside Communications (TWC) systems (loops and controllers) to provide non-vital signal requests and other non-vital information to the Wave Control Center. Specific functions provided by the TWCs will include:
        - 1. Automatically calls the "Automatic Route" through interlockings; the same interface can cancel and recall routes and alternate routes at any home interlocking signal;
        - 2. Cancel and re-request traffic signal equipment and movable bridge activation to reduce the impact of train movements and delays in street intersections;
        - 3. Update the Wave Control Center (WCC) computer system for train locations, train numbers, car numbers, and destinations for any/every trains automatically; and
        - 4. Provide train location to traffic controllers for priority and preemption of roadway traffic intersections;
        - 5. End of line/VMSF interlock between southernmost station and VMSF and at the SE 6th St. crossover that will control switches to prevent the possibility of two trains on the same track in the opposite direction;

- 6. Video will be provided at 4 switch locations to monitor turnout locations (2 cameras per switch).

TRACTION POWER

- Provide Traction Power Substation (TPSS) transfer trip. A "transfer trip" shall be provided to trip feeder circuit breakers adjacent to the section where a DC fault is detected. An auto-reclose circuit will sense whether the fault is cleared or remains. The circuit will command the circuit breakers reclose if the fault is removed within a preset number of tries. Otherwise, the circuit breakers shall remain open and lock themselves out.
- TPSS will be monitored and controlled thru SCADA via the OCC thru network switch and VOIP monitoring.

TRAFFIC SIGNALS

- FIVE additional full traffic signalized intersection per County Request AS FOLLOWS:

S Andrews Avenue - S 16th Street	Full Signal including Transit Signal
S Andrews Avenue - S 15th Street	Full Signal
S Andrews Avenue - S 13th Street	Pedestrian Signal Treatment
S Andrews Avenue - S 11th Street	Full Signal
S Andrews Avenue - S 9th Street	Full Signal

- A digital 144 pair fiber-optic-based Cable Transmission System (CTS), to carry Broward County Traffic data along the length of the streetcar system South of the New River;
- Coordination with Train Control with train signals at each intersection
- All phase submittals and scope of work will be provided to match the original scope of work for 3.2.7 Traffic Signal Design dated August 19, 2014
- Cabinet wiring details are included as part of this submittal including modifications to handle the FOC south of the New River.
- Concept of Operations Development and Intersection Simulation Testing (See Below)

MEDIAN MODIFICATIONS

Medians shall be modified to accommodate new traffic signal locations identified by Broward County along S. Andrews Ave. The roadway plans required for the median

modifications will provide necessary drainage, grading plans, signing and pavement marking and utility coordination and plans. Modifications to existing lighting is not included. It is assumed that all existing landscaping within the medians will be removed due to conflicts with the streetcar operations, therefore no new landscaping or irrigation is included.

TRAFFIC OPERATIONS STUDY

A safe and efficient operation of the WAVE streetcar within the existing roadway network is important to the overall success of the project. An example of the importance is the area around the 3rd Avenue Bridge. This portion of the streetcar line is one of the most active areas of downtown. Automobile, bus transit and pedestrians interface with each other with a high level interaction. Drawbridge operations also impact the efficiency of the existing transportation network that has much demand and little spare capacity, especially during the evening peak hour commutes. The introduction of the streetcar through this area creates unique challenges on how to manage the various modes and their competing needs, while not impacting each other or creating an unsafe environment.

The traffic operations study is important element of the WAVE Streetcar Project that will allow the design team to evaluate operational conditions in order to provide guidance for the design efforts. The development of concept of operations for streetcar interface to the downtown network, streetcar operations assessment, traffic system to streetcar systems integration, and micro simulation activities are critical at this stage of the streetcar design and are detailed in the scope of work.

Assumptions:

- AM and PM turning movement counts are available for the study intersections (Optional Services)
- Signal timing plans will be provided by BCTED in Synchro format. (as per BCTED) Prior streetcar analysis documentation including station locations and track alignment
- Prepare for and attend or participate in up to one (1) coordination meetings (or conference call) per month with FDOT and BCTED staff to review the proposed operational strategies

Concept of Operations

A concept of operations report utilizes the systems engineering process to define how the WAVE streetcar system will operate, function, and integrate with the existing traffic signal systems. This will provide guidelines for the necessary

interoperable components linking the signal system, roadside/onboard transit equipment, and transit signal priority compatibility.

The purpose of this task is to follow a systems engineering approach to develop a concept of operations which will assess how the streetcar system will operate at signalized and unsignalized intersections. This task is to reach a shared understanding of how the active traffic control systems at intersections will to be developed, operated, and maintained. Specific objectives include:

- High level identification of user needs and system capabilities in terms that all project stakeholders can understand
- System assessment and compatibility with the traffic signal system, roadside/on-board vehicle equipment, transit signal priority systems, and communication protocols necessary to interface with rail control systems
- Stakeholder agreement on interrelationships and roles and responsibilities for the traffic control system
- Shared understanding by system owners, operators, maintainers, and developers on the who, what, why, where, and how of the system
- Agreement on key performance measures and a basic plan for how the system will be validated at the end of project development.

Development of the Concept of Operations

Upon completing the operational assessment, the CONSULTANT will conduct a working session or workshop with key stakeholders including SFRTA, FDOT, Broward County Traffic Engineering Department (BCTED), Broward County Transit (BCT), and the streetcar team to determine the operational expectations at near- and far-side stops, during turning and track switching operations, and performance metrics, Combined with the operational assessment and the feedback provided by the stakeholders, the CONSULTANT will prepare a draft concept of operations document summarizing the operational scenarios, stakeholder feedback, and system requirements. The concept of operations document will serve as the guidelines for the streetcar system design, implementation, monitoring, and regional system compatibility. The CONSULTANT will submit the draft Concept of Operations document and will update the submitted document based on OWNER team comments for a final document.

Deliverables:

- Conduct a stakeholder working session/workshop
- Draft and Final Concept of Operations
- Conduct a follow-up stakeholder working session/workshop

Operational Assessment

The operational assessment will determine the issues and constraints at intersections with the streetcar implementation. The objectives include:

- Identify any critical operational issues and causes, and
- Identify and document alternative operational concepts.

THE CONSULTANT will identify and categorize intersections based on common features, such as one-way streets, two-way streets, unsignalized, turning movements, and number of lanes/approaches. From the list, THE CONSULTANT will identify a subset of intersections and these will be considered as "typical" intersections along the streetcar corridors. In addition to the "typical" intersections, complex intersections will be identified. Upon selecting the intersections, THE CONSULTANT will assess operations at all intersections with consideration of all users (streetcar, bus, auto, pedestrian, bike, and truck). Many of the study intersections will have complex geometry and track operations (more than four approach legs, skews, crossovers, etc.) and the remaining intersections will have conventional geometry and track operations. There are various geometric and operational scenarios that are represented along WAVE Route.

The CONSULTANT will develop an operations summary which will include operational assessments of movements at the intersections and alternative concepts of how the various movements can operate safely, efficiently, and effectively. This assessment is a high level review of how a streetcar could operate at the select intersections. The CONSULTANT will submit the draft operational assessment and will update the submitted material based on OWNER team comments for a final document.

Deliverables:

- Draft and Final operational assessments
- Prepare for and attend one (1) meeting with OWNER team staff

Systems Integration

The purpose of this task is to define how the streetcar systems will function, operate, and integrate with the existing traffic signal systems and the new streetcar control system. Through this task, key issues will be assessed including developing a clear understanding how the streetcar rail control system will communicate to the signal system, how the streetcar and traffic signals will provide the appropriate operational indications to the streetcar, and how the system will overlap and integrate with other ITS systems such as transit signal priority. The key deliverable for this task is a system design framework and

guideline for intersections. This framework will also provide SFRTA, FDOT, and BCTED guidance on future streetcar design efforts.

System Requirements

The purpose of this task is to define the system functional and performance requirements that govern what, how well, and under what conditions the traffic control integrates with the rail system and will achieve its purpose of safely and efficiently controlling the various users of the street system. The functional requirements will define "what" the traffic control system must do, and the performance requirements define "how well" the traffic control system must perform its functions. The CONSULTANT will identify and assess the system hardware and software components and their interfaces to the rail detection, control, and switch systems. This effort will also take into consideration the FDOT TSP system requirements to ensure that streetcar operations will function without conflicting with other mobility and operating goals. Should there be conflicting issues, SFRTA, FDOT, BCTED and BCT staff will be engaged to determine a mutually beneficial solution. The current System Requirements developed during the EA will be modified based on the finding of this activity.

Outcomes of this task along with next task will provide details on creating a framework for the system design.

Controller Assessment

A firm understanding of the traffic signal controller capabilities and limitations will be required to verify that streetcar operational concepts are feasible and will not impact typical operations. Specific issues include:

- Streetcar detection causing a loss in coordination,
- Ability to display a streetcar/transit-only signal indications upon detection without conflicts,
- Resulting pedestrian operations and indication displays after a streetcar detection,
- Impacts due to drop in streetcar detection/communications to the signal system, and
- Impacts due to continued streetcar detection as a result of congestion or blocked tracks.
- Controller replacement on the south side of the river, if needed.

Under this task, THE CONSULTANT will evaluate the existing BCTED traffic controller systems and the compatibility with streetcar rail operations and communications interfaces. THE CONSULTANT will build upon current knowledge of the Naztec traffic signal controller firmware and expand it to assess

streetcar operations. The activity will identify existing and additional functionality of the signal controller that will be necessary based on the findings and recommendations from the Concept of Operations and Operational Assessment activities. Logic statement capabilities and additional software modifications may be included in this assessment.

Deliverables:

- Document changes to current Systems Requirements
- Documentation of the traffic signal controller assessment and integration recommendations

System Design Criteria

The system design will define the operations strategies at each intersection based on the attributes of the intersections and the outcome of the tasks above. Upon the assessment of the system requirements and the traffic signal controller, the CONSULTANT will develop a framework for intersection system designs including the traffic signal system integration, intersection control and phasing strategy. As part of the framework, the task will define the interface between the streetcar train to wayside rail system controller and the traffic control system. It will also define the hardware and software needed for the traffic control system to safely and efficiently respond to the streetcar requests for service and the need for confirmation back to the train wayside controller. The design framework will also include typical intersection control guidelines such as signal head placement, indication types, and movement phasing as well as complementary signing and striping guidelines. Up to ten (10) intersections will be identified and used as the basis of the design framework.

Deliverable:

- System design framework document with guidelines based on the evaluation to ten (10) intersection types/configurations for streetcar operations and management

VISSIM Simulation Modeling

A VISSIM micro simulation model will be developed to be used as a proof of concept to show how potential signal control solutions will function. The model will be used to show when do streetcar phases get served and what happens before, during and after the streetcar proceeds through a segment of the route. The primary objective of the model is to illustrate that everything will operate safely. Once that is confirmed, operational efficiencies can be further refined. The simulation model is most useful at a location where the streetcar is anticipated to affect the transportation system the most. The simulation model will focus detailed signalized operations where the streetcar turns, changes lanes or any other unique operations challenge exists along the route. The simulation model will not be developed for the entire streetcar route, rather the model

will focus on the central portion of the streetcar, which includes the 3rd Avenue drawbridge and the stations located on either end of the study segment. The model may include the following intersections:

- S Andrews Ave/S 6th Street
- SE 3rd Avenue/ SE 6th Street
- SE 3rd Avenue/E Las Olas Blvd
- SE 3rd Avenue/SE 2nd Street
- S Andrews Avenue/S 2nd Street
- SE 1st Avenue/E Las Olas Blvd

The intersection of SE 3rd Avenue/E Las Olas Blvd will have complex operations due to the influence of the drawbridge and the rail switch. It is recommended that Hardware in the Loop Simulation (HILS) is utilized for the signal control. This means the Trafficware 2070 signal controller is physically connected to the simulation and the physical controller manages the signal operations in the simulated environment. This process is extremely helpful in testing streetcar operations with the actual signal controller that operates in the field, but in controlled environment of a signal lab.

The simulation model will focus on the detailed operations of the streetcar, and will include elements such as detection location, traffic signal phasing, and the influence of station location. The operational strategies identified in the previous system integration and concept of operations activities will be tested and refined. The simulation will be used to test traffic signal timing and phasing strategies and their interactions with streetcar, auto, pedestrian and bus operations. The results will be used to guide and inform design decisions.

Tracking No. 06261542 AGENDA ITEM NO. R6

SOUTH FLORIDA REGIONAL TRANSPORTATION AUTHORITY
GOVERNING BOARD MEETING: JUNE 26, 2015

AGENDA ITEM REPORT

☐ Consent ☒ Regular

AGREEMENT AND RESOLUTION 15-003 FOR STATE INFRASTRUCTURE BANK (SIB) LOAN

REQUESTED ACTION:

MOTION TO APPROVE:

A. State Infrastructure Bank ("SIB") Loan Agreement FM #437252-1 between the Florida Department of Transportation ("FDOT") and the South Florida Regional Transportation Authority ("SFRTA") for funds in the amount of $19,300,000 for the Capital Costs of the SFRTA Operations Center Project.

B. Resolution 15-003 pledging SFRTA Capital Funds as Repayment of SIB loan.

SUMMARY EXPLANATION AND BACKGROUND:

On January 24, 2014, the SFRTA Governing Board approved construction of a new Operations Center consisting of a 3-story building and a 4-story parking garage. The building, which is approximately 79,000 square feet, will include: a South Florida Rail Corridor (SFRC) rail dispatch center, a 150-seat boardroom, a customer service center, revenue collection facilities, ticket vending machine work areas, and offices for SFRTA's administrative staff (the "Project").

In order to expedite the Project, SFRTA has applied for a short-term SIB loan in the amount of $19,300,000 (the "SIB Loan"). The terms of the SIB Loan will be six years at 1.55% interest with payments to begin in year one, and level payments to continue over the term of the loan. The SIB Loan application was submitted to FDOT on August 29, 2014, pursuant to authorization from the SFRTA Governing Board at its August 22, 2014 meeting, and funding in the amount of $19,300,000 is programmed in SFRTA's Capital Budget for Fiscal Year 2016.

(Continued on Page 2)

Department: Director of Finance
Project Manager: Richard Chess

Department Director: Richard Chess
Procurement Director: N/A

FISCAL IMPACT: Funding for repayment of the SIB loan and interest has been programed in SFRTA's Capital Budget through FY 2020-2021

EXHIBIT ATTACHED: Exhibit 1 – State Infrastructure Bank Loan Agreement
Exhibit 2 – Resolution 15-003 pledging SFRTA Capital Funds

AGREEMENT AND RESOLUTION 15-003 FOR STATE INFRASTRUCTURE BANK (SIB) LOAN

SUMMARY EXPLANATION AND BACKGROUND: (Continued)

The SIB Loan will be backed by a senior pledge of the dedicated Local and Federal Formula Funds directed to the SFRTA Capital Program. The Local Funds are provided in the form of the statutory annual contributions from Broward, Miami-Dade, and Palm Beach counties to the SFRTA.

SFRTA requests approval of the SIB loan agreement with FDOT in the amount of $19,300,000 and a resolution pledging SFRTA capital funds as repayment (see Exhibits 1 & 2).

AGREEMENT AND RESOLUTION 15-003 FOR STATE INFRASTRUCTURE BANK (SIB) LOAN

Recommended by: 6/19/15
Department Director Date

Approved by: _____
Contracts Director Date

Authorized by: 6/19/15
Executive Director Date

Approved as to Form _____
General Counsel Date 6/19/15

Board Action:

Approved: _____Yes _____No

Vote: _____ Unanimous

Amended Motion:

Commissioner Steven L. Abrams	____Yes ____ No	Marie Horenburger	_____ Yes _____ No
Commissioner Bruno Barreiro	____Yes ____No	Nick A. Inmadar	_____Yes _____No
James A. Cummings	____Yes ____No	Gerry O'Reilly	_____Yes _____No
Andrew Fray	____Yes ____No	Mayor Tim Ryan	_____Yes _____No
Frank Frione	____Yes _____No	James A. Scott	_____Yes _____No

STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION

STATE INFRASTRUCTURE BANK LOAN AGREEMENT

CFDA Number: 20.507
DUNS: 80-939-7102
Contract Number: G0099

THIS STATE INFRASTRUCTURE BANK LOAN AGREEMENT, is entered into between the **STATE OF FLORIDA, DEPARTMENT OF TRANSPORTATION**, an agency of the State of Florida (the "Department"), and the **SOUTH FLORIDA REGIONAL TRANSPORTATION AUTHORITY**, a body politic and corporate and an agency of the State of Florida created pursuant to Chapter 343, Florida Statutes (the "Borrower").

RECITALS

A. The Department has established a federally-funded State Infrastructure Bank ("SIB") in accordance with the provisions of the Transportation Equity Act for the 21st Century, Public Law 105-178, title 1, §1511, June 9, 1998, 112 Stat. 251 (the "Federal Authorization") and a State Infrastructure Bank Cooperative Agreement between the Department, the Federal Highway Administration, the Federal Transit Administration, and the Federal Railroad Administration, effective July 28, 1999 (the "Cooperative Agreement").

B. Under the Federal Authorization, the Cooperative Agreement, and Sections 339.08(1)(d),(g), and (h), Florida Statutes, the Department may make loans or provide other forms of credit assistance to a public or private entity to carry out transportation projects eligible for assistance under the Federal Authorization.

C. The Borrower has applied for a SIB loan for a capital improvement project.

D. The Department has determined that the project meets the requirements for a SIB loan.

AGREEMENT

In consideration of the Department making the loan to the Borrower, in the principal amount and pursuant to the covenants expressed in this Agreement, and intending to be legally bound by this Agreement, the Department and the Borrower agree as follows:

ARTICLE I – DEFINITIONS

1.01 WORDS AND TERMS.

In addition to the words and terms elsewhere defined in this Agreement, the following words and terms shall have the meanings set forth below:

(1) "Agreement" or "Loan Agreement" shall mean this loan agreement and all exhibits and schedules attached hereto.

(2) "Agreement Date" means the date on which this Agreement is executed by the last party to sign.

(3) "Authorized Representative" means the official or officials of the Borrower authorized by resolution or other action of the Borrower to sign documents associated with the Loan.

(4) "Disbursement" means the amounts of the Loan disbursed by the Department to the Borrower.

(5) "Financing Rate" means the charges, expressed as a percent per annum, imposed on the unpaid principal of the Loan.

(6) "Fiscal Year" means the State fiscal year period commencing on July 1 of each year and ending on June 30 of the succeeding year.

(7) "Loan" means the loan made to the Borrower pursuant to this Agreement in the initial principal amount of Nineteen Million Three Hundred Thousand and 00/100 Dollars ($19,300,000.00).

(8) "Loan Application" means the completed form which provides all information required to support obtaining the Loan.

(9) "Loan Payment" means the loan payment due from the Borrower.

(10) "Pledged Revenues" means the specific Borrower revenues pledged as security for repayment of the Loan, which are the dedicated funds made available to the Borrower pursuant to s. 348.58(1), Florida Statutes, by Miami-Dade, Broward, and Palm Beach counties from time to time during any period that any principal or interest of the Loan remains unpaid, the Federal Transit Administration Section 5307 Urbanized Area Formula Grant Funds allocated to the Borrower from time to time during any period that any principal or interest of the Loan remains unpaid, and the Federal Transit Administration Section 5337 State of Good Repair Grant Funds allocated to the Borrower from time to time during any period that any principal or interest of the Loan remains unpaid.

(11) "Project" means the state capital outlay project financed by this Loan, consisting of design and construction of a new building and parking facility to function as the Borrower's transit administration and operations facility, at the northwest corner of NW 8th Avenue and NW 33rd Street, Pompano Beach, Florida, as more fully described in the Loan Application, in accordance with applicable law and the summary included in Exhibit A.

(12) "State" means the State of Florida.

(13) "State Infrastructure Bank" or "SIB" means the federally-funded State Infrastructure Bank created pursuant to the Cooperative Agreement.

1.02 CORRELATIVE WORDS.

Words of the masculine gender include correlative words of the feminine and neuter genders. Unless the context otherwise indicates, the singular includes the plural and the word "person" includes departments and associations, including public bodies, as well as natural persons.

ARTICLE II - WARRANTIES, REPRESENTATIONS AND COVENANTS

2.01 GENERAL WARRANTIES, REPRESENTATIONS AND COVENANTS.

The Borrower warrants, represents, and covenants that:

(1) The Borrower has full power and authority to enter into and comply with the provisions of this Agreement and shall initiate and prosecute to completion all proceedings necessary to enable the Borrower to provide the necessary funds for repayment of the Loan.

(2) This Agreement has been duly authorized, executed, and delivered by the Borrower and constitutes a valid and legally binding obligation of the Borrower, enforceable against the Borrower in accordance with the terms hereof.

(3) The Borrower currently is not the subject of bankruptcy, insolvency, or reorganization proceedings and is not in default of, or otherwise subject to, any agreement or any law, administrative regulation, judgment, decree, note, resolution, charter or ordinance which would currently restrain or enjoin it from entering into, or complying with, this Agreement.

(4) There is no material action, suit, proceeding, inquiry, or investigation, at law or in equity, before any court or public body, pending or, to the best of the Borrower's knowledge, threatened, which seeks to restrain or enjoin the Borrower from entering into or complying with this Agreement.

(5) The Borrower's execution of this Agreement and compliance with the terms of this Agreement will not result in a default by the Borrower under the terms of any contract, bond, or financing arrangement to which the Borrower is a party.

(6) All Borrower representations to the Department, pursuant to the Loan Application and this Agreement, were and are true and accurate as of the date the Loan Application and this Agreement were each executed by the Borrower. The financial information delivered by the Borrower to the Department was current and correct as of its date. Since the date of such financial information, there has not been any material adverse change in the financial condition or revenues and expenditures of the Borrower, or in the collection of the Pledged Revenues. The Borrower shall comply with all applicable State and Federal laws, rules, and regulations. To the

extent that any assurance, representation, or covenant requires a future action, the Borrower shall take such action as is necessary for compliance.

(7) The Borrower has the authority to pledge the Pledged Revenues as security for repayment of the Loan and no election or referendum is required to make the pledge of the Pledge Revenues valid and legally enforceable.

(8) The Borrower shall adhere to accepted governmental accounting principles established by the Governmental Accounting Standards Board.

(9) Pursuant to Section 216.347 of the Florida Statutes, the Borrower shall not use the Loan proceeds for the purpose of lobbying the Florida Legislature, the Judicial Branch, or a State agency. The Borrower shall not use the Loan proceeds to influence any officer or employee of a Federal agency, member of Congress or an employee of a member of Congress, or officer or employee of Congress. The Borrower certifies, to the best of its knowledge and belief, that:

(a) No Federal appropriated funds have been paid or will be paid, by or on behalf of the Borrower, to any person for influencing or attempting to influence an officer or employee of any Federal agency, a Member of Congress, an officer or employee of Congress, or an employee of a Member of Congress in connection with the awarding of any Federal contract, the making of any Federal grant, the making of any Federal loan, the entering into of any cooperative agreement, and the extension, continuation, renewal, amendment, or modification of any Federal contract, grant, loan, or cooperative agreement.

(b) If any funds other than Federal appropriated funds have been paid or will be paid to any person for influencing or attempting to influence an officer or employee of any Federal agency, a Member of Congress, an officer or employee of Congress, or an employee of a Member of Congress in connection with this Loan, the Borrower shall complete and submit Standard Form-LLL, "Disclosure Form to Report Lobbying," in accordance with its instructions.

(c) The Borrower acknowledges that the certifications made in paragraphs (a) and (b) are material representations of fact upon which the Department is relying in entering into this Loan Agreement.

(d) The Borrower shall include the certifications in paragraphs (a) and (b) of this subsection (9) in all of its agreements and contracts related to the Project entered into subsequent to the date hereof and shall require that such certifications be included in all lower tier subcontracts or agreements for the performance of work on the Project.

(10) The Borrower has established, and will maintain, a written code or standard of conduct applicable to its officers, employees, board members or agents, and those individuals' relatives, that prohibits their involvement in the selection, award, or administration of any contract in connection with the Project if they have a present or potential financial or other significant interest therein and prohibits the acceptance of any gratuity, favor, or other thing of monetary value from any person interested or involved in the performance of work on the Project.

(11) The Borrower shall submit to the Department such data, reports, records, contracts and other documents as the Department may request in order to ascertain the performance by the Borrower of its obligations under this Agreement.

(12) The Borrower shall undertake the Project on its own responsibility, to the extent permitted by law.

(13) The Borrower knows of no reason why any permits or approvals required for construction of the Project are not obtainable.

(14) The Borrower covenants that this Agreement is entered into for the purpose of constructing, acquiring, refunding, or refinancing the Project which will in all events serve a public purpose. The Borrower covenants that it will, under all conditions, complete and operate the Project to fulfill the public need.

(15) The Borrower has included the Loan Payments to be paid from the Pledged Revenues in the Borrower's adopted Capital Budget included as Exhibit F. The Borrower covenants that the annual Loan Payments will be included in the funded Capital Budget for each Borrower fiscal year until the Loan is fully repaid. The Borrower shall provide the Department's SIB Program Manager with a copy of the Borrower's adopted Capital Budget each year during the period in which any amount of the Loan remains unpaid.

(16) During the period that any principal or interest of the Loan remains unpaid, the Borrower shall not enter into any binding commitment to expend funds for new capital projects unless the Borrower first certifies to the Department in writing that the Pledged Revenues anticipated to be received by the Borrower during the remaining period the Loan is scheduled to be repaid will be sufficient to make all Loan Repayments when due and all other payments for Borrower capital projects that will become due during such period pursuant to any other legal obligation of the Borrower.

2.02 LEGAL AUTHORIZATION.

Upon signing this Agreement, the Borrower's legal counsel shall express the opinion subject to laws affecting the rights of creditors generally, that:

(1) This Agreement has been duly authorized by the Borrower and shall constitute a valid and legal obligation of the Borrower enforceable in accordance with its terms upon execution by both parties; and

(2) This Agreement specifies the revenues pledged for repayment of the Loan, the pledge is valid and enforceable, and no election or referendum is required to make the pledge of the Pledge Revenues valid and legally enforceable.

(3) The covenant by the Borrower expressed in this Agreement to budget and appropriate such amounts of Borrower revenues as may be required to pay the Loan Payments constitutes a valid and legal obligation of the Borrower enforceable in accordance with the terms

of this Agreement upon execution by both parties, and no election or referendum is required to make that covenant by the Borrower valid and legally enforceable.

ARTICLE III - LOAN DISBURSEMENTS AND REPAYMENT

3.01 PRINCIPAL AMOUNT OF LOAN.

The Department agrees to lend to the Borrower, and the Borrower agrees to repay the Department the Loan at the times, in the amounts, and in the manner specified in this Agreement. The principal amount of the Loan as of any date shall consist of the aggregate Disbursements, plus interest that has accrued and been added to the principal amount of the Loan, less the aggregate principal component of all Loan Payments made, all as of such date.

3.02 FINANCING RATE.

Beginning on the date of the first Disbursement, interest shall accrue on the principal amount of the Loan at the Financing Rate. The Financing Rate is 1.55% per annum, compounded annually, using an actual-days-elapsed/365 day counting convention, as indicated by the Disbursement/Payment Schedule attached hereto as Exhibit B.

3.03 LOAN DISBURSEMENTS.

The Department shall disburse the Loan to the Borrower in the amounts and at the times specified in the Disbursement/Payment Schedule attached as Exhibit B, provided that prior to each Disbursement, the SIB Program Manager receives a completed Disbursement Request Form substantially in the form of Exhibit C, and such other certificates or documents as the Department shall reasonably request in order to process each Disbursement. Upon written request by the Borrower, or upon its own initiative, the Department may, in its sole and absolute discretion, amend the Disbursement/Payment Schedule to take into account unexpected events or reasonable adjustments to the financing of the Project, including, but not limited to, increases or decreases in the Disbursement amounts and times, and acceleration or delays in the construction of the Project. Under no circumstances shall the sum of the Disbursements to the Borrower exceed $19,300,000.00. The Department's obligation to fund any Disbursement is subject to funds being made available by an appropriation made pursuant to Florida law.

Should the Department fail to fund any Disbursement due to the lack of an appropriation made pursuant to Florida law, the Payment Schedule in Exhibit B shall be adjusted to take into account the Department's failure to fund the Disbursement. In such event, the Borrower may, by written notice to the Department, elect to terminate its right to receive further Disbursements under this Agreement. After termination of its right to receive further Disbursements, Borrower shall be authorized to pledge the Pledged Revenues for a replacement loan for the Project to the extent the Pledged Revenues are projected to exceed two times (2.0) the amount of the annual Loan Payments that remain on the Loan to ensure the Project gets completed. Should the Department fail to fund all requested Disbursements due to the lack of an appropriation made pursuant to Florida law (so that no Disbursement has been made and no principal or interest is

owing on the Loan), the Borrower may, by written notice to the Department, elect to terminate this Agreement in full, after which the parties shall have no further obligations to each other under the terms of this Agreement.

The Department will have no obligation to honor any request for Disbursement made by the Borrower or otherwise make any Disbursement under this Agreement in the event that the Department has notified the Borrower that an event of default has occurred under this or any other agreement between the Borrower and the Department, or if the Department, in its sole discretion, determines that events have occurred which substantially diminish the likelihood that the Borrower will timely and fully honor its obligations under this Agreement or any other agreement between the Department and the Borrower. Any waiver of this provision by Disbursement following an event of default by the Borrower under the terms of this Agreement, or any other agreement between the Borrower and the Department, will not constitute a continuing waiver of this provision and the Department may refuse to make further Disbursements without any liability to the Borrower whatsoever.

3.04 LOAN PAYMENTS.

Loan Payments shall be made at the time and in the amounts stated in the Loan Disbursement/Payment Schedule attached as Exhibit B. The Department may, in its sole and absolute discretion, adjust the scheduled Payment of the Loan provided in the Disbursement/Payment Schedule to take into account the adjustments permitted by Section 3.03. Loan Payments shall be credited first to interest accrued on the principal amount of the Loan, if any, then to principal. Upon determination by the Department SIB Program Manager that a proposed prepayment will not adversely impact the Department's Federal SIB program account, the Borrower may prepay the Loan in full, or in part, without penalty. The limitation on prepayment expressed in the preceding sentence shall only apply in the event that the Department has issued, or has adopted a resolution authorizing the issuance of, bonds to provide additional financing for the Federal SIB program account.

ARTICLE IV – SECURITY

4.01 PLEDGE TO THE DEPARTMENT.

The Borrower pledges and assigns the Pledged Revenues to secure payment of the Loan. The pledge of revenues is contained in the resolution adopted by Borrower's governing board attached to this Agreement as Exhibit "E." The Borrower shall not take any action with respect to the Pledged Revenues that would be inconsistent with this pledge. The pledge of the Pledged Revenues shall be valid and binding as of the Agreement Date. The lien of the Department on the Pledged Revenues will be prior and superior to any other pledge, lien, charge, or encumbrance.

4.02 ADDITIONAL DEBT OBLIGATIONS.

The Borrower may not issue additional debt obligations with a lien on the Pledged Revenues without the Department's consent.

4.03 COLLECTION OF PLEDGED REVENUES.

The Borrower shall take no action to impair the collection of the Pledged Revenues.

ARTICLE V – THE PROJECT

5.01 PROJECT.

The Borrower shall commence and complete the Project as described in Exhibit A with all practical dispatch, in a sound, economical, and efficient manner, and in accordance with the provisions of this Agreement.

(1) The Borrower shall complete the Project in accordance with all applicable Federal and State laws, Federal regulations, State rules, and Federal guidance. In implementing the Project, the Borrower shall comply with, and shall ensure that its contractors and consultants comply with, all applicable provisions of the United State of America, Department of Transportation, Federal Transit Administration Master Agreement for each year in which a Disbursement is made. The Borrower shall require its contractors and consultants to comply with all applicable Federal and State laws and regulations in performing any work on the Project. The Borrower shall require its contractors to include all provisions required by Federal and State law and regulations in all lower tier agreements related to the Project. The Borrower acknowledges that Federal and State laws, regulations, rules, and guidance may change and all applicable changes will apply to this Agreement and all other agreements related to the Project.

(2) The Borrower shall submit to the Department all data, reports, records, contracts, and other documents relating to the Project as the Department may require. The Borrower shall have an interest in real property sufficient for the construction and location of the Project free and clear of liens and encumbrances which would impair the usefulness of the Project site for its intended use. The Borrower shall have obtained, prior to any Disbursement, all permits and approvals required for construction of the Project or portion of the Project funded under this Agreement.

(3) Consultants Competitive Negotiation Act: It is understood and agreed by the parties that participation by the Department in a project that involves a consultant contract for engineering, architecture or surveying services by the Borrower, is contingent on the Borrower complying in full with provisions of Chapter 287, Florida Statutes, Consultants Competitive Negotiation Act. The Borrower's attorney shall certify to the Department that selection has been accomplished in compliance with the Consultant's Competitive Negotiation Act.

(4) Disadvantaged Business Enterprise Policy and Obligation: It is the policy of the Department that disadvantaged business enterprises as defined in 49 CFR Part 23, as amended, shall have the maximum opportunity to participate in the performance of contracts financed in whole or in part with funds disbursed by the Department under this Agreement.

The Borrower agrees to ensure, and shall require its contractors to ensure, that Disadvantaged Business Enterprises as defined in 49 CFR Part 26, as amended, have the maximum opportunity to participate in the performance of contracts and this Agreement. In this regard, all recipients, and contractors shall take all necessary and reasonable steps in accordance with 49 CFR Part 26, as amended, to ensure that the Disadvantaged Business Enterprises have the maximum opportunity to compete for and perform contracts.

(5) Equal Employment Opportunity: In connection with carrying out the Project, the Borrower shall not discriminate against any employee or applicant for employment because of race, age, religion, color, sex, disability, or national origin. The Borrower shall impose the same prohibition on its contractors and consultants performing work on the Project and shall require its contractors to ensure that this prohibition is imposed in every contract, at any tier, for work on the Project.

(6) Prohibited Interests: Neither the Borrower nor any of its contractors, subcontractors, consultants, or subconsultants shall enter into any contract with one another, or arrangement in connection with the Project or any property included or planned to be included in the Project, which violates any provision of Chapter 112, Florida Statutes, relating to conflicts of interest and prohibited transactions. The Borrower shall further diligently abide by all provisions of Florida law regulating the Borrower with respect to procurement, contracting, and ethics. The Borrower shall insert in all contracts entered into in connection with the Project subsequent to the date hereof, and shall hereafter require its contractors and consultants to insert in each of their contracts the following provision:

"The Borrower is governed in its contracts and transactions by provisions of Florida law relating to conflicts of interest, prohibited transactions, and ethics in government. All parties to contracts with the Borrower relating to this project shall familiarize themselves with Chapter 112, Florida Statutes, and with general Florida law regulating the Borrower's ethical requirements, prohibitions, and limitations with respect to procurement and subsequent contracts."

The provisions of this subsection shall not be applicable to any agreement between the Borrower and its fiscal depositories, or to any agreement for utility services the rates for which are fixed or controlled by a governmental agency.

(7) Debarment and Suspension: The Borrower shall not enter into any arrangement to participate in the development or implementation of the Project with any person or entity that is debarred or suspended except as authorized by applicable Federal law and regulations. If required by applicable Federal law and regulations, the Borrower will review the U.S. GSA System of Award Management at https://www.sam.gov. The Borrower shall include the

requirements of this subsection (7) in each of its contracts related to the Project and shall require its contractors and consultants to include similar requirements in each of their contracts related to the Project.

(8) The Borrower shall include a provision in each contract subsequent to the date hereof it enters into with a private entity in connection with the Project by which the Borrower's contractor agrees that it and its employees that perform any work on the Project shall not, during the term of this Agreement, engage in severe forms of trafficking in persons, procure a commercial sex act, or use forced labor in the performance of work on the Project.

5.02 PROJECT CHANGES.

The Borrower covenants and agrees that it will not change the scope of the Project or alter the nature of the Project in any material fashion, or substitute any other project for the Project, without the prior written approval of the Department.

5.03 ENVIRONMENTAL POLLUTION.

The Borrower will carry out the Project in conformance with all applicable environmental laws and regulations including the securing of any applicable permits. The Borrower will be solely responsible for any liability in the event of non-compliance with applicable environmental regulations, including the securing of any applicable permits, and will reimburse the Department for any loss incurred in connection therewith. Without limiting the generality of the foregoing, in connection with the Project, the Borrower will not use any facilities that are in violation of the Clean Air Act or Clean Water Act, will report the use of facilities placed on or likely to be placed on the U.S. EPA "List of Violating Facilities", will report the use of prohibited facilities to the Federal Transit Administration and the Regional U.S. EPA Office, and shall comply with Section 306 of the Clean Air Act, as amended, 42 U.S.C. § 7606, and other requirements of the Clean Air Act, as amended, 42 U.S.C. §§ 7401 - 7671q, and Section 508 of the Clean Water Act, as amended, 33 U.S.C. § 1368, and other requirements of the Clean Water Act, as amended, 33 U.S.C. §§ 1251 – 1377.

5.04 PROJECT ACCOUNTING RECORDS

As part of its bookkeeping system, the Borrower shall keep accounts for the Project separate from all other accounts and it shall keep accurate records of all expenditure relating to the Project and Disbursements. Documentation regarding the Project accounts shall be made available to the Department upon request any time during the period of the Agreement and for five years after the final payment is made. All costs charged to the Project, including any approved services contributed by the Borrower or others, shall be supported by properly executed payrolls, time records, invoices, contracts, or vouchers that evidence, in proper detail, the nature and propriety of the charges. All costs charged to the Project, including any approved services contributed by the Borrower or others, shall be supported by properly executed payrolls, time records, invoices, contracts, or vouchers evidencing in proper detail the nature and propriety of the charges. Any check or order drawn by the Borrower with respect to any item which is or

will be supported by the Loan must be supported with a properly signed voucher on file in the office of the Borrower stating in proper detail the purpose for which such check or order is drawn. All checks, payrolls, invoices, contracts, vouchers, orders, or other accounting documents pertaining in whole or in part to the Project shall be clearly identified, and readily accessible, and, to the extent feasible, kept separate and apart from all other such documents.

5.05 PROJECT SCHEDULE, COMPLETION, BORROWER CERTIFICATION.

The Borrower agrees:

(1) Initiation of Project acquisition, design and construction occurred on December 30, 2014. No work on the Project prior to execution of this Agreement by the Department will be funded through Disbursement of the Loan.

(2) Completion of Project acquisition and construction is anticipated to occur on or before December 31, 2016. Upon completion of the Project, the Borrower shall certify to the Department in writing that the Project was completed in accordance with applicable plans and specifications and that the Project has been accepted by the Borrower as suitable for its intended purpose.

(3) In addition to the proceeds of this Loan, the Borrower covenants that it has obtained, or will obtain, sufficient moneys from other sources to complete construction and place the Project in operation. Failure of the Department to approve additional financing, where required, shall not constitute a waiver of the Borrower's covenant to complete and place the Project in operation.

(4) Upon completion of the Project, the Borrower will certify in writing that the Project (or expending of the Loan) was completed in accordance with applicable plans and specifications and that the Project is accepted by the Borrower as suitable for the intended purpose.

5.06 USE AND MAINTENANCE OF PROJECT.

The Borrower shall use the Project facilities and equipment to provide or support public transportation for the period of the useful life of such facilities and equipment as determined in accordance with general accounting principles. The Borrower will maintain the project facilities and equipment in good working order for the useful life of the facilities or equipment.

5.07 PROHIBITION ON ENCUMBRANCES AND TRANSFER

The Borrower is prohibited from selling, leasing, or disposing of any part of the Project which would materially adversely affect the ability of the Borrower to meet its obligations under this Agreement so long as this Agreement, including any amendment, is in effect, unless the written consent of the Department is first obtained.

5.08 PROPERTY RECORDS

The Borrower will maintain property records, conduct physical inventories, and develop control systems as required by 2 C.F.R. Part 200 and 2 C.F.R. Part 1201, as applicable.

5.09 INSURANCE

The Borrower will maintain or cause to be maintained equivalent insurance coverage for real property and equipment acquired or improved with a Disbursement as provided to other property owned by the Borrower.

ARTICLE VI - DEFAULTS AND REMEDIES

6.01 EVENTS OF DEFAULT.

The occurrence of any of the following events will be an event of default by the Borrower:

(1) Any failure to make a Loan Payment when it is due that continues for a period of 5 days after the due date.

(2) The making of any warranty, representation or other statement by, or on behalf of, the Borrower contained in this Agreement or in any document, certificate or information furnished in compliance with, or in reference to, this Agreement, that is determined to be false or misleading.

(3) Entry of an order or decree appointing a receiver for any part of the Project or the Pledged Revenues, with the acquiescence of the Borrower; or if such an order or decree is entered without the consent or acquiescence of the Borrower, the failure thereafter by the Borrower to obtain an order or decree vacating, discharging, or staying the appointment within 60 days.

(4) The initiation of any proceeding, with the acquiescence of the Borrower, for the purpose of effecting a composition between the Borrower and its creditors or for the purpose of adjusting the claims of such creditors, pursuant to any federal or state statute now or hereafter enacted, if the claims of such creditors are payable from Pledged Revenues.

(5) The initiation of any bankruptcy, insolvency, or other similar proceeding by the Borrower under federal or state bankruptcy or insolvency law now or hereafter in effect; or the initiation of any bankruptcy, insolvency, or other similar proceeding against the Borrower under federal or state bankruptcy or insolvency law now or hereafter in effect, if the Borrower does not obtain an order dismissing the proceeding within 60 days after filing.

(6) Any other failure by the Borrower to comply with the material provisions of this Agreement or failure in the performance or observance of any of the covenants or actions required by this Agreement in any material respects (a "General Non-compliance Default"), if

the failure is not cured to the reasonable satisfaction of the Department within 60 days after notice of the occurrence of the General Non-compliance Default by the Department to the Borrower. If, within the time period provided in the previous sentence, the General Non-compliance Default is not cured to the satisfaction of the Department in the Department's reasonable discretion, then the General Non-compliance Default shall be deemed to be a default of this Agreement as of the date of the General Non-compliance Default. An Event of Default defined in subsections (1) through (5) of this section shall not be considered a General Non-compliance Default.

6.02 REMEDIES.

Upon any event of default, the Department may pursue any available remedy at law or in equity, including:

(1) By mandamus or other proceeding at law or in equity, cause the Borrower to remit to the Department Pledged Revenues sufficient to enable the Borrower to satisfy its obligations under this Agreement.

(2) By action or suit in equity, require the Borrower to account for all moneys received pursuant to this Agreement and to account for the receipt, use, application, or disposition of the Pledged Revenues.

(3) By action or suit in equity, enjoin any acts or things which may be unlawful or in violation of the rights of the Department.

(4) By applying to a court of competent jurisdiction, cause the appointment of a receiver to manage the Project, collect the Pledged Revenues, and apply the Pledged Revenues to the reduction of the obligations under this Agreement.

(5) By certifying to the Auditor General and the Chief Financial Officer delinquency on Loan Payments, the Department may provide for the payment to the Department of the delinquent amount, a penalty, and the cost to handle and process the debt, from any unobligated funds due to the Borrower under any revenue or tax sharing fund established by the State, except as otherwise provided by the State Constitution. A penalty may be imposed in an amount not to exceed an interest rate of 18 percent per annum on the amount due.

(6) By notifying financial market credit rating agencies and potential creditors of the event of default.

(7) By suing for payment of amounts due, or becoming due, with interest on overdue payments together with all costs of collection, including attorneys' fees.

(8) By accelerating the payment schedule or increasing the Financing Rate on the unpaid principal of the Loan to as much as 1.667 times the Financing Rate for a default under Subsection 6.01(1).

In addition to pursuing one or more of the above remedies, upon an event of default, the Department may, by providing 60 days advance written notice to the Borrower, elect to terminate this Agreement, and the Department shall have no further obligation or commitment under this Agreement to the Borrower. Any partial Loan Payments by the Borrower shall be allocated first to interest and second to principal.

6.03 REMEDIES NOT EXCLUSIVE; DELAY AND WAIVER.

No remedy conferred upon or reserved to the Department by this Article is exclusive and every such remedy shall be cumulative and shall be in addition to every other remedy. No delay or omission by the Department to exercise any right or power accruing as a result of an event of default shall impair any such right or power or shall be construed to be a waiver of any such default, and every such right and power may be exercised as often as may be deemed expedient. No waiver of any default under this Agreement shall extend to or affect any subsequent event of default, whether of the same or different provision of this Agreement, or shall impair consequent rights or remedies.

ARTICLE VIII - GENERAL PROVISIONS

7.01 DISCHARGE OF OBLIGATIONS.

All payments required to be made under this Agreement shall be cumulative and any deficiencies in any Fiscal Year shall be added to the payments due in the succeeding Fiscal Year and all Fiscal Years thereafter until fully paid. Loan Payments shall continue to be secured by this Agreement until all of the payments required are fully paid to the Department. Notwithstanding any provision of this Agreement to the contrary, the Borrower may prepay this Loan only upon the express written consent of the Department, which consent shall not be withheld if such prepayment, in the judgment of the Department and the State of Florida Division of Bond Finance, will not adversely impact the Department's ability to comply with covenants relating to obligations secured by such Loan.

7.02 ASSIGNMENT OF RIGHTS UNDER AGREEMENT.

The Borrower acknowledges that the Loan and all payments of principal and interest may be pledged and assigned by the Department as security for the payment of principal of, premium, if any, and interest on bonds that may be issued by the Department to fund the SIB and the Borrower consents to such pledge and assignment. The Department and the State of Florida Division of Bond Finance (the "Division") may further pledge or assign all or any part of this Agreement without the prior consent of the Borrower after written notification to the Borrower. The Borrower shall not assign its rights and obligations under this Agreement without the prior written consent of the Department.

7.03 AMENDMENT OF AGREEMENT.

This Agreement may be amended in writing, except that no amendment shall be permitted which is inconsistent with any applicable State or Federal law. This Agreement may be

amended after all construction contracts are executed to re-establish the Project cost, Project schedule, and Loan amount.

7.04 ANNULMENT OF AGREEMENT.

The Department may unilaterally annul this Agreement if the Borrower has not drawn any of the Loan proceeds within six months of the first scheduled Disbursement date. If the Department unilaterally annuls this Agreement, the Department will provide written notification to the Borrower.

7.05 SUSPENSION AND TERMINATION.

If the commencement, prosecution, or timely completion of the Project is rendered improbable, infeasible, impossible, or illegal, or if any federal agency providing federal financial assistance to the Project suspends or terminates federal financial assistance to the Project, by written notice to the Borrower, the Department may suspend any or all of its obligations under this Agreement until such time as the event or condition resulting in such suspension has ceased or been corrected, or at its option, the Department may terminate any or all of its remaining obligations under this Agreement.

If the Borrower does not complete the Project on or before the date set out in Section 5.05(2), this Agreement will expire unless an extension of the time period is requested by the Borrower and granted in writing by the Department.

Upon receipt of any termination or suspension notice, the Borrower shall repay the SIB according to the provisions of the Agreement, or as otherwise agreed upon, in writing, by the Department and the Borrower. The closing out of federal financial participation in the Project or the reduction or elimination of local support for this Project shall not constitute a waiver of the Borrower's obligation to repay the Loan.

The Department reserves the right to unilaterally cancel this Agreement for refusal by the Borrower to allow public access to all documents, papers, letters or other materials subject to the provisions of Chapter 119, Florida Statutes, and made or received in conjunction with this Agreement.

7.06 SEVERABILITY CLAUSE.

If any provision of this Agreement shall be held invalid or unenforceable, the remaining provisions shall be construed and enforced as if such invalid or unenforceable provision had not been contained herein.

7.07 APPROPRIATION.

The Department's performance and obligation to pay under this Agreement is contingent upon an annual appropriation by the Legislature.

The provisions of Section 339.135(6)(a), Florida Statutes, are hereby incorporated verbatim: "(a) The Department, during any fiscal year, shall not expend money, incur any liability, or enter into any contract which, by its terms involves the expenditure of money in excess of the amounts budgeted as available for expenditure during such fiscal year. Any contract, verbal or written, made in violation of this subsection is null and void, and no money may be paid on such contract. The Department shall require a statement from the comptroller of the Department that funds are available prior to entering into any such contract or other binding commitment of funds. Nothing herein contained shall prevent the making of contracts for periods exceeding 1 year, but any contract so made shall be executory only for the value of the services to be rendered or agreed to be paid for in succeeding fiscal years; and this paragraph shall be incorporated verbatim in all contracts of the Department which are for an amount in excess of $25,000 and which have a term for a period of more than 1 year."

7.08 MONITORING PROCEDURES, AUDIT REPORTS, AND RECORD RETENTION.

The administration of resources awarded through the Department to the Borrower by this Agreement may be subject to audits and/or monitoring by the Department. The following requirements do not limit the authority of the Department to conduct or arrange for the conduct of additional audits or evaluations of Federal awards or limit the authority of any State agency inspector general, the State of Florida Auditor General or any other State official. The Borrower shall comply with all audit and audit reporting requirements as specified below:

(1) In addition to reviews of audits conducted in accordance with OMB Circular A-133, for fiscal years beginning before December 26, 2014, and in accordance with 2 CFR Part 200, Subpart F – Audit Requirements, for fiscal years beginning on or after December 26, 2014, monitoring procedures may include but not be limited to on-site visits by Department staff and/or other procedures including, reviewing any required performance and financial reports, following up, ensuring corrective action, and issuing management decisions on weaknesses found through audits when those findings pertain to Federal awards provided through the Department by this Agreement. By entering into this Agreement, the Borrower agrees to comply and cooperate fully with any monitoring procedures/processes deemed appropriate by the Department. The Borrower further agrees to comply and cooperate with any inspections, reviews, investigations, or audits deemed necessary by the Department, State of Florida Chief Financial Officer (CFO) or State of Florida Auditor General.

(2) The Borrower, a non-Federal entity as defined by OMB Circular A-133, for fiscal years beginning before December 26, 2014, and as defined by 2 CFR Part 200, Subpart F – Audit Requirements, for fiscal years beginning on or after December 26, 2014, as a subrecipient of a Federal award awarded by the Department through this Agreement is subject to the following requirements:

(a) In the event the Borrower expends a total amount of Federal awards equal to or in excess of the threshold established by OMB Circular A-133, for fiscal years beginning before December 26, 2014, and established by 2 CFR Part 200, Subpart F – Audit Requirements, for fiscal years beginning on or after December 26, 2014, the Borrower must have a Federal

single or program-specific audit for such fiscal year conducted in accordance with the provisions of OMB Circular A-133, for fiscal years beginning before December 26, 2014, and in accordance with the provisions of 2 CFR Part 200, Subpart F – Audit Requirements, for fiscal years beginning on or after December 26, 2014. Exhibit D to this Agreement provides the required Federal award identification information needed by the Borrower to further comply with the requirements of OMB Circular A-133, for fiscal years beginning before December 26, 2014, and the requirements of 2 CFR Part 200, Subpart F – Audit Requirements, for fiscal years beginning on or after December 26, 2014. In determining Federal awards expended in a fiscal year, the Borrower must consider all sources of Federal awards based on when the activity related to the Federal award occurs, including the Federal award provided through the Department by this Agreement. The determination of amounts of Federal awards expended should be in accordance with the guidelines established by OMB Circular A-133, for fiscal years beginning before December 26, 2014, and established by 2 CFR Part 200, Subpart F – Audit Requirements, for fiscal years beginning on or after December 26, 2014. An audit conducted by the State of Florida Auditor General in accordance with the provisions of OMB Circular A-133, for fiscal years beginning before December 26, 2014, and in accordance with 2 CFR Part 200, Subpart F – Audit Requirements, for fiscal years beginning on or after December 26, 2014, will meet the requirements of this part.

(b) In connection with the audit requirements, the Borrower shall fulfill the requirements relative to the auditee responsibilities as provided in OMB Circular A-133, for fiscal years beginning before December 26, 2014, and as provided in 2 CFR Part 200, Subpart F – Audit Requirements, for fiscal years beginning on or after December 26, 2014.

(c) In the event the Borrower expends less than the threshold established by OMB Circular A-133, for fiscal years beginning before December 26, 2014, and established by 2 CFR Part 200, Subpart F – Audit Requirements, for fiscal years beginning on or after December 26, 2014, in Federal awards, the Borrower is exempt from Federal audit requirements for that fiscal year. However, the Borrower must provide a single audit exemption statement to the Department at FDOTSingleAudit@dot.state.fl.us no later than nine months after the end of the Borrower's audit period for each applicable audit year. In the event the Borrower expends less than the threshold established by OMB Circular A-133, for fiscal years beginning before December 26, 2014, and established by 2 CFR Part 200, Subpart F – Audit Requirements, for fiscal years beginning on or after December 26, 2014, in Federal awards in a fiscal year and elects to have an audit conducted in accordance with the provisions of OMB Circular A-133, for fiscal years beginning before December 26, 2014, and in accordance with 2 CFR Part 200, Subpart F – Audit Requirements, for fiscal years beginning on or after December 26, 2014, the cost of the audit must be paid from non-Federal resources (i.e., the cost of such an audit must be paid from the Borrower's resources obtained from other than Federal entities).

(d) The Borrower must electronically submit to the Federal Audit Clearinghouse (FAC) at https://harvester.census.gov/facweb/ the audit reporting package as required by OMB Circular A-133, for fiscal years beginning before December 26, 2014, and as required by 2 CFR Part 200, Subpart F – Audit Requirements, for fiscal years beginning on or after December 26, 2014, within the earlier of 30 calendar days after receipt of the auditor's

report(s) or nine months after the end of the audit period. The FAC is the repository of record for audits required by OMB Circular A-133, for fiscal years beginning before December 26, 2014, and for audits required by 2 CFR Part 200, Subpart F – Audit Requirements, for fiscal years beginning on or after December 26, 2014, and this Agreement. However, the Department requires a copy of the audit reporting package also be submitted to FDOTSingleAudit@dot.state.fl.us within the earlier of 30 calendar days after receipt of the auditor's report(s) or nine months after the end of the audit period as required by OMB Circular A-133, for fiscal years beginning before December 26, 2014, and as required by 2 CFR Part 200, Subpart F – Audit Requirements, for fiscal years beginning on or after December 26, 2014.

(e) Within six months of acceptance of the audit report by the FAC, the Department will review the Borrower's audit reporting package, including corrective action plans and management letters, to the extent necessary to determine whether timely and appropriate action on all deficiencies has been taken pertaining to the Federal award provided through the Department by this Agreement. If the Borrower fails to have an audit conducted in accordance with OMB Circular A-133, for fiscal years beginning before December 26, 2014, and in accordance with 2 CFR Part 200, Subpart F – Audit Requirements, for fiscal years beginning on or after December 26, 2014, the Department may impose additional conditions to remedy noncompliance. If the Department determines that noncompliance cannot be remedied by imposing additional conditions, the Department may take appropriate actions to enforce compliance , which actions may include, but are not limited to, the following:

1. Temporarily withhold cash payments pending correction of the deficiency by the Agency or more severe enforcement action by the Department;
2. Disallow (deny both use of funds and any applicable matching credit for) all or part of the cost of the activity or action not in compliance;
3. Wholly or partly suspend or terminate the Federal award;
4. Initiate suspension or debarment proceedings as authorized under 2 C.F.R. Part 180 and Federal awarding agency regulations (or in the case of the Department, recommend such a proceeding be initiated by the Federal awarding agency);
5. Withhold further Federal awards for the Project or program;
6. Take other remedies that may be legally available.

(f) As a condition of receiving this Federal award, the Borrower shall permit the Department, or its designee, the CFO or State of Florida Auditor General access to the Borrower's records including financial statements, the independent auditor's working papers and project records as necessary. Records related to unresolved audit findings, appeals or litigation shall be retained until the action is complete or the dispute is resolved.

(g) The Department's contact information for requirements under this section is as follows:

Office of Comptroller, MS 24
605 Suwannee Street
Tallahassee, Florida 32399-0450
FDOTSingleAudit@dot.state.fl.us

(3) The Borrower shall retain sufficient records demonstrating its compliance with the terms of this Agreement for a period of five years from the date the audit report is issued and shall allow the Department, or its designee, the CFO or State of Florida Auditor General access to such records upon request. The Borrower shall ensure that the audit working papers are made available to the Department, or its designee, the CFO, or State of Florida Auditor General upon request for a period of five years from the date the audit report is issued unless extended in writing by the Department. The Borrower shall further permit access to all Project records by the Secretary of the United States Department of Transportation and the Comptroller General of the United States, or their designees.

(4) Access to Project Site. The Borrower shall provide access to the Project site and administrative offices to authorized representatives of the Department at any reasonable time. The Borrower shall cause its engineers and contractors to cooperate during Project inspections, including making available working copies of plans and specifications and supplementary materials. The Borrower shall provide access to the Project site to all Federal awarding agencies, specifically including the Federal Transit Administration.

7.09 PROGRESS REPORTS.

The Borrower shall provide the Department's Office of Financial Development semi-annual progress reports on "program and financial activities" that occur each year. The report will be signed or submitted electronically in accordance with Chapter 668, Florida Statutes, by an Authorized Representative. The following program information shall be included: program accomplishments (specific action taken to implement approved objectives/activities) and percent of accomplishments for each in terms of percentage completed; problems delaying implementation; and revised Project schedules if activities are not conforming to approved Project schedules as contained in the application. The following financial information shall be included: beginning fund balance; amount of expenditures; ending fund balance; interest earned to date; and the amount and percent of funds being contributed to the Project from other sources. The semi-annual progress report is available on the SIB website at http://www.dot.state.fl.us/financialplanning/finance/sib.shtm.

7.10 THIRD PARTY AGREEMENTS.

Prior to execution of this Agreement by the Department, the Borrower shall not incur any liability for consultant services, construction, or purchase of commodities to any third party with respect to the Project that it intends to or will fund through a Disbursement and no Disbursement

will be made for any such liability incurred by the Borrower prior to execution of this Agreement by the Department. The Department acknowledges that the Borrower has executed a Design-Build contract for the Project prior to execution of this Agreement. Eligible capital costs incurred by the Borrower for work performed under the Design-Build contract after the execution of this Agreement by the Department will be eligible for SIB Loan Disbursements. The Loan does not constitute a commitment, guarantee, or obligation on the part of the United States to any third party, nor shall any third party have any right against the United States for payment solely by virtue of the contributions of Federal funds into the Florida SIB.

7.11 DISCRIMINATORY VENDOR.

Pursuant to Section 287.134(3)(a), Florida Statutes, the following is included in this Agreement. Section 287.134(2)(a), Florida Statutes: "An entity or affiliate who has been placed on the discriminatory vendor list may not submit a bid on a contract to provide any goods or services to a public entity, may not submit a bid on a contract with a public entity for the construction or repair of a public building or public work, may not submit bids, proposals, or replies on leases of real property to a public entity, may not be awarded or perform work as a contractor, supplier, subcontractor, or consultant under a contract with any public entity, and may not transact business with any public entity."

7.12 NO OBLIGATION TO THIRD PARTIES.

Except to the extent otherwise provided in this Agreement, neither the Department nor the Borrower shall be obligated or liable hereunder to any person or entity not a party to this Agreement.

7.13 BONUS OR COMMISSION.

By execution of the Agreement the Borrower represents that it has not paid, is not obligated to pay, and agrees not to pay, any bonus or commission for the purpose of obtaining the Department's approval of its application for the Loan.

7.14 INDEMNITY.

To the extent allowed by law, the Borrower shall indemnify, defend, and hold harmless the Department and all of its officers, agents, and employees from any claim, loss, damages, cost, charge, or expense arising out of any act, error, omission by the Borrower, its agents, employees, contractors and/or subcontractors in connection with the planning, engineering, administrative, and construction activities financed by the Loan. Neither the Borrower, its agents, employees, contractors and/or subcontractors will be liable under this paragraph for any claim, loss, damages, cost, charge, or expense arising out of any act, error, omission, or negligent act by the Department, or any of its officers, agents, or employees.

If the Department receives notice of claim for damages for which the Borrower may be responsible under this paragraph, the Department will immediately forward the claim to the

Borrower. The Department's failure to promptly notify the Borrower of a claim will not act as a waiver of any right herein.

7.15 THIRD PARTY BENEFICIARY

To the extent this Agreement confers upon or grants to the Division any right, remedy, or claim hereunder, the Division is recognized as being a third party beneficiary of this Agreement and may enforce any such right, remedy, or claim given or granted by the terms of this Agreement.

7.16 ENTIRE AGREEMENT.

The Loan Application executed by the Borrower, all exhibits, attachments and schedules attached to the Loan Application, and this Agreement ("the Agreement Documents") contain the entire agreement between the parties and incorporate and supercede all prior negotiations, correspondence, conversations, agreements or understandings relating to the Loan, and the parties hereto agree that there are no commitments, agreements or understandings concerning the Loan that are not contained in the Agreement Documents. No deviation from the terms of the Agreement Documents shall be predicated upon any prior representation or agreements whether oral or written. No modification, amendment or alteration in the terms and conditions contained in the Agreement Documents shall be effective unless contained in a written document executed by the parties.

In the event of conflict between the terms and conditions of the Agreement Documents: (i) the terms and conditions contained in the body of this Agreement prevail over conflicting terms and conditions contained in any exhibits, schedules and attachments attached to this Agreement; (ii) the terms and conditions contained in the body of the Loan Application prevail over any conflicting terms and conditions contained in any exhibits, schedules and attachments attached to the Loan Application; and (iii) the terms and conditions of the Agreement, including all exhibits, schedules and attachments hereto, prevail over conflicting terms and conditions contained in the Loan Application and any exhibits, schedules and attachments to the Loan Application.

7.17 NOTICES.

Any notice, demand, request or other instrument which is required to be given under this Agreement in writing shall be delivered to the following addresses:

If to the Department: Florida Department of Transportation
SIB Program Manager
Office of Comptroller – Project Finance
605 Suwannee Street, MS #10
Tallahassee, Florida 32399-0450

If to Borrower: South Florida Regional Transportation Authority
800 North West 33rd Street, Suite 100
Pompano Beach, Florida 33064
Attn: Executive Director

7.18 E-VERIFY.

The Borrower:

1. shall utilize the U.S. Department of Homeland Security's E-Verify system to verify the employment eligibility of all new employees hired by the Vendor/Contractor during the term of the contract; and

2. shall expressly require any subcontractors performing work or providing services pursuant to the state contract to likewise utilize the U.S. Department of Homeland Security's E-Verify system to verify the employment eligibility of all new employees hired by the subcontractor during the contract term.

7.19 EXECUTION OF AGREEMENT.

This Agreement may be executed in counterparts, which together shall constitute one agreement.

The parties have executed this Agreement on the date(s) below.

[SIGNATURE PAGE FOLLOWS ON THE NEXT PAGE]

STATE OF FLORIDA,
DEPARTMENT OF TRANSPORTATION

By: _____
Jim Boxold, Secretary

Date: _____

Legal Review (Department)

I

_____

SOUTH FLORIDA REGIONAL
TRANSPORTATION AUTHORITY

By: _____
Bruno Barreiro, Chair

Date: _____

Legal Review (South Florida Regional Transportation Authority)

By signing below, I express the opinions stated in Section 2.02, entitled Legal Authorization

_____
Teresa J. Moore, General Counsel

EXHIBIT "A"
PROJECT DESCRIPTION AND RESPONSIBILITIES

PROJECT NAME:

South Florida Regional Transportation Authority
Administration and Operations Facility

PROJECT LOCATION:

Northwest corner of NW 8th Avenue and NW 33rd Street
Pompano Beach, Florida

PROJECT DESCRIPTION:

Construction of a new Operations Center Project consisting of a 3-story building and a 4-story parking garage. The new facility will be approximately 79,000 square feet and will include a South Florida Rail Corridor (SFRC) rail dispatch center, a 150 seat boardroom, customer service center, revenue collection facilities, ticket vending machine work areas, and offices for SFRTA's administrative staff.

EXHIBIT "B"

LOAN DISBURSEMENT/REPAYMENT SCHEDULE

South Florida Regional Transportation Authority (SFRTA)
SFRTA Operations Center

State Fiscal Year	Date	Beginning Balance	Estimated/Actual Disbursement	Interest Accrued at 1.55%	Balance Including Interest	Repayment to Principal	Repayment to Interest	Total Repayment	Ending Balance
2015/16	10/1/2015	$0.00	$19,300,000.00	$0.00	$19,300,000.00	$3,341,625.00	$0.00	$3,341,625.00	$15,958,375.00
2016/17	10/1/2016	$15,958,375.00	$0.00	$247,354.81	$16,205,729.81	$3,094,270.19	$247,354.81	$3,341,625.00	$12,864,104.81
2017/18	10/1/2017	$12,864,104.81	$0.00	$199,393.62	$13,063,498.44	$3,142,231.38	$199,393.62	$3,341,625.00	$9,721,873.44
2018/19	10/1/2018	$9,721,873.44	$0.00	$150,689.04	$9,872,562.48	$3,190,935.96	$150,689.04	$3,341,625.00	$6,530,937.48
2019/20	10/1/2019	$6,530,937.48	$0.00	$101,229.53	$6,632,167.01	$3,240,395.47	$101,229.53	$3,341,625.00	$3,290,542.01
2020/21	10/1/2020	$3,290,542.01	$0.00	$51,003.40	$3,341,545.41	$3,290,542.01	$51,003.40	$3,341,545.41	$0.00
			$19,300,000.00	$749,670.41		$19,300,000.00	$749,670.41	$20,049,670.41	

Interest begins accruing with the first disbursement and will accrue and compound annually each October 1 thereafter, until loan is completely repaid.

These calculations assume the following disbursement dates:

FY 2016 $19,300,000.00

If disbursements are made on dates other than those above, the interest calculations will be modified and this schedule updated according.

Total Loan Amount	$19,300,000.00
Total Interest	$749,670.41
Total Repayments	$20,049,670.41

Remit Payment to:

Mailing Address:

Florida Department of Transportation
Office of the Comptroller
605 Suwannee Street, MS #42
Tallahassee, FL 32399-0450

Note on Payment for "FDOT SIB Loan - 437252-1

EXHIBIT "C"

DISBURSEMENT REQUEST FORM

VENDOR NAME:	South Florida Regional Transportation Authority
TOTAL SIB LOAN AMOUNT:	$19,300,000.00
DATE OF THIS DISBURSEMENT REQUEST:	_____
DISBURSEMENT/INVOICE NUMBER:	_____
AMOUNT REQUESTED FOR THIS DISBURSEMENT:	$_____
BALANCE OF LOAN TO BE DISBURSED:	$_____
FINANCIAL PROJECT NUMBER:	437252-1-58-01
VENDOR IDENTIFICATION NUMBER:	F591164687-003
CONTRACT NUMBER:	G0099
DRAW PERIOD RELATED TO THIS REQUEST:	_____

Warrant should be disbursed to:

Vendor Name:
Address:
Contact Person:
Contact Title:
Contact Telephone Number:
Contact E-Mail Address:

Per Section 3.03 Loan Disbursements of the State Infrastructure Bank Loan Agreement, I certify, to the best of my knowledge, $_____ in expenses is needed on the SFRTA Administration and Operations Facility Project and these costs are eligible for advancement/reimbursement and use of the SIB funds.

_____

EXHIBIT "D"

FEDERAL FINANCIAL ASSISTANCE (SINGLE AUDIT ACT)
CFDA 20.507

FEDERAL RESOURCES AWARDED PURSUANT TO THIS AGREEMENT ARE AS FOLLOWS:

CFDA No.:	20.507
CFDA Title:	URBANIZED AREA FORMULA PROGRAM; SECTION 5307
***Award Amount:**	$19,300,000
Awarding Agency:	Florida Department of Transportation
Indirect Cost Rate:	N/A
****Award is for R&D:**	N/A

*The federal award amount may change with supplemental agreements
**Research and Development as defined at §200.87, 2 CFR Part 200

FEDERAL RESOURCES AWARDED PURSUANT TO THIS AGREEMENT ARE SUBJECT TO THE FOLLOWING AUDIT REQUIREMENTS:

2 CFR Part 200 – Uniform Administrative Requirements, Cost Principles & Audit Requirements for Federal Awards
www.ecfr.gov

OMB Circular A-133, *Audits of States, Local Governments and Non-Profit Organizations*
www.whitehouse.gov/omb/circulars

FEDERAL RESOURCES AWARDED PURSUANT TO THIS AGREEMENT MAY ALSO BE SUBJECT TO THE FOLLOWING:

OMB Circular A-87, *Cost Principles for State, Local and Indian Tribal Governments*
www.whitehouse.gov/omb/circulars

49 USC 5307: Urbanized Area Formula Grants
uscode.house.gov/browse.xhtml

49 USC 5336: Apportionment of Appropriations for Formula Grants
uscode.house.gov/browse.xhtml

49 CFR Part 18 – Uniform Administrative Requirements for Grants and Cooperative Agreements to State and Local Governments
www.ecfr.gov

FTA Circular C 9030.1E: Urbanized Area Formula Program – Program Guidance and Application Instructions
www.fta.dot.gov/legislation_law/12349_15209.html

Federal Funding Accountability and Transparency Act (FFATA) Sub-award Reporting System (FSRS)
www.fsrs.gov

EXHIBIT "E"

Borrower Resolution for Pledged Revenues

EXHIBIT "F"

Borrower Capital Budget

EXHIBIT 2

June 26, 2015

RESOLUTION 15-003

A RESOLUTION OF THE SOUTH FLORIDA REGIONAL TRANSPORTATION AUTHORITY, PROVIDING SECURITY FOR REPAYMENT OF THE STATE INFRASTRUCTURE BANK LOAN FOR THE OPERATIONS CENTER PROJECT WHICH SHALL INCLUDE: (1) THAT REVENUES ARE PLEDGED AS SECURITY FOR REPAYMENT OF THE LOAN: (A) REVENUES WHICH ARE THE DEDICATED FUNDS MADE AVAILABLE TO THE SOUTH FLORIDA REGIONAL TRANSPORTATION AUTHORITY PURSUANT TO S. 348.58(1), FLORIDA STATUTES, BY MIAMI-DADE, BROWARD, AND PALM BEACH COUNTIES; (B) THE FEDERAL TRANSIT ADMINISTRATION SECTION 5307 URBANIZED AREA FORMULA GRANTS ALLOCATED TO THE SOUTH FLORIDA REGIONAL TRANSPORTATION AUTHORITY; AND (C) FEDERAL TRANSIT ADMINISTRATION SECTION 5337 STATE OF GOOD REPAIR GRANT FUNDS ALLOCATED TO THE SOUTH FLORIDA REGIONAL TRANSPORTATION AUTHORITY; AND (2) THAT THE SOUTH FLORIDA REGIONAL TRANSPORTATION AUTHORITY COMMITS TO INCLUDE THE ANNUAL LOAN PAYMENTS IN THE ADOPTED CAPITAL BUDGET FOR THE SOUTH FLORIDA REGIONAL TRANSPORTATION AUTHORITY; FURTHER THAT THE SECURTY AS STATED ABOVE SHALL REMAIN IN PLACE DURING ANY PERIOD THAT ANY PRINCIPAL OR INTEREST OF THE LOAN REMAINS UNPAID; AND PROVIDING AN EFFECTIVE DATE

WHEREAS, the South Florida Regional Transportation Authority Board approved moving forward with the Operations Center Project on January 24, 2014, as an essential Project for the ongoing operations of the South Florida Regional Transportation Authority; and

WHEREAS, the South Florida Regional Transportation Authority Board on August 22, 2014, approved applying for a State Infrastructure Bank Loan for the Operations Center in the amount of $19,300,000, with a term of repayment over six years beginning in fiscal year 2015-16 and annually each year until fiscal year 2020-21; and

WHEREAS, the South Florida Regional Transportation Authority Board on December 5, 2014, approved the contract for the Design-Build Contract for the Operations Center Project; and

WHEREAS, the Florida Department of Transportation has presented the South Florida Regional Transportation Authority with a State Infrastructure Bank Loan Agreement for the Operations Center in the amount of $19,300,000; and

WHEREAS, the South Florida Regional Transportation Authority will execute the State Infrastructure Bank Loan Agreement consistent with the approval of Agenda Item R6 at the meeting when this Resolution is proposed to be adopted; and

WHEREAS, the Florida Department of Transportation requires that security be provided for the State Infrastructure Bank Loan Agreement for the Operations Center until the Loan amount is repaid;

NOW, THEREFORE, BE IT RESOLVED BY THE SOUTH FLORIDA REGIONAL TRANSPORTATION AUTHORITY, that:

Section 1. The recitals contained in the preamble above, are true, correct, and incorporated herein by reference in this resolution and are made a part of this resolution as if they were fully set forth below.

Section 2. The recitals shall remain in full force and effect until the State Infrastructure Bank Loan is repaid.

Section 3. The South Florida Regional Transportation Authority hereby approves this resolution as security for the State Infrastructure Bank Loan for the Operations Center.

Section 4. The Executive Director is hereby authorized and directed to transmit a certified copy of resolution to the Florida Department of Transportation.

Section 5. This Resolution shall take effect immediately upon its adoption.

ADOPTED BY THE SOUTH FLORIDA REGIONAL TRANSPORTATION AUTHORITY THIS _26_ DAY OF _JUNE_, 2015.

SIGNED: _____

BRUNO A. BARREIRO, CHAIR

Tracking No. 06261543 AGENDA ITEM NO. R7

SOUTH FLORIDA REGIONAL TRANSPORTATION AUTHORITY
GOVERNING BOARD MEETING: JUNE 26, 2015

AGENDA ITEM REPORT

☐ Consent ☒ Regular

PROJECT ADMINISTRATION DELEGATIONS

REQUESTED ACTION:

MOTION TO APPROVE:

(A) Delegation to the Construction Oversight Committee ("COC") to approve change orders and other necessary approvals for the Authorized Projects (see Exhibit 1) in an amount not to exceed 20% of the provided contract amount.

(B) Amend previous delegation to the Executive Director as follows: to execute Railroad Reimbursement Agreements between FDOT and SFRTA, and associated agreements including but not limited to change orders and Joint Participation Agreements, for the construction or reconstruction of at-grade railroad crossings on the South Florida Rail Corridor, and necessary approaches, with the cost of such construction to be reimbursed by FDOT.

SUMMARY EXPLANATION AND BACKGROUND:

During the Segment 5 Double Tracking Project ("Segment 5 Project"), the SFRTA Governing Board addressed the need for a quick response to issues that arose during the course of the project and therefore, delegated authority to the COC to make decisions regarding the Segment 5 Project.

There are a number of projects currently underway at SFRTA that may require similar approvals and change orders ("Authorizations") over the course of these projects in an expeditious manner to avoid potential claims, etc. Staff is requesting that a delegation be granted to the COC for the projects shown in Exhibit 1 for the approval of such Authorizations up to a total amount not to exceed 20% of each Project Amount, as shown in Exhibit 1.

In addition to the COC delegation, Staff is requesting that the previous delegation granted to the Executive Director at the Board's April 24, 2015 meeting be revised as shown.

Department: Executive
Project Manager: N/A

Department Director: Jack Stephens
Procurement Director: N/A

FISCAL IMPACT: N/A

EXHIBITS ATTACHED: Exhibit 1 – Authorized Projects

AGENDA ITEM NO. R7

PROJECT ADMINISTRATION DELEGATIONS

Recommended by: _____
Department Director Date

Approved by: _____
Procurement Director Date

Authorized by: _____ 6/19/15
Executive Director Date

Approved as to Form by: _____
General Counsel Date 6/19/15

Board Action:

Approved: _____Yes _____No

Vote: _____ Unanimous

Amended Motion:

Commissioner Steven L. Abrams	____Yes ____ No	Marie Horenburger	____ Yes ____No
Commissioner Bruno Barreiro	____Yes ____No	Nick A. Inamdar	_____ Yes ____ No
James A. Cummings	____Yes ____No	Gerry O'Reilly	_____Yes _____No
Andrew Frey	____Yes ____ No	Mayor Tim Ryan	_____Yes _____No
Frank Frione	____ Yes ____ No	James A. Scott	_____Yes _____No

Exhibit 1

Authorized Projects

Project Name	Contract Amount
Operations Center	$39,400,000
WAVE Modern Streetcar	$154,200,000

Tracking No. 06261544 AGENDA ITEM NO. R8

SOUTH FLORIDA REGIONAL TRANSPORTATION AUTHORITY
GOVERNING BOARD MEETING: JUNE 26, 2015

AGENDA ITEM REPORT

☐ Consent ☒ Regular

AMENDMENTS TO SFRTA ETHICS POLICY

REQUESTED ACTION:

MOTION TO APPROVE: Amendments to the SFRTA Ethics Policy, as shown in Exhibit 1.

SUMMARY EXPLANATION AND BACKGROUND:

General Counsel is requesting the Governing Board consider several proposed amendments to the SFRTA Ethics Policy, as shown in Exhibit 1.

Department: Legal
Project Manager: Teresa J. Moore

Department Director: Teresa J. Moore
Procurement Director: N/A

FISCAL IMPACT: N/A

EXHIBITS ATTACHED: Exhibit 1 - Proposed Amendments to the SFRTA Ethics Policy

AGENDA ITEM NO. R8

AMENDMENTS TO SFRTA ETHICS POLICY

Recommended by: _____
Department Director Date

Approved by: _____
Procurement Director Date

Authorized by: _____ 6/19/15
Executive Director Date

Approved as to Form by: _____
General Counsel Date 6/19/15

Board Action:

Approved: _____Yes _____No

Vote: _____ Unanimous

Amended Motion:

Commissioner Steven L. Abrams	____Yes ____ No	Marie Horenburger	____ Yes ____No
Commissioner Bruno Barreiro	____Yes ____No	Nick A. Inamdar	_____ Yes ____ No
James A. Cummings	____Yes ____No	Gerry O'Reilly	_____Yes _____No
Andrew Frey	____Yes ____ No	Mayor Tim Ryan	_____Yes _____No
Frank Frione	____ Yes ____ No	James A. Scott	_____Yes _____No

Exhibit 1

Proposed Amendments to SFRTA Ethics Policy

Amend Section VII., Subsection (3) entitled, "Gift Exceptions" as follows:

(j) Gifts (including, but not limited to, birthday and/or anniversary gifts and gifts or hospitality) received from personal friends in the ordinary course of friendship, regardless of value, may be accepted, but, if any such personal friend is: (i) a Lobbyist or other person subject to the Cone of Silence provisions of the SFRTA Procurement Policy; (ii) the partner, firm, member, employer, or employee of a Lobbyist; (iii) a person having a special pecuniary interest (either individually or through a business entity) in a matter pending before SFRTA; or (iv) a person who (either individually or through a business entity) is seeking such business with SFRTA, then such Gift may not have an actual value in excess of $100.00.

Amend Section X. as follows:

X. Lobbying.—

~~(1) LOBBYIST REGISTRATION/WITHDRAWAL. —~~

~~Prior to lobbying, all Lobbyists shall submit an original, fully executed registration form to SFRTA. A separate registration is required for each principal represented. A registration fee of twenty-five dollars ($25.00) must be included with each registration form submitted. A registrant shall promptly submit to SFRTA a withdrawal form canceling the registration for a principal upon termination of the Lobbyist's representation of that principal. This statement shall be signed by the Lobbyist. Lobbying prior to registration is prohibited.~~

~~(2) REGISTRATION FORM. —~~

~~The registration form shall be placed on SFRTA's website and shall require the following information:~~

~~(a) name and address of the Lobbyist;~~

~~(b) name and address of the principal represented;~~

~~(c) date the Lobbyist was initially retained by the principal and/or the Lobbyist withdrew from the representation;~~

~~(d) nature and extent of any direct business association or partnership the Lobbyist and principal might have with any current SFRTA Board member, employee or advisory committee member;~~

~~(e) area of legislative interest; and~~

~~(f) a statement, signed by the principal, confirming that the registrant is authorized to represent the principal.~~

~~The form shall be signed by the registrant and the principal.~~

~~(3) EXCEPTIONS.~~

~~Registration or withdrawal shall not be required for the following:~~

~~(a) SFRTA Board members, advisory committee members or employees discussing matters relevant to their official duties;~~

~~(b) Persons under contract with SFRTA who communicate with SFRTA Board members, advisory committee members or employees regarding issues related only to the performance of their services under their contract; or~~

~~(c) Any person who lobbies only in his or her individual capacity for the purpose of self-representation~~

~~(4) EXPENDITURE REPORTING. —~~

~~Commencing October 1, 2011, and on October 1 of each year thereafter, the Lobbyist shall submit to SFRTA administration a signed statement under oath listing all expenditures made by the Lobbyist in lobbying SFRTA officials and employees in excess of twenty-five dollars ($25.00) for the preceding year. A statement shall be filed even if there have been no expenditures during the reporting period. The statement shall list in detail each expenditure category, including food and beverage, entertainment, research, communications, media advertising, publications, travel, lodging and special events.~~

~~(5)~~(1) VIOLATIONS. —

~~Failure to Register or File: The Executive Director shall provide notice of violation to any Lobbyist who fails to timely file a registration/withdrawal form or an expenditure report (where "timely file" means to file within thirty (30) days of the date of notice of violation) and shall also notify the SFRTA Board of this failure.~~

False Statements: A Lobbyist shall not knowingly make, or cause to be made, a false statement or misrepresentation ~~in maintaining registration or~~ when lobbying SFRTA Board members, advisory committee members, or employees.

In addition to any other penalties which may be adopted by the Board, any Lobbyist who commits any of the violations outlined in this section shall be suspended from lobbying SFRTA pursuant to the suspension procedure outlined in Chapter 5 of the SFRTA Procurement Policy.

~~(6)~~(2) RESCISSION OR VOIDING OF ACTION. —

Upon a finding of the SFRTA Board that a violation of SFRTA's Lobbyist requirements as provided herein (pursuant to the above referenced procedure in the SFRTA Procurement Policy), resulted in a contract, grant, subsidy, license, permit, franchise, use, certificate, development order or other benefit conferred by SFRTA, then such contract, grant, subsidy, license, permit, franchise, use, certificate, development order or other benefit may be rescinded or declared void by the SFRTA Board.

Tracking No. 06261545 AGENDA ITEM NO. R9

SOUTH FLORIDA REGIONAL TRANSPORTATION AUTHORITY
GOVERNING BOARD MEETING: JUNE 26, 2015

AGENDA ITEM REPORT

☐ Consent ☒ Regular

ELECTION OF CHAIR AND VICE CHAIR
FISCAL YEAR 2015-16

REQUESTED ACTION:

MOTION TO ELECT: SFRTA Chair and Vice-Chair for Fiscal Year 2015-16.

SUMMARY EXPLANATION AND BACKGROUND:

This item has been placed on the agenda pursuant to Section 3.1 of the SFRTA Bylaws, which states, "…At the end of the fiscal year and each fiscal year thereafter, the Board shall elect a new Chair and Vice Chair and each shall serve for a one (1) year term. Such election shall occur at either the last regularly scheduled meeting of the Board prior to the end of the Chair and Vice Chair's term or at a meeting called for that purpose…."

Department: N/A
Project Manager:

Department Director:
Procurement Director:

FISCAL IMPACT: None

EXHIBITS ATTACHED: None

ELECTION OF CHAIR AND VICE CHAIR
FISCAL YEAR 2015-16

Recommended by: _____
Department Director Date

Approved by: _____
Procurement Director Date

Authorized by: _____ 6/19/15
Executive Director Date

Approved as to Form _____
General Counsel Date 6/19/15

Board Action:

Approved: _____Yes _____No

Vote: _____ Unanimous

Amended Motion:

Commissioner Steven L. Abrams	____Yes ____ No	Marie Horenburger	____ Yes ____No
Commissioner Bruno Barreiro	____Yes ____No	Nick A. Inamdar	_____ Yes ____ No
James A. Cummings	____Yes ____No	Gerry O'Reilly	_____Yes _____No
Andrew Frey	____Yes ____ No	Mayor Tim Ryan	_____Yes _____No
Frank Frione	____ Yes ____ No	James A. Scott	_____Yes _____No

AGENDA ITEM NO. I-1

SOUTH FLORIDA REGIONAL TRANSPORTATION AUTHORITY
GOVERNING BOARD MEETING: JUNE 26, 2015

AGENDA ITEM REPORT

☒ Information Item ☒ Presentation

TRI-RAIL COASTAL LINK ON THE FEC CORRIDOR

SUMMARY EXPLANATION AND BACKGROUND:

The South Florida Regional Transportation Authority (SFRTA) continues to work with its partner agencies on plans to expand Tri-Rail service onto the Florida East Coast (FEC) Railway corridor, known as "Tri-Rail Coastal Link" (TRCL). The project proposes a system of fully integrated and complementary Tri-Rail services that would create extensive mobility benefits and significant new economic development opportunities throughout the region.

SFRTA's Governing Board has directed staff to provide monthly TRCL updates on overall project information, schedule, costs, and SFRTA's roles identified in the TRCL Memorandum of Understanding (MOU).

SFRTA's Executive Director is in communication with various partners on the issue of access terms and costs for TRCL service on the FEC corridor. TRCL coordination and technical activities continue to occur, along with exploration of accelerated interim service expansion to Downtown Miami (a.k.a. Tri-Rail Downtown Miami Link). An update on these activities will be included in the June presentation to the SFRTA Governing Board.

Since the last TRCL update was provided to the SFRTA Governing Board on May 22, 2015, various project activities have transpired. These include: TRCL presentations; committee meetings; coordination meetings with partner agencies and local governments; and frequent technical meetings, conference calls and meetings among representatives of AAF, FECR, FDOT and SFRTA. In addition, various inter-agency meetings were held to develop draft agreements regarding funding for the Tri-Rail Downtown Miami Link project, some of which are included in the agenda.

(Continued on Page 2)

Department: Planning & Capital Development
Project Manager: Joseph Quinty, AICP

Department Director: William L. Cross, P.E.
Procurement Director: Christopher Bross

EXHIBITS ATTACHED: None.

TRI-RAIL COASTAL LINK ON THE FEC CORRIDOR

SUMMARY EXPLANATION AND BACKGROUND: (Continued)

The following is a list of recent/scheduled TRCL-related meetings and presentations:

AAF/TRCL Operations Coordination Teleconferences – 6/3 & 6/17
Presentation to Neat Streets Miami (former Community Image Advisory Board) – 5/27
Presentation to City of North Miami Beach – 6/2
Q&A Session with City of Oakland Park – 6/3
Greater Miami Chamber of Commerce Goals Conference, Critical Issues Panel – 6/4
Miami-Dade County Transit and Mobility Services Committee – 6/10
Miami-Dade Citizens Independent Transportation Trust – 6/17
City of Miami, Omni CRA & SEOPW CRA – 6/25
Miami-Dade County Board of County Commissioners – 6/30
AAF/FECR/FDOT/SFRTA Meeting in Tallahassee – 7/6

With the pending start of the Project Development (PD) phase for the overall TRCL project, activities of the official TRCL project committee structure will increase over the coming weeks. The following is a summary of the TRCL committee schedule and activities:

Project (Executive) Steering Committee:
A meeting of the TRCL Project Steering Committee was held on April 29, 2015. Topics discussed at the meeting included recent FTA coordination, pre-National Environmental Policy Act (NEPA) tasks and progress, the tentative "Project Development" phase schedule, AAF and FECR coordination, Iris and Northwood rail connection status, and Downtown Miami Link efforts. The presentation from the April 29, 2015 meeting was included in the agenda package of the May 22, 2015 meeting of the SFRTA Governing Board. The next meeting of the Project Steering Committee is scheduled for July 22, 2015.

Public Involvement/Outreach Sub-Committee:
The next meeting of the Public Involvement/Outreach (PI/O) Sub-committee is scheduled for July 14, 2015.

Financial Sub-Committee:
The next meeting of the Financial Sub-committee is tentatively scheduled for June 17, 2015.

Technical Sub-Committee:
The next meeting of the Technical Sub-committee is scheduled for August 26, 2015. Key technical activities over the past year have been rail operations planning coordination (AAF, freight, and TRCL trains), details of the three AAF/TRCL downtown stations (Miami, Fort Lauderdale, and West Palm Beach), and all aspects of the proposed interim TRCL service to downtown Miami (now

(Continued on Page 3)

SUMMARY EXPLANATION AND BACKGROUND: (Continued)

known as Tri-Rail Downtown Miami Link). Extensive coordination and review of information and data associated with the Downtown Miami Link has been a focus in recent months.

Tri-Rail Downtown Miami Link:
A time sensitive opportunity exists to gain access into the planned AAF "MiamiCentral" Station in Downtown Miami. AAF has offered to add two additional tracks in their station designed specifically for future Tri-Rail service. In return, AAF will allow access on the FECR into this station via the Iris/Little River rail connection between the South Florida Rail Corridor and Downtown Miami.

These station improvements, along with corridor upgrades to support passenger rail, will cost approximately $68 Million to be paid by the public sector. SFRTA is working with local governments and FDOT to develop a funding package, although AAF has offered to finance all costs "up front." Specific details and terms of an agreement among SFRTA, AAF and potentially FDOT were the subject of a meeting held on February 18, 2015 with SFRTA, represented by Commissioner Abrams and staff.

At the February, March, April, and May 2015 meetings of the SFRTA Governing Board, Executive Director Jack Stephens, Chairman Barreiro, and Commissioner Abrams provided status report updates that noted progress for various facets of the Tri-Rail Downtown Miami Link effort. In February, the Governing Board took action to develop a resolution of support for the Tri-Rail Downtown Miami Link, noting the project's importance and its unique public-private-partnership opportunity. At that meeting, Commissioner Abrams announced an agreed upon $1 million access fee (one-time payment) with FECI for a perpetual public commuter rail easement for the segment of the FEC Corridor between the Iris rail connection and Downtown Miami. In March, April, and May 2015, Executive Director Stephens relayed the actions and discussions at recent city and county meetings that have occurred as part of numerous briefings with elected officials. Coordination and discussions with elected officials and various agencies regarding funding for the Tri-Rail Downtown Miami Link are ongoing.

TRI-RAIL COASTAL LINK ON THE FEC CORRIDOR

Recommended by: _____ 6/19/15 Approved _____
Department Director Date Procurement Director Date

Authorized by: _____ 6/19/15 Approved as to Form _____
Executive Director Date General Counsel Date 6/19/15

AGENDA ITEM NO. I-2

SOUTH FLORIDA REGIONAL TRANSPORTATION AUTHORITY
GOVERNING BOARD MEETING: JUNE 26, 2015

AGENDA ITEM REPORT

☒ Information Item ☐ Presentation

SOUTH FLORIDA TRANSIT RESOURCE GUIDE, 2nd EDITION

SUMMARY EXPLANATION AND BACKGROUND:

The South Florida Transit Resource Guide, 2nd Edition was developed by the South Florida Regional Transportation Authority (SFRTA) Department of Planning and Capital Development to explore the vital connection between transportation and land use in Miami-Dade, Broward and Palm Beach Counties. The first edition in 2008 received an Honorable Mention in the Transportation Planning Award program sponsored by Federal Transit Administration (FTA), Federal Highway Administration (FHWA), and the American Planning Association.

Coordination between transportation and land use is important for SFRTA. Such coordination can lead to increased Tri-Rail ridership due to increased station area development. Regional transit supportive programs, policies, and developments are also rated by the FTA during the federal funding process. Strong land use ratings can increase the chances for federal funding of transit projects.

Increased development around Tri-Rail stations not only positively impacts Tri-Rail ridership, but can influence regional growth as it pertains to transportation and land use. Station area development decisions are governed by the city or county in which each station is located. This publication profiles the many factors which affect how the cities and counties promote station area development.

The document has been through an extensive review process with partner agencies and is not possible without their support and the generous donation of their time. SFRTA's Planning Technical Advisory Committee (PTAC) had input during the creation of the document and all agencies and program managers profiled were sent the write-ups for review. An additional review by South Florida transportation leaders was added for this edition.

Response to the document has been extensive and positive.

Department: Planning & Capital Development Department Director: William L. Cross, P.E.
Project Manager: Lynda Kompelien Westin, AICP Procurement Director: Christopher Bross

EXHIBITS ATTACHED: Exhibit 1 –South Florida Transit Resource Guide
(to be distributed at the Board meeting)

SOUTH FLORIDA TRANSIT RESOURCE GUIDE, 2nd EDITION

Recommended by: 6/19/15 Approved by:
Department Director Date Procurement Director Date

Authorized by: 6/19/15 Approved as to Form by:
Executive Director Date General Counsel Date
6/19/15

EXHIBIT 1

SECOND EDITION

Improving the Connection between Transit and Land Use

SOUTH FLORIDA TRANSIT RESOURCE GUIDE

June 2015

RTA SOUTH FLORIDA REGIONAL TRANSPORTATION AUTHORITY

SOUTH FLORIDA REGIONAL TRANSPORTATION AUTHORITY

800 NW 33rd Street | Pompano Beach, Florida 33064 | P: 954/942-7245 | F: 954/788-7878 | www.sfrta.fl.gov

June 11, 2015

Dear Colleague:

The South Florida Regional Transportation Authority (SFRTA) is pleased to introduce the second edition of the South Florida Transit Resource Guide, which demonstrates the vital connection between transportation and land use throughout Broward, Miami-Dade, and Palm Beach Counties. The first edition was well received and was awarded an honorable mention in the 2010 Transportation Planning Excellence Awards sponsored by the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA).

Decisions involving transportation and land use directly affect our quality of life and the economic vitality of the region. The choices we make influence how much free time we have, where we live and work, our recreational activities, how we travel, the state of our environment, and so much more.

The SFRTA seeks to coordinate, develop and implement, in cooperation with all appropriate levels of government, private enterprise and citizens a regional transportation system in South Florida that ensures mobility, the advancement of sustainable growth and improvement in the quality of life for future generations.

Increased development around Tri-Rail stations not only positively impacts Tri-Rail ridership, but can also influence regional growth as it pertains to transportation and land use. Station area-development decisions are governed by the city or county in which each station is located. This publication profiles the many factors which affect how the cities and counties promote station-area development.

In summary, we hope this document provides the information needed to help communities and organizations make decisions which can improve the connection between land use and transportation.

Sincerely,

Jack L. Stephens
Executive Director
South Florida Regional Transportation Authority

Acknowledgements

Many professionals contributed their time and expertise to the publication of this document. The South Florida Regional Transportation Authority (SFRTA) would like to especially thank:

- The numerous transportation providers and land use policy makers in South Florida:
  - The Governing Board of the South Florida Regional Transportation Authority;
  - The Florida Department of Transportation Districts IV and VI;
  - The Treasure Coast and South Florida Regional Planning Councils;
  - Palm Tran, Broward County Transit, and Miami-Dade Transit;
  - The Metropolitan Planning Organizations of Palm Beach, Broward, and Miami-Dade County;
  - Palm Beach, Broward, and Miami-Dade Counties; and
  - The one-hundred and four South Florida municipalities setting local land use and transportation policy on a daily basis.
- The many agencies, service providers, and programs profiled in this document.
- FHWA and FTA for recognizing the first edition of the Transit Resource Guide with an honorable mention in the 2010 Transportation Planning Excellence Awards.
- Tri-Met of Portland Oregon, for providing the inspiration for this document.
- Lynda Kompelien Westin, SFRTA, for coordinating the first and second editions of this guide.

South Florida Regional Transportation Authority
Department of Planning and Capital Development
800 NW 33rd Street
Pompano Beach, Florida 33064
(954) 788-7949

SOUTH FLORIDA REGIONAL TRANSPORTATION AUTHORITY

Foreword

Effective multimodal transportation in South Florida is an enormous undertaking. There are multiple transportation modes, numerous layers of government, and an ever growing population depending on its services.

Continued improvement in South Florida multimodal transportation services and strengthening the link between transit and land use is critical to improving the quality of life in the region. We hope this document can improve the quality of life in South Florida by providing a baseline for future analysis and promoting coordination between providers and program managers.

This second edition of the South Florida Transit Resource Guide profiles factors affecting the transit and land use connection in South Florida, specifically:

- Chapter One: Regional Snapshot
  This chapter looks at regional population and employment trends and lists major employers by county.
- Chapter Two: Major Transportation Hubs
  This chapter summarizes the activity at regional ports, airports and major intermodal centers, all of which are large scale activity and traffic generators.
- Chapter Three: Transportation Planning Coordinators
  This chapter provides a synopsis of the entities setting transportation policy in South Florida.
- Chapter Four: Transportation Providers
  This chapter profiles public transit providers in South Florida.
- Chapter Five: Transportation Supportive Plans
  This chapter summarizes plans and studies that support development of the region's transit resources.
- Chapter Six: Transportation Supportive Policies and Programs
  This chapter reviews the policies and programs that encourage use, growth and development of transit.
- Chapter Seven: Organizations
  This chapter describes the organizations whose goals would benefit by an effective multimodal system. Generally, these goals fall into the categories of economic development, infill development and environmental preservation.

The SFRTA hopes that viewing these resources together will benefit the community by promoting improved transit and closer coordination between transit and land use.

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HOLLYWOOD

Chapter One

Regional Snapshot

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This page provides a brief summary of South Florida – its people, employers, and transit resources. According to 2010 U.S. Bureau of Census data, the Southeast Florida Metropolitan Statistical Area (as aggregated by the U.S. Office of Management and Budget), is the sixth largest in the U.S. with more than 5.4 million people.

The South Florida urbanized area is generally considered to be Palm Beach, Broward, and Miami-Dade counties. South Florida's growth is expected to continue. The population will climb to nearly 7.4 million by 2040, an increase of 34 percent since 2010. Thirty percent of Floridians live in South Florida.

Public transportation in South Florida is provided by Palm Tran, Broward County Transit, Miami-Dade Transit, and Tri-Rail, a commuter rail system. In addition, many communities have developed community shuttle programs. These are becoming important factors in enhancing mobility. On a yearly basis, the major transit systems provide over 163 million trips each year.

The investment in public transportation is critical to the growth of South Florida. It provides enhanced quality of life, reduces traffic congestion, helps the environment, and is a vital link for many people in their day-to-day life.

DEMOGRAPHICS

	Population		Employment	
County	2010*	2040	2010	2040
Palm Beach	1,320,134	1,760,062	586,984	844,197
Broward	1,748,066	2,305,614	781,861	1,057,300
Miami Dade	2,496,435	3,380,842	1,481,940	2,106,389

*Source: *2010 US Census; FDOT Southeast Regional Planning Model*

Southeast Florida Metropolitan Statistical Area is the sixth largest in the U.S. with more than 5.4 million people.

LARGE EMPLOYERS BY NUMBER OF EMPLOYEES

County	Employer	Employees
Palm Beach	School District of Palm Beach County	21,718
	Palm Beach County	11,381
	Tenet Healthcare Corp.	4,500
	Hospital Corporation of America	4,150
	Florida Power and Light	3,250
Broward	Broward County School Board	31,174
	Memorial Healthcare Systems	10,900
	Broward Health	8,227
	Broward County Commission	5,464
	Broward County Sheriff's Office	5,287
Miami Dade	Miami-Dade County Public Schools	48,571
	Miami-Dade County	29,000
	Federal Government	19,500
	Florida State Government	17,100
	Publix Super Markets	10,800

Sources: Palm Beach County: Florida Agency for Workforce Innovation, Enterprise Florida, 2013; Broward County: South Florida Business Journal, 2013; Miami Dade County: Beacon Council Website, 2014

MAJOR TRANSIT SERVICE DATA

Major Transit Providers	Annual Unlinked Trips	Annual Operating Cost ($)	Local Funding (%)	Fares (%)
Tri-Rail	4,941,886	58,876,941	8	20
Palm Tran	12,515,228	75,454,880	58	14
Broward County Transit	38,634,128	115,227,508	54	30
Miami-Dade Transit	107,339,867	456,571,134	57	22

Source: 2012 National Transit Data Base

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Chapter Two

Major Transportation Hubs

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West Palm Beach Intermodal Center

The West Palm Beach Intermodal Transit Center is operated by Palm Tran and located in downtown West Palm Beach. It was built on a 6.5 acre site near the Tri-Rail station to improve connectivity between public buses and trains, and provide greater service frequency for downtown commuters.

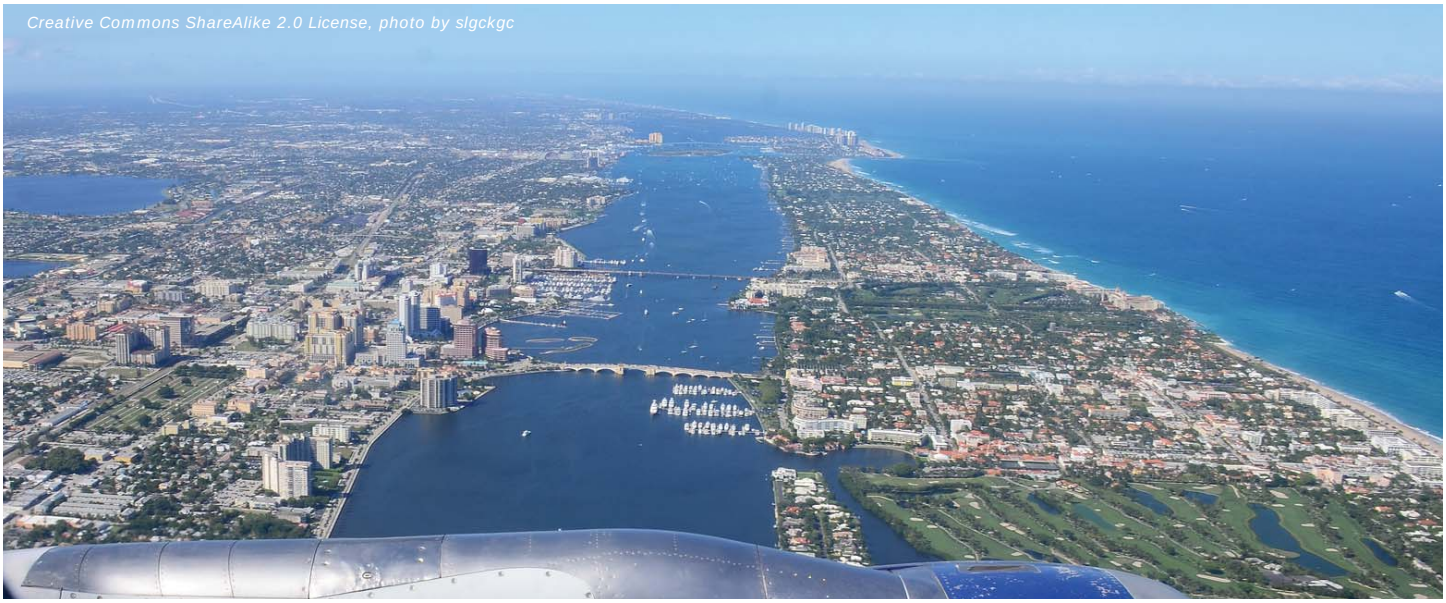
In addition, the West Palm Beach Intermodal Transit Center provides connections from Tri-Rail and Palm Tran to Amtrak, Greyhound, and City Trolley services. Features of the West Palm Beach Intermodal Transit Center include a Kiss & Ride passenger drop off area, 18 bus bays, and an art in public places project.

Funding for the construction of the West Palm Beach Intermodal Transit Center was provided by the Florida Department of Transportation (FDOT).

Palm Tran
Public Transportation

Shannon R. LaRocque, P.E., Interim Executive Director
Intermodal Transit Center
150 Clearwater Drive
Palm Beach, Florida 33401
www.palmtran.org/wpb_intermodal

Palm Beach International Airport



Palm Beach County's Department of Airports operates and maintains Palm Beach International Airport (PBIA).

Conveniently located to serve the air trade area of Palm Beach County and four surrounding counties, PBIA is the gateway to Palm Beach, Florida that serves over six million visitors each year. The airport is located approximately 2.5 miles west of downtown West Palm Beach, 3.5 miles west of Palm Beach, 20 miles north of Boca Raton, and 15 miles south of Jupiter. PBIA is located next to I-95 and is easily accessible from anywhere in Palm Beach County.

PBIA has been voted as the third best airport in the U.S. and sixth best in the world by the readers of the prestigious Conde Nast Traveler magazine. The 600,000 square foot terminal includes a concession mall, which runs the length of the building, and three passenger concourses and holding areas. Currently, PBIA offers 28 aircraft gates, with plans for expansion of 24 additional gates.

PBIA provides 1,100 short-term parking spaces, 5,500 long-term parking spaces, and over 3,000 economy parking spaces located on airport premises. Additionally, its newly landscaped roadway system easily guides visitors to the arrival or departure areas of the airport.

In its Strategic Master Plan, PBIA emphasizes community enhancement. A key future project is the Ground Transportation Center, which offers a centralized location for integrating the services provided by the Palm Beach International Airport's various ground transportation providers, including the on-airport rental car companies, Tri-Rail, and local bus service.

KEY FACTS

1936
Date Originated

6,205,996
Passenger Volume 2013

21,039 TONS
Cargo Volume 2013

12
Number of Passenger Carriers Served

12
Number of Freight Carriers Served

PALM BEACH COUNTY COMMISSION
Governance

Sources: PBIA website; Palm Beach County Department of Airports, Financial Report - 2013 Audited (September 30, 2013)

Bruce V. Pelly, Director
Palm Beach County Department of Airports
1000 Tournage Boulevard
West Palm Beach, Florida 33406
Tel: 561.471.7420
www.PBIA.org

Port of Palm Beach

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The Port of Palm Beach is located 80 miles north of Miami and 135 miles south of Port Canaveral. Ships enter the port through a 300 foot wide inlet channel with no aerial obstructions.

The Port of Palm Beach is the fourth busiest container port of Florida's 14 deep water ports and the 18th busiest in the U.S. It is a critical intermodal link to the Treasure Coast and the Central regions of Florida, and is operated by the Port of Palm Beach District, which is an independent special taxing district.

In addition to intermodal capacity, the port is a major hub for the shipment of bulk sugar (domestic usages), molasses, cement, utility fuels, water, produce, and breakbulk. The port also serves cruise passengers taking day trips in the Atlantic, and a multi-day cruise/ferry service to Freeport, Bahamas.

The Port of Palm Beach is one of the region's most significant economic engines creating and supporting approximately 8,940 jobs related to the port operation (2011). Overall, it is estimated that the port has an estimated impact of $1.9 billion to local and regional economies.

The port's influence also extends beyond Florida. Unlike most ports in the U.S., approximately 80 percent of the cargoes transiting the Port of Palm Beach are export cargoes, of which the majority goes towards supporting numerous island nations of the Caribbean. For example, the Port of Palm Beach supplies 60 percent of everything consumed in the Bahamas.

KEY FACTS

1915
Date Originated

341,000
Passenger Volume 2013

2,000,000 TONS
Cargo Volume 2013

TWO
Number of Passenger Carriers Served

NINE
Number of Freight Carriers Served

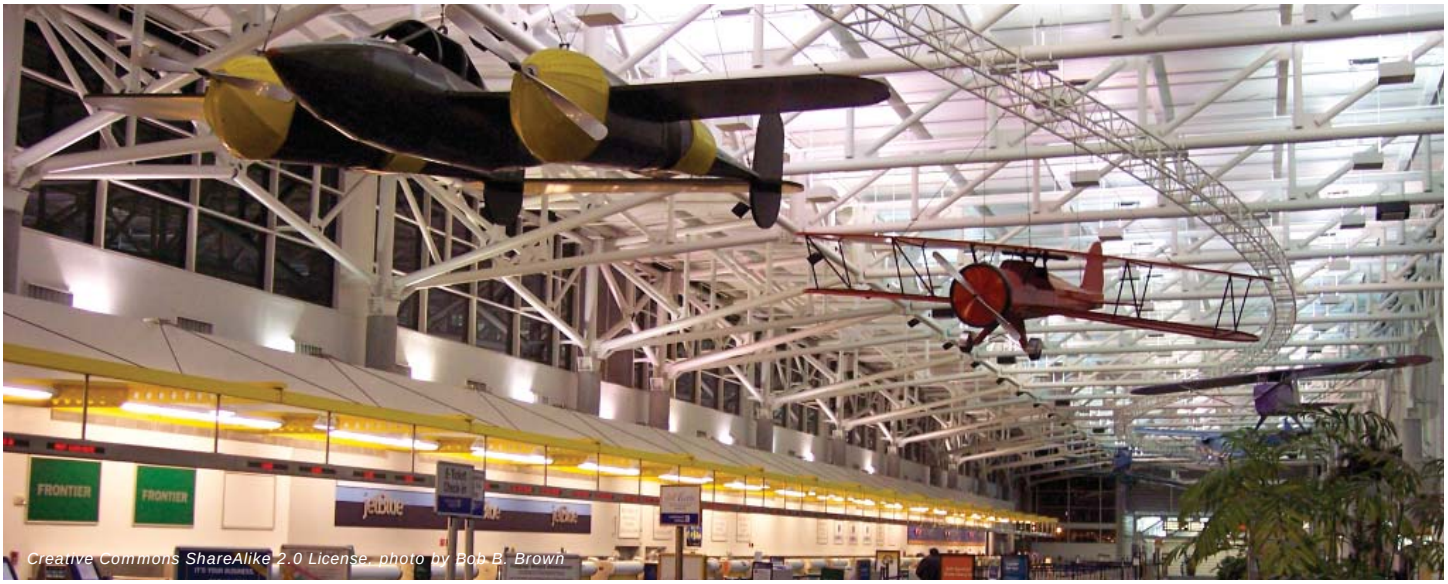
PORT OF PALM BEACH DISTRICT
Governance

Sources: Port of Palm Beach website [www.portofpalmbeach.com/]; Port of Palm Beach Master Plan Update 2012-2022 - adopted August 23, 2012 (amended March 28, 2013)

PORT of Palm Beach
IMPORT • EXPORT • YOUR PORT

Manuel Almira, Executive Director, PPM
Port of Palm Beach
One E. 11th Street, Suite 600
Riviera Beach, Florida 33404
Tel: 561.383.4100
www.portofpalmbeach.com

Fort Lauderdale-Hollywood International Airport



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Strategically located in the heart of the South Florida region, Fort Lauderdale-Hollywood International Airport (FLL) is one of the economic engines that drives Broward County.

In 2013, FLL served about 11.8 million enplanements and 23.6 million passengers, ranking 21st among U.S. airports. In addition, FLL creates approximately 135,000 jobs and generates approximately $10.6 billion annually for the local economy.

This world-class facility is the heart of a thriving South Florida global transportation network. FLL's unique location, less than two miles from Port Everglades, provides the closest airport/seaport connection in the nation. Operating efficiencies have resulted in one of the lowest costs per enplaned passenger of any airport in the world.

Located in the southern portion of Broward County and situated on approximately 1,400 acres of land, FLL provides two parallel runways. The airport terminal complex consists of four terminals, six concourses, and 57 gates. Currently, FLL is undergoing a $1.24 billion runway and facility expansion.

The airport's parking complex consists of 4,000 remote parking spots located west of the terminal area and 11,500 covered spaces which are located in three parking garages, the Palm Garage, the Hibiscus Garage, and the Cypress Garage/Rental Car Center. The Rental Car Center houses 12 rental car companies.

Broward County also owns and operates a common shuttle bus operation. All airport shuttle buses are biodiesel, while five of them also run as hybrid electric.

KEY FACTS

1929
Date Originated

23,559,779
Passenger Volume 2013

84,132 TONS
Cargo Volume 2013

29
Number of Passenger Carriers Served

NINE
Number of Freight Carriers Served

BROWARD COUNTY COMMISSION
Governance

Sources: FLL website [www.broward.org/Airport/Pages/Default.aspx]; FLL Monthly Statistical Summary, May 2014 [www.broward.org/Airport/About/Documents/FLLstatsmay2014.pdf]

Kent George, Airport Director
Broward County Aviation Department
2200 SW 45th Street
Dania Beach, Florida 33312
Tel: 954.359.6116
www.broward.org/airport

Port Everglades

For nearly a century, Port Everglades has been a vital contributor to the economic success of South Florida and remains a dynamic business force in today's market. Currently operated under the authority of the Broward County Board of County Commissioners, Port Everglades is conveniently situated near the Atlantic Ocean shipping lanes, the Florida East Coast railway, Florida's highway system, Fort Lauderdale-Hollywood International Airport, and the beautiful beaches of Greater Fort Lauderdale, Hollywood, and Dania Beach. Due to its location, the port serves all of South Florida and is in close proximity to Miami (23 miles south), West Palm Beach (48 miles north) and Orlando (215 miles north). With approximately 13,322 people directly employed at the seaport in 2014, Port Everglades remains one of the nation's top seaports with an internationally renowned reputation.

Port Everglades is one of the world's busiest cruise ports and is South Florida's main seaport for receiving and distributing petroleum products including, gasoline and jet fuel. In FY2014, the port experienced:

- 3,970 total ship calls
- Containerized Cargo revenue of ~$33 million
- Cruise revenue of ~$59 million

The port's jurisdiction now encompasses a total of 2,190 acres with world-class cruise, cargo and petroleum facilities including nine cruise terminals, 300,000 square feet of warehouse space, 32 deep-water berths, and 12 privately owned petroleum terminals. In addition, the port recently re-opened Cruise Terminal 4 after a $24 million complete renovation. This project marks the sixth cruise terminal to be updated in the five years. In addition, the port completed several multi-million-dollar landside infrastructure improvements designed to improve connections with South Florida's major highway and railroad systems, including a 43.4-acre intermodal container transfer facility that is owned and operated by the Florida East Coast Railway. Longer-term capital improvements at Port Everglades include adding cargo berths, deepening and widening the navigation channels, purchasing new Super Post-Panamax gantry cranes and completing capacity upgrades to existing gantry cranes.

KEY FACTS

1927
Date Originated

BROWARD COUNTY COMMISSION
Governance

4,001,354
Passenger (Cruise and Ferry) Volume 2014

23,273,318 TONS
Waterborne Cargo Volume 2014

9
Number of Passenger Carriers Served

20
Number of Freight Carriers Served

Sources: Port Everglades website [www.porteverglades.net/]

Steven Cernak, Port Director
Port Everglades
1850 Eller Drive
Fort Lauderdale, Florida 33316
Tel: 954.523.3404
www.broward.org/port

PORT EVERGLADES
BROWARD COUNTY, FLORIDA
Florida's Powerhouse Port

Miami International Airport

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Miami International Airport (MIA) was first opened in 1928, under the name of Pan American Field. It began as the main base of Pan American Airways Corporation. Eventually, Pan American shifted most of its usage to another field, which left the Pan American Field virtually unused.

In 1945, the Port Authority was established in Miami, which reorganized the region's airports. The Pan American Field was purchased by the city of Miami and once merged with another nearby airport it expanded to become the area currently known as MIA.

Currently, MIA operates more takeoffs and landings per runway than any other airport in the United States. As of 2013, MIA ranks as:

- Third busiest airport in the U.S. and ninth in the world for total freight.
- Busiest among U.S. airports and ninth in the world for international freight.
- Tenth busiest airport in the U.S. and 26th in the world for total passengers.

MIA is connected to the Miami Intermodal Center (MIC) by the MIA Mover, an elevated automated people mover system. The MIC is a ground transportation hub located one mile east of MIA that encompasses a Rental Care Center facility and stations for Metrorail, Metrobus, and in 2015, Tri-Rail.

KEY FACTS

1928
Date Originated

40,562,948
Passenger Volume 2013

2,144,445 TONS
Cargo Volume 2013

58
Passenger/Cargo Carriers Served

38
Cargo-only Carriers Served

MIAMI-DADE COUNTY COMMISSION
Governance

Sources: MIA website [www.miami-airport.com/home.asp]

Emilio T. Gonzalez, Director
Miami International Airport
4200 NW 21st Street
Miami, Florida 33142
Tel: 305.876.7077
www.miami-airport.com/home.asp

Located in downtown Miami, PortMiami is among an elite group of ports in the world which cater to both cruise ships and containerized cargo.

PortMiami is recognized as the "Cruise Capital of the World" and has retained its status as the number one cruise passenger port in the world for well over four decades. Similarly, as one of the largest cargo container ports in the United States, PortMiami has played a vital trade and commerce link between North America, Latin America, and the Caribbean for years, ensuring its continued distinction as the "Cargo Gateway of the Americas".

In recent years, the shift in Asian trade to east coast ports via all-water routes through the Suez and Panama canals has resulted in Asia being the fastest growing trade region for PortMiami (in 2014, China is ranked as the top trading partner).

PortMiami also generates approximately 176,000 direct and indirect employments and has an annual impact of about $18 billion to the South Florida economy.

The port continues to seek ways to improve its operations and expand its services. For example, to meet the demands of the new Mega-ships servicing the port, PortMiami completed new cruise terminals D and E, some of the most modern cruise facilities in the world. In addition, the port has installed four new Super Post-Panamax cranes and is currently undergoing deepwater dredging to accommodate larger cargo ships.

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Due to the heavy cargo activity, PortMiami is a major source of truck traffic in Miami. To mitigate traffic in downtown Miami, the Port of Miami Tunnel was completed in 2014, which allows truck traffic between the port and interstate system to bypass downtown and reduce truck traffic congestion in the Miami roadways.

KEY FACTS

1896
Date Originated

4,079,000
Passenger Volume 2013

7,980,527 TONS
Cargo Volume 2013

13
Number of Passenger Carriers Served

19
Number of Freight Carriers Served

MIAMI-DADE COUNTY COMMISSION
Governance

Sources: PortMiami website [www.miamidade.gov/portmiami/home.asp]; PortMiami 2035 Master Plan [www.miamidade.gov/portmiami/master-plan.asp]; PortMiami 2013 Comprehensive Annual Financial Report

PORTMIAMI

Juan Kuryla, Director
Port Miami
1015 N. America Way
Miami, Florida 33132
Tel: 305.347.4844
www.miamidade.gov/portmiami

Miami Intermodal Center

Miami Intermodal Center (MIC), located just east of the Miami International Airport, is a ground transportation hub that serves to directly link services by Tri-Rail, Miami-Dade Transit Metrorail and Metrobus, and private transportation providers.

The MIC was also developed to relieve Miami International Airport of burdensome traffic clogging its access roadways and terminal ramps. Traffic at the airport's terminals has decreased by 30 percent as a result of shifting rental car operations to the centralized Rental Car Center. Overall, the key facilities provided by the MIC will include the:

- Rental Car Center
- Miami Central Station
- MIA Mover
- Access roads and other infrastructure improvements

In addition to the transportation benefit of providing public transportation to other centers of employment in the region, the MIC has the potential to contribute significantly to the local economy.

Tri-Rail re-initiated service to the MIC on April 5, 2015.

Ric Katz, Public Affairs Manager
Miami Intermodal Center
3797 NW 21st Street
Miami, Florida 33142
Tel: 305.441.1272
www.micdot.com

MIC
Miami Intermodal Center

Chapter Three

Transportation Planning Coordinators

RTA
TRI RAIL

Florida Department of Transportation

Florida Department of Transportation (FDOT) was authorized in 1915. Today, FDOT is responsible for much of the state's transportation infrastructure including roadways, bridges, aviation facilities, seaports, rail, and public transportation systems. FDOT is a decentralized organization where operational decisions are made by the seven Districts and the Turnpike Enterprise. Districts Four and Six oversee southeast Florida, where District IV covers Indian River, Martin, St. Lucie, Palm Beach and Broward Counties, and District VI covers Miami-Dade and Monroe Counties.

FDOT continues to address the growing demand for mobility and transportation capacity in a constrained environment through a multimodal approach as evident from a strong commitment to its public transportation programs.

Public Transit Block Grant Program provides a stable source of funds for capital and operation costs of eligible public transit services.

Service Development Program provides local transit agencies and jurisdictions innovative resources to improve or expand services.

Park-and-Ride Lot Program facilitates purchase or lease of private land for the construction and/or promotion of park-and-ride lots.

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Intermodal Development Program assists major capital investments in fixed-guideway systems, access to seaports and airports, and intermodal or multimodal terminals.

Transit Corridor Program is designed to improve capacity of transportation corridors by facilitating movement of high-occupancy conveyances.

Florida New Starts Transit Program funds fixed-guideway projects and facilities that qualify under the Federal Transit Administration (FTA) New Starts Program.

KEY FACTS

1915 Date Originated	**11,000** Bridges
43,000 Highway Lane Miles	**14** Deepwater Seaports
2,800 Rail Miles	**783** Aviation Facilities

Sources: FDOT website [www.dot.state.fl.us]

Jim Boxold, Secretary
Florida Department of Transportation
605 Suwannee Street
Tallahassee, Florida 32399-0450
Tel: 850.414.4100
www.dot.state.fl.us

Gerry O'Reilly PE, District Secretary
Florida Department of Transportation, District Four
3400 W. Commercial Boulevard
Fort Lauderdale, Florida 33309
Tel: 954.777.4411
www.dot.state.fl.us

Gus Pego PE, District Secretary
Florida Department of Transportation, District Six
1000 NW 111th Avenue
Miami, Florida 33172
Tel: 305.470.5197
www.dot.state.fl.us

Florida Transportation Commission

Florida Transportation Commission (FTC) was established in 1987 as an independent citizen's board that oversees the Florida Department of Transportation (FDOT). Composed of nine commissioners appointed by the Governor and confirmed by the Florida Senate for four-year terms, the FTC is statutorily required to meet at least four times per year. Historically, however, the FTC has met seven to eight times annually at locations spanning the entire state.

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The law requires that the FTC commission "equitably represent all geographic areas". The commissioners must represent transportation needs of the state as a whole and may not subordinate state needs to those of any particular area.

The FTC is prohibited from involvement in day-to-day operations of FDOT (e.g., consultant/contractor selection, project and personnel matters). The FTC's primary functions include:

- Review major transportation policy initiatives or revisions submitted by FDOT pursuant to law.
- Recommend major transportation policy to the Governor and Legislature (the FTC has recommended policies related to public transit, funding, road jurisdiction, truck weights, and penalties, etc.).
- Serve as an oversight body for the FDOT (the FTC assesses performance, monitors financial status, and reviews work program, budget requests, and long-range plan).
- Nominate the Secretary of Transportation. The Governor then appoints the Secretary from among three candidates nominated by the FTC.
- Monitoring and oversight of those transportation authorities created under Chapters 343, 348, and 349 of the Florida Statutes, as well as the Mid-Bay Bridge Authority, which was created pursuant to Chapter 86-465, Laws of Florida. This includes the oversight of the South Florida Regional Transportation Authority.

KEY FACTS

1987
Date Originated

NINE
Number of Commissioners

FLORIDA DEPARTMENT OF TRANSPORTATION AND REGIONAL TRANSPORTATION AUTHORITIES
Oversee

Sources: FTC website [www.ftc.state.fl.us/index.shtm]

Florida Transportation Commission
605 Suwannee Street, MS-9
Tallahassee, Florida 32399
Tel: 850.414.4102
www.ftc.state.fl.us

South Florida Regional Transportation Authority

In 2003, the Florida Legislature transformed the Tri-County Commuter Rail Authority (Tri-Rail) into the South Florida Regional Transportation Authority (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.

SFRTA currently operates Tri-Rail commuter rail service in Miami-Dade, Broward, and Palm Beach counties. The 72 mile passenger rail line goes as far south as Miami International Airport and as far north as Mangonia Park in Palm Beach County. There are currently 18 Tri-Rail stations open for service —six in Palm Beach County, seven in Broward County, and four in Miami-Dade County. SFRTA also operates a free shuttle bus program to and from selected Tri-Rail stations, providing connecting service for Tri-Rail riders to numerous destinations in South Florida.

In addition SFRTA, in cooperation with its transportation partners, works diligently to continue to plan and expand the regional transportation system in South Florida. These efforts are aimed to meet the growing public demand by ensuring mobility, advancing sustainable growth, and improving the quality of life for the current and future residents.

KEY FACTS

2003
Date Originated

MIAMI-DADE, BROWARD, PALM BEACH
Counties Served

5,122,671
Annual Unlinked Trips (2015)

116.1 MILLION
Annual Commuter Rail Passenger Miles (2013)

3.6 MILLION
Annual Shuttle Bus Passenger Miles (2013)

Sources: SFRTA website [www.sfrta.fl.gov] and National Transit Database Publications 2013 [www.ntdprogram.gov/ntdprogram/pubs/profiles/2013/agency_profiles/4077.pdf]

Jack Stephens, Executive Director
South Florida Regional Transportation Authority
800 NW 33rd Street
Pompano Beach, Florida 33064
Tel: 954.942.7245
www.sfrta.fl.gov

Regional Planning Councils

In 1993, the Florida legislature recognized the Regional Planning Council (RPC) as Florida's only multipurpose regional entity that is in a position to plan for and coordinate intergovernmental solutions to growth-related problems on greater-than-local issues (Chapter 186 of Florida Statutes).

RPCs provide technical assistance to local governments to help manage and coordinate development and transportation policies that will benefit the mobility and transportation systems at a regional level. RPCs also review and often assist in preparing plans of independent transportation authorities and Metropolitan Planning Organizations (MPOs) to identify inconsistencies between those agencies' plans and applicable local government plans.

There are 11 RPCs in Florida, of which the South Florida Regional Planning Council and the Treasure Coast Regional Planning Council cover the Southeast Florida region.

South Florida Regional Planning Council (SFRPC): The SFRPC's mission is to identify the long-term challenges and opportunities facing Southeast Florida and assist the Region's leaders in developing and implementing creative strategies that result in more prosperous and equitable communities, a healthier and cleaner environment, and a more vibrant economy. The SFRPC is also a planning and public policy agency that acts based on statutory requirements and the needs of member units of local government. The SFRPC is composed of 19 voting members including county and municipal elected officials and Governor's appointees.

SFRPC oversees Broward, Miami-Dade, and Monroe counties. The policy document that guides all of the SFRPC's activities is the **Strategic Regional Policy Plan for South Florida**.

Treasure Coast Regional Planning Council (TCRPC): TCRPC is the only regional forum where elected and appointed leaders regularly come together to discuss complex regional issues, develop strategic regional responses for resolving them, and build consensus for setting and accomplishing regional goals. The TCRPC operates a number of programs and services for economic development and regional planning designed to satisfy the needs of its public and private sector customers and foster the healthy and orderly growth of the Region. The TCRPC is made up of nineteen elected officials and nine gubernatorial appointees, and covers Indian River, St. Lucie, Martin, and Palm Beach counties, and 50 municipalities. Its actions are guided by its **Strategic Regional Policy Plan for the Treasure Coast Regions**.

Michael J. Busha, Executive Director
Treasure Coast Regional Planning Council
421 SW Camden Avenue
Stuart, Florida 34994
Tel: 772.221.4060
www.tcrpc.org

James F. Murley, Executive Director
South Florida Regional Planning Council
3440 Hollywood Boulevard, Suite 140
Hollywood, Florida 33021
Tel: 954.985.4416
www.sfrpc.com

Southeast Florida Transportation Council

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Since the 2000 U.S. Census, the Miami Urbanized Area encompasses parts of Miami-Dade, Broward, and Palm Beach Counties. The Metropolitan Planning Organizations (MPOs) for each of these counties responded to the potential of consolidating into a single MPO by committing to develop and implement a coordinated planning effort resulting in, but not limited to:

- Regional long range transportation plan covering the tri-county region;
- Regional project prioritization and selection process;
- Regional public involvement processes; and,
- Regional performance measure development to assess the effectiveness of regional coordination.

After several years of ad hoc coordination, the Southeast Florida Transportation Council (SEFTC) was created, under Florida Statutes Chapter 334.175(5)(1)(2), to serve as a formal forum for policy coordination and communication to carry out regional initiatives agreed upon by the MPOs in the region. An interlocal agreement between the MPOs was completed in 2005 and since its inception the SEFTC has adopted:

- Regional goals and objectives;
- Regional corridor of significance criteria;
- Regional Long Range Transportation Plan; and,
- Project lists for Transportation Regional Incentive Program (TRIP).

Staff support to the SEFTC is provided by the respective MPOs on a continuous basis. The Regional Transportation Technical Advisory Committee (RTTAC) is a staff-level working group tasked to address many of the issues brought before the SEFTC. The RTTAC is composed of staff from the three MPOs, Florida Department of Transportation Districts Four and Six, Florida Turnpike Enterprise, Miami-Dade Expressway Authority, the four area transit agencies, and the two area Regional Planning Councils. This group evaluates, discusses, and ultimately recommends technical decisions to the Southeast Florida Transportation Council.

SEFTC
Southeast Florida Transportation Council

Jesus Guerra, Interim Executive Director
Miami-Dade Metropolitan Planning Organization
111 NW First Street, Suite 910
Miami, Florida 33128
Tel: 305.375.4507
www.miamidade.gov/mpo/default.htm

Metropolitan Planning Organizations

As mandated by the Federal Highway Act of 1973, Metropolitan Planning Organizations (MPOs) provide a cooperative, comprehensive, and continuing (3C) transportation planning and decision-making process. The process covers both short-range and long-range transportation planning, and covers all modes including roadways; transit, bicycle and pedestrian facilities; airports and seaports.

In southeast Florida, MPOs have been established in each of the urbanized counties to guide localized transportation decision making. The Miami-Dade, Broward, and Palm Beach MPOs cover the southeast Florida region. Each MPO maintains its Long Range Transportation Plan (LRTP) with a minimum 20-year outlook, and a five-year program known as the Transportation Improvement Program (TIP). The MPOs also participate in the development of the 10-year Transit Development Plans (TDPs) by the transit agencies in each county.

Recognizing the need for increased regional transportation planning and coordination balanced with the need and desire to maintain localized transportation planning, the three MPOs created the Southeast Florida Transportation Council (SEFTC) in 2005. This body develops and implements a coordinated regional planning effort, promoting more effective long-range, large-scale transportation planning for the three counties. As part of the SEFTC, the MPOs, corresponding to each of their urbanized areas, share responsibility for ensuring that major regional issues are addressed appropriately.

The performance of the three MPOs is evaluated every four years by the Federal Highway Administration and Federal Transit Administration.

Jesus Guerra, Interim Executive Director
Miami-Dade Metropolitan Planning Organization
111 NW First Street, Suite 920
Miami, Florida 33128
Tel: 305.375.4507
www.miamidadempo.org

Gregory Stuart, Executive Director
Broward MPO
100 West Cypress Creek Road, Suite 850
Fort Lauderdale, Florida 33309
Tel: 954.876.0035
www.browardmpo.org

Nick Uhren PE, Executive Director
Palm Beach Metropolitan Planning Organization
2300 N. Jog Road, Fourth Floor
West Palm Beach, Florida 33411
Tel: 561.684.4170
www.PalmBeachMPO.org/

Citizen's Independent Transportation Trust

The Citizens' Independent Transportation Trust (CITT) is the 15 member board created in Miami-Dade County by voters to monitor the expenditure of the half-percent transportation Surtax and the implementation of the People's Transportation Plan (PTP). Its 15 members represent a cross-section of the community and are appointed by each member of the Miami-Dade County Board of County Commissioners, the Miami-Dade County Mayor, and the Miami-Dade League of Cities. The PTP is the comprehensive program of transit and roadway improvements developed in coordination with the community to ensure proposed projects will enhance and improve public transportation countywide and reflect the public's mobility needs.

The CITT has direct responsibility for the 20 percent of Surtax proceeds distributed to eligible municipalities. The cities receive funds on a pro rata basis based upon their population and must apply them to transportation and transit projects. The participating municipalities are also required to maintain a five-year transportation plan, which is updated annually, and must apply at least

20 percent of their share of Surtax proceeds toward transit uses.

CITT responsibilities include:

- To exercise its authority to monitor, oversee and investigate surtax expenditures to insure that surtax funds are properly spent
- To work closely with the Board of County Commissioners to review contracts requesting funding for PTP projects.
- To initiate necessary amendments to the PTP to the Board of County Commissioners.
- To file quarterly reports on the expenditure of the Surtax with the Board of County Commissioners.

The PTP funds major transportation improvements undertaken by Miami-Dade County Public Works including the $506 million Metrorail Orange Line Project that was completed in late 2012. Under the current PTP, the program budget is estimated at approximately $1.5 billion.

KEY FACTS

2002
Date Originated

$250 MILLION
Estimated Current PTP Fund for FY2014-2015

$1.5 BILLION
Bonded Capital Program

Sources: CITT website [www.miamidade.gov/citt/home.asp]

Charles D. Scurr, Executive Director
Office of the Citizen's Independent Transportation Trust
111 NW First Street, Suite 1010
Miami, Florida 33128
Tel: 305.375.1357
www.miamidade.gov/citt/home.asp

Miami-Dade Expressway Authority

Miami-Dade Expressway Authority (MDX) is a state sanctioned, locally administered, public agency created in 1994 by the State of Florida and the Board of County Commissioners of Miami-Dade County. MDX was created to ensure that all toll revenues are dedicated to supporting the expressway system and to create new roadway capacity. In addition, MDX has instituted a number of services to enhance mobility. These include the road rangers, who patrol the expressways 24/7 to assist stranded motorists, and an Intelligent Transportation System (ITS).

MDX is governed by a Board comprised of 13 volunteer members appointed by the Board of County Commissioners and the Governor of the State of Florida. MDX oversees, operates and maintains five tolled expressways:

- State Road 836 (Dolphin Expressway)
- State Road 112 (Airport Expressway)
- State Road 874 (Don Shula Expressway)
- State Road 878 (Snapper Creek Expressway)
- State Road 924(Gratigny Parkway)

Additional information on MDX, including plans, programs, policies, finance, calendar of events and projects, can be found at www.mdxway.com.

KEY FACTS

1994
Date Originated

226
Lane Miles of Operated and Maintained Roadway

$1.2 BILLION
Investments in Projects to Date (2014)

$879.2 MILLION
Estimated 5-Year Program Budget (2015-2019)

Sources: MDX website [www.mdx-way.com]

Javier Rodriguez PE, Executive Director
Miami-Dade Expressway Authority
3790 NW 21st Street
Miami, Florida 33142
Tel: 305.637.3277
www.mdxway.com

MIAMI-DADE EXPRESSWAY AUTHORITY

Chapter Four

Public Transportation Providers

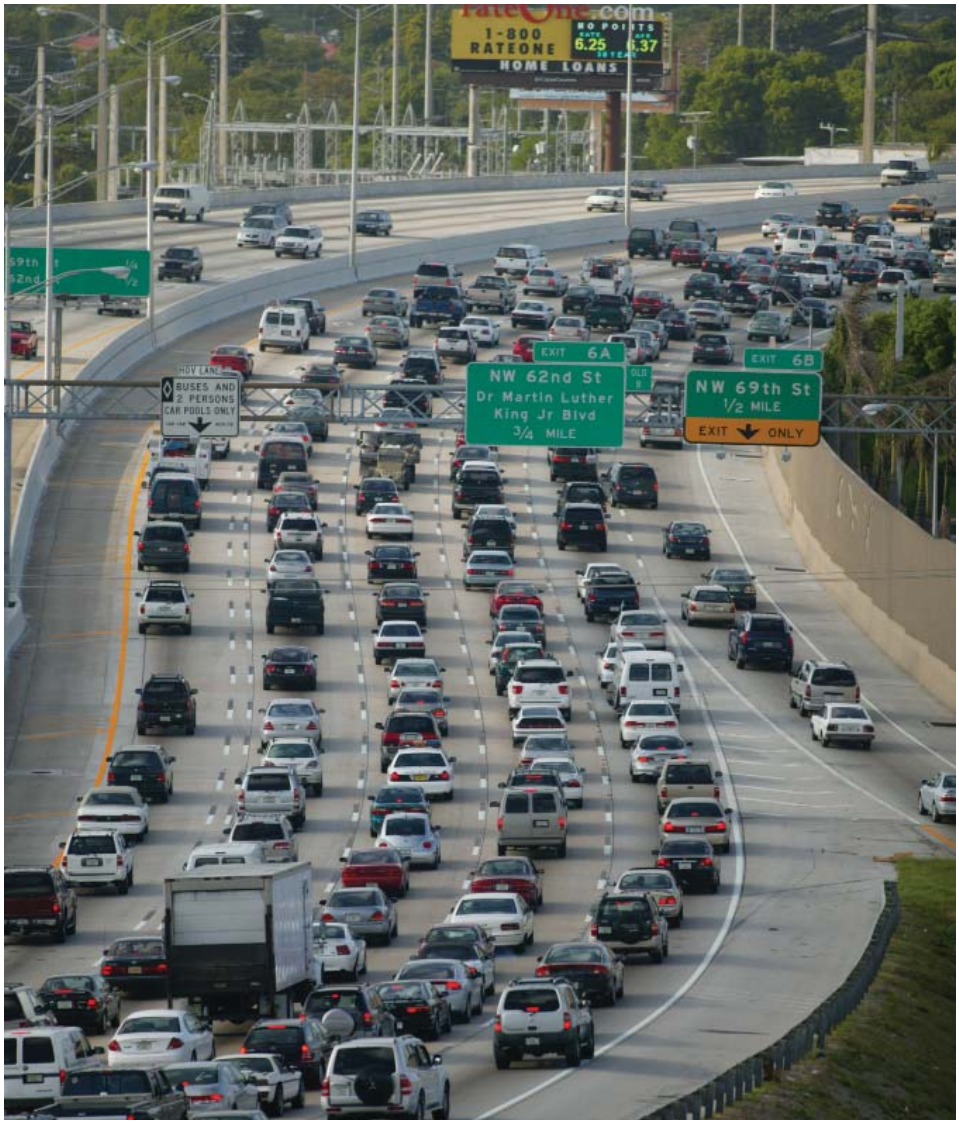
R BANK.
04196
C via SOUTH BEACH
WNTOWN MIAMI
I'm sick of the runaround
04196
STOP

South Florida Commuter Services

South Florida Commuter Services (SFCS), a program of the Florida Department of Transportation, provides assistance to commuters, businesses, government agencies and municipalities in Monroe, Miami-Dade, Broward, Palm Beach, Martin, and St. Lucie counties. SFCS's main mission is to reduce peak-hour trips and improve South Florida traffic conditions by promoting alternatives to driving alone.

SFCS promotes the use of alternatives to single-occupancy vehicle travel through free transportation programs and services such as the carpool/vanpool ride-matching, transit trip planning, School Pool activities, 95 Express assistance, and the Emergency Ride Home Program.

For more information on the program, please visit: www.1800234ride.com.



KEY FACTS

1988
Date Originated

40,000
Number of Users in Commuter Database

FIVE
Number of County School Districts Supported (School Pool)

Sources: South Florida Commuter Services website [www.1800234ride]

SOUTH FLORIDA COMMUTER SERVICES

James Udvardy, Director
South Florida Commuter Services
5450 NW 33rd Ave, Suite 109
Fort Lauderdale, Florida 33309
Tel: 954.731.0062
www.1800234ride.com

South Florida Vanpool Program

Vanpool programs have long been an important piece of regional congestion mitigation strategies in South Florida. Vanpools are groups of six to 15 people who travel between common origins and destinations on a regular basis, usually for work trips. The Miami-Dade County Metropolitan Planning Organization (MPO) initiated the South Florida Vanpool Program (SFVP) in 1998, and it is a joint effort between the South Florida MPOs and Florida Department of Transportation (FDOT).

The SFVP is an outreach arm of the operations of the South Florida Commuter Services (SFCS), which helps promote ride sharing options for commuters in Miami-Dade, Broward, Palm Beach, Martin, and St. Lucie Counties. The goal of the SFVP is to provide transportation options for people who traditionally commute to work or school by themselves in an automobile.

The program is operated by vRide, Inc., which provides the day-to-day operation and coordination of the vanpool program. The cost of the van and fuel are shared by the passengers with a subsidy from the program, which reduces significantly the overall commute cost

In 2013 SFVP reported 231 active vanpools that average about six persons per van and 67 miles per roundtrip. Nearly half of all vanpool commutes take place between Miami-Dade and Broward Counties. The vanpools help reduce traffic by keeping around 1,200 SOV off the South Florida roads on a daily basis.

KEY FACTS

1998
Date Originated

230
Number of Active Vanpools (2013)

670,000
Passenger-trips Saved

1.9 MILLION
Gallon of Fuel Saved (2011)

1,200
Number of Parking Spaces Saved (2011)

Sources: South Florida Vanpool Program website [www.southfloridavanpool.com] and Miami-Dade MPO website [www.miamidade.gov/mpo/downloads/MPO_annual_report_2011.pdf]

James Udvardy, Director
South Florida Commuter Services
5450 NW 33rd Ave, Suite 109
Fort Lauderdale, Florida 33309
Tel: 954.731.0062
www.southfloridavanpool.com

Tri-Rail is Southeast Florida's commuter rail line, which extends 72 miles from Miami (at a station near the airport) to Mangonia Park (just north of West Palm Beach), with a total of 18 stations. The name refers to the three counties through which the line passes: Miami-Dade, Broward, and Palm Beach. It is operated by the South Florida Regional Transportation Authority (SFRTA) and service began in 1989, as an alternative to the I-95 expressway during its reconstruction.

On a typical weekday, morning and afternoon peak hour commute times average 20-minute headways between trains and 60-minute headways during mid-day.

Tri-rail also offers multiple trip discounts to qualified pre-qualified passengers, including senior citizens, individuals with disabilities, students, and individuals that are part of a participating employer program.

In addition, Tri-Rail currently offers free and convenient shuttle services to and from Tri-Rails stations for passengers. With more than 20 shuttle service routes, Tri-Rail passengers can easily connect to all that South Florida has to offer.

KEY FACTS

1989 Date Originated	**4.2 MILLION** Total Annual Ridership (2013)
25 Years of Operation	**18** Number of Stations

Sources: Tri-Rail website [www.tri-rail.com]

Jack Stephens, Executive Director
South Florida Regional Transportation Authority
800 NW 33rd Street
Pompano Beach, Florida 33064
Tel: 954.942.7245
www.sfrta.fl.gov

Palm Tran

Palm Tran, an agency of Palm Beach County government, is responsible for providing transit services in Palm Beach County. Operations include an integrated system of bus routes connecting with other mass transit bus routes, local circulator services, Tri-Rail, and Palm Tran's Paratransit Connection, a door-to-door service for the elderly and disabled. Annual fixed route ridership is more than 12 million with nearly 40,000 riders each weekday.

Palm Tran operates seven days a week (excluding holidays) serving more than 3,200 bus stops with 150 buses. Weekday peak service runs every 30 minutes and off-peak service runs every 60 minutes. In addition, most routes run weekend services on hourly headways. All buses provide bike racks, wheel chair ramps, and automatic stop announcements. Palm Tran riders can view the real-time location of buses and easily plan their trip online using a computer or smart phone; these online tools called "iGo" use Automatic Vehicle Location (AVL) technology.

Palm Tran is funded by Palm Beach County gas tax, farebox revenues, grant funds, and other revenues. Palm Beach County also has other trolley systems, including the:

West Palm Beach Downtown Trolley
561.833.8873

Delray Beach Downtown Roundabout
561.243.7000

KEY FACTS

1971
Date Originated

12 MILLION
Total Annual Ridership (2013)

3,200
Total Number of Stops in System

156
Total Number of Buses in System

Sources: Palm Tran website [www.palmtran.org]

Shannon R. LaRocque, P.E., Interim Executive Director
Palm Tran
3201 Electronics Way
West Palm Beach, Florida 33407
Tel: 561.841.4200
www.palmtran.org

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Broward County Transit (BCT) is an agency of Broward County Government. BCT delivers public transportation services to an area of approximately 410 square miles with an operating fleet of 292 fixed-route buses, 28 express buses, 78 community buses, and 215 paratransit vehicles. BCT operates 44 routes on weekdays, 31 on Saturdays, and 29 on Sundays.

BCT also offers Community Bus Service, which operates in partnership with 19 area municipalities including: the cities of Coconut Creek, Coral Springs, Dania Beach, Deerfield Beach, Fort Lauderdale, Hallandale Beach, Lauderdale Lakes, Lauderdale-By-The-Sea, Lauderhill, Lighthouse Point, Margate, Miramar, Pembroke Pines, Plantation, Pompano Beach, Tamarac, and the Town of Davie. Community Bus Service is designed to increase the destinations that residents can access through public transit.

BCT continues to update and upgrade its bus stops and bus stop amenities for the riding public. The system currently has over 4,500 bus stops of which 877 have bus shelters. As Broward County's population continues to grow, the impact on the time spent by individuals who are stuck in traffic also grows. As a result of the traffic impacts suffered, as well as the rising costs of gasoline, mass transit ridership has continued to grow.

KEY FACTS

44
BCT Service Routes

410
BCT Service Area (square miles)

41.5 MILLION
BCT Total Annual Ridership (2013)

38.1 MILLION
BCT Fixed-route Annual Ridership (2013)

Sources: Broward County Transit website [www.broward.org/bct]

BROWARD COUNTY Transit

Timothy Garling, Director
Broward County Transit
1 N. University Drive, Suite 3100A
Plantation, Florida 33324
Tel: 954.357.8300
www.broward.org/bct

Miami-Dade Transit

Miami-Dade Transit (MDT) is the 15th largest public transit system in the USA, and the largest transit agency in the state of Florida. Its integrated transportation system has four major components:

Metrobus: The Metrobus system operates 95 Metrobus routes and travel approximately 29 million miles per year using a total fleet of 822 buses. Miami-Dade Transit's family of services for Metrobus includes local, feeder, circulator, limited-stop, express, and BRT (Arterial Busway) services. In 2014, over 76 million people used the Metrobus system.

Metrorail: This electrically-powered, elevated, rapid-transit system stretches 25 miles. The system currently operates 136 train cars and has 23 accessible Metrorail stations. In 2014, over 21 million people used the Metrorail System.

Metromover: Everybody rides free on Metromover. This 4.4-mile electrically-powered, fully automated people mover system connects with Metrorail and Metrobus at various locations throughout downtown Miami. The system currently operates 46 train cars to serve 21 accessible Metromover stations. In 2014, about 9.9 million people used the Metromover system.

STS System: Established in 1976, Special Transportation Services (STS) is MDT's complimentary paratransit service. Approximately 381 privately contracted sedans, vans and vans equipped with lifts provide door-to-door service for close to 30,290 eligible customers. In 2014, over 1.7 million people used the STS system.

KEY FACTS

1960
Date Originated

110 MILLION
MDT Total Annual Ridership (2014)

363,000
Average Weekday Boardings (2014)

Sources: Miami-Dade Transit

Ysela Llort, Director
Miami-Dade Transit
701 NW First Court, Suite 1700
Miami, Florida 33136
Tel: 786.469.5406
www.miamidade.gov/transit

Bicycle Sharing Program

Bike share programs provide bicycles at stations for shared use to individuals on a temporary basis. Operated as a public system, bike share services allows people to check out a bike from point "A" and return it at point "B" without worry. There are currently three bike sharing systems in South Florida.

Broward B-Cycle: Launched in December 2011, it was the first countywide bike share program established in the nation. This public/private partnership between Broward County and Broward B-Cycle, LLC, currently operates 25 stations in six cities in Broward County (Pompano Beach, Town of Lauderdale-by-the-Sea, Fort Lauderdale, Dania Beach, Hollywood and Hallandale Beach). Since it's launch, the 275 bike system has had more than 81,000 riders explore these cities by B-cycle.

CitiBike Miami and Miami Beach: In March 2011, this bike sharing program was launched in the South Beach Art Deco district as a the country's first green city-wide public transit program. The program is run by the City of Miami Beach and their official operating partner DECOBIKE, LLC. The initial deployment consisted of approximately 1,000 custom bicycles and 100+ solar-powered, automated stations. On January 2013, the expansion of operations was approved. Plans include 50 new station locations and 500 bikes to be located in Miami's downtown, Coconut Grove, Omni, Little Havana, Midtown, Design District and the Brickell Financial District. Sponsorship is being provided by Citibank for the expansion into Miami.

SkyBike West Palm Beach: Launched on June 6, 2015, SkyBike is a public bike sharing system with stations located throughout the West Palm Beach Downtown. SkyBike is made possible thanks to sponsorship provided by Skybridge Capital in partnership with P3 Global Management Inc. and the West Palm Beach Downtown Development Authority.

Jeff Torkelson, Manager
Broward B-Cycle
1140 NE 7th Avenue, Unit 4
Fort Lauderdale, Florida 33304
Tel: 754.200.5672
https://broward.bcycle.com/home.aspx

Colby Reese, Chief Marketing Officer
CitiBike
723 Washington Avenue
South Beach, Florida 33139
Tel: 305.532.9494
www.decobike.com/miamibeach

Kathryn Moore
SkyBikeWPB
Tel: 561.412.1643
SkyBikeWPB.com

Municipal Circulators - Miami-Dade County

Miami-Dade County: All municipal circulators operate under Interlocal Agreements with Miami-Dade County. These routes charge fares and accept transfers, monthly passes, the Golden Passport, and a Special Transportation Services (STS) ID from any customer, including transfers from Miami-Dade Transit (MDT). Of the 34 municipalities within the County, 26 have local circulators that supplement MDT routes.

Aventura Municipal Public Transit
305.932.1287

Bal Harbor Express
305.866.8597

Bay Harbor Islands Mini-Bus
305.866.6241

City of Hialeah Gardens
305.681.5757

City of Homestead
305.224.4457

City of Miami
305.416.1132

City of Miami Beach
305.770.3131

City of Miami Springs
305.805.5054

City of Opa-locka
305.953.2868

City of West Miami
305.266.1122

Coral Gables City Trolley Service
305.460.5070

Doral Trolley
305.593.6740

Hialeah Transit Circulator
305.681.5757

Miami Lakes Shuttle Express
305.634.2270

Miami Shores Village
305.758.8103

North Bay Village Mini-Bus
305.756.7171 or 305.865.0506

North Miami Beach Line
305.957.3523

North Miami (NOMI) Express
305.947.9995

Palmetto Bay Ibis Circulator
305.259.1234

Sunny Isles Beach Community Shuttle
305.957.1306

Surfside Mini-Bus
305.861.4863

Sweetwater Circulator
305.221.0411

Town of Medley
305.887.9541

Village of Pinecrest
305.234.2121

Village of Virginia Gardens
305.871.6104

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Municipal Circulators - Broward County

Broward County: Many municipalities operate local circulators. These services have been developed over the years in partnership with Broward County.

Broward Western Express
954.357.8400

Broward Urban Shuttle
954.295.6709

Coconut Creek
954.973.6789

Cooper City
954.434.4300

Coral Springs
954.345.2107

Dania Beach
954.924.3601

Davie
954.797.1042

Deerfield Beach
954.480.4444

Hallandale
954.457.1600

Hillsboro Beach
954.427.4011

Lauderdale Lakes
954.535.2806

Lauderdale-by-the Sea
954.776.0576

Lauderhill
954.572.2933

Lighthouse Point
954.946.7386

Margate
954.972.5497

Miramar
954.967.1605

North Lauderdale
954.724.7061

Oakland Park
954.561.6276

Pembroke Pines
954.450.6850

Plantation
954.452.2535

Pompano Beach
954.786.4601

Sunrise
954.746.3677

Tamarac
954.597.3649

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Municipal Circulators - Palm Beach County

For years, established community-based circulators and shuttles have provided service to major Palm Beach County activity centers. They also support fixed-route and paratransit services to areas not meeting the minimal service performance standards.

City of Delray Beach Downtown Roundabout
561.243.7000

City of Boca Raton APOC East / West Shuttle
561.416.3410

Boca Corporate Center Shuttle (TREX)
561.989.2418

City of West Palm Beach Downtown Trolley Service
561.838.9511

Belle Glade Express
561.996.0100

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Chapter Five

Transportation Supportive Plans

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Florida's transportation system must continue to evolve to support the transformation of Florida's economy and communities: a larger and more diverse population, an economy based on global markets and innovation, development patterns focused in high density urban centers and rural employment centers, a revolution in technology, and increasing pressure on the state's unique environment.

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The 2060 Florida Transportation Plan (FTP) completed in 2010 marked a new era of transportation in Florida, calling for a fundamental change in how and where Florida invests in transportation. The FTP defines transportation goals, objectives, and strategies to guide decisions by transportation partners statewide

Florida's future transportation system will be profoundly different from the transportation system of the past, including:

- A statewide, multimodal transportation system which supports Florida's economic and livability goals by providing better connectivity to both urban and rural areas.
- Greater reliance on public transportation systems for moving people, including a statewide passenger rail network and enhanced transit systems in Florida's major urban areas.
- A statewide, multimodal system of trade gateways, logistics centers, and transportation corridors to position Florida as a global hub for commerce and investment.
- An evolving air and space transportation system enabling Florida to remain a global leader for moving people and cargo between Florida and destinations in other states, nations, and orbit.
- A new generation of infrastructure, vehicles, fuels, and technologies to enable travel with fewer crashes, reduced delay, and fewer emissions.

Florida's transportation partners will implement the FTP by aligning plans and policies, coordinating activities, and measuring and reporting progress toward achievement of the FTP goals and objectives.

In 2015, a new FTP will be prepared in combination with an update to Florida's Strategic Intermodal System (SIS) Strategic Plan. The SIS Strategic Plan sets policies to guide decisions about SIS facilities - the state's largest and most strategic transportation facilities, including major air, space, water, rail, fixed guideway transit, and highway facilities.

2060 FTP Goals

- Invest in transportation systems to support a prosperous, globally competitive economy.
- Make transportation decisions to support and enhance livable communities.
- Make transportation decisions to promote responsible environmental stewardship.
- Provide a safe and secure transportation system for all users.
- Maintain and operate Florida's transportation system proactively.
- Improve mobility and connectivity for people and freight.

FDOT

Jim Wood, Director
Florida Department of Transportation – Office of Policy Planning
605 Suwannee Street
Tallahassee, Florida 32399
Tel: 850.414.4814
www.dot.state.fl.us/planning/ftp

Seven50 Southeast Florida Prosperity Plan

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Seven50 ("seven counties, 50 years") is a blueprint for growing a more prosperous and desirable Southeast Florida in the next 50 years and beyond. Spearheaded by the South Florida and Treasure Coast Regional Planning Councils (SFRPC and TCRPC), and the Southeast Florida Regional Partnership (a collaboration of more than 200 public, private, and civic stakeholders), Seven50 is mapping a strategy to provide the best-possible quality of life for more than six million residents of Monroe, Miami-Dade, Broward, Palm Beach, Martin, St. Lucie and Indian River Counties.

To ensure a vibrant and resilient economy, and stewardship of the fragile ecosystem of what is quickly becoming one of the world's most important mega-regions, the plan development involved a series of public summits, workshops, online outreach, and high-impact studies led by the region's top thinkers. The following Livability Principles provide a framework for the Seven50 Plan:

- Provide more transportation choices
- Promote affordable housing
- Enhance economic competitiveness
- Support existing communities
- Coordinate policies and leverage investment
- Value communities and neighborhoods
- Enhance community resilience to the impacts of climate change

James F. Murley, Executive Director
South Florida Regional Planning Council
3440 Hollywood Boulevard, Suite 140
Hollywood, Florida 33021
Tel: 954.985.4416
www.Seven50.org

seven counties 50 years

Southeast Florida Regional Climate Action Plan

The Southeast Florida Regional Climate Action Plan is a unique and collaborative effort among Palm Beach, Broward, Miami-Dade, Monroe Counties, their municipalities and partners, to unite, organize, and assess our region through the lens of climate change in setting the stage for action.

Specific accomplishments include the development of regionally-consistent methodologies for mapping sea-level rise impacts, assessing vulnerability, and understanding the sources of regional greenhouse gas emissions. Collectively, these work products provide the foundation for the Regional Climate Action Plan, which calls for concerted action in reducing greenhouse gas emissions and adapting to regional and local impacts of a changing climate.

The Regional Climate Action Plan recognizes the diversity of Southeast Florida, yet provides the common framework for Sustainable Communities and Transportation Planning to be aligned across the region, as implemented. Inevitably this will occur at various stages and varying degrees, but with the benefit of working within a regional context.

The specific recommendations put forth in this Action Plan were developed through a collaborative process involving nearly 100 subject matter experts from a host of professions, public and private sectors, area universities, and not-for-profit organizations. The overall objective is to integrate climate adaptation and mitigation into existing decision-making systems and to develop a plan that can be implemented through existing local and regional agencies, processes and organizations. The 110 action items detailed in the plan's seven goal areas are to be accomplished over the next five years with annual reports to mark progress.

The policy recommendations implemented through several approaches include:

- Existing legal structures, planning and decision-making processes.
- The development of new policy guiding documents by local and regional governing bodies; the development of operational guidance documents.
- The development of consistent goals and progress indicators throughout the various governments in the region.
- A coordinated multi-disciplinary outreach and education program.
- Processes for focused and prioritized investments.

Every organization in the region has a role to play in making Southeast Florida a resilient and sustainable community of communities.

SOUTHEAST FLORIDA REGIONAL COMPACT CLIMATE CHANGE

Nancy Schneider, Senior Program Officer
c/o Broward County Environmental Planning Division
115 South Andrews Avenue, room 329H
Fort Lauderdale, Florida 33301
Tel: 305.720.4464
www.broward.org/NATURALRESOURCES/CLIMATECHANGE/Pages/SoutheastFloridaRegionalClimateCompact.aspx

Strategic Regional Policy Plan for the Treasure Coast Region

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The Treasure Coast Regional Planning Council (TCRPC) is one of Florida's 11 regional planning councils designated by state statute. TCRPC's boundaries include four counties: Palm Beach, Martin, St. Lucie, and Indian River, encompassing nearly 1.6 million residents in 2006.

TCRPC maintains a Strategic Regional Policy Plan (SRPP), adopted in 1995, which is codified in Florida Administrative Code (Chapter 27E-5). The SRPP is designed to provide a holistic, comprehensive approach to building a region from the identification and organization of its largest physical environmental features, down to the arrangement of the block, street, and buildings of the smallest increment of the built environment.

Within the SRPP there are particular objectives and policies relevant to improved transportation and mobility. The leading regional goal for transportation is to develop a balanced and integrated transportation system. This goal is supported by several strategies.

Strategy 7.12 advocates the development of a complete and coordinated transportation planning process, supported by policies to increase land use densities and the mix of land uses around commuter rail stations and at strategic locations along designated public transportation corridors. Public transportation alternatives are also encouraged in Strategy 7.1.4, which supports alternative concurrency mechanisms to increase densities, infill development, and mobility (Policy 7.1.4.4).

Michael Busha, Executive Director
Treasure Coast Regional Planning Council
301 E. Ocean Boulevard
Stuart, Florida 34994
Tel: 772.221.4060
www.tcrpc.org

Strategic Regional Policy Plan for South Florida

Created with broad public input, the Strategic Regional Policy Plan (SRPP) for South Florida focuses on high priority, strategic issues facing the region. Its goals promote sustainability, connectivity, and responsibility in regional thinking, approaches, and development. By addressing critical regional issues, it provides a guide to local governments in the development and implementation of their comprehensive plans.

The SRPP's transportation goal is to enhance the region's mobility, efficiency, safety, quality of life, and economic health through improvements to road, port, and public transportation infrastructure. The SRPP's connectivity goal is to achieve long-term efficient and sustainable development patterns that protect natural resources and connect diverse housing, transportation, education, and employment opportunities.

The SRPP identifies a vital link between the efficiency of the transportation system and health of the region's economy. To guide growth and enhance connectivity, the SRPP recommends that future development and redevelopment be directed to areas served by existing infrastructure and that local governments promote development along public transportation corridors. The plan recommends concentrating residential, commercial and mixed use development along major transportation corridors and at intermodal centers in concert with locally adopted long-range transportation plans. The plan supports development of an integrated multimodal regional transportation system.

South Florida Regional Planning Council

James F. Murley, Executive Director
South Florida Regional Planning Council
3440 Hollywood Boulevard, Suite 140
Hollywood Florida 33021
Tel: 954.985.4416
www.sfrpc.com

Southeast Florida Transportation Council
2040 Southeast Florida Regional Transportation Plan

Southeast Florida is the fourth largest urbanized area in the US. To compete in the national and global marketplace, we need an efficient and effective transportation system. To provide desirable communities and cities, we must provide options for how we travel to work and school, to meet daily needs, and for recreation. No matter where we are in the region and where we are going, we need a transportation system that is safe to travel.

The Southeast Florida Regional Transportation Plan (RTP) identifies the most significant transportation investments needed to meet growing travel demands throughout the Southeast Florida region (Broward, Miami-Dade, Palm Beach Counties). The horizon year of 2040 is chosen to provide time for agencies to assemble funds and complete the technical work required to design and construct the selected improvements. Important elements of the RTP include:

- ESTIMATES OF GROWTH OVER THE NEXT 25 YEARS: How many more residents and jobs will come to South Florida by 2040?
- GOALS FOR ACCOMMODATING THIS GROWTH: How we want to grow has a great influence on where we should be investing our precious transportation dollars.
- REGIONAL MULTI-MODAL OPTIONS: Creating a vision for a seamless regional transit system, while also identifying ways to improve the safety and access of the bicycle and pedestrian system.
- PUBLIC ENGAGEMENT: A Plan that engages the public and identifies what is most important to residents from a regional standpoint.
- REGIONALLY SIGNIFICANT INVESTMENTS: Prioritizing projects that best meet the goals for the plan.
- FUNDING TO IMPLEMENT THE PLAN: A financial plan that lays out funding sources and mechanisms to implement RTP strategies.
- A COMPLETE REGIONAL PICTURE: A Plan that matches investments to where we are growing.

The 2040 RTP is the key tool linking transportation plans between the Broward (Commitment 2040), and the Miami-Dade (Mobility Options 2040), and Palm Beach (Directions 2040) MPOs.

Wilson Fernandez, Transportation Systems Manager
Miami-Dade Metropolitan Planning Organization
111 Northwest First Street Suite 920
Miami, Florida 33128
Tel: 305.375.1735
www.seftc.org

SEFTC
Southeast Florida Transportation Council

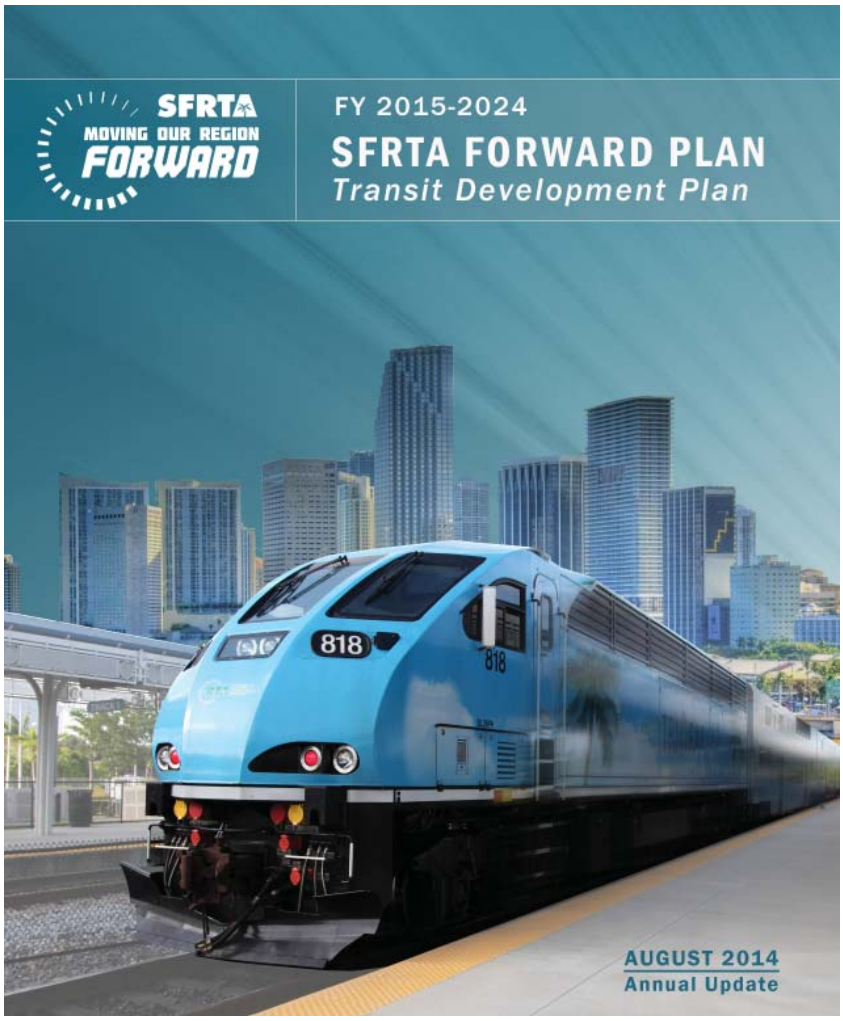
Since 2005, the South Florida Regional Transportation Authority (SFRTA) has produced a Transit Development Plan (TDP) on an annual basis. All of these TDP's have covered a five year period, addressing the SFRTA's short-term capital and operating needs. Completion of the TDP allows SFRTA to be eligible for block grants administered by the Florida Department of Transportation (FDOT).

The 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 TDP Major Update for 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.

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. 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 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.

SFRTA's past and current TDP documents are available online at www.sfrta.fl.gov/transit-development-plan.aspx.



Joseph Quinty, Transportation Planning Manager
South Florida Regional Transportation Authority
800 NW 33rd Street
Pompano Beach, Florida 33064
Tel: 954.788.7928
www.sfrta.fl.gov

Palm Beach MPO

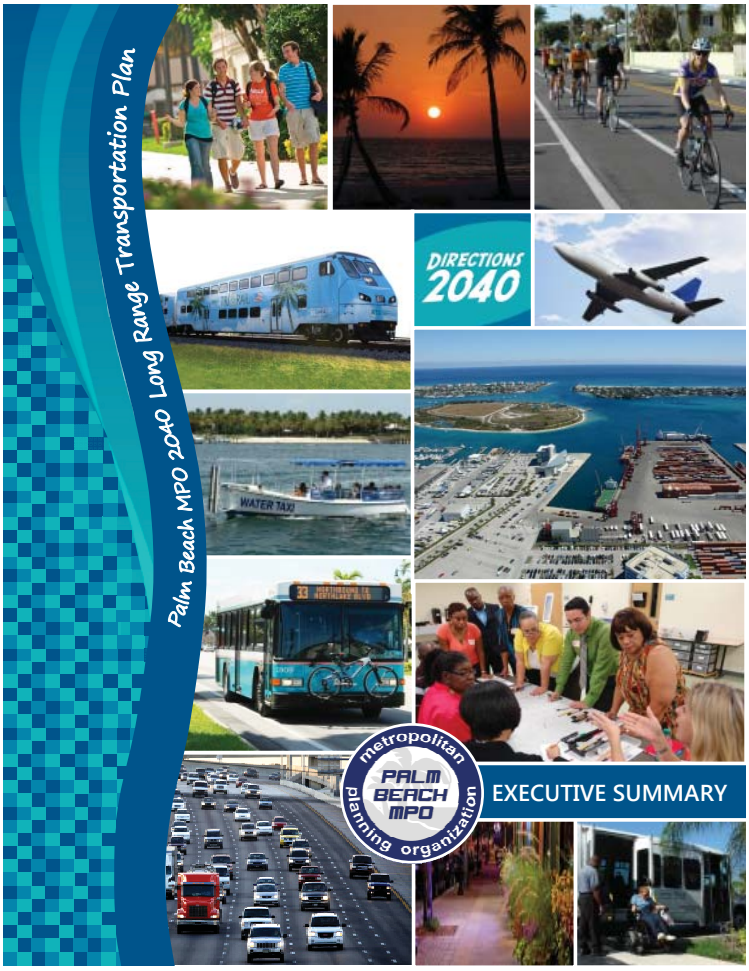
The Palm Beach Metropolitan Planning Organization (MPO) coordinates transportation planning in Palm Beach County along with various federal, state, and local transportation agencies. The mission of the Palm Beach MPO is to provide a cooperative, comprehensive and continuing transportation planning process that encompasses all modes of transportation. MPO plans and programs including the LRTP and the TIP are developed with extensive participation by the public and stakeholders.

LRTP: Every five years, the MPO prepares an updated Long Range Transportation Plan (LRTP) with a twenty-five year outlook. Adopted in late 2014, Directions 2040 provides the framework for a balanced and cost feasible transportation system that includes major roadway, transit and freight projects while setting aside a pool of federal funds for the Local Initiatives program, an annual competitive funding program for smaller, non-regionally significant projects. The final cost feasible plan represents a $4.6 billion investment in system improvements.

TIP: To fund short-term improvements to the transportation system that are consistent with the LRTP, the MPO adopts an updated Transportation Improvement Program (TIP) each year. The TIP allocates funds from federal, state and local sources for the upcoming five years for regionally significant transportation improvements located primarily on the state highway system for all travel modes.

The TIP is primarily based on FDOT's five-year work program for Palm Beach County, and generally moves forward projects in a time frame consistent with previous TIPs. Palm Beach County's five-year road program and larger municipal projects are also included for informational purposes.

The TIP is developed through an effort involving the Florida Department of Transportation (FDOT), the Palm Beach County Board of County Commissioners, the Port of Palm Beach, South Florida Regional Transportation Authority, the 38 municipalities located within the county, and local transportation providers. The TIP is also developed in consultation with the Broward and Miami-Dade MPOs.



Nick Uhren PE, Executive Director
Palm Beach Metropolitan Planning Organization
2300 N. Jog Road, Fourth Floor
West Palm Beach, Florida 33411
Tel: 561.684.4170
www.PalmBeachMPO.org/

The Palm Beach County Transit Development Plan (TDP) provides an assessment of current public transportation services provided by Palm Tran and examines peer services and trends. It estimates existing and future public transportation demand, establishes goals, objectives, and strategies and presents a service plan alternative along with a financial analysis.

A major update of the TDP is prepared every five years while minor updates are prepared annually.

The current plan (TDP 2011-2021) has a number of important recommendations. These include the expansion of weekday service span, an increase of bus frequency for select fixed route services, a implementation of a community bus program that will enable Palm Tran to focus on its core service and its regional connections to Tri-Rail. The plan also recommends increased weekday and weekend service frequencies, several route realignments, and increased marketing outreach. The following guidelines were used to identify projects for the 10-year plan:

- Focus on improving existing service to better serve existing riders and to attract choice riders.
- Focus on implementing advanced technology to improve data collection and operations analysis so that service can be provided more efficiently.
- Focus on Major North-South Routes and Major East-West Routes.
- Consider improving routes with high ridership, positive ridership growth since 2006, and productivity greater than 20 riders/hour.
- Service span increases are recommended to build ridership on Express routes. A longer service span (i.e., more trips) is expected to give riders more flexibility in their travel schedules and greater assurance that they will not be stranded if they miss a bus.
- Assume that enhanced beach access will be provided by municipal shuttle services (which are indicated in the 2035 Needs Plan).

Palm Tran
Public Transportation

Chuck Cohen, Deputy Director Fixed-Route
Palm Tran
3201 Electronics Way
West Palm Beach, Florida 33407
Tel: 561.841.8200
www.palmtran.org

Palm Beach County Corridor Master Plans

In Palm Beach County, local governments may elect to create Corridor Master Plans (CMP), which are comprehensive planning documents that integrate land use strategies and recommendations with mobility improvements. These CMPs allow local government to better control development in high traffic corridors. CMPs are available for high-demand transportation corridors where adopted roadway levels-of-service are projected to fail in the long-range (20-year) projections.

County regulations require CMPs be developed in cooperation with the affected local governments, public agencies, and property owners within each corridor. At a minimum, the plans shall address mitigation methods to maintain good mobility within the corridor, including but not limited to land use modifications, connectivity, mixed-use developments, alternative modes of transportation, and increased roadway capacity.

Twenty-eight corridors in Palm Beach County have been targeted for CMPs, with two nearing completion (one in Boca Raton and the other in the Town of Jupiter). Once a Corridor Master Plan has been adopted for a corridor, no project with significant traffic on the corridor can be approved for development by that jurisdiction unless it complies with the Corridor Master Plan.

Bryan Davis, Principal Planner
Palm Beach County Planning, Zoning, and Building Department
2300 N. Jog Road
West Palm Beach, Florida 33411
Tel: 561.233-5300
www.co.palm-beach.fl.us

The Treasure Coast Regional Planning Council (TCRPC) has provided extensive urban design and land use planning assistance to local governments within Palm Beach County to develop station-area plans to maximize both the viability of commuter service and economic success of the surrounding area. This work includes both existing Tri-Rail stations along the South Florida Rail Corridor as well as proposed future Tri-Rail Coastal Link stations along the Florida East Coast Rail Corridor. In addition to station-area plans, TCRPC has also assisted local governments in the development of transit-supportive comprehensive plan policies and land development regulations, to advance the land use patterns most conducive to transit ridership, mobility, and walkability. An overview of this work is briefly summarized below, and additional details regarding station-area planning are available on TCRPC's website at www.tcrpc.org.

West Palm Beach Transit-Oriented Development Charrette: conducted to develop "transit village" infill master plan for 35 acres surrounding current Tri-Rail station. Plan currently being implemented by City and developed by private sector.

West Palm Beach CSX/FEC Connector Charrette: conducted to identify preferred location for a new link between the CSX and FEC rail lines as well as to identify potential train stations throughout the city.

Lake Worth Transit-Oriented Development Charrette: conducted to develop station area plan intrinsically linking the proposed Tri-Rail Coastal Link station to the downtown area. This effort included a Market Overview to help guide the CRA and City into a successful economic development strategy.

Jupiter Transit-Oriented Development Charrette: conducted to identify preferred station locations for the Tri-Rail Coastal link service. The effort produced station-area master plans as well as recommendations for improving mobility throughout the Town.

Palm Beach Gardens Transit-Oriented Development Charrette: conducted to evaluate potential station locations and to develop supporting station area master plans.

TREASURE COAST TCRPC REGIONAL PLANNING COUNCIL

Dana P. Little, AICP, Urban Design Director
Treasure Coast Regional Planning Council
421 SW Camden Avenue
Stuart, Florida 34994
Tel: 772.221.4060
www.tcrpc.org

Downtown Master Plan (DMP): outlines the vision and goals of downtown West Palm Beach. The plan describes the downtown districts and establishes strategies to protect their unique character by supporting compatible development. Key districts, such as Clematis Street and the Transit-Oriented Development (TOD) district surrounding the West Palm Beach Tri-Rail station, have specific regulations that promote their character and intent. With the goal for a more pedestrian-friendly downtown, the DMP shifted the priority from a primarily vehicular orientation to one that encourages high levels of pedestrian traffic and transit through some of the following regulations:

- Established minimum and maximum setbacks and required minimum amounts of active uses along the street frontages to create attractive and active pedestrian areas.
- Required streetscape requirements, such as street trees and the improvement of the private property in front of the buildings in order to create a more functional and attractive pedestrian environment.

In addition to these regulations, the City has been actively engaged in capital projects that enhance the pedestrian realm and make alternative modes of transportation more attractive, including:

- Pedestrian and landscape improvements to the Seaboard Train Station, including the construction of a pedestrian plaza in front of the station, drop-off and trolley stop areas, and additional seating and landscaping around major waiting areas for train and bus service.
- Pedestrian and landscape improvements along Quadrille Boulevard.
- Landscape enhancements on west Clematis Street to improve pedestrian experience walking to the Seaboard Train Station.
- Future improvements to enhance pedestrian safety and comfort for Tamarind Avenue and Fern Street, which connect to the Seaboard Station.

Downtown West Palm Beach Traffic Concurrency Exception Area: In 1997, the City adopted a Traffic Concurrency Exception Area (TCEA) into its Comprehensive Plan. Goals of the TCEA included promoting redevelopment of the downtown to create an attractive, vibrant place where people live, work, and shop, while reducing dependence on automobiles.

As part of the TCEA's approval, several goals, objectives, and policies were adopted in different elements of the City's Comprehensive Plan to ensure the implementation of the TCEA. To date, the City has pursued several efforts to support the goals of the TCEA, including:

Downtown Transit Service: one of the key efforts to improve transit service in Downtown. Currently, ten Palm Tran routes either terminate or go through Downtown West Palm Beach area. Since 2000, the City has been operating a trolley service between the Clematis Street District and CityPlace. This route served over 468,000 passengers over the twelve months that ended in March of 2014.

In May of 2012 the City started service for a new Commuter Circulator trolley route that connects the transit nodes of the Seaboard Train Station and the Intermodal Transit Facility with several of the Downtown's major transit generators and employment nodes. Between April of 2013 and March of 2014 this route served over 136,000 passengers, which was a 28% increase in ridership when compared to its first 12 months of operation. Over the next few months the City will be building transit shelters at selected stops to increase convenience for its users.

Regional transit service to Downtown is provided by Tri-Rail. The City's Seaboard Tri-Rail Station is contiguous to the recently opened Intermodal Transit Center and is one of the three most heavily used within the entire Tri Rail system.

Jeff Speck's Downtown Walkability Study: earlier in 2014, the City and the West Palm Beach Downtown Development Authority (DDA) hired Jeff Speck, a renowned walkability expert, to prepare a walkability report for downtown. The report was submitted to the City in September and includes over 100 recommendations on ways to redesign many streets to increase pedestrian and bicycle safety and to improve accessibility to transit. City Staff received direction from the Mayor and City Commission and have started to implement several of the recommendations in the report.

Rick Greene, Development Services Director
City of West Palm Beach
401 Clematis Street
West Palm Beach, Florida 33401
Tel: 561.822.1435
www.cityofwpb.com

The Broward MPO is responsible for preparation of the Long Range Transportation Plan (LRTP) and the Transportation Improvement Program (TIP).

2040 LRTP: Commitment 2040 builds on previous efforts by integrating existing ideas, concepts and plans with the latest available information and public opinion. Commitment 2040 emphasizes the need for multimodal projects that promote economic strength, environmental conservation and improves quality of life to **move people, create jobs and strengthen communities**.

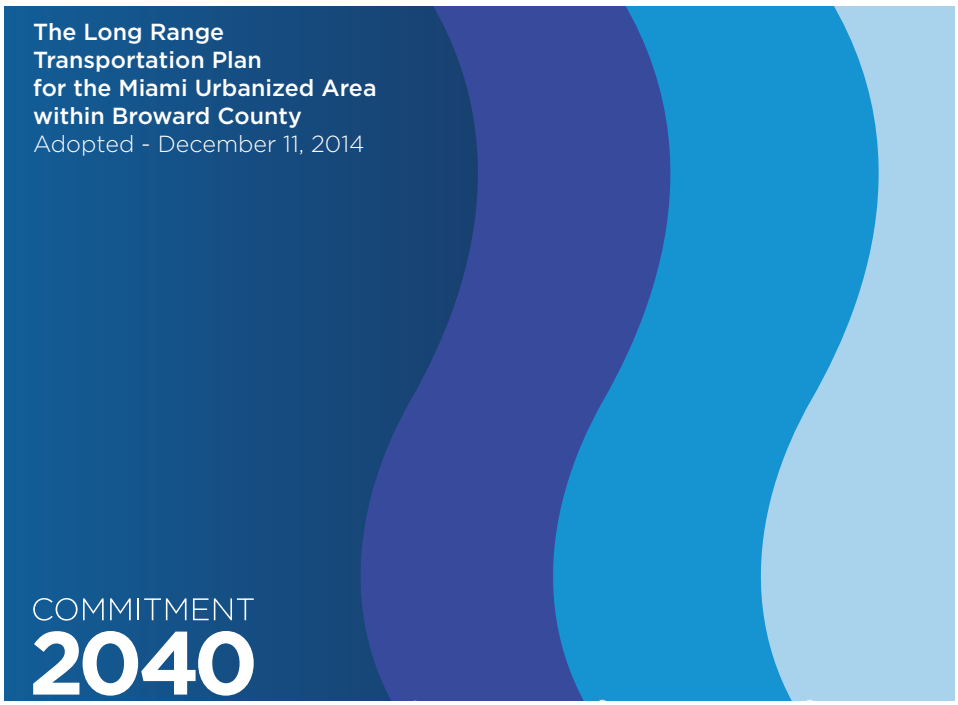
Commitment 2040 includes multimodal Affordable Projects (Financially Feasible) and Unfunded Needs (Illustrative). Affordable projects are specific improvements we can afford to build over the next 26 years while Unfunded Needs are identified projects we cannot currently afford, but would implement should additional funding become available.

TRANSPORTATION IMPROVEMENT PROGRAM

TIP: The Broward MPO's Transportation Improvement Program, commonly known as the TIP, is a comprehensive listing of federal, state, and locally funded transportation projects. All modes of transportation are included within the TIP: transit, roadways, bridges, aviation, seaport, rail and commuter rail. Since the adoption of Transformation 2035 (name given to the 2035 LRTP), the Broward MPO has had an increased emphasis in the provision and enhancement of facilities for non-motorized modes such as biking and walking.

Produced annually, the TIP is a short-range plan as it allocates resources and dollars for projects to improve the transportation network for each upcoming five-year period.

Please visit the TIP page on the Broward MPO's website to use our **Interactive TIP**.



broward MPO
metropolitan planning organization

Gregory Stuart, Executive Director
Broward MPO
100 West Cypress Creek Road, Suite 850
Fort Lauderdale, Florida 33309
Tel: 954.876.0035
www.browardMPO.org

The 2015–2024 Transit Development Plan (TDP) Annual Update, known as BCT Connected, for Broward County Transit (BCT) serves as the strategic guide for public transportation in Broward County for the next 10 years. This plan was adopted by the Broward County Board of County Commissioners (BCC) on October 7, 2014.

This document serves as the first annual progress report to BCT Connected. The update provides a comprehensive documentation of BCT's capital and operating needs for the next ten years. In addition, the update identifies achievements within the past year (2014), future plans and services for the coming year (2015) and provides recommendations for the new tenth year (2024).

This information can be found on BCT's latest (adopted) TDP project page: www.broward.org/BCT/Reports/Pages/TransitDevelopmentPlan.aspx.

BROWARD COUNTY Transit
CONNECTED

BCT *Connected*

BROWARD COUNTY TRANSIT

Transit Development Plan, Annual Update

2015 – 2024

BROWARD COUNTY TRANSIT

Prepared by:
Broward County Transit
1 N. University Drive, Suite 3100A
Plantation, FL 33324
Telephone: (954) 357-8300
Website: www.Broward.org/BCT

September, 2014

BROWARD COUNTY Transit FPTA 2013 - 2014 Outstanding Transit System of the Year

Jonathan Roberson, Senior Planner
Broward County Transit Service and Capital Planning Division
1 N. University Drive Suite 3100A
Plantation, Florida 33324
Tel: 954.357.8300
www.broward.org/bet

The Broward County Commission identified the establishment of a "Sense of Place" for Broward County as one of its priority goals. In partnership with local municipalities, the county developed a Community Design Guidebook that identifies standards and patterns for land uses, road cross sections and design features, building designs and orientation, street layouts, and pedestrian and transit linkages.

The guidebook is being applied as the county redevelops to accommodate the anticipated future population and addresses the following principles:

- Creating a more pedestrian/ transit friendly environment.
- Making Broward County one of the nation's most visually attractive counties.
- Providing a mix of land uses.
- Creating an integrated multimodal transportation environment.

The recommended design principles and concepts of the Community Design Guidebook are organized according to five design systems that respond to sense of place:

- Transportation Design
- Urban Design
- Landscape Architecture
- Architectural Design
- Environmental Graphics

Taken together, these five systems determine the actions to be taken on the natural and built environment.

While these five systems are independent, they are conventionally fragmented and separate design activities that are usually resolved either through negotiation or a rigid application of a particular set of standards.

Six demonstration areas were selected to be included in the scope of this project as a way of putting the guidebook principles into action and to better illustrate how the process helps achieve the county's overall goals, as well as local community goals. The communities selected for participation in the pilot program were Coconut Creek, Dania Beach, Miramar, NW 27th Avenue (unincorporated Broward County), Pompano Beach, and Wilton Manors.

Each of the six demonstration areas had very specific, and very real issues to resolve. Workshops were held in each of the participating municipalities with the public, city commissions, planning and zoning boards, and municipal and county planning, zoning, and engineering staff.

Key Recommendations

- Establish a storm water utility program for the priority corridors.
- Create a "performance-based" Transportation Concurrency Exception Area for the priority Corridors that rewards projects consistent with the study.
- Create a new future land use category as part of the redevelopment incentives.
- Develop a form-based code to define and implement urban development criteria for the priority corridors.
- Prepare for substantial redevelopment of existing commercial buildings and retail centers.
- Coordinate with the Palm Beach County School District to develop new elementary schools in priority corridors.

broward county county-wide community design guidebook

BROWARD COUNTY FLORIDA

Henry Sniezek, Director
Broward County Planning and Redevelopment Division
115 S. Andrews Avenue, Room 329H
Fort Lauderdale, Florida 33301
Tel: 954.357.6612
www.broward.org/Regulation/Pages/Default.aspx

Vision Broward

VisionBROWARD, is a community economic development partnership, undertaken by The Broward County Board of County Commissioners, The Broward Alliance, The Broward Workshop and the Project's facilitators, Nova Southeastern University. This visioning process has involved hundreds of groups and individuals that took part in this public/private initiative and solicited opinions and contributions from private businesses, the educational community, local governments, community organizations and YOU the public.

This strategic community visioning process to chart the future course of Broward County will result in a final plan of recommended action steps designed to promote the continued development and redevelopment of Broward County. Periodically, progressive local governments across the nation have undergone strategic community and economic development visioning processes to chart their futures. Broward County last underwent such a process in 1985. That effort evolved into "Project Horizon." Ultimately, many of the key recommendations were implemented, but it has been 17 years since the conclusion of that successful countywide visioning process. Therefore, the Broward County Board of County Commissioners and many community and business leaders felt it was time to create a new vision that furthers economic development, promotes job growth and improves the quality of life in Broward County. Thus, VisionBROWARD was born.

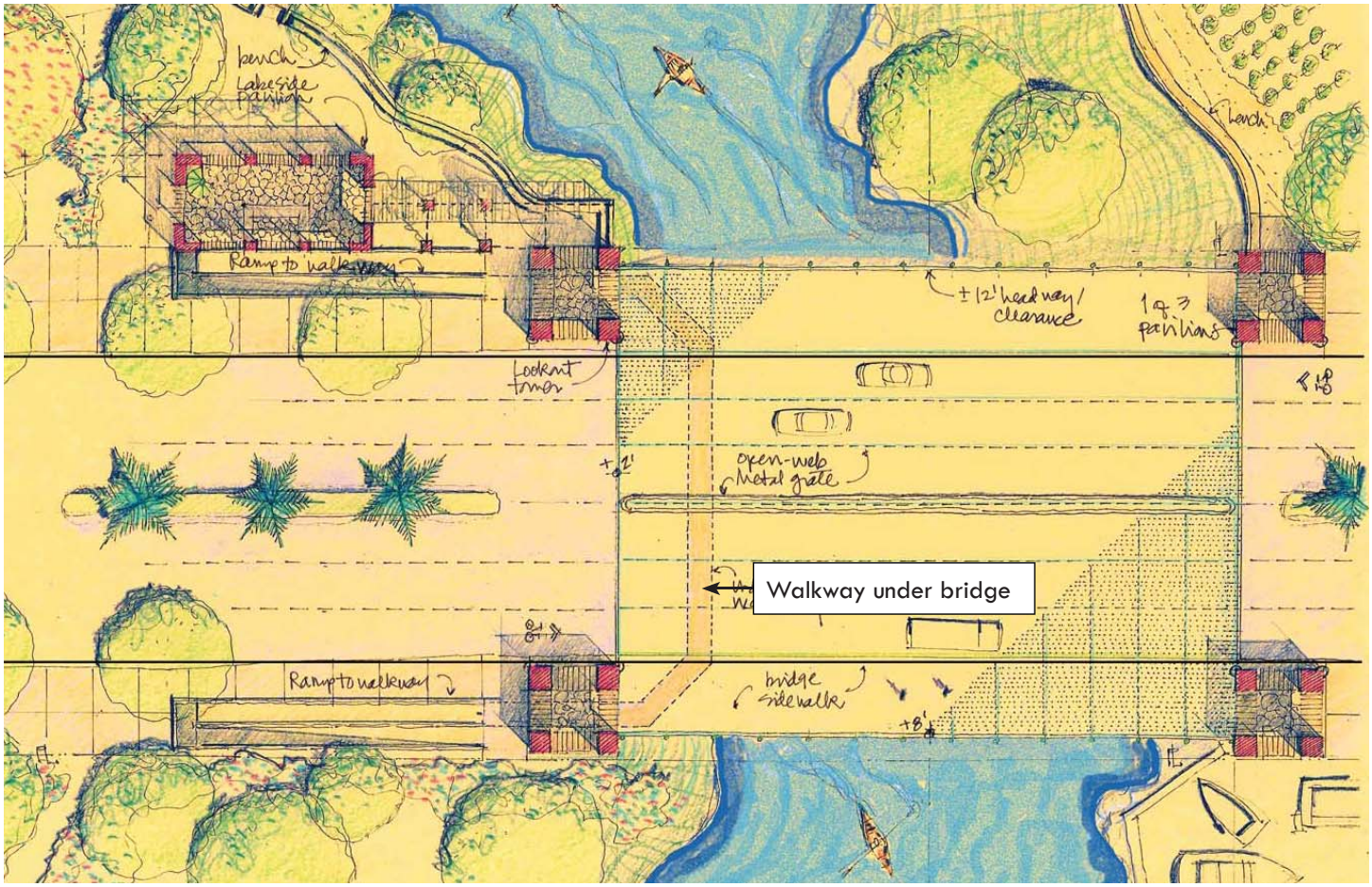
In 2003-2004, Vision BROWARD initiated an extensive visioning process involving hundreds of individuals representing private businesses, the educational community, local governments, community organizations, and the public.

In its final report, published in 2004, Vision BROWARD recommended establishing an accessible public transportation network to serve Broward County and the region, linking transit corridors, bicycle and pedestrian corridors, greenways and waterways.

Vision Broward's executive committee continues to work toward implementation of the recommendations, although responsibility for implementation rests with many different agencies and organizations.

Broward County has aligned its own commission goals with those of Vision BROWARD, and some of the recommendations have been incorporated into Broward County Plans.

Devin Avery, Strategic Development Manager
Broward County Office of Economic Development
115 S. Andrews Avenue, Suite A540
Fort Lauderdale, Florida 33301
Tel: 954.357.5789
www.broward.org



The Broward Boulevard Gateway Implementation Plan envisions Broward Boulevard evolving into a signature entry to the City, characterized by wide, shaded sidewalks; urban redevelopment that creates a sense of place through the careful positioning of buildings, parking, and landscaping; a rich mix of uses that serve the daily needs of residents, visitors, and businesses; safe and attractive facilities for bicycles and transit; and many convenient transportation choices.

The Plan has been developed in a climate of renewed interest, both locally and nationally, in the benefits of sustainable urban environments and the links among livability, mobility, and quality of life. A Core Partners Committee, comprised of nine different public agencies and local governments, was formed to work with the City to improve long-term mobility and quality of life. The Core Partners Committee helped guide the process of creating the Plan as well as review its findings and recommendations.

Public involvement was critical during this process. Over 23 public presentations, nearly 50 individual interviews, and a day-long public design workshop were part of the public involvement campaign. These efforts facilitated the incorporation of ideas and information from a wide range of community stakeholders.

The result is a series of analyses and recommendations for implementing a range of projects, including infra-structure improvements, regulation updates, and potential redevelopment opportunities that will advance the corridor towards achieving the overall vision.

Debbie Griner, Transportation Manager
City of Fort Lauderdale - Transportation and Mobility Department
290 Northeast 3rd Avenue
Fort Lauderdale, Florida 33301
Tel: 954.828.4699
www.tcrpc.org

Fort Lauderdale Downtown Walkability Study

By applying a design strategy centered on walk ability, the Fort Lauderdale Walkability Study asserts and attempts to demonstrate how a limited number of relatively small planning interventions can exert a profound influence on the livability and vitality of downtown Fort Lauderdale.

This study applies an "urban triage" methodology that determines where walkability is achievable in the short run and integrates these findings with an analysis of important anchors and paths in order to designate a Primary and Secondary Network of Walkability in the downtown. These Networks indicate where, in both the short- and mid-term, the fewest investments in infrastructure are likely to have the greatest impact on people's choice to walk.

General recommendations for the downtown include:

- Adjusting meter rates to result in the proper rate of curb vacancy.
- Making use of shade trees rather than palm trees almost everywhere.
- Making streetscape improvements in the order suggested by the Networks of Walkability (described ahead).
- Applying enhanced urban coding within the Networks of Walkability.
- Prohibiting the abandonment of further vehicular streets.
- Designing all future streets with 10-foot-max travel lanes, 8-foot-max parking lanes, ample sidewalks, and continuous tree cover.
- Adding integrated bike lanes where they fit—and sharrows where they don't—along Las Olas, Himmarshee, N 2nd Street, N 4th Street, and Brickell Avenue, and separated bike lanes against E 3rd Avenue and, eventually, Broward Boulevard.
- Eliminating unnecessary loops from, and simplifying transfers between, the planned WAVE streetcar and Bus Rapid Transit systems.
- Not allowing transit stops not undermine walkability by unduly widening pavements or removing parallel parking.

Debbie Griner, Transportation Manager
City of Fort Lauderdale - Transportation and Mobility Department
290 Northeast 3rd Avenue
Fort Lauderdale, Florida 33301
Tel: 954.828.4699
www.tcrpc.org

Long Range Transportation Plan (LRTP): The Miami-Dade LRTP update to the year 2040 has been adopted by the Miami-Dade Metropolitan Planning Organization (MPO). This plan sets out to improve accessibility and mobility, maximize multimodal travel options and choices, and promote sustainability in transportation systems.

Between 2010 and 2040, the following growth trends are expected:

- Population within Miami-Dade County is expected to increase by 30 percent to nearly 3.3 million.
- Employment is expected to grow by over 40 percent.

The 2040 Cost Feasible Plan (2040 CFP) was developed based on the projected available revenue of $15.2 billion for the planning period.

Transit Improvements to the public transportation system are one of the primary objectives of the 2040 CFP. Flexible funding was allocated to construct and implement six enhanced bus service projects, one Bus Rapid Transit project, two park-and-ride facilities, and two transit terminal stations.

Highway Improvements are similarly an integral part of the 2040 CFP. To build upon the success of the I-95 Managed Lanes, they are also planned for I-75, SR-821, SR-826 (Palmetto), and SR-836 (Dolphin). Other expressway improvements are also listed for the Florida's Turnpike, Florida Department of Transportation (FDOT), and the Miami-Dade Expressway Authority (MDX).

Picturing the projects contained in the 2040 LRTP as a warehouse full of transportation projects for the next 20 years, the TIP is the vehicle that carries those projects to market. The TIP is not only lists specific projects, but also the anticipated schedule and cost for each project.

Non-Motorized Improvements (on-road bicycle lanes, off-road greenways/trails, and sidewalks) are included in the 2040 CFP. On-road bicycle and pedestrian projects are incorporated into capacity projects, when feasible.

Congestion Management Process Improvements were prepared in coordination with the 2040 LRTP and are integrated within the 2040 CFP. Funding for these improvements is based on the assumption that a set-aside, pre-determined financial resource will be devoted to congestion management.

Freight Transportation Improvements are emphasized in the 2040 LRTP, which includes a variety of improvements related to freight movement while also providing benefits to non-freight travel.

Private Sector Improvements, which includes highway improvements, will be completed with private sector funding as part of proposed land development projects.

Transportation Improvement Program (TIP): Federal regulations require the development of a TIP. The document must include a three-year priority list of federally funded transportation projects. Miami-Dade County's TIP includes a four-year priority list of federally funded projects and all other transportation projects funded with state and/or local monies.

MIAMI-DADE METROPOLITAN PLANNING ORGANIZATION

Carlos Roa, Transportation System Manager
Miami-Dade Metropolitan Planning Organization
111 NW First Street, Suite 920
Miami, Florida 33128
Tel: 305.375.4507
www.miamidadempo.org

Miami-Dade Transit (MDT) is responsible for preparation of the Transit Development Plan (TDP) required by Florida Statute to receive funding under Florida's Transit Block Grant program. This mandate is spelled out under Sections 341.052 and 341.071 of the Florida Statutes.

MDT10Ahead, the Fiscal Year 2016-2025 TDP, is a ten-year strategic vision for Miami–Dade Transit to promote the operation of an efficient, reliable, and financially sustainable transit system. A TDP assesses MDT's existing transit system, identifies existing and future service improvements and capital investments, prioritizes transit needs, and presents a financial plan based upon available funding sources.

The preparation of a Transit Development Plan allows MDT to remain eligible to receive approximately $20 million annually in transit funding from the State of Florida.

Major components of the Transit Development Plan include:

Performance Evaluation: Based upon TDP goals and objectives, key performance measures are evaluated to assess MDT's performance related to service operations and implementation of capital investment projects.

Recommended Service Plan: The needs plan guides decisions about existing and future service. The plan is based on service standards, citizen input, and stakeholder coordination.

Capital Improvement Plan: This plan prioritizes investments in buses, stations, infrastructure, and equipment needed to preserve and expand the transit system. This plan is dependent on the Recommended Service Plan.

Financial Plan: The financial plan identifies all available financial resources and determines financial needs based on the Recommended Service Plan and the Capital Improvement Plan.

Information on MDT's latest TDP activity is available at: www.miamidade.gov/transit/mdt-10-ahead.asp.

Monica Cejas PE
Miami-Dade Transit
701 NW First Court
Miami, Florida 33136
Tel. 786.469.5290
www.miamidade.gov/transit

The People's Transportation Plan (PTP) was created to address mobility and accessibility issues in Miami-Dade County by implementing a comprehensive transportation improvement program designed to enhance the movement and safety of people and goods on public transit and local roadways. Under the PTP's $17 billion dollar business plan, Miami-Dade County commits to add more buses and routes, improve service, expand rapid transit, and create thousands of transportation and construction-related jobs over the next 25 years. The half-penny transportation surtax enacted by Miami-Dade County voters in 2002 provides the local funding source dedicated to implement the projects in the PTP. The following are among the projects that have been implemented.

Metrobus service – overnight service was added to several routes, service frequencies were improved and more than a dozen new bus routes were implemented resulting in 6 million additional annual bus service miles.

Metrorail service – Metrorail service miles have increased to 1,685,000 annual service miles which is a 29 percent increase since the PTP was approved in 2002.

Roadways and Signage – the Grand Avenue Streetscape Project and the improvements to NW 62nd Street in Hialeah were completed.

Approximately 132 lane miles of road have been resurfaced and more than 40 roadway projects are underway. To date, 68 new illuminated street signs have been installed and more than 24,000 deteriorated street signs have been replaced.

Golden Passport program - expanded public transportation service to all senior citizens 65 years of age and older, regardless of income, and to those who receive Social Security benefits. Added three-year pilot program called the Patriot Pass which enables lowincome, honorably-discharged veterans to ride free.

Metromover service – the Metromover system became free to all riders with the passage of the PTP.

MIAMI-DADE COUNTY

Charles D. Scurr, Executive Director
Office of the Citizens' Independent Transportation Trust
111 NW First Street, Suite 1010
Miami, Florida 33128
Tel: 305.375.1357
www.miamidade.gov/city

Miami River Multimodal Transportation Plan

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The Miami River Multimodal Transportation Plan, completed in 2007, addresses the various types of transportation on and along the Miami River corridor. The plan incorporates the Miami River Greenway Action Plan and details the relationship between the existing/proposed Greenway sections and the multiple modes of transportation along the corridor, including pedestrian, bicycle, transit, and roadway improvements.

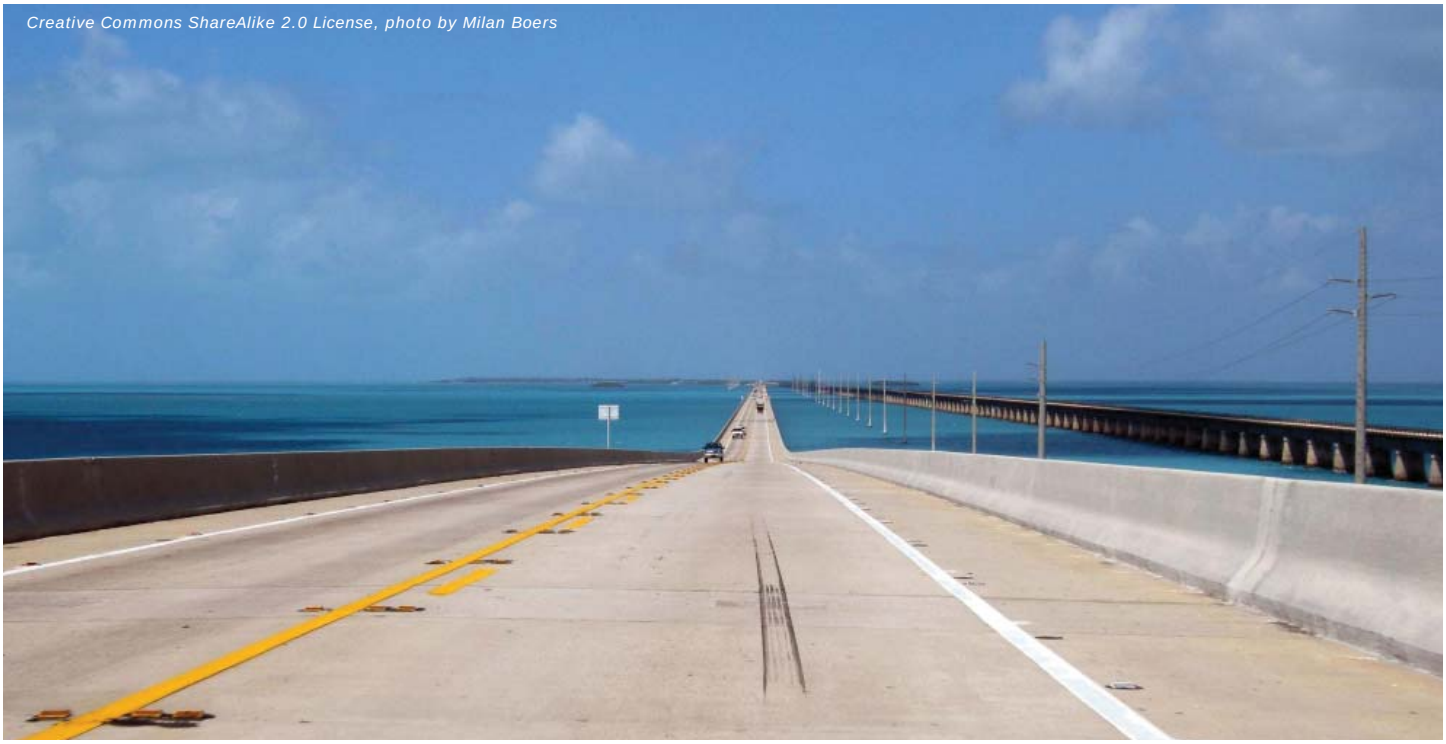
The Miami River is the historical lifeblood of Miami's commerce and trade. The community that would later become Miami first settled at the mouth of the Miami River and then expanded along the river. As Miami expanded, life along the river did so hand-in-hand. Eventually, the river experienced an expansion of not only marine facilities, but industrial and transportation activities as well. To meet the needs of these expanding facilities, homes were built along the river. Recreational facilities were also constructed along the river to create a more desirable Miami. In 1905, City Park (now Lummus Park, which is recognized as the city's oldest park) was created on the north bank of the river. A street network soon developed around the river, which served land-based travel modes.

This multimodal transportation plan envisions alternative modes of transportation including a network of pedestrian and bicycle facilities, and public transit, which will help to alleviate the traffic congestion on the roads and increase the attractiveness and functionality of the Miami River corridor.

The plan recommends the corridor be examined periodically to assess the implementation status of improvements identified within this plan. The examination should include an evaluation of project scheduling, associated costs, infrastructure needs, and available funding sources. Based on the findings, the phasing of the projects should be adjusted over time in response to the changing needs of the community and be incorporated into future capital improvement plans.

Brett Bibeau, Managing Director
Miami River Commission
1407 NW Seveth Street, Suite D
Miami, Florida 33125
Tel: 305.644.0544
www.miamirivercommission.com

David Henderson, Bike-Pedestrian Coordinator
Miami-Dade County MPO
111 NW First Street, Suite 910
Miami, Florida 33128
Tel: 305.375.4507
www.miamidade.gov/mpo



U.S. Route 1 through the Florida Keys, from MM 0 to MM 106, is a State designated Scenic Highway. The local Scenic Highway Corridor Management Entity (CME) has developed two planning documents, with substantial public involvement and interagency coordination, to establish and facilitate the vision for the Scenic Highway.

The Corridor Management Plan (CMP), finalized in May 2001, is required by the Florida Department of Transportation (FDOT) when communities apply for a corridor to be designated as a State Scenic Highway. The CMP is a prescription for the Scenic Highway's development that includes a record of actions and agreement necessary to sustain the Scenic Highway. All local government jurisdictions through which the corridor runs, must approve the CMP and incorporate applicable provisions into their local Comprehensive Plans. A representative from each local government serves as a member of the CME.

The second planning document prepared by the CME is the Interpretive Master Plan (IMP). Developed in 2006, the IMP was prepared to create a comprehensive set of planning and design strategies which plot out unique interpretive experiences for both residents and visitors to the Florida Keys. The IMP identifies three distinct "story lines" that are told as the traveler moves through the Keys: historical, cultural, and ecological. Essentially, the IMP creates a blueprint for the development of the Scenic Highway. It takes into account the experiences of both the local residents and out-of-state travelers.

The IMP is divided into several categories: 1) the Corridor Plan, which ties together all of the themes and features; 2) the Interpretive Plan, which tells the story of the Keys from the three tiers of historical, cultural, and ecological; 3) the Implementation Plan, which looks at governance, administration, marketing and funding; and, 4) roadside facility design. It is the intent of FDOT, the CME, and other partners to focus these resources to provide an incredible resource for residents and tourists, traveling in the Florida Keys.

Lisa Colmenares, Planning Manager
Florida Department of Transportation – District Six
1000 NW 111 Avenue, Suite 6112
Miami, Florida 33172
Tel. 305.470.5826
www.dot.state.fl.us

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RTA
SOUTH FLORIDA
REGIONAL
TRANSPORTATION
AUTHORITY

Chapter Six

Transportation Supportive Policies and Programs

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Federal Brownfields Program

Many communities are using brownfield areas as locations for transit-oriented development. A brownfield is a property, the expansion, redevelopment, or reuse of which may be complicated by the real or perceived presence of a hazardous substance, pollutant, or contaminant. It is estimated that there are more than 450,000 brownfields in the U.S. Cleaning up and reinvesting in these properties increases local tax bases, facilitates job growth, uses existing infrastructure, takes development pressures off of undeveloped, open land, and both improves and protects the environment.

For the last ten years, the South Florida Regional Planning Council (SFRPC) has worked on brownfield initiatives in the area. Created in 1997 as part of the Eastward Ho! Initiative, the Eastward Ho! Brownfields Partnership brings together public, private, non-profit, and community stakeholders to clean up the environment and improve the quality of life in South Florida. Since its designation in 1998 as one of the nation's first National Brownfields Showcase Communities, the Partnership has focused on combining federal and state programs with local efforts.

EPA's investment in the Brownfields Program has resulted in many accomplishments, including leveraging more than $6.5 billion in brownfields cleanup and redevelopment funding from the private and public sectors and creating approximately 25,000 new jobs. The momentum generated by the program is leaving an enduring legacy. The Brownfields Program and its partners have provided guidance and incentives to support economic revitalization, and empowered communities to address the brownfields in their midst. EPA's Brownfield Program continues to look to the future by expanding the types of properties it addresses, forming new partnerships, and undertaking new initiatives to help revitalize communities across the nation.

South Florida Regional Planning Council

James F. Murley, Executive Director
South Florida Regional Planning Council
3440 Hollywood Boulevard, Suite 140
Hollywood, Florida 33021
Tel: 954.985.4416
www.sfrpc.com

Florida State Comprehensive Plan

The State of Florida maintains a State Comprehensive Plan, as directed by Florida statutes to provide long-range policy guidance for the social, economic, and physical growth of the state. It is intended as a direction-setting document, and its policies may be implemented only to the extent that financial resources are provided pursuant to legislative appropriation or grants or appropriations of any other public or private entities.

An important part of the plan is emphasizing land use patterns that create densities that are conducive to and support transit. Within the Section titled "Energy," the primary goal is for Florida to "reduce its energy requirements through enhanced conservation and efficiency measures, while at the same time promoting an increased use of renewable energy resources." This is supported by policies to reduce per capita energy consumption (Policy 1) and ensure energy efficiency in transportation design and planning and increase the availability of more efficient modes of transportation (Policy 4). A subsequent section is focused on "Land Use," with a primary goal to direct development to those areas which have in place, or have agreements to provide the land and water resources, fiscal abilities, and service capacity including transit to accommodate growth in an environmentally acceptable manner.

With respect to "Urban and Downtown Revitalization," the state's goal is to encourage the centralization of commercial, governmental, retail, residential, and cultural activities within downtown areas. In support of this goal are policies to enhance the linkages between land use, water use, and transportation planning in state, regional and local plans for current and future designated urban areas (Policy 6) and encourage the development of mass transit systems for urban centers, including multimodal transportation feeder systems, as a priority of local, metropolitan, regional, and state transportation planning (Policy 9).

A final key section regarding "Transportation" focuses on directing future transportation improvements to help manage growth and promote a state transportation system integrating highway, air, mass transit, and other transportation modes. This goal is supported by policies to coordinate transportation investments in major travel corridors enhancing system efficiency and minimizing adverse environmental impacts (Policy 2); promoting a comprehensive transportation planning process which coordinates state, regional, and local transportation plans (Policy 3); encouraging the construction and utilization of a public transit system, including, but not limited to, a high-speed rail system, in lieu of the expansion of the highway system, where appropriate (Policy 8); ensuring that the transportation system provides Florida's citizens and visitors with timely and efficient access to services, jobs, markets, and attractions (Policy 9); promoting ride sharing (Policy 10); emphasizing state transportation investments in major travel corridors and towards efficient urban development (Policy 11); and, promoting effective coordination among various modes of transportation in urban areas to assist urban development and redevelopment efforts (Policy 12).

Jesse Panuccio, Executive Director
Department of Economic Opportunity
Division of Community Development
107 East Madison Street, MSC-160
Tallahassee, Florida 32399
Tel:

The Florida New Starts Program (NSTP) provides transit agencies with up to a dollar for dollar capital match of the local (non-federal) share of project costs for transit fixed-guideway projects and facilities that qualify under the Federal Transit Administration (FTA) New Starts Program. The definition of eligibility includes rail transit and bus rapid transit (BRT) systems. This program also allows a dollar for dollar match of local funds towards project costs for projects funded with state and local funds only.

The NSTP is intended to enhance transit investment decision-making by incorporating relevant state and federal policy, program guidelines and project development requirements into a comprehensible and easy to implement program. The program is intended to focus and encourage a greater consideration of policy coordination and compliance and project technical merits into the State transit project funding allocation decision-making process.

Development of the proposed NSTP decision-support program is consistent with the intent of SB 360 legislation and its related infrastructure and growth management programs. A significant means to accomplish growth and mobility goals is to position Florida transit projects competitively relative to other projects nationally. The department strategy is to capture federal transit funding for expensive projects. To do this the Florida Department of Transportation proposes to enhance the transit project development and funding allocation decision-making process to target state and local investments in the best projects for our communities. The transit project funding decision-making process includes:

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- Compliance with federal and state policies and guidelines.
- Coordination with regional projects and programs.
- Consistency with local plans and programs.
- Local financial and land use and growth management policy commitments.
- Potential to leverage federal transit discretionary funding.

The intended results will be to increase the success of capturing federal funds for expensive projects to defray project costs and to strategically invest state and local funds to advance less expensive projects of a state and regional significance without federal support.

FDOT

Ed Coven, State Transit Manager
Florida Department of Transportation
605 Suwannee Street Mail Station 26
Tallahassee, Florida 32399
Tel: 850.414.4500

Florida Department of Transportation Transit-Oriented Development Guidebook

The Florida Department of Transportation developed a set of Transit Oriented Development (TOD) Design Guidelines to be used as a growth management and concurrency management tool in guiding future growth. Transit-oriented development refers to compact, mixed-use type projects in an area generally within one-half mile of a transit station. These development efforts maximize access to public transportation, provide a walkable environment, and support appropriate transit facilities and services.

The purpose of the project is to identify and promote TOD, provide an implementation tool for local governments and agencies, support improvement and expansion of transit networks, manage growth, and manage congestion on the Strategic Intermodal System (SIS). The SIS is a network of state roads considered vital to the economy and quality of life. By law, local governments have to enact programs to mitigate impacts to the SIS. Because TOD reduces vehicle miles traveled, it is an important tool for local government in their efforts to manage growth and development.

TOD focuses on different types of development for various areas or zones. So, the types of development proposed for a transit station in a suburban area are different from those in a more densely populated urban area. TOD is considered optimal for stations servicing commuter or light rail but increasingly communities are focusing TOD around Bus Rapid Transit projects and even areas with prominent bus service.

Diane Quigley, Transit Planning Administrator
Florida Department of Transportation
605 Suwannee Street, MS-26
Tallahassee, Florida 32399
Tel: 850.414.4520
www.dot.fl.us/transit

Florida's Transportation Concurrency Programs

In Florida, concurrency is a planning technique that requires adequate public facilities to be in place concurrent with the impacts of development. State mandated concurrency applies to sanitary sewer, solid waste, drainage and potable water public facilities and services. The concurrency requirement for transportation is optional. Transportation concurrency was first introduced as a requirement in 1985 as part of the Local Government Comprehensive Planning and Land Development Regulation Act (a.k.a., the Growth Management Act). Transportation facilities and services were required to be in place or under actual construction within three years of the approval of building permit or certificate of occupancy by the local government. If adequate transportation facilities would not be in place or under construction within the three years, alternative choices were permitted including: guarantee of transportation capacity through a development agreement, inclusion of planned capacity within the first three years of the five-year schedule of capital improvements, and the option for monetary contribution from the developer towards the fair share cost of transportation facility improvement for a project in the five years or long-term schedule of capital improvements.

Adequate transportation facilities were defined through adopted roadway and transit levels of service standards that compared demand for the facility with its capacity. As the strict application of transportation concurrency impeded development in urban areas and the costs of providing facilities to maintain adopted standards went beyond the ability of existing funding, the requirements continued to evolve in the 1990s. The Florida Legislature enacted alternatives to better accommodate growth in urban centers where transportation capacity is more constrained. These alternatives included multimodal transportation districts (MMTDs), transportation concurrency exception areas (TCEAs), transportation concurrency management areas (TCMAs), and long-term concurrency management systems. Proportionate share and proportionate fair share mechanisms were also added to enable developments to pay for impacts and proceed to develop.

In 2011, the Florida Legislature made significant changes to the Growth Management Act and implementation of transportation concurrency is now optional. Many local governments continue to implement a transportation concurrency system in the form adopted into their comprehensive plans before the effective date of the 2011 changes (Community Planning Act, Chapter 2011-139, Laws of Florida). Local governments that continue to implement transportation concurrency are required under the law to consult with the Florida Department of Transportation when proposed plan amendments affect facilities on the Strategic Intermodal System, exempt public transit facilities from concurrency, and allow developments to satisfy concurrency through proportionate share. To guide transportation planning, level of service standards covering all modes (roadways, transit service, bicycle and pedestrian facilities) are required for local comprehensive plans for jurisdictions within a Metropolitan Planning Organization.

Under the new statutory framework, local governments are encouraged to develop techniques that complement the application of concurrency to transportation. These techniques include the adoption of strategies to promote development patterns that support multimodal solutions, adoption of area-wide or multimodal level of service standards and multimodal transportation districts, exempting or discounting impacts of locally desired development, such as development in urban areas, redevelopment, job creation and mixed use, reducing impact fees to promote development within urban areas and for affordable or workforce housing. Local governments that remove transportation concurrency are encouraged to adopt an alternative mobility funding system, such as mobility fees, that uses one or more of these techniques.

The transportation concurrency systems in South Florida, specifically for Palm Beach, Broward, and Miami-Dade Counties are briefly described in the next several pages.

Jim Wood, Director
FDOT Office of Policy Planning
605 Suwannee Street, MS 28
Tallahassee, Florida 32399-0450
Tel: 850.414.4814
www.dot.state.fl.us/planning/policy

Transportation Concurrency in Palm Beach County

Concurrency is a growth management tool mandated by Chapter 163 of the Florida Statutes known as the "Growth Management Act". The purpose of Concurrency is to ensure that the infrastructure required for a development is in place and reserved concurrent with the impact of that development on the public facilities. Concurrency is required for all development orders in unincorporated Palm Beach County unless the project is exempt as outlined in Article 2.F.1.D of the Unified Land Development Code.

The Concurrency review process involves review of a proposed development by the pertinent service providers to determine if services and infrastructures are adequate to serve that development. A Concurrency Reservation for a project is evidence that the services and infrastructure are in place and adequate.

In Palm Beach County, transportation or traffic concurrency is enforced through the Unified Land Development Code, Article 12: Traffic Performance Standards. Applicants must process projects through the traffic engineering division to obtain concurrency permits. The County has established a variety of mechanisms to allow developers or local governments to pursue projects which may not meet the traffic standards. These are discussed next.

The County has in place policies for enabling Transportation Concurrency Management Areas (TCMAs), Transportation Concurrency Exception Areas (TCEAs), and Transportation Concurrency Exemption for Projects that Promote Public Transportation. TCMAs can be established as an alternative transportation approach to promote infill development within select portions of urban areas that supports the provision of more efficient mobility alternatives, including transit.

TCEAs in Palm Beach County allow exceptions to the adopted traffic standards to provide flexibility to encourage a wide range of planning strategies. Projects that directly promote public transportation can also be granted an exception from local governments from the concurrency requirements. These include transit terminals, transit lines and routes, separate lanes for the exclusive use of public transit services, transit stops, office buildings or projects that include fixed rail or transit terminals as part of the building, and projects which are transit-oriented and designed to complement reasonably nearby planned or existing public facilities.

A CRALLS (Constrained Roadway At Lower Level of Service) designation is also available in Palm Beach County for links/intersections that cannot be widened/expanded. The designation of CRALLS usually requires provision of mitigation strategies such as reduction of single occupant vehicle trips by encouraging ridesharing, diversion to alternate travel modes, and telecommuting as well as increases in land use densities where land use mix maximizes the feasibility of mass transit modes.

Lorenzo Aghemo, Director of Planning Division
Palm Beach County
Department of Planning, Zoning and Building
2300 N. Jog Road
West Palm Beach, Florida 33411
Tel: 561.233.5351
www.pbcgov.com

Transportation Concurrency in Broward County

The Broward County Land Development Code sets forth the system for complying with the State requirements for traffic concurrency for developments seeking approvals by the County. Each municipality within the County also has regulations governing development requests it may approve. The County Commission has authority for plat approval countywide, and for approval of site plans and building permits in the unincorporated area. Broward County does not approve building permits and site plans within municipalities. However, every building permit application must be reviewed to determine whether it satisfies the County's traffic concurrency requirements.

Since 2005, Broward County's concurrency management system consists of ten concurrency districts. Two of these districts, in northwest and southwest Broward, are "standard" concurrency districts, where traffic concurrency is measured by a model that looks at traffic generated by a new development and determines whether total traffic exceeds any road's capacity. If the total traffic exceeds the road's capacity, the road is considered overcapacity and a traffic impact area is created. A traffic impact area is a circular area around a proposed development having a radius from one to three miles, depending upon the proposed use. Development proposed within a traffic impact area cannot be approved unless at least one of several conditions is met. A developer may develop an Action Plan which must be approved by the County Commission to accommodate the traffic impacts of the development (construct an improvement such as a turn lane, bus bay, traffic signal synchronization, etc.); however, other conditions may also qualify a project for approval. Examples include a project impacting a roadway currently being improved under a state or local funded contract, or the development being authorized by an approved Development of Regional Impact (DRI).

The other eight concurrency districts are "transit oriented" districts, which are considered to be Transportation Concurrency Exception Areas (TCEAs). Development within these districts is subject to transportation concurrency fees, which help fund transit and pedestrian improvements. Moreover, development projects within these districts are eligible for a credit of up to 50 percent of the transportation concurrency fees when they incorporate transit oriented development into their design.

BROWARD COUNTY FLORIDA

Martin Berger, Planning Section Manager
Broward County Planning and Redevelopment Division
1 North University Drive
Plantation, Florida 33324
Tel: 954.357.6666
www.co.broward.fl.us

Transportation Concurrency in Miami-Dade County

According to Chapter 163, Florida Statutes, transportation concurrency requirements are now optional if levels of service adopted can be reasonably met. Miami-Dade County has chosen to keep its concurrency policy as provided in the implementing ordinance adopted on July 11, 1989 and titled the "Miami-Dade County Service Concurrency Management Program," Chapter 33G of the Miami-Dade County Code. The eight services reviewed for concurrency are water, sewer, solid waste, roadways, mass transit, flood protection, and parks and public schools for residential only.

The Level of Service (LOS) standard for roadways located inside the Urban Infill Area (UIA) as contained in the Comprehensive Development Master Plan (CDMP) is LOS E with exceptions (i.e., percent LOS allowed over E) permitted based on the level of mass transit services (i.e., frequency or headway. Roadways located between the UIA and the Urban Development Boundary (UDB), the LOS standard is LOS D, with exceptions allowed based on the mass transit services availability and if located in a designated Transportation Concurrency Exception Area (TCEA).

There is also a minimum peak-hour mass transit LOS in the CDMP, which states that all areas within the UDB where the combined resident and work force population is more than 10,000 persons per square mile should have public transit service with at least 30 minute headways and an average route spacing of one mile. The County's Service Concurrency Program applies only to unincorporated Miami-Dade County. Local municipalities have their own concurrency regulations, although many have adopted the County's LOS standards.

TCEA: Miami-Dade County has designated as a TCEA the area located east of, and including, S.R. 826 (Palmetto Expressway) and NW/SW 77th Avenue, excluding the area north of S.R. 826 and west of I-95. This area known as the Urban Infill Area consists of 128,000 acres where urban infill, redevelopment and public transit are encouraged, and the existing roadway pattern is established. All Tri-Rail stations in Miami-Dade County are located within the TCEA. Miami-Dade County has a designated TCEA for the Community Development Block Grant (CDBG) areas, Enterprise Zones, and zoned Urban Centers which are primarily located along the existing Busway.

Road Impact Fees: Miami-Dade County collects road impact fees for all building permits issued in Miami-Dade County and in the municipalities. The funds are collected based on the road impact fee formula and then designated to the appropriate impact fee district depending on the location of the development. In addition, some municipalities collect additional road impact fees within their jurisdictional boundaries.

Helen Brown, Principal Planner - Concurrency Administrator
Miami-Dade County
Department of Regulatory and Economic Resources - Planning Division
111 NW First Street, Suite 1210
Miami, Florida 33128
Tel: 305.375.2835
www.miamidade.gov

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The Broward MPO continues to play a leadership role in implementing Complete Streets in Broward. The vision is to create a safe and efficient transportation network that promotes the health and mobility of all residents and visitors by providing high quality multi-modal (pedestrian, bicycle, transit and automobile) access throughout Broward.

The Broward Complete Streets Guidelines were endorsed by the MPO Board on July 12, of 2012. The manual presents an opportunity for communities to design their streets for smart growth, health, safety, livability, sustainability, and more. It also provides a template that can be adopted to replace existing local manuals.

Local governments depend on manuals for design guidance on new streets, as well as for retrofitting and modifying existing streets with new development, and when new subdivisions are being built. Along with land use planning, street manuals play a large role in determining urban form. Street manuals, in effect, serve as the "DNA" of streets. As such, they help to determine how walkable and bicycle-friendly neighborhoods and communities are, how conducive cities are to transit use, and how livable communities become.

The Broward Complete Streets Guidelines manual is based on complete streets principles that aim to design streets for people of all ages and physical abilities and accommodate all travel modes. The Broward Complete Streets Guidelines manual offers another way to design streets and provides guidance for those municipalities that decide to adopt these principles. The result will be more livable neighborhoods with healthier residents due to opportunities for increasing social capital (by interacting more regularly with neighbors) and for active transportation (walking, bicycling, and accessing public transportation).

For more information on the Broward MPO's Complete Streets initiative please visit: www.browardmpo.org/projects-studies/complete-streets.

broward MPO
metropolitan planning organization

Ricardo Gutierrez
Broward MPO
Trade Centre South, 100 West Cypress Creek Road
8th Floor, Suite 850
Fort Lauderdale, Florida 33309
Tel: 954.876.0044

Miami-Dade MPO Complete Streets Manual

On June 19, 2014, the Miami-Dade Metropolitan Planning Organization developed its complete streets manual. Complete streets provide mobility, support livability, and spur economic development objectives, while providing more mode choices.

The vision and goals guiding the development of the Miami-Dade County Complete Streets Manual are:

Efficiency: Complete streets move more people in the same amount of road space, thus improving the efficiency and capacity of existing roads.

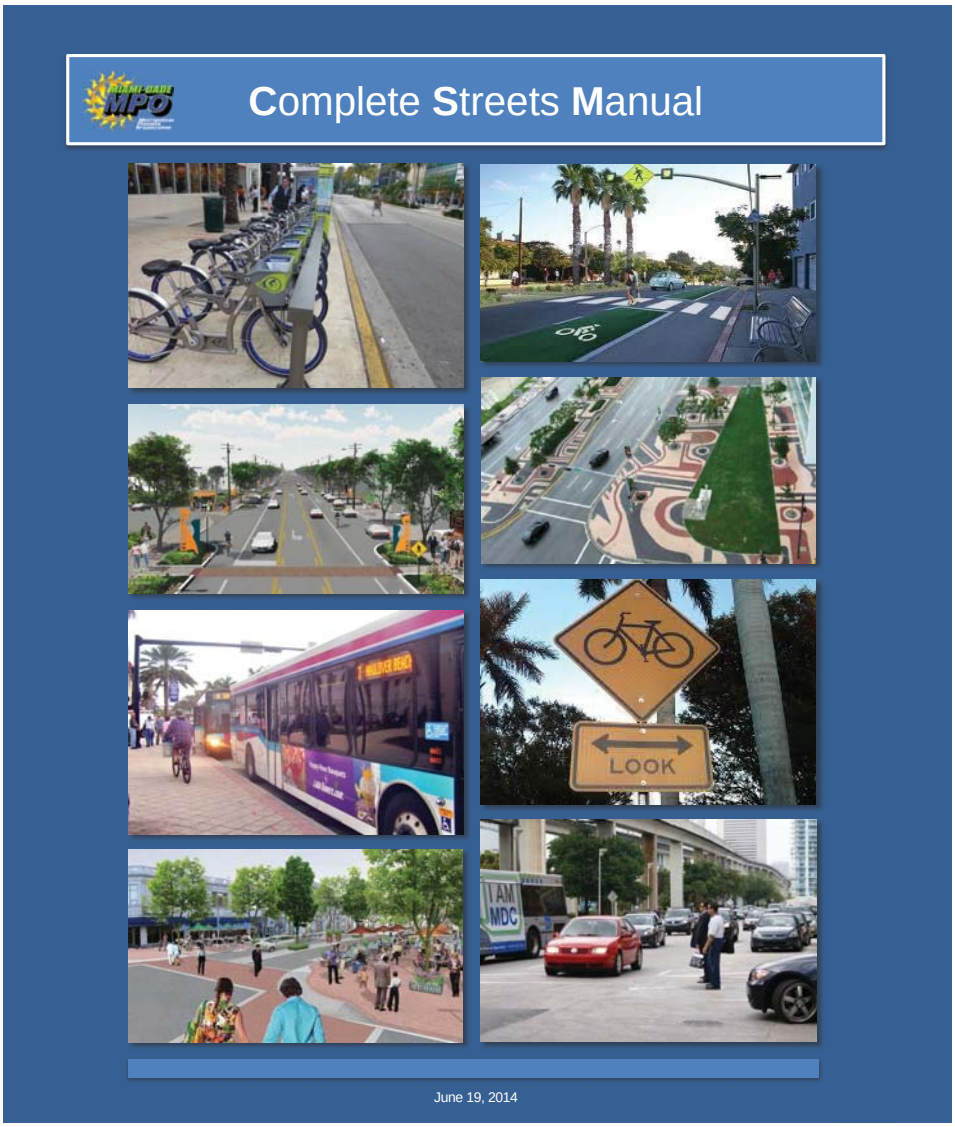
Public Well-being: Walking, bicycling, and taking public transportation are less expensive forms of personal transportation than relying on automobiles.

Safety: Adding complete street elements to existing roadways improves safety for all users.

Synergy: Many organizations are teaming together for safer, healthier streets.

In developing this document, planners were able to build off of many existing policies already incorporate complete street concepts, such as State of Florida Statutes and Regulations, Miami-Dade County's Comprehensive Development Master Plan, and the Florida Green Book.

The MPO supports development of complete streets projects. The result will be improved safety and public health, and reduced congestion, pollution, and fuel consumption.



David Henderson, Bicycle / Pedestrian Coordinator
Miami-Dade County Metropolitan Planning Organization
111 NW 1st Street, Suite 910
Miami, Florida 33128
Tel: 305-375-1647
www.miami-dade.gov/mpo

MIAMI-DADE METROPOLITAN PLANNING ORGANIZATION

Affordable Housing in Palm Beach County

Affordable housing has been a topic policy issue in Southeast Florida including Palm Beach County. The county and its municipalities have emphasized the need for additional housing, especially for the workforce, young families, and recent college graduates.

Palm Beach County: the County developed a workforce housing program in 2006 that require a tiered set-aside for various target price ranges (very-low, low, moderate, and moderate-high income segments) for all density increases and funding commitments via impact fees.

West Palm Beach: West Palm Beach has taken an active role in providing housing for all of its citizens including very-low, low, and moderate income households. The city pursues federal, state, and private funding for a variety of housing programs to meet housing needs in West Palm Beach.

Boynton Beach: while Boynton Beach's workforce housing program is currently suspended and under review, the city is pursuing other affordable housing opportunities for low and moderate income households in partnership with its CRA, the Habitat for Humanity and a local faith-based CDC. The City's numerous Comprehensive Plan policies support affordable housing including provisions tied to transportation concurrency programs; for example, the downtown Transportation Concurrency Exception Area (TCEA) requires that five percent of all new and rehabilitated housing within the TCEA is available to these households.

Delray Beach: Delray Beach's existing housing supply includes households having a wide range of economic ability. Delray Beach has implemented a family/workforce housing program, where most of the new units from this program will come through the redevelopment of existing properties in the southwest neighborhood and the Congress Avenue corridor. The Delray Beach Community Land Trust (DBCLT) is another affordable/workforce housing initiative created to preserve the affordability of owner-occupied and rental units in Delray Beach.

Boca Raton: Boca Raton's 2005 Comprehensive Plan Evaluation and Appraisal Report made the following recommendations regarding affordable housing provision in Boca Raton: a new policy in the Housing Element is recommended that would require Boca Raton to investigate the merits of having additional regulatory mechanisms to encourage the construction of very-low, low, and moderate income housing.

Edward W. Lowery, Director
Department of Economic Sustainability
100 Australian Avenue, Suite 500
West Palm Beach, Florida 33406
Tel: 561.233.3630
www.pbcgov.com

Jennifer Ferriol, HCD Administrator
City of West Palm Beach
401 Clematis Street, Third Floor
West Palm Beach, Florida 33401
Tel: 561.822.1250
www.cityofwpb.com

Nancy Byrne, Director of Development
City of Boynton Beach
100 E. Boynton Beach Boulevard
Boynton Beach, Florida 33435
Tel: 561.742.6350
www.boynton-beach.org

Joan K. Goodrich, Economic Development Director
City of Delray Beach - Economic Development
100 NW 1st Avenue
Delray Beach, Florida 33444
Tel: 561.243.7009
www.mydelraybeach.com

John Hixenbaugh, Development Services Director
City of Boca Raton
201 West Palmetto Park Road
Boca Raton, Florida 33432
Tel: 561.393.7789
www.ci.boca-raton.fl.us

Affordable Housing in Broward County

Broward County is trying to increase density along the major corridors. The ultimate vision is to take a major corridor such as State Road 7/U.S. 441 or Commercial or Federal Highway, and start to redevelop it with greater height for more density, mixed use, and then perhaps either a bus or a light rail system could be justified.

Broward County is currently seeking a way to provide alternatives to the automobile for all residents. In addition, the county wants to increase transportation options for those residents who face a housing cost burden. With increased public transportation available, the county is hoping to integrate transportation, land use and affordable housing programs. Provisions have been adopted to concurrently address these issues and include the following:

- To facilitate the provision of affordable housing within Broward County, the Broward County Land Use Plan provides for bonus density allocation for affordable housing. The housing density bonuses are conditioned on the developer or purchaser providing guarantees that the affordability of the bonus units will be maintained for a period of at least 30 years for rental housing and at least 30 years for owner-occupied housing. The density bonus depends on the income group being served. For example, five bonus units may be granted for every low income unit provided.
- For comprehensive plan amendments which propose to add 100 or more residential dwelling units to the existing densities approved by the Broward County Land Use Plan, Broward County and affected municipalities shall coordinate and cooperate to implement the affected municipality's chosen policies, methods and programs to achieve and/or maintain a sufficient supply of affordable housing.
- Transit-oriented Corridors, a land use category defined within the Broward County Land Use Plan, are intended to facilitate mixed-use development with access to transit stations or stops along existing and planned high performance transit service corridors (such as bus rapid transit or rapid bus). The land use category requires that residential development be a primary component of the land uses in the area and include at least two other non-residential land use categories. Additional or expanded stand alone automobile-oriented uses are discouraged or limited unless designed in a manner to encourage pedestrian transit usage.
- Transit-oriented Development, a separate land use category within the Broward County Land Use Plan, is intended to encourage mixed-use development in areas serviced by regional transit stations, such as Tri-Rail stations, major transit hubs, and neighborhood and regional transit centers.
- The Transit-oriented Development land use category must be supported by policies in the local land use element that incorporate design criteria to require pedestrian connectivity to regional transit stations with development that is mixed use with a "sense of place" and is transit supportive. The land use category requires that residential development be a primary component of the land uses in the area and include at least two other non-residential land use categories.

Valerie Sharkey, Housing Coordinator
Broward County Department of Urban Planning, Housing and Community Development Division
110 NE Third Street, Suite 300
Fort Lauderdale, Florida 33301
Tel: 954.765.5311
www.broward.org

Affordable Housing in Miami-Dade County

Miami-Dade County administers local, federal, and state funding for the development of affordable housing, including programs addressing home-buyers, renters, and affordable housing developers. These programs are administered primarily through organizations partnering with public and non-profit agencies whenever possible.

Miami-Dade County Public Housing and Community Development (PHCD): administers federal subsidies that support almost 10,000 units of public and other assisted housing. PHCD also works with builders, developers, lenders, and private housing providers to expand affordable housing opportunities in Miami-Dade County. PHCD supports self-sufficiency and offers resources for current and aspiring homeowners.

As the sixth largest housing agency in the nation and undoubtedly one of the most complex and comprehensive public housing agencies, PHCD is responsible for housing more than 30,000 residents, provides for Section 8 subsidized payments for 16,000 families and administers an array of specialized housing opportunities for special populations and the homeless.

PHCD also administers federal funding programs including the Community Development Block Grant (CDBG), the HOME Investment Partnership (HOME) Grant, the Emergency Shelter Grant (ESG), and the Neighborhood Stabilization Grant programs, designed to develop viable urban communities by providing decent housing and a suitable living environment and by expanding economic opportunities, principally for low and moderate-income households. PHCD is primarily responsible for developing affordable housing, to include the oversight of the Documentary Stamp Surtax (Surtax) and State Housing Initiatives Partnership (SHIP) funds for affordable housing development.

As part of the Economic Development strategic area, the primary goal of the department is to extend and strengthen partnerships among all levels of government and the private sector, including for-profit and not-for-profit organizations. PHCD's programs are administered primarily through sub-grantee community-based organizations (CBOs) and various County departments.

The Housing Finance Authority of Miami-Dade County (HFA): the Housing Finance Authority's (HFA) vision is a community where individual lives are impacted by HFA's commitment to providing the opportunity for people to live the life they love in their own home. To bring that vision to reality, HFA provides avenues to affordable housing which creates strong, vibrant neighborhoods for families throughout Miami-Dade County.

Michael Liu, Director
Miami-Dade County
Public Housing and Community Development
701 NW First Ct. - 14th Floor
Miami, Florida 33136
Tel: 786.469.2100
www.miamidade.gov/ced

Cheree Gulley, Esq., Executive Director
The Housing Finance Authority of Miami-Dade County
7855 NW 12th Street, Suite 102
Doral, Florida 33126
Tel: 305.594.2518
www.hfamiami.com

MIAMI-DADE COUNTY

Bicycle and Pedestrian Planning in Palm Beach County

Palm Beach County's growing population and increasing demand for non-motorized facilities has made bicycle and pedestrian planning a leading priority of the Palm Beach Metropolitan Planning Organization (MPO). A growing number of residents choose to walk or bicycle for transportation and recreational purposes, and for the health and environmental benefits. The emphasis on bicycle and pedestrian planning is also fueled by the limited availability of right-of-way to widen existing roadways and a shared desire to preserve community character. The MPO is deploying bicycle and pedestrian counters to quantify current usage in support of future planning initiatives.

Bicycle-Greenway-Pedestrian Advisory Committee (BGPAC): The BGPAC is one of three MPO advisory committees and is composed of technical professionals and bicycle and pedestrian community advocates. The BGPAC recommends planning decisions on non-motorized transportation to the MPO Board.

Local Initiatives (LI) and Transportation Alternatives (TA) Programs: The MPO conducts a competitive application process to evaluate and prioritize potential projects submitted by local governments to request funds from its LI or the TA programs. The LI program includes categories for different modes including non-motorized transportation, and can potentially provide a greater level of funding for individual projects than the FDOT funded TA program. The LI program also includes opportunities to redesign and replace aging urban roadways into more "complete streets". TA programs, including Safe Routes to School, fund both infrastructure and non-infrastructure projects that improve bicycle and pedestrian facilities, safety features, or education. Projects that are consistent with the adopted Long Range Transportation Plan (LRTP) are prioritized and may be advanced to the Transportation Improvement Program (TIP) for funding.

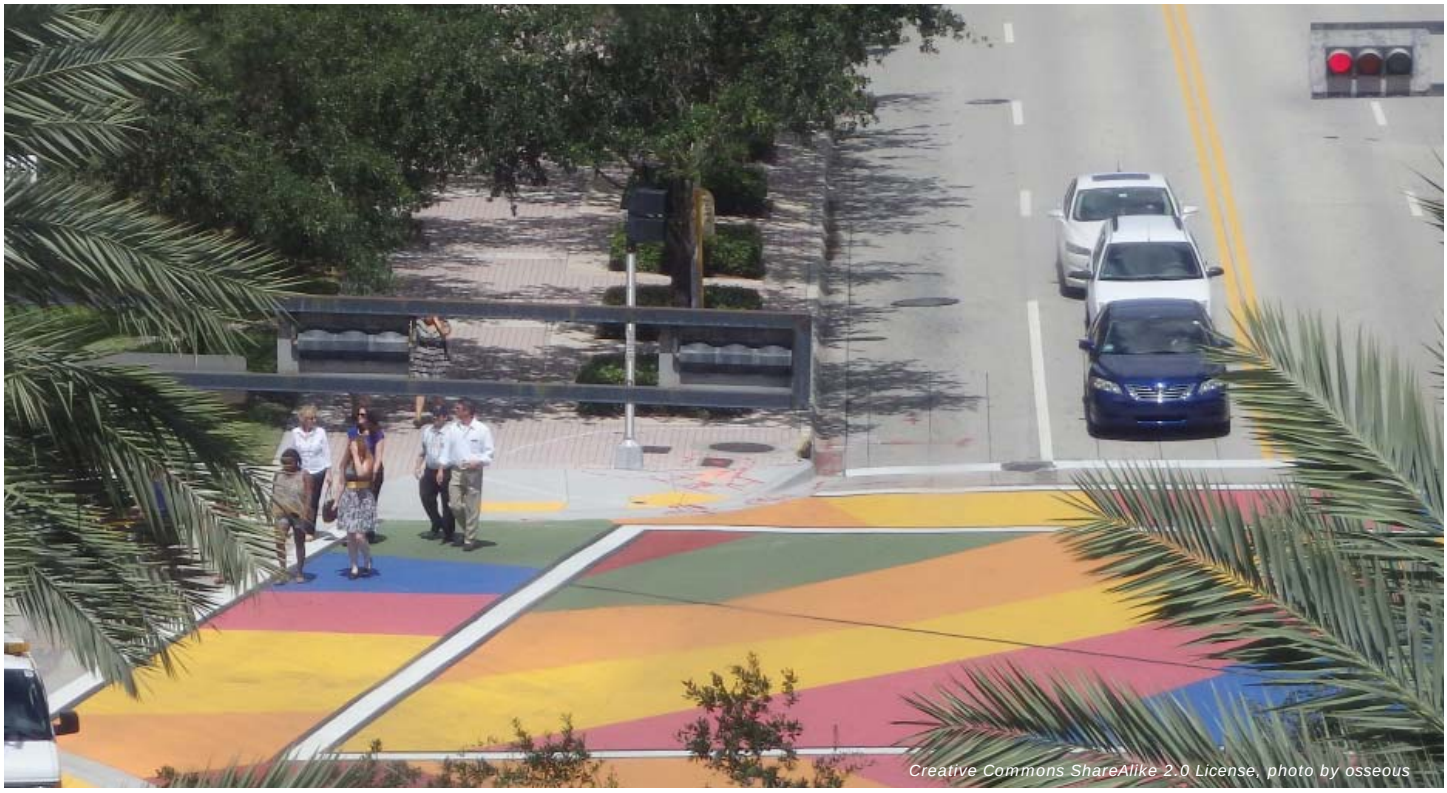
2015-2019 TIP: The current FY 2015-2019 TIP includes a series of bike paths/trails projects throughout Palm Beach County. Specifically, the 5th Avenue pedestrian/bicycle pathway and bicycle lane projects in the City of Lake Worth, the Tamarind Avenue pedestrian safety improvement project between Banyan Boulevard and Palm Beach Lakes Boulevard in the City of West Palm Beach, and the Safe Kids Coalition and Palm Beach County School District Bicycle/Pedestrian Safety Education Program.

MPO Public Outreach: Much of the MPO's vigorous outreach program is focused on bicycle and pedestrian safety education and promotion of "complete streets" that include non-motorized facilities, along with off-road trails to provide connectivity through neighborhoods and parks.

Online Tools and Resources: The MPO created BikePalmBeach.org to provide a central location for bicycling information and events throughout Palm Beach County. The following are available at PalmBeachMPO.org:

- Master Comprehensive Bicycle Transportation Plan that examines conditions and identifies needs for on-street bicycle travel.
- Interactive bike suitability and trip planning maps.
- Greenways and trails multi-county regional maps with existing and proposed facilities.

Nick Uhren, Executive Director
Palm Beach Metropolitan Planning Organization
2300 N. Jog Road, Fourth Floor
West Palm Beach, Florida 33411
Tel: 561.684.4170
www.PalmBeachMPO.org



Broward County has set up the Bicycle and Pedestrian Advisory Committee (BPAC). This committee is comprised of ten members, representing cyclists and pedestrians of varying ages and abilities. The purpose of the BPAC is to advise the County Commission and its staff on all matters related to bicycling, including safety, the integration of cycling and walking with other modes of transportation, and increasing coordination among agencies as well as public outreach.

Bicycle Suitability Map: The BPAC, with the assistance of county staff, created the Bicycle Suitability Map, which is intended to serve as a reference for bicycling in Broward County. The interactive map allows you to develop a route between locations identified with bicycle facilities, greenways, public transportation, and/or other facilities.

The Broward County Comprehensive Plan also identifies existing and future bicycle facilities as well as greenways. The Comprehensive Plan also includes a number of policies to support the development of complete streets throughout Broward County

Pedestrian Planning: The county, with the help of the Broward MPO, developed a pedestrian facilities plan to help prioritize future pedestrian projects and to develop preferred types of facilities. In addition, the County has developed a Greenways Master Plan, and a number of greenways identified in the plan have been constructed or are currently under construction.

Municipal Plans: The City of Hollywood has established the enhancement of pedestrian/bicycle links as a goal in the Citywide Master Plan. The City of Fort Lauderdale intends to develop a bicycle/pedestrian plan.

BROWARD COUNTY FLORIDA

James Cromar, Director of Planning
Broward MPO
115 S. Andrews Avenue
Fort Lauderdale, Florida 33301
Tel: 954.357.6641
www.broward.org

Bicycle and Pedestrian Planning in Miami-Dade County

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The Miami-Dade Metropolitan Planning Organization (MPO) updated its Bicycle Comprehensive Plan in 2001 to include a pedestrian element. The purpose of this plan was to identify the pedestrian needs of the county, as well as prioritize bicycle projects.

Bicycle and pedestrian improvement projects have been included as a part of the MPO's Long Range Transportation Plan for 2030. These improvements include on-road bicycle facilities, as well as the implementation of bikeways in the county's Greenway Master Plan.

Miami-Dade Transit also offers a bike-and-ride program. With this program, cyclists can take a bicycle on Metrobus, Metrorail, and Metromover. This allows full connectivity for the rider.

The Bicycle/Pedestrian Advisory Committee has been established to advise the MPO on bicycle- and pedestrian-related issues.

Pedestrian Planning: The Miami-Dade MPO created the 2025 Pedestrian Facilities Plan for the county in 2001. Its primary function is to enhance the county's pedestrian facilities, as well as to increase the amount of non-motorized trips. This plan identifies the areas in need of pedestrian amenities and improvements. The goal is to "facilitate the construction of pedestrian improvements at locations that have been determined to address the county's most pressing needs."

David Henderson, Bicycle / Pedestrian Coordinator
Miami-Dade County Metropolitan Planning Organization
111 NW First Street, Suite 910
Miami, Florida 33128
Tel: 305.375.1647
www.miamidade.gov/mpo

MIAMI-DADE METROPOLITAN PLANNING ORGANIZATION

Miami-Dade Transit Bike Program

Miami-Dade Transit (MDT) encourages combining bicycling and transit to increase mobility options.

Bicycle and Pedestrian Information: Bicycling is a popular South Florida pastime that is a fun way to exercise and a money-saving alternative for getting around. Both Miami-Dade Transit and the Metropolitan Planning Organization provide information about how to use bicycles on busways, places where bicycles and pedestrian trails intersect with bus routes, and related topics.

Bike and Ride Program: Combining bicycling and transit is an efficient way to move around the county not using an automobile. Miami-Dade Transit's Bike & Ride program allows cyclists to take a standard bicycle on extended trips. Passengers may put their bicycle on any of the rack-equipped buses or bring it on the downtown Metromover. Bicycles are allowed on Metrorail with a valid MDT Bike & Ride permit. The MDT Bike & Ride permit is free to anyone 12 years and older.

Bicycle Lockers: Bicycle lockers provide secure long-term storage for bicycles and can be rented at the Okeechobee, Hialeah, Northside, Government Center Vizcaya, Coconut Grove, Douglas Road, University, SouthMiami, Dadeland North, and Dadeland South Metrorail Stations.

MIAMI-DADE METROPOLITAN PLANNING ORGANIZATION

David Henderson, Bicycle / Pedestrian Coordinator
Miami-Dade County Metropolitan Planning Organization
111 NW First Street, Suite 910
Miami, Florida 33128
Tel: 305.375.1647
www.miamidade.gov/mpo

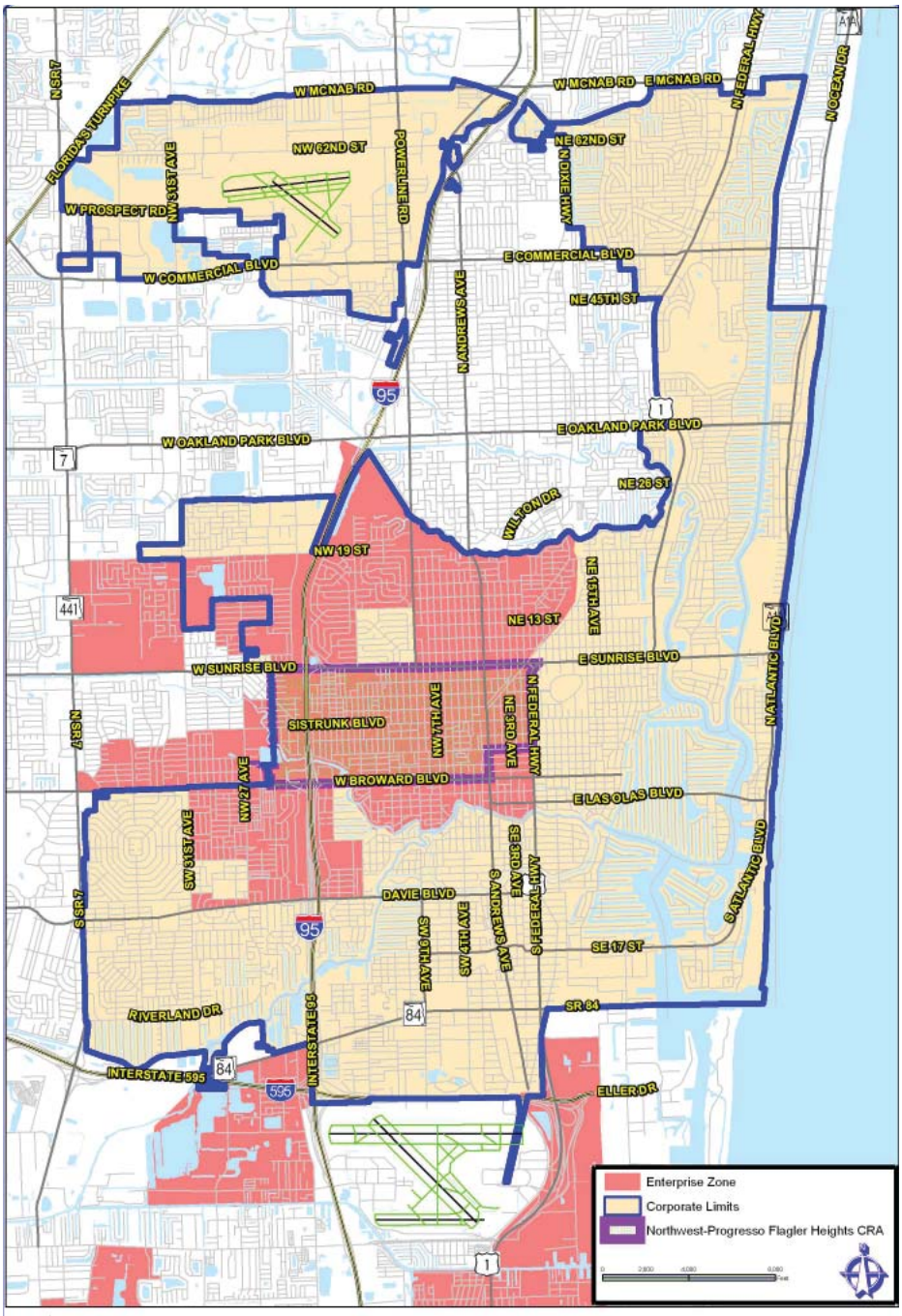
Fort Lauderdale – Broward County Enterprise Zone

The Fort Lauderdale – Broward County Enterprise Zone extends from U.S. 1 west to State Road 7 with an irregular boundary that includes areas in Fort Lauderdale, Lauderhill and Unincorporated Broward County. This area was designated under the Florida Enterprise Zone Program in an effort to stimulate redevelopment in an economically distressed part of central county.

Within the Enterprise Zone, business may be eligible to receive tax credits on the state sales tax, corporate income tax, property tax, and other incentives from the state of Florida, including:

- Jobs Tax Credit (Corporate Income Tax)
- Credit Against Sales Tax for Job Creation
- Business Equipment Sales Tax Refunds
- Building Materials Sales Tax Refund
- Property Tax Credit (Corporate Income Tax)

Tri-Rail's Fort Lauderdale/Broward Boulevard station is located in an Enterprise Zone.



Angela Wilson, Enterprise Zone Coordinator
City of Fort Lauderdale - Community Redevelopment Agency
101 NE Third Avenue, Suite 300
Fort Lauderdale, Florida 33301
Tel: 954.828.4347
www.floridaenterprisezone.com

The Enterprise Zone: is a designated area within Miami-Dade County offering fiscal incentives to businesses that locate or expand within the zone, with the objective of encouraging investment and job creation in economically distressed areas. To qualify for these incentives, new jobs have to be created for Enterprise Zone residents. The reduction in the cost of doing business in Miami-Dade County's Enterprise Zone can be substantial.

Several Tri-Rail Stations are located in Miami-Dade County's North Central Enterprise Zone. These are the Opa-Locka, Tri-Rail/Metrorail Transfer (79thStreet), Hialeah Market, and Miami Airport Stations. The Golden Glades Tri-Rail station is adjacent to the North Central Enterprise Zone.

Specific incentives to businesses in the Enterprise Zone include:

- Property tax credits
- Refund of impact fees
- Enterprise Zone property tax
- Enterprise Zone Jobs Tax Credit
- Sales tax credit for job creation
- Sales tax refund for business equipment
- Sales tax refund on building materials
- Sales tax exemption for electricity
- Federal job training tax

Empowerment Zone: In 1999, Miami-Dade County was designated as a federal Empowerment Zone. As such, the county is eligible for government grants, tax incentives and other federal assistance. Pursuant to statute, the county is required to provide matching funds for federal dollars and the state also provides funding to the Empowerment Zone.

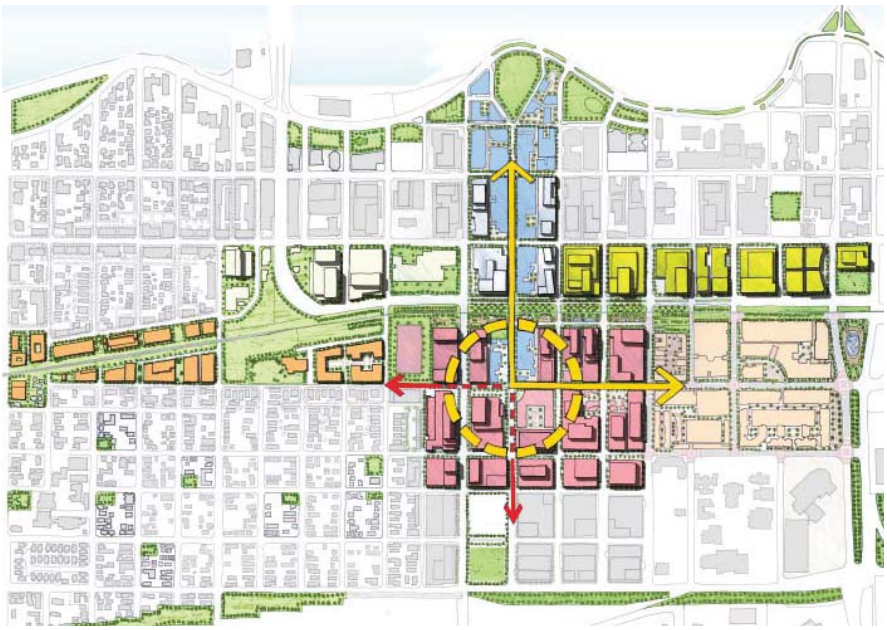
All Empowerment Zones are located in Enterprise Zones. At this time, no direct benefits are available under the Empowerment Zone program.

MIAMI-DADE COUNTY

Michael Liu, Director
Miami-Dade County
Public Housing and Community Development
701 NW First Ct. - 14th Floor
Miami, Florida 33136
Tel: 786.469.2100
www.miamidade.gov/ced

Palm Beach County Comprehensive Plan

In coastal Southeast Florida, infill development and redevelopment have long been identified as high priority issues to sustain the future economic vitality of the area and support transit. Palm Beach County is a leader in this area, with highly successful redevelopment efforts in many of its cities. Key policies from each host city related to infill and redevelopment are noted below.



Mangonia Park: Among Palm Beach County's smaller municipalities is Mangonia Park, encompassing only one square mile in the heart of the county. This community exemplifies infill development and redevelopment as it is bound by urban developed conditions on all four sides. As part of the redevelopment strategy, Mangonia Park will meet with local realtors biannually to encourage the infilling of residential lots.

West Palm Beach: West Palm Beach is a central hub for entertainment, governmental, legal, economic, and much social activity. The area surrounding the Tri-Rail station was master-planned as a transit village" in 2005, and this area is included within West Palm Beach's community redevelopment area.

Lake Worth: Lake Worth is perhaps best known for its beautifully redeveloped quaint downtown, the product of Lake Worth's two-decade commitment to redevelopment. This commitment is further reinforced through comprehensive plan policies that encourage high quality retail office and commercial uses in the downtown in addition to enhancing redevelopment opportunities through modification or reduction of parking space requirements.

Boynton Beach: Since 2001, Boynton Beach has approved a number of mixed use and residential projects in the downtown area and surrounding neighborhoods along the Federal Highway corridor. In addition to the already completed multi-million dollar mixed use marina project, two other large mixed use projects are under construction. To further promote the development of the downtown, Boynton Beach has recently adopted the Downtown Master Plan, which consolidated and built upon several existing community redevelopment plans.

Delray Beach: Delray Beach's goal is to have a compact and vibrant downtown. From the redevelopment of the North Federal Highway Corridor to the beautification of West Atlantic Avenue and the establishment of new businesses and downtown housing, there are signs of investment and progress throughout the area.

Boca Raton: Boca Raton's Mizner Park town center is a precedent-setting example of how suburban communities can create successful downtowns by redeveloping abandoned shopping centers. Redeveloping the underused Boca Raton Mall into a community center, removed a blighted property, and helped revitalize the surrounding community.

Lorenzo Aghemo, Director of Planning Division
Palm Beach County Department of Planning, Zoning and Building
2300 N. Jog Road
West Palm Beach, Florida 33411
Tel: 561.233.5351
www.pbcgov.com

Broward County retains countywide authority over land use, thus municipal comprehensive plans are required to be consistent with the countywide land use plan.

The Broward County Land Use Plan has goals, objectives, and policies that promote multimodal transportation of which the implementation of land use programs to encourage redevelopment activities, including mixed-use centers, is an important component. For instance, the development of transit-oriented land use patterns has been identified as a major issue in the county's Evaluation and Appraisal Report. As a result, the Broward County Land Use Plan was amended to create additional mixed-use land use categories that promote transit.

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Mixed Land Uses Regional Activity Centers (RAC) encourages the development of attractive and functional mixed-use centers that include:

- Reduced reliance on automobile travel
- Access to public transit
- Integrated transportation systems
- Enhanced pedestrian mobility and safety

Local Activity Centers (LAC) encourages compact development in areas that provide a mixed-use of community-services and include:

- Convenient access to mass transit
- Location that are pedestrian-oriented around a one-fourth mile walk
- Internal circulation that gives priority to pedestrian mobility
- Access to public transportation modes including bicycle use

Transit Oriented Corridors (TOC) facilitate mixed-use development with access to transit stations or stops along existing and planned high performance transit service corridors (including BRTs). Development requirements include:

- Residential and at least two non-residential uses
- Design that promotes connectivity to transit stations and stops
- Design that enhances pedestrian mobility
- Pedestrian and transit amenities to serve residents and employees within the area

Transit Oriented Developments (TOD) encourage mixed-use development in areas served by regional transit stations, such as Tri-Rail stations, major transit hubs, and neighborhood and regional transit centers. TOD can be applied to areas located within one-half mile of a Tri-Rail facility. TOD designation requirements include:

- Pedestrian connectivity to regional transit stations with development that is mixed use and transit supportive
- Design features that promote and enhance pedestrian mobility, including connectivity to regional transit stations
- Internal pedestrian and transit amenities to serve

BROWARD COUNTY FLORIDA

Barbara Blake Boy, Executive Director
Broward County Planning Council
115 S. Andrews Avenue, Room 307
Fort Lauderdale, Florida 33301
Tel: 954.357.6692
www.broward.org/planningcouncil

Miami-Dade County Land Use Policies

Municipal governments regulate land use within their jurisdictional boundaries. Miami-Dade County has land use authority over the unincorporated portion of the county. Different land use regulations have been adopted by the local governments in the Tri-Rail corridor.

Miami-Dade County: The Miami-Dade County Comprehensive Development Master Plan requires that all development and redevelopment in existing and planned transit corridors and urban centers be planned and designed to promote transit-oriented development and transit uses. Such uses include a mix of residential, retail, office, open space and public uses in a pedestrian-friendly environment that promotes use of rapid transit services.

City of Miami: The county's Evaluation and Appraisal Report (EAR) for the City of Miami Comprehensive Plan identified transportation as one of its major issues, noting that "amenities need to be provided to attract more trips to alternative modes of transportation such as transit, pedestrian and bicycle." The EAR recommended a number of policy changes including re-evaluating the transit level of service methodology.

City of Hialeah: The County's Evaluation and Appraisal Report for the City of Hialeah Comprehensive Plan (2005) identified integration of land use and transportation as one of its major issues. The EAR noted that the Future Land Use Map shows that the city's residential categories and downtown mixed-use district are of sufficient density to support high capacity transit in proximity to transit corridors.

City of Opa-Locka: According to the 1996 EAR, Urban Activity Center provisions should be incorporated into the Comprehensive Plan.

City of Miami Gardens: The city has developed, within its land development codes, areas of appropriate density and usage mix to encourage use of transit, pedestrian facilities and discourage the use of the automobile. One example is the city's support of transit-oriented development near the Golden Glades Tri-Rail station.

Mark Woerner, Chief
Miami-Dade County
Planning Department of Regulatory and Economic Resources
111 NW First Street, 12th Floor
Miami, Florida 33128
Tel: 305.375.2835
www.miamidade.gov/planzone

Miami-Dade County Urban Design

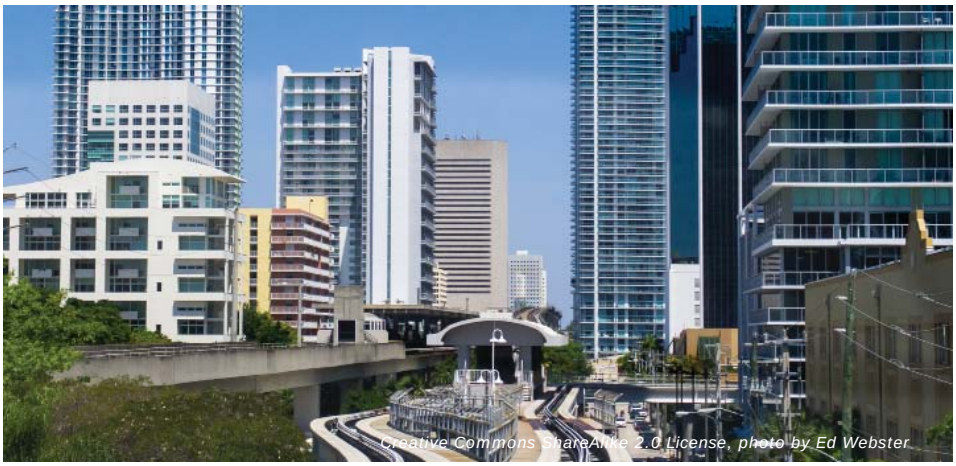
All new developments and redevelopments in all transit corridors and urban centers shall be planned and designed to promote transit-oriented development (TOD) with high intensity mixed-use areas that include residential, commercial, office, civic, and open spaces in a pedestrian-friendly environment that promotes the use of rapid transit services. Encouraging transit-friendly development is an important part of planning in the county.

Miami-Dade County Comprehensive Development Master Plan - Land Use Objective 7 states that "…Miami Dade County shall require all new development and redevelopment in existing and planned transit corridors and urban centers to be planned and designed to promote transit-oriented development (TOD), and transit use, which mixes residential, retail, office, open space and public uses in a pedestrian-friendly environment that promotes the use of rapid transit services". To facilitate objective 7, the CDMP encourages the County to partner with the Metropolitan Planning Organization (MPO) and affected municipalities to establish a systematic program for TOD around all Metrorail, the Miami Intermodal Center (MIC), and South Dade Busway stations.

Urban Center Districts have been identified by the CDMP,, which are mostly centered around transit nodes and have form-based codes that regulate land development, including street sections, building placement, and architectural review. A hierarchy of regional, metropolitan, and community urban centers has been defined. Miami International Airport station (at the MIC) is designated as a Regional Urban Center; all other Tri-Rail stations in Miami-Dade County are Community Urban Centers.

Transit Corridors with interconnected vehicular and pedestrian networks, with special emphasis on the urban center nodes are being promoted as the most desirable urban form. Density increase of up to two residential categories than the underlying land use code are permitted for developments located in transit corridors (within 660 feet of planned major roadways or one-fourth mile from existing rail transit stations, express busway stops, future transit corridors, and planned transit centers). To qualify for this incentive the development project must:

- Incorporate sound urban design principles
- Identify civic areas
- Define open space and streets
- Incorporate any historic theme
- Provide a pedestrian-friendly environment along roadways
- Provide height transition between the transit corridor and adjacent residential neighborhoods.
- Include mix of uses in close proximity of each other
- Allow for reduction bonuses in parking requirements
- Assign parking towards the rear of buildings and mid block areas
- Provide habitable spaces fronting major streets with buildings set up towards the front



MIAMI-DADE COUNTY

Mark Woerner, Chief
Miami-Dade County
Planning Department of Regulatory and Economic Resources
111 NW First Street, 12th Floor
Miami, Florida 33128
Tel: 305.375.2835
www.miamidade.gov/planzone

Palm Beach County Urban Development Policy

Palm Beach County maintains a strong commitment to sustainable development and land use planning. Within its adopted Comprehensive Plan, the County's long-term growth patterns are guided by six broad principles:

- Conserve and protect natural and man-made resources, and restore and maintain key ecosystems to provide adequate supplies of clean and safe water for natural, human and economic systems.
- Prevent urban sprawl through establishment of urban development areas, and encourage urban revitalization and redevelopment.
- Provide for sufficient open space to protect wildlife, and provide natural and recreational areas for public use.
- Create quality livable communities by balancing, distributing and integrating the relationship among land uses to meet the needs of the diverse communities and their associated lifestyle choices, and improve the quality of life through better housing, recreational, and cultural opportunities for all.
- Manage the development of land and service delivery, so that its use is appropriate, orderly, timely and cost effective.
- Promote sustainable economic development initiatives in the County with the purpose of diversifying its economic base and enhancing the quality of life and well being of current and future County generations.

In 1999, the County adopted the Managed Growth Tier System (MGTS) as a framework for future growth. MGTS recognizes the County's diversity by delineating five distinct geographic tiers or regions, listed in order of declining development density/intensity: Urban/Suburban, Exurban, Rural, Agricultural Reserve, and Glades. Each Tier is defined development patterns, densities/intensities, and public service availability. MGTS guides land use decisions by considering the community's physical and social needs and by protecting natural resources with strategies that:

- Protect and enhance each Tier's unique characteristics.
- Prioritize and coordinate the delivery of public services for each Tier.
- Protect and preserve open space and natural resources.
- Prevent suburban sprawl.

The County maintains additional mechanisms that reinforce the managed Tier concept. For instance, it manages three types of service areas for the provision of infrastructure, services, and growth intensity: the Urban Service Area (includes the Urban/Suburban Tier); the Limited Urban Service Areas (areas outside the Urban Service Area requiring urban levels of service); and the Rural Service Area (areas outside the Urban Service Areas where urban levels of service are not warranted).

Similarly, the County implements a variety of planning overlays to encourage infill developments and redevelopments including the Westgate/Belvedere Homes CRA Overlay (WBHCRAO) and Palm Beach International Airport (PBIA) Approach Path Conversion Area Overlay, the Revitalization, Redevelopment, and Infill Overlay (RRIO) areas, among others. These areas are assisted by County staff in the form of Countywide Community Revitalization Teams (CCRT), each of which is assigned a particular CCRT Area.

Bryan Davis, Principal Planner
Palm Beach County
Planning, Zoning, and Building Department
2300 N. Jog Road
West Palm Beach, Florida 33411
Tel: 561.233.5300
www.co.palm-beach.fl.us

Broward County Urban Development Boundary

History and Planning Context: Broward County contains 1,197 square miles of land, of which the western two-thirds is held in conservation areas and the eastern one-third is considered developable. Population densities in the eastern part of the county average 4,318 people per square mile. Rapid population growth and a growing economy, coupled with limited undeveloped land have resulted in pressures for infill and redevelopment at higher densities in the county. The county was incorporated in 1915, 19 years after the Florida East Coast (FEC) Railway was completed as far south as Miami. Typically, development in Broward County has occurred in an east-to-west fashion from the Atlantic Ocean, the FEC railway and primary waterways such as the New River, Hillsboro River and Dania Cut-off Canal, which was completed in 1906 as a part of Governor Broward's Everglades drainage project. As lands were acquired and put into use, primarily for agriculture in the early part of the 20th Century, private owners platted them, which provided a certain level of vesting for future development. On January 1, 1975, the Broward County Charter became effective, creating uniform countywide land use planning authority and platting authority. The first countywide Broward County Land Use Plan (BCLUP) was adopted in 1977. In the implementation of the BCLUP previous development rights were necessarily recognized, providing the foundations for a westward development pattern typically referred to as urban sprawl.

Defacto Urban Development Boundary: Neither the Broward County Charter nor the BCLUP articulate or define an urban development boundary for the county. Nevertheless one exists in reality as a result of geographical and external policy constraints. Through the Everglades drainage project of the early 20th Century and subsequent flood control and water management efforts a series of canals and levees have been constructed in the Everglades. As noted above, approximately two-thirds of Broward County's land area is contained in conservation areas, which lie in the Florida Everglades. These lands are owned and/or controlled by various federal and state entities and are protected from development by a designation of "Conservation" on the BCLUP.

This creates a defacto urban development boundary that is defined by U.S. Highway 27 and a series of levees which run roughly north and south from the Palm Beach/Broward County line south to the Broward/Miami-Dade County line.

Martin Berger, Planning Section Manager
Broward County Planning and Redevelopment Division
1 North University Drive
Plantation, Florida 33324
Tel: 954.357.6634
www.co.broward.fl.us

Miami-Dade County Urban Development Boundary

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Miami-Dade County established an Urban Development Boundary (UDB) in 1983 to control urban sprawl and protect agricultural lands. Through the UDB, Miami-Dade County is able to regulate the location of new development countywide.

Expansion of the UDB, when it is found to be necessary, requires amendment to the Miami-Dade Comprehensive Development Master Plan (in addition to any applicable municipal land use plan). Such amendments may only be submitted biennially.

Urban Development Boundary: The UDB, as identified on the Miami-Dade County Adopted 2020 and 2030 Land Use Plan map, distinguishes the area where urban development may occur through 2020 from those areas where it should not occur.

Through the provision of services and allocation of resources, Miami-Dade County gives priority to areas within the UDB to accommodate the land uses indicated on the Land Use Plan within the 2020 timeframe. Urban infrastructure is discouraged outside the UDB. Adequate countywide development capacity will be maintained within the UDB by increasing development densities or intensities inside the UDB.

Urban Expansion Area: The Land Use Plan map also identifies the 2030 Urban Expansion Area (UEA), where further urban development is likely to be warranted between 2020 and 2030. However, until these areas are brought within the UDB through the plan review and amendment process, they are to remain as agriculture or open land uses. Urban infrastructure and services will be planned for eventual extension into the UEA, between 2020 and 2030.

"The location and configuration of Miami-Dade County's urban growth through the year 2030 shall emphasize concentration and intensification of development around centers of activity, development of well-designed communities containing a variety of uses, housing types and public services, renewal and rehabilitation of blighted areas and contiguous urban expansion when warranted, rather than sprawl"
- Miami-Dade County Comprehensive Development Master Plan

Mark Woerner, Chief
Miami-Dade County
Planning Department of Regulatory and Economic Resources
111 NW First Street, 12th Floor
Miami, Florida 33128
Tel: 305.375.2835
www.miamidade.gov/planzone

Chapter Seven

Organizations

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1000 Friends of Florida

1000 Friends of Florida is a nonprofit organization founded in 1986 to help build better communities and save special places. The organization:

- Promotes vibrant, sustainable, walkable, livable communities, which provide residents with affordable housing choices and transportation alternatives.
- Works to protect natural lands that cleanse and store fresh water needed for residents, agriculture and the environment, provide refuge for wildlife, and support abundant recreational opportunities for residents and visitors alike.
- Strives to give citizens a meaningful role in shaping the futures of their communities and state.

1000 Friends of Florida believes that efficient transportation systems and thoughtful urban designs are critical to develop growth patterns that promote environmental and economic sustainability. Florida's historical land-use pattern of low density suburban development has had profound impacts on the environment, increased the use of nonrenewable energy, devalued inner cities, and isolated communities. Through a variety of efforts, 1000 Friends of Florida encourages innovative transportation and land use solutions that reduce dependence on the automobile and help create more livable communities. Most recently the organization spearheaded meetings with the Florida Department of Transportation to develop principles to ensure that the state's Future Corridor Plan respect significant natural resources in the central and northern Everglades and elsewhere.

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Vivian Young, Acting President
1000 Friends of Florida
308 North Monroe Street
Tallahassee, Florida 32301
Tel: 850.222.6277
www.1000friendsofflorida.org

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Since its creation in 1986 as Miami-Dade County's official economic development partnership, The Beacon Council has been bringing new, job-generating investments to the community, while assisting existing businesses in their efforts to expand.

The Beacon Council understands the importance to plan for and invest in intermodal transportation systems that anticipate Miami-Dade County's long-term needs. Facilitating access and mobility to activities centers, not only creates a world-class experience for visitors that help tourism, but also helps attract businesses and other economic growth. For example, the development of access and mobility around the Miami International Airport is essential to help promote Miami-Dade County as a global hub for the Aviation industry.

Additionally, the council recognizes the importance of transit to its mission and the link between transportation available and job creation. Since 1986, The Beacon Council has completed more than 941 new location and expansion projects. These projects resulted in the creation of more than 63,223 direct jobs, the retention of 18,011 jobs and $4.15 billion in new capital investment.

Larry K. Williams, President and CEO
The Beacon Council
80 SW Eighth Street, Suite 2400
Miami, Florida 33130
Tel: 305.579.1300
www.beaconcouncil.com

The Beacon Council
Miami-Dade County's Official Economic Development Partnership

The Florida International University (FIU) Metropolitan Center is an applied social science research and training institute focusing on economic development, planning, performance improvement and policy solutions to public, private and non-profit organizations in South Florida.

The FIU Metropolitan Center delivers critical information and expertise to companies, community leaders and citizens as they search for solutions to modern life's urban issues. The Center is engaged in the study of the demographics, economics and politics of South Florida.

The overall goal of the Center, as an applied research institute, is to provide decision makers with the best possible information to forge solutions to the problems confronting South Florida's urban areas. Toward that goal, the Center provides research, training, and technical assistance to governmental and nonprofit organizations in South Florida. The Center provides usable knowledge to inform decision-makers on economic development, land use, housing, and public opinion. It also provides organizational management planning and development to strengthen local area organizations' ability to serve their client basis.

FIU

Dr. Howard Frank, Director
Florida International University Metropolitan Center
1101 Brickell Avenue, Suite S-200
Miami, Florida 33131
Tel: 305.779-7879
http://metropolitan.fiu.edu

Florida League of Cities

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The Florida League of Cities was created in 1922 by city officials who wished to unite the municipal governments in the State. From a modest beginning of just a few cities and towns, the Florida League of Cities has become one of the largest state municipal leagues in the nation.

Membership in the League is limited to any municipality or other unit of local government rendering municipal services in Florida. Currently, 99 percent of Florida's 412 municipalities and five charter counties are represented by their voluntary membership in the Florida League of Cities. The membership dues structure is based on population.

The Florida League of Cities does not have associate or corporate memberships. Companies interested in becoming involved in League activities participate as exhibitors/sponsors at the annual conference and advertisers in League publications.

The League is governed by a Board of Directors, comprised of elected city, town and village officials. The League functions under its charter and by-laws, while the strategic plan outlines the mission, goals and objectives.

Richard Kuper, Executive Director
Miami-Dade County League of Cities
226 E. Flagler Street, Suite 200
Miami, Florida 33131
Tel: 305.416.4155
www.mdclc.org

Mary Lou Tighe, Executive Director
Broward County League of Cities
Governmental Center, Suite 122
115 S. Andrews Avenue
Fort Lauderdale, Florida 33301
Tel: 954.357.7370
www.browardleague.org

Richard Radcliffe, Executive Director
Palm Beach County League of Cities
P.O. Box 1989, Governmental Center
West Palm Beach, Florida 33402
Tel: 561.355.4484
www.leagueofcities.org

Fort Lauderdale Downtown Development Authority

The Downtown Development Authority (DDA) was established as an independent taxing district by Special Act of the Florida State Legislature in 1965. It was amended in 1967, 1969, and 1992, expanding the DDA's powers and boundaries. The DDA was created to provide an authority for the rehabilitation, redevelopment, and revitalization of slum and blighted areas in downtown Fort Lauderdale. The DDA seeks to provide a critical link between the economic development and physical development objectives of downtown Fort Lauderdale.

The DDA's governing board consists of seven members, appointed by the City Commission, who serve two consecutive, four-year staggered terms. Board members must have a vested interest in the activities of the DDA. This interest is established by owning property within the Authority's 370-acre jurisdiction or being involved with a corporation owning property or paying property taxes in the jurisdiction.

Goals for downtown Fort Lauderdale are to be:

- A mixed-use environment with primary emphasis on regional corporate headquarters.
- An entertainment, cultural and historic center of regional and statewide significance.
- The office and government center of Broward County .

The DDA is working to implement the WAVE Streetcar project. The Wave Streetcar is an environmentally friendly project proposed for Downtown Fort Lauderdale, which seeks to create a livable community by integrating land use, transportation, and economic development, while being environmentally sustainable. In early 2014, the Wave Streetcar project was recommended for $50 million in federal grant funding for the year 2015.

D·D·A
DOWNTOWN DEVELOPMENT AUTHORITY
FORT LAUDERDALE

Chris Wren, Executive Director
Fort Lauderdale Downtown Development Authority
305 S. Andrews Avenue, Suite 301
Fort Lauderdale, Florida 33301
Tel. 954.463.6574
www.ddaftl.org

Greater Fort Lauderdale Alliance

The Greater Fort Lauderdale Alliance is Broward County's official public/private partnership for economic development. The mission of The Alliance is to lead Broward County in building a stronger and more diversified economy by:

- Promoting increased public/private sector collaboration
- Delivering business development initiatives focused on new capital investment and job growth
- Enhancing the competitiveness of Broward's business climate
- Driving regional economic development initiatives

The Alliance works with a number of community organizations that address quality of life issues, including local civic and non-profit organizations, Smart Growth Partnership, South Florida Regional Planning Council, Urban Land Institute (ULI) and others. Additionally, the Alliance has presented educational sessions to the business community regarding topics of importance such as airport expansion, redevelopment, affordable housing, and transportation.

In regard to transportation, The Greater Fort Lauderdale Alliance strives to educate the business community regarding transportation issues and opportunities as they arise. The Alliance and its leaders believe an outstanding transportation infrastructure is essential to the economic well being and vitality of Broward County and the entire South Florida region.

Bob Swindell, President and CEO
Greater Fort Lauderdale Alliance
110 E. Broward Boulevard, Suite 1990
Fort Lauderdale, Florida 33301
Tel: 1.800.741.1420 or 954.524.3113
www.gflalliance.org

greater fort lauderdale alliance | broward county
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Friends of the Everglades

Founded in 1969, the Friends of the Everglades is a non-profit, grassroots organization that strives to preserve, protect, and restore the Florida Everglades. The goals of the organization are:

- Compel government agencies to comply with existing environmental laws, and resist any efforts to weaken such laws.
- Encourage politicians to recognize the long consequences of their actions.
- Spread awareness of the importance of the Everglades to the South Florida ecosystem.

The Everglades was formed over thousands of years by this seasonal cycle of pulsing water. Fish, moving freely, flourishing in the vast wet summer marshes are herded into deeper pools as the water recedes in the dry season. Birds, alligators, raccoons, and other mammals gather to these pools to feed on fish and frogs and other reptiles. The shallowing water provides cover and food for the many colonies of nesting wading birds that have migrated from their northern enclaves. Birds such as Wood Storks, Herons, Sandhill Cranes, Great White Egrets and Ibis gather, feed and raise their young. Thousands of species of plants, birds, animals, fish and reptiles make their home in the Everglades. That home is under siege. Fifty years of draining and diking, digging, and building have destroyed more than half of the historic Everglades. The remnants are in peril despite a much heralded $8 billion restoration plan.

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Friends of the Everglades

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Alan Farago, President
Friends of the Everglades
11767 South Dixie Highway #232
Miami, Florida 33156
Tel. 305.669.0858
www.everglades.org

Miami Downtown Development Authority

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Downtown Miami is the business, social and cultural epicenter of the Americas, which capitalizes on its unique position as a major world city in a tropical waterfront environment. The Miami Downtown Development Authority (DDA) is a non-profit organization that its mission is to grow, strengthen and promote the economic health and vitality of Downtown Miami. As an autonomous agency of the City, the Miami DDA advocates, facilitates plans, and executes business development, planning and capital improvements, and marketing and communication strategies.

The Miami DDA is an independent public agency of the City of Miami funded by a special tax levy on properties in its district boundaries. A 15 member Board of Directors comprised of three public appointees and 12 downtown property owners, residents, and/or workers governs the agency and sets policy. The Board's policy direction is implemented by the Executive Director's oversight of a multi-disciplined management team.

Alyce Robertson, Executive Director
Miami Downtown Development Authority
200 South Biscayne Boulevard, Suite 2929
Miami, Florida 33131
Tel. 305.579.6675
www.miamidda.com

MIAMI DDA
DOWNTOWN DEVELOPMENT AUTHORITY

Miami River Commission

The Miami River Commission was formed by the Florida Legislature in 1998 as the official clearinghouse for all public policy and projects related to the Miami River. Its mission is to help ensure that government agencies, businesses, and residents speak with one voice on river issues. The Commission has been responsible for the first dredging of the Miami River in nearly 70 years and has established a Greenways program to reclaim and enhance the river's environs and landscape. It has worked with varied interests to make the river and the adjacent communities stronger economically and environmentally. The commission seeks to improve every aspect of river life.

The Miami River has long been at the center of Miami commerce and activity. This has brought challenges. Beginning in the 1920's and beyond as the City's population grew, stormwater and untreated sewage flowed into the river and Biscayne Bay. During World War II, the river became a manufacturing center for PT boats for the U.S. Navy. That was the beginning of the river as an industrial environ. Public attention focused on the river's environmental health in the 1970s. In 1984, the Miami River Coordinating Committee came into being as a clearinghouse for information and issues related to the river. Despite accomplishments in pollutants, in 1991 a Grand Jury report called the river a "cesspool" and attacked the civic and political community's neglect of the river. Recognizing the need for an effective, recognized, and energetic coordinating body, the Miami River Commission was proposed. The Commission was formed as the official public clearinghouse for Miami River matters and continues to guide policy and support projects that benefit and optimize the use of the river corridor. Current projects include the dredging and greenway initiatives referenced above and the creation of the framework for an urban infill initiative along the river.

Miami River Commission

Brett Bibeau, Managing Director
Miami River Commission
c/o Robert King High
1407 NW Seventh Street, Suite D
Miami, Florida 33125
Tel. 305.644.0544
www.miamirivercommission.org

Sierra Club – Florida Chapter

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The Sierra Club supports public transit as an environmentally friendly alternative to sprawl inducing highways, traffic jams, and air pollution. The Sierra Club encourages its membership to make sure that politicians support public transit by organizing a base of voters who care about public transit and want to see more public attention and funding for such projects. The Sierra Club has joined the Transit Vote Campaign, a project organized by US Action. They have worked to organize the Transit Vote and register transit users to vote, educate riders on public transit issues, and participate in get-out-the-vote activities prior to election day. It is their opinion that transit riders are one of the most obvious, under-organized bases to vote against highway-oriented sprawl and for the interests of transit-friendly cities and development. They are a major untapped constituency for environmental and urban concerns and the needs of people of color, youth, and seniors.

In their literature it is stated that "Transit Vote is a non-partisan effort to mobilize transit riders around the country to participate in the political process. Through education and information, Transit Vote will register and get riders to vote, and to vote for transit." Few sectors of our nation's economy can contribute so much to improving our workforce's quality of life and to creating more job growth opportunities than in the transportation sector. At the same time, few sectors of the economy can do so much harm to our quality of life and degrade our economic environment as poor transportation services and a lack of transportation options.

A more balanced transportation system that creates opportunities for transit-oriented development and revitalization of urban cores is a winning combination for the economy, for families, and for individual commuters' quality of life.

Jonathan Ullmann
Sierra Club –Florida Chapter, South Florida Regional Office
300 Aragon Avenue, Suite 360
Coral Gables, Florida 33134
Tel. 305.567.0022
http://florida.sierraclub.org/index.asp

South Florida Regional Business Alliance

The South Florida Regional Business Alliance is a not-for-profit, non-partisan corporation first organized in 2002 for the purpose of bringing business leaders from Palm Beach, Broward, Miami-Dade, and surrounding counties together to solve common issues facing the South Florida region. The Regional Business Alliance's founding organizations include The Broward Workshop, Inc., The Economic Council of Palm Beach County, Inc., and The Greater Miami Chamber of Commerce.

This partnership grew out of a desire to make South Florida a place where people want to live and work. The combined population of the region now represents approximately one third of the state's population, the nation's sixth largest urbanized area, and the third most densely populated metro area in the country.

The region has many assets. It also faces many challenges and opportunities. The Regional Business Alliance is committed to working collaboratively, across jurisdictional lines, with each other and the region's decision-makers to ensure that challenges are addressed and opportunities are maximized.

The Regional Business Alliance has identified priority issues of regional concern. These issues include transportation, including better integrated land use and transportation planning, affordable and workforce housing, education and workforce development, and regional leadership and governance. Enhancing the Region's economic health, competitiveness, and quality of life through improved regional mobility is an area of primary focus.

In 2003, the Regional Business Alliance successfully spearheaded the effort to create the South Florida Regional Transportation Authority (SFRTA). Since that time the RBA has worked to secure a long term, dedicated funding source that will generate at least $50 million per year for the SFRTA.

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Isabel Cosio Carballo, Partnership Coordinator
Southeast Florida Regional Partnership
3440 Hollywood Boulevard, Suite 140
Hollywood, Florida 33021
Tel. 954.985.4416
http://seven50.org

Southeast Florida Regional Climate Change Compact

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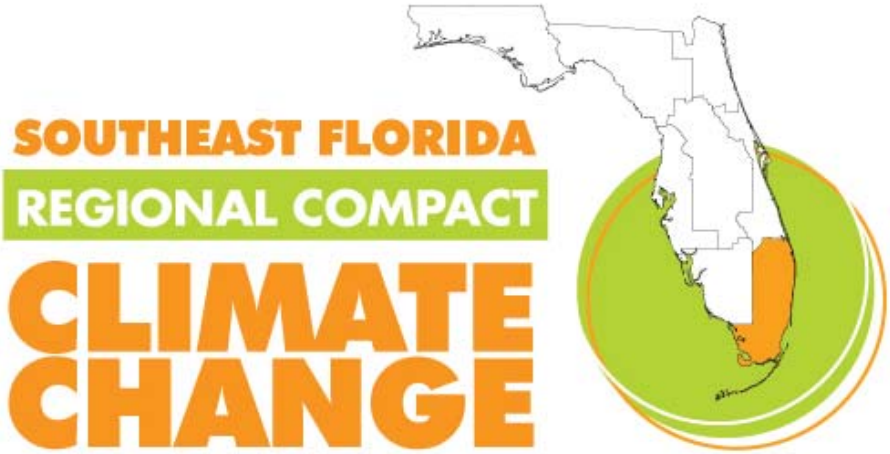
At the conclusion of the first Southeast Florida Regional Climate Leadership Summit in 2009, the Southeast Florida Regional Climate Change Compact was executed in 2010 by Broward, Miami-Dade, Monroe, and Palm Beach Counties to coordinate mitigation and adaptation activities across county lines. The Compact is a new form of regional climate governance designed to allow local governments to set the agenda for adaptation while providing efficient means for state and federal agencies to engage with technical assistance and support.

Since that time, the four Compact Counties together have accomplished much, and have also worked with a growing number of federal, state, regional, municipal, nonprofit, academic and private sector partners. Widely recognized as one of the nation's leading examples of regional-scale climate action, the Compact continues to serve as the mechanism to collaborate for climate adaptation.

The Compact calls for the Counties to work cooperatively to:

- Develop annual Legislative Programs and jointly advocate for state and federal policies and funding.
- Dedicate staff time and resources to create and implement the Southeast Florida Regional Climate Action Plan to include mitigation and adaptation strategies.
- Meet annually in Regional Climate Summits to mark progress and identify emerging issues.



Nancy Schneider, Senior Program Officer
c/o Broward County Environmental Planning Division
115 South Andrews Avenue, room 329H
Fort Lauderdale, Florida 33301
Tel: 305.720.4464
www.broward.org/NATURALRESOURCES/CLIMATECHANGE/Pages/SoutheastFloridaRegionalClimateCompact.aspx

Southeast Florida Regional Partnership

The Southeast Florida Regional Partnership (SFRP) is a voluntary, broad-based and growing collaboration of more than 200 public, private, and civic stakeholders from the Southeast Florida region of Monroe, Miami-Dade, Broward, Palm Beach, Martin, St. Lucie and Indian River counties.

The Partnership has united to leverage resources and coordinate strategic long-term planning to drive competitiveness and prosperity for the region. SFRP seeks greater opportunities for sustained job creation, access to affordable housing, a better menu of transportation options, and more people-friendly, environment-friendly places to live.

The SFRP developed the Seven50 plan. Seven50 ("seven counties, 50 years") is a blueprint for growing a more prosperous, more desirable Southeast Florida during the next 50 years and beyond. The plan was developed to help ensure a vibrant and resilient economy, and stewardship of the fragile ecosystem in what is quickly becoming one of the world's most important mega-regions.

In addition, Seven50 was devised through a series of public summits, workshops, online outreach and high-impact studies led by the region's top thinkers. Seven50 has been made possible by a grant from the US Department of Housing & Urban Development's Sustainable Communities Initiative.

Southeast Florida Regional Partnership

Indian River - St. Lucie - Martin
Palm Beach - Broward - Miami-Dade - Monroe

seven 50 counties years

Isabel Cosio Carballo, Partnership Coordinator
Southeast Florida Regional Partnership
3440 Hollywood Boulevard, Suite 140
Hollywood, Florida 33021
Tel. 954.985.4416
http://seven50.org

Transit Action Committee

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The Transit Action Committee (TrAC) is a non-partisan, political action committee in support of elected officials, policies, and candidates that prioritize robust transit options for Miami-Dade. TrAC represents a constituency who seeks improvements in the quality and safety of our existing transit choices as well as expansion of our pedestrian, bike and public transportation options.

TrAC envisions a connected Miami with multiple, desirable, reliable, efficient and safe transit options for residents and visitors alike.

TrAC prioritizes inclusive transit options for all:

- Pedestrian walkways that are safe, comfortable, and accessible.
- Bike pathways that provide safety, connectivity, and adequate road space.
- Public transportation services that are reliable, accessible, and efficient.
- A well-designed street network for all residents of Miami.

Marta Viciedo, Founder
Transit Action Committee
Tel: 705.508.2944
http://trac@tracmiami.org

TRANSIT ACTION COMMITTEE

Transit Miami is an advocacy blog dedicated to smart growth oriented land use policies, and mutlimodal transportation in South Florida. We strive to create high-quality public spaces, and believe that the key to reversing the harmful effects of suburban sprawl on our cities is to promote compact, walkable, mixed-use neighborhoods.

We thrive on working with partners and other like-minded organizations to improve the quality and function of the built environment. We seek to create successful public spaces and increase the effectiveness of multi-modal transportation as a means to creating more competitive and sustainable 21st century South Florida.

TRANSITMIAMI.COM
MOVING FORWARD, TOGETHER

Transit Miami
www.transitmiami.com

Tropical Audubon Society

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Tropical Audubon Society (TAS) is best known as "South Florida's Voice of Conservation." Its members advocate for the preservation and protection of the region's precious habitats and resources.

Established in 1947, TAS is a chapter of Audubon Florida & National Audubon Society. Its Doc Thomas House headquarters at 5530 Sunset Drive is listed on the National Register of Historic Places and is also a Dade County Historic Landmark. TAS occupies approximately three acres known as the Steinberg Nature Center. This near-native habitat is an integral green island in an otherwise dense, urban South Miami landscape.

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TAS Mission: To conserve and restore South Florida ecosystems, focusing on birds, other wildlife and their habitats.

TAS endeavors to achieve its Mission via Conservation, Education, Preservation & Recreation.

Core Region: Miami-Dade and Monroe counties, wherein the primary focus encompasses Biscayne Bay, Florida Bay and the Everglades.

Laura Reynolds, Executive Director
Tropical Audubon Society
5530 Sunset Drive
Miami, Florida 33143
Tel. 305.667.7337
www.tropicalaudubon.org

Tropical Audubon Society

Urban Health Partnerships

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Urban Health Partnerships, Inc. (UHP), is the 501 (c) (3) non-profit arm of Urban Health Solutions, which is committed to leading ongoing, community-based initiatives to develop sustainable systems and protocols that improve health outcomes and reduce disparities across the life span. The initiatives range from focuses on pre-conception health to the elderly with a common goal of identifying, understanding, and translating the health impacts of programs and decisions into successful endeavors and tangible outcomes. UHP strives to promote, create, and partner with organizations that share the vision of having healthy and sustainable communities where people can actively, safely and conveniently access their daily needs through quality air, transportation, food options, and social opportunities.

UHP seeks to improve health and promote high quality, healthful options for South Florida through collaboration with entities that share similar goals and is dedicated to initiatives in the areas of Transportation, Built Environment, Policy, and Advocacy as they relate to public health. Some UHP projects and initiatives include:

- Come On In Miami
- Earn-A-Bike Program
- Friends of the M-Path
- Great Streets Initiative
- Leadership & Capacity Building
- Miami-Dade County Age Friendly Initiative
- Miami Safe Routes Clearinghouse
- Transportation for Families

uhs Urban Health Solutions | UHP Urban Health Partnerships

Anamarie Garces, Executive Director
Urban Health Partnerships
425 NE 22 Street, Suite 401
Miami, Florida 33137
Tel. 786.224.2309
http://urbanhs.com

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Founded in 1936, the Urban Land Institute (ULI) is a 501(c)(3) nonprofit research and education organization supported by its members. ULI's mission is to provide leadership in the responsible use of land and in creating and sustaining thriving communities worldwide. ULI is committed to:

- Bringing together leaders from across the fields of real estate and land-use policy to exchange best practices and serve community needs.
- Fostering collaboration within and beyond ULI's membership through mentoring dialogue and problem solving.
- Exploring issues of urbanization, conservation, regeneration, land use, capital formation, and sustainable development.
- Advancing land use policies and design practices that respect the uniqueness of both built and natural environments.
- Sharing knowledge through education, applied research, publishing, and electronic media.
- Sustaining a diverse global network of local practice and advisory efforts that address current and future challenges.

As the preeminent, multidisciplinary real estate forum, ULI facilitates the open exchange of ideas, information and experience among local, national and international industry leaders and policy-makers dedicated to creating better places.

ULI now has more than 30,000 members worldwide representing the entire spectrum of land use and real estate development disciplines, working in private enterprise, and public service. Most ULI members participate through their district councils and have great influence controlling, owning, or enhancing the value of more than 80 percent of the U.S. commercial property market. In addition, ULI initiates research that anticipates emerging land-use trends and issues, proposing creative solutions based on that research.

ULI Urban Land Institute

Heidi Sweetnam, Community Outreach
Urban Land Institute, District Councils
1025 Thomas Jefferson Street, NW, Suite 500 West
Washington, DC, 20007
Tel. 202.624.7170
http://uli.org

Julie Medley, Executive Director
Urban Land Institute, Southeast Florida/Caribbean
3170 N. Federal Highway, Suite 106
Lighthouse Point, Florida 33064
Tel. 954.783.9504
http://seflorida.uli.org

West Palm Beach Downtown Development Authority

Statement of Purpose: "To promote and enhance a safe, vibrant Downtown for our residents, businesses, and visitors through the strategic development of economic, social, and cultural opportunities."

Organization Description: As defined by special act of the Florida legislature, the West Palm Beach Downtown Development Authority (DDA) is an independent special taxing district created in 1967 with a mission to:

- Analyze the economic conditions and changes occurring in the downtown area, including the effect of such factors as metropolitan growth, traffic congestion, parking, and structural obsolescence and deterioration.
- Formulate long-range plans for improving the appeal, use, and public accessibility of downtown facilities, remedying any deterioration of property values and developing the downtown area.
- Recommend to the city, business owners, and residents the best actions for implementing downtown development plans.

The DDA is a Special District that serves the Downtown WPB community by providing a source of funding and resources for additional services designed to improve quality of life and strengthen the business climate.

Enhance the Business Environment by reducing retail vacancy rates using retail recruitment strategies to attract the most appropriate and desirable businesses to the area. Through various programs and initiatives the DDA helps convert unused space in downtown buildings into economically productive property.

Enhance the Physical Environment by achieving a higher level of maintenance and attractiveness. Programs in this area of the work plan will focus on public space maintenance and beautification, and improving safety and security. These outcomes will be accomplished through traditional as well as experimental programs and pilot projects.

Market the Downtown to investors, visitors, and tourists by strengthening the brand identity and image for the Downtown using its amenities, history, location, retail offerings, restaurants, and collection of arts and cultural offerings to communicate and present a positive image of the area.

Improve Residential Quality of Life by working to ensure that Downtown is a great urban neighborhood – walkable, safe, vibrant and attractive. Advocacy and action on issues that erode quality of life for residents is a top priority.

DOWNTOWN DEVELOPMENT AUTHORITY
WEST PALM BEACH
Always Original

Raphael Clemente, Executive Director
West Palm Beach Downtown Development Authority
301 Clematis Street, Suite 200
West Palm Beach, Florida 33401
Tel. 561.833.8873
www.westpalmbeachdda.com

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SECOND EDITION

SOUTH FLORIDA TRANSIT RESOURCE GUIDE

Agencies and Programs Supporting Transit in South Florida

SOUTH FLORIDA REGIONAL TRANSPORTATION AUTHORITY

Produced by the SFRTA
Department of Planning and Capital Development

MINUTES
SOUTH FLORIDA REGIONAL TRANSPORTATION AUTHORITY
PLANNING TECHNICAL ADVISORY COMMITTEE (PTAC) MEETING
APRIL 15, 2015

The Planning Technical Advisory Committee (PTAC) meeting was held at 10:00 A.M. on Wednesday, April 15, 2015 in the South Florida Regional Transportation Authority Training Room, located at 800 NW 33rd Street Pompano Beach, Florida 33064.

COMMITTEE MEMBERS/ALTERNATES PRESENT:

Ms. Nilia Cartaya, Miami Dade Transit
Ms. Kim DeLaney, Treasure Coast Regional Planning Council (RPC), Committee Chair
Mr. Ken Jeffries, FDOT, District VI
Mr. Larry Merritt, FDOT District IV
Mr. James Murley, South Florida RPC
Ms. Valerie Neilson, Palm Beach MPO
Mr. Joseph Quinty, SFRTA Committee Vice-Chair
Mr. Jonathan Roberson, Broward County Transit
Mr. Fred Stubbs, Palm Tran

ALSO PRESENT:

Ms. Loraine Cargill, SFRTA
Mr. Ian Debnam, Jacobs
Ms. Odalys Delgado, HNTB
Mr. Victor Garcia, SFRTA
Ms. Vicki Gatanis, SFRTA
Ms. Abra Horne, Jacobs
Ms. Brittany Hubbard, SFRTA
Mr. Vikas Jain, T.Y. Lin
Ms. Jill Quigley, HDR
Mr. Ian Rairden, Kimley-Horn & Associates
Mr. Jordan Rockwell, FDOT District IV
Mr. Vincent, Scuillo, SFRTA
Ms. Jessica Vargas-Astaiza, SFRTA
Mr. Jeff Weidner, Marlin Engineering
Ms. Marianne Winfield, Smart Growth Partnership
Ms. Natalie Yesbeck-Pustizzi, SFRTA

CALL TO ORDER

Vice-Chairperson Joe Quinty called the meeting to order at 10:13 A.M.

DRAFT

ROLL CALL

The Chair requested the roll call. After a quorum was established, Chairperson DeLaney introduced Ms. Valerie Nielson, the new Transit Coordinator for the Palm beach MPO, to the committee.

PLEDGE OF ALLEGIANCE

AGENDA APPROVAL – Additions, Deletions, Revisions

Mr. Ken Jeffries made a motion to approve the agenda. The motion was seconded by Mr. Roberson. The motion was called to a vote and carried unanimously.

DISCUSSION ITEMS:

MATTERS BY THE PUBLIC – None

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

C1 – MOTION TO APPROVE: Minutes of Planning Technical Advisory Committee Meeting of February 18, 2015.

Mr. Merritt had a minor revision. A sentence in the second paragraph should be amended to read: "Mr. Merritt and Mr. William then discussed whether the changes to State funding for the SFRTA (due to the new rail bill a few years back) now blend the block grant funds with other state sources". Mr. Larry Merritt made a motion to approve the meeting minutes. The motion was seconded by Mr. Joseph Quinty. 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.

R1 – MOTION TO ENDORSE:

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

I1 – <u>INFORMATION</u>: Regional Express Bus Planning

Mr. Jordan Rockwell with FDOT District IV gave his presentation on Regional Express Bus Planning. He explained that there is an upward trend in ridership, although there is usually a dip in December and the summer months. He explained that MDX currently has two routes and there are plans for another two when 95 Express opens. Broward County Transit has a total of seven (7) routes, for a total of nine (9) routes funded by FDOT. Mr. Rockwell also explained the challenges of the Park and Ride system. There are currently three (3) temporary Park and Ride lots operating in Miramar, all of which are regularly filled to capacity. Mr. Rockwell elaborated that the office of OMD is currently working on a Park and Ride Master Plan. FDOT will look to purchase land for future Park and Ride lots as a result of the Master Plan.

I2 – <u>INFORMATION</u>: Tri- Rail Downtown Miami Link (on the FEC Railway Corridor)

Mr. Joseph Quinty of SFRTA presented this item. Mr. Quinty began by giving a brief overview of the existing Tri-Rail system's initiatives, trends, and ridership markets. He then explained the new Tri-Rail Downtown Miami Link effort, which is an 8 mile extension to Downtown Miami on the FEC Railway corridor. Mr. Quinty noted that the cost of the Downtown Miami link is only $68 million, due to leveraging the TIGER grant freight rail investment in the Iris rail connection as well as the new rail infrastructure and station that will soon be constructed by All Aboard Florida. One of the project elements that Mr. Quinty highlighted is the one-time, $1 Million access fee for a perpetual public commuter rail easement from between the Iris rail connection and into the new Downtown Miami station. He also noted that this is a near-term initiative, with the target of opening service into Downtown Miami within two years. Mr. Quinty pointed out that the project has led to increased interest in Miami-Dade of all of the existing freight rail corridors. He closed by saying that numerous funding agreements and approvals are required by the end of June in order for the Downtown Miami Link project to move forward.

I3 – <u>INFORMATION</u>: Tri-Rail Coastal Link Survey Results

Ms. Abra Horne presented this item, which intended to gauge public opinion on key factors. It was a statistically valid survey with 1000 surveys conducted. Participants were contacted via landline and cell phone. 30% of raw data came from cell respondents. The study was conducted from December 9, 2014 through February 2015. The largest segment of respondents were retirees. The data revealed that convenience is an important factor for both riders and non-riders. TRCL was viewed favorably, but more education is needed about funding. Out of 1000 respondents, 24% of responders used public transportation within the past 3 months. Ms. Horne explained that the raw data will be further analyzed. The overall conclusion was that support for public transportation was high. This survey was based more on Tri-Rail Coastal Link, however, the 2009 survey focused on a broader spectrum to gauge public opinion on public transportation. Ms. Yesbeck Pustizzi notified the committee that the SFRTA will conduct a second survey in coming months that will more closely relate to the 2009 survey. These results, as well as a detailed analysis of both survey efforts, will be brought to the PTAC in coming months. Chairperson DeLaney suggested adding two new fields to the survey: occupation and political party affiliation. She agreed that the data is informative, but the sample may have been too small, which may not have encompassed the entire demographic. She further suggested that a larger sample could be surveyed or a different method could be used.

I4 – INFORMATION: SFRTA FY 2016-2025 Transit Development Plan (TDP) Annual Update

Ms. Vicki Gatanis presented this item. The TDP Major Update adopted in 2013 covers a 10 year planning horizon. The Annual update contains Operational and Capital improvements, which are measured against goals and objectives that were adopted as a part of the Major Update. The preparation schedule spans from June 2015 –July 2015 to present a draft to PTAC; August 2015 to present to the SFRTA Governing Board; and September 2015 to transmit to FDOT. Recent notable actions include: the takeover of dispatch and the opening of the MIC on April 5th. Ms. Gatanis added that the construction of the SFRTA Operation Center is scheduled to begin in May 2015 and continue until May 2016. Chairperson DeLaney asked Mr. Quinty about progress on the Northern Layover. Mr. Quinty responded that there was a slight delay in schedule because the Capital and Operating budget was pushed back to the May Board Meeting. Staff will bring updates to June PTAC meeting. There was discussion of hosting the June PTAC Meeting at MDX with a MIC Tour immediately following.

I5 – INFORMATION: SFRTA Social Media Launch

Mr. Vincent Sciullo, SFRTA staff, gave a brief update. He explained that SFRTA has recently launched Tri-Rail onto Social Media. Six brand new social media pages including Facebook, Twitter, Instagram, YouTube, LinkedIn, and Google+ went live on January 28th, 2015. The goal was to target more of the millennial demographic, those 18-34 years old, since studies show they get most of their information digitally. Facebook is the largest forum. In just under three months, the Tri-Rail page received 6900 "likes". Twitter is the most active and there has been positive feedback and updates. The picture-sharing application, Instagram, is the most popular with the Millennial demographic. When articles and press releases are uploaded to Google +, the article goes higher up on the Google search engine, which helps to promote good news about Tri-Rail. LinkedIn is geared more toward professional connections, and job postings. An example of the positive impact of Social Media can be illustrated with the Lake Worth Street Painting Festival, which was promoted on Facebook. Compared with the previous year, ridership increased 500 people with just one Facebook post. Social Media allows the agency to connect with riders through platforms they visit at all hours of the day, and reach out to new riders, a younger demographic, and businesses with information about Tri-Rail.

OTHER BUSINESS:

Mr. Quinty invited all to attend the COMTO Luncheon immediately following the PTAC Meeting. He also mentioned the ULI Event and offered to take questions if any one needed clarity. He asked all to please advise Natalie Yesbeck Pustizzi in the future of any flyers or Agency events to include in the PTAC Agenda package. Chairperson DeLaney reminded those participating that the next TRCL meeting would be held on April 29th, 2015. The Next PTAC meeting was confirmed for June 17th with the location to be confirmed at a later date.

PTAC MEMBER COMMENTS:

Mr. Larry Merritt commented that two historic events transpired within the past three weeks. He commented that the new South Florida Transportation icon is the Miami Intermodal Center and that Tri-

Rail took over Maintenance and Dispatch of the corridor; a challenging feat that took 20 years to achieve. He was complimentary toward all those who worked diligently to bring this accomplishment to fruition.

NEXT MEETING DATE: June 17, 2015.

ADJOURNMENT: The meeting was adjourned at 12:18 pm.

AGENDA ITEM NO. C1

MINUTES

SOUTH FLORIDA REGIONAL TRANSPORTATION AUTHORITY
RTA MARKETING COMMITTEE MEETING OF MAY 20, 2015

The RTA Marketing Committee Meeting was held at 2:00 p.m. on Wednesday, May 20, 2015, at the SFRTA's Administrative Offices, 800 NW 33rd Street, Pompano Beach, FL 33064.

COMMITTEE MEMBERS PRESENT
Bobbie Crichton, (Chair) Miami-Dade Transit
Jordan Rockwell, Florida Department of Transportation

COMMITTEE MEMBERS NOT PRESENT
Paula Girard, Palm Tran
Diane Hernandez Del Calvo, (Vice Chair) SFRTA/Tri-Rail
Mary Shaffer, Broward County Transit

ALSO PRESENT
Tarnell Carroll, Broward County Transit
Victor Garcia, SFRTA/Tri-Rail (alternate voting member)
Suzell Hopman, South Florida Commuter Services
Joseph Quinty, SFRTA/Tri-Rail
Roseann Voils, Palm Tran (alternate voting member for Palm Tran)

CALL TO ORDER

The Chair called the meeting to order at 2:02 p.m.

AGENDA APPROVAL – Additions, Deletions, Revisions

Mr. Garcia moved for approval of the Agenda. The motion was seconded by Ms. Crichton.

The Chair moved the discussion 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.

DRAFT

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 – <u>MOTION TO APPROVE</u>: Minutes of Marketing Committee Meeting of March 18, 2015.

The Chair moved for approval of the Minutes of the March 18, 2015 Meeting. 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 discussion 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. <u>MOTION TO ELECT:</u> COMMITTEE CHAIR FOR THE NEXT TWO FISCAL YEARS

- Mr. Garcia stated that at the March 18, 2015 meeting of this Committee, Mr. Rockwell volunteered to become the Chair for a two-fiscal-year period beginning on July 1, 2015 and ending on June 30, 2017.
- Mr. Garcia nominated Mr. Rockwell. Those voting members present accepted the nomination and Mr. Rockwell was elected the new Chair.

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

I1 – INFORMATION ITEM: REGIONAL FARE INTEROPERABILITY

- Mr. Rockwell stated that he spoke with Curt Johnson, the BCT project manager, who stated he is beginning to receive written responses to the RFI. Originally, an RFP was put out for the fare card reader aspect of the job, but the expected response did not occur, so an RFI was created to encompass the fare card readers as well as mobile ticketing, which was originally going to go out for bid a year after the fare card reader. The purpose is to solicit information from consultants about which technology they have used and to get their input about the best way to structure the RFP. Some presentations are expected to take place by interested consultants.
- He further stated that implementation could take place by the end of the year.

DRAFT

I2 – INFORMATION ITEM: TRI-RAIL COASTAL LINK PRESENTATION

- Joe Quinty, an SFRTA Planning Manager, was introduced as a guest speaker to talk about the Tri-Rail Coast Link project. He stated that he has always been involved in some aspect of FEC expansion since he was employed nine years ago.
- PowerPoint presentation attached.

I3 – DUMP THE PUMP

- Mr. Garcia stated that Dump the Pump is coming up on June 18. To preface his comments about Dump the Pump, he noted that some growing pains occurred when the SFRTA took over the rail corridor dispatch on March 29. A seat drop was issued which explained to our passengers, reasons for sub-standard service. At this point, it appears that problems are moving toward resolution with much-improved service.
- Mr. Garcia further stated that the hopes were to provide Tri-Rail's faithful passengers with a free day, but it will not be on Dump the Pump Day, but hopefully in the near future. The plans flor Dump the Pump Day are to do the same as last year - to supply a free monthly ticket via SFCS's website registration which allows the winner to choose which agency's free pass is preferred.
- Ms. Crichton stated that MDT is in talks with the Community Information and Outreach Department of Miami-Dade County, which is handling much of MDT's advertising. She further stated that MDT is in the process of rolling out an image campaign which will hopefully tie in with Dump the Pump Day. If it doesn't occur, she is hopeful that MDT will revert to the prior involvement in which a free monthly pass is provided. Ms. Crichton questioned whether all of the agencies would be willing to contribute passes for the raffle as was done in the past.
- Ms. Carroll stated that instead of the usual 31-Day pass, BCT's directors approved a Dump the Pump Day Challenge Photo contest. This would include sending messages via Facebook and Twitter and on the website to encourage riders and non-riders to enter a "selfie" to compete for a BCT summer prize pack, which would contain a 31-day monthly bus pass as well as passes for county parks. She further stated that she would be happy to include in the prize pack any items this Committee's agencies wanted to contribute.
- Ms. Voils stated that Palm Tran would partner with Tri-Rail and contribute monthly passes.
- Ms. Hopman stated that SFCS would be willing to hold the raffle again, as they did last year and will again include the "pledge" aspect to encourage the use of public transportation. She also stated that SFCS would promote this as they did last year via their website and press release. She noted that each agency agreed to take part in this year's Dump the Pump so she agreed to proceed with publicizing it.

REPORTS
Action not required, provided for information purposes only.

None.

DRAFT

OTHER BUSINESS

AGENCY REPORTS

BROWARD MPO
No representation at this meeting.

BROWARD COUNTY TRANSIT
- Ms. Carroll stated that Ms. Shaffer will return next week.
- BCT is doing an "Inside-Out" bus wrap to commemorate Broward County's centennial celebration. It will contain photographs of BCT riders on one of its buses. This will probably be introduced in mid-July. A mural at the Pompano Beach Transit Center will also commemorate the centennial.
- A series of commercials about the benefits for the public to ride on BCT, are being produced with WPLG (Channel 10) to air in the summer just before sweeps. Some other videos which will appear on YouTube deal with rider issues.

FLORIDA DEPARTMENT OF TRANSPORTATION
- Mr. Rockwell stated that he hears advertisements on NPR for the Real Commuter Campaign and commended SFCS for this effort.
- He further stated that he would like SFCS to be more involved in the Marketing Committee as they are FDOT's marketing arm and do great work, have a lot of great ideas and also touch all the agencies involved with their day-to-day work. He wants to brainstorm on how to make that happen and come up with ways they would be more involved.

MIAMI-DADE TRANSIT
- Ms. Crichton stated that MDT is near to launching its corporate discount web page and is working closely with IT toward that end.
- The new Metrorail trains are progressing well. The review-design phase is almost completed as related to the train interior.
- The CAD AVL system is also progressing well and implementation is imminent.
- For the June lineup, a new park and ride lot will be opening for the Bus Wing. An evite will be sent to the Committee as a date is selected.
- The University of Miami Pedestrian Overpass groundbreaking ceremony took place. This was an important event both for the University and for the people of Coral Gables, due to the pedestrian deaths that have occurred on US1.
- The RFP for updating Metromover signage has been responded to. This includes wayfinding.
- MDT is working with the Aviation Department to fly 62 veterans of World War 2 on May 30, to Washington, D.C., on an "honor" flight, along with Eastern Airlines, so that they can visit the war memorials. This is all free to them.

PALM TRAN
- Ms. Voils stated that Palm Tran is producing safety videos for drivers.

DRAFT

- On Memorial Day, and event will take place to honor veterans at the Veteran's Park in Boca Raton. It will incorporate a purple bus to signify the "purple heart." Twenty-two veterans who have received this award will be there and will be honored with photos of their faces on the bus.
- Route changes will take place for the September bid when the new Guide Book comes out.

SOUTH FLORIDA COMMUTER SERVICES

- Ms. Carroll stated that she had spoken with SFCS about sharing some of the vetted passenger videos. Ms. Hopman stated she will speak with Mr. Udvardy and contact Ms. Carroll with the result.

SOUTH FLORIDA REGIONAL TRANSPORTATION AUTHORITY/ TRI-RAIL

- Mr. Garcia stated he is working with FDOT on some signage at the MIC, since there is some passenger navigation confusion at the site, regarding ticket vending machines and their location.
- There is also an issue with the taxi pickup locations. Mr. Garcia stated that he would follow-up with SFCS regarding a resolution, since it may involve the Emergency Ride Home program.
- A groundbreaking will take place this Friday at SFRTA's Pompano Beach Station which is the future site of a new Leeds-certified station, a new parking garage and a new SFRTA/Tri-Rail headquarters and operations center. The ticket kiosk has been demolished and will not be reopened until the new station is ready.
- Mr. Garcia stated that he will give an update on SunFest in the future as he doesn't have statistics available at this time, but there was a ridership spike.
- He expressed his hope to see some of the people present at FPTA's Workshop in the near future.

ADJOURNMENT

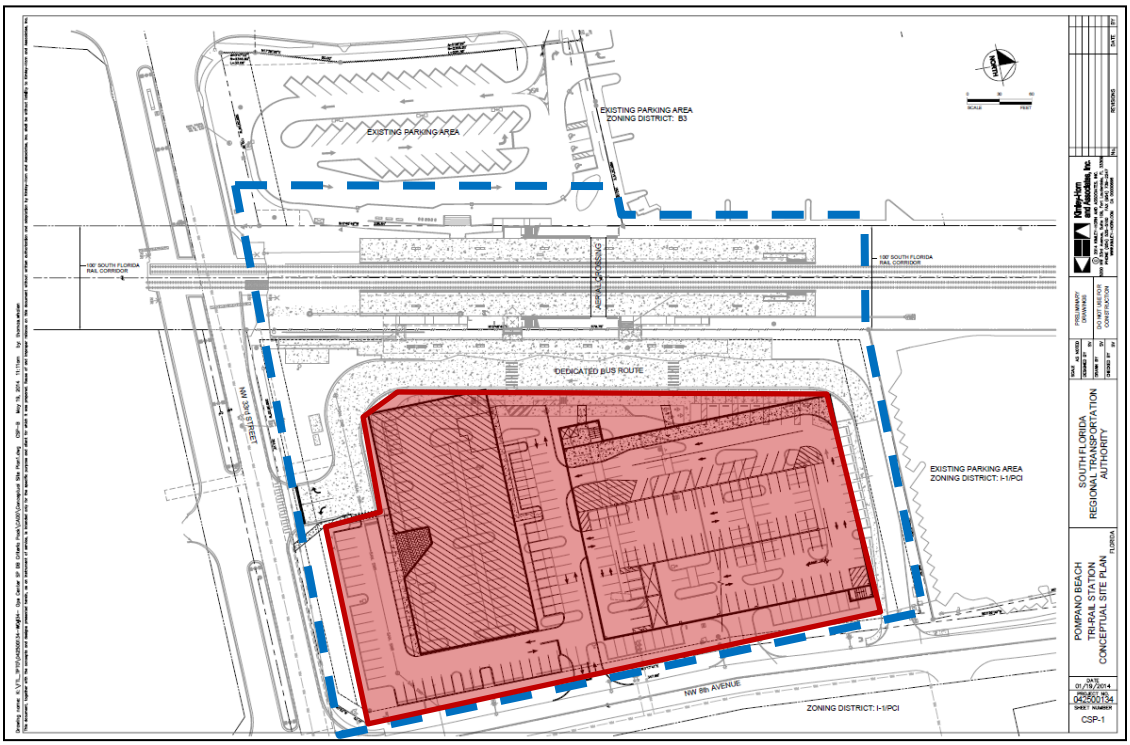
The next meeting will take place on July 15, 2015 at SFRTA's headquarters.
There being no further business, the meeting adjourned at 3:05 pm.

DRAFT

Engineering & Construction
Monthly Progress Report
May 2015

Pompano Beach Station Improvements and SFRTA's Operations Center:

These two projects have been combined and procured together due to the location, common infrastructure, and construction schedule. The Pompano Beach Station Improvements Project (Station) and the Operations Center Project (Ops Center) are both located in the same property, within limits that overlap each other. The Station project area is approximately 5.79 acres, and it includes both the Tri-Rail Station and the east parking lot; the Ops Center is 3.47 acres, and is located within the Station's east parking lot. The Station design is 100% complete, while the Ops Center is in the preliminary design stage, and impacts the design that has been completed for the Station. 30% Plans are expected to be completed early February 2015. As the final design of the Ops Center progresses it will, incorporate all features and infrastructure that will support both projects within the same site. The figure below shows the limits of the Station project and the Ops Center project.



Limits of Station Project Limits of OC Project

Engineering & Construction
Monthly Progress Report
May 2015

The Station will be upgraded to Segment 5 station standards, and it features Tri-Rail's first green, LEED certified, sustainable station, which will generate more than 100 percent of the station's energy demand though solar panels. Other improvements consist of widening existing platforms to a 25' width, new full-length canopies, pedestrian overpass with stairs and elevators, and bus circulation improvements.

The Ops Center includes a 79,000 square-foot operations building and 450-space parking garage located within the Station's east parking lot. Both structures for the Ops Center have a height that will range between 37-42 feet from the ground. The Station platform canopy height will range between 14.5-16.5 feet from the ground. This means that the OC Project structures will be taller than the Station Project platform canopy by over 20 feet, and shade will impede the solar panels from getting the required sunlight to meet the energy demand if installed on the platform canopy. To support the energy demand of the Station, solar panels will be installed on the top floor of the parking garage. The solar panels will also provide shaded parking, which was originally included in the parking improvements of the Station project.

Additional features that will be provided in the parking garage of the Ops Center include electric vehicle charging stations, passenger drop-off area, and additional passenger parking, which were improvements originally included on the Station project.

The procurement package for both projects was completed, and advertised on August 26, 2014. A pre-bid meeting was held on September 11, 2014, and bids were due October 17, 2014. Three (3) proposals were submitted and distributed to the Evaluation and Selection Committee for review. The Committee met on October 29, 2014 to discuss their evaluation and score the proposals. The SFRTA Board approved the selected contractor (Gulf Building, LLC.) on December 5, 2014. A Kick-off meeting was held on January 6, 2015. The team is meeting weekly to coordinate all station construction and Operations Center design aspects. Project is currently going through the Development Review Committee process with the City of Pompano Beach. The city's Architectural Appearance Committee approved the project on February 26, 2015. Planning and Zoning documents and Re-zoning documents have all been submitted to the City, and we expect final re-zoning approval on May 12, 2015. Plat Note Amendment was approved by the City of Pompano Beach on January 27, 2015, and by Broward County on May 12, 2015. The Design Build contractor obtained early work permits from the City of Pompano Beach, and site work began on May 18, 2015. Full building permit is expected late June, early July 2015.

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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 continuous 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. The design kick-off meeting was held on August 21, 2013 and the final 100% design is complete. SFRTA submitted the 100% design plans to the City of Opa-Locka for review and comments. The City of Opa-Locka Building Department has reviewed and approved the final design plans and has issued a master building permit. Once the project has gone through the SFRTA procurement process and a Contractor is selected, the Contractor will have to pull the individual discipline permits from the City prior to beginning construction. Estimated construction start is winter of 2015.

Wave Modern Streetcar:

Design, Construction and Management of a 2.7 mile modern streetcar in Downtown Fort Lauderdale with 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

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Monthly Progress Report
May 2015

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).

A Small Starts application rating of Medium-High was received, with a recommendation for funding. Preliminary plans were submitted by the PMC on December 20, 2013, comments by all the Partners have been addressed on the preliminary alignment, utility investigations, survey, geotechnical investigation, design criteria; documents control plan, quality management plan, project schedule, vehicle parameters analysis, and community awareness plan discussions.

On March 10th 2014, the Notice to Proceed was given to the PMC Team to proceed with professional services including 30% plans on the Phase 1B of the project – Small Starts extension.

Coordination activities include interaction with all the Project Partners. The contract for Final Design Services was finalized with Parsons Transportation Group (PTG) and approved by the Board on August 22, 1014. The Notice to Proceed for Final Design-Phase IA to PTG was executed on September 13, 2014. Site K will be the place for the Vehicle Storage Maintenance Facility, and the 30% plans for the south portion of Phase 1B were submitted on December, 19, 2014.

On the December 5, 2015 the SFRTA's Board approved the Amendment No. 1 to the Contract with HDR Engineering, Inc. to perform preliminary engineering and project management services on the Phase 1C of the project, that extends from Andrews Ave. and 17th Street to the new Vehicle Storage and Maintenance Facility (VMSF) located on 1801 SW 1st Avenue, Fort Lauderdale, FL (33301).

On April 1, 2015 NTP was given to Parsons Transportation Group to perform final design services for Phase 1B.

On May 22, 2015, the SFRTA Board approved Amendment # 2 to the PTG contract for the final design services for Phases 1C and 1D.

Engineering & Construction
Monthly Progress Report
May 2015

South Florida Rail Corridor Dispatch System:

The project includes the engineering, furnishing and installation necessary to provide a complete and fully functional Dispatch System. Currently, CSXT is responsible for dispatch and maintenance of the South Florida Rail Corridor (SFRC). At this time, in accordance with the South Florida Operating and Management Agreement (SFOMA), SFRTA shall assume responsibility for dispatch and maintenance of the SFRC no later than March 31, 2015.

The Notice to Proceed for the Dispatch System was issued on April 16, 2014. The project has been divided into two phases: Phase 1: Limited Dispatch System which has a completion date of August 15, 2014 and Phase 2: Full Dispatch System which has a completion date of March 31, 2015. Project Final acceptance completion date is March 31, 2015.

A Site survey was conducted by Ansaldo and subcontractors the week of April 21-25, after the NTP was issued. The site survey included access to the CSXT Radio Antenna sites and Bungalows, MIC Signal designs, bungalow designs, drawings of facilities and system track charts. Several conceptual design items submitted by Ansaldo on May 15, 2014 were discussed during their visit to SFRTA headquarters on May 21-23, 2014 as well as several RFI's. SFRTA is continuing to work in conjunction with FDOT and their subcontractor to coordinate the integration of the MIC with the Pompano Beach headquarter Dispatch center.

A detailed design review (DDR) meeting was held in Pittsburgh, PA from June 18-20, 2014. SFRTA reviewed and approved Phase 1 Detailed Design Documentation as well as the Site Acceptance Procedures during this meeting. All materials & equipment for SFRTA HQ were ordered and received.

The electrical subcontractor began installing electrical outlets and network ports at Pompano HQ and at the WPB back up Dispatch Center. Most of the phase 1 computers were received in Pittsburgh for assembly, configuration and testing.

Ansaldo finalized testing for Phase 1 and completed the tabling. After all the detailed design review activities were done, the Factory Acceptance Test meeting was held in Pittsburgh from July 22-25, 2014. SFRTA/PB reviewed and approved the Software and Hardware Factory Acceptance Test. Software and Hardware (Computers and Servers) are ready to be shipped to SFRTA Pompano and WPB.

Engineering & Construction
Monthly Progress Report
May 2015

As part of Phase 1, the installation of all workstations, computers, radios consoles and servers for the Pompano Beach HQ was completed by August 18, 2014. In addition dispatcher and Avtec radio console user training was completed by August 11, 2014.

The Radio and Ground Base Network installation was completed at NW 79 Street and at the MIC Control Points. All activities were needed to perform the CSX cutover. The MIC Cutover took place on August 18, 2014 and was successful.

Ansaldo also completed the 7 day Burn-in period based upon the successful cutover of the Phase 1 Dispatch System, as well as, the Phase 1 Final acceptance. Ansaldo/CWA is continuing with the field installation of the Ground Base Network (GBN) as well as the Radio installation in the SFRC needed for Phase 2 completion.

Ansaldo/CWA reported that all 4 channels have been operational from 79th St. to Pompano from the Avtec console since September 4, 2014. Additionally, the Avtec tech validated good coverage from the MIC including the passenger station under canopy. Ansaldo/Dagostino Electronic confirmed that on September 10, 2014, all access control and communication works programmed for the Hialeah Ops Center were completed satisfactorily, as well as, Avtec console installation. By September 17th, a total of eight (8) wall monitors were replaced and connected to the Dispatch server. Six (6) were replaced on the call center and two (2) in the supervisors office. Ansaldo/CWA continues with the installation of Router, internet protocol converter and the Verizon wireless modem inside the Control Point bungalows along the corridor. On September 30th, Ansaldo sent the Communication System Detailed Design for Phase 2 to SFRTA for review.

Avtec finished the Hialeah Yard radio console installation as well as West Palm Beach back up Dispatch Operation Center. On October 2, 2014, four (4) dedicated fax lines were installed at both Dispatch Centers modems (two each). Ansaldo delivered the WPB server racks and completed the installation of the Dispatch workstation. Meanwhile CWA is continuing with the power supply installation, router/ CNA 2000 and Verizon wireless modem configuration. Control Point testing is scheduled to start the second week of November.

During the first week of November, CWA finished with all the power supply installations as well as CNA 2000 and Verizon wireless air card at every control point. Ansaldo, in conjunction with CSX support, began the Control Point Testing.

Engineering & Construction
Monthly Progress Report
May 2015

Control Point Testing consist of disconnecting the 900 Mhz frequency from the vital processor and connecting the CAN/router taking the entire control of the CP from the Pompano Beach HQ Dispatch system. Between November and December, 15 of the 27 Control Points were successfully tested. This activity will continue during January. At this point, the fit out for the Full Dispatch System at West Palm Beach Operation facility has been completed.

On January 4, 2015 the antenna at N.E. Whalen was successfully installed. Three (3) out of eight (8) voice radio base stations were running with the incorrect software version, so CWA/Ansaldo removed these three (3) units and sent them to the manufacturer for the latest software versions to be downloaded. On January 19th the three (3) factory re-programmed voice radio base stations were re-installed at 79st, Whalen and Mockingbird. The Radio coverage test is schedule for the first week on February.

On January 17-18 and January 24-25 Ansaldo continued with Control Point testing, finishing the 80% of the CP testing; however there are six (6) Control Points that need to be revisited for remaining bit testing.

Dispatch Phase 2 training course for the entire corridor was completed during the first week of February. The Amtrak Dispatchers recreated different situations and became more familiar with the Dispatch system. The System Maintenance and Data Networking training has also been completed.

On February 14th and February, 21, 2015, Ansaldo completed the entire CP testing, at this point only CP SE Dyer is scheduled for testing on March 17, 2015. Meanwhile, AT&T is continuing with the wired line installation in the CP's. A total of eight (8) sites have been completed and they are ready for switch over AT&T wired line as a primary communication source.

On March 13, CWA remotely pushed into SE Dyer CP the Router's configuration using AT&T as primary code lines. In addition, Ansaldo/CWA conducted a failover test from AT&T to Verizon wireless demonstrating that the failover test occurred seamlessly.

Meanwhile, Ansaldo completed all the testing for Software Release SFRC15_V03A.

On March 17, Ansaldo in conjunction with CSX were able to successfully test all control and indications at SE Dyer, including the handshake controls for CSX and SFRTA to request signal and move switches.

Engineering & Construction
Monthly Progress Report
May 2015

Four network printers were installed at Mangonia Park Station, West Palm Beach, Hialeah Yard Ops Center and the MIC in order to maintain the appropriate train Operation. These printers/fax machines were properly tested prior cutover date.

On Sunday March 29, 2015, SFRTA successfully completed the transition, taking control over 72 miles of railroad and assuming the responsibility of maintaining and dispatching the SFRC.

Installation by AT&T of the 1G High Speed line between Pompano DCC and the West Palm Beach backup Dispatch Center was completed on April 22, 2015. This connection will facilitate the instantaneous duplication of the Pompano Dispatch configuration in West Palm Beach Dispatch backup Center. In addition, AT&T is continuing with the T1 installation completing a total of 21 out of 30 Control Points. The remaining sites are under construction creating the necessary conditions to bring the phone cable to the CP.

Meanwhile Ansaldo is working on the software and database implementation of the West Palm Beach backup office.

On May 22, 2015, Ansaldo/CWA confirmed that the current firmware version of the Siemens/Ruggedcon routers do not allow adding more CP's on the failover list. There are currently 10 CP's that are configured for automatic failover between AT&T and Verizon. This is the maximum limit until SFRTA receives the new Ruggedcom 2.6.3 firmware installed mid-July.

On May 30, 2015, Ansaldo installed the latest dispatch software (SFRC165 VO4A).

AGENDA ITEM NO. B

AGENDA REPORT
SOUTH FLORIDA REGIONAL TRANSPORTATION AUTHORITY
GOVERNING BOARD MEETING
June 26, 2015

MAY RIDERSHIP

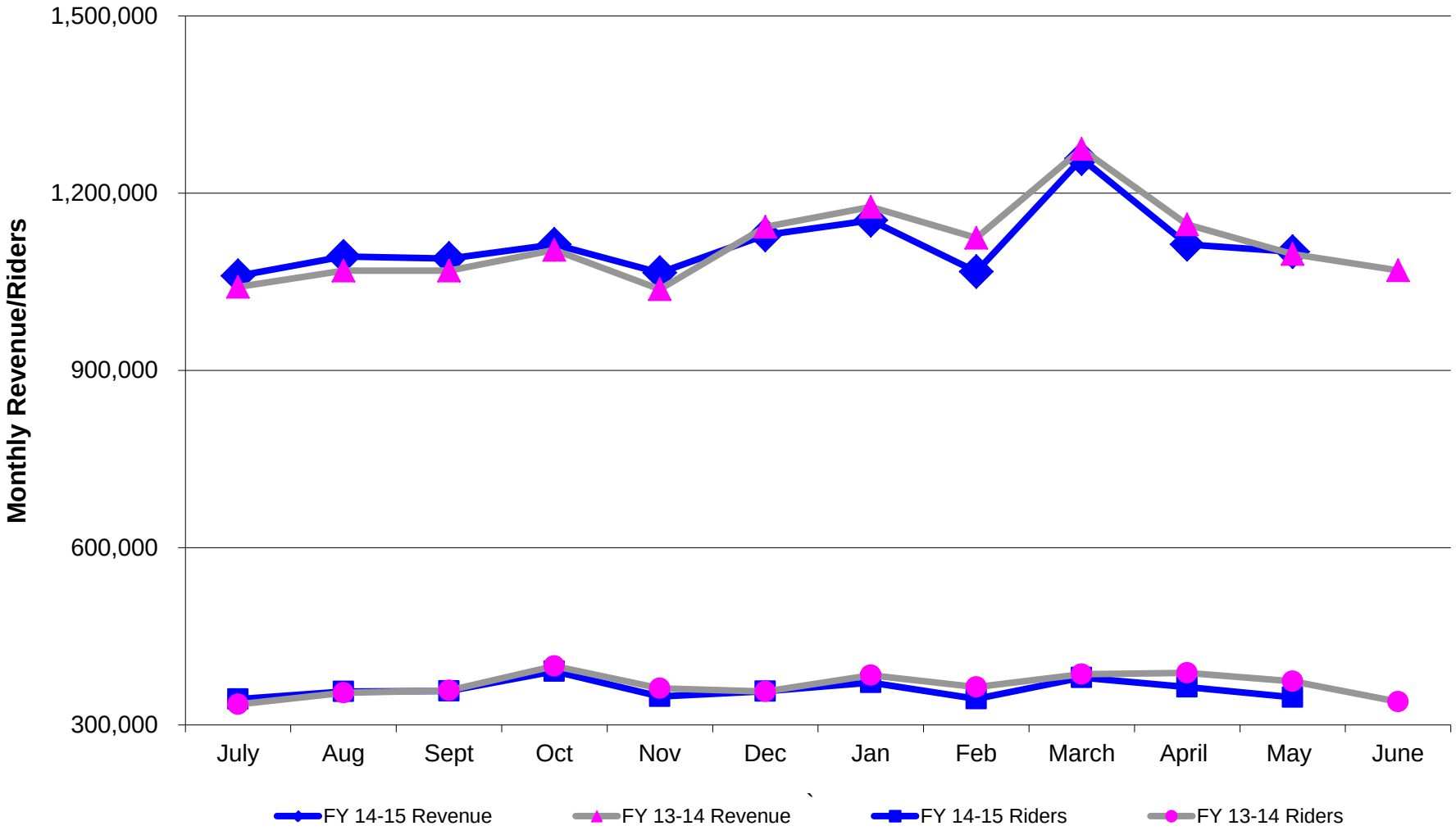
Total monthly ridership for May has decreased 7.2 % when compared to May of last year. Weekday ridership has decreased by 10.2 %, while the average weekday ridership in May 2014 was 14,799 per day versus 13,958 per day for 2015. Total weekend ridership for the fiscal year has increased by 2.6% when compared to last year. Total fiscal year ridership is down by 1.7% over the prior year.

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 2015	Actual May 2014	May '15 vs.'14 %	FY '15 Rider ship To Date	FY '14 Rider ship To Date	FYTD '15 vs '14 %
M-F	279,166	310,780	-10.2%	3,330,306	3,415,035	-2.5%
Saturday	33,255	32,776	1.5%	322,865	313,269	3.1%
Sunday	27,899	23,318	19.6%	274,364	269,941	1.6%
Holidays	6,666	7,002	-4.8%	33,025	31,292	5.5%
	346,986	373,876	-7.2%	3,960,560	4,029,537	-1.7%

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

Chart 1 - SFRTA Riders and Revenue Trends



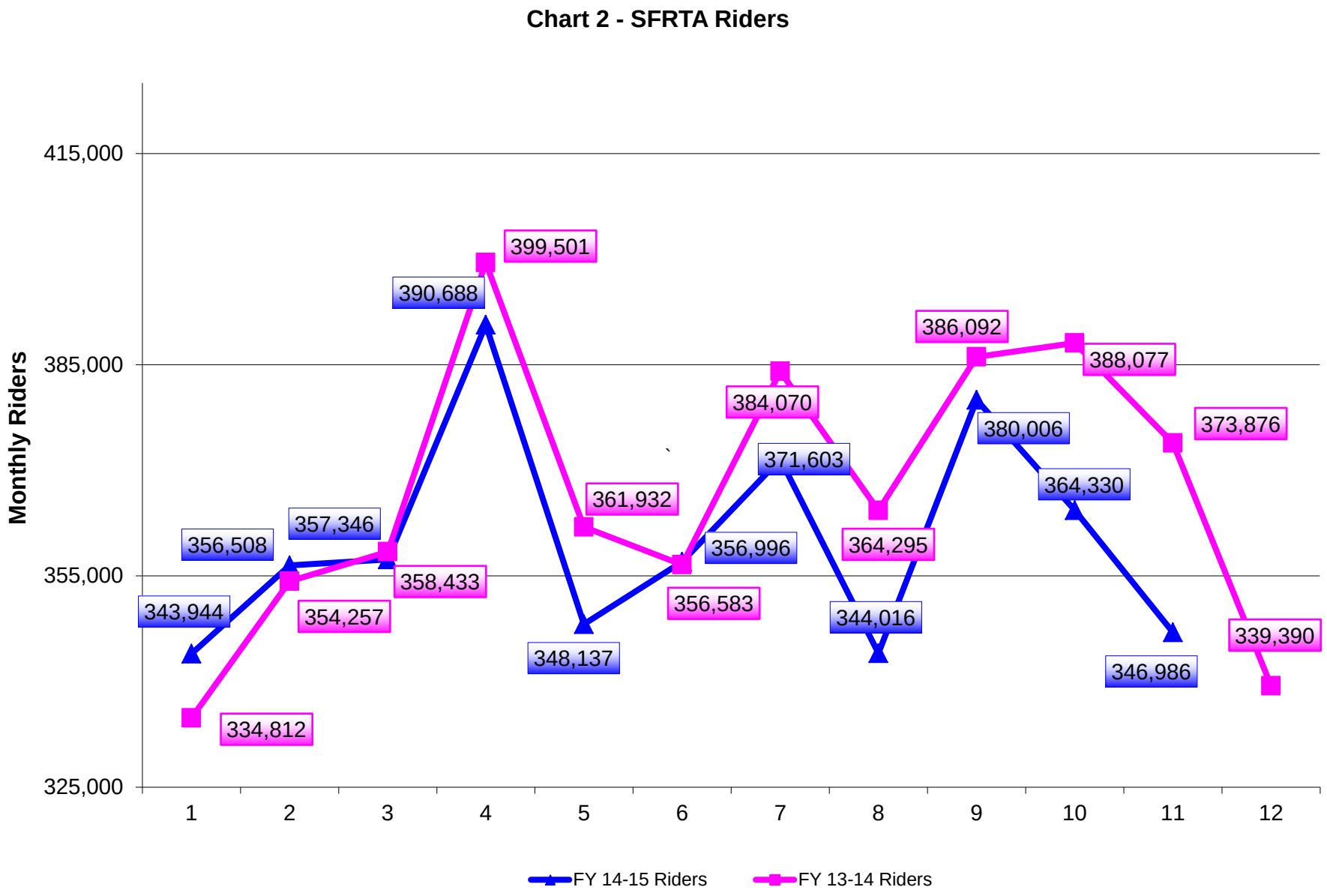


Chart 2 - SFRTA Riders
Monthly Riders
415,000
385,000
355,000
325,000
1
2
3
4
5
6
7
8
9
10
11
12
343,944
356,508
357,346
390,688
348,137
356,996
371,603
344,016
380,006
364,330
346,986
334,812
354,257
358,433
399,501
361,932
356,583
384,070
364,295
386,092
388,077
373,876
339,390
FY 14-15 Riders
FY 13-14 Riders

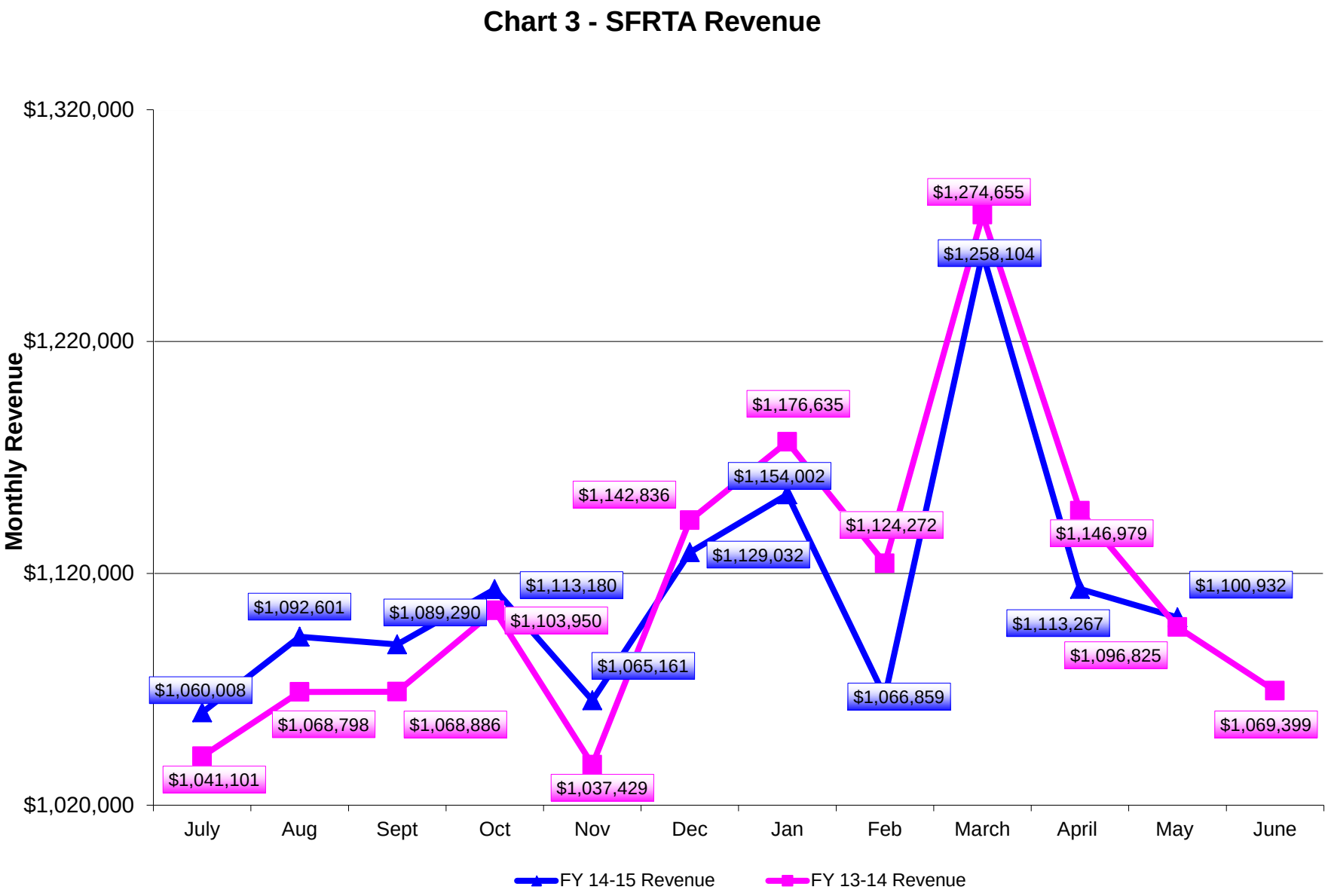
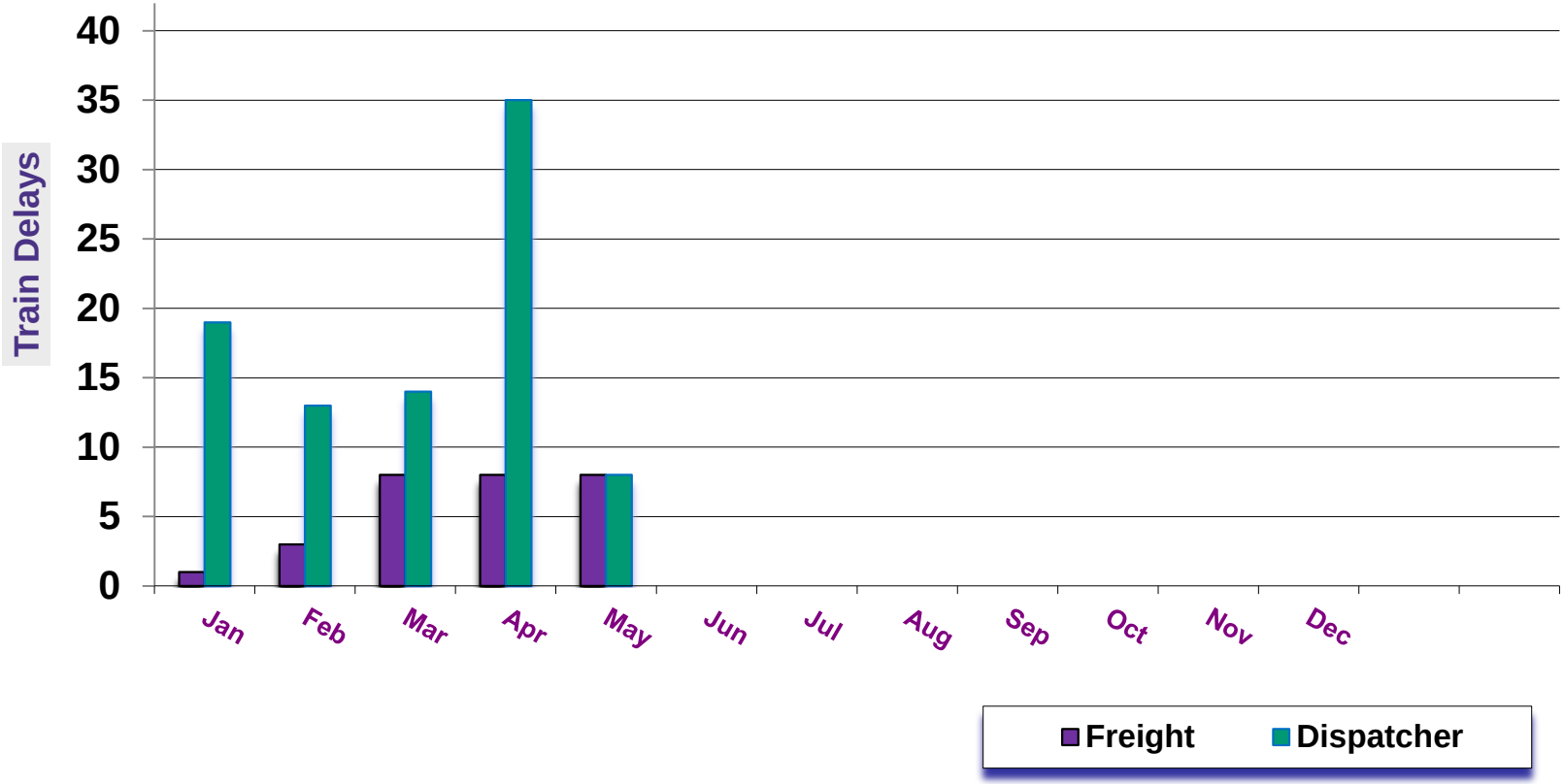


Chart 3 - SFRTA Revenue
Monthly Revenue
$1,320,000
$1,220,000
$1,120,000
$1,020,000
July
Aug
Sept
Oct
Nov
Dec
Jan
Feb
March
April
May
June
$1,060,008
$1,092,601
$1,089,290
$1,113,180
$1,065,161
$1,129,032
$1,154,002
$1,066,859
$1,258,104
$1,113,267
$1,100,932
$1,041,101
$1,068,798
$1,068,886
$1,103,950
$1,037,429
$1,142,836
$1,176,635
$1,124,272
$1,274,655
$1,146,979
$1,096,825
$1,069,399
FY 14-15 Revenue
FY 13-14 Revenue

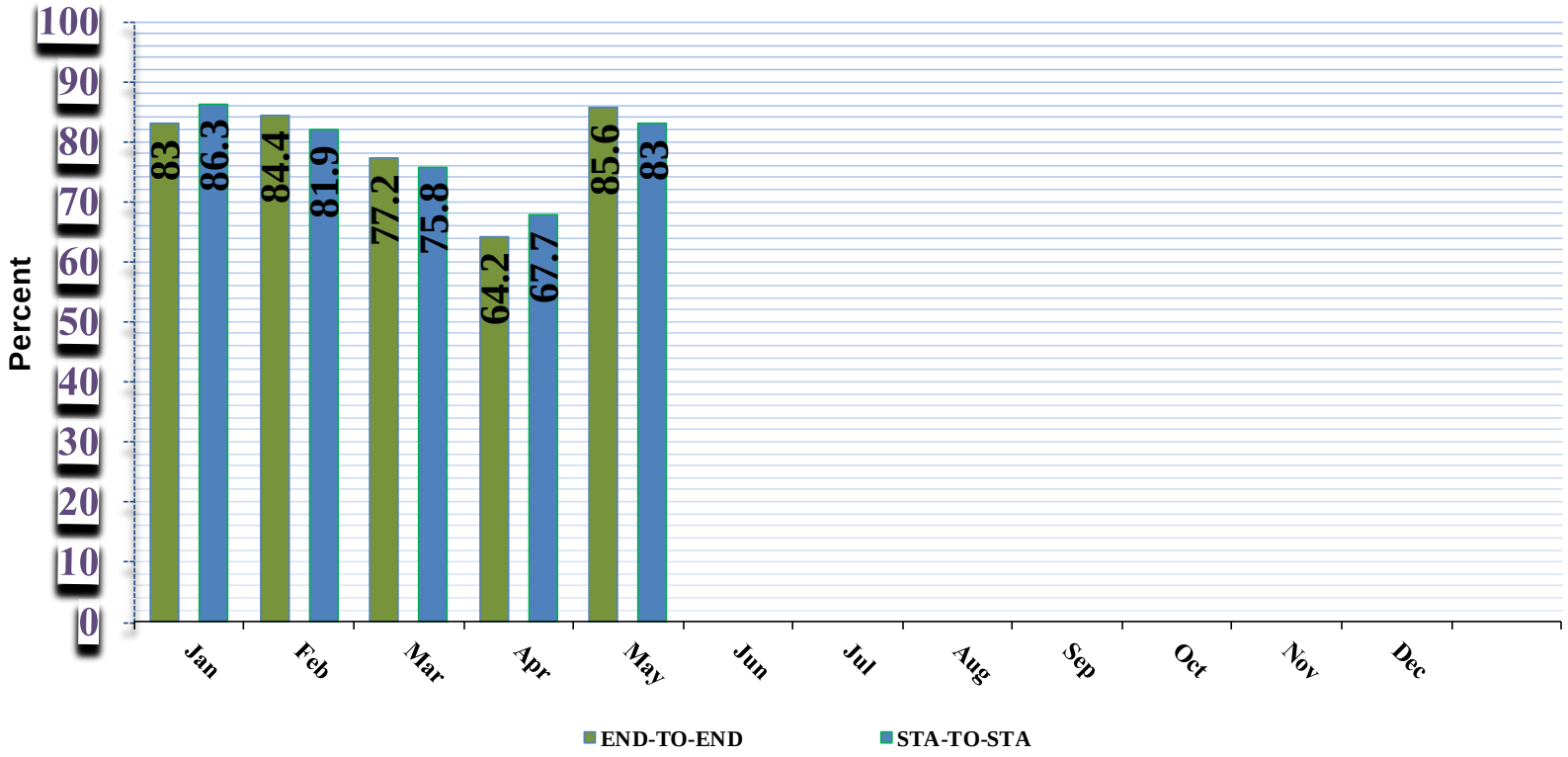
SOUTH FLORIDA REGIONAL TRANSPORTATION AUTHORITY

MAY 2015 ON TIME PERFORMANCE - CAUSAL ANALYSIS SUMMARY			
OTP End To End			85.6%
OTP Station To Station			83.0%
DELAY CAUSES	NUMBER OF INCIDENTS	NUMBER OF LATE TRAINS	PERCENT OF TOTAL TRAINS
PD/FD ACTIVITY	4	5	0.4%
CSX FREIGHT	6	8	0.6%
CSX LOCAL SWITCHER	2	2	0.2%
VTMI MOW	7	19	
VTMI COMMUNICATIONS	0	0	0.0%
VTMI OUTSIDE COMMUNICATIONS	0	0	0.0%
VTMI SIGNALS-COMPONENTS	8	14	1.1%
AMTRAK POM DISPATCHER	6	8	
BOMBARDIER MECHANICAL	4	7	0.5%
TRANSDEV	3	4	0.3%
AMTRAK	3	3	0.2%
FEC DELAY IRIS	2	2	0.2%
FEC DELAY TRAIN	6	9	0.7%
WEATHER	0	0	0.0%
ROW FOUL	2	4	0.3%
SFRTA TRANSPORTATION	4	4	0.3%
SFRTA RULE COMPLIANCE	0	0	0.0%
OTHER	9	25	1.9%
SFRTA SCHEDULE CONFLICT	5	5	0.4%
3rd PARTY GATE MALFUNCTION	8	21	1.6%
3RD PARTY -FATALITIES/VEHICLE	2	3	0.2%
ROTEM MECHANICAL	1	1	0.1%
BROOKVILLE MECHANICAL	8	16	1.2%
VANDALISM	0	0	0.0%
ADA	3	6	0.5%
EFFICIENCY TESTING	0	0	0.0%
DISPATCH SYSTEM	2	13	1.0%
TOTAL	93	166	12.5%
TRAINS LATE		179	13.5%
TERMINATED		8	0.6%
TERMINATED/RECOVERED		0	0.0%
ANNULLED		5	0.4%
TRAINS ON TIME		1138	85.6%
TOTAL		1330	100.0%

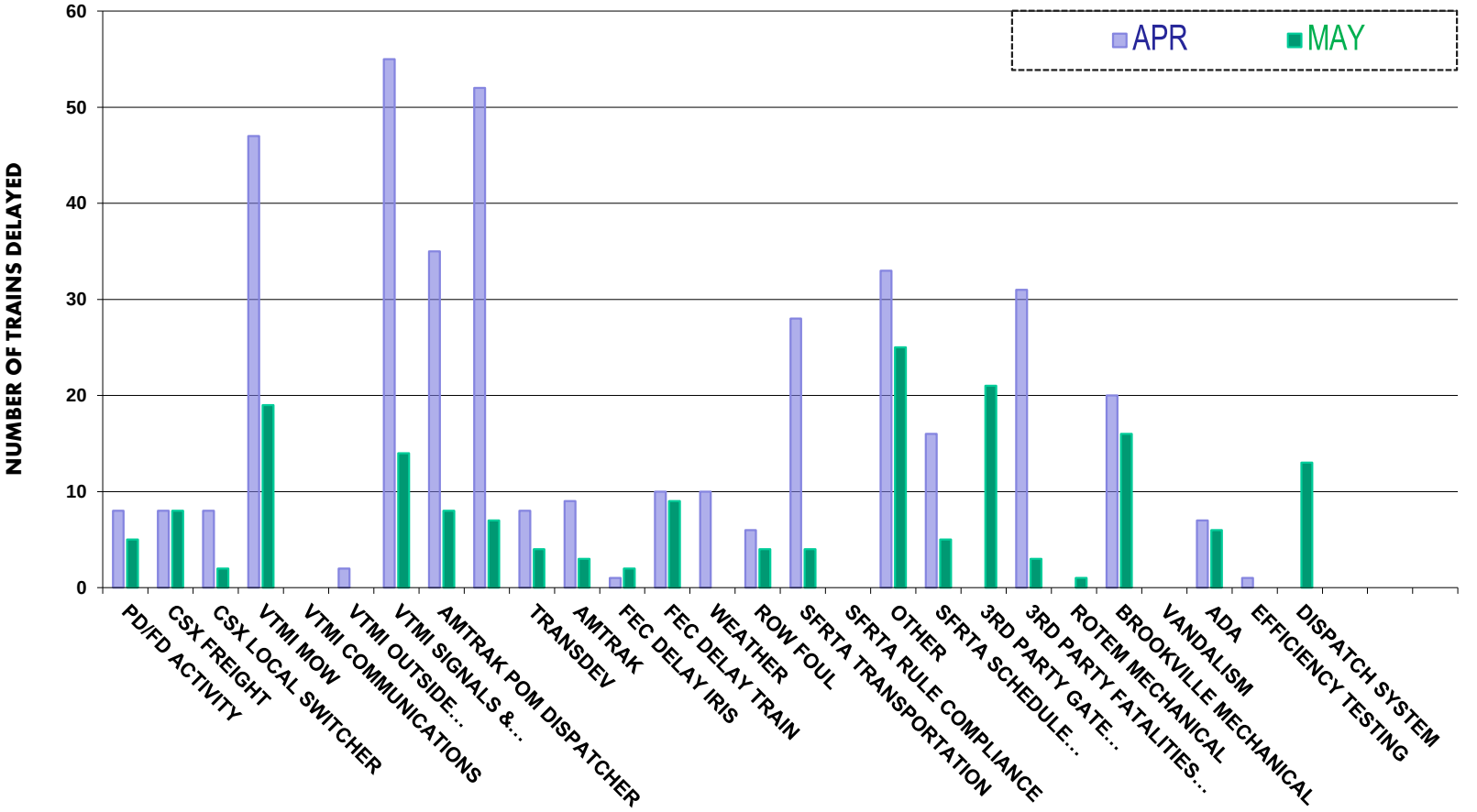
Dispatcher & Freight Delays - 2015



On-Time Performance
Calendar Year 2015

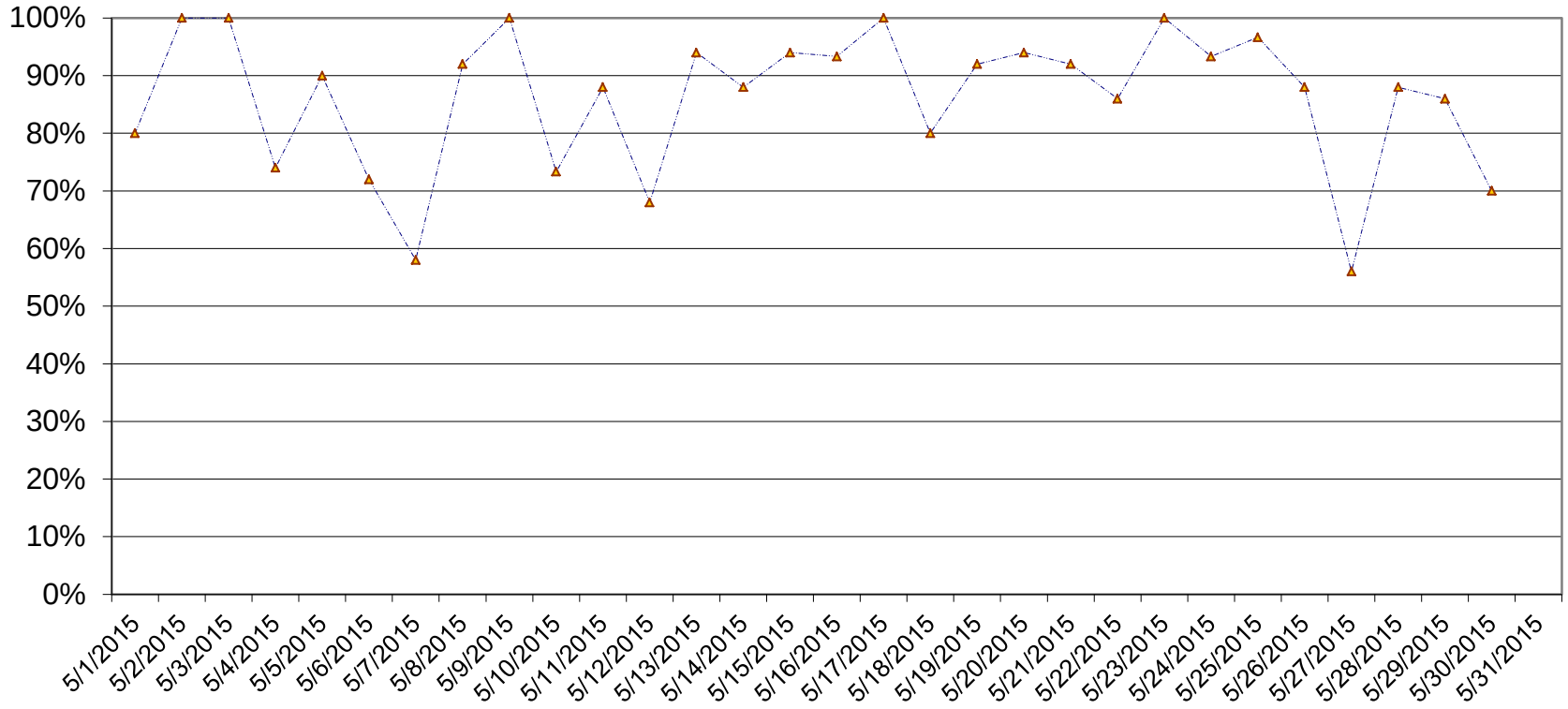


TRAIN DELAYS- 2015

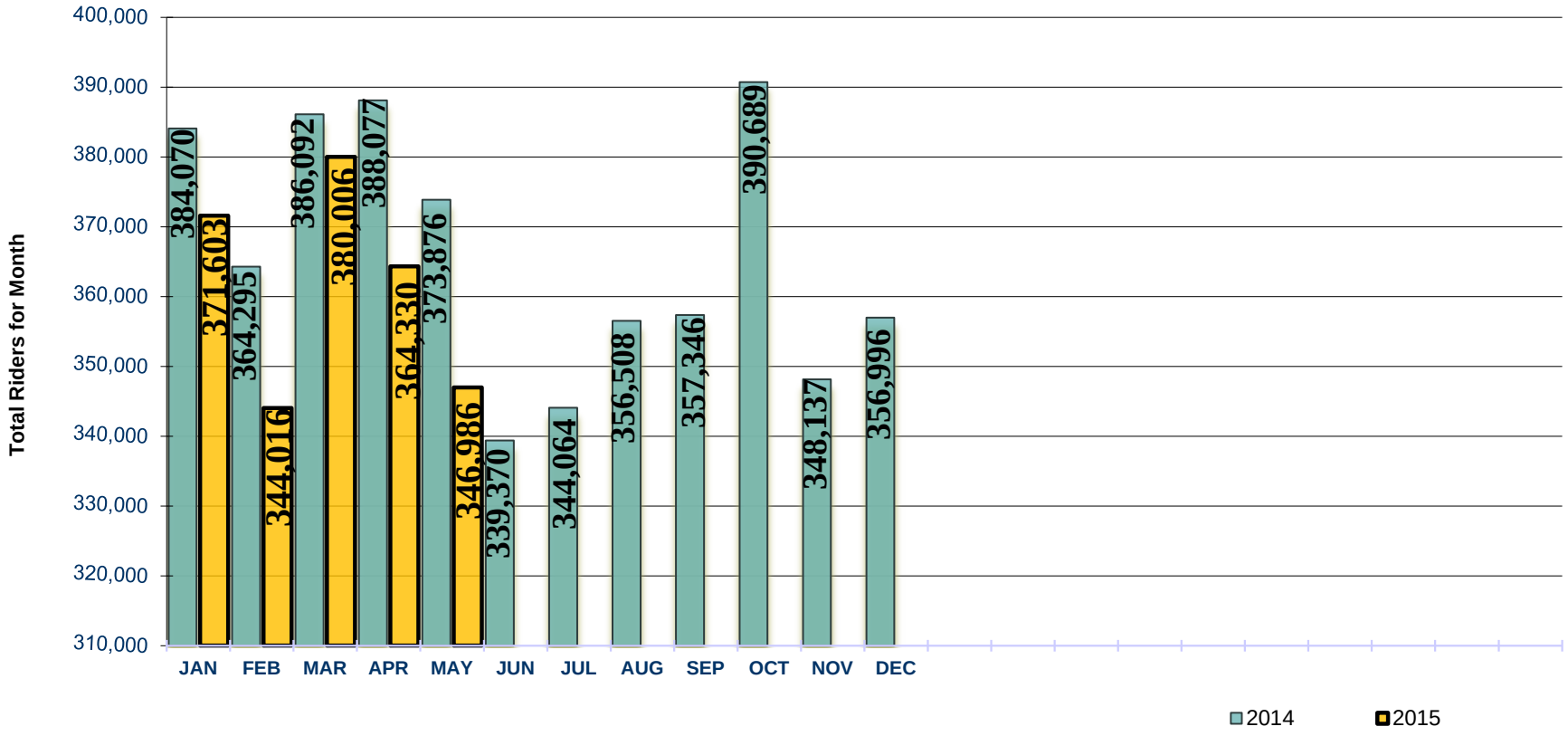


SOUTH FLORIDA REGIONAL TRANSPORTATION AUTHORITY

ON TIME PERFORMANCE
END TO END MAY - 2015



SFRTA Tri-Rail Monthly Ridership
2015



AGENDA ITEM D

SOUTH FLORIDA REGIONAL TRANSPORTATION AUTHORITY
CORPORATE AND COMMUNITY OUTREACH OFFICE
MONTHLY SUMMARY FOR MAY 2015
GOVERNING BOARD MEETING

EMPLOYER DISCOUNT PROGRAM

The Employer Discount Program (EDP) added 12 new employers and 133 new employees during the month of May.

The total number of EDP tickets recorded as sold was 2,068 and the total revenue generated was reported as $129,673.60 in May.

NEW EDP COMPANIES

Employer	Enrollment Date	City
Beauchamp Construction Company, Inc.	05/12/2015	Coral Gables
Deco Taxes, Inc. dba. Liberty Tax Service	05/14/2015	Miami Beach
Department of Financial Services	05/18/2015	Tallahassee
Florida Department of Revenue – GTA	05/12/2015	Miami
Griffin Hill & Associates	05/26/2015	Delray Beach
International Port Corporation	05/26/2015	Miami
Just Play, LLC	05/07/2015	Boca Raton
Modernizing Medicine, Inc.	05/01/2015	Boca Raton
Nautilus Hotel	05/07/2015	Miami Beach
PEMCO	05/18/2015	Sarasota
UMTB	05/06/2015	Miami
Unimed	05/14/2015	Deerfield Beach

EDP SALES MISSIONS

Employer	City
Allstate Insurance Company	Hollywood
Avis Budget Group	Miami
Beauchamp Construction Company, Inc.	Coral Gables
Blue Ocean Press	Fort Lauderdale
Bounty Group	Coral Gables
Celebrity Cruises	Miami
Charlie Auto Glass Installers of Pompano Beach	Pompano Beach
City of Deerfield Beach	Deerfield Beach
City of Miami	Miami
Deco Taxes, Inc. dba Liberty Tax Service	Miami Beach
Department of Financial Services	Tallahassee
Florida Atlantic University	Boca Raton
Florida Department of Children & Families Miami	Miami
Florida Department of Revenue Miami	Miami
Four Season Hotel	Miami
GPS PR	West Palm Beach
Griffin Hill & Associates	Delray Beach
International Port Corporation	Miami
Jungle Island	Miami
Marble of World	Fort Lauderdale
Modernizing Medicine, Inc.	Boca Raton
Nautilus Hotel	Miami Gardens
Palm Beach County Tax Collector	West Palm Beach
Pemco	Sarasota
Prime Time Palm Beach County	Boynton Beach
Progressive	Fort Lauderdale
Progressive	West Palm Beach
Silversea Cruises	Fort Lauderdale
Stones & More	Miami
Strictly Doors, Inc.	West Palm Beach
Tasty Chicks/Fish Bakery	Lake Worth
UMTB	Miami
Unimed	Deerfield Beach
Unity Automotive, LLC	Boynton Beach

CORPORATE AND COMMUNITY OUTREACH OFFICE – MAY ACTIVITIES:

BENEFITS FAIRS

South Florida Regional Transportation Authority (SFRTA) Corporate and Community Outreach (CCO) staff was present for two company benefits fairs held in Boca Raton in May, to promote public transportation for the Employer Discount Program (EDP) participating companies. The agency staffed an information booth at the expansive benefits fair hosted by BioTest, to encourage more of their employees to join the EDP since the company's offices are conveniently located along the free APOC shuttle bus route that connects to Tri-Rail. CCO staff was also present at the City of Boca Raton's Health Fair, at which information was made available about the EDP, Emergency Ride Home Program and carpooling options.

CAREER DAY

An SFRTA Corporate and Community Relations Liaison participated in the annual career day held at Deerfield Park Elementary School in Deerfield Beach. Students were provided a Tri-Rail presentation about the train system, including student discount information, as well as the different career opportunities available in the transit industry. Safety tips from "Operation Lifesaver" were also provided, as the agency to prepared for Train Safety Awareness Week.

GROUNDBREAKING CEREMONY

The SFRTA recently broke ground at Tri-Rail's Pompano Beach Station for a construction project that includes upgrading the station to be powered by 100% solar energy, building a parking garage and a new SFRTA Operations Center. The ceremony included elected officials and stakeholders, including the SFRTA Governing Board, which took the opportunity to honor Marie Horenburger upon her announcement of retirement from the board.

NAVITAS AT FAU

Florida Atlantic University (FAU) coordinated a presentation at its main campus in Boca Raton, for international students who are part of the Navitas at FAU program. An SFRTA Corporate & Community Relations Liaison, along with representatives from South Florida Commuter Services and Zipcar, offered a presentation which included information about Tri-Rail service, student discounts, carpooling and car-sharing services; all beneficial options for students from other countries.

OVERTOWN OUTREACH

SFRTA's Corporate & Community Relations Liaisons attended the Folk Like Friday event held at the 9th Street Mall in Overtown, which is held the first Friday of every month. The event is an open air market, arts & crafts and food fair, located adjacent to the Metrorail Historic Overtown Station, targeted during lunchtime at local residents and workforce in the area. The gathering provides a great opportunity to promote Tri-Rail's connection with Metrorail, as well the proposed Tri-Rail Coastal Link Project.

SENIOR IDOL

Tri-Rail's 10th Annual "Senior Idol" held at the Parker Playhouse in Fort Lauderdale, had nearly 800 fans in attendance. Tim Hawkins of Plantation was this year's winner, crowned as the new Senior Idol winner, and awarded a $500 grand prize and a pass to ride Tri-Rail for a year. The event was recognized as a "Broward 100" event, commemorating Broward County's centennial.

SILVERSEA CRUISES

An SFRTA Corporate & Community Relations Liaison, along with representatives from SFCS, Broward County Transit and GoCar, were invited to conduct brief presentations to the employees and senior staff of the EDP-participating company in Fort Lauderdale. Information was provided about Tri-Rail service, BCT 95 Express routes, as well as carpooling and car sharing programs. Silversea Cruises will be relocating to Downtown Miami in January 2016, and solicited the group to provide employees with alternative commuting options after the move.

SPECIAL TRAIN TOUR

The SFRTA's CCO office staff assisted in the coordination of a special Tri-Rail train to operate on the Oleander Branch and venture toward West Miami. The effort was spearheaded by Miami-Dade County Commissioner Esteban Bovo, who as the Chairman of the Board's Transportation and Mobility Committee is engaging the conversation to establish rail service to the western and southern parts of the county. The trip was documented on social media, where the agency and the Commissioner's office were able to combine efforts to share with the public.

STATION AMBASSADOR PROGRAM

SFRTA's Executive Department instituted a temporary Station Ambassador Program, to assist passengers during the transition of the agency taking over the dispatch and maintenance of the South Florida Rail Corridor. The CCO office took the lead to coordinate the effort to have agency-wide employee participation, along with the Operations Department ambassadors and temporary staff, to staff as many stations as possible. The participants, as well as the agency's Customer Service staff received a lot of positive feedback regarding the ambassadors. Feedback from passengers with suggestions on service improvements was compiled and forwarded to the Operations Department for further review and consideration.

STREETSMARTS TRANSPORTATION SUMMIT

The 4th Annual City of Fort Lauderdale Transportation Summit 2015 "StreetSmarts" was a sold out event bringing in a diverse group of local transit professionals and business leaders to discuss projects geared towards a more walkable/bike-friendly Fort Lauderdale. The SFRTA was represented by a Corporate & Community Relations Liaison who staffed an information table, and shared information about Tri-Rail service and future plans.

TRANSPORTATION DAYS

An SFRTA Corporate & Community Relations Liaison, along with a representative from SFCS, staffed an information booth at the South Florida Water Management District offices, where employees were provided with information about Tri-Rail's EDP, carpooling and the Emergency Ride Home Program. The location is serviced by Tri-Rail's LKW-1 Shuttle Bus that connects to the Lake Worth Station. The agencies also collaborated on transportation fairs for the office-building tenants Transwestern and Banyan Street Capital, both located in Coral Gables.

ONGOING COMMUNITY OUTREACH ACTIVITIES

- COMTO Scholarship Committee and Quarterly Membership Meetings
- FAU Spring Showcase of Services / New Student Orientation
- Greater Fort Lauderdale Chamber of Commerce / Biz to Biz Leads Group
- SFRTA Marketing Committee Bi-monthly Meeting

EXECUTIVE SUMMARY
BUDGETED INCOME STATEMENT

May 2015

Revenue:

Train Revenue
For May 2015 year-to-date (YTD) actual revenue decreased $295,208 or 2% when compared to fiscal year (FY) 2015 YTD budgeted revenue. Actual revenue for FY 2015 YTD decreased by $457,273 or 4% when compared to FY 2014 YTD actual revenue. This decrease is attributed to timing differences in recording the monthly entries for the stored value amounts.

Operating Assistance
The FY 2015 Florida Department of Transportation (FDOT) Dedicated Funding for the fourth quarter was received in May.

Expenses:
As of May 2015, the SFRTA FY 2015 YTD actual expenses are $12,450,794 or 14% below budget when compared to the FY 2015 YTD budgeted expense. All expenses are well within budget.

Train operations for FY 2015 YTD actual are $6,832,761 or 12% below budget when compared to the FY 2015 YTD budget and increased $12,506,652 or 35% when compared to FY 2014 YTD actual. This increase in FY 2015 can be mostly attributed to an increase in Maintenance of Way, Train Operations Contract, Security Contract and Insurance expense.

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

- Train fuel expense for FY 2015 YTD actual is $2,292,372 or 23% below budget when compared to the FY 2015 YTD budget, and decreased $919,732 or 11% when compared to FY 2014 YTD actual fuel expense. This decrease is attributed to lower fuel prices.

- Security expense for FY 2015 YTD actual is $952,249 or 15% below budget when compared to the FY 2015 YTD budget, and increased $355,111 or 7% when compared to FY 2014 YTD actual. This increase can be attributed to changes in the rates per the contract.

Expenses (Contd.)

- Feeder bus expense for FY 2015 YTD actual is $158,026 or 3% below budget when compared to the FY 2015 YTD budget and increased $219,780 or 4% when compared to FY 2014 YTD actual. This increase can be attributed to additional routes in FY 2015.

- Insurance expense for FY 2015 YTD actual is $178,131 or 7% below budget when compared to the FY 2015 YTD budget and increased $379,046 or 19% when compared to the FY 2014 actual. This increase in FY 2015 can be attributed to higher rates associated with our rolling stock and property.

- ROW Maintenance expense for FY 2015 YTD actual is $2,310,887 or 16% below budget when compared to the FY 2015 YTD budget and increased $11,815,480 or greater than 100% when compared to the FY 2014 actual. This increase in FY 2015 can be attributed to the SFRTA taking over dispatching control of the corridor.

Train and Station Maintenance for FY 2015 YTD actual is $3,088,513 or 15% below budget when compared to the FY 2015 YTD budget and increased $493,556 or 3% when compared to the FY 2014 actual. This increase can be attributed to an increase in Train and Station Maintenance expenses for the current month.

- Train Maintenance for FY 2015 YTD actual is $2,453,279 or 14% below budget when compared to the FY 2015 YTD budget and increased $486,696 or 3% when compared to FY 2014 YTD actual. This increase in FY 2015 can be attributed to a higher amount of expenses monthly with our fleet maintenance contract.

- Station Maintenance for FY 2015 YTD actual is $635,234 or 26% below budget when compared to the FY 2015 YTD budget and increased $6,860 or remained even when compared to FY 2014 YTD actual.

Personnel Expenses for FY 2015 YTD actual are $825,239 or 8% below budget when compared to the FY 2015 YTD budget and increased $867,454 or 10% when compared to the FY 2014 actual.

Professional Services for FY 2015 YTD actual are $520,955 or 48% below budget when compared to the FY 2015 YTD budget and increased $62,624 or 12% when compared to FY 2014 actual.

Legal Departmental expenses for FY 2015 YTD actual are $206,237 or 27% below budget when compared to the FY 2015 YTD budget and decreased $39,306 or 7% when compared to FY 2014 actual. This decrease can be attributed to lower expenses associated with outside counsel for the year and business travel.

Expenses (Contd.)

General and Administrative Expenses for FY 2015 YTD are $320,841 or 14% below budget when compared to the FY 2015 YTD budget and increased $282,050 or 17% when compared to FY 2014 actual. Some categories within General and Administrative expenses are Business Travel, Telecommunications expense and Office Rent.

- Business Travel expense for FY 2015 YTD actual is $56,870 or 26% below budget when compared to the FY 2015 YTD budget and increased $77,389 or 94% when compared to FY 2014 actual.

- Telecommunications expense for FY 2015 YTD actual is approximately $64,185 or 11% below budget when compared to the FY 2015 YTD budget and increased approximately $151,777 or 40% when compared to the FY 2014 YTD actual due to an increase in monthly charges, usages as well as new phone lines.

- Office Rent for FY 2015 YTD actual is at budget when compared to the FY 2015 YTD budget and increased $18,082 or 3% when compared to the FY 2014 actual. This is attributed to the base rent increase per our agreement.

Corporate & Community Outreach expenses for FY 2015 YTD actual are $130,166 or 23% below budget when compared to the FY 2015 YTD budget and decreased approximately $35,396 or 7% when compared to the FY 2014 YTD actual.

- Corporate & Community Outreach Contract for FY 2015 YTD actual is $66,811 or 15% below budget when compared to the FY 2015 YTD budget and decreased approximately $16,301 or 4% when compared to the FY 2014 actual. This decrease is attributed to slightly lower expenses associated with the contract in May.

SOUTH FLORIDA REGIONAL TRANSPORTATION AUTHORITY
BUDGETED INCOME STATEMENT
5/01/15 TO 5/31/15

REVENUE	MAY 2015 ACTUAL REVENUES	YTD ACTUAL REVENUES	YTD BUDGETED REVENUES	OVER (UNDER) BUDGET	2014-15 ANNUAL BUDGET	BUDGET AVAILABLE
Train Revenue	$1,035,402	$11,825,093	$12,120,301	($295,208)	$13,064,845	$1,239,752
Interest Income / Other Income	65,188	478,963	297,913	181,050	325,000	(153,963)
TOTAL TRAIN REVENUE	**$1,100,590**	**$12,304,056**	**$12,418,214**	**($114,158)**	**$13,389,845**	**$1,085,789**
OPERATING ASSISTANCE						
Statutory Operating Assistance	4,325,000	17,300,000	17,300,000	-	17,300,000	-
Statutory Dedicated Funding	2,306,434	12,281,434	13,300,000	(1,018,566)	13,300,000	1,018,566
Statutory Maintenance of Way	-	5,798,596	11,940,000	(6,141,404)	14,400,000	8,601,404
FHWA	-	3,052,380	3,333,330	(280,950)	4,000,000	947,620
FDOT JPA- Hialeah Station	-	101,860	152,900	(51,040)	191,125	89,265
FDOT JPA- MIC Station	-	-	180,000	(180,000)	279,344	279,344
FTA Assistance	-	19,955,012	19,979,434	(24,422)	23,100,000	3,144,988
FTA-Designated Recipient Fees	-	235,630	250,000	(14,370)	300,000	64,370
FTA-JARC/New Freedom Program Fee	-	40,502	41,670	(1,168)	50,000	9,498
FTA-JARC/New Freedom Program Match	92,438	465,022	373,240	91,782	375,890	(89,132)
Statutory Counties Contribution	-	4,695,000	4,695,000	-	4,695,000	-
Gas Tax Transfer	-	-	1,166,670	(1,166,670)	1,400,000	1,400,000
SFRTA Reserves		-	3,509,650	(3,509,650)	3,837,636	3,837,636
Other Local Funding	-	230,003	270,181	(40,178)	294,740	64,737
TOTAL ASSISTANCE	**6,723,872**	**64,155,439**	**76,492,075**	**(12,336,636)**	**83,523,735**	**19,368,296**
TOTAL REVENUE	**$7,824,462**	**$76,459,495**	**$88,910,289**	**($12,450,794)**	**$96,913,580**	**$20,454,085**

EXPENSES	MAY 2015 ACTUAL EXPENSES	YTD ACTUAL EXPENSES	YTD BUDGETED EXPENSES	OVER (UNDER) BUDGET	2014-15 ANNUAL BUDGET	BUDGET AVAILABLE
Train Operations	4,929,833	47,956,609	54,789,370	(6,832,761)	59,563,499	11,606,890
Train and Station Maintenance	1,953,489	17,139,107	20,227,620	(3,088,513)	22,151,447	5,012,340
Personnel Expenses	712,193	9,332,488	10,157,727	(825,239)	11,081,154	1,748,666
Professional Fees	44,341	565,740	1,086,695	(520,955)	1,187,400	621,660
Legal	46,218	564,906	771,143	(206,237)	838,244	273,338
General & Administrative Expenses	176,506	1,966,179	2,287,020	(320,841)	2,538,337	572,158
Corporate & Community Outreach	36,767	445,961	576,127	(130,166)	628,500	182,539
Reserve	-	-	458,337	(458,337)	499,999	499,999
Expenses Transferred to Capital	(74,885)	(1,511,495)	(1,443,750)	(67,745)	(1,575,000)	(63,505)
TOTAL EXPENSES	**$ 7,824,462**	**$ 76,459,495**	**$ 88,910,289**	**$ (12,450,794)**	**$ 96,913,580**	**$ 20,454,085**
	0.00	0.00	0.00	0.00	0.00	0.00

SOUTH FLORIDA REGIONAL TRANSPORTATION AUTHORITY
ACTUAL VS BUDGET REPORT
MAY 31, 2015 & 2014

	Curent Year							Prior Year Comparison		
	May 2015 Actual	**May 2015 Budget**	**Variances**	**FY 2015 YTD Actual**	**YTD Budget**	**Variances**	**%**	**FY 2014 YTD Actual**	**Variances**	**%**
Revenues:										
Train Revenue	$1,035,402	$1,044,402	(9,000)	$11,825,093	$12,120,301	(295,208)	-2%	$12,282,366	(457,273)	-4%
Interest/Dividend Income	65,188	27,083	38,105	478,963	297,913	181,050	61%	385,049	93,914	24%
Total Train Revenue	**1,100,590**	**1,071,485**	**29,105**	**12,304,056**	**12,418,214**	**(114,158)**	**-1%**	**12,667,415**	**(363,359)**	**-3%**
Operating Assistance:										
Statutory Operating Assistance	4,325,000	4,325,000	-	17,300,000	17,300,000	-	0%	15,702,233	1,597,767	10%
Statutory Dedicated Funding	2,306,434	3,325,000	(1,018,566)	12,281,434	13,300,000	(1,018,566)	-8%	12,034,366	247,068	2%
Statutory Maintenance of Way	-	742,997	(742,997)	5,798,596	11,940,000	(6,141,404)	-51%	-	5,798,596	0%
FHWA	-	895,000	(895,000)	3,052,380	3,333,330	(280,950)	-8%	4,000,000	(947,620)	-24%
FDOT JPA- Hialeah Station	-	77,000	(77,000)	101,860	152,900	(51,040)	-33%	-	101,860	0%
FDOT JPA- MIC Station	-	-	-	-	180,000	(180,000)	-100%	-	-	0%
FTA Assistance	-	1,909,001	(1,909,001)	19,955,012	19,979,434	(24,422)	0%	12,222,261	7,732,751	63%
FTA-Designated Recipient Fees	-	85,000	(85,000)	235,630	250,000	(14,370)	-6%	509,480	(273,850)	-54%
FTA-JARC/New Freedom Program Fee	-	24,167	(24,167)	40,502	41,670	(1,168)	-3%	67,411	(26,909)	-40%
FTA-JARC/New Freedom Program Match	92,438	105,324	(12,886)	465,022	373,240	91,782	25%	420,130	44,892	11%
Statutory Counties Contribution	-	-	-	4,695,000	4,695,000	-	0%	4,695,000	-	0%
Gas Tax Transfer	-	116,667	(116,667)	-	1,166,670	(1,166,670)	-100%	-	-	0%
SFRTA Reserves	-	201,915	(201,915)	-	3,509,650	(3,509,650)	-100%	-	-	0%
Other Local Funding	-	104,562	(104,562)	230,003	270,181	(40,178)	-15%	158,995	71,008	45%
Total Operating Assistance	**6,723,872**	**11,911,633**	**(5,187,761)**	**64,155,439**	**76,492,075**	**(12,336,636)**	**-16%**	**49,809,876**	**14,345,563**	**29%**
Total Revenue	**$7,824,462**	**$12,983,118**	**($5,158,656)**	**76,459,495**	**$88,910,289**	**(12,450,794)**	**-14%**	**62,477,291**	**13,982,204**	**22%**

SOUTH FLORIDA REGIONAL TRANSPORTATION AUTHORITY
ACTUAL VS BUDGET REPORT
MAY 31, 2015 & 2014

	Curent Year							Prior Year Comparison		
	May 2015 Actual	May 2015 Budget	Variances	FY 2015 YTD Actual	YTD Budget	Variances	%	FY 2014 YTD Actual	Variances	%
Expenses:										
Train Operations										
Train Operations Contract	$952,773	$1,453,963	(501,190)	$10,557,671	$10,815,675	(258,004)	-2%	$10,310,651	247,020	2%
Train Operation - Fuel	458,385	1,081,875	(623,490)	7,562,420	9,854,792	(2,292,372)	-23%	8,482,152	(919,732)	-11%
Emergency Bus Service	6,765	14,983	(8,218)	46,624	50,417	(3,793)	-8%	38,123	8,501	22%
Security Contract	513,842	585,062	(71,220)	5,272,938	6,225,187	(952,249)	-15%	4,917,827	355,111	7%
Feeder Bus	375,717	431,778	(56,061)	5,196,531	5,354,557	(158,026)	-3%	4,976,751	219,780	4%
Station Utilities	99,335	150,000	(50,665)	726,733	985,715	(258,982)	-26%	518,751	207,982	40%
EMS Boards	5,589	35,167	(29,578)	138,861	139,763	(902)	-1%	107,994	30,867	29%
Revenue Collection	73,669	133,583	(59,914)	407,558	481,917	(74,359)	-15%	469,255	(61,697)	-13%
Insurance	-	-	-	2,421,869	2,600,000	(178,131)	-7%	2,046,932	374,937	18%
APTA Dues	-	1,583	(1,583)	-	17,417	(17,417)	-100%	-	-	0%
ROW Maintenance	2,144,284	4,498,423	(2,354,139)	12,132,752	14,443,639	(2,310,887)	-16%	317,272	11,815,480	3724%
TVM Maintenance	2,435	34,333	(31,898)	40,178	157,667	(117,489)	-75%	151,104	(110,926)	-73%
Smart Card	-	16,500	(16,500)	32,611	71,500	(38,889)	-54%	17,617	14,994	85%
Dispatch	297,039	393,284	(96,245)	3,419,863	3,591,124	(171,261)	-5%	3,095,528	324,335	10%
Total Train Operations	**4,929,833**	**8,830,534**	**(3,900,701)**	**47,956,609**	**54,789,370**	**(6,832,761)**	**-12%**	**35,449,957**	**12,506,652**	**35%**
Train and Station Maintenance										
Train Maintenance	1,774,033	1,894,155	(120,122)	15,334,555	17,787,834	(2,453,279)	-14%	14,847,859	486,696	3%
Station Maintenance	179,456	321,799	(142,343)	1,804,552	2,439,786	(635,234)	-26%	1,797,692	6,860	0%
Total Train and Station Maintenance	**1,953,489**	**2,215,954**	**(262,465)**	**17,139,107**	**20,227,620**	**(3,088,513)**	**-15%**	**16,645,551**	**493,556**	**3%**
Personnel Expenses										
Salaries and Wages	600,632	975,926	(375,294)	6,798,297	7,391,815	(593,518)	-8%	6,265,212	533,085	9%
Taxes	47,143	69,522	(22,379)	519,543	654,742	(135,199)	-21%	482,982	36,561	8%
Group Insurance	3,368	260,775	(257,407)	1,331,614	1,427,459	(95,845)	-7%	1,152,853	178,761	16%
Pension	61,050	91,773	(30,723)	683,034	683,711	(677)	0%	563,987	119,047	21%
Total Personnel Expenses	**712,193**	**1,397,996**	**(685,803)**	**9,332,488**	**10,157,727**	**(825,239)**	**-8%**	**8,465,034**	**867,454**	**10%**
Professional Services										
Auditing Services	-	-	-	72,500	73,500	(1,000)	0%	72,500	-	0%
Professional Services	44,341	91,927	(47,586)	493,240	1,013,195	(519,955)	-51%	430,616	62,624	15%
Total Professional Services	**44,341**	**91,927**	**(47,586)**	**565,740**	**1,086,695**	**(520,955)**	**-48%**	**503,116**	**62,624**	**12%**
Legal										
Salaries and Wages	32,420	50,138	(17,718)	389,681	394,584	(4,903)	-1%	365,160	24,521	7%
Taxes	2,648	5,740	(3,092)	22,187	28,771	(6,584)	-23%	22,093	94	0%
Group Insurance	36	10,250	(10,214)	38,734	38,917	(183)	0%	34,684	4,050	12%
Pension	5,566	8,632	(3,066)	52,896	53,084	(188)	0%	45,818	7,078	15%
Business Travel	-	4,750	(4,750)	6,794	8,250	(1,456)	-18%	26,059	(19,265)	-74%
Membership/Dues/Subscriptions	1,159	2,543	(1,384)	5,332	5,976	(644)	-11%	5,142	190	0%
Seminars and Training	-	1,333	(1,333)	1,225	3,667	(2,442)	-67%	1,295	(70)	0%
Legal Services	4,389	21,667	(17,278)	48,057	237,894	(189,837)	-80%	103,961	(55,904)	0%
Total Legal	**46,218**	**105,053**	**(58,835)**	**564,906**	**771,143**	**(206,237)**	**-27%**	**604,212**	**(39,306)**	**-7%**

SOUTH FLORIDA REGIONAL TRANSPORTATION AUTHORITY
ACTUAL VS BUDGET REPORT
MAY 31, 2015 & 2014

	Curent Year							Prior Year Comparison		
	May 2015 Actual	**May 2015 Budget**	**Variances**	**FY 2015 YTD Actual**	**YTD Budget**	**Variances**	**%**	**FY 2014 YTD Actual**	**Variances**	**%**
General and Administrative Expenses										
Bank & Credits Cards Fees	8,447	13,833	(5,386)	113,948	140,667	(26,719)	-19%	109,910	4,038	4%
Building Maintenance	9,273	25,875	(16,602)	92,400	118,625	(26,225)	-22%	88,432	3,968	4%
Business Travel	10,289	50,350	(40,061)	159,730	216,600	(56,870)	-26%	82,341	77,389	94%
Materials & Supplies	3,917	53,333	(49,416)	161,060	168,750	(7,690)	-5%	156,287	4,773	3%
Membership/Dues/Subscriptions	6,987	20,171	(13,184)	128,192	135,969	(7,777)	-6%	124,796	3,396	3%
Office Rent	59,645	65,491	(5,846)	634,731	634,900	(169)	0%	616,649	18,082	3%
Printing & Advertising	2,437	19,496	(17,059)	34,377	61,955	(27,578)	-45%	20,126	14,251	71%
Seminars and Training	3,735	13,212	(9,477)	36,588	109,870	(73,282)	-67%	30,464	6,124	20%
Telecommunications	56,008	80,583	(24,575)	528,065	592,250	(64,185)	-11%	376,288	151,777	40%
Vehicle Operations & Maintenance	5,360	10,750	(5,390)	51,139	74,275	(23,136)	-31%	63,269	(12,130)	-19%
Miscellaneous Personnel Expenses	10,408	11,767	(1,359)	25,949	33,159	(7,210)	-22%	15,567	10,382	0%
Total General and Administrative Exp	**176,506**	**364,861**	**(188,355)**	**1,966,179**	**2,287,020**	**(320,841)**	**-14%**	**1,684,129**	**282,050**	**17%**
Corporate & Community Outreach Expenses										
Special Programs	-	1,000	(1,000)	940	11,000	(10,060)	-91%	4,551	(3,611)	0%
Customer Service/Information	2,465	11,292	(8,827)	49,131	102,209	(53,078)	-52%	63,181	(14,050)	-22%
Corporate & Community Outreach Contract	33,726	50,667	(16,941)	391,523	458,334	(66,811)	-15%	407,824	(16,301)	-4%
Promotional Materials	576	3,417	(2,841)	4,367	4,584	(217)	-5%	5,801	(1,434)	0%
Total Corporate & Community Outreach Expenses	**36,767**	**66,376**	**(29,609)**	**445,961**	**576,127**	**(130,166)**	**-23%**	**481,357**	**(35,396)**	**-7%**
Reserves and Transfers										
Reserve	-	41,667	(41,667)	-	458,337	(458,337)	-100%	-	-	0%
Expenses Transferred to Capital	(74,885)	(131,250)	56,365	(1,511,495)	(1,443,750)	(67,745)	5%	(1,356,065)	(155,430)	0%
					-					
Total Reserves and Transfers	**(74,885)**	**(89,583)**	**14,698**	**(1,511,495)**	**(985,413)**	**(526,082)**	**53%**	**(1,356,065)**	**(155,430)**	**0%**
Total Expenses	**7,824,462**	**12,983,118**	**(5,158,656)**	**76,459,495**	**88,910,289**	**(12,450,794)**	**-14%**	**62,477,291**	**13,982,204**	**22%**
Net Income	**-**	**-**	**-**	**-**	**-**	**-**	**0%**	**-**	**-**	
	-	-	-	-	-	-	0%	-	-	
					-	-				

SOUTH FLORIDA REGIONAL TRANSPORTATION AUTHORITY
STATEMENTS OF NET ASSETS
MAY 31, 2015

ASSETS

Current assets:		
Cash and cash equivalents	$	77,480,041
Accounts receivable:		
State Grants		5,371,336
Federal Grants		24,372,631
Counties		927,039
Other		1,234,428
Prepaid expenses		648,549
Total current assets		110,034,024
Noncurrent assets:		
Capital assets (net of accumulated depreciation)		565,079,559
Total noncurrent assets		565,079,559
Total assets	$	675,113,583

LIABILITIES

Current liabilities:		
Accounts payable	$	1,613,397
Accruals		10,015,658
Compensated absences		447,762
Deferred revenue		2,188,249
Due to other governmental units		183,127
Total current liabilities		14,448,193
Noncurrent liabilities:		
Compensated absences		671,643
Deposits		11,014,310
Advances from FDOT		2,000,000
Total noncurrent liabilities		13,685,953
Total liabilities	$	28,134,146

NET ASSETS

Invested in Capital Assets		565,079,559
Reserved for Capital Projects		50,583,001
Unrestricted		31,316,877
Total net assets		646,979,437
Total liabilities and net assets	$	675,113,583

FINANCE & INFORMATION TECHNOLOGY
EXECUTIVE SUMMARY

INVOICES OVER $2,500

During May 2015, the SFRTA's Accounts Payable division processed 501 invoices totaling $10,244,304.75 and disbursed 204 checks, excluding payroll, totaling $10,305,945.07.

Invoices over $2,500 represent 35.8% (73checks) of all invoices processed in the month of May, and represent 99.3% of the value ($10,231,555.08) of all checks processed in May 2015.

Accounts Payable processed 80.8% (59 checks) of the checks over $2,500 within the 21-25 days, with 93.2% (68 checks) of the checks over $2,500 processed within 30 days.

SOUTH FLORIDA REGIONAL TRANSPORTATION AUTHORITY
GOVERNING BOARD MEETING: JUNE 26, 2015
INFORMATION ITEM: PAYMENTS OVER $2,500
MAY 1 TO MAY 31, 2015

RCVD DATE	APPRVD DATE	CHECK DATE	MAILED CHECK	DAYS PROCESS	VENDOR	DESCRIPTION	AMOUNT
4/13/2015	4/17/2015	5/4/2015	5/4/2015	21	NATIONAL RAILROAD PASSENGER	APRIL AMTRAK DISPATCH / INCENTIVE CONTRACT	286,320.00
4/6/2015	4/21/2015	5/4/2015	5/4/2015	28	BV OIL COMPANY	FUEL MARCH 2015	102,671.77
4/26/2015	4/20/2015	5/4/2015	5/4/2015	8	BOMBARDIER MASS TRANSIT CORPOR	BASE CONTRACT 8TH YEAR	10,361.61
4/6/2015	4/21/2015	5/8/2015	5/11/2015	35	BV OIL COMPANY	FUEL MARCH 2015	210,361.48
4/28/2015	4/30/2015	5/8/2015	5/6/2015	8	G4S SECURE SOLUTIONS USA	CUST #006038 WE 04/20-04/26/15	127,671.88
4/6/2015	4/17/2015	5/8/2015	5/6/2015	30	KEOLIS TRANSIT SERVICES, LLC	03/19, 03/20, 03/31/2015 KEOLISEMERGENCY BUS SERVICE.	5,775.00
4/20/2015	5/1/2015	5/8/2015	5/6/2015	16	MIAMI DADE	SERVICE LEVEL AGREEMENT	275,848.81
4/17/2015	4/29/2015	5/8/2015	5/6/2015	19	SHUTTS AND BOWEN LLP	NOV 2014 ENVIRONMENTAL LEGAL ASSISTANCE	5,237.37
5/1/2015	5/8/2015	5/15/2015	5/12/2015	11	ALARM SECURITY GROUP LLC	04/30/15 INSTALLATION JOB	10,174.80
4/28/2015	5/4/2015	5/15/2015	5/12/2015	14	CITY OF DELRAY BEACH	JAN-MARCH 2015	18,750.00
5/8/2015	5/11/2015	5/15/2015	5/12/2015	4	FLORIDA POWER & LIGHT	4/06/15 - 05/06/15 SERVICE	8,352.75
4/23/2015	4/28/2015	5/15/2015	5/12/2015	19	G4S SECURE SOLUTIONS USA	CUST# 006038 WE 04/13-04/19/15	114,988.49
4/20/2015	4/28/2015	5/15/2015	5/12/2015	22	KEOLIS TRANSIT SERVICES, LLC	04/01-04/15/2015 KEOLIS JARC GRANT BUSSERVICE	158,057.00
4/22/2015	5/4/2015	5/15/2015	5/12/2015	20	SFEC TMA	MARCH 2015 SFEC TMA PASS THROUGHFUNDING	8,219.75
4/30/2015	5/1/2015	5/15/2015	5/12/2015	12	FLORIDA POWER & LIGHT	ACCT #73367-75452 MOW 03/29-04/27/15	3,987.89
4/30/2015	5/4/2015	5/15/2015	5/12/2015	12	GOVERNMENT AFFAIRS FTI CONSULTING LLC	MATTER #435679.0001	12,000.00
4/27/2015	4/29/2015	5/15/2015	5/12/2015	15	GOODMAN PUBLIC RELATIONS INC.	07/01/2014-06/30/2015 AGREEMENT	12,215.63
4/30/2015	5/5/2015	5/15/2015	5/12/2015	12	RAIL TECH CONSULTANTS INC	ALPHA ECLIPSE LED SIGN PARTS AND LABOR	9,069.00
4/29/2015	5/6/2015	5/15/2015	5/12/2015	13	SHUTTS AND BOWEN LLP	MARCH 2015 ENVIRONMENTAL LEGAL ASSISTANCE	5,390.00
4/30/2015	5/4/2015	5/18/2015	5/18/2015	18	NATIONAL RAILROAD PASSENGER	APRIL AMTRAK DISPATCH / INCENTIVE CONTRACT	297,029.00
4/24/2015	4/28/2015	5/18/2015	5/18/2015	24	BV OIL COMPANY	FUEL APRIL 2015	293,178.93
4/13/2015	5/5/2015	5/18/2015	5/18/2015	35	BOMBARDIER MASS TRANSIT CORPOR	BASE CONTRACT 8TH YEAR	1,348,205.22
5/8/2015	5/18/2015	5/18/2015	5/18/2015	10	BANK OF AMERICA	5/4/2015 PURCHASE CARDS	19,442.47
4/20/2015	5/12/2015	5/22/2015	5/20/2015	30	EAC CONSULTING	CONTRACT #10-017-E WO #7 INV #5	4,089.86
5/5/2015	5/11/2015	5/22/2015	5/20/2015	15	G4S SECURE SOLUTIONS USA	CUST #006038 WE 04/27-05/03/15	241,195.41
5/11/2015	5/12/2015	5/22/2015	5/20/2015	9	AT&T	ACCT #VP07JN-04/15	13,476.75
5/7/2015	5/8/2015	5/22/2015	5/20/2015	13	DEPT OF MANAGEMENT SVCS	SUNCOM THRU MARCH 2015 ETHERNET	11,970.76
5/1/2015	5/5/2015	5/22/2015	5/20/2015	19	ERICKS CONSULTANTS	APRIL 2015 LEGISLATIVE CONSULTANT SERVICES	20,500.00
4/28/2015	5/5/2015	5/22/2015	5/20/2015	22	GOODMAN PUBLIC RELATIONS INC.	04/28/2015 AGREEMENT NO. 15-003	95,751.52
4/22/2015	5/14/2015	5/22/2015	5/20/2015	28	HOWARD ELECTRONIC INSTRUMENTS, INC.	DESOLDERING REWORK STATION	3,250.25
4/20/2015	5/11/2015	5/22/2015	5/20/2015	30	MERIDIAN MANAGEMENT CORPORATIO	MARCH 1-31 2015 STATION MAINTENANCE	165,194.49
5/15/2015	5/15/2015	5/22/2015	5/20/2015	5	MIAMI DADE	MARCH 2015 MUO FEES	35,651.80
5/15/2015	5/15/2015	5/22/2015	5/20/2015	5	MIAMI DADE	MARCH 2015 LINK UP FEE	48,432.50
5/8/2015	5/12/2015	5/22/2015	5/20/2015	12	RESPECT OF FLORIDA	APRIL 1-30 2015 JANITORIAL SERVICES	5,122.77
5/6/2015	5/11/2015	5/22/2015	5/20/2015	14	SOUTHERN LOCK & SUPPLY COMPANY	REPLACEMENT LOCKS FOR THE SFRC - MFG AMERICAN	3,610.00
4/29/2015	5/7/2015	5/22/2015	5/20/2015	21	VEOLIA (VTMI)	03/19-04/18/2015 AGREEMENT NO. 14-012	1,937,468.71
5/18/2015	5/19/2015	5/22/2015	5/20/2015	2	ELIZABETH WALTER	WALTER-REIMB TO FAU EXECUTIVE MBA PROGRAM	6,755.00
5/7/2015	5/19/2015	6/1/2015	5/29/2015	22	BV OIL COMPANY	FUEL APRIL 2015	10,290.07
5/8/2015	5/19/2015	6/1/2015	5/29/2015	21	BV OIL COMPANY	FUEL APRIL 2015	226,651.41
5/18/2015	5/19/2015	6/1/2015	5/27/2015	9	FLORIDA POWER & LIGHT	4/09/15 - 05/15/15 SERVICE	13,887.99
4/27/2015	5/20/2015	6/1/2015	5/27/2015	30	HDR ENGINEERING INC	CONTRACT 10-017G WO #2 INV #22	16,402.24
5/4/2015	5/11/2015	6/1/2015	5/27/2015	23	TRANSDEV SERVICES, INC.	04/01-04/30/2015 VEOLIA BASE CONTRACT	952,773.06
5/5/2015	5/11/2015	6/1/2015	5/29/2015	24	BOMBARDIER MASS TRANSIT CORPOR	BASE CONTRACT 8TH YEAR	1,292,467.75
5/11/2015	5/11/2015	6/1/2015	5/27/2015	16	AT&T	ACCT #8003-000-2788 BILLING #CQSZ893801002 MAY 2015	9,995.14
5/11/2015	5/12/2015	6/1/2015	5/27/2015	16	AT&T	BILLING #954 V34-7067 036	36,924.02
5/12/2015	5/18/2015	6/1/2015	5/27/2015	15	KAPLAN KIRSCH ROCKWELL LLP	CLIENT MATTER 1917-13 04/30	3,024.00
5/15/2015	5/19/2015	6/1/2015	5/27/2015	12	MIAMI DADE	NOV 2014 MUO FEES, IT RECURRING CHGS, CC PROC FEES	33,240.50
5/26/2015	5/26/2015	6/1/2015	5/27/2015	1	PROLOGIS TRUST	JUNE 2015 RENT	56,836.73
4/28/2015	5/18/2015	6/1/2015	5/27/2015	29	T.Y. LIN INTERNATIONAL	PROJECT #531108.06 WO #5 INV #1	11,841.45
5/11/2015	5/22/2015	6/1/2015	5/27/2015	16	TEAM ONE REPAIR	OVERHAUL PARTS TO FIX TVM BILL ACCEPTOR	21,031.35
5/15/2015	5/15/2015	6/1/2015	5/27/2015	12	URBAN LAND INSTITUTE	2015-16 SILVER SUSTAING SPONSORSHIP	4,000.00
5/19/2015	5/20/2015	6/1/2015	5/27/2015	8	VICKI WOOLDRIDGE	WOOLDRIDGE SESSION 2015 TRAVEL 03/01-05/13/15	6,910.38
5/11/2015	5/21/2015	6/1/2015	5/27/2015	16	DBA WEX BANK WRIGHT EXPRESS FSC	FUEL FOR APRIL 2015	3,024.85
				53	**TOTAL OPERATING EXPENDITURES**		**8,635,079.61**

SOUTH FLORIDA REGIONAL TRANSPORTATION AUTHORITY
GOVERNING BOARD MEETING: JUNE 26, 2015
INFORMATION ITEM: PAYMENTS OVER $2,500
MAY 1 TO MAY 31, 2015

RCVD DATE	APPRVD DATE	CHECK DATE	MAILED CHECK	DAYS PROCESS	VENDOR	DESCRIPTION	AMOUNT
5/6/2015	5/7/2015	5/11/2005	5/11/2015	5	BROOKVILLE EQUIPMENT CORP.	BROOKVILLE 2 OPTION LOCOMOTIVES	766,990.00
5/1/2015	5/4/2015	5/8/2015	5/6/2015	5	BOARD OF CTY COMMISSIONERS	REIMB UNDER JARC GRANT 052 01/01-03/31/15	13,520.37
3/26/2015	4/30/2015	5/8/2015	5/6/2015	41	CH2M HILL, INC.	CONTRACT #10-018B WO #3 INV #44	80,228.45
4/20/2015	4/22/2015	5/8/2015	5/6/2015	16	GANNETT FLEMING INC	CONTRACT 10-017-B WO #12 INV #1	9,661.63
4/21/2015	4/24/2015	5/8/2015	5/6/2015	15	HNTB CORPORATION	01/24-02/20/2015 WO #18 TO AGREEMENT09-007-B	68,489.46
4/16/2015	4/24/2015	5/8/2015	5/6/2015	20	KIMLEY HORN AND ASSOCIATES	CONTRACT 09-007D WO #32 INV #3	4,454.15
4/20/2015	4/24/2015	5/8/2015	5/6/2015	16	S FL REGIONAL PLANNING COUNCIL	JAN-MAR 2015 SFRPC INTERLOCAL AGREEMENT	25,000.00
4/23/2015	5/6/2015	5/15/2015	5/12/2015	19	HDR ENGINEERING INC	CONTRACT 10-017G WO #6 INV #3	9,376.54
4/21/2015	4/28/2015	5/15/2015	5/12/2015	21	JACOBS ENGINEERING GROUP INC.	CONTRACT #09-007C WO #15 INV #7	11,619.51
4/2/2015	5/6/2015	5/15/2015	5/12/2015	40	PARSONS BRINCKERHOFF, INC.	CONTRACT 10-018A WO #2 INV #20	5,744.18
5/4/2015	5/5/2015	5/18/2015	5/18/2015	14	GULF BUILDING, LLC	CONTRACT 15-001 04/01-04/30/15	349,744.22
4/23/2015	5/4/2015	5/18/2015	5/18/2015	25	BOMBARDIER MASS TRANSIT CORPOR	LOCOMOTIVE MATERIAL	22,920.92
4/17/2015	5/11/2015	5/22/2015	5/20/2015	33	CH2M HILL, INC.	AGREEMENT #10-018B WO #6 INVOICE #11	3,566.23
4/28/2015	5/5/2015	5/22/2015	5/20/2015	22	GOODMAN PUBLIC RELATIONS INC.	07/01/14-06/30/2015 MARKETING SERVICES	35,211.99
4/23/2015	5/5/2015	5/22/2015	5/20/2015	27	HDR ENGINEERING INC	CONTRACT 10-017G WO #5	13,459.40
5/6/2015	5/15/2015	5/22/2015	5/20/2015	14	LINES UNLIMITED	INSTALLATION OF 3" ROUND ALUM SIGN POSTS	5,900.00
5/4/2015	5/14/2015	5/22/2015	5/20/2015	16	PARSONS TRANSPORTATION GROUP	CONTRACT 14-006 (FINAL DESIGN FOR WAVE)	22,905.71
4/29/2015	5/12/2015	5/26/2015	5/26/2015	27	BOMBARDIER MASS TRANSIT CORPOR	INSTALLATION OF E7 DECELOSTAT SYSTEM	90,759.10
5/21/2015	5/22/2015	6/1/2015	5/27/2015	6	ETA PHI SYSTEMS, INC.	MAINTENANCE OF THE EXISTING GEOFOCUS	9,850.00
5/6/2015	5/18/2015	6/1/2015	5/27/2015	21	T.Y. LIN INTERNATIONAL	PROJECT #531108.07 WO #1 INV #8	47,073.61
				20	**TOTAL CAPITAL EXPENDITURES**		**1,596,475.47**
		Item Total		**73**	**TOTAL OPERATING EXPENSES AND CAPITAL EXPENDITURES**		**10,231,555.08**

SOUTH FLORIDA REGIONAL TRANSPORTATION AUTHORITY
GOVERNING BOARD MEETING: JUNE 26, 2015
INFORMATION ITEM:
SUMMARY OF PAYMENTS OVER $2,500
MAY 1, 2015 TO MAY 31, 2015

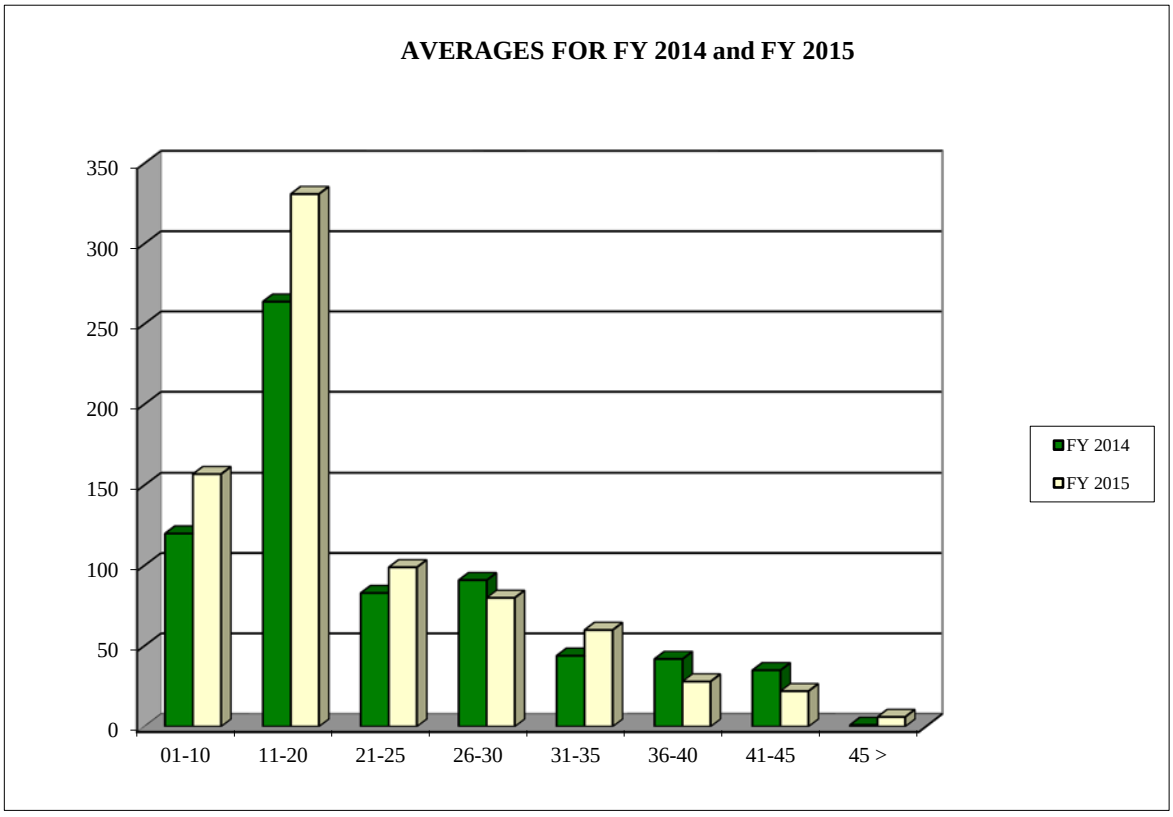
INVOICE CYCLE	NO. CHECKS	PERCENT OF TOTAL	ACCUM %
0-10 days	14	19.2%	19.2%
11-20 days	32	43.8%	63.0%
21-25 days	13	17.8%	80.8%
26-30 days	9	12.3%	93.2%
31-35 days	3	4.1%	97.3%
36-40 days	1	1.4%	98.6%
41-45 days	1	1.4%	100.0%
Over 45 days	0	0.0%	100.0%
TOTAL CHECKS	73	100.0%	

SOUTH FLORIDA REGIONAL TRANSPORTATION AUTHORITY AGENDA ITEM NO. F

PAYMENT CYCLE REPORT - MAY 2015

FOR INVOICES $2,500 AND OVER

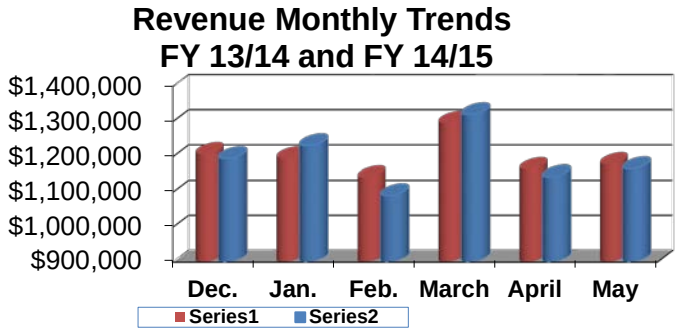
MONTHLY AVERAGE JULY 2014 TO MAY 2015			MONTHLY AVERAGE JULY 2013 TO MAY 2014	
INVOICE CYCLE	**% OF TOTAL**		**INVOICE CYCLE**	**% OF TOTAL**
0 -10 Days	20.1%		0 -10 Days	17.6%
11-20 Days	42.3%		11-20 Days	38.8%
21-25 Days	12.6%		21-25 Days	12.2%
26-30 Days	10.2%		26-30 Days	13.4%
31-35 Days	7.7%		31-35 Days	6.5%
36-40 Days	3.6%		36-40 Days	6.2%
41-45 Days	2.8%		41-45 Days	5.1%
Over 45 Days	0.8%		Over 45 Days	0.1%



SOUTH FLORIDA REGIONAL TRANSPORTATION AUTHORITY
REVENUE REPORT-MAY 2015

REVENUE -MAY 2015

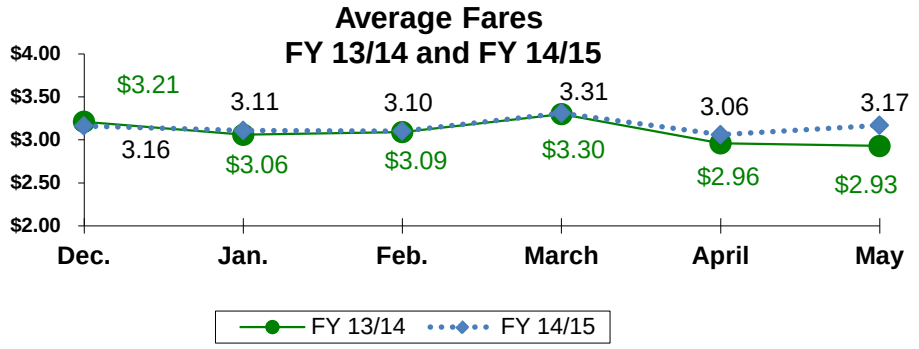
DESCRIPTION	May-14	May-15	VARIANCE	%
Weekday Sales	889,892	854,119	(35,773)	-4.0%
Weekend Sales	206,933	246,813	39,880	19.3%
Other Income	82,969	65,188	(17,780)	-21.4%
Total Revenue	1,179,794	1,166,120	(13,673)	-1.2%



SOUTH FLORIDA REGIONAL TRANSPORTATION AUTHORITY
REVENUE REPORT- MAY 2015

SALES BY TICKET TYPE	MAY 2014		MAY 2015		PERCENT (1) CHANGE
Palm Beach Schools	27,550		30,750		12%
Employer Disc. Program	140,575		129,674		-8%
Group Tour Sales	837		964		15.1%
Station Sales:					
One-Way	411,252		430,456		4.7%
Roundtrip	229,910		224,944		-2.2%
12 Trips	39,154		39,052		-0.3%
Monthly	58,500		63,100		7.9%
Monthly Reg. Pass	25,955		21,460		-17.3%
One-Way Discount	6,285		4,236		-32.6%
Roundtrip Discount	8,922		7,069		-20.8%
Monthly Discount	29,450		22,450		-23.8%
Monthly Disc. Reg. Pass	13,703		11,528		-15.9%
Stored Value	104,440		115,251		10.4%
Card Deposits	292				
Total Station Sales	927,862		939,544		
Total Sales	1,096,825		1,100,932		0.4%

AVERAGE FARE	2.93	3.17

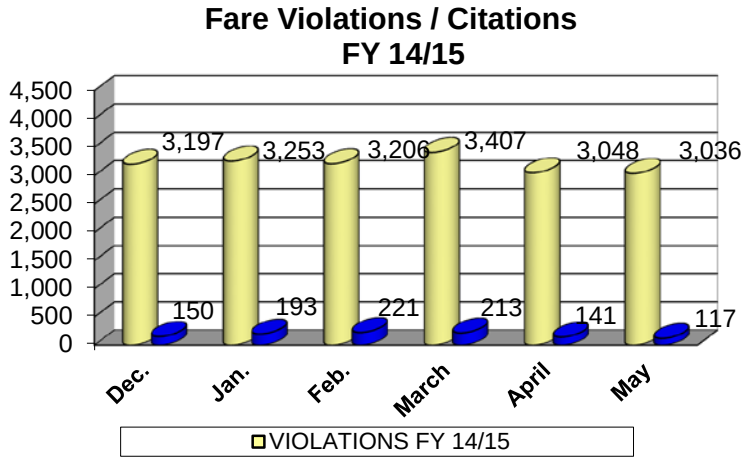


SOUTH FLORIDA REGIONAL TRANSPORTATION AUTHORITY
FARE EVASION REPORT
DECEMBER 2014 THROUGH MAY 2015

MONTH	TOTAL INSPECTED	TOTAL VIOLATIONS	# OF CITATIONS	# OF WARNINGS	% RIDERS INSPECTED
DECEMBER 2014	444,040	3,197	150	3,044	123%
JANUARY 2015	442,632	3,253	193	3,060	119%
FEBRUARY 2015	421,621	3,206	221	2,976	123%
MARCH 2015	465,160	3,407	213	3,185	122%
APRIL 2015	442,809	3,048	141	2,897	121%
MAY 2015	406,144	3,036	117	2,915	117%
AVERAGE	437,068	3,191	173	3,013	121%

FARE EVASION %	**0.75%**

FINES	**$**	**17,745**



Solicitation Status Report
May 2015

AGENDA ITEM: H

Solicitation Number	Solicitation Type	Description of Services	Advertise Date	Document Available	Pre-Submittal Conference	Due Date Bids/Proposals	Award Contract
15-010	**RFP**	"The Wave Modern Streetcar Vehicles"	**5/29/15**	**6/2/15**	**6/11/15**	**7/23/2015**	**8/28/2015**

AGENDA ITEM NO: I

Contract Actions Executed
Under The Executive Director's Authority
For The Month of May 2015

Contract/ Purchase Order No.	Contract /Project Description	Contract Action	Amount $
15-000384	**CONTRACTOR: ALAN JAY CHEVROLET** **DESCRIPTION:** New And Replacement Vehicles for IT, Engineering, Operations And Safety/Security.	**Purchase Order**	$85,324.40
15-000377	**CONTRACTOR: ANSALDO STS USA, INC.** **DESCRIPTION:** Three Months of Dispatch Maintenance.	**Purchase Order**	$70,743.00
10-018 B	**CONTRACTOR: CH2M HILL, INC.** **DESCRIPTION:** Oversight Of New Locomotive Design	**Work Order**	$199,858.40
10-017 B	**CONTRACTOR: GANNETT FLEMING, INC.** **DESCRIPTION:** Maintenance Of Way Support Services For SFRTA.	**Work Order**	$27,000.00
10-017 G	**CONTRACTOR: HDR ENGINEERING, INC.** **DESCRIPTION:** Assist The South Florida Regional Transportation Authority In Performing General Engineering Consultant Services Tasks.	**Work Order**	$50,000.00
09-007 D	**CONTRACTOR: KIMLEY HORN AND ASSOCIATES** **DESCRIPTION:** Property Appraisal For Northern Layover And Light Maintenance Facility.	**Work Order**	$11,421.55
10-017 H	**CONTRACTOR: KIMLEY HORN AND ASSOCIATES** **DESCRIPTION:** Final Design And Construction Phase Assistance for SFRTA Operations Center And Garage.	**Work Order**	$210,439.27
14-010 D	**CONTRACTOR: PARSONS BRINCKERHOFF, INC.** **DESCRIPTION:** To Develop A Cost Estimate For Identified Pedestrian Route Improvements Within ¼ mile of Tri-Rail Stations In Palm Beach, Broward and Miami-Dade Counties.	**Work Order**	$46,931.71

Contract Actions Executed
Under The Executive Director's Authority
For The Month of May 2015

Contract/ Purchase Order No.	Contract /Project Description	Contract Action	Amount $
14-010 D	**CONTRACTOR: PARSONS BRINCKERHOFF, INC.** **DESCRIPTION:** Assist SFRTA In Performing General Planning Tasks, Which Require A Quick Response And Short Turn-Around Time.	**Work Order**	$25,000.00
10-018 C	**CONTRACTOR: PARSONS TRANSPORTATION GROUP** **DESCRIPTION:** Assist SFRTA In Performing General Systems Engineering Tasks, Which Require A Quick Response And Short Turn-Around Time.	**Work Order**	$25,000.00

AGENDA ITEM: J

Contract Actions Executed
Under The
Construction Oversight Committee's Authority
For The Month of May 2015

Date Signed	Description	Contract Action	Amount $
N/A	No Contract Actions were executed by the Construction Oversight Committee for the Month of May, 2015	N/A	N/A

SOUTH FLORIDA
REGIONAL
TRANSPORTATION
AUTHORITY

MONTHLY CRIME ANALYSIS SUMMARY AND FARE EVASION REPORT

MAY 2015

PRESENTED BY

ANTHONY STRIANESE
PROJECT MANAGER

SOUTH FLORIDA REGIONAL TRANSPORTATION AUTHORITY MONTHLY CRIME ANALYSIS SUMMARY

MAY 2015

During the month of May 2015, 3506 incidents were reported to, or by G4S Secure Solutions, USA, and Custom Protection Officers®, of these, one (1) Assault, Two (2) Battery on a C.P.O., (2) Trespasser Strikes, one (1) Trespasser Arrest and (7) Thefts. A total of (5) Arrests were made this month, 4 of these were Fare Evasions.

MAJOR INCIDENTS

WEST PALM BEACH STATION
Case #: 05-15-2467
Battery on Transit Agent

This incident occurred at approximately 2046 Thursday, May 21st 2015. The G4S Officer attempted to remove a female subject, who did not have fare media as required by the SFRTA from the 649 southbound train. A physical altercation ensued during which, the Officer sustained minor injuries. The West Palm Beach Police Department responded and filed a formal report. An investigation into this matter by WPB P.D. and G4S continues. The Police Case # is **2015 - 8751**

MILE MARKER 970.36 – (Old Okeechobee Road) / P644
Case #: 05-15-2182

Train vs. Pedestrian – (Fatality)
This incident occurred at approximately 2042, Tuesday, May 19th 2015. A Pedestrian was trespassing on the railroad right of way, when he was struck by the P644 southbound train. The West Palm Beach, FL Police Department (WPBPD) as well as the West Palm Beach Fire / Rescue responded to the scene. The pedestrian struck was transported to a medical facility and subsequent information disclosed that he had succumbed to his injuries. The WPBPD has assumed investigative jurisdiction, Case #: **2015- 8628**, pertains.

BOYNTON BEACH STATION
Case 05-15-70

Robbery – Strong-armed – (Recovered)
This incident occurred at approximately 1710 Friday, May 1st 2015. The G4S Officer assigned to static security duties at the listed station, was notified of a physical altercation on the east platform of the station. Subsequent inquiry disclosed that a male subject had forcibly taken the wallet of another elderly male. The G4S Officer, to include a Supervisor & bystanders responded and squelched the altercation. The male subject and victim were detained pending the arrival of the Boynton Beach Police Department. (BBPD) The male victim declined prosecution and his wallet containing a large amount of currency was recovered. The male subject was issued a Trespass Warning and all parties departed the Station. The BBPD Case #: is **15-019093.**

GOLDEN GLADES STATION / P634
Case #: 05-15-914

Battery on Transit Agent
This incident occurred at approximately 1814, Friday, May 8th 2015. The G4S Officer was taking enforcement action against a commuter. The commuter snatched the Officer's writing instrument from him on three occasions. As a consequence, the commuter was removed from the train at the listed station and the Miami-Dade Police Department was notified. The subject was issued a Trespass Warning and he departed the property without further incident. The Miami-Dade Police Department Case #: is **1505-08169845.**

SOUTH FLORIDA REGIONAL TRANSPORTATION AUTHORITY MONTHLY CRIME ANALYSIS SUMMARY **MAY 2015**

BOYNTON BEACH STATION / P662
Case #: 05-15-3401

Trespass - Arrest
This incident occurred at approximately 0750, Saturday, May 30th 2015. A male subject who had been previously issued a Trespass Warning was located on the listed train. The subject was removed from the train and the (BBPD) was notified. The subject was issued a Notice to Appear for Trespass after Warning and again issued a Trespass Warning, barring him from entry onto any SFRTA entity. The (BBPD) Case # is: **15-023912**

MILE MARKER 1019.3 / P673 - Train vs. Pedestrian
Case #: 05-15- 1056

This incident occurred at 1254 Sunday, May 10th 2015. A subject was pushing a carriage across the Johnson Street Crossing. The carriage became entrapped on the tracks and was subsequently struck by the listed train. The pedestrian was not struck; however he sustained a broken arm as a result of the carriage being struck. The subject was transported to a medical facility in the city of Hollywood, FL. The Hollywood, FL Police Department was notified and assumed investigative jurisdiction. The HPD Case #: is **3315-05-065284**

OUTSTANDING JOB PERFORMANCES

Custom Protection Officer James Poitier, who is assigned to the Golden Glades Station, was recognized by SFRTA Employee (Lee Taylor) for his pleasant demeanor and excellent Customer Service skills while interacting with the commuting public. Mr. Taylor stated CPO Poitier's exemplary, professional security presence is what increases his effectiveness not only as a Security Officer but a Station Ambassador as well.

Custom Protection Officer Jibril Vasquez was recognized for his role in locating a subject wanted for several luggage thefts from the Miami International and Fort Lauderdale International Airports. The individual was taken into custody by the Miami-Dade Police Department without incident.

Custom Protection Officers S. Wright – Pierce, J. Ferguson and M. Bernard are commended for their role in assisting a mentally disturbed person who was observed trespassing onto the railroad right of way. The subject was transported to a medical facility for observation and treatment.

Custom Protection Officer R. Didonato is commended for compassion and acts of kindness he displayed to a young mother and her offspring, while performing static security duties at the SFRTA Metro-Rail Transfer Station.

Lieutenant R. Hernandez, CPO S. Wright Pierce and P. Sekesan are commended for the assistance they rendered to an elderly patron who was the victim of a theft and battery. Their efforts resulted in the recovery of the victim's wallet and currency, totaling $1180.00.

G4S / SFRTA Custom Protection Officers participated in the 2015 Amtrak Police Department's "Operation Rail Safe".

MONTHLY FARE EVASION REPORT

MONTH: May-2015

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
5/1/2015	13,819	17,800	119	4	114	1	129%	0.67%	3%	96%	1%
5/2/2015	7,381	8,240	68	3	65	0	112%	0.83%	4%	96%	0%
5/3/2015	6,097	6,131	64	2	62	0	101%	1.04%	3%	97%	0%
5/4/2015	14,064	16,965	111	5	106	0	121%	0.65%	5%	95%	0%
5/5/2015	13,488	17,316	140	8	132	0	128%	0.81%	6%	94%	0%
5/6/2015	13,944	16,610	124	5	119	0	119%	0.75%	4%	96%	0%
5/7/2015	13,607	18,146	92	0	92	0	133%	0.51%	0%	100%	0%
5/8/2015	13,765	17,151	122	7	115	0	125%	0.71%	6%	94%	0%
5/9/2015	6,683	6,844	49	1	48	0	102%	0.72%	2%	98%	0%
5/10/2015	5,863	5,395	53	0	53	0	92%	0.98%	0%	100%	0%
5/11/2015	13,923	15,577	125	8	117	0	112%	0.80%	6%	94%	0%
5/12/2015	14,524	15,511	112	10	102	0	107%	0.72%	9%	91%	0%
5/13/2015	14,276	16,109	132	6	126	0	113%	0.82%	5%	95%	0%
5/14/2015	14,322	16,873	130	3	127	0	118%	0.76%	2%	98%	0%
5/15/2015	13,545	17,361	119	4	115	0	128%	0.67%	3%	97%	0%
5/16/2015	6,081	6,094	54	0	54	0	100%	0.89%	0%	100%	0%
5/17/2015	5,496	5,650	75	1	74	0	103%	1.33%	1%	99%	0%
5/18/2015	14,948	18,668	104	6	98	0	125%	0.56%	6%	94%	0%
5/19/2015	14,271	16,934	126	6	119	1	119%	0.74%	5%	94%	1%
5/20/2015	13,861	16,250	109	6	102	1	117%	0.67%	6%	94%	1%
5/21/2015	14,169	17,029	132	4	128	0	120%	0.78%	3%	97%	0%
5/22/2015	14,192	16,137	108	5	103	0	114%	0.67%	5%	95%	0%
5/23/2015	6,541	6,022	44	0	44	0	92%	0.73%	0%	100%	0%
5/24/2015	5,239	6,384	82	1	80	1	122%	1.27%	1%	99%	0%
5/25/2015	6,666	8,056	85	3	82	0	121%	1.06%	4%	96%	0%
5/26/2015	13,970	16,071	124	3	121	0	115%	0.77%	2%	98%	0%
5/27/2015	13,595	15,517	79	5	74	0	114%	0.51%	6%	94%	0%
5/28/2015	13,240	17,124	112	3	109	0	129%	0.65%	3%	97%	0%
5/29/2015	13,583	15,805	130	5	125	0	116%	0.82%	4%	96%	0%
5/30/2015	6,569	6,911	46	1	45	0	105%	0.67%	2%	98%	0%
5/31/2015	5,224	5,463	66	2	64	0	105%	1.21%	3%	97%	0%
Totals	**346,946**	**406,144**	**3,036**	**117**	**2915**	**4**	**117%**	**0.75%**	**4%**	**96%**	**0%**

Weekly/Monthly Fare Inspection Report

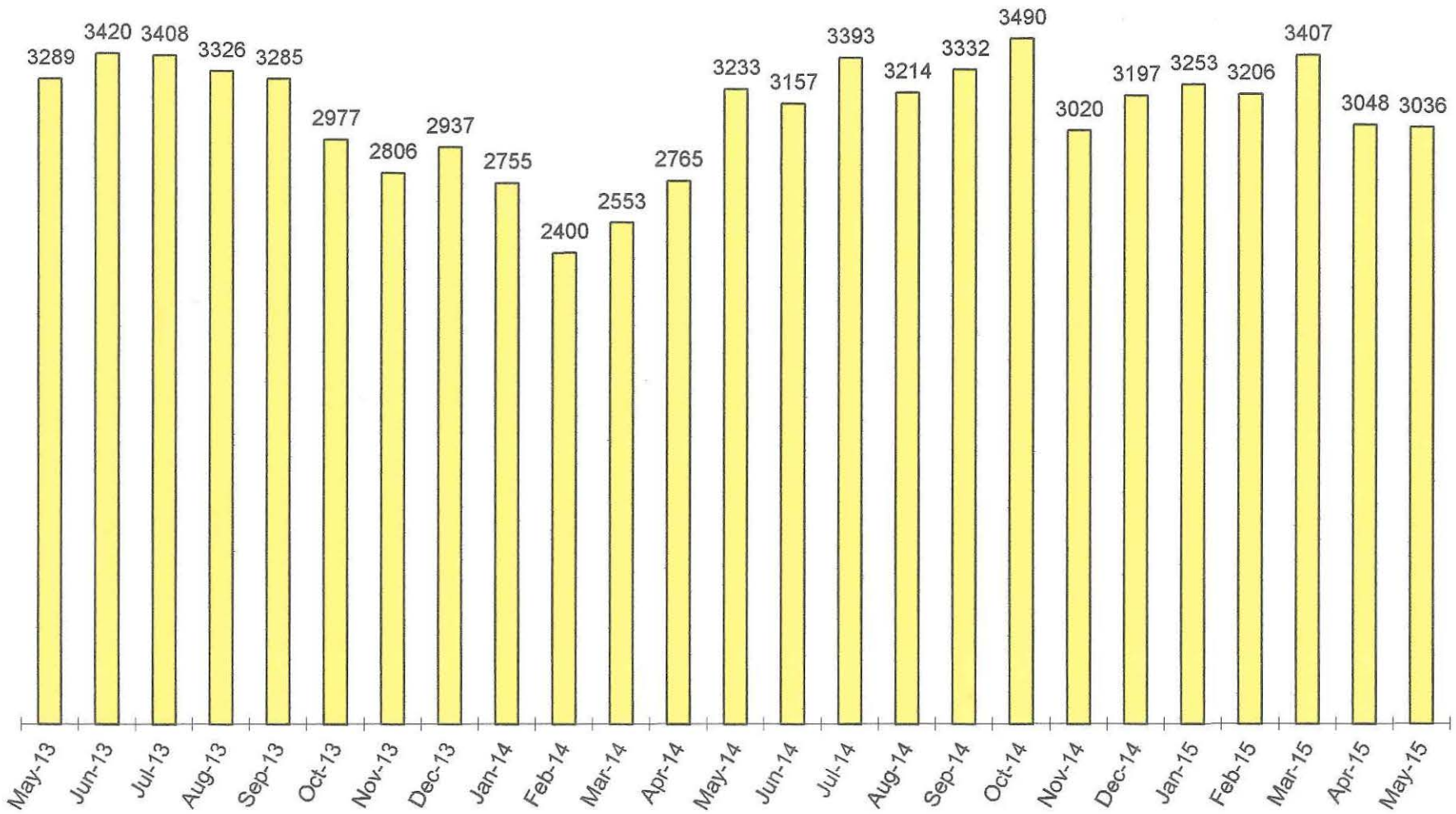
MONTH: May-2015

DAY	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
05/01/2015-05/03/2015	27,297	32,171	251	9	241	1	118%	0.78%	4%	96%	0%
05/04/2015-05/10/2015	81,414	98,427	691	26	665	0	121%	0.70%	4%	96%	0%
05/11/2015-05/17/2015	82,167	93,175	747	32	715	0	113%	0.80%	4%	96%	0%
05/18/2015-05/24/2015	83,221	97,424	705	28	674	3	117%	0.72%	4%	96%	0%
05/25/2015-05/31/2015	72,847	84,947	642	22	620	0	117%	0.76%	3%	97%	0%
	346,946	**406,144**	**3,036**	**117**	**2,915**	**4**	117%	0.75%	4%	96%	0%

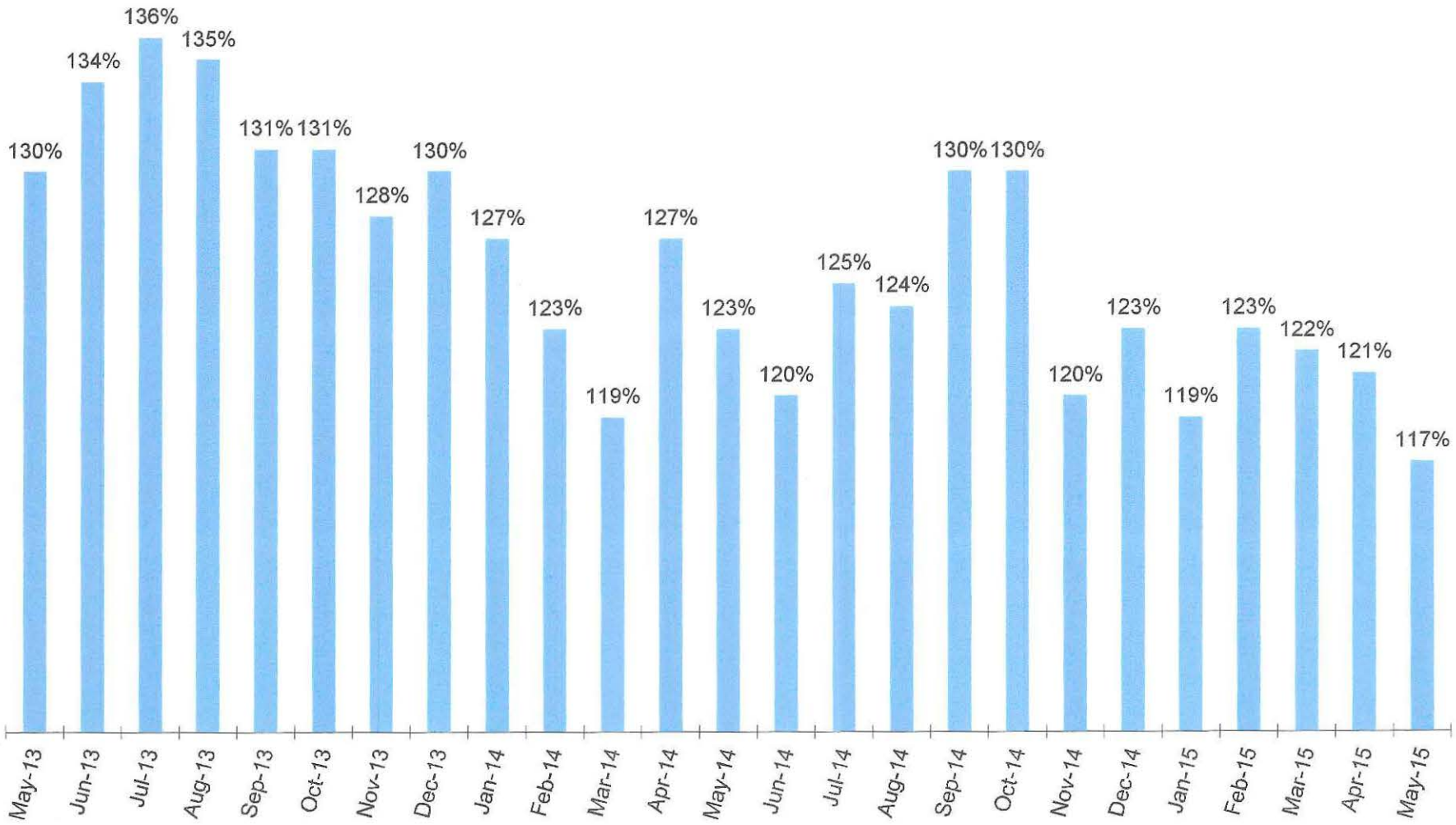
FARE EVASION REPORT
MONTHLY COMPARISON

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
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%
August-13	353,977	476,608	3326	163	3155	8	135%	0.70%	5%	95%	0%
September-13	360,416	473,572	3285	128	3155	2	131%	0.69%	4%	96%	0%
October-13	400,198	523,802	3168	180	2977	11	131%	0.60%	6%	94%	0%
November-13	361,358	462,614	2806	146	2652	8	128%	0.61%	5%	95%	0%
December-13	356,655	464,640	2937	141	2789	7	130%	0.63%	5%	95%	0%
January-14	388,660	492,277	2755	121	2632	2	127%	0.56%	4%	96%	0%
February-14	364,857	448,069	2400	86	2308	6	123%	0.54%	4%	96%	0%
March-14	385,596	459,743	2553	77	2472	4	119%	0.56%	3%	97%	0%
April-14	387,963	491,362	2765	120	2737	8	127%	0.56%	4%	99%	0%
May-14	372,507	458,263	3233	179	3048	6	123%	0.71%	6%	94%	0%
June-14	340,111	409,153	3157	227	2915	15	120%	0.77%	7%	92%	0%
July-14	343,855	429,167	3393	273	3111	9	125%	0.79%	8%	92%	0%
August-14	356,596	442,931	3214	215	2988	11	124%	0.73%	7%	93%	0%
September-14	357,498	465,919	3332	198	3124	10	130%	0.72%	6%	94%	0%
October-14	389,574	507,221	3490	165	3322	3	130%	0.69%	5%	95%	0%
November-14	352,762	424,072	3020	153	2861	6	120%	0.71%	5%	95%	0%
December-14	359,776	444,040	3197	150	3044	3	123%	0.72%	5%	95%	0%
January-15	371,459	442,632	3253	193	3060	0	119%	0.73%	6%	94%	0%
February-15	344,117	421,621	3206	221	2976	9	123%	0.76%	7%	93%	0%
March-15	380,011	465,160	3407	213	3185	9	122%	0.73%	6%	93%	0%
April-15	366,910	442,809	3048	141	2897	10	121%	0.69%	5%	95%	0%
May-15	346,946	406,144	3036	117	2915	4	117%	0.75%	4%	96%	0%
PAGE 5 TOTAL	41,304,135	40,906,373	231,697	29,272	201,630	797	99%	0.57%	13%	87%	0%
Totals	56,590,863	60,425,785	369,827	34,391	334,555	983	107%	0.61%	9%	90%	0%

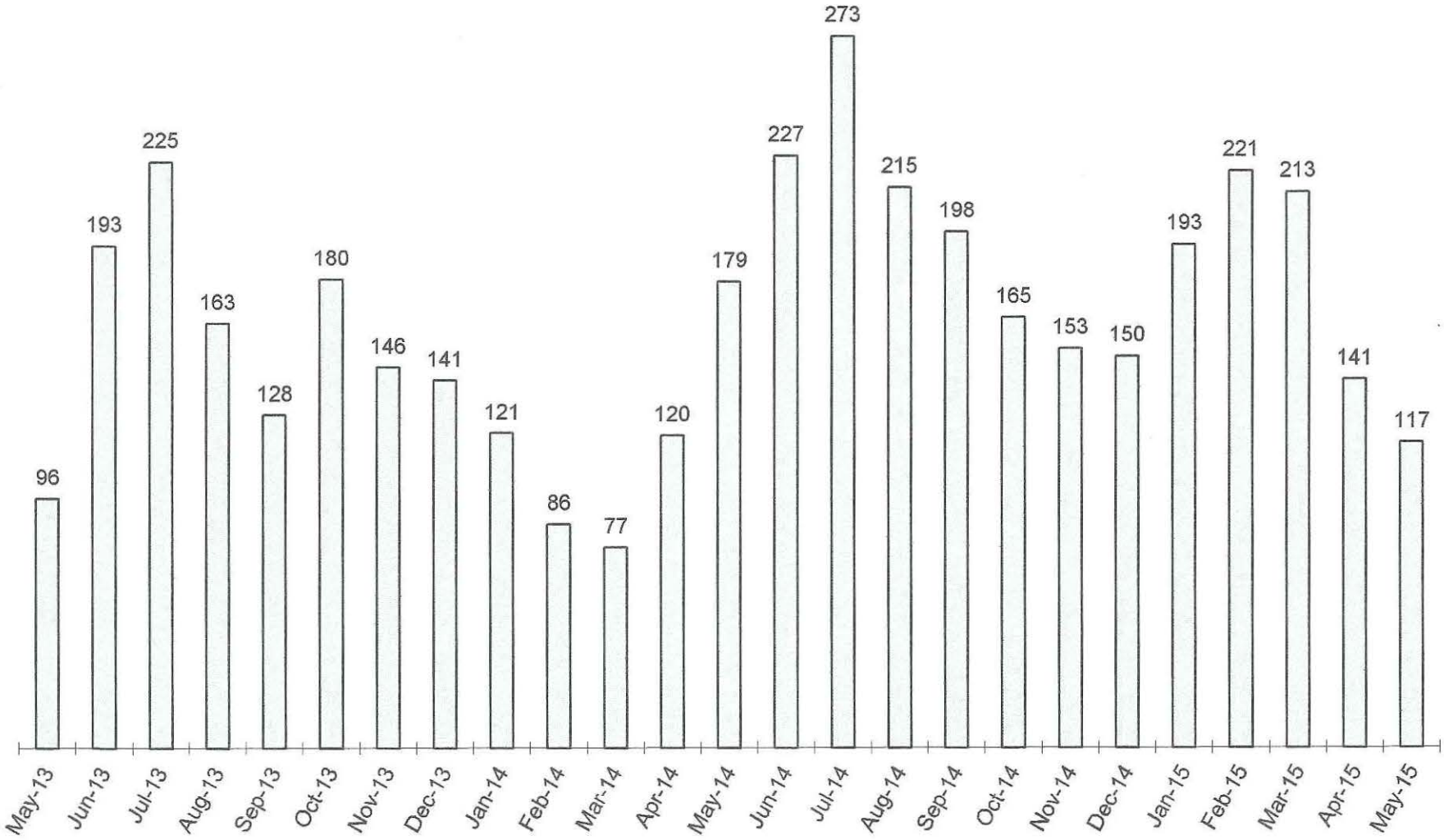
FARE EVASION VIOLATIONS



PERCENTAGE OF RIDERS INSPECTED



CITATIONS 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
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
13-Aug	8	0	9	5	113	1	14	1	0	12	163
13-Sep	1	0	9	11	90	1	12	1	0	3	128
13-Oct	2	0	24	12	99	2	25	2	0	14	180
13-Nov	3	0	14	15	90	2	15	2	0	5	146
13-Dec	1	0	13	7	96	2	12	4	0	6	141
14-Jan	2	0	10	8	81	1	12	1	0	6	121
14-Feb	0	0	3	8	57	0	12	0	0	6	86
14-Mar	1	2	9	3	44	0	11	2	0	5	77
14-Apr	0	0	21	6	70	0	10	2	0	11	120
14-May	2	1	16	5	112	7	19	3	0	14	179
14-Jun	2	0	29	16	136	0	26	5	0	13	227
14-Jul	2	0	28	24	151	0	43	9	0	16	273
14-Aug	2	0	17	15	128	0	30	3	0	20	215
14-Sep	1	0	18	14	116	0	31	3	0	15	198
14-Oct	1	0	19	3	97	0	29	4	0	12	165
14-Nov	2	0	15	6	103	0	16	3	0	8	153
14-Dec	1	0	15	9	87	0	26	2	0	10	150
15-Jan	2	0	23	9	113	0	18	5	0	23	193
15-Feb	3	0	28	11	131	1	29	3	0	15	221
15-Mar	1	0	28	10	125	0	31	2	0	16	213
15-Apr	0	0	13	6	89	3	20	3	0	7	141
15-May	0	0	9	2	59	3	30	1	0	13	117
	44	**3**	**429**	**244**	**2,706**	**23**	**519**	**67**	**0**	**310**	**4,345**

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
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
13-Aug	80	0	271	85	2081	29	285	80	0	244	3155
13-Sep	68	0	217	106	2136	33	294	80	0	221	3155
13-Oct	60	0	220	96	2032	35	249	64	0	221	2977
13-Nov	46	0	183	99	1816	19	259	56	0	174	2652
13-Dec	51	0	171	107	1932	28	257	60	0	183	2789
14-Jan	68	0	153	97	1805	14	271	50	0	174	2632
14-Feb	46	0	144	84	1554	20	291	57	0	112	2308
14-Mar	44	5	177	76	1733	24	221	56	0	136	2472
14-Apr	62	0	157	106	1761	22	324	56	0	152	2640
14-May	57	1	193	130	2017	28	374	72	0	176	3048
14-Jun	60	0	160	136	1924	22	357	63	0	193	2915
14-Jul	85	0	193	167	1960	30	395	86	0	195	3111
14-Aug	55	0	205	125	1906	24	417	70	0	186	2988
14-Sep	55	0	205	125	1906	24	417	70	0	186	2988
14-Oct	60	0	206	117	2182	29	457	82	0	189	3322
14-Nov	49	0	183	104	1919	17	336	79	0	174	2861
14-Dec	61	0	184	117	2090	17	322	56	0	197	3044
15-Jan	55	0	177	98	2156	23	321	55	0	175	3060
15-Feb	50	0	209	132	2010	36	304	57	0	178	2976
15-Mar	65	2	173	104	2179	34	352	78	0	198	3185
15-Apr	59	0	162	83	2044	29	287	56	0	177	2897
15-May	39	0	211	86	1997	18	317	59	0	188	2915
	1,721	**22**	**5,794**	**2,966**	**53,723**	**705**	**8,883**	**2,003**	**8**	**5,001**	**80,826**

CLASSIFICATIONS BREAKDOWN
MAY 2015

CLASSIFICATION	
ABANDONED VEHICLE	2
ALARMS	4
ALARMS-TVM	
ALCOHOLIC BEVERAGE	
ALTERED TICKET/COUNTERFEIT	
ARSON	
ASSAULT AGGRAVATED TRANSIT AGENT / CPO	
ASSAULT-AGGRAVATED	
ASSAULT TRANSIT AGENT / CPO	
ASSAULT	
ASSIST PASSENGER	4
ASSIST OTHER AGENCY	4
ATTEMPTED SUICIDE	
AUTO THEFT	
AUTO THEFT - ATTEMPT	
AUTO THEFT - RECOVERY	
BATTERY - AGGRAVATED TRANSIT AGENT / CPO	
BATTERY - AGGRAVATED	
BATTERY TRANSIT AGENT / CPO	2
BATTERY	
BIKE LOCKER/OTHER	4
BICYCLE VIOLATIONS	
BIOLOGICAL RELEASE	
BOMBING	
BOMB THREAT	
BRUSH FIRE	
BURGLARY-ATTEMPT	
BURGLARY	
BURGLARY-AUTO	
BURGLARY-ATTEMPT AUTO	
CAMERA MONITORING CENTER	
CHEMICAL RELEASE	
CIVIL DISTURBANCE	
CREDIT CARD FRAUD	
CRIMINAL MISCHIEF	7
CROSSING W/ GATE DOWN	
CYBER INCIDENT	
DAMAGED PROPERTY	
DEBRIS ON TRACK	2
DISORDERLY CONDUCT	6
DISTURBANCE	3
DOMESTIC VIOLENCE	
DRUG OFFENSE	
EMS BOARD MALFUNCTION	
ELEVATOR MALFUNCTION	15
ELEVATOR PHONE MALFUNCTION	

CLASSIFICATIONS BREAKDOWN
MAY 2015

CLASSIFICATION	
ESCALATOR MALFUNCTION	11
FALSE IDENTIFICATION	
FARE EVASION	3036

	CITATION	WARNED	ARREST
12 TRIP NO TAP	0	39	0
ZONE OVERRIDE EASY CARD	0	0	0
INSUFFICIENT FUNDS	9	211	0
NO BUS/METRORAIL TRANSFER	2	86	0
NO PHYSICAL TICKET	59	1997	3
NO SFRTA TRANSFER TICKET	3	18	0
NO TAP EASY CARD	30	317	0
OUTDATED PAPER TICKET	1	59	1
ZONE OVERRIDE PAPER TICKET	13	188	0
TOTAL	117	2915	4

FIRE	1
GRADE CROSSING PROBLEM	54
HIJACKING	
ILLNESS	9
INJURY	4
INJURY-CPO	
INFORMATION / MISCELLANEOUS	26
INTERFERING W/ TRAIN	
INTOXICATED PERSON	
INVESTIGATION	
KIOSK PROBLEM	
LOST/FOUND PROPERTY	106
LOUD MUSIC	
LUGGAGE	
MISSING PERSON	
MISSING PERSON-LOCATED	
MOTOR VEHICLE ACCIDENT	
PARKING PROBLEM	30
PARKING LOT ACCIDENTS	
PARKING LOT VIOLATIONS	
PAYPHONE MALFUNCTION	
PULLED EMERGENCY STOP	
RECOVERED STOLEN PROPERTY	
RIDING ON OUTSIDE OF TRAIN	
ROBBERY	
ROBBERY- SUDDEN SNATCHING	
ROBBERY STRONG ARMED	1
SABOTAGE	
SAFETY HAZARD	29
SEXUAL BATTERY	
SEX OFFENSE (OTHER)	

CLASSIFICATIONS BREAKDOWN
MAY 2015

CLASSIFICATION				
SIGN PROBLEM				1
SLIP AND FALL				4
SMOKING ON TRAIN				
SOLICITATION				2
STUDENT INCIDENT				5
	BAK MIDDLE SCHOOL		3	
	DREYFOOS HIGH SCHOOL			
	G STAR			
	LAKE WORTH			
	ROOSEVELT MIDDLE SCHOOL			
	BOYNTON BEACH			
	OTHER		2	
SURFBOARDS ON TRAIN				
SUSPICIOUS INCIDENT				
SUSPICIOUS PERSON				5
SUSPICIOUS VEHICLE				2
SUICIDE / ATTEMPT				1
TELEPHONIC THREAT				
THEFT				6
THEFT-ATTEMPTED				1
THROWING OBJECT AT TRAIN				2
TOWED VEHICLE				5
TRAIN VS ANIMAL				
TRAIN VS BICYCLE				
TRESPASSER STRIKE				2
TRAIN VS FIXED OBJECT				
TRAIN VS VEHICLE				
TRESPASS ARREST				2
TRESPASS				19
TVM GATE MALFUNCTION				2
TVM MALFUNCTION				85
UNAUTHORIZED ANIMAL				
SAV VALIDATOR MALFUNCTION				1
VEHICLE ON TRACK				
WEAPON-COMPLAINT				
WEAPON-CONCEALED				1
SPECIAL ASSIGNMENT:				
			TOTAL INCIDENTS	**3506**

TWC/SFRTA
FEDERAL (TSA) DIRECTIVES VIOLATIONS
FOR MAY 2015

Date	Incident Report #	Location	TSA Directive Violation #	Remarks	CPO ID#

NO INCIDENTS REPORTED

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: 5/01/2015-5/31/2015

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: 5/01/2015-5/31/2015

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: PROJECT MANAGER DATE: June 2, 2015

NTD INTERNET REPORTING

NON MAJOR SECURITY

Part I

May-15

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	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)	0				0
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

(05)Total Arrests (04 FE)
(02) Battery CPO
(02) Train vs. trespasser (01) fatal
(01) Trespass Arrest

Total Property Damage ($) 0

OPERATION
RAIL SAFE

The Amtrak Police Department has scheduled the next Operation RAIL SAFE (Regional Alliance Including Local, State and Federal Efforts) for **May 22, 2015.** This date was selected in anticipation of the heavier than normal travel associated with the Memorial Day weekend. .

NOT ON OUR WATCH

With the growing threat from ISIS in the Middle East we must now more than ever be vigilant in protecting our homeland infrastructure. Mass transit has historically been an attractive target for terrorist all across Europe.

While this security surge is not in response to any specific threat or incident, the APD routinely requests interagency assistance from our Operation RAIL SAFE partners in response to the continuing threats against the U.S. Public transportation including trains and stations are an inviting target for terrorist groups as well as the LONE WOLF.

Hundreds of agencies across the nation and in Canada have participated in past initiatives and your continued support is always greatly appreciated. Operation RAIL SAFE enhances the readiness and communication capabilities of law enforcement and security agencies. Through this continued commitment it has assisted in producing a unified effort that has expanded the range of resources for these random and unpredictable security activities that are essential to deterring terrorist activity.

A mere presence by one or two officers for a short period of time (30 to 60 minutes) will count towards your agency's participation. Any effort is greatly appreciated.
The Amtrak Police Department is coordinating this effort to ensure we have high visibility at the regional railroad stations and along the right of way, the capturing of resources is vital to our success.

Please forward me the following information regarding your agency's participation in this event:

- Agency: **G4S Secure Solutions**
- Division: **Tri-Rail (SFRTA)**
- Station: **See Attached Memorandum**
- Time of Deployment:
- Number of Officers:
- Time: / Date: **MAY 22, 2015**
-

(If you are not sure of the time of deployment please indicate "random" in the time of deployment.)
Please also forward an after action report of any associated activities (i.e. arrest, unusual events) that occurred while participating in Operation RAIL SAFE.
Operation RAILSAFE information on the APD website.

Miami-Dade Police Department
Airport Station
PO Box 025504
Miami, Florida 33102

miamidade.gov

Integrity • Respect
Service • Fairness

May 18, 2015

Parrish Tolbert, Captain
G4S Secure Solutions
6499 Powerline Road #300
Ft. Lauderdale, Florida 33309

Dear Mr. Tolbert:

It has been brought to my attention by Sergeant Christian Smith of the Airport District that on Monday, May 11, 2015, Mr. Jibril Vazquez CPO, while performing his official duties at the Miami International Airport (MIA) Tri-Rail Station, observed a male that resembled the description of a baggage thief with an outstanding arrest warrant. The known male was responsible for several baggage thefts from numerous victims from both MIA and the Fort Lauderdale/Hollywood International Airport.

Upon noticing the suspected baggage thief, Mr. Vazquez verified his resemblance with a Police Bulletin and quickly called the police to notify us that this individual was at the MIA Tri-Rail station. Without hesitation and without alerting him, Mr. Vazquez swiftly and tactfully arranged to have the train delayed from leaving the station until police could arrive. During this time, Mr. Vazquez continued to keep an eye on the wanted subject at which time he also noticed that the subject was in possession of three pieces of luggage. Mr. Vazquez continued to stay on the phone with the police dispatcher providing necessary information until the police could arrive. Upon the police unit's arrival, Mr. Vazquez directed our officers and detectives to the train car where the wanted subject was located. The wanted baggage thief was positively identified and arrested, and the three pieces of stolen luggage was recovered without incident.

Mr. Vazquez' unselfish and persistent actions led to the closure of numerous grand theft cases and most importantly the arrest of a wanted subject with an extensive criminal past that was terrorizing the travelling community in two counties. Mr. Vazquez' dedication and tenacity is a perfect example of how professional organizations such as yours and police can work together in the fight against crime. It is with great pleasure that the Miami-Dade Police Department commends Mr. Vazquez for his initiative, alertness, dedication to duty, and spirit of cooperation.

Sincerely,

Arturo Loynaz, Major
Airport District

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. Anthony Strianese, Project Manager, G4S/SFRTA

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

SUBJECT: MONTHLY ACTIVITY REPORT – MAY 2015

Date: Thursday, June 4th 2015

I was assigned the following tasks for the month of: **MAY 2015**

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 **117** 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 **(10)** Incidents:

- **SFRTA IR #: 08-14-199 – Train vs. Pedestrian – (Pending P.D. /M.E. Reports)**
- **SFRTA IR #: 10-14-2493 – Train vs. Bicycle – (Fatality) – (Pending P.D. Report)**
- **SFRTA IR #: 12-14-2631 – Train vs. Pedestrian – (Fatality) (Pending P.D. M.E. Reports)**

- **SFRTA IR #: 04-15-1280 – Train vs. Vehicle – (Pending P.D. Report)**
- **SFRTA IR #: 04-15-2208 – Train vs. Pedestrian – (Pending M.E. / P.D. Report)**
- **SFRTA IR #: 04-15-2369 – Train vs. Pedestrian – (Pending M.E. /P.D. Report)**
- **SFRTA IR #: 05-15-1056 - Train vs. Pedestrian – (Pending P.D. Report)**
- **SFRTA IR #: 05-15-2182 – Train vs. Pedestrian – (Pending M.E. /P.D. Report)**
- **SFRTA IR #: 05-15- 2467 – Battery on Transit Agent – (Pending)**
- **COMPLAINT # 29643 – Title 6 (Discrimination – Unfounded)**

In addition, I obtained various police reports pertaining to incidents involving the SFRTA. Lastly, I continued to provide support, logistical and troubleshooting services to the Director of Safety & Security, SFRTA, as well as the Project Manager.

rdc/
cc: Mr. Allen R. Yoder
Director, Safety & Security, SFRTA

Expiring Contract Report
S FL Regional Transportation Authority

Expiring Date (5/1/2015) thru (5/1/2016)

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	7 Year Term	
02-711	010137 TYLER WORKS/EDEN DIVISION	12/31/2015		
BOBBY BECKER				
Brad Barkman	TRANSITION DISP TRAIN CTRL AND YARD SERV	02/01/2007	9 Year Term	
06-101	010512 NATIONAL RAILROAD PASSENGER	03/31/2016	5 year base term. 5 - 1 year renewal options. exercised, 1 option remaining.	4 options
BOBBY BECKER				
projectmgr				
Lauran Mehalik	STATION MAINTENTANCE SERVICES	08/01/2010	5 Year Term	
10-001	010697 MERIDIAN MANAGEMENT CORPORATIO	07/31/2015	No renewal options.	
BOBBY BECKER				
Vicki Wooldridge	STATE LEGISLATIVE CONSULTANT SERVICES	07/01/2010	5 Year Term	
10-010	010142 ERICKS CONSULTANTS	09/30/2015	2 - 1 year renewal options. Both options exercised, no renewal options remain.	
BOBBY BECKER				
Suzie Papillon	GENERAL ENGINEERING CONSULTING SERVICES	10/18/2010	5 Year Term	
10-017	010288 PARSONS BRINCKERHOFF, INC.	10/17/2015	2 - 1 year renewal options. Both options exercised - no options remain.	
BOBBY BECKER				

Expiring Contract Report
S FL Regional Transportation Authority

Expiring Date (5/1/2015) thru (5/1/2016)

Project Manager Conrtact # Contract Administrator	Contract Title Contract Name	Start Date Expiration Date	Contract Duration Renewal
Suzie Papillon 10-021 BOBBY BECKER projectmgr	GENERAL ENGINEERING CONSULTING SERVICES 010549 GANNETT FLEMING INC	10/18/2010 10/17/2015	5 Year Term 2 - 1 year renewal options. Both options exercised - no options remain.
Suzie Papillon 10-022 BOBBY BECKER	GENERAL ENGINEERING CONSULTING SERVICES 011776 T.Y. LIN INTERNATIONAL	10/18/2010 10/17/2015	5 Year Term 2 - 1 year renewal options. Both options exercised - no options remain.
Suzie Papillon 10-023 BOBBY BECKER	GENERAL ENGINEERING CONSULTING SERVICES 010289 PARSONS TRANSPORTATION GROUP	10/18/2010 10/17/2015	5 Year Term 2 - 1 year renewal options. Both options exercised - no options remain.
Suzie Papillon 10-024 BOBBY BECKER	GENERAL ENGINEERING CONSULTING SERVICES 011777 EAC CONSULTING	10/18/2010 10/17/2015	5 Year Term 2 - 1 year renewal options. Both options exercised - no options remain.
Suzie Papillon 10-025 BOBBY BECKER	GENERAL ENGINEERING CONSULTING SERVICES 011207 JACOBS ENGINEERING GROUP INC.	10/18/2010 10/17/2015	5 Year Term 2 - 1 year renewal options. Both options exercised - no options remain.

Expiring Contract Report
S FL Regional Transportation Authority

Expiring Date (5/1/2015) thru (5/1/2016)

Project Manager Conrtact # Contract Administrator	Contract Title Contract Name	Start Date Expiration Date	Contract Duration Renewal
Suzie Papillon 10-026 BOBBY BECKER projectmgr	GENERAL ENGINEERING CONSULTING SERVICES 010195 HDR ENGINEERING INC	10/18/2010 10/17/2015	5 Year Term 2 - 1 year renewal options. Both options exercised - no options remain.
Suzie Papillon 10-027 BOBBY BECKER	GENERAL ENGINEERING CONSULTING SERVICES 010547 KIMLEY HORN AND ASSOCIATES	10/18/2010 10/17/2015	5 Year Term 2 - 1 year renewal options. Both options exercised - no options remain.
Suzie Papillon 10-028 BOBBY BECKER	GENERAL ENGINEERING CONSULTING SERVICES 010695 BERGMANN ASSOCIATES INC	10/18/2010 10/17/2015	5 Year Term 2 - 1 year renewal options. Both options exercised - no options remain.
Suzie Papillon 10-029 BOBBY BECKER	GENERAL SYSTEMS ENGINEERING SERVICES 010288 PARSONS BRINCKERHOFF, INC.	11/04/2010 11/03/2015	5 Year Term 2 - 1 year renewal options. Both options exercised - no options remain.
Suzie Papillon 10-030 BOBBY BECKER	GENERAL SYSTEMS ENGINEERING SERVICES 010289 PARSONS TRANSPORTATION GROUP	11/04/2010 11/03/2015	5 Year Term 2 - 1 year renewal options. Both options exercised - no options remain.

Expiring Contract Report
S FL Regional Transportation Authority

Expiring Date (5/1/2015) thru (5/1/2016)

Project Manager Conrtact # Contract Administrator	Contract Title Contract Name	Start Date Expiration Date	Contract Duration Renewal
Suzie Papillon	GENERAL SYSTEMS ENGINEERING SERVICES	11/04/2010	5 Year Term
10-031	012040 CH2M HILL, INC.	11/03/2015	2 - 1 year renewal options. Both options exercised - no options remain.
BOBBY BECKER			
projectmgr			
Eddie Woods	BROKERAGE SERVICES	10/01/2010	5 Year Term
11-001	010029 AON RISK SERVICES INC	09/30/2015	
BOBBY BECKER			
Allen Yoder	ARMED SECURITY SERVICES	11/01/2010	5 Year Term
11-003	011745 G4S SECURE SOLUTIONS USA	10/31/2015	No renewal options
BOBBY BECKER			
projectmgr			
	SHUTTLE BUS FUNDING AGREEMENT	10/01/2013	2 Year Term
14-007	010134 DOWNTOWN FT LAUDERDALE TMA	09/30/2015	No renewal options
BOBBY BECKER			
	SHUTTLE BUS SERVICES	01/01/2009	6 Year Term
14-009	012623 KEOLIS TRANSIT SERVICES, LLC	12/31/2015	No renewal options
BOBBY BECKER			

Contract Actions Executed
Under The General Counsel's Authority
For May 2015

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