

SOUTH FLORIDA
REGIONAL TRANSPORTATION
AUTHORITY

GOVERNING BOARD

REGULAR MEETING AGENDA

MARCH 25, 2016

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
Frank Frione
F. Martin Perry
Beth Talabisco

Commissioner Bruno Barreiro, Chair
Nick Inamdar
Commissioner Tim Ryan

Andrew Frey
Gerry O'Reilly
James A. Scott

Executive Director

Jack Stephens

GOVERNING BOARD REGULAR MEETING
OF MARCH 25, 2016

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 February 26, 2016.

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: Agreement between FDOT and SFRTA to: transfer by Special Warranty Deed Parcels 103 and 104 to the Florida Department of Transportation (FDOT); accept a Perpetual Nonexclusive Commuter Rail Easement from FDOT for the Miami Intermodal Center Rail Corridor; transfer by Quit Claim Deed SFRTA’s interest in the Miami Intermodal Center Plat, and provide for 250 parking spaces for SFRTA’s exclusive use by FDOT (the “Transfer and Easement Agreement”).

Department: Executive/Legal
Project Manager: N/A

Department Director: Jack Stephens/Teresa Moore
Procurement Director: N/A

R2. MOTION TO APPROVE: The South Florida Regional Transportation Authority’s 2016 Title VI Program Update, in accordance with Title VI of the Civil Rights Act of 1964.

Department: Administration
Project Manager: Marie Jarman

Department Director: Diane Hernandez Del Calvo
Procurement Director: N/A

INFORMATION / PRESENTATION ITEMS

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

I-1. INFORMATION - Tri-Rail Coastal Link on the FEC Corridor

I-2. INFORMATION – Miami River-Miami Intermodal Center Capacity Improvement (MR-MICCI) Project

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 – February
- B. RIDERSHIP GRAPHS – February
- C. ON-TIME PERFORMANCE GRAPHS – February
- D. MARKETING MONTHLY SUMMARY – February
- E. BUDGETED INCOME STATEMENT – February

- F. PAYMENTS OVER \$2,500.00 – February
- G. REVENUE AND FARE EVASION REPORTS – February
- H. SOLICITATION SCHEDULE – February
- I. CONTRACT ACTIONS EXECUTED UNDER THE EXECUTIVE DIRECTOR'S AUTHORITY - February
- J. CONTRACT ACTIONS EXECUTED UNDER THE CONSTRUCTION OVERSIGHT COMMITTEE – February
- K. PROPERTY TASK FORCE – PROJECT SCHEDULE - N/A
- L. SECURITY REPORT - February
- M. EXPIRING CONTRACTS - February
- N. CONTRACT ACTIONS EXECUTED UNDER GENERAL COUNSEL'S AUTHORITY - February

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 FEBRUARY 26, 2016

The regular meeting of the South Florida Regional Transportation Authority Governing Board was held at 9:30 a.m. on Friday, February 26, 2016 in the South Florida Regional Transportation Authority Board Room, 800 Northwest 33rd Street, Pompano Beach, Florida 33064.

BOARD MEMBERS PRESENT:

Steven L. Abrams, Palm Beach County Commissioner
 Bruno Barreiro, Chair, Miami-Dade County Commissioner
 Andrew Frey, Miami-Dade County Governor's Appointee
 Frank Frione, Palm Beach County Governor's Appointee
 Nick A. Inamdar, Miami-Dade County Citizen Representative
 Gerry O'Reilly, Florida Department of Transportation, District IV
 F. Martin Perry, Palm Beach County Citizen Representative
 Tim Ryan, Vice Chair, Broward County Commissioner
 James A. Scott, Broward County Governor's Appointee – *arrived @ 11:00 a.m.*
 Beth Talabisco, Broward County Citizen Representative

BOARD MEMBERS ABSENT:

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 & Capital Development, SFRTA
 Diane Hernandez Del Calvo, Director of Administration/ EEO Officer, SFRTA
 Mary Jane Lear, Director of Human Resources
 Rene 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 Chair called the meeting to order at 9:46 a.m.

PLEDGE OF ALLEGIANCE

AGENDA APPROVAL – Additions, Deletions, Revisions

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

Mr. Jack Stephens, Executive Director, SFRTA noted that EXHIBIT 1 – Presentation to Agenda Information Item I-5 CONTRACTING COMMUTER RAIL SERVICES. This exhibit was emailed to your offices on February 23rd.

Board Member Marty Perry moved for approval of the Agenda. The motion was seconded by Board Member Beth Talabisco.

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

MATTERS BY THE PUBLIC – 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.

The Chair called for public comments and there were none.

CONSENT AGENDA
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C1. MOTION TO APPROVE: Minutes of Governing Board’s Regular Meeting of January 22, 2016.

Commissioner Steven Abrams moved for approval of the Minutes. The motion was seconded by Board Member Andrew Frey.

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

REGULAR AGENDA

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

R1. MOTION TO APPROVE: Agreement No. 16-004, between the South Florida Regional Transportation Authority (SFRTA) and Aon Risk Services, Inc. of Maryland, for a period of five (5) years, in the total amount of \$200,000.00.

Board Member Beth Talabisco moved for approval. The motion was seconded by Board Member Andrew Frey.

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 - Fiscal Year 2014-15 Annual Audit Reports

Mr. Kevin Adderley, Principal with The Sharpton Group, SFRTA Auditors, gave a PowerPoint presentation on the audit results and financial overview for the fiscal year ending June 30, 2015.

I-2. INFORMATION - Tri-Rail Coastal Link on the FEC Corridor

Mr. Bill Cross, Director of Planning and Capital Development, SFRTA, addressed the Board.

Commissioner Abrams requested the TRCL System map to be shown on the overhead.

Mr. Stephens commented on points of concern regarding the Downtown Miami Overtown Station (as shown on the map) and north up to the left turn towards the Tri-Rail Metro Station (Iris connection). These are two corridors that would be shared with the partners All Aboard Florida (AAF) and FECR. A situation arose at the last meeting regarding language from the December 2015 presentation term sheet that was presented and adopted by the Board in principle. The situation that came up in January upon the return of the term sheet was that the piece in question was originally expressed as “exclusive” for SFRTA to provide commuter rail services. AAF and FECR requested that this “exclusivity” be removed, so that should the opportunity arise for commuter rail service, on that corridor, (shown as future Tri-Rail Coastal Link) in a more timely manner to serve the Miami-Dade needs for transportation, whomever could provide that, to be allowed to come into AAF downtown station. The Board had expressed some concern over that. Staff is looking to have the opportunity to return to the negotiation table. As it stands now that is where the negotiations have broken down.

Commissioner Abrams commented that this situation is correct and continued to inform the Board regarding when SFRTA would establish service on the corridor. This creates a policy decision on the position on continued negotiations. Commissioner Abrams referred to legal opinion.

Ms. Teresa Moore, General Counsel, SFRTA addressed the Board. Ms. Moore gave a background to the detailed discussions. She stated that in 2000 the FTA provided a grant of \$200M dollars to SFRTA to double track the corridor. That grant came with an obligation to run 48 trains per day upon completion of the project for a 20 year period. When AAF pursued the inner-city passenger rail service, they requested from the federal government a Railroad Rehabilitation and Improvement Financing (RRIF) loan. SFRTA stated that it needed to be assured that there would not be competing commuter rail service on the FEC corridor. The federal government requested of AAF to enter into a non-compete agreement to not operate a commuter rail service on the FEC corridor as a condition for receiving the RRIF loan. Upon moving forward onto the term sheet, AAF was no longer seeking a RRIF loan and the non-compete agreement was not included in the term sheet. There are three recommendations in the event the Board decides to move forward and wave the exclusivity requirement. First is to approach the FTA and explain SFRTA's position regarding exclusivity has changed and that SFRTA will no longer have the ability to provide 48 trains per day. The concern there is that waving the exclusivity does not violate the provisions of the FTA, but if SFRTA cannot provide 48 trains per day, SFRTA would face financial penalties under the agreement. Second is SFRTA will need to confirm with FDOT that it will accept a non-exclusive commuter rail easement over this corridor, as initially it was discussed that the easement would be exclusive. This requires extension of the financial contribution from FDOT and extension of FDOT insurance program over this corridor. Third is the recommendation that prior to entering into a final agreement, staff be able to analyze the impacts that could come from a competing commuter rail service on our ability to satisfy the revenue agreement and to meet the operating costs determined to be part of the deal with AAF and FECR. These are the three recommendations from General Counsel.

Board Member Inamdar commented that the residents of Miami do not care who builds the stations or who operates the rail. This project is important.

The Chair commented that he spoke with the Miami-Dade Mayor and the Mayor is adamant about getting service on the line as soon as possible. The county wants service on the corridor as soon as possible. Regionally, this entity (SFRTA) continues to become a true regional operator and not just of a single line. The region will eventually become one transit entity. All parties have an interest in getting this service and SFRTA has a role in the region.

The Chair called upon Ms. Alice Bravo, Director of Transportation and Public Works, Miami-Dade County to address the Board.

Ms. Bravo stated that this is an important topic for Miami-Dade County. The Mayor recently merged the two departments of Transit and Public Works to maintain a singular focus of improving mobility in Miami-Dade County. There are 2.6 million residents and traffic congestion and transportation are the topic of every conversation. The Mayor's number one initiative is to look on how to use existing infrastructure to deliver transportation options and solutions immediately. The corridor has taken years of study and the residents are frustrated and want to know, "where are the solutions?" A study made in 1992 identified the FEC corridor as the choice

line to improve first. This funding proposal was offered and the county stepped up to contribute \$13million. That contribution was pivotal to bringing the other funding together. These resources are in the hands of the SFRTA to close a deal. As for competing service, this is public transportation and it is needed everywhere and this needs to move forward.

The Chair recognized Mr. Francois Illas, Vice President of Corporate Development, FECL.

Mr. Illas addressed the Board. He commented that last February 8th, Ms. Moore drafted language that was forwarded to the members that reinserted the concept of exclusivity in the 8.5 mile corridor (Iris).

There was discussion on clarification of the language.

Mr. Stephens requested clarification and stated his understanding that the net result is that in the (red area - 8.5 miles) the SFRTA will have exclusive rights of providing commuter rail service under the current proposed language. Second to that, what AAF is reserving to itself is, if anybody is able to fast track service on (dotted blue line) the corridor north towards Aventura and they can provide commuter service, they will have the ability to run that train into the downtown Miami station. They can run it on the red area, but not be picking up on the red area, unless the SFRTA negotiates an agreement for the service. Mr. Stephens asked Mr. Illas if that was correct?

Mr. Illas confirmed Mr. Stephens understanding.

Commissioner Ryan referred to General Counsel's three issues of concern regarding exclusivity. The FTA and SFRTA agreed to run 48 trains per day for 20 years, thus if exclusivity is waived in respect to the north-south stretch, he questioned how it would affect Tri-Rail's ability to run 48 trains per day.

Ms. Moore responded that the concern was expressed that Tri-Rail customers would not want to ride the service that it is too far west and that it does not go through the city centers. Ms. Moore stated that the federal government has the perspective that an investment has been made in the SFRC and this investment cannot be lost due to a competing service. It is recommended that staff goes back to FTA to notify them of a substantial change in the SFRTA position.

Commissioner Ryan inquired as to the profitability of the Iris line and a reduction in ridership.

Mr. Cross confirmed that 60% fare box return was calculated. Currently the fare box return is at 15%. The difference shows a strong ridership compared to the low operating costs of the service.

Ms. Moore clarified that, as attorneys, they do not envision a reduction in ridership. Legal is recommending that an analysis be done to confirm the 60% fare box return to assume a competing service and ticket prices. Legal is recommending the Board to understand the impact in order to make an informed decision.

The Chair stated that SFRTA would want exclusivity. In the future, AAF cannot negotiate with anybody else. There needs to be some middle ground here in that SFRTA can have first rights. As

for losing passengers, this will not happen. What will happen in the long term there will be greater growth.

Board Member Inamdar commented that this has taken too long. This Board is at a point where this agreement can fall apart and AAF can go ahead and build the line. He stated that the Board needs to give direction to staff get to this done.

Board Member Frey commented that it is his understanding that “exclusive” is back in the agreement. SFRTA is buying a platform in downtown and a right to access that platform. The rest of the TRCL is for the future. SFRTA will have the exclusive right to run a commuter rail line on the 8.5 miles.

Commissioner Abrams requested Ms. Moore current understanding.

Ms. Moore confirmed that SFRTA would be able to operate the commuter rail service on the 8.5 miles. AAF is reserving the right to run another commuter rail service on the north-south segment into the Miami Central Station.

Commissioner Abrams expressed the initiative to approach the FTA and with FDOT with some level of discussion on these issues, with the rational of an agreement with AAF and FEC to look at this from a practical point of view. Staff is looking for direction.

Commissioner Ryan inquired as to the impact with FDOT.

Board Member O’Reilly stated that it is understood that if AAF/FECI chose to take federal funds on their corridor, then FTA would support the SFRTA exclusivity issue (non-compete). He stated support on the mission to move people and goods and increase mobility in the region. If a private entity wants to run along the corridor, more power to them as the SFRTA has the competitive advantage. The SFRTA has a financial commitment to the federal government. There is an agreement that has been negotiated to splitting the trains. The SFRTA needs to make sure the FTA accepts that and agrees with it.

Board Member Talabisco appreciated the previous comments. She recalled Board Member Inamdar comment, “that the residents that the people of Miami do not care who builds the stations or who operates the rail.” Ms. Talabisco stated that SFRTA has been charged with that, so she suggested to move forward and to make that happen. The opportunity is to get this done in the best way possible as quickly as we can.

Commissioner Abrams commented that staff is looking to continue and negotiate the exclusivity issue. Government is criticized for not getting things done quickly, but we do need to get it done rationally. He requested directions to continue the negotiations on the exclusivity issue knowing that we do want to come to a closure of negotiations with AAF. Also, staff needs to make some kind of outreach to FTA and other agencies once the negotiations have concluded.

Ms. Moore clarified as to ask direction on the third recommendation; to further analyze the commitment under the revenue agreement and the term sheet in terms of annual operating costs to make sure any such potential competing service would not affect our obligations.

The Chair stated that the three points will be addressed, but do not need to be finalized in order to continue the negotiations.

Mr. Stephens noted that the FTA's position as presented, as being of concern in this regard, is not of concern. If they opened up today and SFRTA provided the service exclusively all the way to Aventura, the same competing situation, Mr. Stephens stated, would still occur. Clearly we need to keep our eyes on the prize, which is the Downtown Miami Link. It is not recommended to give up the agreement with the AAF/FECR group to forgo the Downtown Miami Link. The station is the SFRTA station. To consider giving up the station in order for future TRCL/FECR projects, which are not financed and when that time comes, the SFRTA will compete for it. Support is strong, as long as somebody is stepping forward to fulfill the mission to provide mobility. If we can do it best, we will do it. If someone else can do it best and faster, I have to support the mission. Mr. Stephen's concern is on the analysis/study. He does not see the analysis as a decision that would affect the full funding grant agreement. If legal sees it as an impediment, the same that would occur if SFRTA provided the service on TRCL, which would give FTA basic options.

Commissioner Abrams commented on the ROI study and if staff should piggy-back the analysis onto that.

Mr. Stephens stated that the return on investment (ROI) is a narrow analysis dealing strictly with the downtown link, as understood. He added that Aimee Goddeau, FDOT District 4 has been charged with the entire Tri-Rail Coastal study. SFRTA has been doing the financial component. That analysis has been extended for decades, but piggy-backing the study could be looked into. The whole point is that the executive branch and county commissions are focused on providing critical mobility services in this critical corridor for its citizens. It is recommended to make that happen and not impede the process.

The Chair stated that he supports the three suggestions, but that they cannot stall the negotiations.

Ms. Alice Bravo addressed the Board and stated that what got us to this point is that we did not want to miss the opportunity to build this station, in so that Miami-Dade could have commuter rail service on the FEC line. Miami-Dade County, City of Miami, the CRA and others have committed funds of \$45million is to bring SFRTA service into this station.

Board Member Frey expressed his appreciation for all the agency partners in getting to this point. If the word "exclusive" were to come out, then AAF would have to repay those dollars because it would then not be a public platform. The word "exclusive" is back in and we do not have any material deviation from the term sheet that was approved. He stated that he does not think a motion is necessary. He suggested to continue negotiating with the term sheet that was approved.

Board Member O'Reilly stated that in regards to the three items that the attorney mentioned, there is no point to conduct an analysis that talks about a competing service. It is factious, a waste of time and money and we should not go in that direction.

The Chair called for a motion.

Board Member Marty Perry moved to direct Commissioner Abrams to finalize the negotiations. Recognizing that in the term sheet with something that exclusivity on an 80 mile corridor, he can negotiate that now and bring us back something that can be signed. The motion was seconded by Board Member Nick Inamdar.

Board Member Frank Frione recused himself from voting on the motion.

FORM 8B MEMORANDUM OF VOTING CONFLICT has been filed with the SFRTA

Commissioner Abrams clarified to continue the negotiations and to view the analysis at the Boards discretion.

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

The Chair stated for the record, that we have good partners with good intentions. They can provide service immediately and generate revenue. There are communities along that corridor that need service. That is where the public differs from the private. Some people can provide great service in a corridor and bypass terrible stops. That is not the mission of this Board. We want to provide good quality and affordable service through the entire corridor. He stated that he does not want to position this Board, so that in 20 years when stops are wanted, the issue of exclusivity is raised.

I-3. PRESENTATION – SFRTA Public Opinion Survey Preliminary Results

Ms. Natalie Yesbeck, Planning Manager, SFRTA gave an update on the public opinion survey. Ms. Yesbeck introduced Mr. Ian Devon, Consultant with Jacobs Engineering Group.

Mr. Devon gave a detailed PowerPoint presentation on the key findings of the survey.

Board Member Jim Scott arrived at 11:00 a.m.

Commissioner Ryan inquired if the population sample was large enough and requested the valid statics based on the population.

Mr. Devon responded that the population sample size is large enough to be statistically valid for the population of South Florida. The study was weighted based on the population of the county.

I-4. INFORMATION - The Wave Project Update

Mr. Stephens referenced a letter, dated February 15, 2016 from Secretary O'Reilly, FDOT District 4 to the Wave partners which explained the intent of FDOT, the Partners and SFRTA would be going forward in regards to sponsorship of the Wave.

Secretary O'Reilly explained that the SFRTA was managing the Wave Project on behalf of the Partners and signed an agreement about the progression of the project. The FDOT was a capital funding partner to a JPA with SFRTA. Through discussions among the partners, FDOT was requested to take over the responsibility of the project. FDOT has agreed to take it on, subject to funding agreements to be put into place. Ultimately the County will need to take a vote to participate in funding the project. A target date of April 5, 2016 has been set and FDOT will take over the day to day management of the project. Between now and signing of the agreement, FDOT will work with existing staff and consultants. Once the agreements are signed, FDOT will officially take over the responsibility. The TIGER grant responsibilities will be off the SFRTA and FDOT will pursue the grant agreement responsibilities with the FTA. FDOT will work with SFRTA to take over the consultant contracts. This will relieve the SFRTA of any risks involved with the project. FDOT will build the project in conjunction with the County and ultimately the County will run and operate the service.

Mr. Stephens commented that at no point in this process has anyone noted that the SFRTA staff and the efforts that have been made were less than stellar. The fact is that the project out ran the funding and vision that was originally in place and it is extremely beneficial for the region, Broward County and the City of Fort Lauderdale and that FDOT is willing to step forward and fund 50% of the non-federal share and cost overruns. This is the best opportunity for this project.

I-5. PRESENTATION - Contracting Commuter Rail Services

Ms. Teresa Moore addressed the Board. She stated that the Board had discussed to bundle or unbundle the procurement of rail services for train operations and maintenance of equipment. The question, "what are other agencies doing?" came to the forefront. This item is to address that question. The Transportation Research Board (TRB) is part of the National Academy of Sciences and has selected Texas A&M University Transportation Institute (TTI) to perform research as to determine what other properties are doing and why they elected to take those steps. Ms. Moore introduced Ms. Linda Cherrington, Program Manager for Transit Mobility Program at Texas A&M to provide the preliminary study results.

Ms. Cherrington addressed the Board. She gave a detailed PowerPoint presentation on the interim report of the study. Ms. Cherrington commented that a preliminary draft report from the case studies would be available at the end of April and will be shared with the SFRTA Board. The final draft report will be available in June.

Mr. Stephens stated that it is the SFRTA intent to complete the bundle vs. unbundled analysis and bring a decision to the Board by April. He requested as much information as possible to be shared with staff so that SFRTA can move forward.

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

The Chair requested that the COC be reconvened and nominated Board Member Gerry O'Reilly to Chair the committee.

Commissioner Steven Abrams moved to appoint Gerry O'Reilly to the COC.

The Chair nominated Board Member Frank Frione and Board Member Andrew Frey.

Board Member Frione stated that he would like to serve on the COC, but would have to abstain from voting on matters pertaining to Gulf Building, due to a contractual relationship his business, GFA, International has with the company.

Ms. Moore advised that the SFRTA Bylaws state that the COC be delegated specific items for consideration. Along with the delegation a dollar figure amount stated.

The Chair delegated the Gulf Building item and the contracted cost amount and any recommendations of findings be brought back to the Board.

Board Member O'Reilly requested a clarification on the amount of contract increases.

Ms. Moore clarified that the current Bylaws allow the Executive Director to make a decision of up to \$100,000 on a change order to a contract. It is the Board decision to set an amount for the COC.

Mr. Dan Mazza, Director of Engineering and Construction, SFRTA addressed the Board. He stated that the COC was originally created for the Segment 5 Double Tracking Project, due to the large size of the project. Delegation of authority up to a certain dollar amount is in order so as not to delay the project. The Executive Director has authority up to \$100,000 and anything over that would come to the COC authority and the following month brought to the Board.

Commissioner Abrams noted that there is \$100,000 allowed at the discretion of the Executive Director. He noted that between \$100,000 and \$2,000,000 within the discretion of the COC.

Commissioner Abrams moved to appoint Gerry O'Reilly, Frank Frione and Andrew Frey to the Construction Oversight Committee (COC) with the Project of the Gulf Building and \$100,000 to \$2,000,000 limitations.

Mr. Frione inquired as to his appointment.

Ms. Moore clarified to Mr. Frione that he can be appointed to the COC as part of a quorum. He can abstain from voting when an item comes up for vote regarding Gulf Building.

Mr. Frione declined the appointment and nominated Nick Inamdar to the COC.

Ms. Moore clarified with Mr. Inamdar, Mr. O'Reilly and Mr. Frey (3-three) on the COC there will be the required two to attend to establish a quorum.

Commissioner Abrams moved to amend the motion and to appoint Gerry O'Reilly, Nick Inamdar and Andrew Frey to the Construction Oversight Committee (COC) with the Project of the Gulf Building and \$100,000 to \$2,000,000 limitations.

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

- C. PLANNING TECHNICAL ADVISORY COMMITTEE
- D. MARKETING COMMITTEE
- E. OPERATIONS TECHNICAL COMMITTEE
- F. CITIZENS ADVISORY COMMITTEE
- G. AUDIT COMMITTEE
- H. LEGISLATIVE COMMITTEE

Board Member Ryan requested a Legislative update.

Ms. Vicki Wooldridge, Government Affairs Manager, SFRTA addressed the Board. She reported that it is day 46 of session. She reported that committees are wrapping up and some have been dismissed. It is anticipated that allocations will be made next week. The Miami-Dade Legislation has begun a conversation and will be continued into next session regarding funding sources and transportation zones. Staff has been monitoring the AAF legislation regarding beverage licenses and limited liability indemnification. The budget numbers are good, as the transportation has been funded to nearly \$10 Billion this year. The session will conclude on time this year.

- 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 – January
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- H. SOLICITATION SCHEDULE – January
- I. CONTRACT ACTIONS EXECUTED UNDER THE EXECUTIVE DIRECTOR'S AUTHORITY - January
- J. CONTRACT ACTIONS EXECUTED UNDER THE CONSTRUCTION OVERSIGHT COMMITTEE – January
- K. PROPERTY TASK FORCE – PROJECT SCHEDULE - N/A
- L. SECURITY REPORT - January
- M. EXPIRING CONTRACTS - January
- N. CONTRACT ACTIONS EXECUTED UNDER GENERAL COUNSEL'S AUTHORITY - January

OTHER BUSINESS

EXECUTIVE DIRECTOR REPORTS/COMMENTS

Mr. Stephens noted that a letter from Transdev, General Manager Ed Rearden, regarding the comments made at the last meeting from two former employees. This is in response to the Board Members request.

Mr. Stephens called upon Ms. Diane Hernandez Del Calvo, Director of Administration, SFRTA to report on the “Tri-Rail Fun Day” event.

Ms. Del Calvo reported that the “Tri-rail Fun Day was held on Saturday, January 30th. This event brought the largest number of passengers (8,895) to the station. Special thanks go to Board Member Frank Frione for kicking off the “South Florida Kids Got Talent” competition. The Fort Lauderdale/Hollywood/Dania Beach Station is the perfect venue for this event, as it accommodates many people. This event beat Tri-Rail’s previous high ridership by 1,000.

Ms. Del Calvo continued that the Corporate & Community Outreach and Victor Garcia are working with consultants to coordinate the “Ultra Music Festival.” A special northbound train will be added and depart the Miami Airport Station at 12:45 a.m. each evening, after the arrival of the last Metrorail train. Promotions for this event are being coordinated by radio and digital banner advertising and on Y-100 in Miami-Dade, Broward and on WLDI in West Palm Beach. Also, there are print and digital ads in the “New Times” in Broward and Palm Beach and Facebook advertising and promotional posts and mobile advertising to millennials.

LEGAL COUNSEL COMMENTS

BOARD MEMBER COMMENTS

Board Member Inamdar announced that a 25,000 person stadium is planning to be built in the Overtown community, just 5 blocks from the AAF station. Their intent is not to build parking, thus 25,000 people taking public transportation or parking at the AAF station. Construction is planned to begin this year.

Commissioner Abrams requested a written update on the recent events, the investigations and status.

Mr. Stephens responded that staff is keeping management updated in terms of information currently available. At this point in time, after the investigation is completed would be best to reserve concerns and responsibilities.

CHAIR COMMENTS

The Chair announced the “Topping Off” Ceremony to be held directly across the street, following the board meeting and invited the Board to join in the ceremony.

ADJOURNMENT

There being no further business the meeting adjourned at 12:15 p.m.

FORM 8B MEMORANDUM OF VOTING CONFLICT FOR COUNTY, MUNICIPAL, AND OTHER LOCAL PUBLIC OFFICERS

LAST NAME—FIRST NAME—MIDDLE NAME Frione, Frank		NAME OF BOARD, COUNCIL, COMMISSION, AUTHORITY, OR COMMITTEE South Florida Regional Transportation Authority (SFRTA)	
MAILING ADDRESS 1215 Wallace Drive		THE BOARD, COUNCIL, COMMISSION, AUTHORITY OR COMMITTEE ON WHICH I SERVE IS A UNIT OF:	
CITY Delray Beach	COUNTY Palm Beach	<input type="checkbox"/> CITY	<input type="checkbox"/> COUNTY <input checked="" type="checkbox"/> OTHER LOCAL AGENCY
DATE ON WHICH VOTE OCCURRED 12/11/2015		NAME OF POLITICAL SUBDIVISION:	
		MY POSITION IS: <input type="checkbox"/> ELECTIVE <input checked="" type="checkbox"/> APPOINTIVE	

WHO MUST FILE FORM 8B

This form is for use by any person serving at the county, city, or other local level of government on an appointed or elected board, council, commission, authority, or committee. It applies equally to members of advisory and non-advisory bodies who are presented with a voting conflict of interest under Section 112.3143, Florida Statutes.

Your responsibilities under the law when faced with voting on a measure in which you have a conflict of interest will vary greatly depending on whether you hold an elective or appointive position. For this reason, please pay close attention to the instructions on this form before completing the reverse side and filing the form.

INSTRUCTIONS FOR COMPLIANCE WITH SECTION 112.3143, FLORIDA STATUTES

A person holding elective or appointive county, municipal, or other local public office **MUST ABSTAIN** from voting on a measure which inures to his or her special private gain or loss. Each elected or appointed local officer also is prohibited from knowingly voting on a measure which inures to the special gain or loss of a principal (other than a government agency) by whom he or she is retained (including the parent organization or subsidiary of a corporate principal by which he or she is retained); to the special private gain or loss of a relative; or to the special private gain or loss of a business associate. Commissioners of community redevelopment agencies under Sec. 163.356 or 163.357, F.S., and officers of independent special tax districts elected on a one-acre, one-vote basis are not prohibited from voting in that capacity.

For purposes of this law, a "relative" includes only the officer's father, mother, son, daughter, husband, wife, brother, sister, father-in-law, mother-in-law, son-in-law, and daughter-in-law. A "business associate" means any person or entity engaged in or carrying on a business enterprise with the officer as a partner, joint venturer, coowner of property, or corporate shareholder (where the shares of the corporation are not listed on any national or regional stock exchange).

* * * * *

ELECTED OFFICERS:

In addition to abstaining from voting in the situations described above, you must disclose the conflict:

PRIOR TO THE VOTE BEING TAKEN by publicly stating to the assembly the nature of your interest in the measure on which you are abstaining from voting; *and*

WITHIN 15 DAYS AFTER THE VOTE OCCURS by completing and filing this form with the person responsible for recording the minutes of the meeting, who should incorporate the form in the minutes.

* * * * *

APPOINTED OFFICERS:

Although you must abstain from voting in the situations described above, you otherwise may participate in these matters. However, you must disclose the nature of the conflict before making any attempt to influence the decision, whether orally or in writing and whether made by you or at your direction.

IF YOU INTEND TO MAKE ANY ATTEMPT TO INFLUENCE THE DECISION PRIOR TO THE MEETING AT WHICH THE VOTE WILL BE TAKEN:

- You must complete and file this form (before making any attempt to influence the decision) with the person responsible for recording the minutes of the meeting, who will incorporate the form in the minutes. (Continued on other side)

APPOINTED OFFICERS (continued)

- A copy of the form must be provided immediately to the other members of the agency.
- The form must be read publicly at the next meeting after the form is filed.

IF YOU MAKE NO ATTEMPT TO INFLUENCE THE DECISION EXCEPT BY DISCUSSION AT THE MEETING:

- You must disclose orally the nature of your conflict in the measure before participating.
- You must complete the form and file it within 15 days after the vote occurs with the person responsible for recording the minutes of the meeting, who must incorporate the form in the minutes. A copy of the form must be provided immediately to the other members of the agency, and the form must be read publicly at the next meeting after the form is filed.

DISCLOSURE OF LOCAL OFFICER'S INTEREST

I, Frank Frione, hereby disclose that on February 26, 20 16;

(a) A measure came or will come before my agency which (check one)

- inured to my special private gain or loss;
- inured to the special gain or loss of my business associate, _____;
- inured to the special gain or loss of my relative, _____;
- inured to the special gain or loss of GFA International, Inc., by whom I am retained; or
- inured to the special gain or loss of _____, which is the parent organization or subsidiary of a principal which has retained me.

(b) The measure before my agency and the nature of my conflicting interest in the measure is as follows:

During discussion regarding Information Item I-2 (Tri-Rail Coastal Link on the FEC Corridor); a motion was moved and approved to proceed with negotiations for the Tri-Rail Miami Link Project between the agency, All Aboard Florida, LLC and Florida East Coast Railway, LLC.

I abstained from voting because my firm, GFA International, Inc., is doing work for All Aboard Florida.

2/26/16
Date Filed


Signature

NOTICE: UNDER PROVISIONS OF FLORIDA STATUTES §112.317, A FAILURE TO MAKE ANY REQUIRED DISCLOSURE CONSTITUTES GROUNDS FOR AND MAY BE PUNISHED BY ONE OR MORE OF THE FOLLOWING: IMPEACHMENT, REMOVAL OR SUSPENSION FROM OFFICE OR EMPLOYMENT, DEMOTION, REDUCTION IN SALARY, REPRIMAND, OR A CIVIL PENALTY NOT TO EXCEED \$10,000.



February 17, 2016

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

RE: Transdev Responses to Statements of Richard Beall and Douglas Healy

Dear Mr. Stephens:

As requested, following are statements of Transdev Services, Inc. responding to statements made at the last SFRTA Board Meeting by Richard Beall and Douglas Healy.

Richard Beall

On November 12, 2012, Engineer Richard Beall was terminated as a result of his violation of CSX Transportation Operating Rule 44 (because the CSX was the railroad of record at the time of the incident, CSX Operating Rules were in effect and Tri-Rail commuter operating crews, of which Mr. Beall was a member, were required to comply with such Rules). Beall violated Rule 44 on September 26, 2012, during an Efficiency Test when he operated his train in excess of the speed prescribed by Operating Rule 44 and failed to notify the train dispatcher. CSX determined that Beall's violation of Operating Rule 44 was a major violation and barred him from performing services on South Florida Rail Corridor (SFRC) which at the time were under the control and dispatch of CSX. Transdev, the contract operator of the Tri-Rail commuter service and Beall's employer, investigated the violation and ultimately terminated Beall's employment.

In accordance with the terms of the applicable collective bargaining agreement between Transdev and Beall's union representative, Beall's discharge was grieved and arbitrated before Arbitrator Phillip Ray. On October 14, 2012, in his Award, Arbitrator Ray determined that Transdev had presented substantial evidence to support the finding that Beall violated the Rule and concluded that the Rule violation was "serious and properly warrants serious discipline." However, the Arbitrator also determined that the penalty of discharge was excessive and determined that a six-month disciplinary suspension was more appropriate, and ordered Beall reinstated after serving the suspension.

Transdev then filed an action in the U.S. District Court for the Southern District of Florida, seeking to have the Arbitration Award, as to the reduced discipline, vacated on the grounds that the Arbitrator had exceeded the scope of his authority. Also, because of Beall's disqualification by CSX, Transdev was unable to employ him because the bar prevented Beall from performing the services for which he was hired. After the parties filed cross motions for summary judgment during which Transdev raised the issue of the CSX bar, the Court remanded the matter to Arbitrator Ray "for further proceedings relating to the issue of the CSX disqualification of the grievant."

Mr. Jack L. Stephens

Page 2

Pursuant to the Court's Order, a second arbitration hearing was held on March 19, 2015 on the issue of Beall's disqualification. On June 20, 2015, Arbitrator Ray issued his Award in the remanded arbitration, declining to alter his original Award and ordering Beall reinstated. Transdev has filed a Motion to Vacate the remanded Arbitration Award or for Additional Briefing in the U.S. District Court, and that motion is currently pending. In March of 2015, CSX was replaced by the SFRTA as the controller and dispatcher of the South Florida Rail Corridor. On September 15, 2015, the SFRTA also disqualified Beall from service on the SFRC. That disqualification remains in effect.

The FRA proceeding referenced in Mr. Beall's statement to the Board was related to a separate action concerning decertification of Mr. Beall's engineer's license and is not relevant or dispositive to the pending arbitration proceedings, the appeal pending in District Court or the bars put in place by CSX and SFRTA.

Douglas Healy

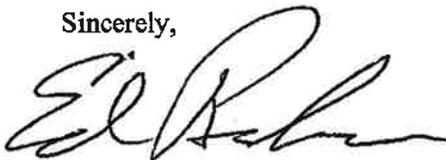
On April 19, 2015, Tri-Rail Train P673, which at the time was being operated by Douglas Healy as Engineer, struck and killed a trespasser who was walking between the tracks with his back to the approaching train. As a result of an investigation of the incident Transdev terminated Mr. Healy's employment on July 1, 2015 for his violation of applicable operating Rules requiring him to remain alert to his duties while operating the train.

Mr. Healy had reported to the dispatch office and investigators after the incident that he had not seen the victim and that the victim must have jumped out of the bushes at the last second before the train struck him. However, the camera downloads from Train P673 clearly showed the victim walking in the tracks for 11 seconds before being struck, more than ample time for Mr. Healy, had he been attentive to his duties, to have sounded the train horn to alert the victim of the approaching train. Mr. Healy, through his collective bargaining representative, grieved and arbitrated his dismissal. Neutral Arbitrator John Binau denied Mr. Healy's grievance and upheld the termination of employment, finding that Mr. Healy was negligent in the performance of his duties, and that the video from the train camera demonstrated that Mr. Healy had ample time to observe the trespasser and take some action to warn of the approaching train. The Arbitrator also determined that termination was not excessive noting that Mr. Healy's record showed two prior occasions of discipline for failing to remain alert and be attentive to his duties.

Contrary to Mr. Healy's statement to the Board, he was not terminated for striking a trespasser, a tragic incident that happens too frequently in the railroad industry, but rather for failing to remain attentive and alert to his duties as an Engineer.

Please advise if you require additional information. I can be reached at 305-693-9123.

Sincerely,



Ed Reardon
General Manager
Transdev Services, Inc.

cc: T. Moore

SOUTH FLORIDA REGIONAL TRANSPORTATION AUTHORITY
GOVERNING BOARD MEETING: MARCH 25, 2016

AGENDA ITEM REPORT

Consent Regular

AGREEMENT TO TRANSFER A PERPETUAL NONEXCLUSIVE COMMUTER RAIL
EASEMENT TO SFRTA,
TO TRANSFER PARCELS 103 AND 104 TO FDOT AND TO APPROVE RELATED ITEMS
CONCERNING THE MIAMI INTERMODAL CENTER

REQUESTED ACTION:

MOTION TO APPROVE: Agreement between FDOT and SFRTA to: transfer by Special Warranty Deed Parcels 103 and 104 to the Florida Department of Transportation (FDOT); accept a Perpetual Nonexclusive Commuter Rail Easement from FDOT for the Miami Intermodal Center Rail Corridor; transfer by Quit Claim Deed SFRTA's interest in the Miami Intermodal Center Plat, and provide for 250 parking spaces for SFRTA's exclusive use by FDOT (the "Transfer and Easement Agreement").

SUMMARY EXPLANATION AND BACKGROUND:

On March 2, 2011, SFRTA and FDOT entered into the Temporary Relocation Agreement which provided for the temporary relocation of SFRTA's Miami Airport Station ("TR Agreement"). The TR Agreement allowed FDOT to expedite completion of the Miami Central Station in the Miami Intermodal Center (MIC).

Continued on Page 2)

Department: Executive/Legal
Project Manager: N/A

Department Director: Jack Stephens/Teresa Moore
Procurement Director: N/A

FISCAL IMPACT: There will be an increase in capital assets and a gain on land disposal in the accounting records of the SFRTA.

EXHIBITS ATTACHED:

- Exhibit 1: Transfer and Easement Agreement between the Florida Department of Transportation and the South Florida Regional Transportation Authority with Exhibits:
- Exhibit A – Legal descriptions of Parcels 103 and 104
 - Exhibit B – MIC Rail Corridor
 - Exhibit C – Perpetual Nonexclusive Commuter Rail Easement
 - Exhibit D – Transfer of Federal Interest Letter from FTA

AGREEMENT TO TRANSFER A PERPETUAL NONEXCLUSIVE COMMUTER RAIL
EASEMENT TO SFRTA,
TO TRANSFER PARCELS 103 AND 104 TO FDOT AND TO APPROVE RELATED ITEMS
CONCERNING THE MIAMI INTERMODAL CENTER

SUMMARY EXPLANATION AND BACKGROUND: (Continued from Page 1)

As part of the TR Agreement, SFRTA was to transfer two parcels of land (Parcels 103 and 104) it had previously acquired with mostly FTA grant funds (the “Federal Interest”) for the original Tri-Rail Miami Airport Station. Pursuant to the TR Agreement, SFRTA was to sell the parcels to FDOT based upon fair market value. In addition, the TR Agreement required SFRTA to obtain FTA approval for the transfer of the Federal Interest in Parcels 103 and 104 to other assets acquired without Federal funding assistance.

Subsequently, FDOT, in lieu of the payment of cash for Parcels 103 and 104, offered to provide SFRTA with a Perpetual Non-exclusive Commuter Rail Easement over the approximately 0.95-mile portion of the South Florida Rail Corridor that terminates in the MIC (the “MIC Rail Corridor”). The MIC Rail Corridor includes substantial capital improvements, including a station with four tracks; two station platforms, including escalators and elevators; and two head houses. CSXT does not have any easement over this portion of the SFRC as it previously abandoned its interests in the MIC Rail Corridor prior to construction of the track and signal components.

The total amount of the Federal Interest in the original Miami Airport Station is \$4.276 million for Parcels 103 and 104 and \$3,284,833 for station improvements for a total of \$7,560,933. SFRTA proposed to the FTA, and the FTA accepted, transferring the Federal Interest to two of the new Brookville locomotives (Nos. 828 and 829). These two locomotives were purchased with \$7,676,000 of SFRTA local funds. See the letter dated June 22, 2015, from FTA Regional Administrator Yvette Taylor attached to the Transfer and Easement Agreement as Exhibit D.

Parcels 103 and 104 were appraised in March 2015 at \$5.345 million. Due to FDOT’s financial contribution to the purchase of the Parcels 103 and 104, FDOT retains a 20% interest (\$1.069 million) in the parcels, placing the value of SFRTA’s interest in the parcels at \$4.276 million.

The value of the Perpetual Non-exclusive Commuter Rail Easement over the MIC Rail Corridor, including station and other infrastructure available to SFRTA, exceeds the value of Parcels 103 and 104. Pursuant to the Transfer and Easement Agreement, FDOT would provide 250 parking spaces in the MIC parking area for SFRTA’s exclusive use and would be required to replace those spaces at no cost to SFRTA should FDOT desire to develop the land in the future for other uses.

(Continued on Page 3)

AGREEMENT TO TRANSFER A PERPETUAL NONEXCLUSIVE COMMUTER RAIL
EASEMENT TO SFRTA,
TO TRANSFER PARCELS 103 AND 104 TO FDOT AND TO APPROVE RELATED ITEMS
CONCERNING THE MIAMI INTERMODAL CENTER

SUMMARY EXPLANATION AND BACKGROUND: (Continued from Page 2)

Due to SFRTA's ownership of Parcels 103 and 104, it was necessary for SFRTA to be a signatory to the MIC Plat. Once SFRTA transfers Parcels 103 and 104 to FDOT, it will no longer have an interest in the platted property. FDOT has requested that SFRTA transfer its interest in the plat by quit claim deed.

The MIC Rail Corridor would be the first portion of the South Florida Rail Corridor in which SFRTA has a property interest. Given the significance of MIC/Miami Central Station to SFRTA's mission and the value of the MIC Rail Corridor, Staff recommends transferring Parcels 103 and 104 to FDOT by Special Warranty Deed, and accepting the Perpetual Non-exclusive Commuter Rail Easement, which is attached to the Transfer and Easement Agreement as Exhibit C, and the exclusive use of 250 parking spaces, in lieu of cash.

AGREEMENT TO TRANSFER A PERPETUAL EXCLUSIVE COMMUTER RAIL
EASEMENT TO SFRTA,
TO TRANSFER PARCELS 103 AND 104 TO FDOT AND TO APPROVE RELATED ITEMS
CONCERNING THE MIAMI INTERMODAL CENTER

Recommended by: [Signature] Department Director Date _____ Approved by: [Signature] Procurement Director Date 3-17-16

Authorized by: [Signature] Executive Director Date 3/17/16 Approved as to Form by: [Signature] General Counsel Date 3-17-16

Board Action:

Approved: _____ Yes _____ No

Vote: _____ Unanimous

Amended Motion:

Commissioner Steven L. Abrams _____ Yes _____ No
Commissioner Bruno Barreiro _____ Yes _____ No
Andrew Frey _____ Yes _____ No
Frank Frione _____ Yes _____ No
Nick A. Inamdar _____ Yes _____ No

Gerry O'Reilly _____ Yes _____ No
F. Martin Perry _____ Yes _____ No
Commissioner Tim Ryan _____ Yes _____ No
James A. Scott _____ Yes _____ No
Beth Talabisco _____ Yes _____ No

EXHIBIT "1"

**AGREEMENT BETWEEN
THE FLORIDA DEPARTMENT OF TRANSPORTATION
AND
THE SOUTH FLORIDA REGIONAL TRANSPORTATION AUTHORITY**

**AGREEMENT BETWEEN
THE FLORIDA DEPARTMENT OF TRANSPORTATION AND THE SOUTH
FLORIDA REGIONAL TRANSPORTATION AUTHORITY**

THIS AGREEMENT ("Agreement") is made and entered into on the ____ day of _____, 2016, by and between the SOUTH FLORIDA REGIONAL TRANSPORTATION AUTHORITY, a body politic and corporate, an agency of the State of Florida ("SFRTA"), and the STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION, an executive branch agency of the State of Florida ("FDOT").

RECITALS

A. FDOT is an agency of the State created with the responsibility for coordinating the planning of a safe, viable, and balanced state transportation system serving all regions of the state, and for assuring the compatibility of all components, including intermodal and multimodal facilities. FDOT is authorized to fund projects that provide for the construction and development of intermodal and multimodal facilities that provide for the efficient movement of people and goods.

B. SFRTA is an agency of the State, which was created as the successor entity to the Tri-County Rail Authority by Chapter 343, Florida Statutes, in 2003 with the right to own, operate, maintain and manage a transit system and transit facilities. SFRTA currently provides Commuter Rail Service, as well as other regional functions, within its current Service Area encompassing the tri-county area of Broward, Miami-Dade and Palm Beach counties.

C. FDOT, together with other federal, state and local agencies, has had constructed the Miami Intermodal Center (MIC), which serves an important public purpose by integrating a variety of transportation modes adjacent to Miami International Airport, including buses, taxis, trains, rental cars, private vehicles and pedestrians.

D. For purposes of developing the MIC, a new plat, entitled the Miami Intermodal Center Plat, was created and filed in the public records of Miami-Dade County.

E. SFRTA owns fee simple title to those certain parcels of real property identified as Parcel 103 and Parcel 104, and said parcels form a portion of the underlying real property of the Miami Center Intermodal Plat, located in Miami-Dade County, as each parcel is further described in Exhibit A attached hereto and made part hereof.

G. Pursuant to Paragraph 6 of the Temporary Relocation Agreement dated March 2, 2011, between SFRTA and FDOT, the parties agreed that "FDOT shall purchase the SFRTA-owned Property [Parcels 103 and 104] at a fair market value agreed upon by both parties".

H. In lieu of cash compensation for the conveyance of Parcels 103 and 104 to FDOT, SFRTA has agreed to accept from FDOT a Perpetual Nonexclusive Commuter Rail Easement over the MIC Rail Corridor. The MIC Rail Corridor includes substantial capital improvements, including a station, four tracks, two station platforms, including escalators and elevators, and two head

houses.. The description of the MIC Rail Corridor is set forth in Exhibit B, attached hereto and made part hereof. A copy of the Perpetual Nonexclusive Commuter Rail Easement is attached hereto and made a part hereof as Exhibit C.

NOW, THEREFORE, for and in consideration of the sum of ten dollars (\$10.00) and other good and valuable consideration, the payment, receipt and adequacy of which is hereby acknowledged, the parties agree as follows:

1. **Recitals and Exhibits.** The foregoing Recitals are true and correct and are incorporated into this Agreement by reference. All Exhibits are incorporated into this Agreement by reference.
2. **Conveyances by SFRTA.** At Closing, SFRTA shall (1) convey to FDOT fee simple title to Parcels 103 and 104 by way of appropriate Special Warranty Deed, in a form approved by FDOT, and (2) shall convey to FDOT by Quit Claim Deed, in a form approved by FDOT, all of its right, title and interest, if any, in the Miami Intermodal Center Plat, as recorded in Plat Book 158, Page 23, of the Public Records of Miami-Dade County, and the underlying real property.
3. **Conveyance by FDOT.** FDOT shall transfer to SFRTA the Perpetual Nonexclusive Commuter Rail Easement as set forth in Exhibit C.
4. **SFRTA Representations and Warranties.** As a material inducement to FDOT entering into this Agreement, SFRTA represents and warrants to FDOT that the following matters are true and will be true as of the Closing Date:

SFRTA has obtained concurrence from the Federal Transit Administration (“FTA”) for SFRTA’s transfer of the Federal interest in Parcels 103 and 104 to two locomotives purchased by SFRTA (Nos. 828 and 829). The transfer of the Federal interest allows SFRTA to transfer Parcels 103 and 104 free and clear of any federal interest. A copy of the letter dated June 22, 2015, from FTA Regional Administrator Yvette G. Taylor, Ph.D., to SFRTA Executive Director Jack Stephens concurring with SFRTA’s request to transfer the federal interest from Parcels 103 and 104 is attached hereto and part a part hereof as Exhibit D.

5. **FDOT Representations and Warranties.** As a material inducement for SFRTA entering into this Agreement, FDOT represents and warrants to SFRTA that the following matters are true and will be true as of the Closing Date:

FDOT acknowledges that SFRTA has entered into grant agreements with the FTA to obtain Federal funds for the purchase of the Parcels 103 and 104 and the construction of improvements on the property and that the FTA claims a Federal interest in the two parcels. FDOT further acknowledges that the FTA, by the letter attached to this Agreement as Exhibit D, has approved the release of its Federal interest in Parcels 103 and 104 and that the parcels are being transferred to FDOT free and clear of such Federal interest.

6. **Closing Documents and Deliverables.** At the Closing, each party shall deliver or cause to be delivered, as applicable, the following documents and monies required to be paid pursuant to this Agreement:

a. **SFRTA Conveyance Documents.** SFRTA shall execute and deliver to FDOT (a) a Special Warranty Deed conveying all of SFRTA's right, title and interest in and to Parcels 103 and 104; and (b) Quit Claim Deed of any interest SFRTA holds in the Miami Intermodal Center Plat,.

b. **Evidence of Authority.** SFRTA and FDOT shall deliver to the other party such documents as may be reasonably required by the other party's counsel or by the Title Company Agent to evidence the capacity of the parties hereto and the authority of the persons executing any documents on behalf of the parties hereto, including but not limited to, any required or necessary resolutions.

c. **Other Documents.** Such other documents or instruments as may be reasonably required by either party or the Title Company Agent to consummate and close the transactions contemplated by this Agreement.

7. **Closing Date.** The parties agree that the Closing shall occur at a place and time mutually agreed to by the parties hereto on the closing date, which shall be within thirty (30) days after the execution date hereof ("the Closing Date"), at which time all instruments due to be made, executed and delivered shall be made, executed and delivered by the parties, each to the other as provided herein. All payments contemplated under this Agreement, and as stipulated on the Closing Statement, shall be due and payable on the Closing Date, subject to any credits or pro-rations.

8. **Closing Costs.** Each party shall be responsible for its own closing costs.

9. **Future Development.** FDOT agrees to provide 250 parking spaces for the exclusive use of SFRTA within the Miami Intermodal Center Plat ("MIC Plat"), including 167 spaces located within Parcels "E" and "L" of the MIC Plat. SFRTA may manage these 250 spaces at it deems necessary to support commuter rail operations. The location of the additional 83 spaces will be determined by FDOT and SFRTA by mutual agreement. In the event of future development, SFRTA's parking may be relocated within the MIC Plat with the prior approval of SFRTA, which will not be unreasonably withheld, and at no cost to SFRTA. Temporary parking, which may include shuttle bus service, acceptable to SFRTA shall be provided during the construction period at no cost to SFRTA. The foregoing provisions shall survive Closing and shall be binding on all FDOT's successors and assigns.

10. **Miscellaneous**

a. **Time.** Time is of the essence with regard to every term, condition and provision set forth in this Agreement. Time periods shall be calculated in calendar days unless otherwise specified. Time periods herein of less than six (6) days shall exclude Saturdays, Sundays and state or national legal holidays, and any time period provided for herein which shall end on Saturday, Sunday or a legal holiday shall be extended to 5:00 p.m. of the next business day.

b. **Notices.** Any notice, request, demand, instruction, or other communications to be given to the parties hereunder (except those required to be delivered at Closing), shall be in writing and shall be deemed to be delivered upon the earlier to occur of (i) actual receipt if delivered by hand

or by commercial courier to the address indicated or if faxed with confirmation of receipt, or (ii) the first attempted delivery by registered or certified United States Parcel Service mail, Federal Express or other overnight carrier, return receipt requested, postage prepaid, addressed as follows:

If to FDOT: Florida Department of Transportation
1000 N.W. 111th Avenue, Room 6207
Miami, Florida 33172-5800
Attention:

With copies to: Chief Counsel, District 6

If to SFRTA: South Florida Regional Transportation Authority
800 N.W. 33rd Street
Pompano, Florida 33064
Attention: Executive Director

With a copy to: General Counsel

c. **Entire Agreement and Modification.** This Agreement constitutes the entire agreement between the parties and supersedes all prior agreements and understandings relating to the subject matter hereof, to the extent that each prior agreement may be amended or modified as provided for herein. This Agreement cannot be amended, modified or altered except by an agreement in writing that is executed by all parties.

d. **Binding Effect.** This Agreement shall be binding upon and shall insure to the benefit of the parties hereto, and their respective successors, permitted assigns, heirs and legal representatives.

e. **Assignment.** The rights and privileges granted by this Agreement are not assignable by either party hereto.

f. **Headings.** Section headings are for convenience of reference only and shall in no way effect the interpretation of this Agreement.

g. **Governing Law.** The substantive laws of the State of Florida, and the laws and title standards of the United States of America, shall govern the validity, construction, performance, enforcement and interpretation of this Agreement. Venue shall be located in Miami-Dade County.

h. **Radon Disclosure.** In accordance with Florida law, the following disclosure is hereby made: RADON GAS: Radon is a naturally occurring radioactive gas that, when it has accumulated in a building in sufficient quantities, may present health risk to persons who are exposed to it overtime. Levels of radon that exceed federal and state guidelines have been found in buildings in Florida. Additional information regarding radon and radon testing may be obtained from your county public health unit.

i. **Severability.** If any provision of this Agreement or any other agreement entered into pursuant hereto is contrary to, prohibited by or deemed invalid under applicable law or regulation, such provision shall be inapplicable and deemed omitted to the extent as contrary, prohibited or invalid, but the remainder hereof shall not be invalidated thereby and shall be given full force and effect so far as possible. If any provisions of this Agreement may be construed in two or more ways, one of which would render the provision invalid or otherwise voidable or unenforceable and another of which would render the provision valid and enforceable, such provision shall have the meaning, which renders it valid and enforceable.

j. **Third Parties.** Unless expressly stated herein to the contrary nothing in the Agreement, whether express or implied, is intended to confer any rights or remedies under or by reason of the Agreement on any person other than the parties hereto and their respective legal representatives, successors and permitted assigns. Nothing in this Agreement is intended to relieve or discharge the obligation or liability of any third persons to any party to this Agreement, nor shall any provision give any persons any right of subrogation or action over or against any party to this Agreement.

k. **Counterparts.** This Agreement may be executed in one or more counterparts, each of which shall be deemed an original, but all of which together shall constitute one and the same instrument. A photocopy or facsimile copy of this Agreement and any signatory hereon shall be considered for all purposes as an original.

l. **No Waiver.** Failure of a party to insist upon strict performance of any covenant or condition of this Agreement, or to exercise any right, shall not be construed as a waiver or relinquishment for the future enforcement of any such covenant, condition or right; but the same shall remain in full force and effect.

m. **Construction.** The parties acknowledge that they have had equal bargaining strength, and that any rule of construction to the effect that ambiguities are to be resolved against one party or the other shall not apply in the interpretation of this Agreement.

n. **Survival.** All representations and warranties made hereunder, and all obligations in this Agreement that by their terms must be performed after the Closing, shall survive the Closing.

o. **Purchase Agreement Not to be Recorded.** This Purchase Agreement shall not be recorded in any public records by either party hereto.

p. **Sovereign Immunity.** Nothing herein shall be construed as a waiver of either party's sovereign immunity or a waiver by either party of the benefits of Section 768.28, Florida Statutes, or any similar provision of law.

q. **Expenditures by FDOT.** FDOT, 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. FDOT shall require a statement from the comptroller of the FDOT

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 one (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.

r. **Expenditures by SFRTA.** SFRTA, 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. SFRTA shall require a statement from the SFRTA director of finance 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 one (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.

s. **Final Agency Acceptance.** This Agreement is subject to Final Agency Acceptance by FDOT pursuant to Section 119.0711, Florida Statutes. A closing shall not be conducted prior to thirty (30) days from the date this Agreement is signed to allow public review of the transaction. Final Agency Acceptance shall not be withheld absent evidence of fraud, coercion, or undue influence involving this Agreement. Final Agency Acceptance shall be evidenced by FDOT's signature in this Agreement showing same.

IN WITNESS WHEREOF, the parties have attached their hands and seals this ____ day of _____, 2016.

STATE OF FLORIDA DEPARTMENT
OF TRANSPORTATION, an Agency of the
State of Florida

By: _____
District Six Secretary
Florida Department of Transportation

Approved as to Form and Legal Sufficiency:

FDOT District Chief Counsel

Final Agency Acceptance by FDOT:

Date: _____

By: _____
Name and title

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

By: _____
Chair, South Florida Regional Transportation
Authority

Attest:

Jack Stephens, Executive Director

Approved as to Form and Legal Sufficiency

SFRTA General Counsel

EXHIBIT "A"

LEGAL DESCRIPTIONS OF PARCELS 103 AND 104

EXHIBIT "A"

PARCEL 1

Lots 13, 14, and 15 of LE JEUNE TERMINALS SIXTH ADDITION, according to the plat thereof recorded in Plat Book 58, at Page 43, of the Public Records of Dade County, Florida.

PARCEL 2

A parcel of land in the Southeast 1/4 of Section 29, Township 53 South, Range 41 East, Dade County, Florida, South of and adjacent to Lot 38, LE JEUNE TERMINALS SIXTH ADDITION, according to the plat thereof as recorded in Plat Book 58, at Page 43, of the Public Records of Dade County, Florida more particularly described as follows to wit:

Begin at the most Easterly corner of Lot 38 of LE JEUNE TERMINALS SIXTH ADDITION, according to the Plat thereof, as recorded in Plat Book 58, at Page 43, of the Public Records of Dade County, Florida, thence South 00 degrees 05 minutes 47 seconds West along the Westerly right of way line of the Seaboard Air Line Railroad for a distance of 127.31 feet to a point; said point being located 198.00 feet North of the intersection of the Westerly right of way line of the Seaboard Air Line Railroad with the center of N.W. 21st Street as the same is shown on the plat recorded in Plat Book 36, at Page 79 of the Public Records of Dade County, Florida; thence South 87 degrees 54 minutes 43 seconds West along the Southerly boundary of the property of the Seminole Fruit and Land Company for a distance of 137.82 feet to a point; thence North 21 degrees 06 minutes 40 seconds West for a distance of 109.90 feet to a point on the South line of Lot 38 of LE JEUNE TERMINALS SIXTH ADDITION as aforesaid and a point on a circular curve, said point bearing North 10 degrees 15 minutes 49 seconds West from the center of said curve; thence in an Easterly direction along the Southerly line of Lot 38 of LE JEUNE TERMINALS SIXTH ADDITION as aforesaid and along a circular curve having a radius of 6,935.50 feet to a central angle of 01 degree 29 minutes 13 seconds for an arc distance of 179.99 feet to the most Easterly corner of Lot 38, LE JEUNE TERMINALS SIXTH ADDITION as aforesaid and a point of beginning of the parcel of land herein described.

PARCEL 3

All of Lot 38, LE JEUNE TERMINALS SIXTH ADDITION, according to the Plat thereof, recorded in Plat Book 58, at Page 43, of the Public Records of Dade County, Florida, less the following portion thereof more particularly described as follows:

Begin at the Northwest corner of Lot 38, LE JEUNE TERMINALS SIXTH ADDITION, according to the Plat thereof as recorded in Plat Book 58, at Page 43, of the Public Records of Dade County, Florida; thence North 89 degrees, 27 minutes, 15 seconds East along the North line of said Lot 38, for a distance 200.00 feet to a point; thence South 80 degrees 56 minutes 09 seconds West for a distance of 202.53 feet to a point on the West line of said Lot 38; thence due North along the West line of said Lot 38 for a distance of 30.00 feet to the point of beginning. And also less the following portion of Lot 38, more particularly described as follows to wit:

Begin at the most Easterly corner of Lot 38, LE JEUNE TERMINALS SIXTH ADDITION, according to the Plat thereof as recorded in Plat Book 58, at Page 43, of the Public Records of Dade County, Florida, thence North 61 degrees 36 minutes .35 seconds West along the Northeasterly line of said Lot 38 for a distance of 176.41 feet to a point on the Northeasterly line of said Lot 38 and a point on a circular curve, said point bearing South 61 degrees 36 minutes 35 seconds East from the center of said curve; thence in a Southwesterly direction along the Northwesterly line of said Lot 38, and along a circular curve having a radius of 95.00 feet through a center angle of 40 degrees 29 minutes 55 seconds for an arc distance of 67.15 feet to a point. Said point bearing South 21 degrees 06 minutes 40 seconds East from the center of said curve; thence South 21 degrees 06 minutes 40 seconds East for a distance of 75.30 feet to a point on the Southerly line of said Lot 38 and a point on a circular curve having a radius of 6,935.55 feet. Said point bearing North 10 degrees 15 minutes 49 seconds West from the center of said curve; thence Easterly along the Southerly line of said Lot 38 and along a circular curve having a radius of 6,935.55 feet through a central angle of 01 degree 29 minutes 13 seconds for an arc distance of 179.99 feet to the most Easterly corner of said Lot 38 and the point of beginning.

PARCEL 4

A parcel of land located in the Southeast 1/4 of Section 29, Township 53 South, Range 41 East, Dade County, Florida, south of and adjacent to Lot 38 LE JEUNE TERMINALS SIXTH ADDITION, according to the plat thereof as recorded in Plat Book 58, at Page 43, of the Public Records of Dade County, Florida, more particularly described as follows to wit:

Commence at the most Easterly corner of Lot 38 LE JEUNE TERMINALS SIXTH ADDITION, according to the plat thereof as recorded in Plat Book 58, at Page 43, of the Public Records of Dade County, Florida; thence South 00 degrees 05 minutes 47 seconds West along the Westerly right of way line of Seaboard Air Line Railroad for a distance of 127.31 feet to a point said point being located 198.00 feet North of the intersection of the intersection of the West right of way line of the Seaboard Air Line Railroad with the center line of N.W. 21st Street as the same is shown on the plat recorded in Plat Book 36, at Page 79, of the Public Records of Dade County, Florida; thence South 87 degrees 54 minutes 43 seconds West along the Southerly boundary of the property of Seminole Fruit and Land Company for a distance of 137.82 feet to the point of beginning of the parcel of land herein described; thence continue South 87 degrees 54 minutes 43 seconds West along the Southerly boundary of the property of Seminole Fruit and Land Company for a distance of 366.14 feet to the intersection thereof with the prolongation South of the West line of the aforesaid Lot 38; thence due North along the prolongation South of the West line of said Lot 38 for a distance of 55.72 feet to the Southwest

corner of said Lot 38 and a point on a circular curve having a radius of 7,579.49 feet, said point bearing South 10 degrees 02 minutes 38.62 seconds East from the center of said curve; thence Easterly along the Southerly line of said Lot 38 and along a circular curve having a radius of 7,579.49 feet through a center angle of 00 degrees 27 minutes 31.37 seconds for an arc distance of 60.31 feet to the end of said curve; thence North 79 degrees 30 minutes 00 seconds East along a line tangent to the last aforesaid curve and along the South line of said Lot 38 for a distance of 242.91 feet to the beginning of a tangential circular curve; thence continue Easterly along the Southerly line of said Lot 38 and along a tangential circular curve having a radius of 6,935.55 feet through a central angle of 00 degrees 14 minutes 11 seconds through an arc distance of 28.61 feet to a point, said point bearing North 10 degrees 15 minutes 49 seconds West from the center of said curve, thence South 21 degrees 06 minutes 40 seconds East for a distance of 109.90 feet to a point on the Southerly boundary line of the Seminole Fruit and Land Company and the point of beginning of the parcel herein described.

EXCEPTING AND EXCLUDING from the foregoing parcels of land so much thereof as was conveyed by the party of the first part to the County of Dade and a body corporate and a political subdivision of the State of Florida as is more particularly described as follows:

The West 70 feet of Lot 38 of LE JEUNE TERMINALS SIXTH ADDITION, according to the plat thereof as recorded in Plat Book 58, at Page 43 of the Public Records of Dade County, Florida, lying South of the South right of way line of N.W. 22nd Street as said N.W. 22nd Street is shown on the Plat of LE JEUNE TERMINALS EIGHTH ADDITION, recording in Plat Book 60, at Page 41 of the Public Records of Dade County, Florida; and the external area formed by a 25.00 foot radius arc concave to the Southeast tangent to a line that 70.00 feet East of and parallel to the West line of said Lot 38 and tangent to the said South right of way line of N.W. 22nd Street; and the West 70.00 feet of that certain tract of land lying East of and adjacent to the East line of Lot 14 of said LE JEUNE TERMINALS EIGHTH ADDITION and lying South of the South line of Lot 38 of said LE JEUNE TERMINALS SIXTH ADDITION and lying North of the North line of that parcel of land conveyed by John H. Ware, Jr. and Clara Edwards Ware, his wife, to Dade County by Warranty Deed dated February 16, 1956 and filed for record in Deed Book 4242, at Page 400 of the Public Records of Dade County, Florida.

PARCEL 5

A portion of Tract A, RINKER LE JEUNE PLANT SIDE, according to the plat thereof, as recorded in Plat Book 90, at Page 6, of the Public Records of Dade County, Florida being more particularly described as follows:

Begin at the Southeast corner of said Tract A, thence run North 00 degrees 05 minutes 10 seconds East along the East line of said Tract A for 254.94 feet, thence run North 89 degrees 42 minutes 04 seconds West for 144.19 feet to a point on the West line of said Tract A; thence run South along said West line of Tract A for 126.71 feet to a point of curvature; thence run Southwesterly along a circular curve to the right having a radius of 95.00 feet and a central angle of 68 degrees 52 minutes 22 seconds for an arc distance of 114.20 feet, thence run South 21 degrees 07 minutes 38 seconds East radial to the last described curve for a distance of 75.30 feet to a point on a circular curve, said point bearing North 10 degrees 15 minutes 49 seconds West from the center of said curve; thence run Easterly along a circular curve to the right having a radius of 6,935.55 feet and a central angle of 01 degree 29 minutes 11 seconds for an arc distance of 179.92 feet to the point of beginning. Said last described four courses being coincident with the boundary of said Tract A.

EXHIBIT "B"

MIC RAIL CORRIDOR

(Note: The attached Legal Description and Sketch have been labeled Exhibit "A" by the surveyor for other purposes.)

EXHIBIT "A"

LEGAL DESCRIPTION - PARCEL: 5587

Being a parcel of land containing all of Tracts "D" and "J" of MIAMI INTERMODAL CENTER, as recorded in Plat Book 168, Page 53 in the public records of Miami-Dade County, Florida, AND that portion of the Right-of-Way of NW 25th Street lying between said Tracts "D" and "J", AND a portion of the CSX Railroad Spur Lines L-12 and L-13, as described in Warranty Deed from CSX Transportation, Inc. to State of Florida Department of Transportation, dated March 28, 1990, recorded in Official Records Book 14491, Page 326, in the public records of Miami-Dade County, Florida; same portion of said CSX Railroad Spur Lines L-12 and L-13 also depicted in Right of Way Map, Section 87270-1477(2477), Sheet 21 of 65, prepared by the Florida Department of Transportation, approved on September 25, 2002; with all of the aforesaid lands lying in Section 29, Township 53 South, Range 41 East, and being more particularly described as follows:

COMMENCE at the Southeast corner of said Section 29, Township 53 South, Range 41 East; thence N 01°37'21" W, along the East line of said Section 29, a distance of 694.26 feet; thence S 87°56'58" W, a distance of 540.56 feet to the Southeast corner of aforesaid Tract "D" and the POINT OF BEGINNING of the following described parcel:

Thence continue S 87°56'58" W, along the South line of said Tract "D" and along its Westerly prolongation thereof, a distance of 192.89 feet to the intersection with the Westerly Right of Way line of aforementioned CSX Railroad Spur Line L-13, thence N 01°37'40" W, along said Westerly Right of Way line of Spur Line L-13, and its Northerly prolongation going through and across that said portion of NW 25th Street, and along the Westerly Right of Way line of said Spur Line L-12, as described in said Warranty Deed, a distance of 3,228.69 feet to the intersection with the Southeasterly Right of Way line of CSX Railroad Spur Line L-10, as it is shown on said Florida Department of Transportation CSX Railroad Right of Way Map, Section 87270-1477(2477), Sheet 21 of 65; thence N 88°22'20" E, at a right angle from aforesaid line, 57.00 feet to the Easterly Right of Way line of aforesaid Spur Line L-12; thence S 01°37'40" E, along said Easterly Right of Way line of Spur Line L-12, a distance of 466.23 feet to the intersection with the Southerly Right of Way line of NW 28th Street, said point being the Northwest corner of aforesaid Tract "J", and lying on a curve concave to the Northwest, having a radius of 1,249.81 feet; thence Northeasterly along the arc of said curve 9.82 feet, through a central angle of 00°27'01", a chord bearing of N 39°08'26" E, and a chord distance of 9.82 feet to the intersection with the Westerly Right of Way line of NW 37th Avenue (Douglas Road), and a curve concave to the Southwest having a radius of 607.31 feet; thence Southeasterly along the arc of said curve 191.55 feet, through a central angle of 18°04'18", a chord bearing of S 27°19'29" E, and a chord distance of 190.76 feet to a point of cusp with a curve concave to the Southeast having a radius of 10.00 feet; thence Northwesterly, Westerly, and Southwesterly along the arc of said curve 28.51 feet, through a central angle of 163°20'20", a chord bearing of S 80°02'30" W, and a chord distance of 19.79 feet to the intersection with the Easterly line of aforesaid Tract "J"; thence S 01°37'40" E, along said Easterly line of Tract "J", a distance of 1,399.89 feet to the Southeast corner of said Tract "J", and the intersection with the Northerly Right of Way line of said NW 25 Street; thence S 03°42'30" E a distance of 70.03 feet across said Right of Way portion of NW 25th Street to the Northeast corner of aforesaid Tract "D"; thence S 02°02'06" E, along the Easterly line of said Tract "D", a distance of 1,044.52 feet; thence N 87°56'58" E a distance of 55.80 feet; thence S 02°02'06" E a distance of 79.78 feet to the POINT OF BEGINNING.

Containing 380,939 Square Feet of land (8.745 Acres), more or less.

GENERAL NOTES:

- THIS IS NOT A SURVEY
- Not valid without the signature and original raised seal of the Florida Licensed Surveyor and Mapper in charge.
- The bearings shown hereon are referenced to the East line of Section 29, Township 53 South, Range 41 East, as shown on the plat of MIAMI INTERMODAL CENTER, as recorded in Plat Book 168, Page 53 in the public records of Miami-Dade County, Florida, bearing N 01°37'21" W.
- Dimensions shown hereon were calculated, unless otherwise shown, based on information found in said plat of MIAMI INTERMODAL CENTER, Plat Book 168, Page 53, the Florida Department of Transportation Right of Way Map of CSX Railroad, Section 87270-1477(2477), Sheet 21 of 65, approved on 03/19/1990, and the Warranty Deed from CSX Transportation, Inc. to the State of Florida Department of Transportation, dated 03/28/1990, and recorded in Official Records Book 14491, Page 326 in the public records of Miami-Dade County, Florida.
- Corner radii are 25' unless otherwise shown.
- Additions and/or deletions to survey maps, sketches or reports by any party other than the signing party are prohibited without the written consent of the signing party.

This document consists of three (3) sheets and shall not be considered full, valid, and complete unless each sheet is attached to the other.



 OMAR SUAREZ
 PROFESSIONAL SURVEYOR AND MAPPER
 FLORIDA LICENSE NO. 6914

05/28/14
DATE

FLORIDA DEPARTMENT OF TRANSPORTATION			
SKETCH TO ACCOMPANY LEGAL DESCRIPTION			
STATE ROAD NO. N/A		MIAMI-DADE COUNTY	
	BY	DATE	PREPARED BY: FDOT DISTRICT 6
DRAWN	D.DENIS	03/26/14	DATA SOURCE: SEE GENERAL NOTES
REVISION	BY	DATE	CHECKED
			O.SUAREZ 05/28/14
		F.P. NO. N/A	SECTION 87281-OMIC
		SHEET 1 OF 3	

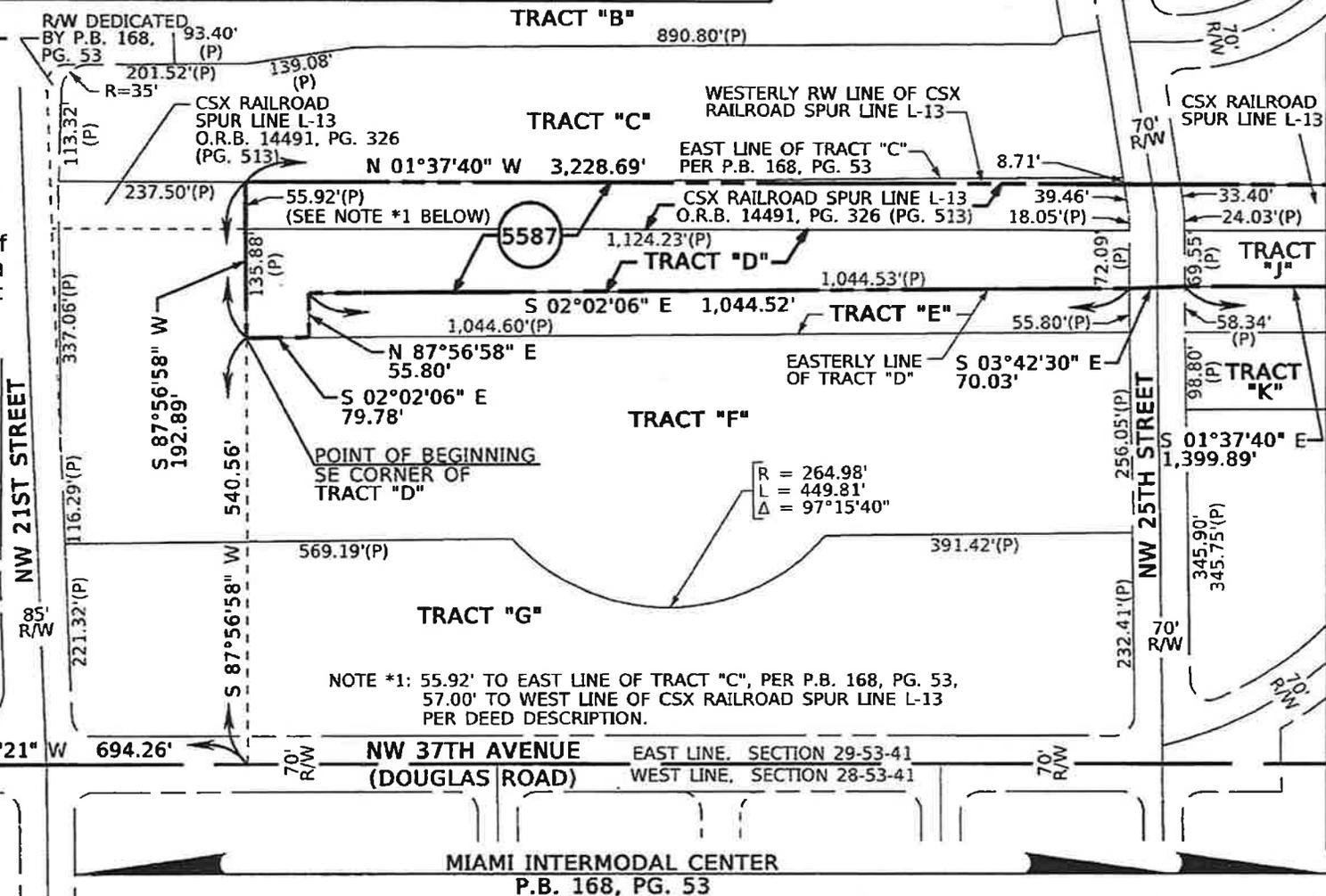
EXHIBIT "A"

SEC.29, TWP.53S, RGE.41E

PARCEL NO.	OWNER'S NAME	PARCEL AREA	REMAINDER	COMMENTS
5587	FDOT	8.745 ACRES	UNDETERMINED	

LEGEND:

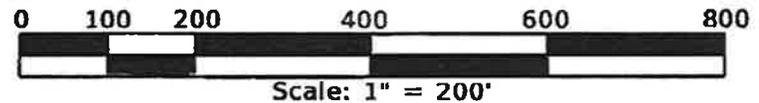
- 5587 - Parcel Identification Number
- Δ - Curve Central Angle
- C.B. - Chord Bearing
- C.D. - Chord Distance
- FDOT - Florida Department of Transportation
- F.P. - Financial Project
- L - Curve Length
- NO. - Number
- O.R.B. - Official Records Book
- (P) - Per Plat
- P.B. - Plat Book
- PG. - Page
- R - Radius
- RGE. - Range
- R/W - Right-of-Way
- SEC. - Section
- T.B. - Tangent Bearing
- TWP. - Township



NOTE #1: 55.92' TO EAST LINE OF TRACT "C", PER P.B. 168, PG. 53, 57.00' TO WEST LINE OF CSX RAILROAD SPUR LINE L-13 PER DEED DESCRIPTION.

POINT OF COMMENCEMENT
SE CORNER SEC. 29-53-41
FLORIDA CERTIFIED
CORNER RECORD NO. 57161

This document consists of three (3) sheets and shall not be considered full, valid, and complete unless each sheet is attached to the other.



MATCH LINE - SEE SHEET 3 OF 3

**FLORIDA DEPARTMENT OF TRANSPORTATION
SKETCH TO ACCOMPANY LEGAL DESCRIPTION**

REVISION	BY	DATE

STATE ROAD NO. N/A

MIAMI-DADE COUNTY

DRAWN	BY	DATE

PREPARED BY:
FDOT DISTRICT 6

DATA SOURCE:
SEE GENERAL NOTES ON SHEET 1

F.P. NO. N/A

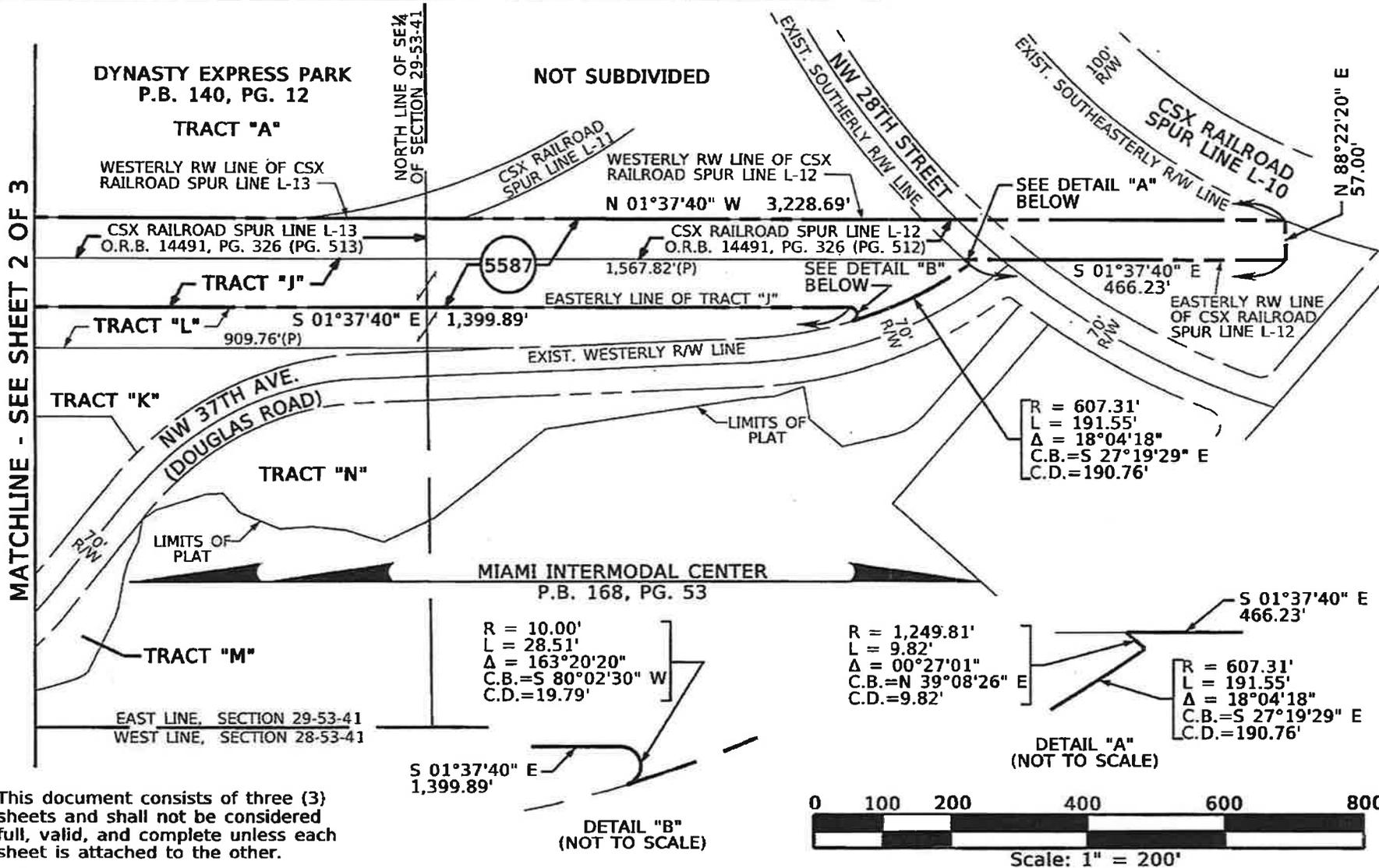
SECTION 87281-OMIC

SHEET 2 OF 3

EXHIBIT "A"

SEC.29, TWP.53S, RGE.41E

PARCEL NO.	OWNER'S NAME	PARCEL AREA	REMAINDER	COMMENTS
5587	FDOT	8.745 ACRES	UNDETERMINED	



This document consists of three (3) sheets and shall not be considered full, valid, and complete unless each sheet is attached to the other.

FLORIDA DEPARTMENT OF TRANSPORTATION
SKETCH TO ACCOMPANY LEGAL DESCRIPTION

REVISION	BY	DATE

STATE ROAD NO. N/A

BY	DATE
D.DENIS	03/26/14
O.SUAREZ	05/28/14

PREPARED BY:	F.P. NO.
FOOT DISTRICT 6	N/A

DATA SOURCE:	SECTION	SHEET
SEE GENERAL NOTES ON SHEET 1	87281-OMIC	3 OF 3

EXHIBIT C

07-PE.11-04/93

This instrument prepared by,
or under the direction of,
Alicia Trujillo, Esq. _____
District Chief Counsel
State of Florida
Department of Transportation
1000 N.W. 111th Avenue
Miami, Florida 33172

Parcel No. :
Item/Seg. No. :
FAP No. :
Sect/Job No. : MIC
S.R. No. : MIC
County : Miami-Dade
Managing District : Six

PERPETUAL NONEXCLUSIVE COMMUTER RAIL EASEMENT

THIS EASEMENT made the _____ day of _____, 2016, by the STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION, an agency under the state of Florida, whose address is 1000 NW111th Avenue, Miami, Florida 33172, ("Grantor"), and the SOUTH FLORIDA REGIONAL TRANSPORTATION AUTHORITY, a body politic and corporate, an agency of the State of Florida, pursuant to Florida Statutes, Chapter 343, having an address at 800 N.W 33rd Street, Pompano, Florida 33064, ("Grantee"), collectively referred to as the Parties.

WITNESSETH

- A. Grantor is the fee simple owner of the land described in Exhibit 1 hereto (the "MIC Rail Corridor");
- B. Grantee is a state agency, providing commuter rail service in Palm Beach, Broward and Miami-Dade counties (the "Service Area"), as authorized under Chapter 343, F.S.;
- C. Grantee is the fee simple owner of the land described as Parcel 103 and Parcel 104, lying within Tracts B and C of the Plat of the Miami Intermodal Center, recorded in Plat Book 168, Page 53, of the Public Records of Miami-Dade County, Florida;
- D. Grantee acquired the afore-stated Parcel 103 and Parcel 104, in part, by receipt and use of Federal grant funds provided by the Federal Transit Administration for said acquisition, and for the use and construction of a commuter rail station upon those parcels; and further the station constructed thereon was demolished by Grantor to allow for construction of the Miami Intermodal Center;
- E. In exchange for the grant of this Perpetual Nonexclusive Commuter Rail Easement over the MIC Rail Corridor, further described in Exhibit 1 (collectively referred to herein as the "Corridor" or the "Easement Property"), Grantee shall convey to Grantor the afore-described Parcels 103 and 104.
- F. It is understood that nothing herein is intended to preclude the use of the Corridor by other types of passenger rail service, such as intercity passenger service (including Amtrak) and high speed passenger rail service with service that extends beyond the Service Area.

Parcel No. :
Item/Seg. No. :
FAP No. :
Sect/Job No. : MIC
S.R. No. : MIC
County : Miami-Dade
Managing District : Six

The above recitals herein stated are true and correct and incorporated herein by reference.

The Grantor, for and in consideration of the sum of One Dollar and other valuable consideration paid, the receipt and sufficiency of which is hereby acknowledged by the Grantor, hereby grants to the Grantee, its successors and assigns, a Perpetual Nonexclusive Commuter Rail Easement (the "Easement") for the purpose of operating and maintaining a Commuter Rail Service and for all other uses not inconsistent with the Commuter Rail Service as authorized by Chapter 343, Florida Statutes, in the following described land:

SEE EXHIBIT 1 ATTACHED HERETO AND MADE PART HEREOF

THAT the Easement is subject to the Operating Agreement between the Florida Department of Transportation and the South Florida Regional Transportation Authority for the South Florida Rail Corridor dated June 13th, 2013 (Operating Agreement) and the Amended South Florida Operating and Management Agreement between State of Florida Department of Transportation and CSXT Transportation, Inc. (SFOMA) dated January 25th, 2013, all as amended from time to time.

The Grantor is the fee simple owner of the Easement Property, is in exclusive possession of the Easement Property, and has good and lawful right to grant this Easement.

Notwithstanding anything herein to the contrary, it is understood and agreed that Grantor, its successors and/or assigns, shall not construct any structure or other improvement upon the Easement Property or engage in any use of the surface of the Easement Property which is inconsistent or interferes with the rights of the Grantee under this Easement.

THE REMAINDER OF THIS PAGE LEFT BLANK INTENTIONALLY

Parcel No. :
Item/Seg. No. :
FAP No. :

Sect/Job No. : MIC
S.R. No. : MIC
County : Miami-Dade
Managing District : Six

IN WITNESS WHEREOF, the State of Florida Department of Transportation has caused these presents to be signed in the name of the State of Florida Department of Transportation by its District Secretary, District Six and its seal to be hereunto affixed, attested by its Executive Secretary, on the date first above written.

STATE OF FLORIDA
DEPARTMENT OF TRANSPORTATION

Witnesses:

Signature: _____

Name: _____

Signature: _____

Name: _____

BY: _____
Gus Pego, P.E.
District Secretary

Attest: _____

Print Name _____
Executive Secretary

(Affix Department Stamp)

STATE OF FLORIDA
COUNTY OF MIAMI-DADE

The foregoing instrument was acknowledged before me this ___ day of _____, 201_ by the District Secretary for District Six, who is personally known to me, or who has produced _____ as identification.

Notary Public in and for the County and State last
aforementioned

(Affix Notary Seal) My Commission Expires: _____

EXHIBIT "1"

MIC RAIL CORRIDOR

PERPETUAL NONEXCLUSIVE COMMUTER RAIL EASEMENT

EXHIBIT "D"

TRANSFER OF FEDERAL INTEREST LETTER FROM FTA

JUN 22 2015



U.S. Department
of Transportation
Federal Transit
Administration

REGION IV
Alabama, Florida, Georgia,
Kentucky, Mississippi,
North Carolina, Puerto
Rico, South Carolina,
Tennessee, Virgin Islands

230 Peachtree, NW
Suite 800
Atlanta, GA 30303
404-865-5600
404-865-5605 (fax)

Mr. Jack Stephens, Executive Director
South Florida Regional Transportation Authority
800 NW 33rd Street, Suite 100
Pompano Beach, Florida 33064

Re: Disposition and Transfer of Surplus Property – Miami Airport Station

Dear Mr. Stephens:

The Federal Transit Administration (FTA) received the South Florida Regional Transportation Authority's (SFRTA) letter dated January 16, 2014, and your updated letter dated May 26, 2015 in which you request FTA's approval to transfer the federal interest from surplus property located at the Miami Intermodal Center (MIC), as well as the remaining Federal interest from the Tri-Rail Miami Airport Station into two new locally funded locomotive vehicles. The FTA concurs with your request.

The FTA understands that the subject MIC property was originally purchased in 1994 for \$2.96 million with grant FL-90-X211 at 80% federal participation. A SFRTA appraisal from June 30, 2014 and updated on March 24, 2015 valued the property at \$5,345,000. The Federal interest in the property, calculated at 80%, is \$4,276,000. The property described in the May 25, 2015 letter includes two parcels at the MIC, Parcel 103 and Parcel 104.

The Tri-Rail Miami Airport Station was constructed in 1998 with 77% Federal participation (\$4.94 million) using grants FL-03-0150, FL-03-0159, FL-90-X211, and FL-90-X248. In September 2011 the Miami Airport Station was demolished due to the construction of the MIC and was relocated to the MIC Center Station. In 2004 SFRTA received FTA concurrence to disposition the Miami Airport Station. Based on a 40-yr useful life, the remaining Federal interest in the Miami Airport Station is \$3,284,933.

SFRTA proposes to transfer the Federal interest in the MIC property (\$4,276,000) and the remaining FTA interest in the Miami Airport Station (\$3,284,933) to the last new locomotive vehicle procured (#828) and the one that will be received by mid-July, 2015 (#829). Both of these vehicles were purchased under a procurement that meets all FTA requirements, but #828 and #829 specifically were funded with county tax dollars only and no Federal dollars. The bid price for each locomotive is \$3,835,000. The total Federal interest, \$7,560,933 will be transferred to the two vehicles totaling \$7,670,000. The useful life of each vehicle is 25 years. If you have any questions, please contact Ms. Margarita Sandberg by email, at margarita.sandberg@dot.gov, or by phone at (404) 865-5612.

Sincerely,

A handwritten signature in black ink, appearing to read "Yvette G. Taylor".

Yvette G. Taylor, Ph.D.
Regional Administrator

SOUTH FLORIDA REGIONAL TRANSPORTATION AUTHORITY
GOVERNING BOARD MEETING: MARCH 25, 2016

AGENDA ITEM REPORT

Consent Regular

SOUTH FLORIDA REGIONAL TRANSPORTATION AUTHORITY
2016 TITLE VI PROGRAM UPDATE

REQUESTED ACTION:

MOTION TO APPROVE: The South Florida Regional Transportation Authority's 2016 Title VI Program Update, in accordance with Title VI of the Civil Rights Act of 1964.

SUMMARY EXPLANATION AND BACKGROUND:

On October 1, 2012, the Federal Transit Administration (FTA) released the revised Title VI Circular, 4702.1B "Title VI Requirements and Guidelines for Federal Transit Administration Recipients". The FTA requires that all direct and primary recipients document their compliance with U.S. Department of Transportation's Title VI regulations by submitting a Title VI Program update to the FTA regional civil rights officer once every three (3) years. SFRTA has consistently submitted its Title VI program updates to the FTA, as required. The 2016 Update for the Board's consideration is attached as Exhibit 1.

The revised Circular requires that Title VI Program updates be approved by the agency's governing entity which is responsible for policy decisions, prior to submission to the FTA. To fulfil the new requirement in the revised circular, the Governing Board reviewed and approved SFRTA's 2013 Title VI Program on March 22, 2013. To remain in compliance with the guidelines, SFRTA has now prepared the triennial update to its Title VI Program. Following SFRTA Board approval of the update, SFRTA will forward it to the FTA for review and subsequent approval.

In accordance with the FTA Circular 4702.1B, staff is requesting the Board approve the SFRTA's 2016 Title VI Program Update.

Department: Administration
Project Manager: Marie Jarman

Department Director: Diane Hernandez Del Calvo
Procurement Director: N/A

FISCAL IMPACT: N/A

EXHIBITS ATTACHED: Exhibit 1- SFRTA's 2016 Title VI Program Update

SOUTH FLORIDA REGIONAL TRANSPORTATION AUTHORITY
2016 TITLE VI PROGRAM UPDATE

Recommended by: [Signature] 3/17/14 Department Director Date
Approved by: [Signature] 3/17/16 Procurement Director Date

Authorized by: [Signature] 3/17/16 Executive Director Date
Approved as to Form by: [Signature] 3-17-16 General Counsel Date

Board Action:

Approved: Yes No

Vote: Unanimous

Amended Motion:

Commissioner Steven L. Abrams	<input type="checkbox"/> Yes <input type="checkbox"/> No	Gerry O'Reilly	<input type="checkbox"/> Yes <input type="checkbox"/> No
Commissioner Bruno Barreiro	<input type="checkbox"/> Yes <input type="checkbox"/> No	F. Martin Perry	<input type="checkbox"/> Yes <input type="checkbox"/> No
Andrew Frey	<input type="checkbox"/> Yes <input type="checkbox"/> No	Commissioner Tim Ryan	<input type="checkbox"/> Yes <input type="checkbox"/> No
Frank Frione	<input type="checkbox"/> Yes <input type="checkbox"/> No	James A. Scott	<input type="checkbox"/> Yes <input type="checkbox"/> No
Nick A. Inamdar	<input type="checkbox"/> Yes <input type="checkbox"/> No	Beth Talabisco	<input type="checkbox"/> Yes <input type="checkbox"/> No



**TITLE VI PROGRAM
UPDATE APRIL 2016**

Submitted to:

Federal Transit Administration, Region IV
230 Peachtree, NW
Atlanta, GA 30303

**SOUTH FLORIDA REGIONAL TRANSPORTATION AUTHORITY
TITLE VI CIVIL RIGHTS
2016 COMPLIANCE REPORT UPDATE**

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**SOUTH FLORIDA REGIONAL TRANSPORTATION AUTHORITY
TITLE VI CIVIL RIGHTS
2016 COMPLIANCE REPORT UPDATE**

Introduction

The South Florida Regional Transportation Authority (SFRTA) and its predecessor entities have been providing commuter rail service since 1989 on the state-owned South Florida Rail Corridor (SFRC) throughout Miami-Dade, Broward, and Palm Beach Counties. On July 1, 2003, legislation passed by the Florida Legislature transformed the Tri-County Commuter Rail Authority (Tri-Rail) into the South Florida Regional Transportation Authority. The SFRTA now operates the Tri-Rail commuter rail service from Mangonia Park Station, north of West Palm Beach to the Miami Airport Station located in central Miami-Dade County. The Tri-Rail system currently connects 18 stations in Palm Beach, Broward, and Miami-Dade Counties along a 72-mile corridor. The Tri-Rail commuter rail service only operates on a north-south double tracked rail line.

I. GENERAL REPORTING REQUIREMENTS

A. Title VI Notice to the Public

A copy of SFRTA's Title VI Notice to the Public informing them of their rights under Title VI of the Civil Rights Act and how to file a discrimination complaint is attached as **Appendix A**. This notice is posted at each Tri-Rail station location, as well as on Tri-Rail's webpage. The notice also includes instructions on how they can receive the notice in Spanish and Creole.

B. Title VI Complaints Procedures

SFRTA is committed to ensuring that no person is excluded from participation in, or denied the benefits of, its transit program, policy or activity on the basis of race, color or national origin. SFRTA has developed Title VI complaint procedures which provide instructions to the public on how to file Title VI complaints if they feel they have been discriminated against. The complaint procedure is posted on SFRTA's/Tri-Rail website and also available to the public upon request. The complaint procedure also includes instructions on how they can receive a copy in Spanish and Creole. A copy of SFRTA's procedures for tracking and investigating Title VI complaints is attached as **Appendix B**.

C. Title VI Complaint Form

SFRTA has developed a Title VI complaint form for members of the public to utilize in submitting any such complaints. The complaint form is posted on SFRTA's/Tri-Rail website and also available to the public upon request. The complaint form also includes instructions on

how they can receive a copy in Spanish and Creole A copy SFRTA's complaint form is attached as **Appendix C**.

D. Title VI Investigations, Complaints and or Lawsuits Filed

During the reporting period, SFRTA received ten (10) complaints alleging discrimination based on race, color or national origin. All ten (10) complaints were investigated and final reports and/or letters were prepared and forwarded to the complainants. The complaints were investigated based on the established procedures (Appendix B).

The list documenting the respective incidents summary, status and action taken are attached as **Appendix D**.

E. Public Outreach and Involvement Activities

At the planning stages of its various projects, SFRTA endeavors to be inclusive in promoting public participation. For projects that have a systemwide impact, SFRTA engages in a systemwide outreach effort to provide the public with information while receiving valuable feedback from passengers. The following are examples of outreach efforts that SFRTA has engaged in and continues to promote.

The Miami River Multimodal Intermodal Center Capacity Improvement (MR MICCI) Project will add rail capacity across the Miami River and the last 1.25 miles of the South Florida Rail Corridor (SFRC) and will greatly improve access and connectivity to the Miami Intermodal Center (MIC). An agency kickoff meeting was held on January 31, 2013. Agency stakeholders were sent email invitations, and the general public was invited by legal advertisements placed in the local newspapers. The meeting was also advertised on www.MRMICCI.com and stakeholder groups were encouraged to forward meeting invitations to their members. A widely advertised and promoted public meeting was held November 6, 2013. The project was introduced to the general public and their input solicited on project alternatives. A project newsletter was prepared in advance of the Public Meeting, and was sent to all identified stakeholders plus anyone who has asked to be placed on the email notification list. A total of 226 residents, property owners, and business owners within a quarter mile buffer zone of the project were sent the newsletter via regular mail. The newsletter was available in English and Spanish. Agencies, stakeholders, those who attended the kickoff meeting, and those who sign up for notifications on the web site were emailed an invitation. A meeting invitation was posted at www.MRMICCI.com. Business stakeholders were encouraged to forward meeting invitations to their members. A total of 16 members of the general public, plus project team staff, attended the November 6th meeting. A widely advertised formal public hearing is being scheduled for mid-2016 to present to the public the preferred project alternative and gather their input. An updated newsletter in English and Spanish is being drafted and legal advertisements will be placed in local newspapers also in English and Spanish. Residents, property owners, business owners, agencies and stakeholders will be notified through the database mailing and emailing list and encouraged to distribute the invitation and project

newsletter to their members and appropriate contacts, where it applies. The meeting invitation will be posted at www.MRMICCI.com.

A Public Involvement Plan (**Appendix E1**) has been prepared in order to develop and document the methods used to reach those affected by the project. It identifies stakeholders, ways in which the public will be notified about the progress of the project, and the project's scheduled public outreach activities.

SFRTA has worked with its partner agencies in the process for expanding Tri-Rail service onto the FEC Railway. The "Tri-Rail Coastal Link (TRCL)" is proposed to be fully integrated with the existing Tri-Rail system and coordinated with the proposed All Aboard Florida inter-city passenger rail service. The project team has engaged in a number of outreach efforts to provide information regarding the proposed project. Presentations have been made to various agencies and boards which includes, the Regional Planning Councils, Community Redevelopment Agencies (CRA), Conference of Minority Transportation Officials (COMTO), Miami-Dade County Black Affairs Advisory Board and the Metropolitan Planning Organizations just to name a few. The efforts to inform the various communities will continue all throughout the various phases of the project.

SFRTA is planning for the development of a new Northern Layover and Light maintenance Facility to improve the efficiency of current Tri-Rail operations and to accommodate current and future needs. A series of public meetings have occurred to provide information regarding the planned project. A Public Involvement Plan (**Appendix E2**) was also prepared. Throughout the life of the project, SFRTA will continue to participate in numerous meetings to engage the public. SFRTA coordinated with the Port of Palm Beach District to acquire a 2.86 acre parcel located in the City of Riviera Beach. The acquisition was discussed publically at the January 22, 2015 meeting of the Port of Palm Beach Commission and again at the February 27, 2015 SFRTA Governing Board meeting.

SFRTA conducted an On-Board Survey in February 2013. This information gathered in the survey helped to establish SFRTA's future planning goals and assisted in providing accurate ridership characteristics including origin-destination patterns, trip purpose, mode of access and egress, as well as socio-economic characteristics, customer opinions and preferences. The survey instrument was provided in English, Spanish and Creole. To assist the LEP passengers, person conducting the survey were bilingual or were able to speak Creole.

The SFRTA conducted its first statistically valid Public Opinion Study in early 2009 to gauge public support of local transportation initiatives. A follow up to this effort took place in 2015-2016 via a set of statistically valid surveys. The first survey was conducted from December 2014 through February 2015 and collected information about tri-county residents' use of public transportation, general knowledge and awareness of public transportation, perceptions of the Tri-Rail Coastal Link project, and level of support for various potential funding sources for Tri-Rail Coastal Link. The second survey was conducted between July and October 2015, encompassing a broader range of public transportation issues. The results provided information about tri-county residents' use of public transportation, general knowledge and awareness of public transportation, perceptions of transportation, and level of support for

various potential funding sources for transportation projects. The Public Opinion Study has yet to be finalized. It is anticipated that the results of the Public Opinion Study will be available by Summer 2016. Both surveys were conducted via telephone in both Spanish and English.

SFRTA also invites public opinion through its Governing Board meetings and its various committees: Planning Technical Advisory Committee, Operations Technical Committee, ADA Advisory Committee and the Marketing Committee. The Governing Board meeting is advertised in local newspapers, on the Agency's website and posted at SFRTA's Administrative Office. The Committee meetings are advertised on SFRTA's website and posted at SFRTA's Administrative Office. All Governing Board and committee meetings are open to the public. The meetings are held at locations accessible by public transportation. The Governing Board meetings are held at SFRTA's Administrative Offices which are located directly across from a Tri-Rail station. The public can also provide comments or feedback through SFRTA's Customer Service Call Center, which provides assistance in English, Spanish and Creole.

Additionally, for major service reductions and fare increases, public meetings are held to receive public input, prior to the SFRTA Governing Board taking any formal action. SFRTA informs the public of the changes by advertising in local newspapers, postings at station locations, seat drops on the trains as well as posting the information on the Agency's website. Notices for public hearings are also advertised in local newspapers, posted on the Agency's website and at SFRTA's Administrative office. Information regarding changes is also translated in Spanish and Creole or instruction is put on the notice as to how to obtain the information in another language.

SFRTA is also required to engage the public in the development of its Program of Projects and Disadvantaged Business Enterprise (DBE) goals. The Program of Projects is advertised in local newspapers and on the Agency's website. A public hearing is also held regarding the Program of Projects to give the public an opportunity to comment. In the development of the DBE goals, SFRTA attends various minority business expositions to receive input and comments from trade organizations, minority businesses as well as other agencies. The goal is also advertised in local newspapers, posted on the Agency's website and at SFRTA's Administrative office.

Other outreach activities includes social media campaigns, community events, web postings, media press releases, local radio announcements, print advertisements and notices, and community meetings (e.g. Chamber of Commerce).

Outreach activities are conducted at times convenient for the general public and held in public places that are easily accessible by public transportation. SFRTA's Administrative Offices is also located on the rail corridor, directly across from one of its commuter rail station. Survey instruments used are also available in Spanish and Creole. As indicated above, some outreach activities take place at Tri-Rail Station locations. Stations are located along the fixed north-south 72 mile-corridor which affords the same access for everyone.

F. Access for Limited English Proficient (LEP) Person

SFRTA completed the Limited English Proficiency (LEP) Program Evaluation on January 31, 2007 (**Appendix F**). The program evaluation was based on the four-factor analysis, as outlined in the Department of Transportation (DOT) LEP Policy Guidance. The report was forwarded to the Federal Transit Administration (FTA) Region 4 Office. SFRTA has taken various steps to provide meaningful access to LEP persons. Vital documents are translated/presented in English, Spanish and Creole. For example, commuter bulletins that inform passengers of changes or disruption to service are translated in Spanish and Creole. When purchasing fare media by way of the ticket vending machines, instruction is available in Spanish and Creole. Additionally, when conducting outreach or public involvement by way of surveys, the survey instrument is translated in Spanish and Creole. Phone surveys are also done in other languages as well.

As indicated above, SFRTA only operates commuter rail service on a north-south double tracked rail line. Changes to the system that affects the passengers are considered vital and are thus translated and provided in English, Spanish and Creole.

SFRTA's Customer Service Call Center is staffed with representatives who speak English, Spanish and Creole in order to provide assistance to the LEP population.

G. Minority Representation on Planning and Advisory Bodies

SFRTA is operated by a Governing Board. Per Florida Statutes 343.53, the Governing Board currently consists of ten (10) members: (a) one county commissioner from each county (Miami-Dade, Broward and Palm Beach), as appointed by the respective county commission; (b) one citizen representative (who is a non-commissioner, resident and qualified elector of the appointing county) from each county (Miami-Dade, Broward and Palm Beach), as appointed by the respective county commission; (c) one ex-officio appointee of the Secretary of the Florida Department of Transportation (a district secretary or his or her designee from the districts within the area served by the Authority); and (d) three citizen appointees of the Governor (residents and qualified electors of the Authority's service area, but not of the same county).

SFRTA also has the following committees; Marketing Committee, ADA Advisory Committee, Planning Technical Advisory Committee and the Operations Technical Committee. The SFRTA Governing Board selects the positions to be represented on each committee. A letter is sent to the respective transit or transportation agency in each county and the respective agency appoints a member of its staff to fill the requested position on the committees. The table depicting the racial breakdown of the membership of each committee is attached as **Appendix G**.

H. Sub-Recipient Monitoring

SFRTA informs its sub-recipients of the importance of complying with the DOT Title VI regulations. Title IV information and updates are provided to all sub-recipient through written communication. SFRTA staff performs site visits on its sub-recipients to ensure compliance with FTA regulations. In addition, SFRTA keeps all sub-recipients informed of any changes or

updates to legislation and compliance requirements. SFRTA also collects the Title VI programs of all its sub-recipients. Assistance is also provided to sub-recipients in developing their own Title VI programs. A copy of the sub-recipients Title VI program is maintained on file with SFRTA. A listing of current sub-recipients is attached as **Appendix H**.

I. Title VI Equity Analysis for Determining Site or Location of Facility

SFRTA is constructing a new Operations Center. The project will consist of a 3-story building and a 4-story parking garage. The Pompano Beach Tri-Rail Station will also be renovated as part of the project. There was no acquisition of property. An analysis was not required as the Operations Center is being constructed on SFRTA-owned property at the Tri-Rail Pompano Beach Station. The property was being used as a surface parking lot for Tri-Rail passengers. SFRTA did not complete a Title VI equity analysis as there were no persons being impacted or relocated due to the construction of the Operations Center.

SFRTA completed a Categorical Exclusion (CE) that studied the impacts of the station improvements on the surrounding minority and low income communities. The study identified no significant impacts to the human environment as the project is in the existing corridor right of way and existing station property. The project will enhance bicycle, pedestrian, bus and vehicular amenities and benefit the surrounding communities by providing upgrades to the station. The CE was forwarded to FTA. A copy of the Categorical Exclusion is attached as **Appendix I**

J. Annual Certifications and Assurances

As a federal grant recipient, SFRTA files its annual Certifications and Assurances with the FTA. The most recent Annual Certification and Assurance was signed on March 14, 2016. A copy of the signed Certification and Assurance is attached as **Appendix J**.

II. PROGRAM SPECIFIC REQUIREMENTS

A. Service Standards and Policies

SFRTA's system-wide service standards and system-wide service policies are contained in SFRTA's Rail Fleet Management Plan (**Appendix K**) and the Station Design Guidelines (**Appendix L**). Since Tri-Rail operates on a fixed north-south track, service standards and policies are the same along the fixed 72 mile-corridor.

B. Demographic Analysis

SFRTA is committed to gathering the thoughts and opinions of its passengers and the public in general. In recent years SFRTA has conducted a major On-Board survey and a public opinion study. These surveys have helped SFRTA in its efforts to provide better public service. The On-Board survey contains demographic information on Tri-Rail ridership. The 2013 On-Board Survey (**Appendix M**) is attached. The Public Opinion Study has yet to be finalized. It is anticipated that the results of the Public Opinion Study will be available by Summer 2016.

C. Service Monitoring

No disparity has been found during the past three (3) years relative to the levels and quality of service provided. SFRTA conducted an On-Board Survey (**Appendix M**) in 2013.

D. Public Participation for Title VI Policies

In complying with Title VI regulations, SFRTA engaged the public in the initial development of the major service change, disparate impact and disproportionate burden policies when they were developed and approved by SFRTA's Governing Board in 2013. The policies, along with the public participation documentation were submitted with the 2013 Title VI Program Update. The policies have not been revised since that date.

E. Fare and Service Changes

SFRTA has not conducted any Fare or Service equity analysis in the past three (3) years.



Protections of Title VI of the Civil Rights Act of 1964

The South Florida Regional Transportation Authority (SFRTA/Tri-Rail) operates its programs without regards to race, color national origin in accordance with Title VI of the Civil Rights Act. Any person who believes he or she has been subjected to discrimination under Title VI may file a written complaint with the South Florida Regional Transportation Authority, Administration Department.

For more information on the South Florida Regional Transportation Authority's civil rights program, and the obligations and procedures to file a complaint, contact 1-800-TRI-RAIL (874-7245); or visit our administrative offices at 800 NW 33rd Street, Pompano Beach, FL 33064.

A complaint may be filed directly with the Federal Transit Administration by filing a complaint with the Office of Civil Rights, Attention: Title VI Program Coordinator, East Building, 5th Floor-TCR, 1200 New Jersey Ave., SE, Washington, DC 20590.

If this information is needed in another language please contact 1-800-TRI-RAIL (874-7245).

Para recibir esta información en español por favor llame al 1-800-TRI-RAIL (874-7245).

Pou resevwa enfòmasyon sa a an Kreyól silvouple rele 1-800-TRI-RAIL (874-7245).



Title VI Complaint Procedures

The South Florida Regional Transportation Authority (SFRTA/Tri-Rail) is committed to ensuring that no person is excluded from participation in, or denied the benefits of, its transit program, policy or activity on the basis of race, color or national origin as protected by Title VI of the Civil Rights Act of 1964. If you believe you have been subjected to discrimination under Title VI, you may file a written complaint with the South Florida Regional Transportation Authority, Administration Department, 800 NW 33rd Street, Pompano Beach, FL 33064; telephone number 954-942-7245.

We encourage persons to make complaints in writing and to include, at a minimum, the following information:

- Name, address, and contact information (phone number, email address etc.).
- How, why and when you believe you were discriminated against.
- Complaint must be signed.

The SFRTA investigates complaint received no more that 180 days from the date of the alleged discrimination.

Investigation Process:

All complaints will be investigated promptly. The investigator will meet with the complainant. Interviews may also be conducted with other persons who may have information about the alleged discriminatory program, policy or activity and may review records or documents relevant to the complaint.

Upon completion of the investigation, a final report will be completed for the Executive Director. If a Title VI violation is found, remedial steps as appropriate will be taken immediately. The Complainant will also receive notice of investigation's findings and be advised of the remedial actions that will be taken. If there is a finding of no discrimination, the complainant will also be advised of his or her right to appeal the decision. The investigation process should be completed within thirty (30) business days of receiving the written complaint.

Appeal of Determination:

If no violation is found and the complainant wishes to appeal the decision, he or she may contact the Federal Transit Administration (FTA), Attention: Region IV Civil Rights Officer, 230 Peachtree St., N.W. Suite 800, Atlanta, GA 30303, or by calling (404) 865-5628.

A complainant may also file the initial Title VI Complaint directly with the Federal Transit Administration at the above address. Complaints filed directly with the FTA must be filed no later than 180 days after the date of the alleged discrimination.

Para recibir esta información en español por favor llame al 1 (800) TRI-RAIL (874-7245).

Pou resevwa enfòmasyon sa a an kreyòl silvouple rele 1 (800) TRI-RAIL (874-7245).



Title VI Complaint Form

The South Florida Regional Transportation Authority (SFRTA/Tri-Rail) is committed to ensuring that no person is excluded from participation in, or denied the benefits of, its transit program, policy or activity on the basis of race, color or national origin as protected by Title VI of the Civil Rights Act of 1964, as amended. If you believe you have been subjected to discrimination under Title VI, you may file a written complaint with the South Florida Regional Transportation Authority.

Please provide the following information in order to process your complaint. Assistance is available upon request. The completed form must be returned to:

SFRTA - Administration Department, 800 NW 33rd Street, Pompano Beach, FL 33064;

Telephone: 954-942-7245 or email TitleVI@sfrta.fl.gov

Complainant

Name: _____

Street Address: _____

City, State, Zip Code: _____

Telephone: _____ Email Address: _____

Person discriminated against (if other than complainant)

Name: _____

Street Address: _____

City, State, Zip Code: _____

Are you represented by an Attorney for this complaint? Yes No

If yes, please complete the following:

Attorney's Name: _____

Address: _____ City: _____

State: _____ Zip: _____ Telephone: _____

What was the discrimination based on? (Check all that apply)

Race Color National Origin

Time and date of incident: _____

Location where incident occurred: _____

Name/Position of the person who allegedly subjected you to Title VI discrimination: _____

Briefly describe the alleged incident (use separate sheet, if necessary): _____

Did anyone else witness the incident? _____ Yes _____ No If yes, please list witnesses:

Name: _____

Address: _____

Telephone: _____

Have you filed this complaint with any other Federal, State, or local agency or with any Federal or State Court? _____ Yes _____ No If Yes, check all that apply:

Federal _____ Federal Court _____ State _____ State Court _____ Local _____

Please provide the name of the Agency / Court where the complaint was filed:

Name & Title: _____

Agency: _____

Telephone: _____

I hereby swear/affirm that the information that I have provided regarding this Title VI Complaint is true and correct to the best of my knowledge, information and belief.

Your Signature

Date

Para recibir esta información en español por favor llame al 1 (800) TRI-RAIL (874-7245).

Pou resevwa enfòmasyon sa a an kreyòl silvouple rele 1 (800) TRI-RAIL (874-7245).

South Florida Regional Transportation Authority / Tri-Rail
 Title VI Complaints
 Summary
 Last Updated 3-15-2016

Date of Complaint/Investigation/lawsuit	Allegation(s)	Status of Complaint/Investigation/lawsuit	Action taken by Recipient in response to Complaint/Investigation/lawsuit
2013 Complaints			
April 19, 2013	Mrs Alvarez claims the guard discriminated against her since she was issued a warning for not having a valid ticket. She claims it was the validator that did not work properly.	Closed – An investigation was completed and a letter was sent to the complainant on June 12, 2013 Unfounded	An investigation was conducted, witnesses were interviewed and a letter forwarded to the complainant
August 20, 2013	Ms. Louis claims the guard discriminated against him by giving him a warning, even though he has a valid fare ticket; however he refuses to remove the fare ticket from his wallet for the guard to scan.	Closed – An investigation was completed and a letter was sent to the complainant on October 1, 2013 Unfounded	An investigation was conducted, witnesses were interviewed and a letter forwarded to the complainant
August 27, 2013	Mr. Knowlek claims the shuttle bus driver discriminated against him because he would not let him ride the shuttle standing up but he allowed other passengers to do so.	Closed – An investigation was completed and a letter was sent to the complainant on October 8, 2013 Unfounded – bus was at	An investigation was conducted, witnesses were interviewed and a letter forwarded to the complainant

South Florida Regional Transportation Authority / Tri-Rail
Title VI Complaints
Summary
Last Updated 3-15-2016

Date of Complaint/Investigation/lawsuit	Allegation(s)	Status of Complaint/Investigation/lawsuit	Action taken by Recipient in response to Complaint/Investigation/lawsuit
		capacity	
September 19, 2013	Mr. Carty claims the guard discriminated against him since he only checked tickets of Hispanics and African Americans but not those of Caucasian passengers.	Closed – An investigation was completed and a letter was sent to the complainant on October 25, 2013 Unfounded	An investigation was conducted, witnesses were interviewed and a letter forwarded to the complainant
October 3, 2013	Mr. Mezynski claims the guard discriminated against when he confiscated his ticket that was not valid and issued him a warning, and bypassed some African American passengers.	Closed – Attempts to contact the complainant were unsuccessful. An email was sent to complainant for him to contact the investigator on November 15, 2013	Attempts to contact the complainant in order to investigate were unsuccessful. Complaint closed.
2014 Complaints			
July 30, 2014	Mr. Gerstein claims the guard discriminated against him since the guard issued him a warning for not having a valid ticket.	Closed – An investigation was completed and a letter was sent to the complainant on September 11, 2014 Unfounded	An investigation was conducted, witnesses were interviewed and a letter forwarded to the complainant.

South Florida Regional Transportation Authority / Tri-Rail
 Title VI Complaints
 Summary
 Last Updated 3-15-2016

Date of Complaint/Investigation/lawsuit	Allegation(s)	Status of Complaint/Investigation/lawsuit	Action taken by Recipient in response to Complaint/Investigation/lawsuit
September 3, 2014	Mr. Edmonds claims the guard discriminated against by picking on him.	Closed – Attempts to contact the complainant by phone were unsuccessful. An letter was sent to complainant for him to contact the investigator on October 27, 2014	Attempts to contact the complainant in order to investigate were unsuccessful. Complaint closed.
September 9, 2014	Mr. Brown claims he is being discriminated against by the guard.	Closed – Attempts to contact the complainant with the given telephone number were unsuccessful. An letter was sent to complainant for him to contact the investigator on November 14, 2014	Attempts to contact the complainant in order to investigate were unsuccessful. Complaint closed.
October 11, 2014	Mr. Ramnath claims he felt “profiled” by the guard since the guard followed you to your seat to check your ticket.	Closed – An investigation was completed and a letter was sent to the complainant on November 21, 2014 Unfounded	An investigation was conducted, witnesses were interviewed and a letter forwarded to the complainant

South Florida Regional Transportation Authority / Tri-Rail
 Title VI Complaints
 Summary
 Last Updated 3-15-2016

Date of Complaint/Investigation/lawsuit	Allegation(s)	Status of Complaint/Investigation/lawsuit	Action taken by Recipient in response to Complaint/Investigation/lawsuit
2015 Complaints			
June 9, 2015	Mr. Hull claims the guard discriminated against him because she told him to stop speaking on his phone and it was because of the color of his skin	Closed – The passenger was contacted by the investigator and the matter was resolved. No further action was required	The passenger was interviewed by the investigator. Passenger was upset at the aggressive nature of the guard. Problem resolved and no further action required.

Miami River – Miami Intermodal Center Capacity Improvement (MR-MICCI) Project

PUBLIC INVOLVEMENT PLAN

Prepared for:

South Florida Regional Transportation Authority

Prepared by:

Parsons Brinckerhoff, Inc.
Clear Light Communications, Inc.

November 2012

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FIGURE 1 – PROJECT MAP

1.0 PROJECT BACKGROUND

The South Florida Regional Transportation Authority (SFRTA) operates the Tri-Rail regional commuter rail system in the South Florida Rail Corridor (SFRC) in Miami-Dade, Broward, and Palm Beach counties, between Miami and Mangonia Park. The approximately 72-mile Tri-Rail system has 18 stations along its length and presently has an average weekday ridership of approximately 14,000. As part of the Segment 5 Double Track Corridor Improvement Program completed in 2007, SFRTA completed the reconstruction and addition of a second mainline track to all but the southernmost 1.25 miles of its corridor. Within this remaining single-track section of the corridor, there is an existing bascule bridge across the Miami River. The Miami River – Miami Intermodal Center Capacity Improvement (MR-MICCI) project constitutes the remaining 1.25 miles of the SFRC, and includes the existing bascule bridge over the Miami River.

1.1 Purpose and Need

The MR-MICCI project (Project) will provide additional mainline track(s) within the SFRC from just north of the Tri-Rail Hialeah Market Station (Milepost 1035.96) to just north of the Tri-Rail Miami Airport Station (Milepost 1037.21). The Tri-Rail Miami Airport Station, currently under construction will be accommodated within the Miami Intermodal Center's (MIC) Miami Central Station (MCS) (Figure 1). The Project will include a new bridge across the Miami River to accommodate the additional mainline track(s). The additional mainline track(s) will address an existing capacity deficiency along the system which negatively impacts travel time and schedule adherence, and these deficiencies will be further exacerbated in the future with the extension and expansion of Amtrak service along this segment and into the MIC.

This Project is programmed in the SFRTA's Transit Development Plan (TDP), described as the Southern Double Track Alternatives Analysis. The Project is also consistent with the Miami-Dade Metropolitan Planning Organization's (MPO) 2035 Long Range Transportation Plan (LRTP), which includes the double tracking of the remaining 1.25 miles of single-track section of the SFRC.

1.2 System Linkage

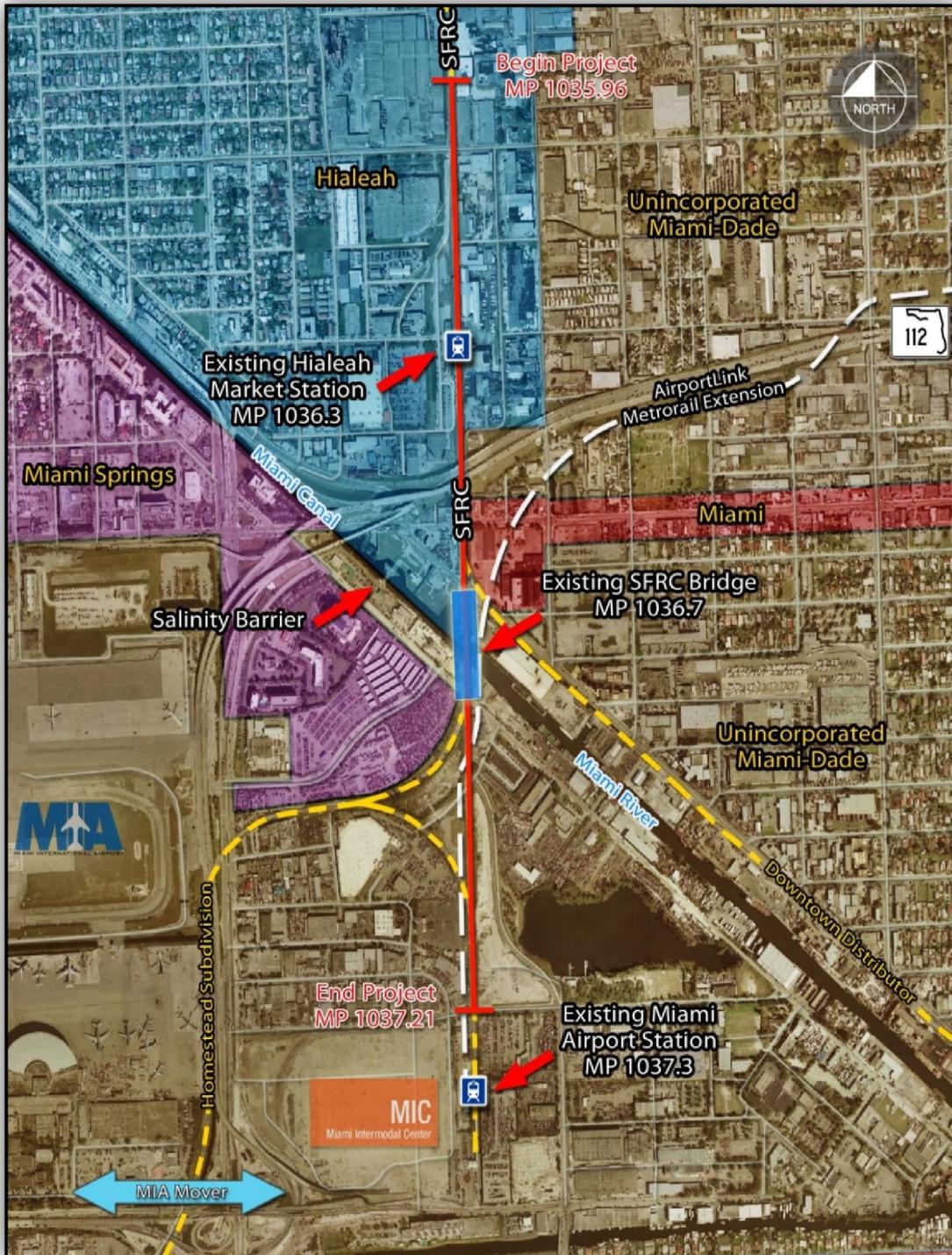
The purpose of the Project is to complete the final link of the SFRC reconstruction providing a second mainline track across the only remaining single-track section of the existing corridor. The Project is integral to the success of the MCS and the development of an intermodal transportation hub at the MIC.

1.3 Transportation Demand

After the completion of the Segment 5 Project of the SFRC Double Track Corridor Improvement Program, the SFRTA increased Tri-Rail's service from 30 to 50 trains per day. Currently, Amtrak service truncates at the Miami Amtrak Station approximately four miles to the north of the future MCS. Two Amtrak routes (Silver Meteor and Silver Star) serve the Miami Amtrak Station daily, traveling between New York and Miami. The Amtrak Service project proposes to add two daily round trip trains that will run between Jacksonville and Miami. Approximately four (4) CSX

freight trains also travel through the Project area daily, and both the Homestead Subdivision and Downtown Distributor accommodate active freight service.

Figure 1: Project Location



This Project will remove a capacity constraint at the southern end of the SFRC and enhance access into the future MCS for Tri-Rail, Amtrak, and possibly Phase 2 of Florida's High-Speed Rail program.

1.4 Economic Development

This Project enhances access to the MIC which has been designated as a Federal Empowerment Zone, State Enterprise Zone, and Miami-Dade County Enterprise Zone. These designations encourage economic growth and investment through incentives around the MIC. An estimated 22,000 permanent jobs will be created to operate the facilities associated with the MIC and new employment opportunities surrounding the MIC. A joint development component of the MIC Program consists of up to 1.4 million square feet of mixed-use development which will further encourage ridership on public transportation serving the MIC. Redevelopment of the area immediately to the east of the MIC offers the potential for another 4.5 million square feet of mixed-use development.

1.5 Modal Interrelationships

The Tri-Rail system provides connections to the South Florida region's three international airports: Miami International Airport (MIA), Fort Lauderdale-Hollywood International Airport (FLL), and Palm Beach International Airport (PBI). The MCS provides intermodal connectivity among Tri-Rail, Metrorail Airport Link MIA via the MIA Mover elevated people mover system, Metrobus, Amtrak (intercity rail), Greyhound (intercity bus), shuttles, and taxis.

2.0 GOAL

The Goal of this document is to create a public involvement program that will evolve throughout the continuum of the MR-MICCI project development process. This plan shall be considered a "living document" and will be updated throughout the Project, especially in response to any stakeholder input. The central goal is to develop a public involvement process designed to encourage and be inclusive of all stakeholders that wish to provide input in the process of generating consensus and documenting public comment.

2.1 Objectives

- To develop a multi-faceted communication model that makes the general public and all stakeholder groups aware of this Project and opportunities for public comment.
- To provide the public/stakeholders with the latest information about the MR-MICCI Project and keep them fully informed throughout the Project.
- To listen, consider and respond to comments received throughout the Project development process.
- To encourage and provide a venue for the participation of all stakeholder groups within the project area.

- To provide frequent opportunities and a consistent access point for community input.
- To clearly identify and document the concerns, issues and needs from the communities and stakeholders early and consistently during the Project development process.
- To identify tools to gather information from stakeholders who cannot participate in meetings.
- To satisfy public involvement requirements in federal, state, and local laws and regulations.
- To facilitate the formal approvals and endorsements required to move the program forward.

2.2 Assumptions

- Best use will be made of the Project website, which will become the central repository of public information for this Project. All Project materials presented at public meetings will be available for view, comment, and question by web visitors.
- Partnering with established stakeholder organizations will be an important strategy in building public awareness and consensus for the Project. For example, stakeholder organizations will be encouraged to share Project information with their members, such as the project website URL and meeting notices. The Project team will support these efforts by responding to any such group request for newsletter articles, meeting advertisements, etc.
- Meeting times and venues will be established to reach the largest segments of the stakeholders/populations.
- Governmental relations/coordination with staff of all public entities is an essential aspect of the PIP.
- To ensure compliance with Title VI of the U.S. Civil Rights Act of 1964, as amended, minority groups will be identified as an element of the concerned public. A Limited English Proficiency (LEP) Study of the population served by the Tri-Rail system indicates that Informational Materials, such as newsletters and advertisements of public meetings, could be provided in Spanish, Haitian Creole and English. An effort will be made to disseminate material to the community in accordance with the state and federal LEP guidelines.

3.0 PUBLIC INVOLVEMENT PROGRAM APPROACH AND STRATEGIES

3.1 Approach

A successful approach will include three key components:

1. **Direct Communications to the Public:** Direct contact will include “One on One” meetings, via Project website, mailings, emailing, newsletter, workshop, and hearings. SFRTA will also communicate directly with Tri-Rail riders and other stakeholders by publicizing the Project in rider newsletters, on its websites, etc.
2. **Partnering with Stakeholders to Help Disseminate Information:** At “One on One” and other meetings, stakeholders will be queried on how the Project team can best disseminate information to their individual members and to additional stakeholders. The team will offer resources, such as the Project URL and meeting notices, in a format that the stakeholders can best disseminate to their members and other interested parties, whether by e-blast, social media, or newsletters, etc.
3. **Partnering with News Media:** Media relations on this Project will be coordinated closely with SFRTA’s Marketing Department. The strategy will be to “earn media” so the public can learn about the Project and its benefits in media stories. Paid advertisements to alert and invite the public to key meetings and hearings will be conducted in accordance with local, state, and federal requirements.

3.2 Strategies

3.2.1 Project Database

The MR-MICCI database development is an important task and building the database will be an ongoing public involvement priority. The database will be inclusive and reflective of the entire body of stakeholders. It will be structured to identify and communicate, by direct mail, email, fax or telephone with individuals or sub groups as needed. An invitation to *Contact Us*, so that organizations and individuals can be added to the database, will be featured on the Project website and on all marketing and informational materials.

The database initiative will compile and maintain information on the stakeholder groups, elected representatives (Local, Federal and State), residents, businesses, community based groups, religious, government, environmental organizations and landowners who will be affected or want to receive information about MR-MICCI. The PIP Team will add all others who express interest in the Project.

Mailings will comply with Florida Statute 339.155, which requires notifications to property owners within 300 feet of the centerline of the Project.

3.2.2 Public Involvement Program Activities/Communications

To promote public participation, the PIP Team will design a tool box of activities that will be effective with the various stakeholder groups during the course of the MR-MICCI project.

- “One on One” meetings with select stakeholders serve to begin the process of building ownership and a relationship with the Project, when the appropriate stakeholders are involved. In small group settings, details and even misunderstandings about the Project and process can be explained. These

meetings are invaluable in breaking down barriers and creating advocates for the Project.

- Direct Mailings and correspondence should go to residents, property owners, and business owners from the database and other resources available in the area (GIS, Occupational Licenses, water bills, etc.), as needed.
- The Project website will be the central repository of public information on the Project and a key asset in the Public Involvement Program. The site will invite individuals and organizations to opt-in to receive Project notification emails. All marketing collateral will be available in electronic format and email will be used whenever appropriate. The Project website will be used to build a database and also to solicit comments and questions from the public throughout the course of the Project. The PI team will develop a Standard Operating Procedure (SOP) for distribution and handling of comments and answering any questions received via the comment form on the website.
- A Project newsletter will be developed and distributed via the Project website as well as through the database mailing and emailing list. Stakeholders will also be invited to distribute Project newsletters to their members and appropriate contacts. It is envisioned that the newsletter will be developed and distributed in advance of the public meeting and the public hearing.
- Blast emails will be used to: advise the public of updates to the Project website, invite them to meetings, provide Project updates, and/or to convey the Project newsletter.
- News releases announcing public meetings could be created in English, Spanish and Creole as part of the media relations efforts which will be conducted in close cooperation with the SFRTA Public Information Officer.
- Fact Sheets and Frequently Asked Questions (FAQ) documents will be developed and provided to the stakeholders. These documents will be available on the websites, and emailed or faxed upon request.

3.2.3 Meetings

Kick-Off Meeting: A Project kick-off meeting will be scheduled to formally introduce the Project to local stakeholders including agencies. The meeting will include a brief overview of the Project study and schedule, and will identify potential environmental and engineering issues to be addressed. The meeting will also provide an opportunity for stakeholder input. Public involvement planning will be discussed and ideas solicited regarding adding stakeholders to the Project database and soliciting their participation. The kickoff meeting is expected to be scheduled in early 2013.

Public Meeting: An advertised meeting with the general public will be held to explain the purpose and need for the Project. A set of alternatives will be presented. The purpose of the meeting is to fully acquaint the public with the proposed Project, the alternatives under consideration, the Project timeline and potential funding, and to receive public input. The meeting will be held in an ADA-compliant facility, convenient to stakeholders, as close as practical to the Project area. A public meeting is anticipated to be scheduled in late 2013.

Public Hearing: A formal public hearing is envisioned in the next phase of the Project and this plan will be updated to include specifics. This hearing will be formally advertised and conducted in accordance with all federal, state, and local requirements.

3.2.4 Special Presentations

The team may be requested to make special presentations to local Advisory Committees and elected officials at their venues. The team will arrange for and schedule these meetings, subject to approval by SFRTA, and prepare the required presentation materials and handouts.

3.2.5 Media Relations

SFRTA has a media relations department that manages all communications between SFRTA and news media, including communications regarding the MR-MICCI project. The PI team will coordinate any outgoing messages to the media (e.g. public meeting announcements) through the SFRTA. Any incoming questions or requests for interviews will be coordinated with the SFRTA Public Information Officer.

What follows is an abbreviated list of media outlets which is not intended to be exclusive or complete. Communications to the media will be via the SFRTA Public Information Officer using the most up to date media relations database.

3.2.5.1 General Circulation Newspapers

- The Herald
- Daily Business Review
- Miami Today

Spanish

- Editorial Lo Nuestro
- El Herald Spanish News
- Diario Las Americas

African American

- The Westside Gazette
- The Broward Times

Caribbean-American

- The Caribbean-American Commentary /Commentary Newspaper
- Caribbean Chronicle
- Caribbean Today

Haitian

- Haitian American Business Journal

3.2.5.2 Radio Stations

English News/Community Calendar

- WRLN (91.3)
- WIOD (610 AM)
- WPOW (96.5 FM)

Black/Urban

- WEDR (99.1)
- WHQT (105.1)

Haitian

- WRHB (1020 AM)

Spanish

- WWFE (670 AM)
- WAQI (710 AM)

3.2.5.3 TV Stations

English

- Comcast Cable
- WPLG Channel 10
- WTVJ Channel 6
- WFOR-TV Channel 4
- WSVN Channel 7

Spanish

- WSBS Channel 22
- WVFW-LD Channel 34

Government Access

- Channel 78

3.2.6 Primary Stakeholders

The primary stakeholders include local/state/federal agencies, business/commercial and residential property owners, and business/community organizations. What follows is an abbreviated list of these organizations which is not intended to be exclusive or complete.

3.2.6.1 Local

- Miami-Dade Aviation Department
- Miami-Dade County – County Manager’s Office

- Miami-Dade County – Department of Environmental Resource Management, Director
- Miami-Dade County – District 3 Commissioner
- Miami-Dade County – District 6 Commissioner
- Miami-Dade County – District 7 Commissioner
- Miami-Dade County – Metropolitan Planning Organization, Director
- Miami-Dade County – Planning Department; Director
- Miami-Dade County – Public Works, Director
- Miami-Dade Expressway Authority
- Miami-Dade Water and Sewer Department – Utilities Development Department, Director
- Miami Intermodal Center Management Group – Project Manager
- City of Hialeah – Planning Department, Director
- City of Miami – Mayor’s Office
- City of Miami – Planning Department, Director
- City of Miami Springs – Mayor’s Office
- City of Miami Springs – Planning Department, Director

3.2.6.2 State

- Florida Department of Environmental Protection – Office of Intergovernmental Programs
- Florida Department of State, Division of Historic Resources – State Historic Preservation Officer (SHPO)
- Florida Department of Transportation (FDOT) – District VI Secretary
- FDOT – Environmental Management Office, Manager
- FDOT – Planning and Engineering
- Florida Fish and Wildlife Conservation Commission – Office of Environmental Services, Manager
- Florida Fish and Wildlife Conservation Commission – Regional Office
- Florida Inland Navigation District, Executive Director’s Office

- Florida State Clearinghouse – Intergovernmental Affairs Policy Unit
- South Florida Regional Planning Council – Executive Director
- South Florida Water Management District – Executive Director
- South Florida Water Management District – Natural Resource Management Division
- South Florida Water Management District – Surface Water Management Division Authority

3.2.6.3 Federal

- Federal Aviation Administration – Airports District Office
- Federal Emergency Management Agency – Natural Hazards Branch, Chief
- Federal Highway Administration – Division Administrator
- Federal Highway Administration – Environmental Coordinator
- Federal Highway Administration – Federal-Aid Program, Coordinator
- Federal Railroad Administration – Office of Economic Analysis, Director
- Federal Transit Administration – Regional Administrator
- U.S. Army Corps of Engineers – Miami Office
- U.S. Army Corps of Engineers – Regulatory Branch, District Engineer
- U.S. Coast Guard – Seventh District Commander (OAN)
- U.S. Department of Agriculture – Southern Region Forester
- U.S. Department of Commerce – National Marine Fisheries Service, Area Supervisor
- U.S. Department of Commerce – National Marine Fisheries Service, County Office
- U.S. Department of Commerce – National Oceanic and Atmospheric Administration
- U.S. Department of Health and Human Services – Center for Environmental Health and Injury Control
- U.S. Department of Housing and Urban Development – Regional Environmental Officer
- U.S. Department of Interior – Bureau of Indian Affairs

- U.S. Department of Interior – Bureau of Land Management, Eastern States Office Director
- U.S. Department of Interior – Fish & Wildlife Service, Field Supervisor
- U.S. Department of Interior – National Park Service, Southeast Regional Office
- U.S. Department of Interior – U. S. Geological Survey Chief
- U.S. Environmental Protection Agency, Region IV – Water Management Division

3.2.6.4 Property Owners

The team will identify all property owners within 300 feet of the centerline of this Project and notify them in advance of the public meeting and public hearing.

3.2.6.5 Business/Community Groups

- Miami River Commission
- Miami River Marine group
- Greater Miami Chamber of Commerce
- To be developed



JACOBS™

Public Involvement Program

Northern Layover/Light
Maintenance Facility
Project Development and Environmental
Clearance

FPN: 429767.1
SFRTA Contract Number: 007-09C
SFRTA Purchase Order: 12-000169
Palm Beach County

Submitted by:
Jacobs Engineering Group, Inc.

Approved by:
South Florida Regional Transportation
Authority (SFRTA)

March 2013

Northern Layover/Maintenance Facility - Public Involvement Program

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Northern Layover/Maintenance Facility - Public Involvement Program

1. Introduction

The purpose of this Public Involvement Program (PIP) for the Northern Layover/Maintenance Facility (the Project) is to guide outreach activities designed to provide information about the project to potentially affected and interested parties, and to obtain their input. Persons and entities identified in this PIP include property owners, residents, and businesses adjacent to the project site, as well as concerned citizens, agencies, neighborhood organizations, private groups, and governmental entities.

The overall goal of this plan is to help ensure that the public outreach efforts engage the communities in a productive discussion about the project location and its introduction at the Mission Spur of CSX. It will be important to distinguish the current proposal from previous proposals. Stakeholders and elected officials may have reviewed proposals developed in 1994 and 2002 that involved a larger facility with heavy maintenance or different locations and/or configurations that garnered community objections. The project description will include a history and comparison of previous proposals with the current proposal.

The delivery of cost-effective commuter passenger rail service over a 72-mile corridor requires a layover facility preferably close to the northern end of the service line. The measure of success of this public outreach process will be the extent to which the project can be introduced in a manner that is both understood by and compatible with the adjacent communities. This document outlines the various methods by which SFRTA will disseminate project information and solicit input from the potentially affected community regarding local values and concerns. This public involvement program is a “living” document that will be updated as the project development progresses through planning and into construction. The program specifies the public involvement approach to be implemented for this project and the methods that will be used to engage the public in the process.

2. Description of Proposed Improvement

- Project Name:** Northern Layover/Maintenance Facility
Project Development and Environmental Clearance
- Project Sponsor:** South Florida Regional Transportation Authority (SFRTA)
- Project Limits:** The limits of the project site extend adjacent to the CSXT mainline from Milepost 964.9N to 965.9S, approximately one mile in length. Located at the Mission Spur of CSXT, the project is currently not accessible by local roads and is embedded within light industrial parcels and utility uses for drainage and electrical power transmission. The project falls at the junction of boundaries for three municipalities: the City of Riviera Beach, the City of West Palm Beach, and the Town of Mangonia Park, all within Palm Beach County.
- Proposed Activity:** The purpose of this public and agency involvement activity is to address community concerns and develop a project design that meets SFRTA operational needs and complies with requisite National Environmental Policy Act (NEPA) environmental analysis that meets national and state environmental laws, rules and regulations.
- Background:** A location study was conducted in 2010 to assess space needs, conduct a site search and determine a preferred location to provide for short and long range needs (*Layover/Maintenance Facility Location Study, January 2011*). The site search resulted in a location within the Mission Spur junction where sufficient publicly-owned right-of-way is available to meet these needs with the least potential affects to surrounding land uses. The Mission Spur location provides opportunities for a phased approach to address immediate needs while maintaining expansion capability.
- Project Need:** For many years, SFRTA has sought to expand the size and capabilities of its layover facility in Palm Beach County. Studies to identify alternatives sites were conducted in 1994 (Frederick Harris, Inc.) and 2002 (DMJM Harris). The existing layover facility adjacent to the West Palm Beach Station north of Okeechobee Blvd does not have sufficient area to support layover storage, service and inspection requirements and limited maintenance functions and it is four miles south of the end of line Mangonia Park Station. Current and projected growth of Tri-Rail service is considered in the development of a new layover facility.
- Class of Action:** A Class II Categorical Exclusion (CE) is recommended for further review with the Federal Transit Administration (FTA) in accordance with 23 CFR part 771.117 (d) (11), "*Construction of rail storage and maintenance facilities in areas used predominantly for industrial or transportation purposes where such construction is not inconsistent with existing zoning and where there is no significant noise impact on the surrounding community.*" The preferred location is within an industrial area, would not require right-of-way acquisition/displacement, or result in significant noise impacts. Compared to alternative sites considered, the preferred location provides the greatest separation and least potential conflict with existing and future land uses.

Northern Layover/Maintenance Facility - Public Involvement Program

Project Contact Information:

Joseph Quinty, AICP
SFRTA Project Manager
South Florida Regional Transportation Authority
800 NW 33rd St.
Pompano Beach, FL 33064
(954) 788-7928
quintyj@sfrta.fl.gov

Lynda Mifsud, AICP
Consultant Project Manager
Jacobs Engineering Group Inc.
800 Fairway Drive, Suite 190
Deerfield Beach, FL 33441
(954) 246-1412
lynda.mifsud@jacobs.com

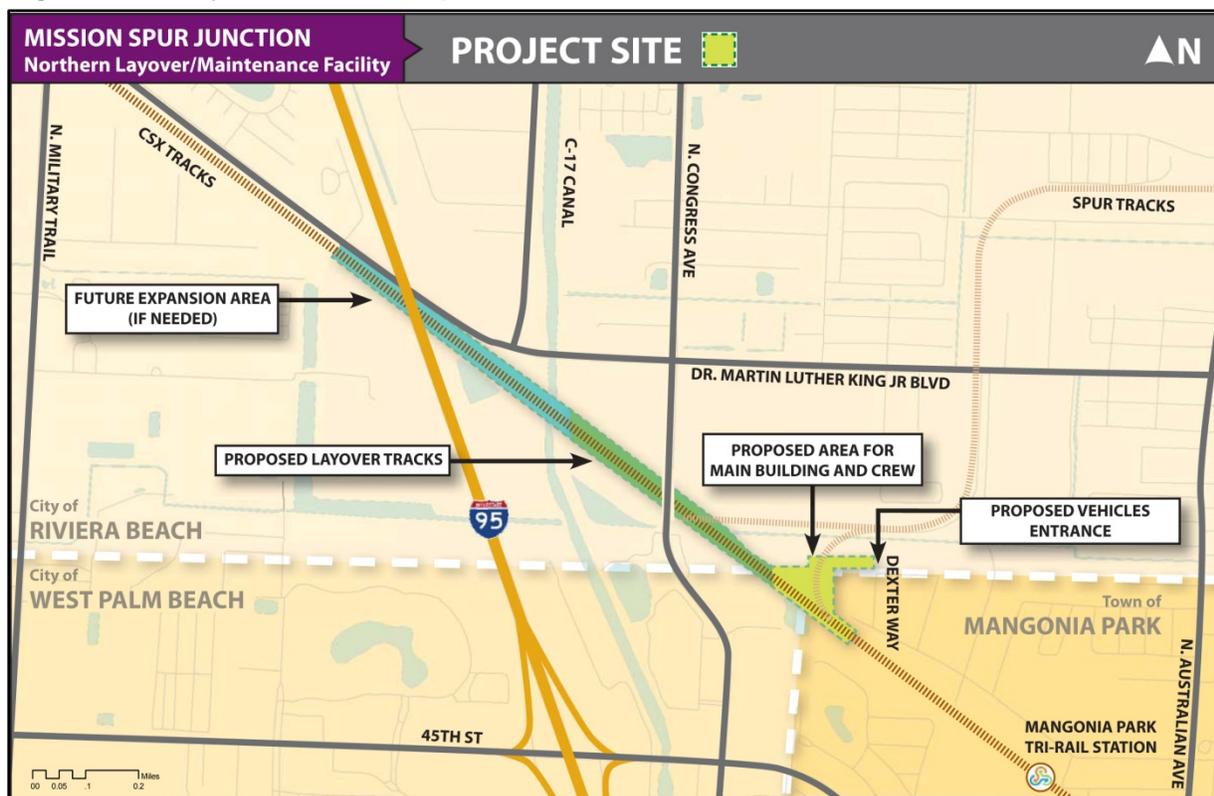
3. Project Location and Space Needs

In 2010, a location study was conducted to identify opportunities to increase the storage capacity and improve inspection and maintenance functions in the northern extent of the Tri-Rail commuter passenger service area to reduce deadhead running time and cost.

The essential features defined and estimated for the Maximum Build-out Alternative identified in the location study as the technically preferred alternative will be reviewed during the operational and space needs assessment to be conducted early in this project development phase. These needs are being revisited in the current project development phase in consideration of near and long range functional and space planning needs. The resulting basis for design will be reviewed for potential environmental and community impacts. Those primary essential elements defined for the Maximum Build-out Alternative included the following:

- 12,976 linear feet of storage track
- 135-foot span, 240-foot wide track bridge over Canal C-17
- Two covered inspection pits each 485 feet long
- 2-story 8,400 square foot main crew facility
- 105 parking spaces

Figure 3.1: Project Location Map

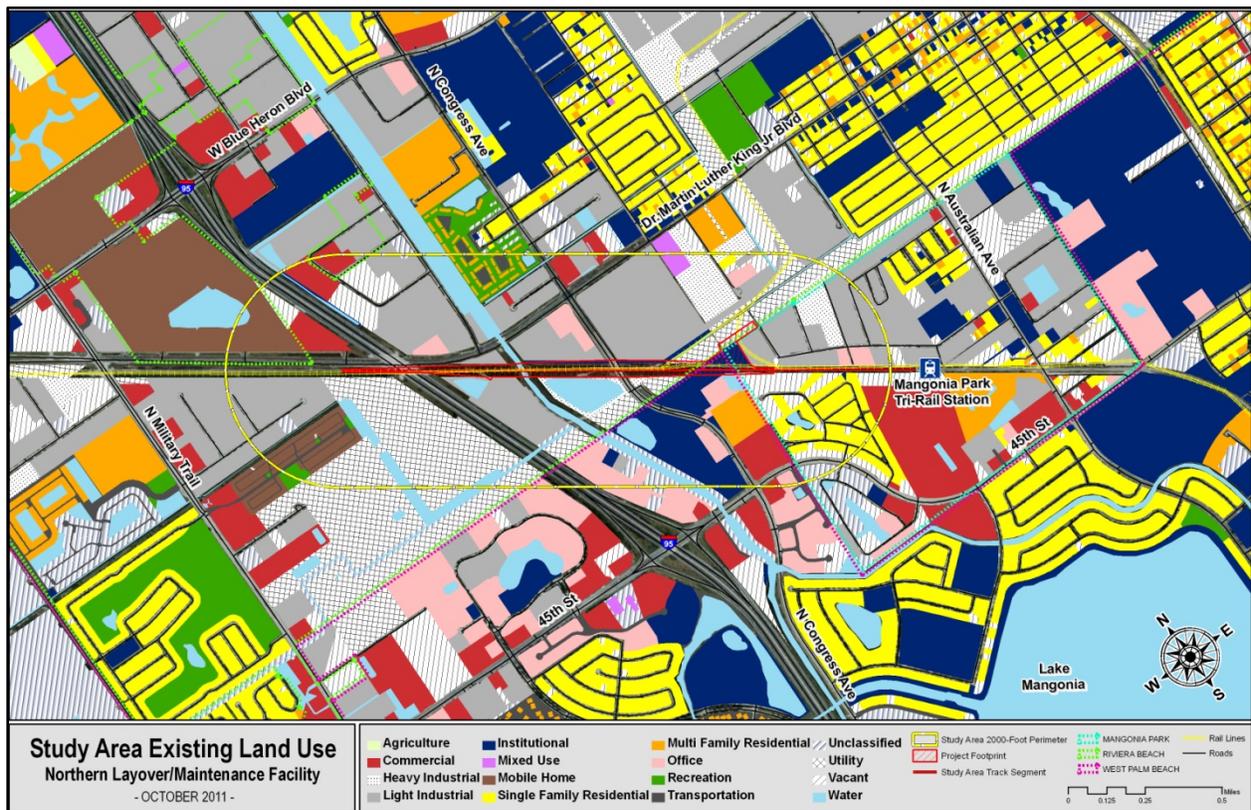


Northern Layover/Maintenance Facility - Public Involvement Program

The preferred alternative is located in the vicinity of the Mission Spur Wye within property currently owned by the Florida Department of Transportation (FDOT). Encroachment may occur onto public utility (Florida Power & Light), drainage (City of Riviera Beach) and undeveloped property (Port of Palm Beach). Reconstruction of yard leads onto two private commercial properties would also be required; however, no relocations would result. The proposed administration and crew facility building is located within the City of West Palm Beach and the Town of Mangonia Park on FDOT property. The storage tracks for the layover yard would extend northwest into the southern portion of the City of Riviera Beach. At the southern extent of the project area, tracks would also extend a short distance into the western edge of the Town of Mangonia Park. All facility feature locations are preliminary, and could change during further design phases.

The Mission Spur location was selected as the preferred location based on the opportunity to utilize publicly-owned right-of way on the CSX mainline within an industrial area that would be expected to have limited impacts to surrounding land uses.

Figure 3.2: Land Use Map



Northern Layover/Maintenance Facility - Public Involvement Program

Another major plus for this location is the ability to accommodate today's Tri-Rail service layover needs in Palm Beach County as well as a portion of future FEC service extensions. The drawing below shows existing Tri-Rail Service compared to service extensions along the FEC rail corridor in an integrated manner. The proposed location is just north of the CSX line just north of Mangonia Park and is approximately 15 miles south of the proposed FEC end of line at Jupiter. *Service extension to the north, integration with the FEC corridor, and station locations are currently under study and subject to change.*

Figure 3.3: SFRTA Existing and Proposed Passenger Rail Service



4. Public Involvement Program Goals and Schedule

Northern Layover/Maintenance Facility - Public Involvement Program

In addition to the goal of ensuring that all potentially affected communities are involved in the project development, the program is intended to engage meaningful input and consultation from agencies, elected officials, institutional stakeholders and the private sector. FDOT's Efficient Transportation Decision Making (ETDM) process facilitates a streamlined consultation process and will be used to maximize agency participation and input. More extensive consultation is expected where impacts may occur and mitigation designs are required. To these ends, the following program goals are established to guide the development and update of this PIP, as well as the conduct of its parts.

- Identify the potentially affected and interested public within the project area and develop effective means of targeting outreach to potentially affected communities.
- Facilitate a productive exchange of communication with a diverse community which includes minority populations and low-income households.
- Meet requirements of the National Environmental Policy Act (NEPA) and Efficient Transportation Decision Making (ETDM) processes.
- Provide a single point of contact and clear communication channels to ensure effective exchange of information and collaboration among study team participants, agencies, stakeholders, and members of the public.
- Provide clear and consistent messaging for the project in plain language that is easily understood by all parties. Accommodations for persons with limited English proficiencies will be made in workshops and outreach materials.
- Improve the design, functionality, responsiveness and operation of the project and its components by fully incorporating the needs and concerns of the public and stakeholders.
- Identify institutional stakeholders and engage them in project development and reviews.
- Ensure that elected representatives throughout the area are informed and given an opportunity to provide their input at key project milestones.

The project team is aware that historically, the communities surrounding the Mission Spur location have held objections to development within the area. In 2002, when SFRTA was implementing the double-tracking of the CSX mainline, a location owned by the Port of Palm Beach adjacent to and south of the Maximum Build-out Alternative was abandoned due to a negative response to the project from a Port of Palm Beach Commissioner. This property was subsequently sold to 84 Lumber, and again in November 2010, this property was sold to Tamko Building Products. The design of this PIP will take into account past objections to the project and incorporate means of addressing those known objections in the project development and outreach communications and interaction. One change from the previous proposal is to utilize the rail corridor and property owned by FDOT and other public entities. The project scope and configuration of the current proposed facility will be contrasted with previous proposals to differentiate this proposal. The project environmental review will demonstrate compatibility with existing and future proximate sensitive land uses.

A step-wise approach will be taken in working with this community. First, we will meet with staff of each of the jurisdictions to identify municipal concerns and constraints. Following our fact-finding sessions, we will meet with community leaders and elected officials to identify their concerns and issues in advance of a community workshop to be held in the spring of 2012. [Public Workshop held on June 12, 2012 during a series of meetings with the agency committees and the Palm Beach MPO.] The workshop was conducted with property owners and civic leaders in the community to ensure that their concerns are addressed early in the

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project development phase. Following completion of survey and geotechnical studies, additional refinements to the project that address and mitigate for environmental and community concerns, a subsequent public meeting would be held in late fall of 2012 to inform the public of the project as amended to address their concerns where appropriate and to fully disclose the full range of potential impacts and benefits for the project. At that time, the basis for design and environmental study results would be presented and potential mitigation needs reviewed.

TIMELINE



5. Identification of Agencies and Affected Public

The following sections contain a list of all agencies at the federal, state and regional level including Native American tribes (section A), elected and appointed officials and staff (section B), and property owners and public interest groups (section C).

A. Agencies

Federal

Federal Aviation Administration (FAA)
Federal Emergency Management Agency (FEMA)
Federal Highway Administration (FHWA)
Federal Railroad Administration (FRA)
Federal Transit Administration (FTA)
National Center for Disease Control and Prevention
National Center for Environmental Health
National Center for Injury Prevention and Control
National Register for Historic Places
U.S. Army Corps of Engineers (ACE)
U.S. Department of Agriculture – Forest Service (FS)
U.S. Department of Agriculture – Natural Resources Conservation Service (NRCS)
U.S. Department of Commerce – National Marine Fisheries Service (NMFS)
U.S. Department of Commerce – National Oceanic and Atmospheric Administration
U.S. Department of Health and Human Services – National Center for Environmental Health
U.S. Department of Housing and Urban Development (HUD)
U.S. Department of Interior – U.S. Geological Survey (USGS)
U.S. Department of Interior – U.S. Fish and Wildlife Service (FWS)
U.S. Department of Interior – Bureau of Land Management (BLM)
U.S. Department of Interior – Bureau of Indian Affairs (BIA)
U.S. Department of Interior – National Park Service (NPS)
U.S. Environmental Protection Agency – Region IV (EPA)
U.S. Coast Guard (USCG)

State

Florida Department of Agriculture and Consumer Services – Division of Forestry
Florida Department of Environmental Protection (FDEP) – State Clearinghouse
Florida Department of State – State Historic Preservation, Division of Historic Resources
Florida Fish and Wildlife Conservation Commission (FFWCC) – Division of Marine Fisheries, Office of Environmental Services
Florida Department of Economic Opportunity (DEO)
Florida Department of Transportation (FDOT) – Environmental Management Office
Florida Inland Navigation District (FIND)
Florida Transportation Commission (FTC)

Regional

Treasure Coast Regional Planning Council (TCRPC)
South Florida Water Management District (SFWMD)
South Florida Regional Transportation Authority (SFRTA)
Palm Beach Metropolitan Planning Organization (MPO)

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Native American Tribes

Miccosukee Tribe of Indians of Florida
Mississippi Band of Choctaw Indians
Muscogee (Creek) Nation of Oklahoma
Poarch Band of Creek Indians of Alabama
Seminole Nation of Oklahoma
Seminole Tribe of Florida

B. Elected and Appointed Officials

Federal Delegation

Bill Nelson	United States Senator
Marco Rubio	United States Senator
Alcee L. Hastings	United States Representative, District 20

Florida State Senators for Local Districts

Lizbeth Benacquisto	Senator, District 27
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Florida State Representatives for Local Districts

Mark S. Pafford	Representative, District 88
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Palm Beach County

Karen T. Marcus	Palm Beach County Commissioner, District 1
Paulette Burdick	Palm Beach County Commissioner, District 2
Shelley Vana	Palm Beach County Commissioner, District 3
Steven L. Abrams	Palm Beach County Commissioner, District 4
Burt Aaronson	Palm Beach County Commissioner, District 5
Jess R. Santamaria	Palm Beach County Commissioner, District 6
Priscilla A. Taylor	Palm Beach County Commissioner, District 7
Robert Weisman	Palm Beach County Administrator

Palm Beach MPO Board Members

Steve B. Wilson	Mayor, City of Belle Glade
Anthony Majhess	Councilperson, City of Boca Raton
Susan Haynie	Deputy Mayor, City of Boca Raton
Woodrow L. Hay	Mayor, City of Boynton Beach
Woodie McDuffie	Mayor, City of Delray Beach
<i>Vacant</i>	Town of Jupiter
Pam Triolo	Mayor, City of Lake Worth
Eric Jablin	Councilor, City of Palm Beach Gardens
Wayne Richards	Commissioner, Port of Palm Beach
Judy Davis	Council Member, City of Riviera Beach
Sylvia Moffett	Commissioner, City of West Palm Beach
Keith James	Commissioner, City of West Palm Beach
Matt Willhite	Councilman, Village of Wellington
Samuel Ferrare	Mayor, City of Greenacres
Karen T. Marcus	Commissioner, Palm Beach County
Paulette Burdick	Commissioner, Palm Beach County
Burt Aaronson	Commissioner, Palm Beach County
Jess R. Santamaria	Commissioner, Palm Beach County
Priscilla A. Taylor	Commissioner, Palm Beach County

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City of Riviera Beach

Thomas Masters	Mayor/City Manager (2009-2013)
Billie E. Brooks	District 1 Councilwoman (2011-2013)
Judy L. Davis	District 2 Councilwoman (2012-2014)
Cedric A. Thomas	District 3 Councilman (2009-2013)
Dawn S. Pardo	District 4 Councilwoman (2012-2014)
Shelby Lowe	District 5 Councilman (2011-2013)
<i>*Terrance Bailey</i>	<i>City Engineer</i>
<i>*Mary McKinney</i>	<i>Director of Community Development</i>
<i>*Jeff Gagnon</i>	<i>Planning and Zoning Administrator</i>
<i>*Brad Stein</i>	<i>Principal Planner</i>

City of West Palm Beach

Geraldine Muoio	Mayor (2011-15)
Sylvia Moffett	District 1 Commissioner (2012-2014)
Isaac Robinson Jr.	District 2 Commissioner (2011-2013)
Kimberly Mitchell	District 3 Commissioner (2011-2013)
Keith A. James	District 4 Commissioner (2011-2013)
Shannon Materio	District 5 Commissioner (2012)
<i>*Ed Mitchell</i>	<i>City Administrator</i>
<i>*Rick Greene</i>	<i>Planning Manager</i>
<i>*Angella Jones-Vann</i>	<i>Planning and Zoning Administrator</i>

Town of Mangonia Park

William H. Albury III	Mayor, Council Seat 1 (2012-2015)
Clarence R. McConnell	Vice-Mayor, Council Seat 3 (2011-2014)
Mark K. Trueblood	Council Seat 5 (2012-2015)
Sarita C. Johnson	Council Seat 2 (2011-2014)
Addie L. Greene	Council Seat 4 (2011-2014)
<i>*Lee Leffingwell</i>	<i>City Manager</i>
<i>*Laurent B. Van Cott</i>	<i>Southern Design Group</i>
<i>*Patrick Figurella</i>	<i>Calvin, Giordano & Associates, Inc.</i>

*Staff

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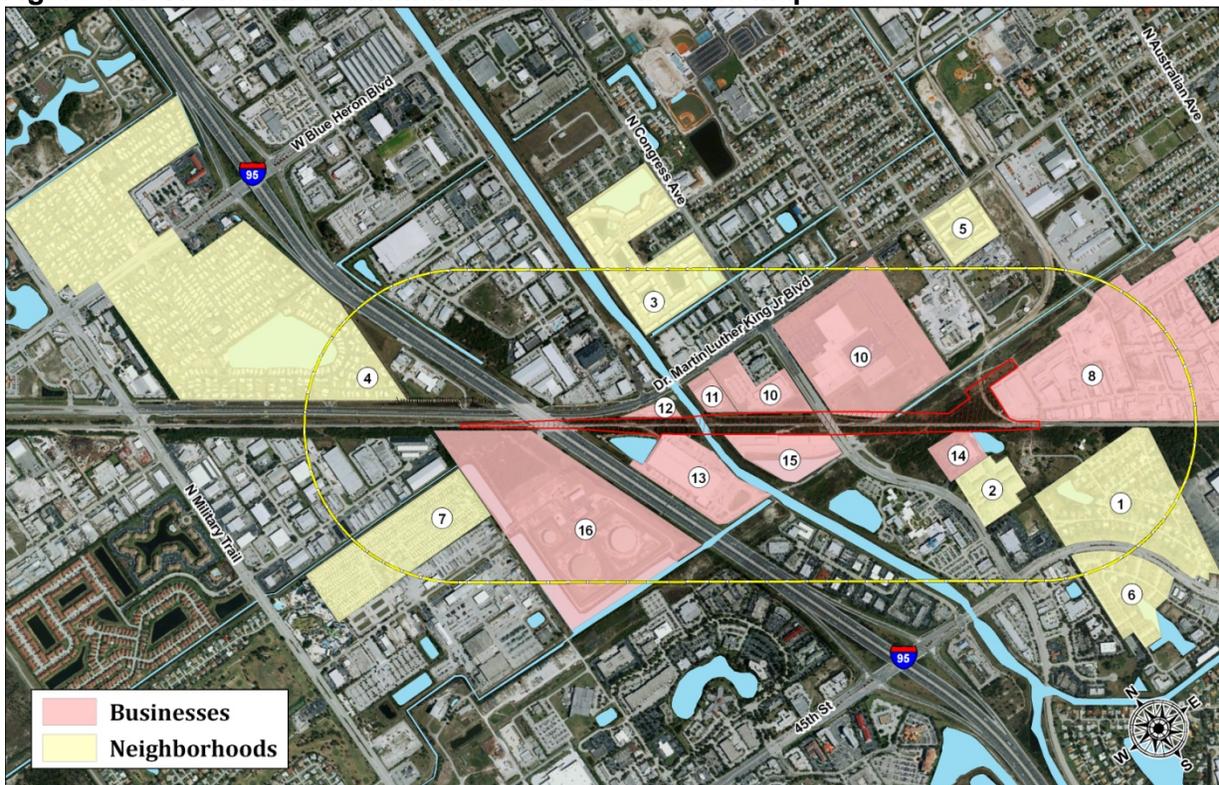
C. Property Owners and Public Interest Groups

Given the small number of potentially affected properties, all potentially affected property owners, residents and stakeholders will be invited to attend a community workshop to discuss the project. In addition to direct mail, contact will be made to area churches and community groups to invite interested parties to participate in the summer 2012 workshop and fall 2012 public meeting. Community groups and residential properties in the nearby community that may have an interest in the proposed project are also listed below.

Residential Communities and Abutting Commercial Properties:

1. Bryn Mahr Residential Homes
2. Lake Shore Apartments
3. Marsh Harbour Townhomes
4. Palm Lake Co-Op Mobile Home Park
5. Stonybrook Apartments
6. Tiffany Lake Apartments
7. Vacation Inn Resort RV Park
8. Australian Business Park (various owners)
9. Sysco Food Services
10. Big H & Sons Sales & Storage Facility (CBOPL LLC)
11. Sembco Steel Erection and Metal (3450 MLK Blvd LLC)
12. Arg Marine (DAZ LLC)
13. Cheney Brothers Incorporated (Port of Palm Beach)
14. Columbia Medical Plaza (FLF Columbia LLC)
15. Tamko Building Products (Riviera Beach Properties LLC)
16. Florida Power & Light

Figure 4.1: Residential Communities and Businesses Map



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Business Associations

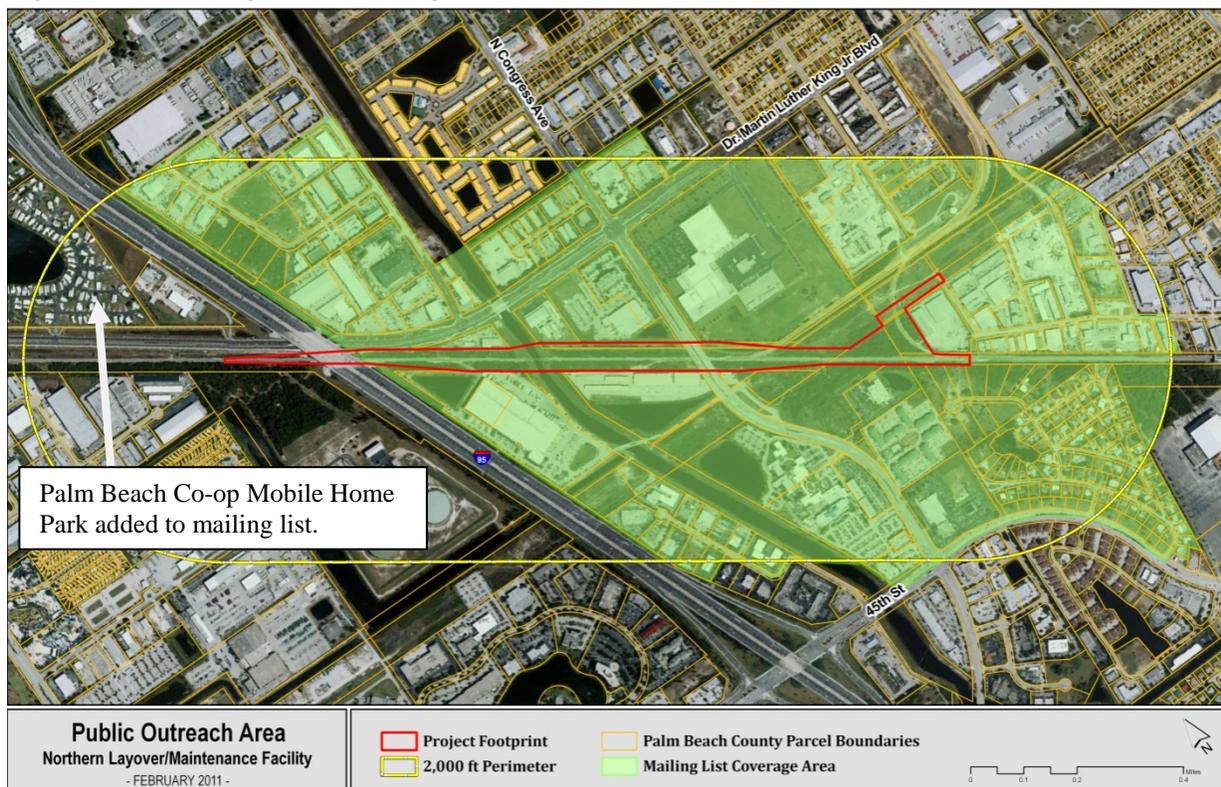
Bioscience Land Protection Advisory Board
Urban League of Palm Beach County, Inc.

6. Outreach Communication Techniques

Various techniques will be used to notify the public of the proposed project to facilitate an early and continuous exchange of ideas and information with the surrounding community. Due to the localized nature of the impacts, a direct mail and personal contact approach will be used to inform potentially affected communities of the workshop and public meeting.

- Property owners include residents, businesses and commercial establishments within close proximity of the project. Map of persons notified are shown in **Figure 6.1**.
- A property owner list is compiled from the Palm Beach County Property Appraiser's Office utilizing a GIS Database containing current tax maps and ownership records.
- To ensure that persons who rent their homes and businesses are informed, flyers are distributed and/or mailers will be sent to occupants in addition to owners where the owner does not reside at the address.
- Elected and appointed officials in the study area (city, county, state, and federal) and community leaders who have been identified, or have requested to be placed on the project mailing list.
- Public and private groups, organizations, agencies, businesses or individuals that request to be placed on the mailing list for this project.
- Neighborhood Civic Associations, Homeowner's Associations and Business Associations within the project area.

Figure 6.1: Mailing List Coverage Area



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A. Location of Documents for Public Review

Public notice of the public meeting will be provided including the Study documents for public review and to whom questions and inquiries should be directed. Public meeting documents will be made available at the offices of the SFRTA.

B. Title VI Civil Rights Acts

Information regarding the Title VI Program will be provided at the Community Workshop and the Public Meeting and in all publications related to these meetings. This information will be provided in the presentation, the meeting brochure and through project sponsor representatives.

C. Americans with Disabilities Act Compliance (ADA)

Notification of the SFRTA's intent to comply with the Americans with Disabilities Act (ADA) will be provided in the public advertisements for these meetings, letters of invitation to property owners / tenants and local officials, and by the selection of the public meeting site that meets all ADA requirements.

7. Outreach Meetings

Initial meetings are being held with staff of municipality and jurisdictions in the project area to confirm our contact lists and ensure our approach to outreach is compatible with practices and expectations within these communities. An introduction of the project was made in the spring/summer of 2012 with key stakeholders, community leaders and elected officials. These outreach meetings were conducted to introduce the project location and gain information about the communities and their potential issues. A Public Workshop was held June 12, 2012 to involve the public, interested parties, agencies and stakeholders in the process and gain their input in the project development. A Public Meeting will be held in the late fall of 2012 to inform interested parties of the project's basis for design and environmental assessment results. Additional comments will be sought at that time prior to confirming the basis for design and proceeding to the next project development phase. All comments will be responded to in a Community Comments and Coordination Summary.

A. Coordination Meetings with Local Officials

Coordination meetings will be held throughout the study when deemed appropriate to inform local officials of the project development and to receive their comments. This will be accomplished through coordination with staff and elected representatives of the following jurisdictions:

- City of Riviera Beach
- City of West Palm Beach
- Town of Mangonia Park
- Palm Beach Metropolitan Planning Organization
- Palm Beach County

A list of meetings held through August 2012 is listed below in **Figure 7.1**. Presentation materials prepared for the spring/summary outreach included an audio visual (PowerPoint) presentation, fact sheets, conceptual design plans and comment forms.

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Figure 7.1: Coordination Meetings through August 2012

Date	Entity	Purpose of Meeting
8/24/12	Palm Beach County, City of West Palm Beach, City of Riviera Beach, and Town of Mangonia Park	Intergovernmental Coordination
8/20/12	FDOT	Status Update
7/25/12	City of Riviera Beach	Mary McKinney Meeting Request
6/21/12	Palm Beach MPO	Project Information
6/12/12	Mangonia Park Town Hall	Public Workshop
5/2/12	Palm Beach MPO TAC	Project Introduction
4/11/12	SFRTA PTAC	Project Introduction
3/21/12	Palm Beach MPO	Runthrough of Presentation
3/9/12	City of Riviera Beach Staff	Project Introduction
3/6/12	Florida Power & Light	Preliminary Basis for Design Review
1/30/12	City of West Palm Beach Utilities	Review Utilities to Site
1/26/12	South Florida Water Management District	Pre-App Meeting – ERP Drainage
1/12/12	FDOT	Review Access Requirements
1/5/12	City of West Palm Beach Planning and Zoning	Review Zoning Requirements
12/15/11	South Florida Water Management District	Pre-App Meeting – Right-of-Way
12/15/11	Palm Beach MPO/Treasure Coast RPC	Review PIP/Outreach Approach
12/14/11	Town of Mangonia Park	Review Zoning Requirements
12/5/11	City of Riviera Beach	Review Zoning Requirements
12/1/11	FDOT	Review Access Requirements

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B. Community Leadership Meetings

One-on-one meetings will be held with elected officials and agency representatives prior to the late fall public meeting, at which the community, leaders, agency representatives and elected officials will be invited to attend. The purpose of these meetings is to introduce this project to those in attendance and seek initial input for consideration.

C. Public Workshop

The Public Workshop was held at the Town of Mangonia Town Hall which is in a convenient location for the communities adjacent to the project. It was held in the evening at a time to accommodate working residents' schedules. Stakeholders and potentially affected property owners and residents attended. Information on the status of the project description and functions, operations, design development and layout, and preliminary results of the environmental analysis were available for review, discussion and comment. Information gathered during the workshop is being used by the design team in refinement of the project as appropriate to address concerns and potential impacts. Mitigation, if warranted, will be developed in consultation with the communities potentially affected.

D. Public Meeting

Following the Community Workshop and incorporation of recommendations received, a Public Meeting will be held to review the outcome of the project refinements and final environmental analysis results. This meeting is tentatively scheduled for the summer of 2012 and will be conducted at the same location as the Community Workshop if possible. The meeting will be publicly noticed and advertised as an informational meeting. Direct mail and phone contact will be made to persons identified in section V and those that attended the Community Workshop. Presentation materials will include descriptive visual maps and graphics and be described in clear understandable language. An audio/visual (PowerPoint) presentation will be prepared and shown at the public meeting. Board-mounted exhibits of project plans and results of the analysis will be available at the public meeting to illustrate the various alternatives under consideration. The Public Meeting will solicit additional comments for further consideration in project design and development.

E. Presentations to Local Government

Presentations and project updates will be provided to jurisdictional and public entities during their regularly scheduled committee and board meetings to inform them of the project, its development, and public involvement activities.

8. Comments and Coordination Report

A *Community Comments and Coordination Report* will be developed to summarize the public involvement process, meetings and outcomes. This report will summarize the comments and responses, results, and recommendations from the community workshop, public meeting and local government meetings.

9. Public Information during Subsequent Project Phases

Public involvement activities will continue into project development including final design, construction, and into operations start-up to inform adjacent and involved communities of project activities.

Northern Layover/Maintenance Facility - Public Involvement Program

Appendix A: Acronym Definitions

AN: Advance Notification

BIA: U.S. Department of Interior Bureau of Indian Affairs

BLM: U.S. Bureau of Land Management

CAC: Citizen's Advisory Committee

DCA: Florida Department of Community Affairs

EPA: U.S. Environmental Protection Agency

ETAT: Efficient Technical Advisory Team

ETDM: Efficient Transportation Decision Making

FAA: Federal Aviation Administration

FAW: Florida Administrative Weekly

FDEP: Florida Department of Environmental Protection

FDOT: Florida Department of Transportation

FEMA: Federal Emergency Management Agency

FFWCC: Florida Fish and Wildlife Conservation Commission

FHWA: Federal Highway Administration

FIND: Florida Inland Navigation District

FONSI: Finding of No Significant Impact

FRA: Federal Railroad Administration

FTA: Federal Transit Administration

FTC: Florida Transportation Commission

FWS: U.S. Fish and Wildlife Service

HUD: U.S. Department of Housing and Urban Development

MPO: Metropolitan Planning Organization

NMFS: National Marine Fisheries Service

NOAA: National Oceanic and Atmospheric Administration

NPS: National Park Service

PIP: Public Involvement Program

SFRC: South Florida Rail Corridor

SFRPC: South Florida Regional Planning Council

SFRTA: South Florida Regional Transportation Authority

SFWMD: South Florida Water Management District

TAC: Technical Advisory Committee

USGS: U.S. Geological Survey

Appendix B: Public and Agency Outreach Strategy

Overall Strategy: Coordination began at the jurisdictional staff level to collect data and gain insight into the agency and community issues they may be aware of. Following these smaller fact-finding meetings, we met with community leaders in one-on-one meetings to introduce the project and get a clear understanding of the communities potentially affected. Our first round of meetings were held in the spring/summer of 2012, culminating in a June 12, 2012 Public Workshop. We are now planning to schedule meetings with directly-affected elected officials. All of these meetings would be held in advance of a second Public Meeting in late fall 2012.

Early Coordination and Fact-Finding (ongoing): Early meetings will be held to review the Location Study results and to describe the current project and the development process.

- Meet with staff of each jurisdiction – A fact sheet and drawings are presented and discussed with the following staff persons identified to date. Investigate ways to combine the meetings where it makes sense to do so.
 - Brynt Johnson, Interim Public Works Director for City of Riviera Beach
 - Terrence Bailey, City Engineer for City of Riviera Beach
 - Mary McKinney, Community Development Director for Riviera Beach
 - Thomas Lundeen, Deputy Port Director for Port of Palm Beach
 - Richard Greene, Planning Manager for West Palm Beach
 - Lee Leffinwell, Town Manager for Mangonia Park
 - Laurent Van Cott, Town Engineer for Mangonia Park
 - Patrick Figurella, Town Engineer for Mangonia Park
 - David Wilcoch, Palm Beach County Planning
 - Alex Hansen, West Palm Beach Planning
 - Randy Whitfield, Exec Dir for Palm Beach MPO
 - Malissa Booth, PI Officer with Palm Beach MPO
 - Kim Delaney, Treasure Coast Regional Planning Council
- Meet with community leaders – A fact sheet and drawings would be presented and discussed with community leaders representing the following:
 - Harmony Heights
 - Stonybrook Apartments
 - Bryn Mahr subdivision
 - Lakeshore Apartments
 - Palm Lake Co-Op Mobile Home Park
 - Australian Business Park
- Meet with elected officials (partial list of directly-affected jurisdictions)
 - Commissioner Priscilla Taylor, Palm Beach County District 7
 - Commissioner Karen Marcus, Palm Beach County District 1 (MPO)
 - Commissioner Steven Abrams, Palm Beach MPO (SFRTA Vice Chair)
 - Commissioner Sylvia Moffit, City of West Palm Beach District 1
 - Councilman Cedric Thomas, City of Riviera Beach District 3
 - Councilman Shelby Lowe, City of Riviera Beach District 5
 - Mayor William Albury III, Town of Mangonia Park
 - Commissioner Addie Green, Town of Mangonia Park

Community Meetings: A workshop will be held in the spring of 2012 to introduce the project and gain public comment on concerns. A second meeting will review the basis for design and mitigation for potential impacts.

- ❖ Public Workshop (June 12, 2012)
- ❖ Public Meeting (late fall 2012)

Limited English Proficiency Program Evaluation Final Report

Prepared for the



Prepared by



2400 Pershing Road, Suite 400
Kansas City, Missouri 64108
Phone: (816) 329-8600

In Association with
Kimley-Horn and Associates, Inc.

January 31, 2007

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Section 1: Introduction

1.1 About the South Florida Regional Transportation Authority

The South Florida Regional Transportation Authority (SFRTA) operates a 72-mile long commuter rail line called Tri-Rail. The service operates in Palm Beach, Broward and Miami-Dade Counties along the southeastern Florida coast and nearly parallels Interstate 95. Tri-Rail serves the metropolitan areas of West Palm Beach, Fort Lauderdale and Miami in addition to many other communities along the South Florida Rail Corridor. There are 18 stations along the commuter rail line. Figure 1 shows a photograph of a train arriving at a Tri-Rail station.

Figure 1: Tri-Rail Train Approaching a Station



The train operates seven days a week with service from 4:30 AM to 10:30 PM on Monday through Friday every 20 or 30 minutes during some peak hours and every hour throughout the rest of the day. Trains operate on Saturday every two hours from approximately 7:00 AM to 10:30 PM and on Sunday and holidays every two hours from 7:00 AM to 9:00 PM.

The commuter rail corridor is shown in Figure 2.

Figure 2: Tri-Rail System Map



The commuter rail line connects with Miami-Dade County’s Metrorail System and has connecting transit bus service via Tri-Rail shuttle bus, as well as PalmTran, Broward County Transit and Miami-Dade Transit.

1.2 Project Description

The SFRTA initiated the Limited English Proficiency (LEP) Program Assessment study in response to a request by the Federal Transit Administration (FTA) as part of a recent Triennial Review. The FTA found the SFRTA deficient and asked the following questions in the review:

Has the grantee assessed and addressed the ability of persons with Limited English Proficiency (LEP) to use transit services? Are schedules and other public information provided in languages other than English? If yes, what languages are provided?

This report documents an assessment, development and implementation of the LEP program for the SFRTA in accordance with the U.S. Department of Transportation’s (USDOT) December

14, 2005 “Policy Guidance Concerning Recipients’ Responsibilities to Limited English Proficient (LEP) Persons” (hereinafter “Policy Guidance”) and Executive Order 13166.

Executive Order 13166 is the requirement that each Federal agency examine the services it provides and develop and implement a system by which LEP persons can meaningfully access those services.

The assessment of the SFRTA LEP population addresses the four factors outlined in the Policy Guidance:

1. The number or proportion of LEP persons eligible to be served or likely to be encountered by a program, activity, or service of the recipient or grantee;
2. The frequency with which LEP individuals come in contact with the program;
3. The nature and importance of the program, activity, or service provided by the recipient to people’s lives; and
4. The resources available to the recipient and costs.

The study will evaluate the SFRTA’s LEP Program using U.S. Census and local agency information regarding LEP populations and results from an onboard survey. The purpose of the study is to develop recommendations for any improvements to the program which will be presented as an implementation plan with an accompanying schedule and cost estimate.

1.3 Report Structure

This report documents the process used to assess the SFRTA’s LEP Program.

Section 2 provides details regarding the compilation of U.S. Census and local agency data to identify the location and number of limited English proficient individuals and households in the three-county Tri-Rail service area.

Section 3 gives a summary of the methodology, administration and findings from the survey conducted as part of this study to determine how well riders feel that Tri-Rail is providing information in languages they are able to read and understand.

Section 4 provides a summary of the existing services and information provided by the SFRTA in languages other than English, then provides an assessment of the SFRTA’s LEP Program based on the results of the U.S. Census and agency data on LEP populations and the results of the survey.

Section 5 lays out an implementation plan, schedule and cost estimate for recommended improvements to SFRTA’s LEP Program.

Section 6 provides a concise summary of the study’s conclusions and recommendations.

Section 2: Identification of Limited English Proficient Populations

This section documents the research done to identify LEP populations in the three counties served by Tri-Rail. For the purposes of this study, individuals who do not speak English as their primary language and who have a limited ability to read, write, speak, or understand English are considered LEP. Households where no one over age 14 speaks English well are linguistically isolated. Section 2.1 shows the U.S. Census data compiled for the study. The following section, Section 2.2, shows information on LEP populations and individuals obtained from local agencies.

Figure 3: Tri-Rail Passengers Represent the Area's Diverse Population



2.1 Census Data

U.S. Census 2000 data was compiled for the study area. The 2000 Census included identification of LEP populations as well as linguistically isolated populations.

Table 1 shows the number of LEP individuals in the study area by county for different age groups and different language groups.

Table 1: Number of LEP Persons by County

	Broward County, Florida	Miami-Dade County, Florida	Palm Beach County, Florida
Total:	1,520,842	2,108,512	1,069,257
5 to 17 years:	279,285	412,572	177,357
Speak only English	198,834	141,217	135,612
Speak Spanish:	50,271	234,690	25,998
Speak English "not well"	4,366	17,009	2,811
Speak English "not at all"	720	5,722	1,064
Speak other Indo-European languages:	25,664	32,712	12,978
Speak English "not well"	1,614	1,751	1,227
Speak English "not at all"	229	237	63
Speak Asian and Pacific Island languages:	2,731	2,240	1,680
Speak English "not well"	229	174	124
Speak English "not at all"	12	10	0
Speak other languages:	1,785	1,713	1,089
Speak English "not well"	90	73	62
Speak English "not at all"	22	0	54
18 to 64 years:	981,148	1,395,623	629,426
Speak only English	677,752	431,284	473,824
Speak Spanish:	179,315	837,513	90,934
Speak English "not well"	27,130	166,398	18,490
Speak English "not at all"	9,428	110,288	9,760
Speak other Indo-European languages:	100,582	105,952	51,177
Speak English "not well"	14,511	16,332	8,584
Speak English "not at all"	2,390	2,250	1,180
Speak Asian and Pacific Island languages:	14,459	12,822	7,433
Speak English "not well"	2,458	1,906	1,290
Speak English "not at all"	421	305	141
Speak other languages:	9,040	8,052	6,058
Speak English "not well"	435	317	612
Speak English "not at all"	98	102	362
65 years and over:	260,409	300,317	262,474
Speak only English	206,455	103,846	227,630
Speak Spanish:	18,621	176,413	10,152
Speak English "not well"	4,771	54,475	2,582
Speak English "not at all"	3,074	63,292	1,824
Speak other Indo-European languages:	31,171	16,705	20,899
Speak English "not well"	3,635	2,786	1,436
Speak English "not at all"	1,184	1,713	391
Speak Asian and Pacific Island languages:	1,340	1,333	849
Speak English "not well"	402	353	212
Speak English "not at all"	215	245	152
Speak other languages:	2,822	2,020	2,944
Speak English "not well"	312	208	334
Speak English "not at all"	18	85	41

U.S. Census Bureau
 Census 2000, SF3, P19

The data in Table 1 includes four major language groups other than English:

- Spanish includes those who speak Ladino.
- Other Indo-European languages include most languages of Europe and the Indic languages of India. These include the Germanic languages, such as German, Yiddish, and Dutch; the Scandinavian languages, such as Swedish and Norwegian; the Romance languages, such as French, Italian, and Portuguese; the Slavic languages, such as Russian, Polish, and Serbo-Croatian; the Indic languages, such as Hindi, Gujarathi, Punjabi, and Urdu; Celtic languages; Greek; Baltic languages; and Iranian languages.
- Asian and Pacific Island languages include Chinese; Korean; Japanese; Vietnamese; Hmong; Khmer; Lao; Thai; Tagalog or Pilipino; the Dravidian languages of India, such as Telegu, Tamil, and Malayalam; and other languages of Asia and the Pacific, including the Philippine, Polynesian, and Micronesian languages.
- All other languages include Uralic languages, such as Hungarian; the Semitic languages, such as Arabic and Hebrew; languages of Africa; native North American languages, including the American Indian and Alaska native languages; and some indigenous languages of Central and South America.

Table 2 summarizes the percentage of persons in each language group and the percent who speak English “not well” or “not at all” in each language group.

Table 2: Percent of Population by Language Group by County

	Broward County, Florida	Miami-Dade County, Florida	Palm Beach County, Florida	Total
Persons who speak only English	71.2%	32.1%	78.3%	55.3%
Percent who speak Spanish	16.3%	59.2%	11.9%	34.6%
-who speak English "not well" or "not at all"	19.9%	33.4%	28.7%	31.0%
Percent who speak Indo-European languages	10.4%	7.4%	8.0%	8.5%
-who speak English "not well" or "not at all"	15.0%	16.1%	15.1%	15.5%
Percent who speak Asian and Pacific Island languages	1.2%	0.8%	0.9%	1.0%
-who speak English "not well" or "not at all"	20.2%	18.3%	19.3%	19.3%
Percent who speak Other languages	0.9%	0.6%	0.9%	0.8%
-who speak English "not well" or "not at all"	7.1%	6.7%	14.5%	9.1%

U.S. Census Bureau

Census 2000, SF3, P19 as compiled by TranSystems

Table 3 summarizes the total number and percentage of persons who speak English “not well” or “not at all” by county.

Table 3: Total and Percent LEP Population by County

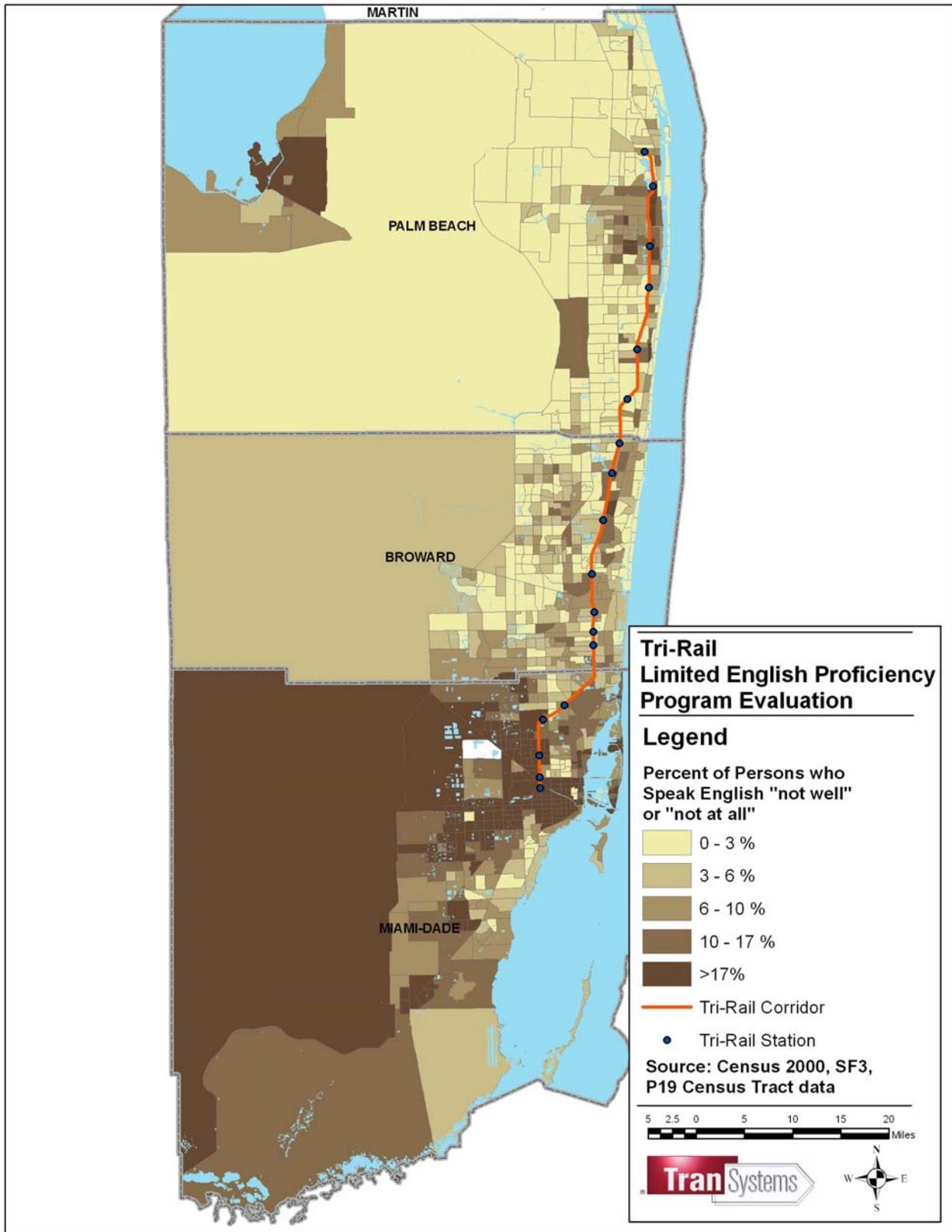
	Broward County, Florida	Miami-Dade County, Florida	Palm Beach County, Florida	Total
Persons who speak English "not well" or "not at all"	77,523	445,847	52,672	576,042
Percent who speak English "not well" or "not at all"	5.1%	21.1%	4.9%	12.3%

U.S. Census Bureau

Census 2000, SF3, P19 as compiled by TranSystems

The following figure, Figure 4, shows the LEP populations by Census Tract for the three county area based on percentage of persons who speak English “not well” or “not at all.”

Figure 4: Percent of Persons Who Speak English Not Well or Not at All



The following three figures, Figures 5 through 7, show the percentage of persons who speak English “not well” or “not at all” for each individual county. Station locations are identified on the figures.

As shown in the figures, some Tri-Rail stations have higher concentrations of LEP populations than others. In Palm Beach County, stations with higher percentages of LEP individuals include the Mangonia Park, West Palm Beach, Lake Worth, Boynton Beach and Delray Beach stations. In Broward County, the Pompano Beach, Cypress Creek and Ft. Lauderdale stations have the highest adjacent LEP populations. All of the Miami-Dade County stations have adjacent LEP populations with the Metrorail Transfer Station and Miami Airport stations being entirely surrounded by LEP populations comprising more than 17 percent of total people.

Figure 5: Palm Beach County - Percent of Persons Who Speak English Not Well or Not at All

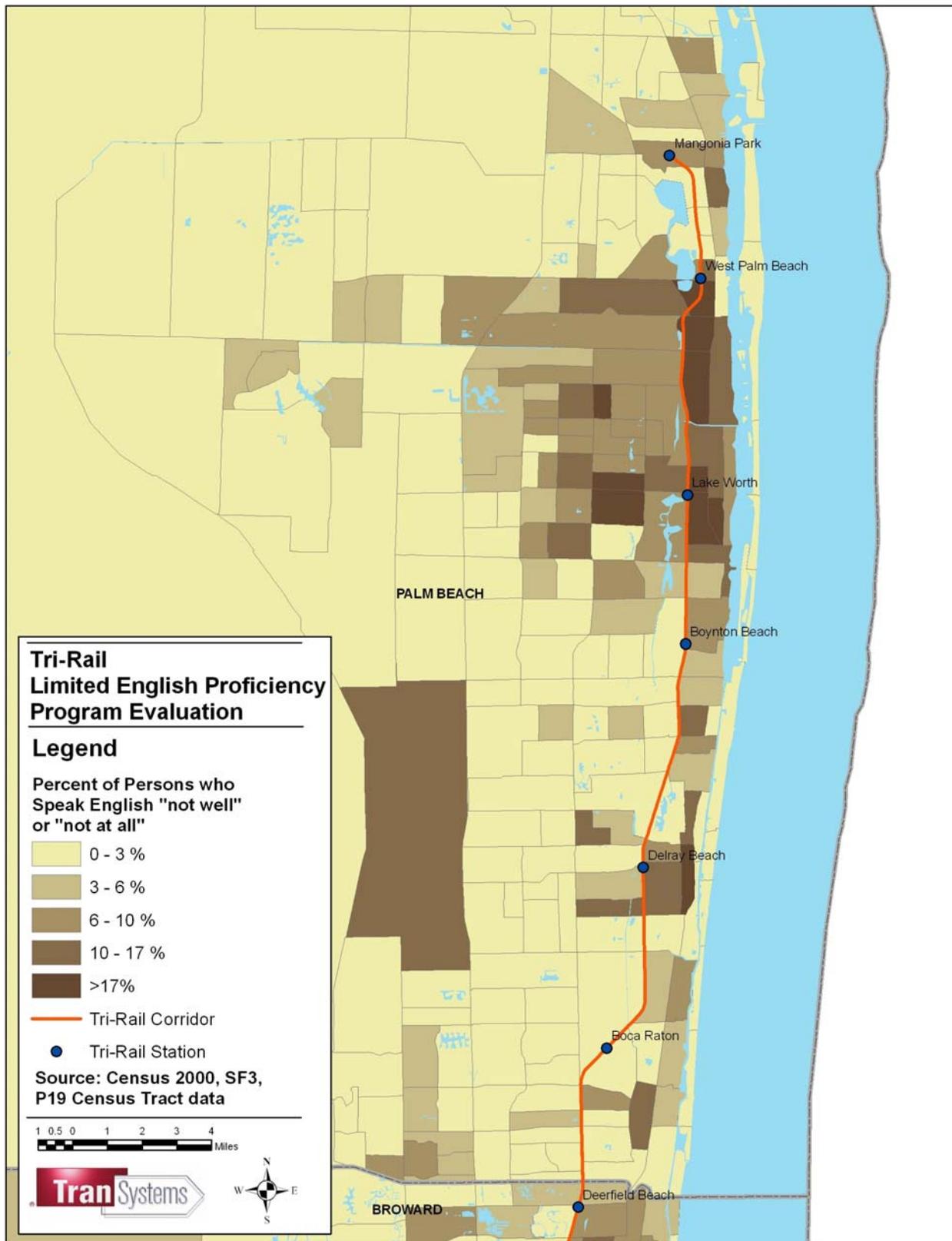


Figure 6: Broward County - Percent of Persons Who Speak English Not Well or Not at All

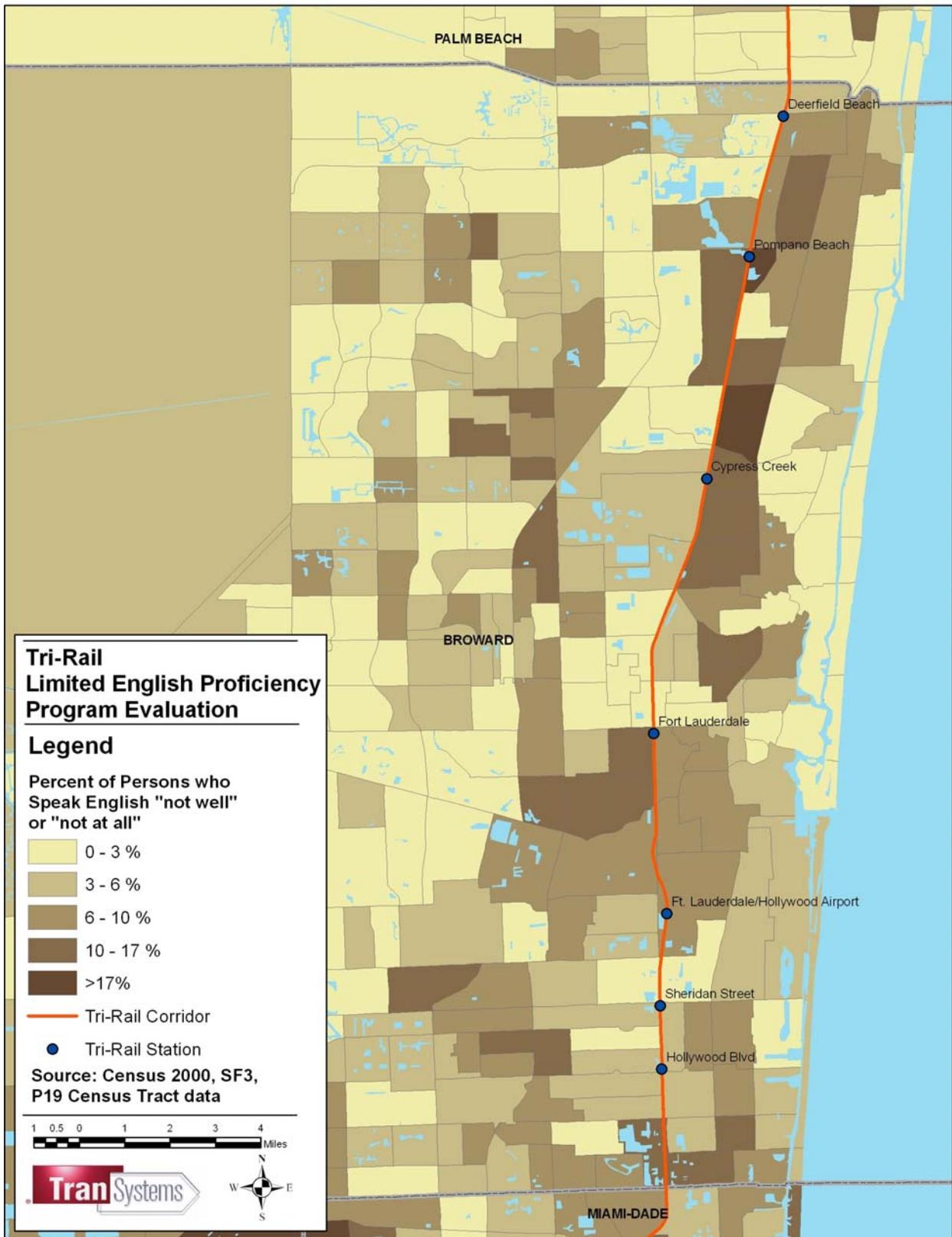


Figure 7: Miami-Dade County - Percent of Persons Who Speak English Not Well or Not at All

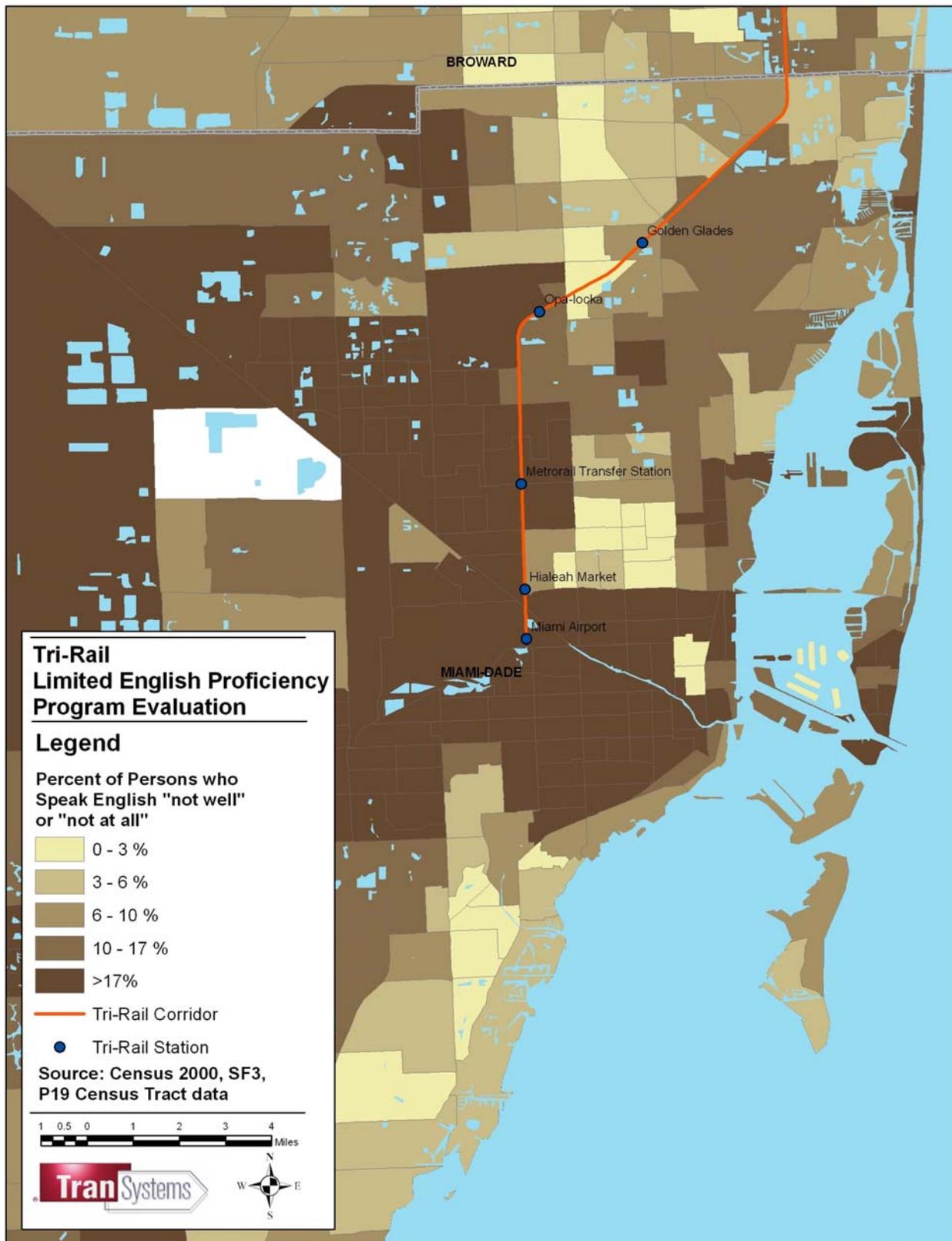


Table 3 shows the number of linguistically isolated persons in the study area by county. According to the U.S. Census, a linguistically isolated household is one in which no member 14 years old and over speaks only English or speaks a non-English language and speaks English “very well.” In other words, a linguistically isolated household is one in which all members 14 years old and over have at least some difficulty with English.

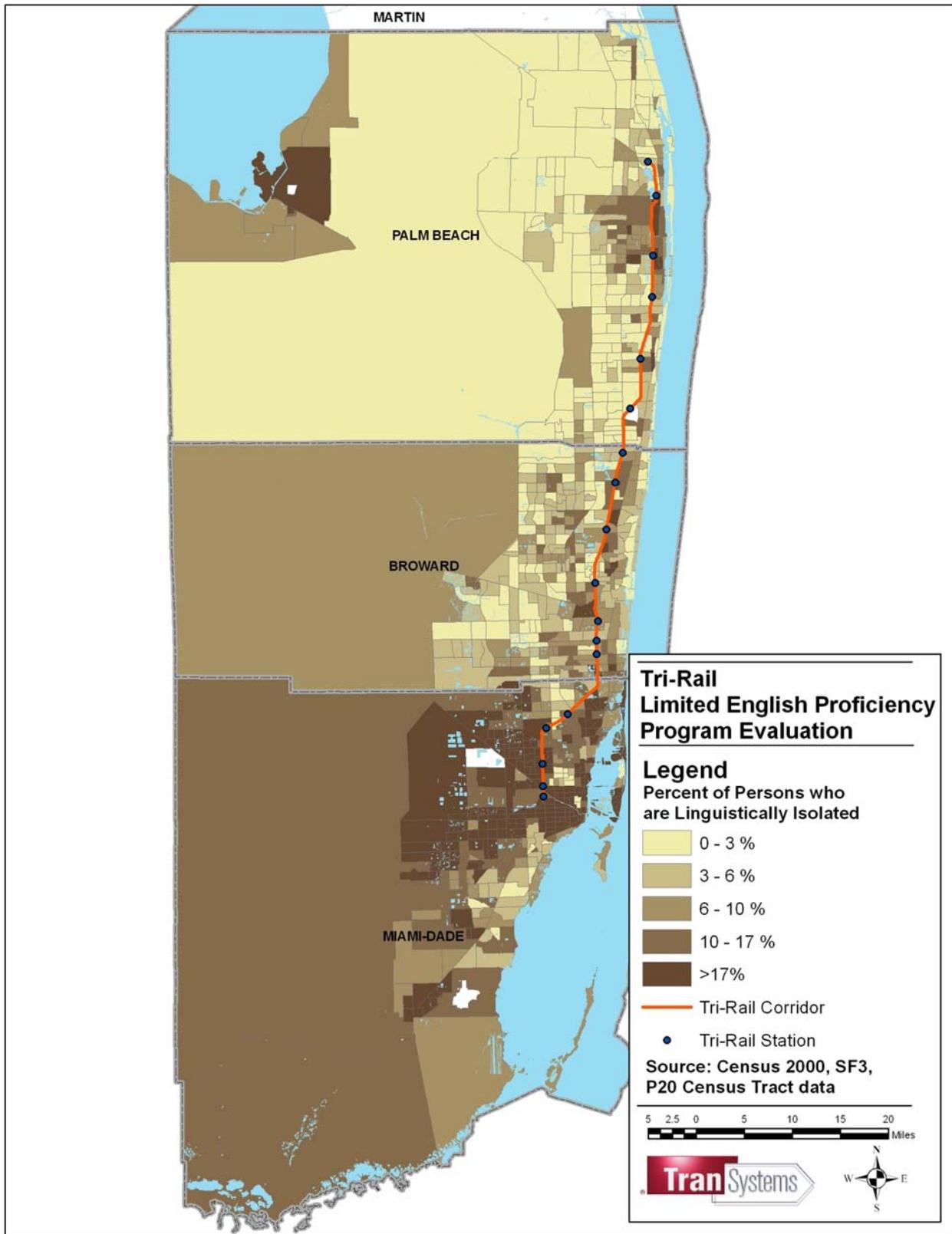
Table 4: Number of Linguistically Isolated Persons by County

	Broward County, Florida	Miami-Dade County, Florida	Palm Beach County, Florida
Total:	654,787	777,378	474,295
English	457,150	241,929	368,734
Spanish:	105,495	460,496	51,464
Linguistically isolated	21,439	169,065	13,856
Not linguistically isolated	84,056	291,431	37,608
Other Indo-European languages:	76,686	61,982	44,057
Linguistically isolated	16,360	14,428	8,474
Not linguistically isolated	60,326	47,554	35,583
Asian and Pacific Island languages:	8,059	7,042	4,532
Linguistically isolated	2,155	2,052	1,015
Not linguistically isolated	5,904	4,990	3,517
Other languages:	7,397	5,929	5,508
Linguistically isolated	1,153	950	1,014
Not linguistically isolated	6,244	4,979	4,494

A **linguistically isolated household** is one in which no member 14 years old and over (1) speaks only English or (2) speaks a non-English language and speaks English “very well.” In other words, all members 14 years old and over have at least some difficulty with English.
 U.S. Census Bureau
 Census 2000, SF3, P20

Figure 8 shows the percent of linguistically isolated households by Census Tract for the three-county area. Linguistically isolated households are also indicative of those with language needs and therefore were included in the analysis to identify LEP populations. As shown in the figure, the patterns represented by linguistically isolated households are quite similar to those shown in Figure 5 for persons who speak English “not well” or “not at all;” therefore, it will be assumed that the LEP populations identified also include those households that are linguistically isolated.

Figure 8: Percent of Linguistically Isolated Households



2.2 Data Collected from Local Agencies

The following agencies were contacted to request information about language groups served by that agency:

Table 5: Local Agencies Contacted to Request Information on LEP Populations

Agency
Broward County Public Schools
Broward County Transit
Florida Department of Education
Governor's Office - Office of Tourism, Trade, and Economic Development
Miami Dade County Public Schools
Miami-Dade Transit
PalmTran
Pam Beach County Public Schools
Workforce Development Board

Some agencies provided information that was more relevant for the LEP evaluation; however, the information provided by each agency is shown and discussed below.

2.2.1 State of Florida

Both the Florida Department of Education and the Governor's Office – Office of Tourism, Trade, and Economic Development were contacted to request information for the LEP study. The Department of Education has information on LEP populations available on its website.

The following tables show the LEP information.

Table 6: 2005-2006 LEP Count by District

District	District Name	LEP	Non-LEP	Percent LEP
6	Broward	35,459	233,570	13.2%
13	Miami-Dade	92,085	271,591	25.3%
50	Palm Beach	25,549	148,539	14.7%

Source: Florida Department of Education, Bureau of Student Assistance

http://www.firn.edu/doe/aala/pdf/S30506_LEP.pdf

Table 7: 2001-2006 LEP Count History by District

District	District Name	2001-2002	2002-2003	2003-2004	2004-2005	2005-2006
		LEP	LEP	LEP	LEP	LEP
6	Broward	38,552	40,416	40,017	37,390	35,459
13	Miami-Dade	104,355	102,868	98,526	94,923	92,085
50	Palm Beach	26,489	26,357	25,547	24,966	25,549

Source: Florida Department of Education, Bureau of Student Assistance

<http://www.firn.edu/doe/aala/omsstat.htm>

Table 8: Number of Languages Represented by LEP Students in 2003-2004

District	District Name	Total Languages
6	Broward	112
13	Miami-Dade	120
50	Palm Beach	99

Source: Florida Department of Education, Bureau
http://www.firn.edu/doe/aala/pdf/S30506_LEP.pdf

The following information, shown in Table 8, was provided to All World Language Consultants (ALC) by the Florida Governor’s Office – Office of Tourism, Trade, and Economic Development. The data is based on U.S. Census 2000. ALC also reported that undocumented individuals are not represented in this information and are normally considered to be documented to undocumented on a ratio of 2.7 to 3.0. Although this data provides information on various language groups, it does not show whether persons are proficient in English.

Table 9: Number of Persons by Language by County

	Spanish	Italian	Chinese	Portuguese	German	Haitian Creole	Yiddish	French
*Miami-Dade County	676,347	86,973	19,637	***		***		14,402
*Broward County	248,207	13,573		17,356	8,645	***		81,677
*Palm Beach County	127,084	8,148		***	7,300		5,609	42,404
Total	1,051,638	108,694	19,637	17,356	15,945	0	5,609	138,483

Source: All World Language Consultants (ALC Miami)

*These figures are based on the 2000 census. These figures are estimated to grow by an average of 11% by 2005

***There is a significant population present however they have not been captured in the 2000 census

2.2.2 Miami-Dade County

Both Miami-Dade Transit and Miami-Dade Public Schools provided information regarding LEP populations.

Miami-Dade Transit

Miami-Dade Transit provides rider information in Spanish and Haitian Creole. They are aware of other language groups within their jurisdiction, but Spanish and Haitian Creole are the only two they are addressing. There is a very large Russian population. They referred TranSystems to the school district for more information on languages in the area. Miami-Dade Transit said that according to the school district there are 47 languages including several different Asian dialects and also people speaking different languages from Arab nations. Miami-Dade Transit held a meeting as part of their triennial review that said to focus on English, Creole and Spanish for brochures.

Miami-Dade Transit does a major "Tracking Study" every two years. They try to collect a lot of socioeconomic information. The consultant was provided with a copy of the latest Tracking Study. Although it includes a profile of transit riders, there is no specific language or LEP information available in the tracking study.

Miami-Dade Public Schools

Information on LEP students within Miami-Dade Public Schools is available on the school district’s website. The information is shown below in Tables 10 through 12.

Table 10: Top 10 Languages (other than English) Used by Students as Primary, 2004-2005, Miami-Dade

Language	Number of Students	Percent
Spanish	190,506	53.6%
Haitian Creole	19,304	5.4%
French	1,974	0.6%
Portuguese	1,466	0.4%
Zhongwen	639	0.2%
Urdu	418	0.1%
Arabic	405	0.1%
Russian	393	0.1%
Hebrew	212	0.1%
Vietnamese	160	0.0%
English	140,163	39.4%

Source: Miami-Dade County School District

Table 11: Top 10 Countries/Territories Where Active Students Were Born, 2004-2005, Miami-Dade

Country	Total
United States	272,244
Cuba	27,125
Colombia	8,207
Haiti	6,332
Venezuela	5,968
Nicaragua	4,059
Puerto Rico	3,751
Argentina	3,571
Peru	3,213
Honduras	3,097

Source: Miami-Dade County School District

Table 12: Active Limited English Proficient (LEP) Students by Student Language, 2004-2005, Miami-Dade

Language	Number of Students	Percent
Spanish	50,270	87%
Haitian-Creole	5,478	9%
Other languages	2,055	4%

Source: Miami-Dade County

2.2.3 Broward County

Broward County Transit

Broward County Transit recently completed an LEP assessment internally although it was not an official assessment. The agency is waiting for the Federal Transit Administration (FTA) to develop template procedures for doing LEP assessments. A copy of their FTA response letter including results of an LEP passenger survey was provided and is included as Appendix A.

Tables 12 through 17 show the results of their LEP survey. A total of 604 surveys were completed with 504 in English, 75 in Spanish and 25 in Creole.

Table 13: Broward County Transit LEP Survey - Surveys Completed

	English	Spanish	Creole
Surveys Completed	83%	13%	4%

Source: 2006 Broward County Transit

Table 14: Broward County Transit LEP Survey - Languages Spoken Other than English

	Spanish	Creole	Other	Total
Languages Spoken Other than English	21%	16%	8%	46%

Source: 2006 Broward County Transit

Table 15: Broward County Transit LEP Survey – Overall Results

Passenger Survey - Overall Results	Response		
	Yes	No	No answer
Read and understand English?	85%	5%	10%
Read and understand bus schedules?	92%	8%	0%
Read and understand other bus information?	90%	8%	2%
Understand where and how to catch the bus?	94%	5%	1%
Ride the bus or live with someone that speaks English (if you do not)?	28%	27%	45%

Source: 2006 Broward County Transit

Table 16: Broward County Transit LEP Survey – English Language Results

Passenger Survey - English Language	Response		
	Yes	No	No answer
Read and understand English?	96%	4%	0%
Read and understand bus schedules?	94%	6%	0%
Read and understand other bus information?	93%	6%	1%
Understand where and how to catch the bus?	95%	4%	1%
Ride the bus or live with someone that speaks English (if you do not)?	22%	26%	52%

Source: 2006 Broward County Transit

Table 17: Broward County Transit LEP Survey – Spanish Language Results

Passenger Survey - Spanish Language	Response		
	Yes	No	No answer
Read and understand English?*	13%	7%	80%
Read and understand bus schedules?	89%	11%	0%
Read and understand other bus information?	85%	15%	0%
Understand where and how to catch the bus?	91%	9%	0%
Ride the bus or live with someone that speaks English (if you do not)?	53%	39%	8%

Source: 2006 Broward County Transit

*The Yes/No response area was missing on the survey, therefore 80% did not answer this question.

Table 18: Broward County Transit LEP Survey – Creole Language Results

Passenger Survey - Creole Language	Response		
	Yes	No	No answer
Read and understand English?	64%	32%	4%
Read and understand bus schedules?	60%	36%	4%
Read and understand other bus information?	56%	36%	8%
Understand where and how to catch the bus?	76%	24%	0%
Ride the bus or live with someone that speaks English (if you do not)?	72%	24%	4%

Source: 2006 Broward County Transit

Broward County Transit’s LEP survey showed the following results:

- Approximately one-half of the respondents speak a language other than English, with the majority of the respondents reading and understanding English.
- Overall, the majority of the respondents understand bus schedules/information and how to catch the bus.
- Although the sample is small, the Creole language respondents have the most difficulty with understanding bus schedules and information.

Broward County Transit staff said the two largest non-English groups they serve are Spanish and Creole speaking populations. Other groups they are aware of include a small French population and some others.

Broward County Public Schools

Broward County Public Schools lists various statistics on their student population. They show a total enrollment for February 2005 of 276,185 students. Of that total, there are 42,421 foreign born students enrolled representing 56 languages and 168 countries. The top three languages other than English are Spanish, Haitian Creole and Portuguese. All district material is translated into these three languages.

Table 19: Broward County LEP Students by Student Language, February 2005

LEP Student Enrollment	36,714	13%
Spanish	16,609	
Haitian-Creole	6,988	
Portuguese	1,204	

Source: Broward County Public Schools

Figure 9: School-Age Passengers Waiting at a Tri-Rail Station



2.2.4 Palm Beach County

PalmTran

PalmTran provides information in English, Spanish and Haitian Creole. PalmTran has recently had meetings regarding Title VI. PalmTran staff said that they provide information in other languages based on the U.S. Census data; however, even in Census data the Haitian Creole population does not show up. They added information in Haitian Creole based on a special request from the community. According to PalmTran, the Census data shows that Palm Beach County also has an Asian population.

According to PalmTran staff, their source for language information is always the Census data. They receive requests for information in alternate languages and most requests are for information in Spanish. Haitian Creole was requested through public meetings.

Palm Beach County School District

Palm Beach County School District provides an LEP Program. Languages in the program include Spanish, Creole and Portuguese. Specific details regarding the number of LEP students were not available other than through the Florida Department of Education.

2.2.5 Other

Workforce Development Board

PalmTran staff referred the consultant to the Workforce Development Board for information on demographics and the different languages served by the agency. The Workforce Development Board was contacted but did not reply to requests for information.

Section 3: LEP Survey

3.1 Introduction

A survey of Tri-Rail passengers was conducted on Wednesday, October 18, 2006, as part of the LEP study. The purpose of the survey was to confirm the need for additional information on Tri-Rail in languages besides English, to insure that a language barrier is not hindering people from using the system.

3.2 Survey Methodology

Ridership data for each train and station was evaluated and an approach was developed to sample certain trains which would then represent the entire Tri-Rail ridership. The sampling approach developed was to randomly select southbound trains throughout the day on an average weekday. It was assumed that LEP populations were just as likely to ride the train on weekdays as on weekends, thus based on this assumption a sample of trains on a weekday would suffice. Trains were sampled throughout the day to capture peak-period commuters, as well as those using the train in early morning hours, midday and evening hours. The trains sampled included those operating as early as 4:30 a.m. and as late as 9:30 p.m. Those traveling northbound and southbound initially would be captured by the sampling approach based on the assumption that those traveling northbound for their initial trip would then ride southbound for their return trip and those traveling southbound for their initial trip would then travel northbound for their return trip. Thus, by sampling only southbound trains, there was little incidence of surveying the same person twice since the southbound portion of the trip would be captured regardless of whether this was the initial or the return leg of the trip.

Some sampling procedures ask surveyors to sample for example every third person. The approach for this survey was to do a “blanket” approach and sample every person that boarded each train that was being sampled. The blanket approach offered the best opportunity to take advantage of the surveyors’ time in administering the survey and get the greatest number of survey responses.

The survey instrument is attached as Appendix B. The survey instrument includes an initial screening question to ask the rider his or her language preference and refer them to the appropriate pages of the survey for the selected language. The consultant hired a language translation company to translate the survey questionnaire. The survey was translated into several languages based on input from local agencies and U.S. Census information. The survey was made available in English, Spanish, Haitian Creole, French, Italian and Portuguese which according to the study’s initial findings represent the largest language groups in the Tri-Rail service area.

3.3 Survey Administration

A temporary employment agency supplied staffing for administering the survey. On Tuesday, October 17, 2006, the surveyors attended a training session to learn how to administer the survey. The training involved a review of the project’s background. Survey questions were reviewed to ensure that surveyors understood each question. Surveyors were then asked to practice administering the survey on each other to get comfortable with the process. Finally, surveyors went to ride the train to learn how to validate their train tickets, learn how to board the train and become familiar with the interior layout of the train.

The survey was administered on Wednesday, October 18, 2006, between 4:30 a.m. and 10:30 p.m. on the following randomly selected southbound trains:

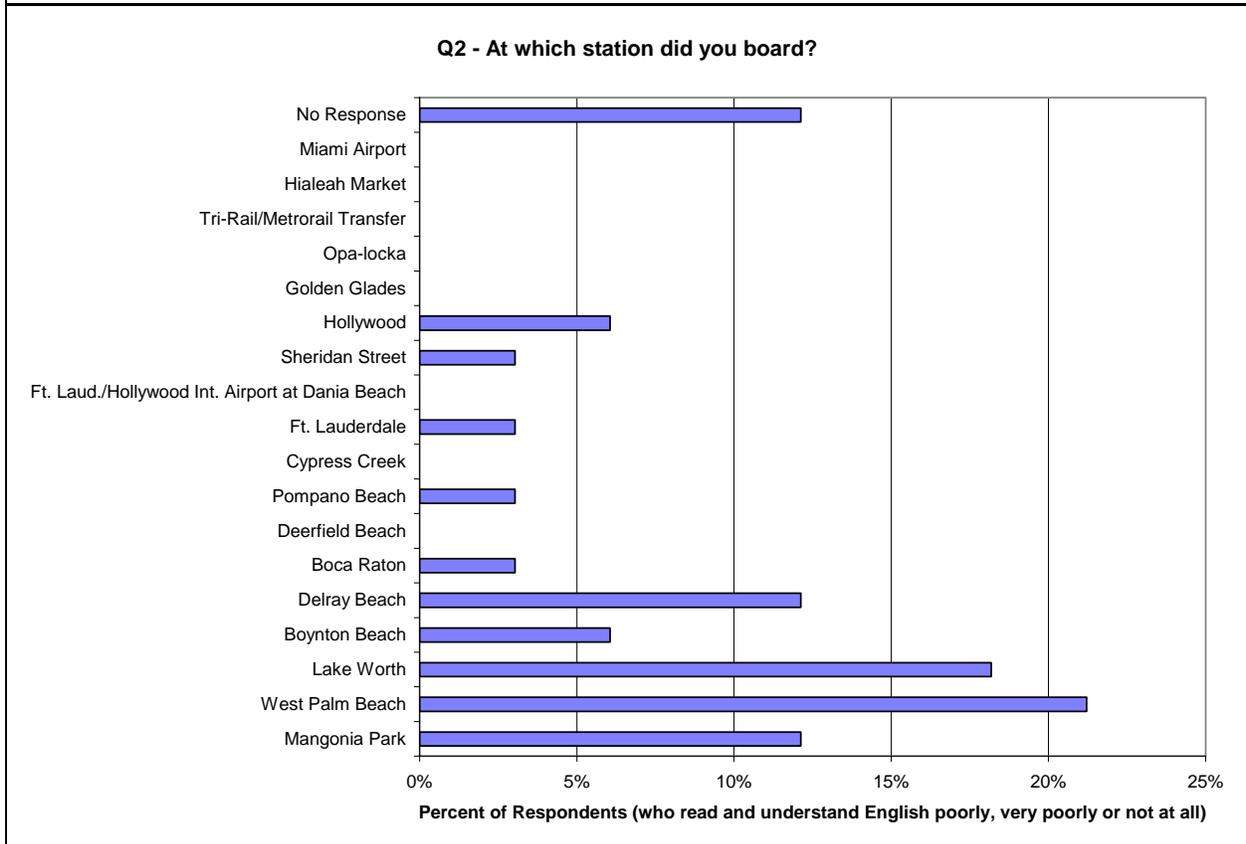
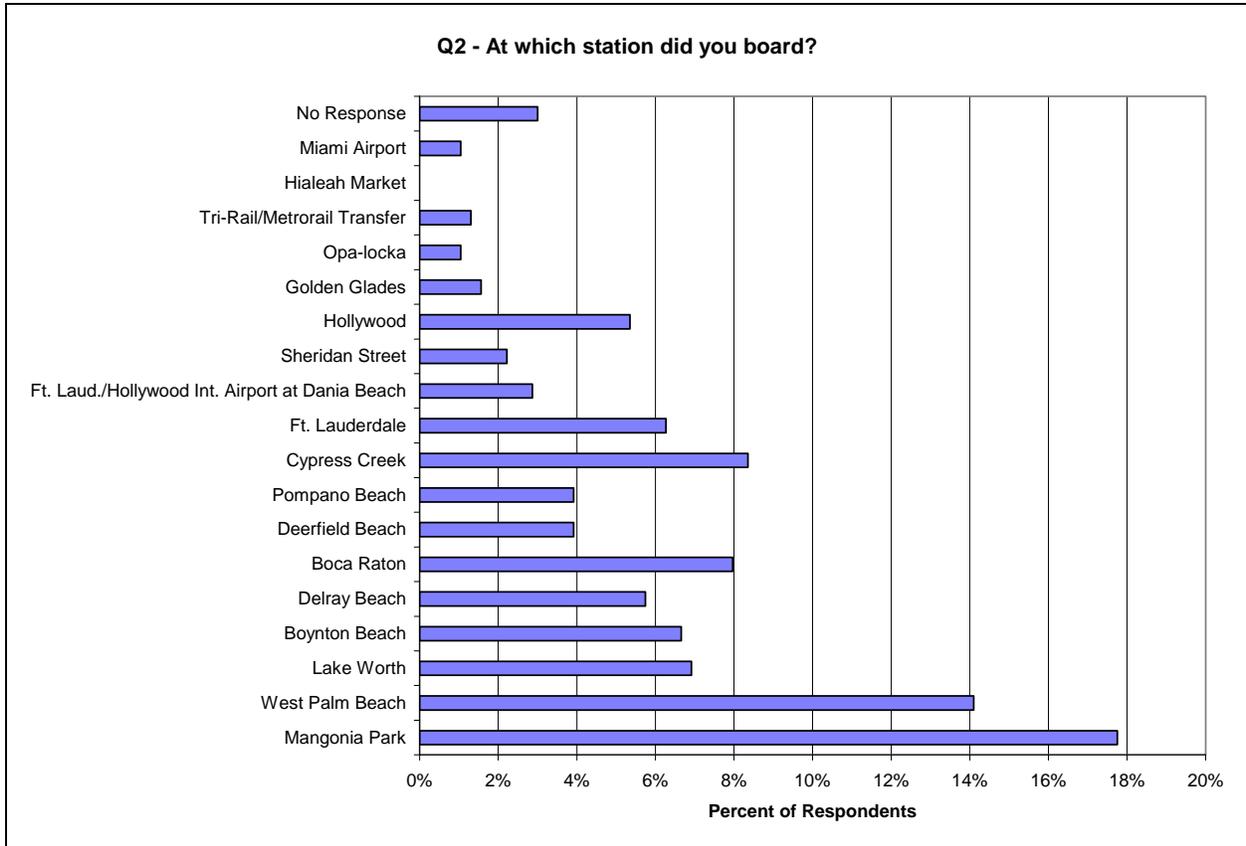
Table 20: Trains Surveyed

Train	Start	End
P601	4:32 AM	6:22 AM
P611	7:47 AM	9:37 AM
P613	8:47 AM	10:37 AM
P615	9:47 AM	11:37 AM
P617	10:47 AM	12:37 PM
P619	11:47 AM	1:37 PM
P621	12:47 PM	2:37 PM
P623	1:47 PM	3:37 PM
P627	3:17 PM	5:07 PM
P631	4:47 PM	6:37 PM
P635	6:47 PM	8:37 PM
P637	7:47 PM	9:37 PM

Surveyors were organized into teams of two or three individuals per train and were asked to approach every rider and ask each if they would be willing to complete the survey. Surveyors were provided with clipboards, golf pencils and approximately 100 survey instruments per train trip. A fax or mail-back option was provided. Completed surveys were collected then tabulated.

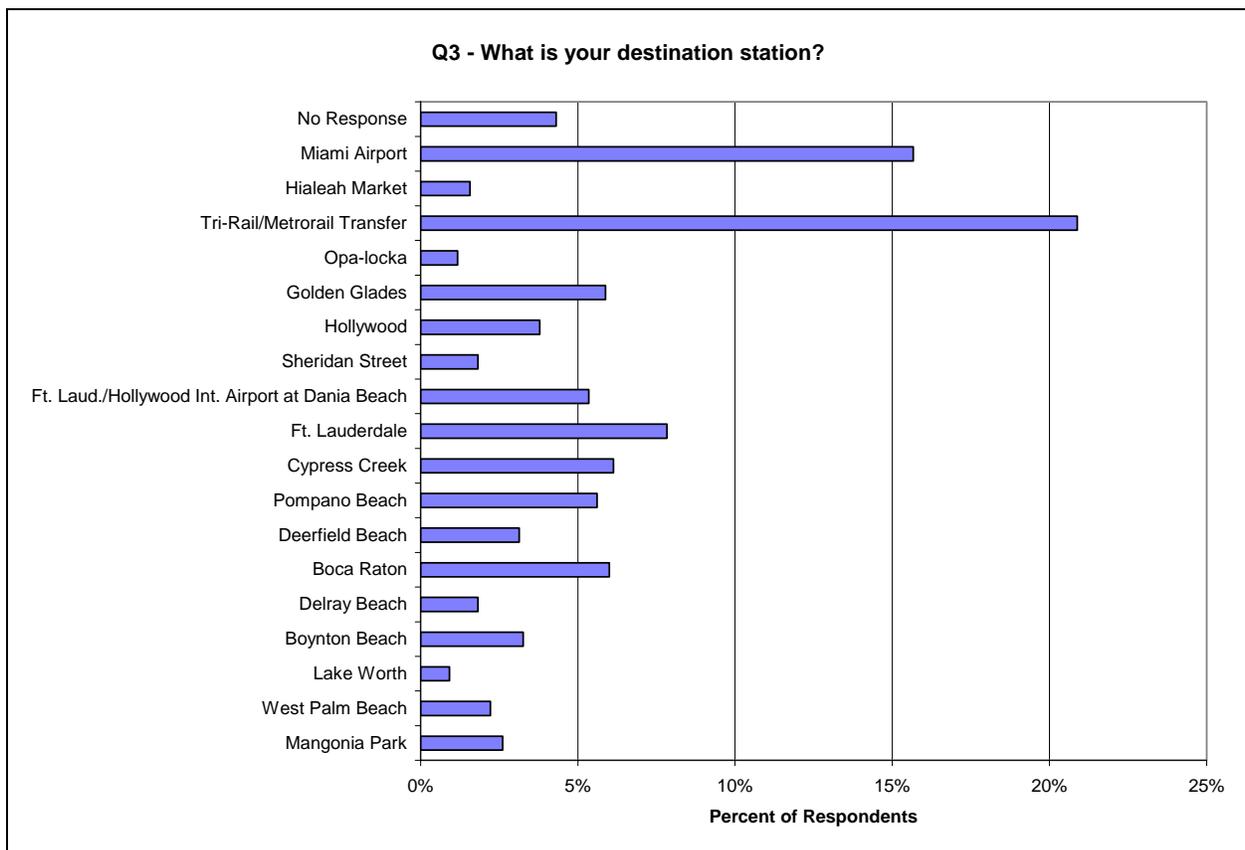
3.3 Survey Results

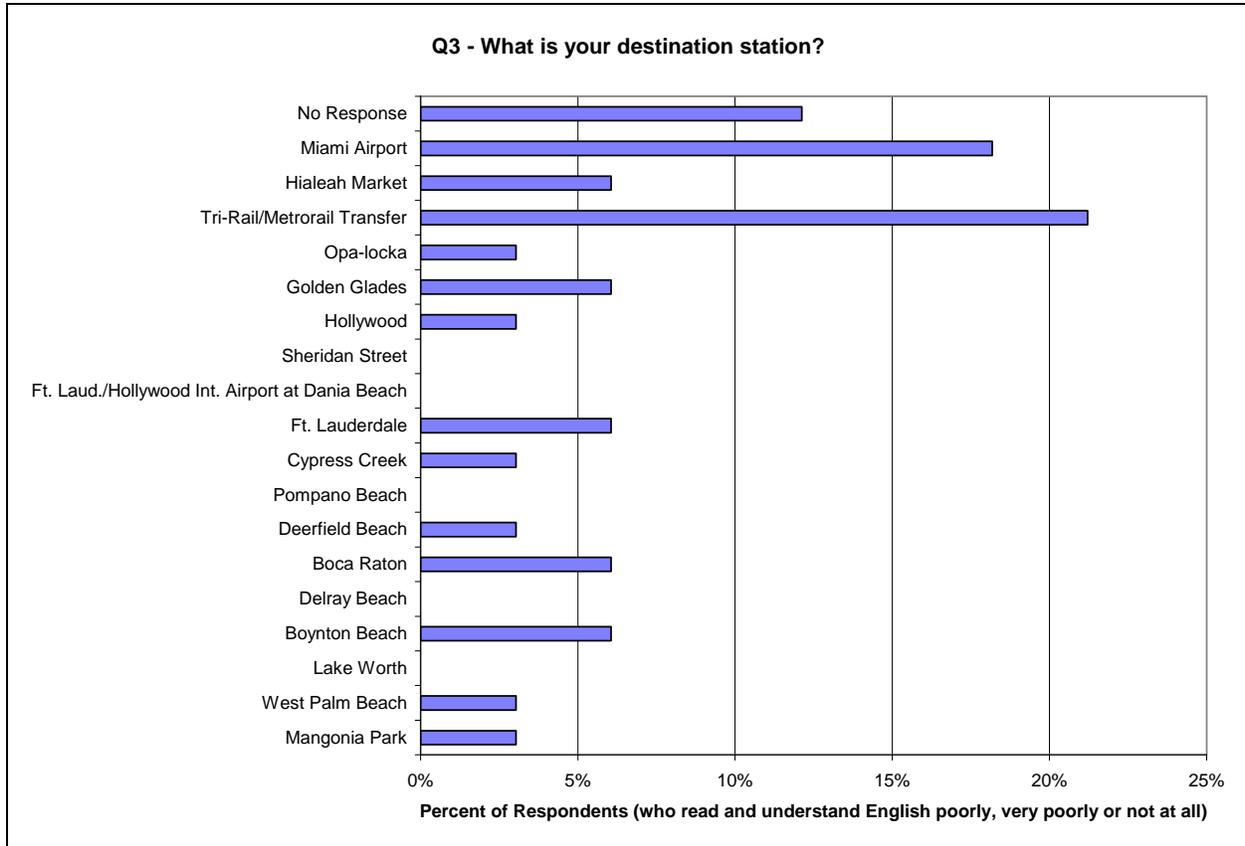
A total of 766 survey responses were received. Nearly 250 of respondents indicated that English was not their native language. Of the 766 survey responses, 33 responses were from riders who indicated that they read and understand English “poorly”, “very poorly” or “not at all.” The following figures show the results of each survey question.



As shown above in the figures for Question 2, the majority of riders board at the Mangonia Park Station which comprises 17.8 percent of boardings. The West Palm Beach Station has the second highest with 14.1 percent of boardings. The third highest number occurs at Boca Raton and Cypress Creek stations each with about 8 percent of boardings.

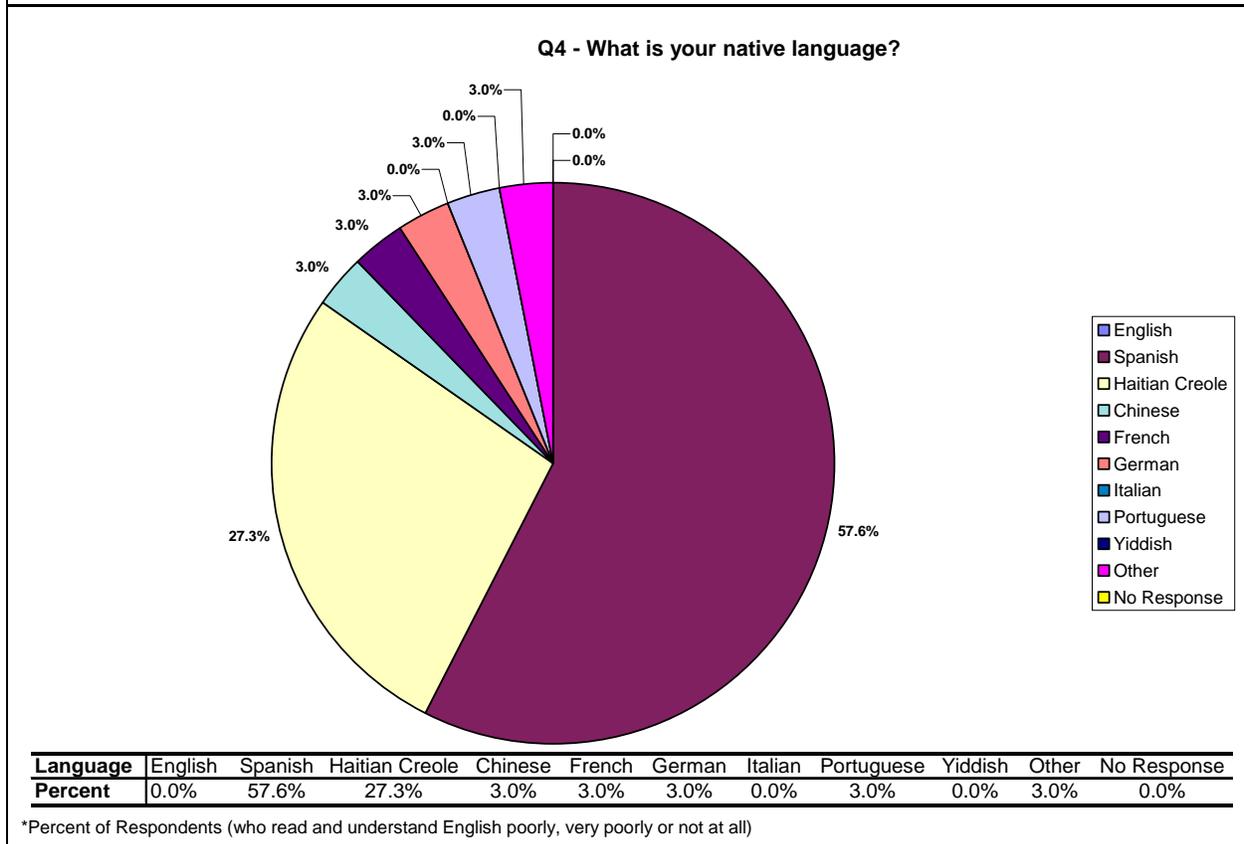
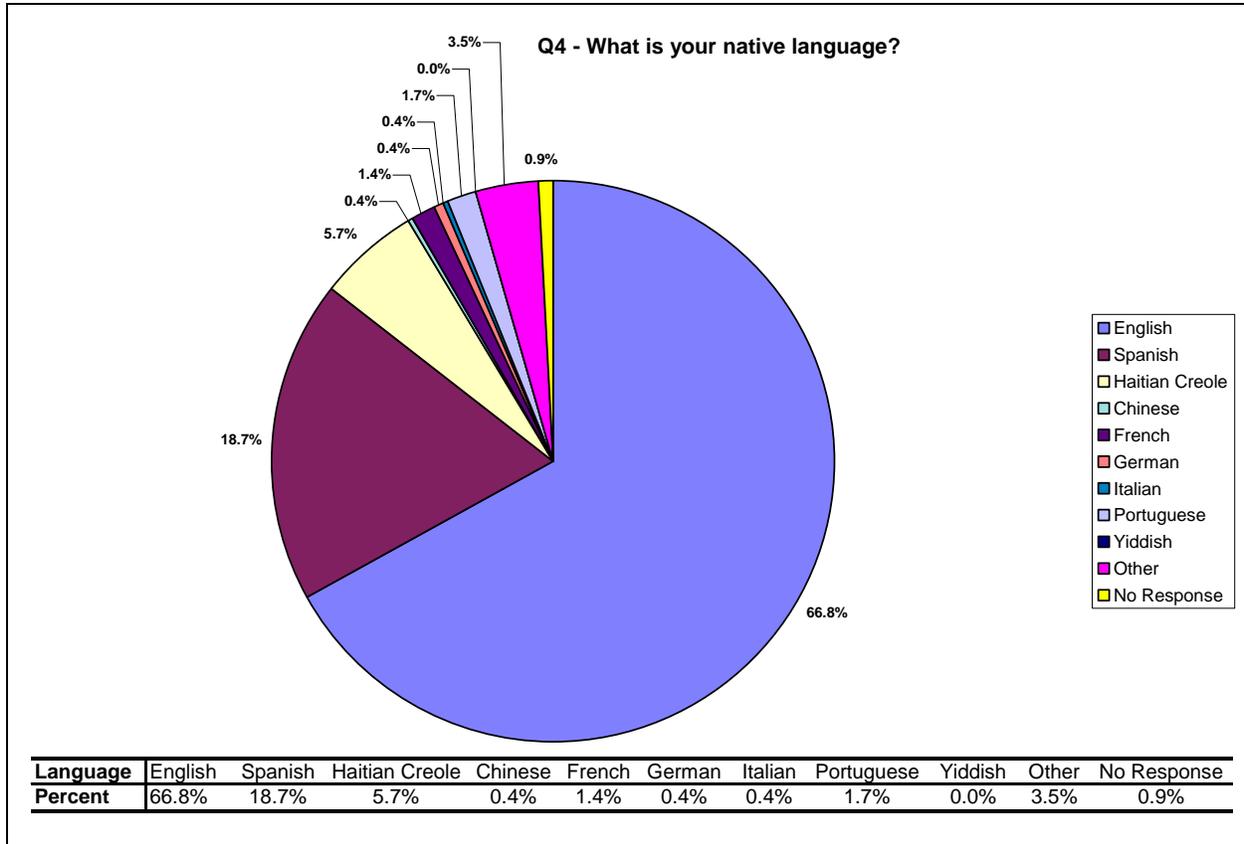
The majority of riders who indicated that they read and understand English “poorly”, “very poorly” or “not at all”, boarded at the West Palm Beach Station, representing 21.2 percent of boardings. The Lake Worth Station accounts for 18.2 percent of boardings for those who read and understand English “poorly”, “very poorly” or “not at all.” Delray Beach and Mangonia Park stations each account for 12.1 percent of boardings for those who read and understand English “poorly”, “very poorly” or “not at all.” Other origin stations represented by riders who read and understand English “poorly”, “very poorly” or “not at all” include Boynton Beach, Boca Raton, Pompano Beach, Ft. Lauderdale, Sheridan Street and Hollywood Stations.





In the figures for Question 3, the majority of riders get off the train at the Tri-Rail/Metrorail Transfer Station which comprises 20.9 percent of alightings. The Miami Airport Station has the second highest with 15.7 percent of alightings. The third highest number is at the Ft. Lauderdale Station with 7.8 percent of alightings.

For riders who indicated that they read and understand English “poorly”, “very poorly” or “not at all”, the majority of these riders were also going to the Tri-Rail/Metrorail Transfer Station with 21.2 percent of alightings. The Miami Airport station accounts for 18.2 percent of alightings for those who read and understand English “poorly”, “very poorly” or “not at all.” Boynton Beach, Boca Raton, Ft. Lauderdale, Golden Glades and Hialeah Market Stations each account for 6.1 percent of alightings for those who read and understand English “poorly”, “very poorly” or “not at all.” Other destination stations represented by riders who read and understand English “poorly”, “very poorly” or “not at all” include Mangonia Park, West Palm Beach, Deerfield Beach, Cypress Creek, Hollywood and Opa-locka Stations.



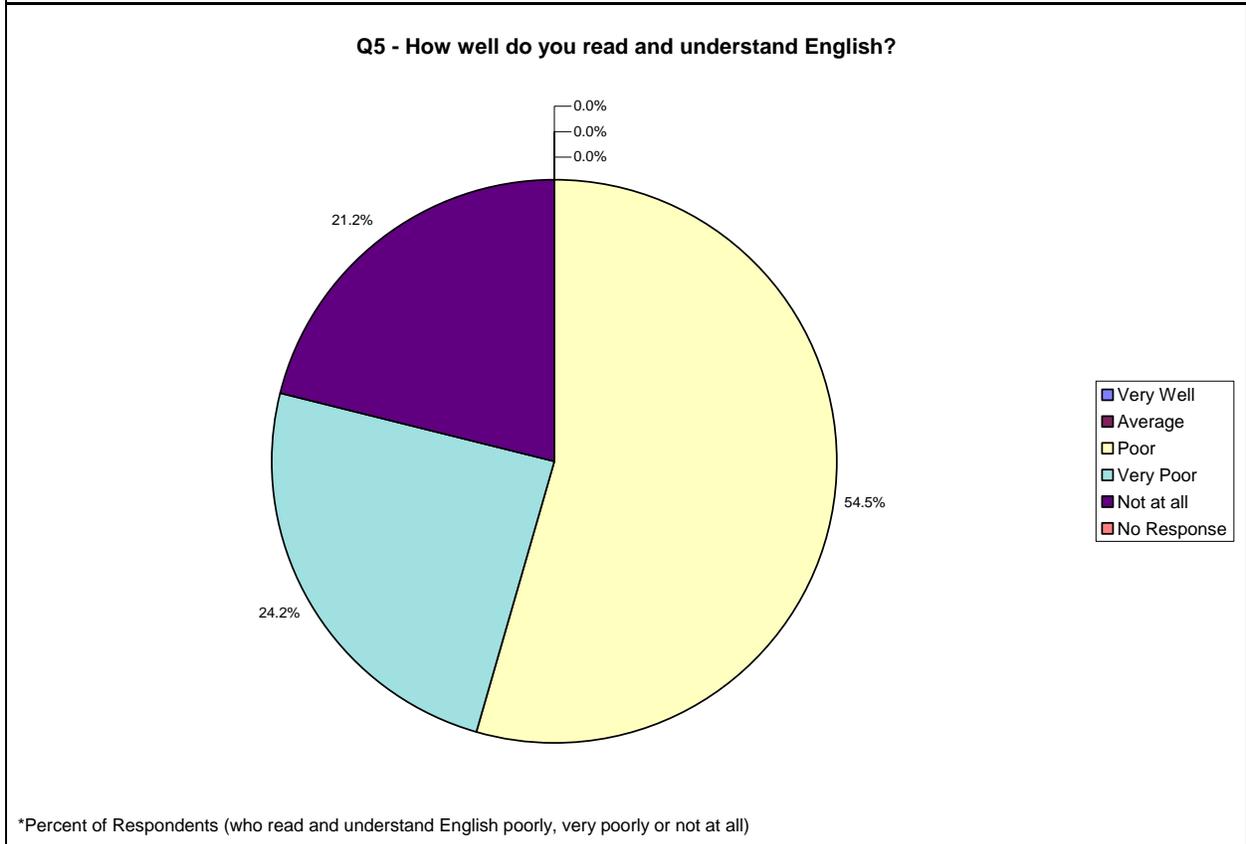
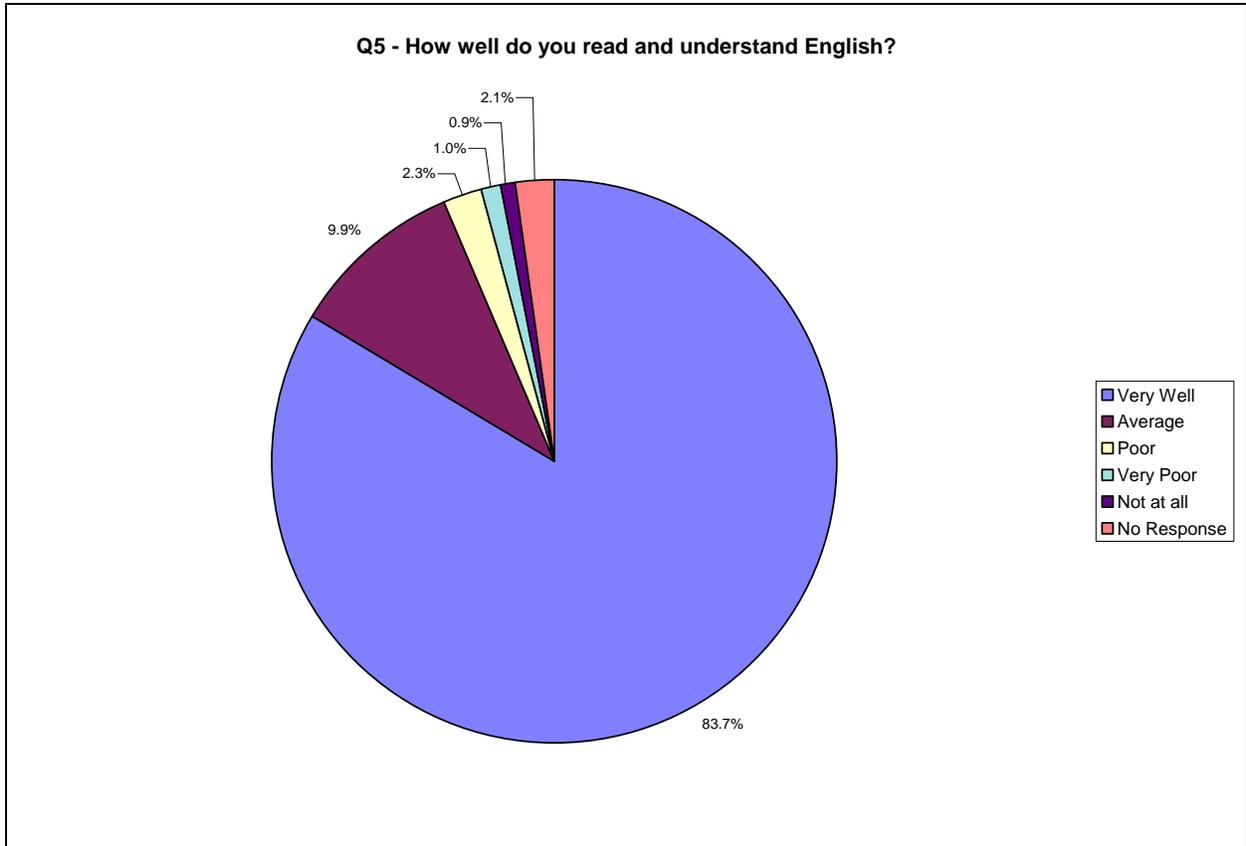
As shown above in the results for question 4, Spanish is the largest native language other than English comprising 18.7 percent of surveyed riders or 57.6 percent of riders who read and understand English “poorly”, “very poorly” or “not at all.” Haitian Creole is the second largest comprising 5.7 percent of total respondents or 27.3 percent of riders who read and understand English “poorly”, “very poorly” or “not at all.” All other languages represented less than 2 percent of total responses or 3 percent or less of riders who read and understand English “poorly”, “very poorly” or “not at all.”

For those who responded that they spoke a language not listed, the following table shows the other languages represented by the survey sample.

Table 21: Other Native Languages

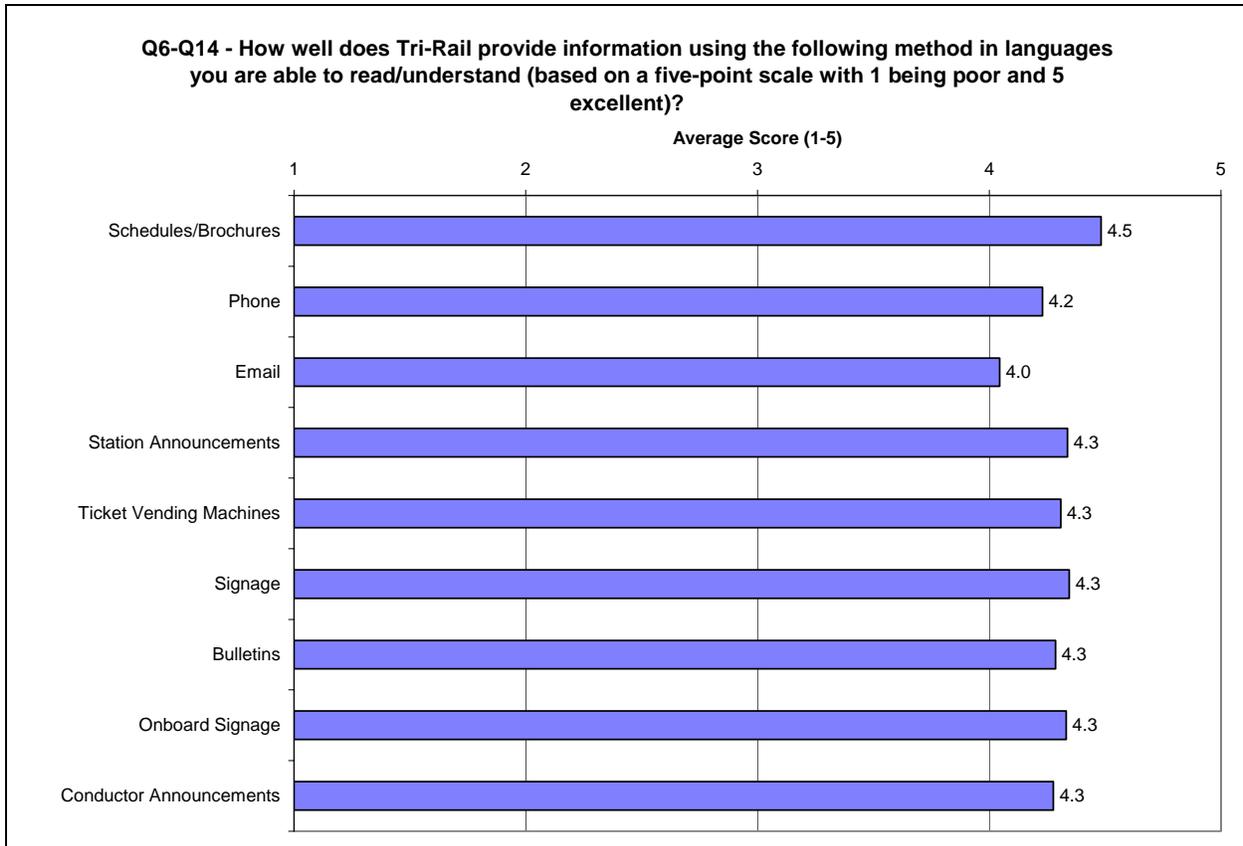
Language	Number of Responses
Arabic	1
Belorussian/Russian	1
Bengali	1
Dutch	1
French Creole	2
Hebrew	3
Hindi	1
Ibo	1
Norwegian	1
Romanian	3
Russian	1
Sotho	1
Swahili	1
Swedish	1
Tagalog	1
Tamil	1
Telugu	3
Thai	1
Urdu	1
Total	26

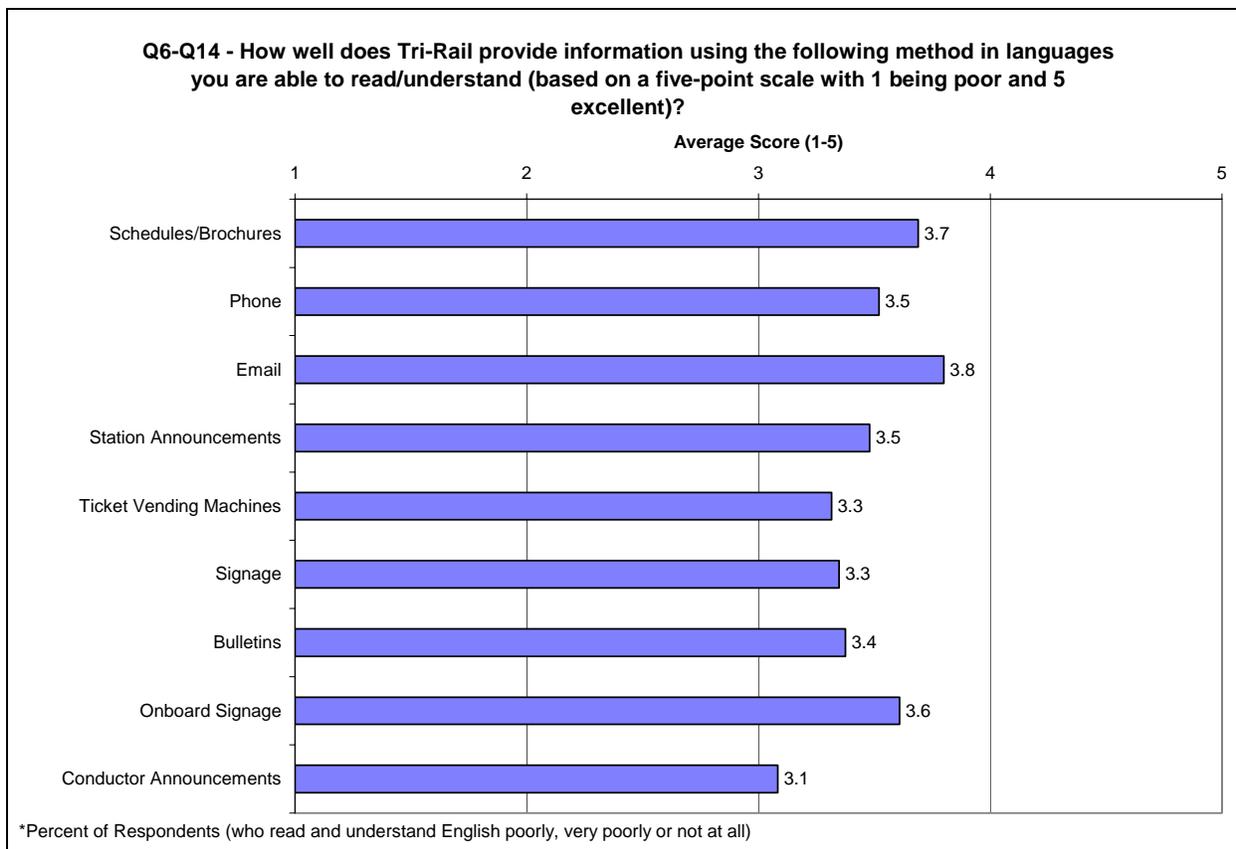
Reponses for "j. Other" on Question 4.



Question 5 asked how well riders read and understand English. There was 93.6 percent of those surveyed who indicated that they speak English “very well” (83.7 percent) or “average” (9.9 percent). A total of 4.3 percent indicated that they read and understand English “poorly” (2.3 percent), “very poorly” (1.0 percent) or “not at all” (0.9 percent). No response was given by 2.1 percent of surveyed riders.

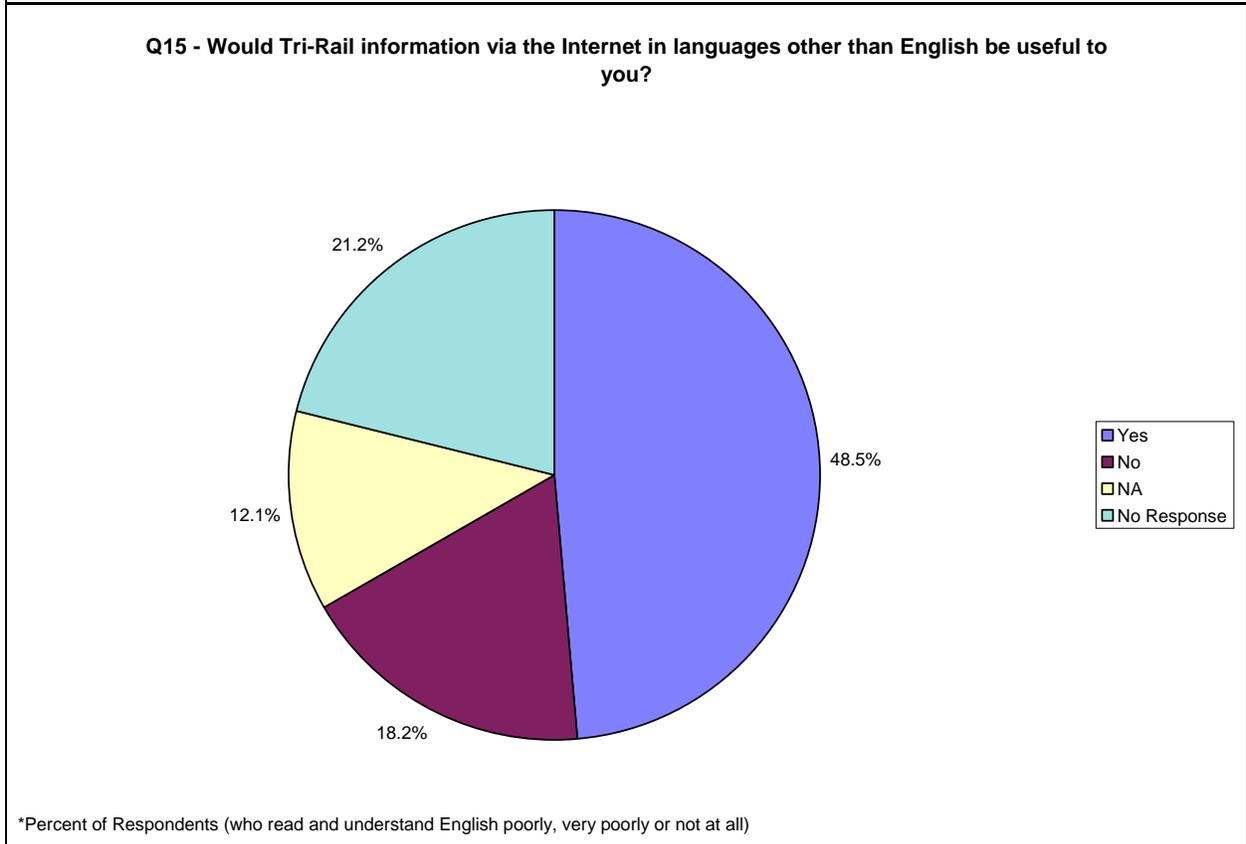
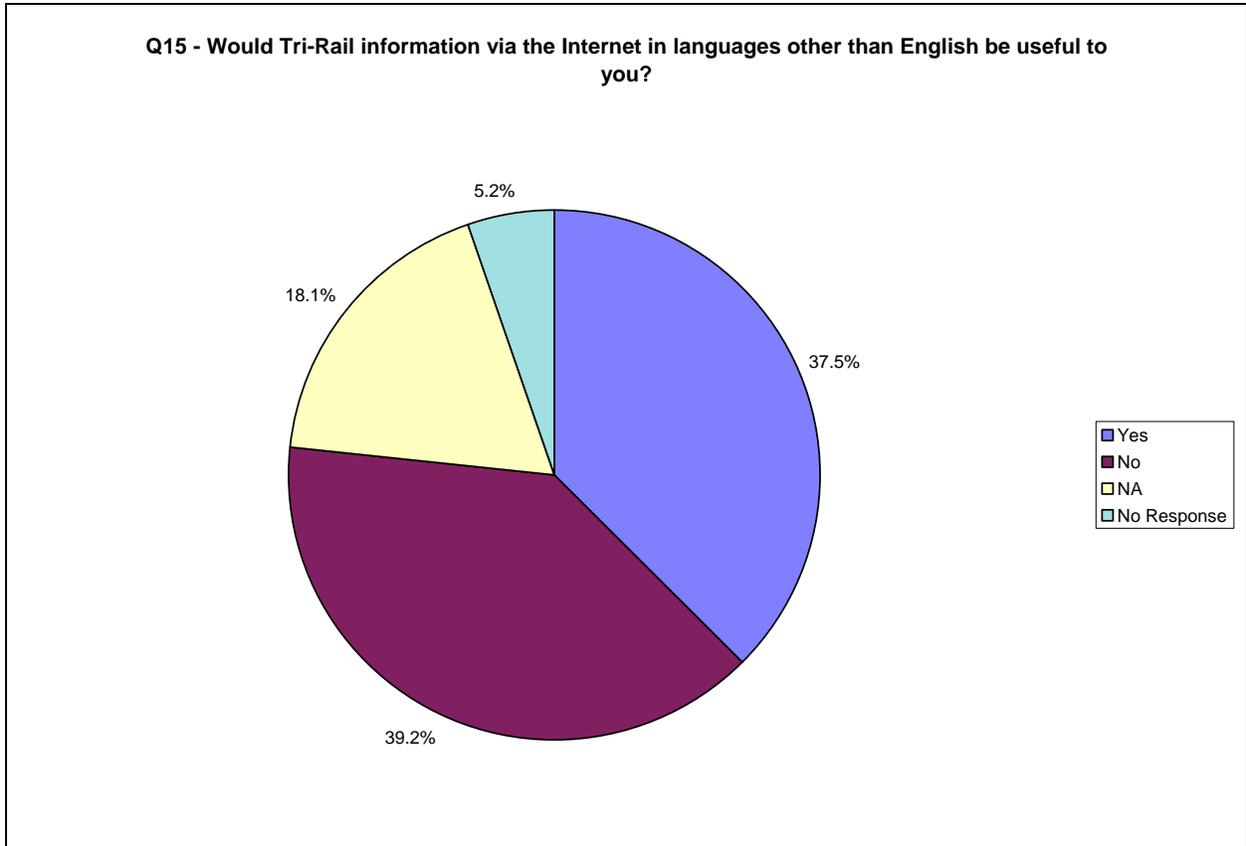
Of those who said they read and understand English “poorly”, “very poorly” or “not at all”, 54.5 percent said they read and understand “poorly”, 24.2 percent said they read and understand “very poorly”, and 21.2 percent said they read and understand English “not at all.”



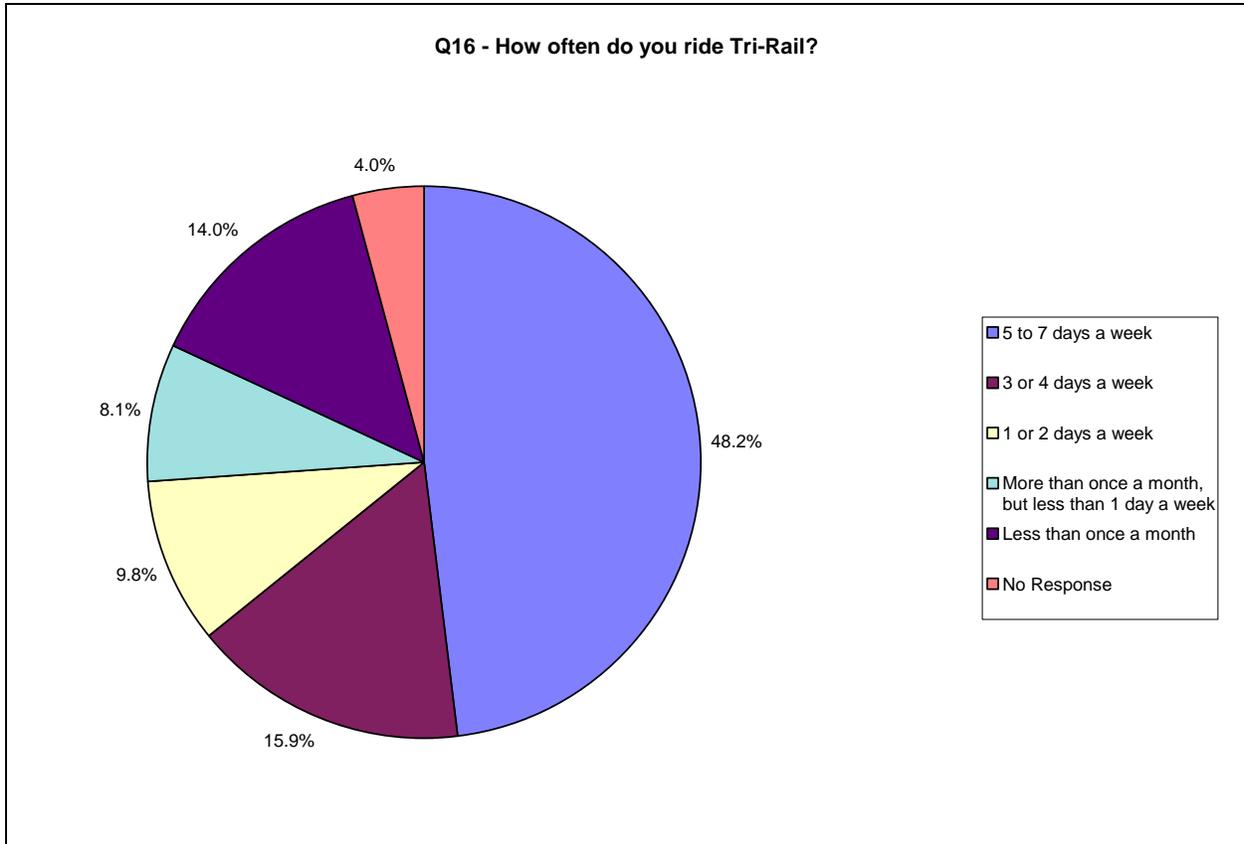


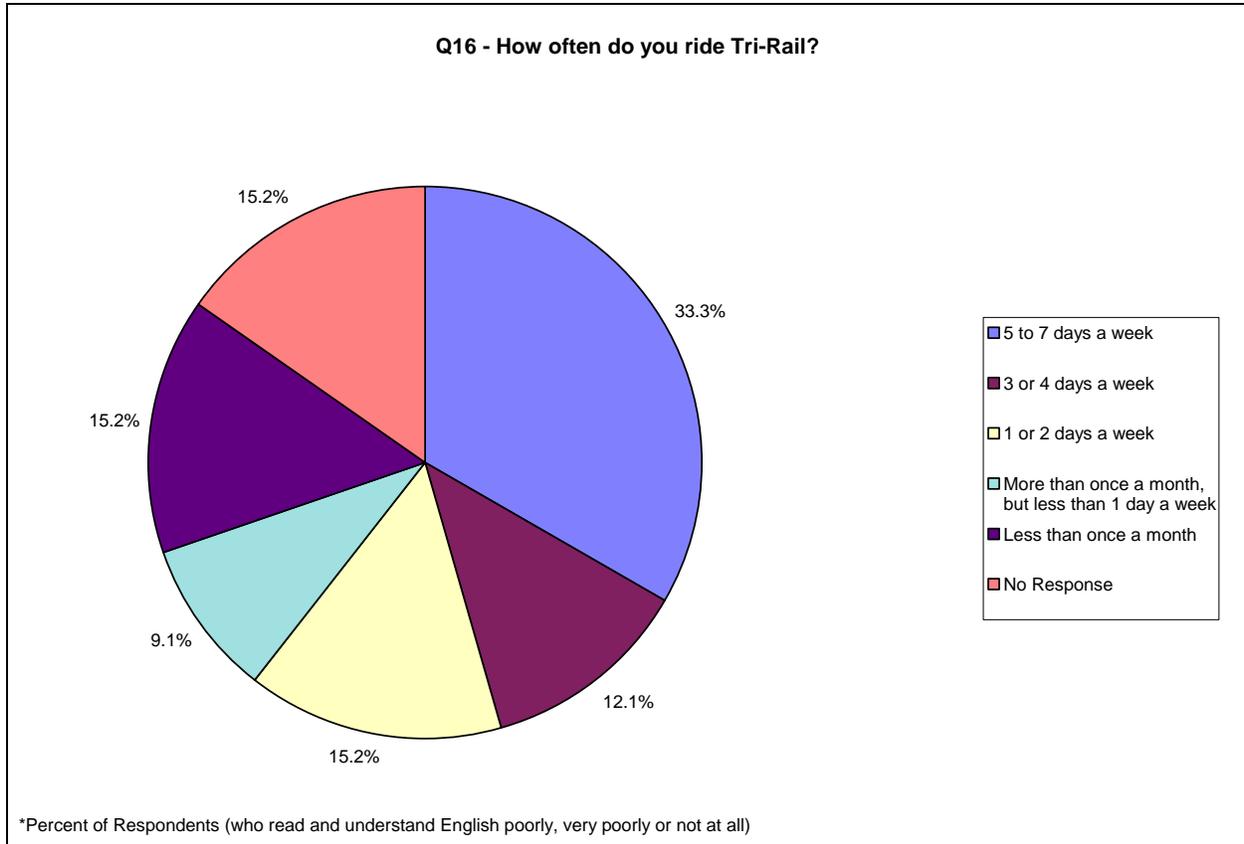
For questions 6 to 14, people were asked to rate various Tri-Rail information or services on a five-point scale with 1 being poor and 5 being excellent. For all responses, all methods for providing information or services scored better than 4. Providing information via email received the lowest average score of 4.0. Providing customer service information over the phone received an average score of 4.2, the second lowest for all survey responses. Since a majority of the total respondents understand English, the scores for this question do not provide as much insight as the scores for those who do not read and understand English well.

For those who read and understand English “poorly”, “very poorly” or “not at all”, conductor announcements received the lowest average score of 3.1. Information at ticket vending machines and signage at stations each received an average score of 3.3, bulletins and other information at stations received an average score of 3.4, station announcements and customer service information over the phone each received an average score of 3.5. The highest average scores were for onboard signage with 3.6, printed schedules and other brochures with 3.7 and providing information via email with 3.8.



When asked whether Tri-Rail information via the Internet in languages other than English would be useful to those with Internet access, 37.5 percent of total respondents said “Yes.” Of those who read and understand “poorly”, “very poorly” or “not at all”, 48.5 percent indicated that Tri-Rail information via the Internet in languages other than English would be useful.





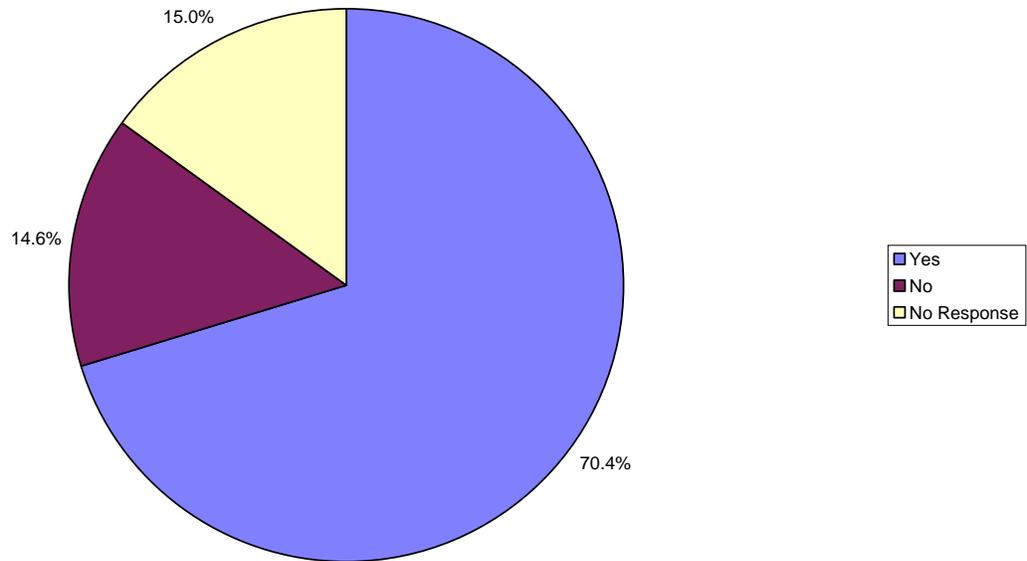
Question 16 is important because it helps to understand one of the four factors provided in the Department of Justice LEP Policy Guidance particularly the second factor:

2. The frequency with which LEP individuals come in contact with the program;

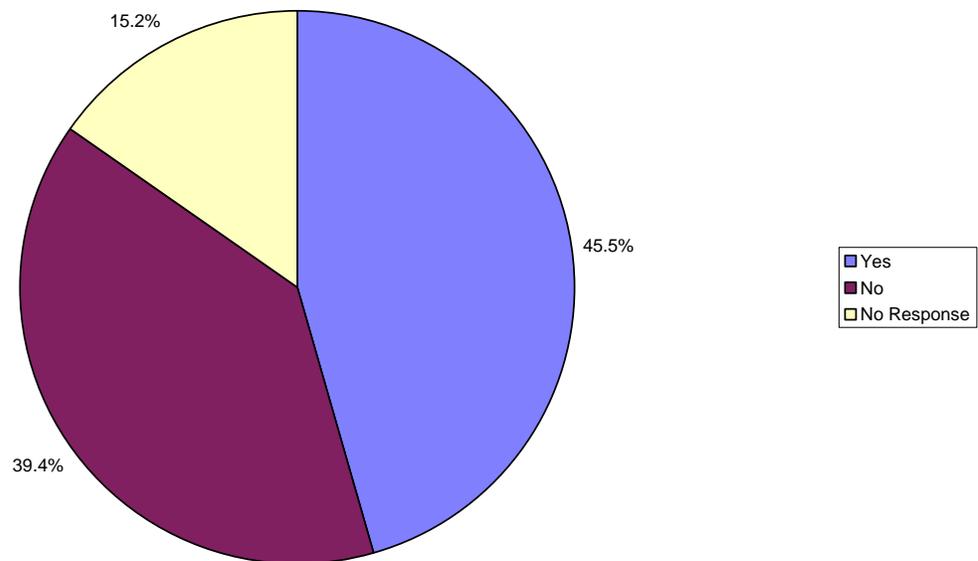
The survey results for Question 16 show that 48.2 percent of those sampled use the train 5 to 7 days a week, 15.9 percent use it 3 or 4 days a week, 9.8 percent use it 1 or 2 days a week, with 22.1 percent using it less than 1 or 2 days a week. There was no response received for this question from 4 percent of those surveyed.

Of those who read and understand English “poorly”, “very poorly” or “not at all”, 33.3 percent use the train 5 to 7 days a week, 12.1 percent use it 3 or 4 days a week, 15.2 percent use it 1 or 2 days a week and 24.3 percent use it less than 1 or 2 days a week. There was no response received for this question from 15.2 percent of those surveyed who read and understand English “poorly”, “very poorly” or “not at all.”

Q17 - Do you ride the train or live with someone that speaks English (if you do not)?



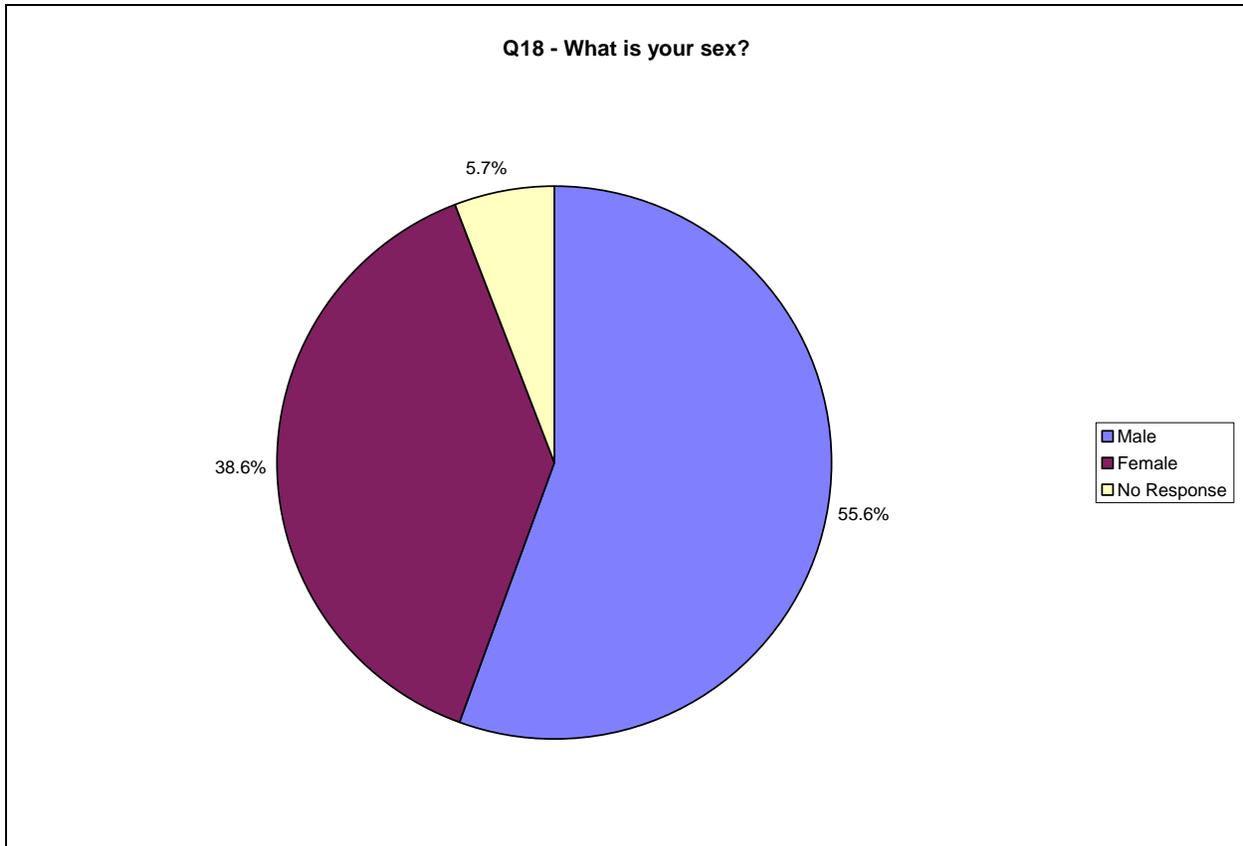
Q17 - Do you ride the train or live with someone that speaks English (if you do not)?

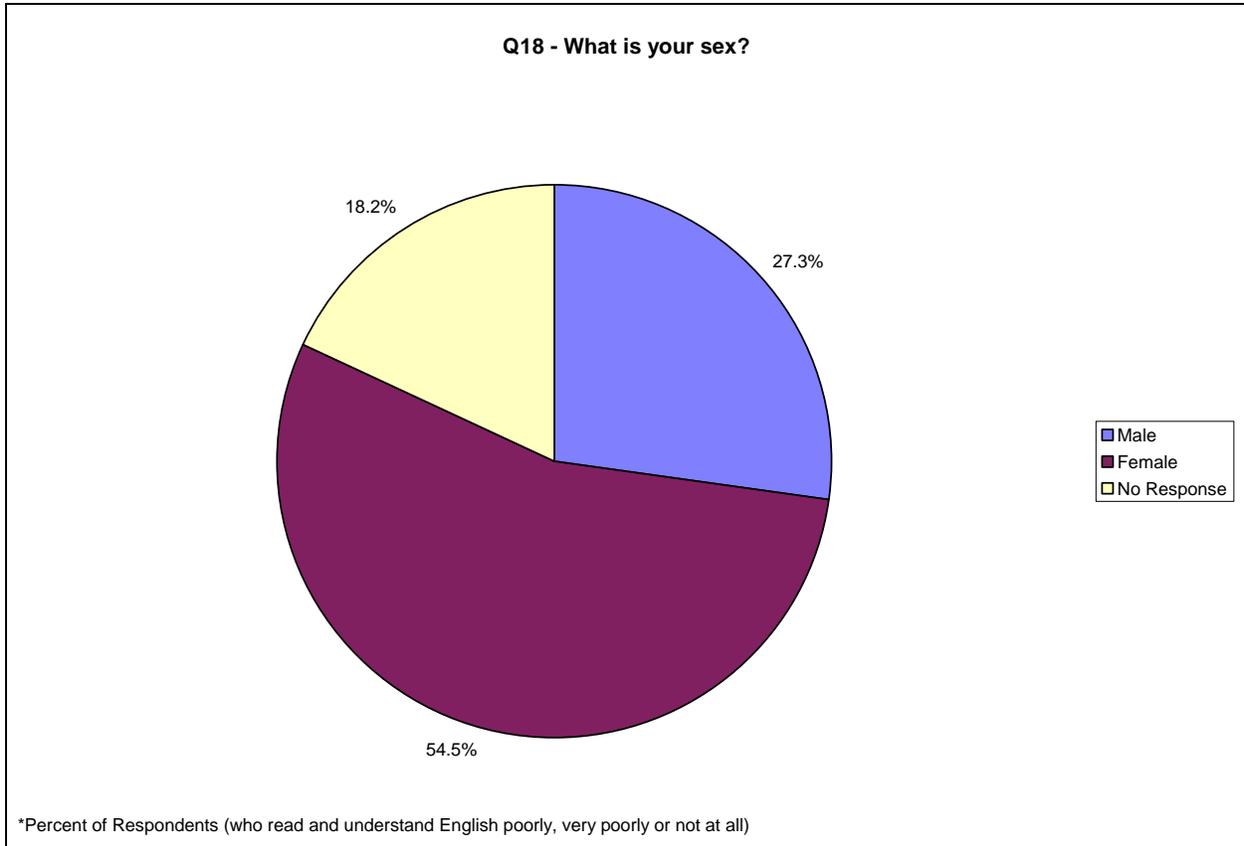


*Percent of Respondents (who read and understand English poorly, very poorly or not at all)

The LEP Policy Guidance suggests that it may be acceptable in some cases for those who are LEP to utilize a household member who can read and understand English to assist them in accessing services such as Tri-Rail. This question was designed to give information on whether or not household members were available that speak English.

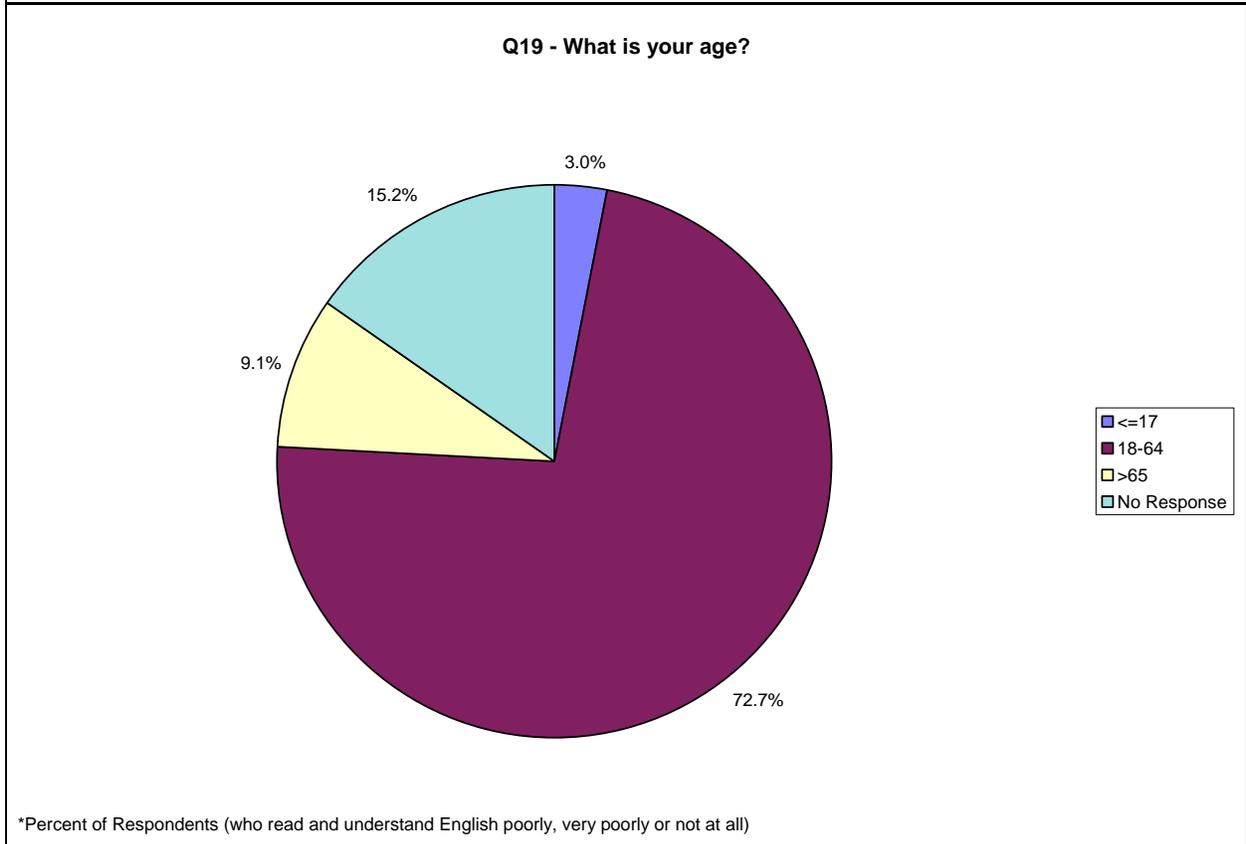
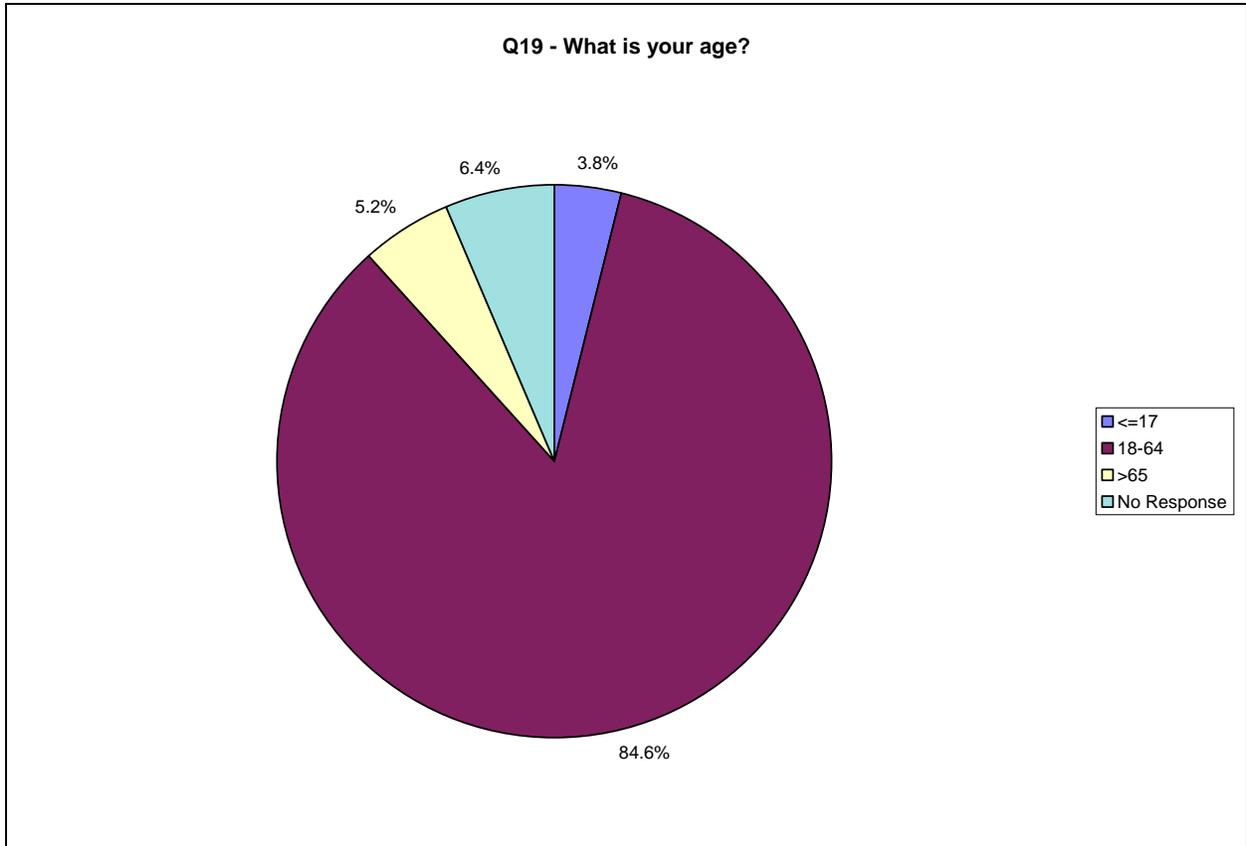
Of those who responded that they read and understand English “poorly”, “very poorly” or “not at all,” 45.5 percent of those surveyed indicated that they ride the train or live with someone that speaks English. There was 39.4 percent of those surveyed that do not ride the train or live with someone that speaks English.





For all responses, 55.6 percent of respondents were male and 38.6 percent were female. Excluding those who did not indicate their sex, there were 59.0 percent men and 41.0 percent women.

Of those who read and understand English “poorly”, “very poorly” or “not at all”, 27.3 percent were male while 54.5 percent were female. Excluding those who did not respond, there were 33.3 percent men and 66.7 percent women.



For all responses, 3.8 percent of respondents were age 17 and under, 84.6 percent were age 18 to 64 and 5.2 percent were age 65 and older. Excluding those who did not indicate their age, there were 4.0 percent of respondents were age 17 and under, 90.4 percent were age 18 to 64 and 5.6 percent were age 65 and older.

Of those who read and understand English “poorly”, “very poorly” or “not at all”, 3.0 percent of respondents were age 17 and under, 72.7 percent were age 18 to 64 and 9.1 percent were age 65 and older. Excluding those who did not respond, there were 3.6 percent of respondents were age 17 and under, 85.7 percent were age 18 to 64 and 10.7 percent were age 65 and older.

Section 4: Program Assessment

This section includes a summary of the existing services and information provided by the SFRTA in languages other than English. Following the summary of Tri-Rail's existing LEP Program, the SFRTA's LEP Program is assessed based on the LEP Policy Guidance, results of the U.S. Census and agency data on LEP populations and the results of the survey.

4.1 Summary of Existing Program

Tri-Rail provides information in languages other than English through signs, audio messages, newsletters and with SFRTA staff proficient in languages other than English. Certain SFRTA information is provided in English, Spanish, Haitian Creole and French.

The SFRTA has used both French and Haitian Creole for translations for Haitian Creole speakers. Haitian Creole is a creole language based on the French language. It is spoken in Haiti by about 8.5 million people (as of 2005), which is nearly the whole population. About 3.5 million speakers live in other countries, including Canada, the United States, and France, as well as many Caribbean nations, especially the Dominican Republic, Cuba, and the Bahamas. Since 1987 Haitian Creole has been recognized as an official language in Haiti along with French. Because many Haitian Creole speakers also understand French, the SFRTA has used French for some signs and brochures. By using French, the SFRTA is able to reach a broader group of people including French Canadians and other French speakers in addition to those speaking Haitian Creole.

Tri-Rail provided examples and descriptions of the materials and services provided in languages other than English. Tri-Rail also provided data on the amount of funds expended for these alternate language items. The following sections describe these non-English materials and services.

4.1.1 Brochures/Schedules and Printed Rider Information

Printed rider information is available in English, Spanish and Haitian Creole.

The "Way to Go" publication, the system's basic schedule and fare brochure is only available in English. It is not made available in Spanish or Haitian Creole.

A safety information brochure with instructions on emergency procedures is available with text in English, Spanish and Haitian Creole.

Tri-Rail also provides a monthly newsletter called "Onboard" with a featured article in English, Spanish and Haitian Creole. Figure 10 shows an example of the newsletter.

Figure 10: Tri-Rail Monthly Newsletter



Other information in the past has been provided in English, Spanish and Haitian Creole including brochures designed to provide information on the double tracking project.

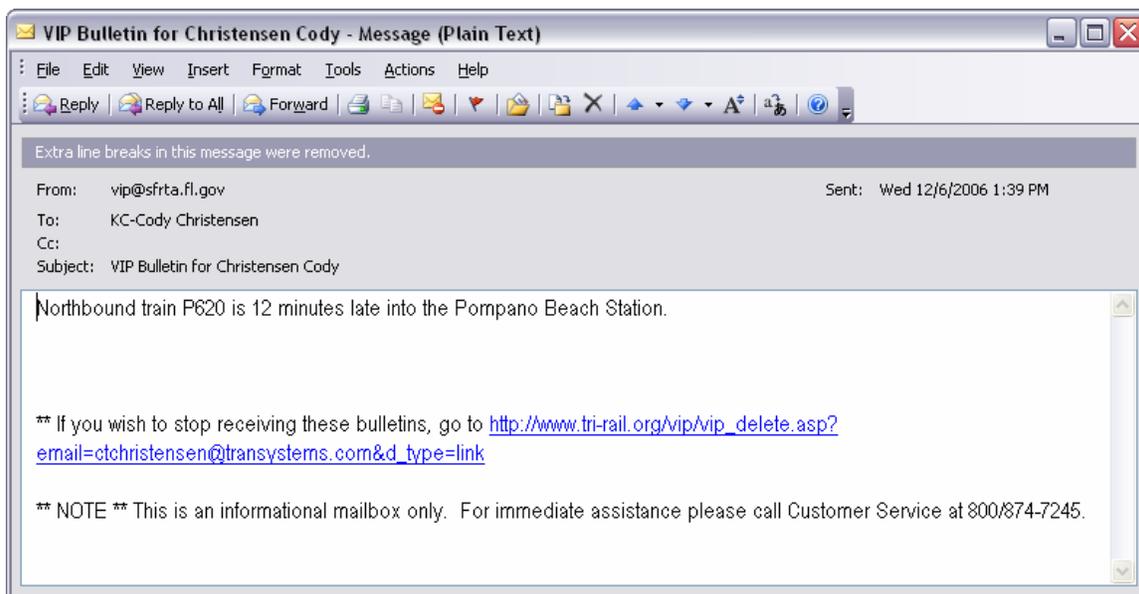
4.1.2 Customer Service Information by Phone

A customer service phone line is available for riders to get information on train schedules or Tri-Rail services. The numbers customers can call are: 1-800-TRI-RAIL (874-7245) or 1-888-GO-SFRTA (467-3782). Customer representatives are available to answer calls in English, Spanish and Haitian Creole. According to Tri-Rail, about 15 percent of callers will access the Spanish option on the 1-800 and 1-888 numbers. In addition, approximately 5 percent of callers request information to be mailed in a form other than English.

4.1.3 Email

Tri-Rail sponsors a program to provide email information to riders on the latest news, service interruptions, special events or other train related information. Riders can subscribe to the email service called the "Very Important Passenger" Program or "VIP" Program through Tri-Rail's website at www.tri-rail.com. Emails through this program are provided in English only. No other language formats are currently provided. An example VIP email is shown in Figure 11.

Figure 11: VIP Program Email



4.1.4 Announcements at Stations

If a train is running late, announcements are made at stations in English and Spanish. The announcements are repeated and cycle from English and Spanish. The announcements are also shown on station Electronic Message Signs discussed below.

4.1.5 Information at Ticket Vending Machines

Ticket vending machines (TVMs) are equipped to allow Spanish speaking riders to push a button to switch the instructions on the display window to Spanish. According to Tri-Rail, the existing TVMs have been programmed for English and Spanish only and would require extensive programming to change the languages or add a new one to the current TVMs. The new TVMs (ETA 2008), at a minimum, will be pre-programmed with four languages. The ability to use four languages has been requested in the technical specification.

Figure 12: Ticket Vending Machine



4.1.6 Signage at Stations

Signs posted at train stations provided in English, Spanish and French include the “Proof of Purchase Policy,” “Purchase Tickets before Boarding,” and “Discount Policy” signs. These three signs are shown below in Figure 13.

Figure 13: Station Signs



When a train is running late, details regarding the late train are shown on station Electronic Message Signs (EMS) in conjunction with the audible announcements described above. The EMS messages are provided in English and Spanish. Similar to the announcements, the EMS information is repeated and cycles from English to Spanish. Figure 14 shows photographs of an EMS in both English and Spanish.

Figure 14: Electronic Message Sign



4.1.7 Bulletins and Other Information at Stations

Some bulletins in the past have been provided in multiple languages. Figure 15 shows a bulletin provided in English, Spanish and Haitian Creole. Some bulletins are only provided in English such as the bulletin shown in Figure 16.

Figure 15: Multiple-Language Commuter Bulletin

TRI-RAIL Commuter Bulletin

Tri-Rail passengers traveling Monday – Friday during the mid-day will be required to board buses between Mangonia Park, West Palm Beach, Lake Worth and Boynton Beach Stations beginning Monday, February 2nd Until Further Notice

MONDAY - FRIDAY AFFECTED TRAINS INCLUDE:

- P610
- P612
- P613
- P614
- P615

Regular Tri-Rail train service resumes southbound from the Boynton Beach Station.

Passengers can anticipate delays of up to 20 minutes.

For more information:
 1-800-TRI-RAIL (874-7245)
 www.tri-rail.com

A aquellos pasajeros de Tri-Rail que viajen de lunes a viernes durante la mitad del día se les requerirá que tomen los autobuses entre las Estaciones de Mangonia Park, West Palm Beach, Lake Worth y Boynton Beach a partir del lunes 2 de febrero, hasta próximo aviso

LOS TRENES QUE SON AFFECTADOS DE LUNES A VIERNES, INCLUYEN:

- P610
- P612
- P613
- P614
- P615

El servicio regular de trenes de Tri-Rail se reanuda en dirección sur desde la Estación de Boynton Beach.

Los pasajeros pueden esperar demoras de hasta 20 minutos.

Para mas información:
 1-800-TRI-RAIL (874-7245)
 www.tri-rail.com



TRI-RAIL Commuter Bulletin

Pasajè ki ap pran tren Tri-Rail ant Lendi a Vendredi, epi ki ap vwayaje vè midi ap oblije pran yon otobis nan Estasyon ki nan Mangonia Park, West Palm Beach, Lake Worth ak Boynton Beach sa ap kòmanse apati

Lendi 2 Fevriye jiska Nouvel Lèd

LENDI A VENDREDI MEN KI TREN SA KONSENE:

- P610
- P612
- P613
- P614
- P615

Sèvis regilye Tri-Rail nan direksyon sid ap rekòmanse apati Estasyon Boynton Beach.

Pasajè fèt pou atann-yo ak yon reta jiska 20 minit.

Pou plis enfòmasyon tanpri rele:
 1-800-TRI-RAIL (874-7245)
 www.tri-rail.com



Figure 16: Posted Commuter Bulletin



An information board (Figure 17) at each station shows the Tri-Rail route and schedule. The information board is only in English with the exception of a note in English, Spanish and French that the times shown are scheduled departure times.

Figure 17: Information Board

The information board at each station also includes a note in English, Spanish and French to those with accessible or alternate language format needs (see Figure 18).

Figure 18: Notice of Availability for Alternate Format Tri-Rail Information



4.1.8 Signage and Printed Information Onboard Trains

Emergency exit and some other information are provided onboard trains in other languages. Figure 19 shows some of the onboard alternate language signage.

Figure 19: Onboard Signage



4.1.9 Conductor Announcements

Conductors make live onboard station announcements. The announcements are currently done in English only. Conductor announcements in the past have been played in Spanish via a tape recorder and previously scripted message. To record a message in Haitian Creole, as needed, is also a possibility utilizing the same means; however, making live announcements in languages other than English can be difficult and cumbersome requiring announcements to be played at each of the 18 stations via a tape recorder.

4.1.10 Internet

Tri-Rail's website, www.tri-rail.com, is provided in English. No other language formats have been made available online.

Figure 20: Tri-Rail Website



4.1.11 Other Services

Tri-Rail provides some other services in languages other than English that do not necessarily fit in the above categories. The receptionist at the Pompano Beach offices frequently refers non-English speaking customers and visitors to bilingual staff that provide assistance. Tri-Rail staff occasionally has the opportunity to utilize bilingual skills. These opportunities include occasions when Tri-Rail staff is positioned at stations for events such as for monthly “Meet and Greet” events. Bilingual Tri-Rail staff sometimes assists Customer Service with unique language needs, but this is quite infrequent.

4.2 Program Assessment

As seen in the above section, Tri-Rail provides a great deal of information to riders in languages other than English.

The Policy Guidance requires that the assessment of the SFRTA LEP population address the following four factors:

1. The number or proportion of LEP persons eligible to be served or likely to be encountered by a program, activity, or service of the recipient or grantee;
2. The frequency with which LEP individuals come in contact with the program;
3. The nature and importance of the program, activity, or service provided by the recipient to people’s lives; and
4. The resources available to the recipient and costs.

4.2.1 Factor 1 – The Number or Proportion of LEP Persons

Sections 2 and 3 of this report provide information regarding the first factor, which is the number or proportion of LEP persons eligible to be served by Tri-Rail.

According to the survey, 4.3 percent of those sampled read and understand English “poorly,” “very poorly” or “not at all.” If the sample was a true random sample of passengers, this statistic would apply to the entire Tri-Rail ridership.

Census data showed that 4.9 percent of those living in Palm Beach County, 5.1 percent of those living in Broward County and 21.1 percent of those living in Miami-Dade County as being limited English proficient, or as speaking English “not well” or “not at all.”

Table 22: Total and Percent LEP Population by County

	Broward County, Florida	Miami-Dade County, Florida	Palm Beach County, Florida	Total
Persons who speak English "not well" or "not at all"	77,523	445,847	52,672	576,042
Percent who speak English "not well" or "not at all"	5.1%	21.1%	4.9%	12.3%

U.S. Census Bureau

Census 2000, SF3, P19 as compiled by TranSystems

Of those within the LEP population, the largest languages represented are Spanish and Haitian Creole. The metropolitan area is truly diverse, with other languages being represented, as well. Census data does not break down into individual languages except Spanish. Other languages are grouped as Indo-European languages, Asian and Pacific Island languages or “Other” languages.

Survey data indicate that languages other than Spanish and Haitian Creole represent a very small portion of Tri-Rail’s ridership.

Table 23: Percent of Respondents by Native Language

Language	English	Spanish	Haitian Creole	Chinese	French	German	Italian	Portuguese	Yiddish	Other	No Response
Percent of Total	66.8%	18.7%	5.7%	0.4%	1.4%	0.4%	0.4%	1.7%	0.0%	3.5%	0.9%
Percent of those who read and understand English “poorly” “very poorly” or “not at all”	0.0%	57.6%	27.3%	3.0%	3.0%	3.0%	0.0%	3.0%	0.0%	3.0%	0.0%

LEP Survey, Question 4

Spanish is the largest native language other than English comprising 18.7 percent of surveyed riders or 57.6 percent of riders who read and understand English “poorly,” “very poorly” or “not at all.” Haitian Creole is the second largest comprising 5.7 percent of total respondents or 27.3 percent of riders who read and understand English “poorly,” “very poorly” or “not at all.” All other languages represented less than 2 percent of total responses or 3 percent or less of riders who read and understand English “poorly,” “very poorly” or “not at all.”

4.2.2 Factor 2 – The Frequency with which LEP Individuals Come in Contact with the Program

The survey, in question number 16 (pages 32 and 33), answers the question of how often LEP individuals come in contact with the program, or how often they use Tri-Rail. Of those who read and understand English “poorly,” “very poorly” or “not at all,” 33.3 percent use the train 5 to 7 days a week, 12.1 percent use it 3 or 4 days a week, 15.2 percent use it 1 or 2 days a week and 24.3 percent use it less than 1 or 2 days a week. There was no response received for this question from 15.2 percent of those surveyed who read and understand English “poorly,” “very poorly” or “not at all.”

According to the Policy Guidance, frequent contacts with a certain language group may require certain assistance, while less frequent contact with different language groups may suggest a different and/or less intensified solution. Survey results do not show a significant difference in the frequency of use by different language groups.

4.2.3 Factor 3 – The Importance of the Program

Part of the LEP evaluation is to determine how important Tri-Rail service is for the LEP population.

The LEP Policy Guidance gives some information regarding determination of the importance of a given program, activity or service provided by an agency. According to the Policy Guidance, the more important an activity, information, service, or program, or the greater the possible consequences of the contact to LEP individuals, the more likely language services are needed. The Policy Guidance continues by saying that the obligations to communicate rights to an LEP person who needs public transportation differ, for example, from those to provide recreational programming. A recipient needs to determine whether denial or delay of access to services or information could have serious or even life-threatening implications for the LEP individual.

Transportation is critical for many individuals whether for work, shopping, medical appointments, education or other trips. Some people have alternate means of transportation but choose to take public transportation. These are choice riders. Others do not have an alternate means of transportation and are transit dependent. Individuals who may not have the option of traveling by car can include seniors, teenagers, persons with disabilities, those with low incomes, and those without access to a car.

According to statistics, in the United States over 11 percent of LEP persons age 16 years and over reported taking transit to work, compared with about 4 percent of English speakers. Thus, public transportation is even more important to LEP persons. Because Tri-Rail provides transportation service enabling people to get to work, school or other important daily activities, the service itself is important.

4.2.4 Factor 4 – The Resources Available to the Recipient and Costs

The SFRTA's 2006 fiscal year operating budget was \$38,582,000. The proposed operating budget for the 2007 fiscal year is \$48,400,000. For the 2006 fiscal year, Tri-Rail spent about \$2,000 on translated materials.

Tri-Rail has some internal resources for translating materials. One resource is an existing vocabulary database in both English and Spanish. Unless Tri-Rail has a special announcement that has to be added to the existing vocabulary database, they do not pay extra for bilingual announcements. The database is utilized for translating standard announcements with no incurred charge.

Tri-Rail has Customer Service staff available to help with those who need assistance in Spanish and Haitian Creole. The receptionist at the Pompano Beach offices frequently refers non-English speaking customers and visitors to bilingual staff that provide assistance. Bilingual Tri-Rail staff sometimes assists Customer Service with unique language needs but this is quite infrequent. Tri-Rail staff occasionally has the opportunity to utilize bilingual skills on occasions such as when Tri-Rail staff are positioned at stations for events such as the monthly "Meet and Greet" events. Tri-Rail provides written materials in Spanish, Haitian Creole or French including the safety brochure and monthly newsletter, announcements at stations, electronic message signs, ticket vending machines, and signage at stations and onboard trains.

Funds were budgeted for fiscal year 2006 for in-house Spanish training to the amount of \$12,000. This expense was part of the Human Resource Department's budget. According to the SFRTA, a Spanish instructor from Broward Community College came onsite and gave Spanish lessons to SFRTA staff for two consecutive years. Those lessons were open to all SFRTA staff wanting to participate, including Customer Service staff and Ticket Agents.

A breakdown for language-related services was not available for funds expended for language services for signage, ticket vending machines, the Customer Service Call Center, station and onboard announcement recordings, and alternate signage onboard trains. These costs are not kept separate from the primary costs associated with each of these services or equipment.

The Policy Guidance suggests several ways to reduce the costs of providing language assistance including:

- Use of language banks that dispatch interpreters at reasonable rates to participating organizations.

- Training bilingual staff to serve as interpreters or translators.
- Using telephone interpretation services.
- Using qualified community volunteers to provide interpretive services.
- Information sharing through industry groups.
- Translating vital documents posted on websites.
- Pooling resources and standardizing documents to reduce translation needs.
- Using qualified translators and interpreters to make sure documents don't need to be corrected later.
- Centralizing interpreter and translator services to achieve economies of scale.

Section 5: Implementation Plan

5.1 Implementation Plan

While designed to be a flexible and fact-dependent standard, the four-factor analysis is an individualized assessment that balances the four factors. The intent is to find a balance that ensures meaningful access by LEP persons to critical services while not imposing undue burdens on an agency.

The elements of an effective implementation plan on language assistance are:

- Conducting a needs assessment to identify LEP individuals who need language assistance.
- Providing language assistance measures.
- Training staff.
- Providing notice to LEP persons.
- Monitoring and updating the plan.

There are two main ways to provide language services: 1). oral interpretation and 2). written translation.

Oral-language services

Oral-language services can include:

- Hiring Bilingual Staff.
- Hiring Staff Interpreters.
- Contracting for Interpreters.
- Using Telephone Interpretation Lines.
- Using Community Volunteers.
- Use of Family Members.

The Policy Guidance gives direction on the provision of oral-language services. Recipients should consider the competency of the interpreters. When interpretation is needed, it should be provided in a timely manner to be effective. Recipients should determine how to make best use of bilingual staff. Contracting with interpreters is effective when there is no regular need for a particular language skill. Agencies should also consider using telephone interpreter services.

Written-language services

According to the Policy Guidance, vital written materials should be provided in other languages. The languages spoken by the LEP individuals with whom the recipient has frequent contact determine the languages into which vital documents should be translated. Policy Guidance does say that it would be unrealistic for areas with populations that speak dozens or sometimes more than 100 languages to translate all written materials into each language. The Policy Guidance does say that the vital information should be translated into at least several of the more frequently encountered languages, but that benchmarks should be set for continued translations into the remaining languages over time.

The following table tells which documents or services provided by the SFRTA might be considered vital and the languages they are currently provided in.

Table 24: Tri-Rail Documents and Services

Document/Service	Vital	English	Spanish	Haitian Creole	French
"Way to Go" Rider Information Publication	x	x			
Pocket Size Tri-Rail Train Schedule		x			
Safety Information Brochure	x	x	x	x	
Newsletter		x	x	x	
Customer Service Phone Line	x	x	x	x	
Email VIP Program		x			
Station Announcements	x	x	x		
Ticket Vending Machines	x	x	x		
Station Signs ¹	x	x	x		x
Electronic Message Signs	x	x	x		
Bulletins		x	x	x	
Information Board ²		x			
Notice of Availability for Alternate Format Tri-Rail Information	x	x	x		x
Onboard Signage		x	x		
Conductor Announcements	x	x			
Internet		x			

¹"Proof of Purchase Policy," "Discount Policy" and "Purchase Tickets before Boarding" signs only.

²The information board is in English with the exception of a couple of notes in English, Spanish and French.

Other elements of an effective LEP Plan include training staff, providing notice to LEP persons and monitoring and updating the plan. Each of these should be performed in order to ensure access to Tri-Rail services by those who are LEP.

As part of monitoring and updating the LEP Plan, the SFRTA should be aware of any changing demographics within the Tri-Rail service area, especially in terms of increasing numbers and percents of languages used, so that they can prepare for future service needs.

In a review of other LEP Plans, a common element was the incorporation of grievance or complaint procedures. Generally, a recipient should maintain a written and publicly known grievance or complaint procedure available to members of the public, so that LEP persons can bring alleged problems with lack of services to the recipient's attention for resolution. The United States Department of Transportation encourages recipients to resolve such problems at the lowest level possible and encourages use of alternate dispute resolution. Grievance and complaint procedures should be prompt and equitable while obeying generally accepted elements of due process; however, they need not be overly formal. Existing grievance or complaint procedures can be used if they are modified as necessary to clarify their availability for use with LEP disputes and are made available in languages used in the community service area.

SFRTA's grievance procedure has the following language:

Protections of Title VI of the Civil Rights Act of 1964

The South Florida Regional Transportation Authority (SFRTA/Tri-Rail) is committed to ensuring that no person is excluded from participation in, or denied the benefits of, its transit program or activity on the basis of race, color or national origin as protected by Title VI of the Civil Rights Act of 1964. If you believe you have been subjected to discrimination under Title VI, you may file a written complaint with the South Florida Regional Transportation Authority, Administration Department, 800 NW 33rd Street, Pompano Beach, FL, 33064; telephone number 954-942-7245.

This grievance procedure is made available in English, Spanish and Haitian Creole and is posted at stations and on the Tri-Rail website.

One of the primary goals of this study was to determine what language-assistance measures the SFRTA should implement in addition to what they are already doing. Table 25 shows the recommended implementation plan. A cost estimate and recommended schedule is included in the table.

Table 25: LEP Implementation Plan

	Implementation Item	Languages	Cost	Estimated Timing	Comments
Written Material	"Way to Go" Rider Information Brochure	Spanish, Haitian Creole	TBD	March-07	
	Pocket Size Tri-Rail Train Schedule	---	---	---	Not needed if "Way to Go" brochure is made available.
	Safety Information Brochure	---	---	---	Already available in Spanish and Haitian Creole.
	Newsletter	---	---	---	Already available in Spanish and Haitian Creole.
	Email VIP Program	---	---	---	Not considered vital.
	Ticket Vending Machines	Haitian Creole	TBD	TBD*	Already available in Spanish.
	Station Signs	---	---	---	Already available in Spanish and French.
	Electronic Message Signs	Haitian Creole	TBD	TBD	Already available in Spanish.
	Bulletins	---	---	---	Some bulletins already available in Spanish and Haitian Creole.
	Information Board	---	---	---	Not needed if "Way to Go" brochure is made available.
	Notice of Availability for Alternate Format Tri-Rail Information	---	---	---	Already available in Spanish and French.
	Onboard Signage	---	---	---	Not considered vital. Already available in Spanish.
Internet	Spanish, Haitian Creole	TBD	April-07	Only vital portions need to be translated. Also consider using a computer generated translation to multiple languages.	
Oral Services	Customer Service Phone Line	---	---	---	Already available in Spanish and Haitian Creole.
	Station Announcements	Haitian Creole	TBD	TBD	Already available in Spanish.
	Conductor Announcements	Spanish, Haitian Creole	TBD	TBD	
	Telephone Interpretation Services	All languages	TBD	April-07	This service can be made available for oral interpretation to any language.

*The SFRTA is planning to get new ticket vending machines that have the capability of being programmed in up to four languages.

Section 6: Conclusions and Recommendations

The SFRTA already does a great deal to provide information in languages other than English. Written information is provided in Spanish, Haitian Creole and French. Spanish and Haitian Creole are the largest non-English language groups represented in the Tri-Rail service area. Written information in languages other than English includes a safety information brochure, monthly newsletter, ticket vending machines, electronic message signs, station signs, onboard signage, bulletins and notice of availability for alternate-format information. Oral information includes Customer Service Representatives accessible through the customer service phone line, station announcements and bilingual staff at special events.

U.S. Census data and an onboard survey confirm that Spanish and Haitian Creole are the primary languages, other than English, in which the SFRTA should be providing language-assistance services. Although many other languages are represented in the three-county area, survey data indicate that languages other than Spanish and Haitian Creole represent a very small portion of Tri-Rail's ridership. This study recommends that the SFRTA continue to provide information to customers in Spanish and Haitian Creole. Specifically, the study recommends providing additional information in these languages as shown in Table 25. According to LEP Policy Guidance, those who speak languages other than English, Spanish and Haitian Creole should also have oral-language-assistance services. Persons who speak these languages can be provided language assistance through a telephone-interpretation service.

Appendix A: Broward County Transit Preliminary LEP Assessment and Survey



Community Services Department
MASS TRANSIT DIVISION - Administration
3201 West Copans Road – Pompano Beach, Florida 33069
954-357-8300 – FAX 954-357-8305

October 2, 2006

Mr. Cody Christensen
Trans Systems
2400 Pershing Road, Suite 400
Kansas City, Missouri 64108

RE: Limited English Proficiency Program

Dear Mr. Christensen:

Per our telephone discussion, I am enclosing a copy of Broward County Transit's (BCT) response that was sent recently to the Federal Transit Administration (FTA), regarding the implementation of a Limited English Proficiency (LEP) Program.

As you will note, our LEP assessment is preliminary, because we are awaiting receipt of a template from the FTA prior to finalizing and implementing an LEP program. It is my understanding that this template will be developed by the FTA by year's end. However, I have enclosed a copy of our BCT LEP Passenger Survey results, which hopefully will be helpful to you.

In the meantime, please don't hesitate to contact me at 954.357.8481 if you have additional questions.

Sincerely,

Dianne D. Shuler
Dianne DeLyons Shuler
Compliance Manager

DDS/ts
Enclosures



Community Services Department
MASS TRANSIT DIVISION - Administration
3201 West Copans Road – Pompano Beach, Florida 33069
954-357-8300 – FAX 954-357-8305

VIA EXPRESS MAIL

August 7, 2006

Frank Billue, Region IV Civil Rights Officer
Federal Transit Administration
Atlanta Federal Center
Suite 17T50
61 Forsyth Street, S.W.
Atlanta, GA 30303

John R. Caruolo, P.E., President
Caruolo Associates, Inc.
5 Plane Tree Lane
P.O. Box 1150
Valley Forge, PA 19482-1150

RE: Supplemental Response to Final Report of Federal Transit Administration's (FTA) Triennial Review of Broward County Mass Transit Division (BCT) Transit Operations, Dated April 26, 2006

Gentlemen:

This is a supplemental response to BCT's memorandum dated June 7, 2006 (copy attached). We are providing a follow-up report and/or additional information on the corrective review items listed below [i.e., Item 5 - Maintenance; Item 12 - Title VI (LEP Assessment); and Item 14 - Half Fare].

II. RESULTS OF THE REVIEW – DEFICIENCIES AND CORRECTIVE ACTIONS

5. Maintenance

FTA found that BCT is performing preventive maintenance (PM) inspections on time in only 62 percent of the reviewed intervals.

A. Late Vehicle Preventive Maintenance - By June 7, 2006, submit to FTA an explanation of occurrence of late PM inspections and develop a remediation

vehicle maintenance plan that will satisfy itself and FTA that capital investment is not being jeopardized. This program should be implemented immediately. BCT should report to FTA on its results each month for the next three months to demonstrate it has conducted at least 80 percent of its PM inspections on time for this period.

- B. Late Facility/Equipment Preventive Maintenance - By June 7, 2006, BCT will submit to FTA a remediation facility and equipment maintenance plan that includes a record-keeping system. This program should be implemented immediately. BCT should report to the FTA on its results each month for the next three months to demonstrate it has conducted at least 80 percent of its facility and equipment maintenance inspections on time for this period.

BCT's Follow-up Response/Attachments:

In accordance with Items 5A and 5B above, and consistent with BCT's fleet maintenance plan, we are attaching two of the three monthly reports required for the referenced preventive maintenance inspections (see Attachment #s 1, 2, and 3).

12. Title VI

By August 7, 2006, BCT needs to submit to FTA documentation that it has conducted an assessment of the Limited English Proficiency (LEP) population, identified any LEP programs that need to be implemented, and implemented an LEP program.

BCT's Supplemental Response:

A. LEP Assessment

On July 7 and 8, 2006, BCT staff conducted an assessment of its LEP bus passengers. Attachment #4 is a copy of the 2006 BCT Passenger Survey that was distributed to passengers and administered by BCT personnel. As noted in the Summary of Findings, a total of 604 survey documents were tabulated. The majority of the survey instruments were completed in English (83%), with 13% completed in Spanish, and 4% completed in Creole. Furthermore, 92% of the total respondents report that they understand BCT bus schedules, with 90% understanding other bus information.

The overall results of BCT's LEP survey revealed that 85% of the respondents report that they read and understand English, and 94% report that they know where and how to catch the bus.

B. Implementation of an LEP Program

In addition to the survey, BCT staff conducted a preliminary review of its LEP population, applying the four-factor analysis listed below (and as outlined in the U.S. DOT's LEP Policy Guidance) to the various kinds of contacts that BCT has with the public. Staff identified various activities and services that BCT has initiated to assist its LEP passengers.

The results of the 2006 BCT Passenger Survey and the following information gathered during our preliminary review, among other things, will be memorialized in BCT's LEP program document. While staff believes that it has sufficiently demonstrated that BCT has undertaken language assistance measures consistent with the LEP Policy Guidance's framework, we are currently awaiting receipt of a template (expected to be developed and disseminated by the FTA by year's end) prior to finalizing our LEP program. We will forward the FTA a copy of our program document as soon as it is fully developed and implemented.

1. Number of LEP Persons Served

BCT identified and offers service to LEP persons based on information gathered from the following sources or encountered by BCT in its eligible service population:

- a. School Enrollment.*
- b. Demographics and place of origin census update provided by the Broward County Department of Urban Planning and Redevelopment.*
- c. Anecdotal information from bus operators and community outreach specialists.*
- d. Statistical data on "minority" populations and routes served.*
- e. Increase in Customer Service calls by persons requesting interpreters or translators.*

2. Frequency of Contact with LEP Individuals

BCT currently provides language services and assistance in the following manner:

- a. *Customer Service calls requiring an interpreter.*
- b. *Participation by the Marketing and Communications staff at community/organizational events targeted to language and cultural, e.g., Hispanic Festival, UniFest, Viva La Broward County Mass Transit.*
- c. *Requests for bilingual publications.*

3. Importance of Program as it Relates to LEP

BCT's Customer Service staff (i.e., transit operations agents) is aware of the importance of providing meaningful access to information and services for LEP persons. Toward that effort, BCT offers services like:

- a. *Multi-lingual customer service to provide trip planning and other information requests - very important for LEP's to access our bus system.*
- b. *A Bus Annunciation System installed on BCT's fixed-route buses. This standardized automatic voice annunciation system provides pre-recorded passenger information in three languages (English and Spanish or English and Creole) on select bus routes utilized by LEP language groups. These annunciators have had a tremendous impact on the ease of travel on our bus system.*
- c. *Producing bilingual publications have also been most helpful in promoting BCT services and encouraging usage by LEP groups.*

4. Resources Available

BCT has taken measures to provide LEP persons meaningful access to its bus services. Below are some of the language services and resources made, or will be made, available by BCT to LEP individuals:

- a. *Hired bilingual Transit Operations Agents to handle customer service calls in Spanish and Creole.*
- b. *A proposed Interactive Voice Response (IVR) System for trip planning.*
- c. *Some printed materials in Spanish and Creole.*

August 7, 2006

- d. *Annunciator System in Creole and Spanish on select bus routes.*
- e. *Advertise some publications in Spanish and Creole.*
- f. *Participation by bilingual staff at special events and other community outreach efforts.*

14. Half Fare

BCT offers half fares to four categories of riders: Senior Citizens, Children, Disabled, and Medicare Card Holders However, the stickers on bus fare boxes do not include the Medicare category in the half fare program.

BCT's Follow-up Response:

In our June 7, 2006, response, staff reported that the above-referenced half-fare stickers had been affixed to 75 percent of BCT's fareboxes. Since that time, this project has been completed; stickers have been affixed to BCT's entire fleet of 284 buses.

If you have any questions or concerns about this supplemental response, please do not hesitate to contact me, at 954-357-8361, or Compliance Manager Dianne DeLyons Shuler at 954-357-8481.

Sincerely,



Chris Walton *dds*
Director

CW/DDS/PEB
Attachments

c/att.: Larry Lietzke, Director, Community Services Department
Beth Chavez, Deputy Director, Community Services Department
Gwendolyn C. Warren, Director, Office of Equal Opportunity
Eddy Labrador, Director, Civil Rights Division
Rebecca A. Horwitz, Associate Director - Administration, Mass Transit Division
Dianne DeLyons Shuler, Compliance Manager, Mass Transit Division
Phyllis E. Berry, Marketing & Communications Manager, Mass Transit Division
Jim Fourcade, Maintenance Manager, Mass Transit Division

2006 Broward County Transit Passenger survey



BCT Passenger Survey

Methodology

- Data was collected through a survey administered by BCT personnel
- Eight BCT representatives distributed the surveys to passengers

Data analysis & reporting

- Data analysis was performed in Statistical Package for Social Sciences (SPSS 13.0). The total percentages of the results are rounded and may vary by one (1) percent

Response Summary

- A total of 604 survey documents were tabulated
- If the sample was a true random sample of passengers, the confidence level is 95% + or - 2%. This does not apply if the sample was not random

Summary of findings

Survey language

- The majority of the survey instruments were completed in English (83%) with 13% completed in Spanish, and 4% completed in Creole
- It is not known which surveys were completed by the respondent or with the help of a BCT representative.
- 46% of the respondents speak a language other than English, reported as follows:
 - 21% Spanish
 - 16% Creole
 - 8% Other
- 85% of the respondents report that they understand the English language, with 5% reporting that they do not understand English. 10% of the respondents did not answer the question.

Summary of findings

Overall

- 92% of the total respondents report that they understand BCT bus schedules, with 90% understanding other bus information.
- Almost all respondents (94%) report that they know where and how they catch the bus.

Passenger Survey – Overall Results (n=604)	Response		
	Yes	No	No answer
Read and understand English?	85%	5%	10%
Read and understand bus schedules?	92%	8%	0%
Read and understand other bus information?	90%	8%	2%
Understand where and how to catch the bus?	94%	5%	1%
Ride the bus or live with someone that speaks English (if you do not)?	28%	27%	45%

Summary of findings

English language

- 504 of the surveys were completed in the English language.
- The majority of the respondents in this group report that they understand BCT bus schedules (94%) and other information (93%).
- 95% of the respondents report that they know where and how they catch the bus.

Passenger Survey – English Language (n=504)	Response		
	Yes	No	No answer
Read and understand English?	96%*	4%	0%
Read and understand bus schedules?	94%	6%	0%
Read and understand other bus information?	93%	6%	1%
Understand where and how to catch the bus?	95%	4%	1%
Ride the bus or live with someone that speaks English (if you do not)?	22%	26%	52%

*It is not known if the surveys were completed by the respondent or with the help of a BCT representative.

Summary of findings

Spanish language

- 75 of the surveys were completed in the Spanish language.
- Although lower than the English language results, most of the respondents in this group report that they understand BCT bus schedules and information (89% and 85% respectively).
- 91% of the respondents report that they know where and how they catch the bus.

Passenger Survey – Spanish Language (n=75)	Response		
	Yes	No	No answer
Read and understand English?*	13%	7%	80%
Read and understand bus schedules?	89%	11%	0%
Read and understand other bus information?	85%	15%	0%
Understand where and how to catch the bus?	91%	9%	0%
Ride the bus or live with someone that speaks English (if you do not)?	53%	39%	8%

*The Yes/No response area was missing on the survey, therefore 80% did not answer this question

Summary of findings

Creole language

- 25 of the surveys were completed in the Creole language.
- Understanding of bus schedules (60%) and information (56%) is lower (as a percentage) than the other groups.
- Additionally, 24% report that they do not know how to catch the bus, and 72% report that they ride the bus or live with someone that speaks English.

Passenger Survey – Creole Language (n=25)	Response		
	Yes	No	No answer
Read and understand English?	64%	32%	4%
Read and understand bus schedules?	60%	36%	4%
Read and understand other bus information?	56%	36%	8%
Understand where and how to catch the bus?	76%	24%	0%
Ride the bus or live with someone that speaks English (if you do not)?	72%	24%	4%

Final notes

- Approximately one-half of the respondents speak a language other than English, with the majority of the respondents reading and understanding English.
- Overall, the majority of the respondents understand bus schedules/information and how to catch the bus.
- Although the sample is small, the Creole language respondents have the most difficulty with understanding bus schedules and information.

Appendix B: Survey Instrument

Tri-Rail Transit User Survey

Please take a few moments to complete this survey. We are seeking input from Tri-Rail users in order to improve services. When you are finished, please return your survey to the survey administrator who gave you this survey. **IF YOU HAVE ALREADY COMPLETED A SURVEY, PLEASE DO NOT COMPLETE ANOTHER. THANK YOU.**

Spanish: Se le ruega que tome unos momentos para completar este cuestionario. Estamos solicitando las opiniones de los usuarios de Tri-Rail a fin de mejorar los servicios. Cuando haya completado el cuestionario, devuélvaselo a la persona de la administración que se lo entregó. **SI USTED HA COMPLETADO UN CUESTIONARIO ANTERIORMENTE, NO ES NECESARIO COMPLETARLO OTRA VEZ. GRACIAS POR SU COLABORACIÓN.**

Creole : Tanpri pran tan w pou ranpli ankèt sa a. N ap chèche jwenn enfòmasyon nan men pasaje Tri-Rail yo pou nou sa amelyore sèvis nou ofri yo. Lè ou fini, tanpri remèt ankèt la ba administratè ankèt la ki te ba w ankèt la. **SI OU TE DEJA RANPLI YON ANKÈT, TANPRI PA RANPLI YON LÒT. MÈSI.**

French : Veuillez prendre quelques minutes afin de compléter cette enquête. Nous cherchons à obtenir des informations en provenance des utilisateurs du système de transport Tri-Rail afin d'améliorer les services offerts. Une fois terminé, veuillez remettre votre enquête à l'administrateur d'enquête qui vous a donné cette enquête. **SI VOUS AVEZ DÉJÀ EFFECTUÉ UNE ENQUÊTE, VEUILLEZ NE PAS EN REMPLIR UNE SECONDE. MERCI.**

Italian: Questo sondaggio può essere compilato in pochi istanti. Questo sondaggio ha lo scopo di raccogliere i pareri e le opinioni degli utenti Tri-Rail al fine di migliorare sempre di più il servizio. La preghiamo di consegnare il sondaggio compilato all'incaricato che glielo ha dato. **SE HA COMPILATO IL SONDAGGIO IN PRECEDENZA, NON NE COMPILI UN ALTRO. GRAZIE!**

Portuguese: Pedimos que dedique alguns minutos do seu tempo para responder a esta pesquisa. Nosso objetivo é obter informações sobre os usuários do Tri-Rail para melhorar nossos serviços. Quando terminar, envie sua pesquisa ao administrador da pesquisa que a entregou a você. **CASO JÁ TENHA RESPONDIDO A ESTA PESQUISA, NÃO A RESPONDA NOVAMENTE. OBRIGADO.**

1. What is your native language?

¿Cuál es su lengua materna?

Ki lang natif natal w?

Quelle est votre langue maternelle?

Qual è la Sua lingua madre?

Qual é seu idioma materno?

- a. English (Please complete survey questions on page 2 and 3)
- b. Español (Por Favor complete las preguntas del cuestionario en las páginas 4 y 5)
- c. Kreyòl Ayisyen (Tanpri ranpli kesyon ankèt sa a ki nan paj 6 ak 7)
- a. Français (Veuillez répondre aux questions de l'enquête figurant aux pages 8 et 9)
- d. Italiano (La preghiamo di rispondere alle domande a pagina 10 e 11)
- e. Português (Favor responder às perguntas da pesquisa nas páginas 12 e 13)
- f. Other (Please complete survey questions on page 2 and 3)

Recorded by interviewer

Current Time: _____ Train (e.g.P601): _____

Tri-Rail Transit User Survey

Please take a few moments to complete this survey. We are seeking input from Tri-Rail users in order to improve services. When you are finished, please return your survey to the survey administrator who gave you this survey. ***IF YOU HAVE ALREADY COMPLETED A SURVEY, PLEASE DO NOT COMPLETE ANOTHER. THANK YOU.***

1. What time did you board the train? _____
2. At which station did you board? _____
3. What is your destination station? _____
4. What is your native language?
 - a. English
 - b. Spanish
 - c. Haitian Creole
 - d. Chinese
 - e. French
 - f. German
 - g. Italian
 - h. Portuguese
 - i. Yiddish
 - j. Other (Please name): _____
5. How well do you read and understand English?
 - a. Very well
 - b. Average
 - c. Poor
 - d. Very Poor
 - e. Not at all

Please rate the following on a five-point scale with 1 being poor and 5 excellent. Select NA if not applicable. Circle one per item.

- | | <u>Poor</u> | | | | <u>Excellent</u> | |
|--------------------------------------------------------------------------------------------------------------------------------------------|-------------|---|---|---|------------------|----|
| 6. How well does Tri-Rail provide printed schedules and other brochures in languages that you are able to read? | 1 | 2 | 3 | 4 | 5 | NA |
| 7. How well does Tri-Rail provide customer service information over the phone in languages you are able to understand? | 1 | 2 | 3 | 4 | 5 | NA |
| 8. How well does Tri-Rail provide information via email (e.g. for the Very Important Passenger Program) in languages you are able to read? | 1 | 2 | 3 | 4 | 5 | NA |
| 9. How well does Tri-Rail provide announcements at stations in languages you are able to understand? | 1 | 2 | 3 | 4 | 5 | NA |

PLEASE COMPLETE NEXT PAGE

- | | <u>Poor</u> | | | | <u>Excellent</u> | |
|---------------------------------------------------------------------------------------------------------------------------------------|-------------|---|---|---|------------------|----|
| | 1 | 2 | 3 | 4 | 5 | |
| 10. How well does Tri-Rail provide information at ticket vending machines in languages you are able to read? | | | | | | NA |
| 11. How well does Tri-Rail provide signage at stations in languages you are able to read? | | | | | | NA |
| 12. How well does Tri-Rail provide other information (bulletins) at stations in languages you are able to read? | | | | | | NA |
| 13. How well does Tri-Rail provide signage and printed information onboard trains in languages you are able to read? | | | | | | NA |
| 14. How well does Tri-Rail provide conductor announcements onboard trains in languages you are able to understand? | | | | | | NA |
| 15. If you have access to the Internet, would Tri-Rail information via the Internet in languages other than English be useful to you? | | | | | | |
| a. Yes | | | | | | |
| b. No | | | | | | |
| c. NA | | | | | | |
| 16. How often do you ride Tri-Rail? | | | | | | |
| a. 5 to 7 days a week | | | | | | |
| b. 3 or 4 days a week | | | | | | |
| c. 1 or 2 days a week | | | | | | |
| d. More than once a month, but less than 1 day a week | | | | | | |
| e. Less than once a month | | | | | | |
| 17. Do you ride the train or live with someone that speaks English (if you do not)? | | | | | | |
| a. Yes | | | | | | |
| b. No | | | | | | |

The following two questions are optional.

18. What is your sex?

- a. Male
- b. Female

19. What is your age?

- a. <=17
- b. 18 - 64
- c. >65

20. Please provide any suggestions for Tri-Rail with regards to providing access to their services in languages other than English (please use other side for additional comments):

Please Return Your Completed Survey to the Survey Administrator.

You may also return it by fax to 954-942-3325 or by mail to: Tri-Rail, 800 N.W. 33rd St., Suite 100, Pompano Beach, FL 33064.

THANKS FOR YOUR HELP!

Encuesta de los usuarios de Tri-Rail

Se le ruega que tome unos momentos para completar este cuestionario. Estamos solicitando las opiniones de los usuarios de Tri-Rail a fin de mejorar los servicios. Cuando haya completado el cuestionario, devuélvaselo a la persona de la administración que se lo entregó. **SI USTED HA COMPLETADO UN CUESTIONARIO ANTERIORMENTE, NO ES NECESARIO COMPLETARLO OTRA VEZ. GRACIAS POR SU COLABORACIÓN.**

1. ¿A qué hora abordó el tren? _____
2. ¿En qué estación abordó el tren? _____
3. ¿Cuál es su estación de destino? _____
4. ¿Cuál es su lengua materna?
 - a. Inglés
 - b. Español
 - c. Haitiano criollo (Creole)
 - d. Chino
 - e. Francés
 - f. Alemán
 - g. Italiano
 - h. Portugués
 - i. Yídish
 - j. Otra (Indíquela en el espacio en blanco): _____
5. ¿Cómo calificaría su dominio del inglés, tanto en lectura como en comprensión?
 - a. Muy bueno
 - b. Regular
 - c. Pobre
 - d. Muy pobre
 - e. Nulo

Califique lo siguiente según la escala de cinco puntos en la que 1 representa pobre y 5 excelente. Seleccione NA si no aplica a su caso. Encierre en un círculo una sola respuesta por pregunta.

- | | <u>Pobre</u> | | | | <u>Excelente</u> | |
|-------------------------------------------------------------------------------------------------------------------------------------------------------|--------------|---|---|---|------------------|----|
| 6. ¿Logra proporcionar Tri-Rail horarios impresos y otros folletines en idiomas que usted puede leer? | 1 | 2 | 3 | 4 | 5 | NA |
| 7. ¿Logra proporcionar Tri-Rail información y atención al cliente por vía telefónica en idiomas que usted puede comprender? | 1 | 2 | 3 | 4 | 5 | NA |
| 8. ¿Logra proporcionar Tri-Rail información vía correo electrónico (p.ej. para el programa de Pasajeros Importantes) en idiomas que usted puede leer? | 1 | 2 | 3 | 4 | 5 | NA |
| 9. ¿Logra proporcionar Tri-Rail anuncios en las estaciones en idiomas que puede comprender? | 1 | 2 | 3 | 4 | 5 | NA |

SIGA A LA PRÓXIMA PÁGINA

- | | <u>Pobre</u> | | | | <u>Excelente</u> | |
|------------------------------------------------------------------------------------------------------------------------------------------------------|--------------|---|---|---|------------------|----|
| 10. ¿Logra proporcionar Tri-Rail información en las máquinas de vender boletos en idiomas que usted puede leer? | 1 | 2 | 3 | 4 | 5 | NA |
| 11. ¿Logra proporcionar Tri-Rail letreros en las estaciones en idiomas que usted puede leer? | 1 | 2 | 3 | 4 | 5 | NA |
| 12. ¿Logra proporcionar Tri-Rail otra información (boletines) en idiomas que usted puede leer? | 1 | 2 | 3 | 4 | 5 | NA |
| 13. ¿Logra proporcionar Tri-Rail letreros e información impresa abordo de los trenes en idiomas que usted puede leer? | 1 | 2 | 3 | 4 | 5 | NA |
| 14. ¿Logra proporcionar Tri-Rail comunicados de los conductores abordo de los trenes en idiomas que usted puede comprender? | 1 | 2 | 3 | 4 | 5 | NA |
| 15. Si usted dispone de acceso a Internet, ¿le sería útil que Tri-Rail proporcionará información por ese medio en otros idiomas y no sólo en inglés? | | | | | | |
| a. Sí | | | | | | |
| b. No | | | | | | |
| c. NA | | | | | | |
| 16. ¿Con qué frecuencia acude al servicio de Tri-Rail? | | | | | | |
| a. 5 a 7 días a la semana | | | | | | |
| b. 3 ó 4 días a la semana | | | | | | |
| c. 1 ó 2 días a la semana | | | | | | |
| d. Más de una vez al mes, pero menos que un día a la semana | | | | | | |
| e. Menos que una vez al mes | | | | | | |
| 17. ¿Usted monta el tren con alguien que habla inglés, o de no ser así, vive con alguien que sí lo habla? | | | | | | |
| a. Sí | | | | | | |
| b. No | | | | | | |

Las siguientes dos preguntas son opcionales.

18. ¿Cuál es su sexo?

- a. Masculino
- b. Femenino

19. ¿Cuál es su edad?

- a. <17
- b. 18 - 64
- c. >65

20. Proporcione sugerencias para Tri-Rail con respecto al acceso a servicios en otros idiomas aparte del inglés. (Use el dorso para comentarios adicionales.):

Devuelva el cuestionario completado al Administrador de la Encuesta.

También puede devolverlo por fax: 954-942-3325, o por correo: Tri-Rail, 800 N.W. 33rd St., Suite 100, Pompano Beach, FL 33064.

¡GRACIAS POR SU AYUDA!

Se moun k ap bay entèvyou a ki anrejistre l

Ki lè li ye koulye a: _____ **Tren (pa egzanz P601):** _____

Ankèt sou pasaje ki deplase ak sistèm transpò Tri-Rail

Tanpri pran tan w pou ranpli ankèt sa a. N ap chèche jwenn enfòmasyon nan men pasaje Tri-Rail yo pou nou sa amelyore sèvis nou ofri yo. Lè ou fini, tanpri remèt ankèt la ba administratè ankèt la ki te ba w ankèt la. **SI OU TE DEJA RANPLI YON ANKÈT, TANPRI PA RANPLI YON LÒT. MÈSI.**

1. **A kilè ou te monte nan tren an?** _____
2. **Nan ki estasyon ou te monte?** _____
3. **Nan ki estasyon w ap desann?** _____
4. **Ki lang natif natal w?**
 - a. Angle
 - b. Panyòl
 - c. Kreyòl Ayisyen
 - d. Chinwa
 - e. Franse
 - f. Alman
 - g. Italyen
 - h. Pòtigè
 - i. Yiddish
 - j. Lòt lang (Tanpri ekri ki lang): _____
5. **Èske ou konn li epi ou konprann angle?**
 - a. Trè byen
 - b. Mwayen
 - c. Pa byen
 - d. Pa byen ditou
 - e. Pa ditou

Tanpri bay yon nòt soulabaz yon echèl 5 nòt kote 1 vle di Pa bon epi 5 Ekselan. Chwazi Pa disponib, si se bon repons lan. Ekri yon sèk pou chak kesyon.

- | | <u>Pa bon</u> | | | | <u>Ekselan</u> | | |
|------------------------------------------------------------------------------------------------------------------------------|---------------|---|---|---|----------------|--|-------------|
| | 1 | 2 | 3 | 4 | 5 | | |
| 6. Èske Tri-Rail founi orè ki enprime sou fèy ansanm ak lòt tiliv nan lang ou kapab li? | | | | | | | Pa disponib |
| 7. Èske Tri-Rail founi enfòmasyon sèvis kliyantèl nan telefòn nan lang ou kapab konprann? | 1 | 2 | 3 | 4 | 5 | | Pa disponib |
| 8. Èske Tri-Rail founi enfòmasyon pa imèl (pa egzanz pou Pwogram ki rele Pasaje ki Trè Enpòtan) nan lang ou kapab li? | 1 | 2 | 3 | 4 | 5 | | Pa disponib |
| 9. Èske Tri-Rail konn fè anons nan estasyon nan lang ou kapab konprann? | 1 | 2 | 3 | 4 | 5 | | Pa disponib |

TANPRI RANPLI PWOCHEN PAJ LA

- | | <u>Pa bon</u> | | | | <u>Ekselan</u> | |
|--------------------------------------------------------------------------------------------------|---------------|---|---|---|----------------|-------------|
| 10. Èske Tri-Rail founi enfòmasyon nan machin ki vann tikè yo nan lang ou kapab li? | 1 | 2 | 3 | 4 | 5 | Pa disponib |
| 11. Èske Tri-Rail founi pano ak siy ki ekri nan lang ou kapab li? | 1 | 2 | 3 | 4 | 5 | Pa disponib |
| 12. Èske Tri-Rail founi lòt enfòmasyon (bilten) nan estasyon yo nan lang ou kapab li? | 1 | 2 | 3 | 4 | 5 | Pa disponib |
| 13. Èske Tri-Rail founi pano siy ak enfòmasyon sou fèy nan tren yo ki ekri nan lang ou kapab li? | 1 | 2 | 3 | 4 | 5 | Pa disponib |
| 14. Èske Tri-Rail founi anons kondiktè nan tren yo nan lang ou kapab konprann? | 1 | 2 | 3 | 4 | 5 | Pa disponib |
15. Si ou gen aksè nan Entènèt, èske si ou te resevwa enfòmasyon Tri-Rail sou Entènèt, sa ta ede w?
- Wi
 - Non
 - Pa disponib
16. Konbyen fwa ou monte nan Tri-Rail?
- 5 a 7 jou pa semèn
 - 3 a 4 jou pa semèn
 - 1 ou 2 jou pa semèn
 - Plis pase yon fwa pa mwa, men mwens pase yon fwa pa semèn
 - Mwens pase yon fwa pa mwa
17. Èske ou konn monte nan tren an oswa èske ou abite ak yon moun ki pale angle (si ou monte nan tren an pou kont w)?
- Wi
 - Non
- Ou pa blije reponn de (2) kesyon ki annapre yo.
18. Èske ou se fi oswa gason?
- Gason
 - Fi
19. Ki laj w?
- Mwens pase 17tan oswa 17tan
 - 18 a 64an
 - Plis pase 65
20. Tanpri remèt kenepòt sigjesyon ou ta genyen ba Tri-Rail ki konsène kapasite l pou ofri aksè nan sèvis Tri-Rail ofri yo nan lang ki pa angle (tanpri sèvi ak lòt kote paj la si ou gen lòt kòmantè pou fè):

Tanpri remèt ankèt la apre w fin ranpli l ba Administratè Ankèt la.

Ou kapab voye l tounen tou pa faks nan nimewo sa a 954-942-3325 oswa nan lapòs: Tri-Rail, 800 N.W. 33rd St., Suite 100, Pompano Beach, FL 33064.

MÈSI POU ASISTANS W!

Sondage sur les utilisateurs du système de transport Tri-Rail

Veillez prendre quelques minutes afin de compléter cette enquête. Nous cherchons à obtenir des informations en provenance des utilisateurs du système de transport Tri-Rail afin d'améliorer les services offerts. Une fois terminé, veuillez remettre votre enquête à l'administrateur d'enquête qui vous a donné cette enquête. **SI VOUS AVEZ DÉJÀ EFFECTUÉ UNE ENQUÊTE, VEUILLEZ NE PAS EN REMPLIR UNE SECONDE. MERCI.**

1. À quelle heure êtes-vous monté(e) à bord? _____
2. À quelle station êtes-vous monté(e) à bord? _____
3. Quelle est votre station de destination? _____
4. Quelle est votre langue maternelle?
 - a. Anglais
 - b. Espagnol
 - c. Crèole Haitien
 - d. Chinois
 - e. Français
 - f. Allemand
 - g. Italien
 - h. Portugais
 - i. Yiddish
 - j. Autre (Veuillez préciser): _____
5. Quel est votre degré de compréhension de l'anglais?
 - a. Très bon
 - b. Moyen
 - c. Faible
 - d. Très faible
 - e. Néant

Veillez classer vos réponses aux questions suivantes selon une échelle allant de 1 à 5, 1 signifiant Néant (aucune connaissances d'anglais) et 5 Excellent. Choisissez NA, si aucune réponse n'est appropriée. Encercler une seule réponse par question.

- | | <u>Faible</u> | | | | <u>Excellent</u> | | |
|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------------|---|---|---|------------------|----|--|
| | 1 | 2 | 3 | 4 | 5 | NA | |
| 6. Notez la capacité de Tri-Rail à fournir des horaires imprimés et autres brochures dans des langues que vous êtes en mesure de lire. | | | | | | | |
| 7. Notez la capacité de Tri-Rail à fournir des informations par le biais du service à la clientèle au téléphone dans des langues que vous êtes en mesure de comprendre. | | | | | | | |
| 8. Notez la capacité de Tri-Rail à fournir des informations via courrier électronique (par exemple pour le Programme Passager Très Important – <i>Very Important Passenger</i>) dans des langues que vous êtes en mesure de lire. | | | | | | | |
| 9. Notez la capacité de Tri-Rail à effectuer des annonces aux stations dans des langues que vous êtes en mesure de comprendre. | | | | | | | |

VEUILLEZ PASSER À LA PAGE SUIVANTE

- | | <u>Faible</u> | | | | | <u>Excellent</u> |
|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------------|---|---|---|---|------------------|
| 10. Notez la capacité de Tri-Rail à fournir des informations aux guichets automatiques de billets dans des langues que vous êtes en mesure de lire. | 1 | 2 | 3 | 4 | 5 | NA |
| 11. Notez la capacité de Tri-Rail à disposer des panneaux indicateurs aux stations dans des langues que vous êtes en mesure de lire. | 1 | 2 | 3 | 4 | 5 | NA |
| 12. Notez la capacité de Tri-Rail à fournir d'autres informations (bulletins) aux stations dans des langues que vous êtes en mesure de lire. | 1 | 2 | 3 | 4 | 5 | NA |
| 13. Notez la capacité de Tri-Rail à disposer des panneaux et à fournir de la documentation informative dans des langues que vous êtes en mesure de lire à bord des trains. | 1 | 2 | 3 | 4 | 5 | NA |
| 14. Notez la capacité de Tri-Rail à effectuer des annonces par le conducteur à bord des trains dans des langues que vous êtes en mesure de comprendre. | 1 | 2 | 3 | 4 | 5 | NA |
| 15. Si vous avez accès à l'Internet, vous serait-il utile de recevoir des informations Tri-Rail par l'intermédiaire de l'Internet dans des langues autres que l'anglais? | | | | | | |
| a. Oui | | | | | | |
| b. Non | | | | | | |
| c. NA | | | | | | |
| 16. Avec quelle fréquence empruntez-vous le Tri-Rail? | | | | | | |
| a. 5 à 7 jours par semaine | | | | | | |
| b. 3 ou 4 jours par semaine | | | | | | |
| c. 1 ou 2 jours par semaine | | | | | | |
| d. Plus d'une fois par mois, mais moins d'1 jour par semaine | | | | | | |
| e. Moins d'une fois par mois | | | | | | |
| 17. Empruntez-vous le train ou habitez-vous avec quelqu'un qui parle anglais (au cas où vous ne voyagez pas avec quelqu'un parlant l'anglais)? | | | | | | |
| a. Oui | | | | | | |
| b. Non | | | | | | |

Les deux questions suivantes sont facultatives.

18. Êtes-vous un homme ou une femme?

- a. Homme
- b. Femme

19. Quel âge avez-vous?

- a. <=17
- b. 18 - 64
- c. >65

20. Veuillez envoyer vos suggestions pour Tri-Rail concernant l'aménagement de l'accès aux services dans des langues autres que l'anglais (veuillez vous servir du revers de la page pour nous faire parvenir vos commentaires additionnels):

Veuillez remettre votre enquête après l'avoir remplie à l'Administrateur de l'enquête.

Vous pouvez également l'envoyer par télécopie au 954-942-3325 ou par la poste : Tri-Rail, 800 N.W. 33rd St., Suite 100, Pompano Beach, FL 33064.

MERCI DE VOTRE AIDE!

Registrato dall'intervistatore

Ora attuale: _____ Trenno (es. P601): _____
Sondaggio degli utenti di Tri-Rail Transit

Questo sondaggio può essere compilato in pochi istanti. Questo sondaggio ha lo scopo di raccogliere i pareri e le opinioni degli utenti Tri-Rail al fine di migliorare sempre di più il servizio. La preghiamo di consegnare il sondaggio compilato all'incaricato che glielo ha dato. **SE HA COMPILATO IL SONDAGGIO IN PRECEDENZA, NON NE COMPILI UN ALTRO. GRAZIE!**

1. A che ora è salito sul treno? _____
2. A quale stazione è salito? _____
3. A quale stazione scenderà? _____
4. Qual è la Sua lingua madre?
 - a. Inglese
 - b. Spagnolo
 - c. Creolo
 - d. Cinese
 - e. Francese
 - f. Tedesco
 - g. Italiano
 - h. Portoghese
 - i. Yiddish
 - j. Altre (specifichi): _____
5. Capisce l'inglese scritto e parlato?
 - a. Molto bene
 - b. Abbastanza
 - c. Poco
 - d. Molto poco
 - e. No, per nulla

Esprima il Suo giudizio con un numero da 1 (scadente) a 5 (eccellente). Se la domanda non La riguarda, selezioni NP (non pertinente) Cerchiare un numero per ciascuna domanda.

	<u>Scadente/i</u>			<u>Eccellente/i</u>		
6. Vorremmo il Suo giudizio sugli orari e sui depliant Tri-Rail stampati in lingue a Lei note.	1	2	3	4	5	NP
7. Esprima Suo giudizio sul servizio assistenza clienti telefonico Tri-Rail nelle lingue che conosce.	1	2	3	4	5	NP
8. Come sono le informazioni che Tri-Rail inoltra via e-mail (ad esempio il Programma VIP <i>Very Important Passenger Program</i>) nelle lingue da Lei parlate?	1	2	3	4	5	NP
9. Qual è il Suo giudizio sugli annunci Tri-Rail in lingue a Lei note presso le stazioni?	1	2	3	4	5	NP

COMPILI LA PAGINA SUCCESSIVA

- | | <u>Scadente/i</u> | | | <u>Eccellente/i</u> | | |
|-------------------------------------------------------------------------------------------------------------------------------|-------------------|---|---|---------------------|---|----|
| | 1 | 2 | 3 | 4 | 5 | NP |
| 10. Qual è il Suo parere sulle informazioni che Tri-Rail fornisce nelle lingue a Lei note presso le biglietterie automatiche? | | | | | | |
| 11. Qual è il Suo giudizio sulla cartellistica Tri-Rail, presso le stazioni, scritta nelle lingue a Lei note? | | | | | | |
| 12. Qual è il Suo giudizio sulle altre informazioni (ad es. bollettini) Tri-Rail nelle lingue a Lei note presso le stazioni? | | | | | | |
| 13. Qual è il Suo giudizio sulle informazioni stampate e la cartellistica Tri-Rail nelle lingue a Lei note a bordo dei treni? | | | | | | |
| 14. Qual è il Suo giudizio sugli annunci dei conduttori sui treni Tri-Rail in lingue a Lei note? | | | | | | |
| 15. Le sarebbe utile poter accedere alle informazioni Tri-Rail tramite Internet in altre lingue oltre all'inglese? | | | | | | |
| a. Sì | | | | | | |
| b. No | | | | | | |
| c. Non pertinente | | | | | | |
| 16. Quanto volte utilizza il Tri-Rail? | | | | | | |
| a. 5-7 giorni alla settimana | | | | | | |
| b. 3-4 giorni alla settimana | | | | | | |
| b. 1-2 giorni alla settimana | | | | | | |
| d. Più di una volta al mese, ma meno di un 1 giorno alla settimana | | | | | | |
| e. Meno di una volta al mese | | | | | | |
| 17. Va in treno o abita con qualcuno che parla l'inglese? (Nel caso Lei non lo parlasse)? | | | | | | |
| a. Sì | | | | | | |
| b. No | | | | | | |

Le due domande seguenti sono facoltative.

18. È di sesso maschile o femminile?

- a. Maschile
- b. Femminile

19. Quanti anni ha?

- a. <=17
- b. 18 - 64
- c. >65

20. Che cosa consiglierebbe a Tri-Rail in merito alla fornitura delle loro informazioni in lingue diverse dall'inglese? (usi l'altro lato del foglio se necessario):

Restituisca il sondaggio compilato all'incaricato del sondaggio.

Può anche inviarcelo per fax al seguente numero negli USA: (954) 942-3325. Oppure lo invii per posta a: Tri-Rail, 800 N.W. 33rd St., Suite 100, Pompano Beach, FL 33064, USA.

GRAZIE PER LA SUA COLLABORAZIONE!

Registrado pelo entrevistador

Hora: _____ Trem (por ex., P601): _____

Pesquisa para Usuário do Tri-Rail

Pedimos que dedique alguns minutos do seu tempo para responder a esta pesquisa. Nosso objetivo é obter informações sobre os usuários do Tri-Rail para melhorar nossos serviços. Quando terminar, envie sua pesquisa ao administrador da pesquisa que a entregou a você. **CASO JÁ TENHA RESPONDIDO A ESTA PESQUISA, NÃO A RESPONDA NOVAMENTE. OBRIGADO.**

1. A que horas você embarcou no trem? _____
2. Em que estação você embarcou? _____
3. Qual é a sua estação de destino? _____
4. Qual é seu idioma materno?
 - a. Inglês
 - b. Espanhol
 - c. Crioulo haitiano
 - d. Chinês
 - e. Francês
 - f. Alemão
 - g. Italiano
 - h. Português
 - i. Ídiche
 - j. Outro (Favor especificar): _____
5. Qual é seu nível de leitura e compreensão do inglês?
 - a. Muito bom
 - b. Médio
 - c. Fraco
 - d. Muito fraco
 - e. Nenhum

Nas perguntas abaixo, use a escala de 1 a 5, sendo 1 um nível fraco e 5 excelente. Assinale NA se não for aplicável. Faça um círculo em apenas um número por pergunta.

- | | <u>Fraco</u> | | | | <u>Excelente</u> | |
|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------------|---|---|---|------------------|----|
| 6. O Tri-Rail fornece horários impressos e outras brochuras em idiomas que você é capaz de ler? | 1 | 2 | 3 | 4 | 5 | NA |
| 7. O Tri-Rail fornece informações de serviços aos clientes pelo telefone em idiomas que você é capaz de entender? | 1 | 2 | 3 | 4 | 5 | NA |
| 8. O Tri-Rail fornece informações por e-mail (por ex., o Programa para Passageiros Muito Importantes - <i>Very Important Passenger Program</i>) em idiomas que você é capaz de ler? | 1 | 2 | 3 | 4 | 5 | NA |
| 9. O Tri-Rail fornece anúncios nas estações em idiomas que você é capaz de entender? | 1 | 2 | 3 | 4 | 5 | NA |

FAVOR RESPONDER ÀS PERGUNTAS NA PÁGINA SEGUINTE

- | | <u>Fraco</u> | | | | <u>Excelente</u> | |
|------------------------------------------------------------------------------------------------------------------|--------------|---|---|---|------------------|----|
| 10. O Tri-Rail fornece informações nas máquinas de venda de bilhetes em idiomas que você é capaz de ler? | 1 | 2 | 3 | 4 | 5 | NA |
| 11. O Tri-Rail fornece sinalizações nas estações em idiomas que você é capaz de ler? | 1 | 2 | 3 | 4 | 5 | NA |
| 12. O Tri-Rail fornece outras informações (boletins) nas estações em idiomas que você é capaz de ler? | 1 | 2 | 3 | 4 | 5 | NA |
| 13. O Tri-Rail fornece sinalizações e informações impressas dentro dos trens em idiomas que você é capaz de ler? | 1 | 2 | 3 | 4 | 5 | NA |
| 14. O Tri-Rail fornece anúncios do condutor dentro dos trens em idiomas que você é capaz de entender? | 1 | 2 | 3 | 4 | 5 | NA |
15. Se você tem acesso à Internet, informações do Tri-Rail pela Internet em outros idiomas que não o inglês lhes seriam úteis?
- Sim
 - Não
 - NA
16. Com que frequência você usa o Tri-Rail?
- 5 a 7 dias por semana
 - 3 a 4 dias por semana
 - 1 a 2 dias por semana
 - Mais de uma vez ao mês, mas menos de 1 dia por semana
 - Menos de 1 vez por mês
17. Você viaja no trem ou mora com alguém que fala inglês (caso você não fale)?
- Sim
 - Não

As duas perguntas a seguir são opcionais.

18. Qual é seu sexo?

- Masculino
- Feminino

19. Qual é sua idade?

- <=17
- 18 a 64
- >65

20. Se desejar, forneça sugestões ao Tri-Rail sobre formas de melhorar o acesso aos seus serviços em idiomas que não o inglês (use o verso da página para comentários adicionais):

Favor enviar a pesquisa com as suas respostas ao Administrador da Pesquisa.

**Você pode enviá-la por fax para 954-942-3325 ou pelo correio para:
Tri-Rail, 800 N.W. 33rd St., Suite 100, Pompano Beach, FL 33064.**

AGRADECEMOS SUA COLABORAÇÃO!

South Florida Regional Transportation Authority**Table Depicting Membership of Board and Committees Broken Down by Race**

Body	Caucasian	Latino	African American	Asian American	Native American
Governing Board	90%	10%	0%	0%	0%
Marketing Committee	60%	40%	0%	0%	0%
ADA Advisory Committee	54%	23%	23%	0%	0%
Planning Technical Advisory Committee	50%	32%	18%	0%	0%
Operations Technical Committee	76%	0%	24%	0%	0%

South Florida Regional Transportation Authority			
Sub-Recipients as of March 15, 2016			
<u>Subrecipient</u>	<u>Project</u>	<u>Amount</u>	<u>Title VI Program</u>
<u>Section 5316-Job Access and Reverse Commute</u>			
City of Fort Lauderdale	Purchase Bus& Downtown Link Route	\$ 322,702.00	5/24/2013
City of Lauderhill	Shuttle Bus Service	\$ 247,328.00	10/2/2013
City of Opa-Locka	Shuttle Bus Service	\$ 139,005.00	Pending Revision
City of West Palm Beach	Continuation of Downtown Crculator	\$ 620,500.00	8/04/2014
City of West Palm Beach	Continuation of Downtown Crculator	\$ 364,140.00	8/04/2014
Palm Tran	Fixed Route Improvements	\$ 167,613.00	9/24/2013
<u>Section 5317-New Freedom</u>			
City of Fort Lauderdale	Mobilty Management	\$ 208,000.00	5/24/2013
City of Fort Lauderdale	NW & Neighborhood Link	\$ 356,841.00	5/24/2013
Coalition for Independent Living	Travel Training	\$ 58,666.00	9/19/2013
Mae Volen Senior Center, Inc.	Purchase Vehicles & Operation	\$ 507,097.00	10/30/2013
The Volen Center	The LIFT	\$ 255,600.00	10/30/2013
The Volen Center	Mobility Manager	\$ 96,960.00	10/30/2013
The Volen Center	The LIFT	\$ 608,158.00	10/30/2013
The Volen Center	Mobility Manager	\$ 73,600.00	10/30/2013
Metro Taxi	Purchases Vehicles	\$ 131,820.00	2/5/2015
Ruth Rales	Buy Vans and Operating	\$ 148,782.00	1/16/2015
Zuni Transportation	Purchase Vehicles & Other Capital Items	\$ 269,218.00	10/29/2013
Title VI Program Updates are submitted on a triennial basis.			

FINAL CATEGORICAL EXCLUSION

for

Pompano Beach Tri-Rail Station Improvements Pompano Beach, Florida

Prepared for:



South Florida Regional Transportation Authority
800 N.W. 33rd Street, Suite 100
Pompano Beach, FL 33064

Prepared by:



June 2012

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Q. IMPACTS ON ECOLOGICALLY-SENSITIVE AREAS AND ENDANGERED SPECIES..... 6
R. IMPACTS ON SAFETY AND SECURITY 6
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FIGURE 1: SITE LOCATION MAP

FIGURE 2: AERIAL MAP

APPENDIX A: CONCEPTUAL SITE PLAN

APPENDIX B: BROWARD COUNTY TRANSPORTATION IMPROVEMENT PLAN

APPENDIX C: SHPO CONCURRENCE LETTER

APPENDIX D: USFWS COORDINATION

INFORMATION REQUIRED FOR PROBABLE CATEGORICAL EXCLUSION (Section 771.117(c)).

Pursuant to the 23 Code of Federal Regulations (CFR), Part 771, Section 117(c), the proposed project can be classified as: (7) landscaping; (8) installation of fencing, signs, pavement markings, small passenger shelters, traffic signals, and railroad warning devices where no substantial land acquisition or traffic disruption will occur; and (15) alterations to facilities or vehicles in order to make them accessible for elderly and handicapped persons. As such, the project meets the federal criteria for a Categorical Exclusion.

A. DETAILED PROJECT DESCRIPTION AND PURPOSE AND NEED

Project Description

The proposed project consists of improvements at the existing Pompano Beach Tri-Rail Station. A conceptual site plan illustrating the improvements is provided in *Appendix A*. The proposed improvements include the following:

- Widening the existing station platforms to 25 feet, lengthening the existing station platforms to 425 feet, and constructing a full platform canopy to meet South Florida Regional Transportation Authority's (SFRTA's) current station design guidelines;
- Providing modifications to access ramps connecting to the new station platforms required for Americans with Disabilities Act (ADA) compliance;
- Constructing a new pedestrian overpass;
- Installing "Green Station" improvements including energy efficiency enhancements such as light emitting diode (LED) lighting and machine room-less (MRL) elevators for reduced energy consumption, photovoltaic (solar panels) for energy generation, and preferred parking and charging stations for electric vehicles; constructing additional landscaped areas to increase shade and reduce heat gain; and requiring the use of green, environmentally safe products for materials, mechanical equipment, and finishes;
- Modifying the existing parking lot east of the station to improve circulation by providing separate bus circulation and loading, kiss & ride drop-off, and taxi staging areas;
- Constructing/installing other passenger amenities including covered benches/canopies/shelters for the bus, taxi and kiss & ride waiting areas, and bicycle racks/bicycle lockers; and
- Removing the existing customer service sales kiosk from the parking lot east of the station, and adding a new customer service kiosk and employee restroom to the station platform.

These improvements were identified in the SFRTA's *Station Area Master Plan for Improvements at the Pompano Beach Tri-Rail Station* (2009). The proposed improvements will occur within the SFRTA right-of-way (R/W). The estimated construction cost of the improvements is \$12,836,028.50.

Purpose and Need

The Pompano Beach Station was opened in January 1989 with the inception of the Tri-Rail service. This station currently serves commuters who live or work in the surrounding residential, office, retail, and industrial areas in proximity to the Tri-Rail station. Approximately 900 passenger boardings are reported at the station on a typical weekday.

The proposed improvements are required to:

- Improve intermodal access and circulation;
- Increase user safety;
- Reduce energy consumption and operations & maintenance costs;
- Bring the station into compliance with current SFRTA design standards; and
- Enhance customer satisfaction.

Currently, there is no separation between bus and vehicular circulation in the station's east parking lot. Buses, cars, and taxis are all accommodated in the same pass-through and drop-off lanes. Additionally, the taxis do not have adequate waiting areas for customer pick-up and drop-offs. The proposed improvements will create adequate separation among the various modes and provide convenient pedestrian connections from the parking/drop-off areas to the station platforms.

The station has a poor pedestrian circulation system with only one at-grade pedestrian crossing along NW 33rd Street, on the south side of the station. The addition of a pedestrian overpass crossing near the center of the station platform will improve safety by providing a secure connection from either side of the tracks between parking lots/drop-off areas and station platforms.

SFRTA is proposing a "Green Station Demonstration" project at this station that will implement "green" technologies to reduce energy consumption. The "Pompano Beach Green Station Demonstration" is an innovative project that will showcase Tri-Rail's first "green," LEED certified, sustainable station. The station platform canopies will support photovoltaic (solar) panels which will generate energy required for the station and parking lots. Elevators that connect the platforms to the pedestrian overpass will be MRL elevators which consume 50 percent less energy than the hydraulic elevators that exist at most Tri-Rail stations. Covered parking and charging stations will be provided in the station's east parking lot for energy efficient electric vehicles. These "Green Station" improvements will result in a significant reduction in energy consumption, consistent with SFRTA's livability and environmental sustainability initiatives.

The Pompano Beach Station experiences several deficiencies in relation to SFRTA's current station design standards. These design standards were developed to promote a functional, safe, attractive, and well-maintained station. The proposed station improvements, including the widening of the station platforms to 25 feet, lengthening of the platforms to 425 feet and addition of canopy over the entire length of the platforms, will bring the station into compliance with SFRTA design standards.

Other improvements are proposed to enhance customer amenities including constructing canopies/shelters at bus, taxi, and kiss & ride loading areas in the station's east parking lot; increasing landscaping for heat reduction; and providing bicycle racks/bicycle lockers.

B. LOCATION

Attach a site map or diagram, which identifies the land uses and resources on the site and the adjacent or nearby land uses and resources. This is used to determine the probability of impact on sensitive receptors (such as schools, hospitals, residences) and on protected resources.

The project site is the existing Pompano Beach Tri-Rail Station located at the northeast corner of Andrews Avenue (NW 9th Avenue) and NW 33rd Street in Pompano Beach, Broward County, Florida. The project site consists of two parcels (east parking lot and west parking lot) and the South Florida Rail Corridor (SFRC), and is located in a developed area in proximity to major highways such as Interstate 95 and Sample Road. A site location map is attached as *Figure 1*. Surrounding land uses primarily consist of professional offices, commercial, light industrial and residential development. Nearby institutional

development includes the New Covenant Church and the Paragon/Pompano Charter School, which is located to the west of the station beyond Andrews Avenue. An aerial map of the project site which also identifies the location of the church and school is provided as *Figure 2*.

C. METROPOLITAN PLANNING AND AIR QUALITY CONFORMITY

Is the proposed project “included” in the current adopted MPO plan, either explicitly or in a grouping of projects or activities? What is the conformity status of that plan? Is the proposed project, or are appropriate phases of the project included in the TIP? What is the conformity status of the TIP?

The proposed project is included within the Broward County Metropolitan Planning Organization’s (MPO’s) adopted Transportation Improvement Program (TIP) for Fiscal Years 2010/2011 - 2014/2015 (see *Appendix B* for the TIP listing). The TIP provides a staged multiyear, intermodal program of transportation projects which is consistent with the metropolitan long-range transportation plan. The TIP has been developed consistent with federal and state requirements, and has been adopted by the Broward MPO. The project is part of a grouping of projects in the TIP described as SFRTA “Station Improvements” (TIP FY 2010-2011 # 1642). In addition, SFRTA received \$5.7 million through the TIGGER Grant (Transit Investment in Greenhouse Gas and Energy Reduction) program for the improvements. A TIP Amendment for FY 2011/2012 including the TIGGER Grant was approved by the Broward County MPO for the proposed project (see attached TIP amendment in *Appendix B*).

D. ZONING

Description of zoning, if applicable, and consistency with proposed use.

Based on a review of the City of Pompano Beach Zoning Map (Map Updated December 9, 2011), the east parcel (parking lot) is zoned as General Industrial District (I-1) and is located within the Planned Industrial Overlay District. The west parcel (parking lot) is zoned as General Business District (B-3). The proposed project is consistent with the current zoning and with the existing use.

E. TRAFFIC IMPACTS

Describe potential traffic impacts; including whether the existing roadways have adequate capacity to handle increased bus and other vehicular traffic.

In general, the proposed project primarily includes circulation improvements within the existing station area for buses, automobiles, pedestrians, and bicycles, along with station platform improvements. These improvements are not expected to increase bus or vehicular trips accessing the station. As a result, the proposed improvements will have minimal traffic impacts on the surrounding streets and the existing roadways adjacent to the site have adequate capacity (Andrews Avenue operates at Level of Service B according to the Broward MPO *Roadway Capacity and Level of Service Analysis for 2009 and 2035*).

F. CO HOT SPOTS

If there are serious traffic impacts at any affected intersection, and if the area is non-attainment for CO, demonstrate that CO hot spots will not result.

There are no serious traffic impacts associated with the project and the project is not located in a non-attainment area for CO.

G. HISTORIC RESOURCES

Describe any cultural, historic, or archaeological resource that is located in the immediate vicinity of the proposed project and the impact of the project on the resource.

Based on a review of the Florida Master Site File (FMSF), there are no previously recorded cultural resources identified by the State Historic Preservation Officer (SHPO) that would be affected by the proposed project. Therefore, the project is not anticipated to have an effect on cultural resources. A compliance review from SHPO was requested to obtain concurrence of a no effect. The SHPO concurred with FTA's No Historic Properties/No Effect determination on April 11, 2012 and the correspondence can be found in *Appendix C*.

H. NOISE

Compare the distance between the center of the proposed project and the nearest noise receptor to the screening distance for this type of project in FTA's guidelines. If the screening distance is not achieved, attach a "General Noise Assessment" with conclusions.

The proposed project consists of improvements to an existing Tri-Rail station. These improvements are not anticipated to result in an increase in noise; therefore, a noise assessment is not required.

I. VIBRATION

If the proposed project involves new or relocated steel tracks, compare the distance between the center of the proposed project and the nearest vibration receptor to the screening distance for this type of project in FTA's guidelines. If the screening distance is not achieved, attach a "General Vibration Assessment" with conclusions.

Not applicable.

J. ACQUISITION & RELOCATIONS REQUIRED

Describe land acquisitions and displacements of residences and businesses.

Not applicable.

K. HAZARDOUS MATERIALS

If real property is to be acquired, has a Phase I site assessment for contaminated soil and groundwater been performed? If a Phase II site assessment is recommended, has it been performed? What steps will be taken to ensure that the community in which the project is located is protected from contamination during construction and operation of the project? State the results of consultation with the cognizant State agency regarding the proposed remediation.

Not applicable. Property acquisition is not included in this project.

L. COMMUNITY DISRUPTION AND ENVIRONMENTAL JUSTICE

Provide a socio-economic profile of the affected community. Describe the impacts of the proposed project on the community. Identify any community resources that would be affected and the nature of the effect.

In accordance with Executive Order 12898, consideration has been given to the possible environmental effects on minority and low-income communities. To determine the socio-economic profile, field reconnaissance was conducted in the vicinity of the station and Census data was obtained and reviewed. The predominant land uses near the station are office, commercial, light industrial and residential. The majority of the residential development in the vicinity occurs greater than 0.25 miles from the station. The New Covenant Church and Paragon/Pompano Charter School is located within 0.25 miles to the west of the station.

The station and surrounding area are located within Census Tracts 305 and 303.01. Currently, only the information for race is available from Census 2010. According to Census 2010, minority populations for Census Tracts 305 and 303.01 are approximately 68.4 percent and 63.7 percent, respectively. The areas within the vicinity of the station would be considered minority populations.

The proposed station improvements will occur within the existing SFRC right-of-way or within the existing station property. The improvements are intended to enhance the access and safety for the users (bicyclist, pedestrians, bus, and vehicular), while also enhancing amenities. The proposed project will benefit the surrounding community by providing upgrades to the station.

M. USE OF PUBLIC PARKLAND AND RECREATION AREAS

Indicate parks and recreational areas on the site map. If the activities and purposes of these resources will be affected by the proposed project, state how.

Not applicable.

N. IMPACTS ON WETLANDS

Show potential wetlands on the site map. Describe the project's impact on on-site and adjacent wetlands.

Not applicable.

O. FLOODPLAIN IMPACTS

Is the proposed project located within the 100-year floodplain? If so, address possible flooding of the proposed project site and flooding induced by the proposed project due to its taking of floodplain capacity.

Federal Emergency Management Agency (FEMA) Flood Insurance Rate Map Panel Number 12011C0120F was reviewed for the presence of floodplains. The project site is located within Zone AH, areas within the special flood hazard area. However, the proposed project will not: 1) affect flood heights or base floodplain limits, 2) result in increased or new adverse environmental impacts, 3) increase flood risks or damage; or 4) significantly change the potential for interruption or termination of emergency service or emergency evacuation routes. Therefore, this project does not encroach upon the base floodplain.

P. IMPACTS ON WATER QUALITY, NAVIGABLE WATERWAYS & COASTAL ZONES

If any of these are implicated, provide detailed analysis.

Not applicable.

Q. IMPACTS ON ECOLOGICALLY-SENSITIVE AREAS AND ENDANGERED SPECIES

Describe any natural areas (woodlands, prairies, wetlands, rivers, lakes, streams, designated wildlife or waterfowl refuges, and geological formations) on or near the proposed project area. If present, state the results of consultation with the state department of natural resources on the impacts to these natural areas and on threatened and endangered fauna and flora that may be affected.

Based on a field assessment of habitat availability, site observation and review of available database information from Florida Natural Areas Inventory (FNAI), Florida Fish and Wildlife Conservation Commission (FWC) and U.S. Fish and Wildlife Service (USFWS), state and federally listed species, their habitats and natural areas do not occur on the subject site. Informal coordination with USFWS was initiated and USFWS indicated that no federally listed species will be affected by the proposed actions and no further consultation is required. The USFWS coordination is included as *Appendix D*.

R. IMPACTS ON SAFETY AND SECURITY

Describe the measures that would need to be taken to provide for the safe and secure operation of the project after its construction.

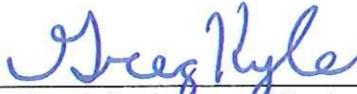
Security for the station is provided by Wackenhut Corporation through a contract with the SFRTA and is anticipated to continue after the construction of the station improvements. The station is patrolled by Wackenhut security staff during station hours of operation. Additional safety and security is provided by the local police services of the City of Pompano Beach, which are contracted with the Broward County Sheriff's office.

S. IMPACTS CAUSED BY CONSTRUCTION

Describe the construction plan and identify impacts due to construction noise, utility disruption, debris and spoil disposal, air and water quality, safety and security, and disruptions of traffic and access to property.

All construction-related impacts are temporary in nature. Best management practices in accordance with local, state and federal regulations will be implemented during project construction to minimize effects. Construction activities will cause minor short-term air quality impacts in the form of dust from earthwork and unpaved roads. These temporary construction impacts will be minimized by adherence to all federal, state and local regulations. These regulations include, but are not limited to, the Environmental Protection Agency (EPA) National Pollution Discharge Elimination System (NPDES), which is administered by the Florida Department of Environmental Protection (FLDEP). As per the NPDES standards, typical construction best management practices may include construction fencing with wind screens, silt fences and erosion/inlet protection.

The action described above meets the criteria for a NEPA categorical exclusion (CE) in accordance with 23 CFR Part 771.117 (c)(7)(8)(15).

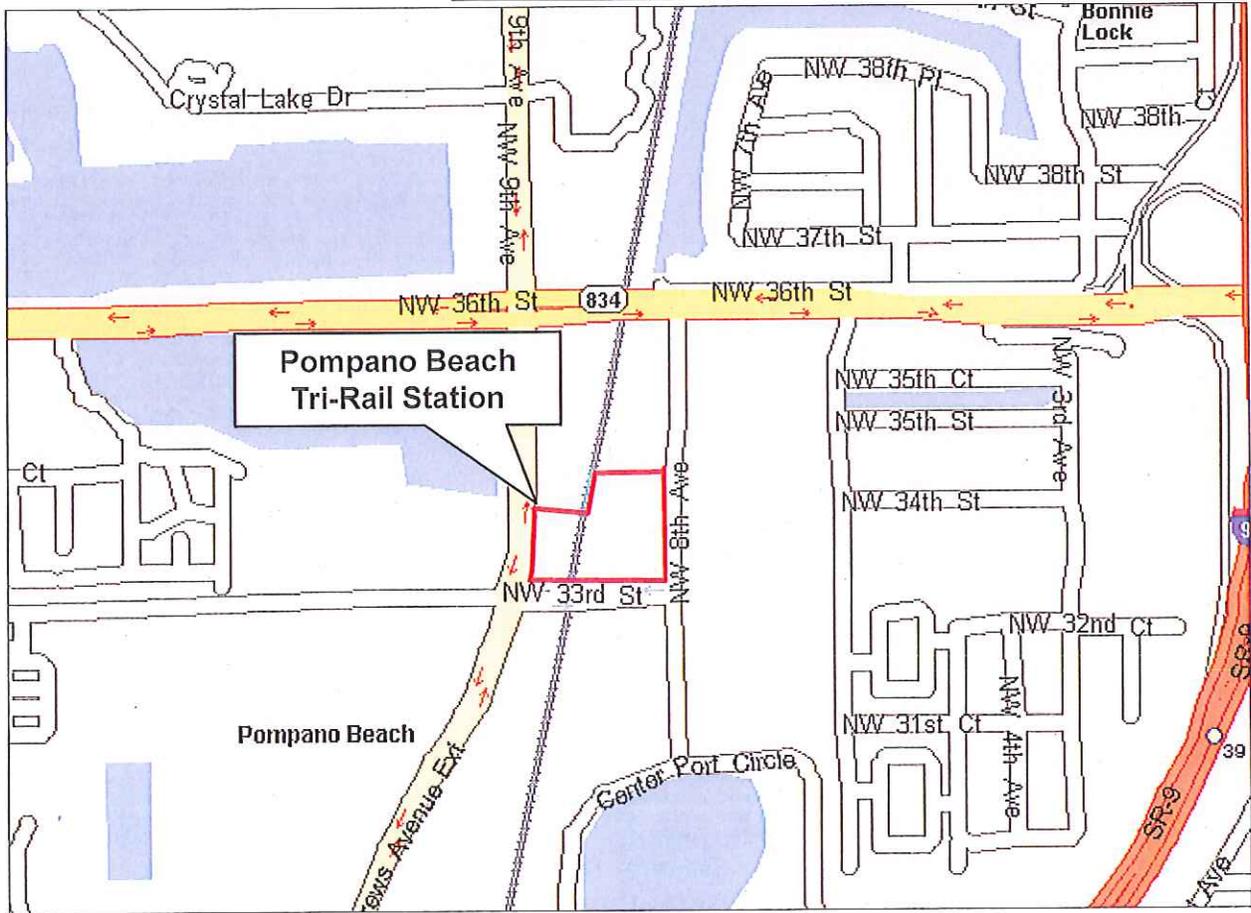
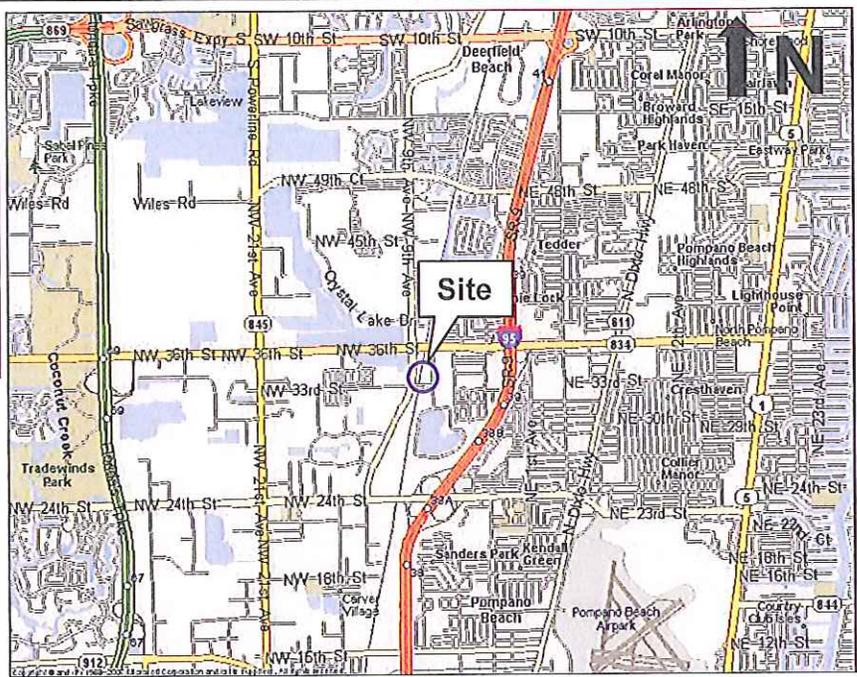
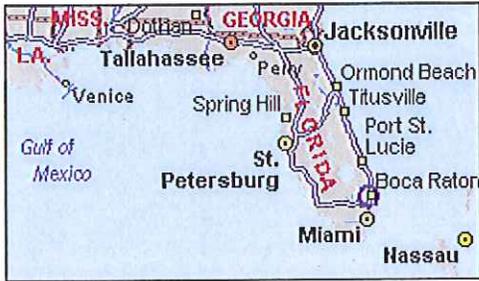

Applicant's Environmental Reviewer

6/25/12
Date


FTA Grant Representative

FIGURE 1: SITE LOCATION MAP

Source: Microsoft Streets and Trips, 2008



SITE LOCATION MAP

**POMPAÑO BEACH TRI-RAIL STATION IMPROVEMENTS
SOUTH FLORIDA REGIONAL TRANSIT AUTHORITY
POMPAÑO BEACH, FLORIDA**



**SOUTH FLORIDA
REGIONAL
TRANSPORTATION
AUTHORITY**

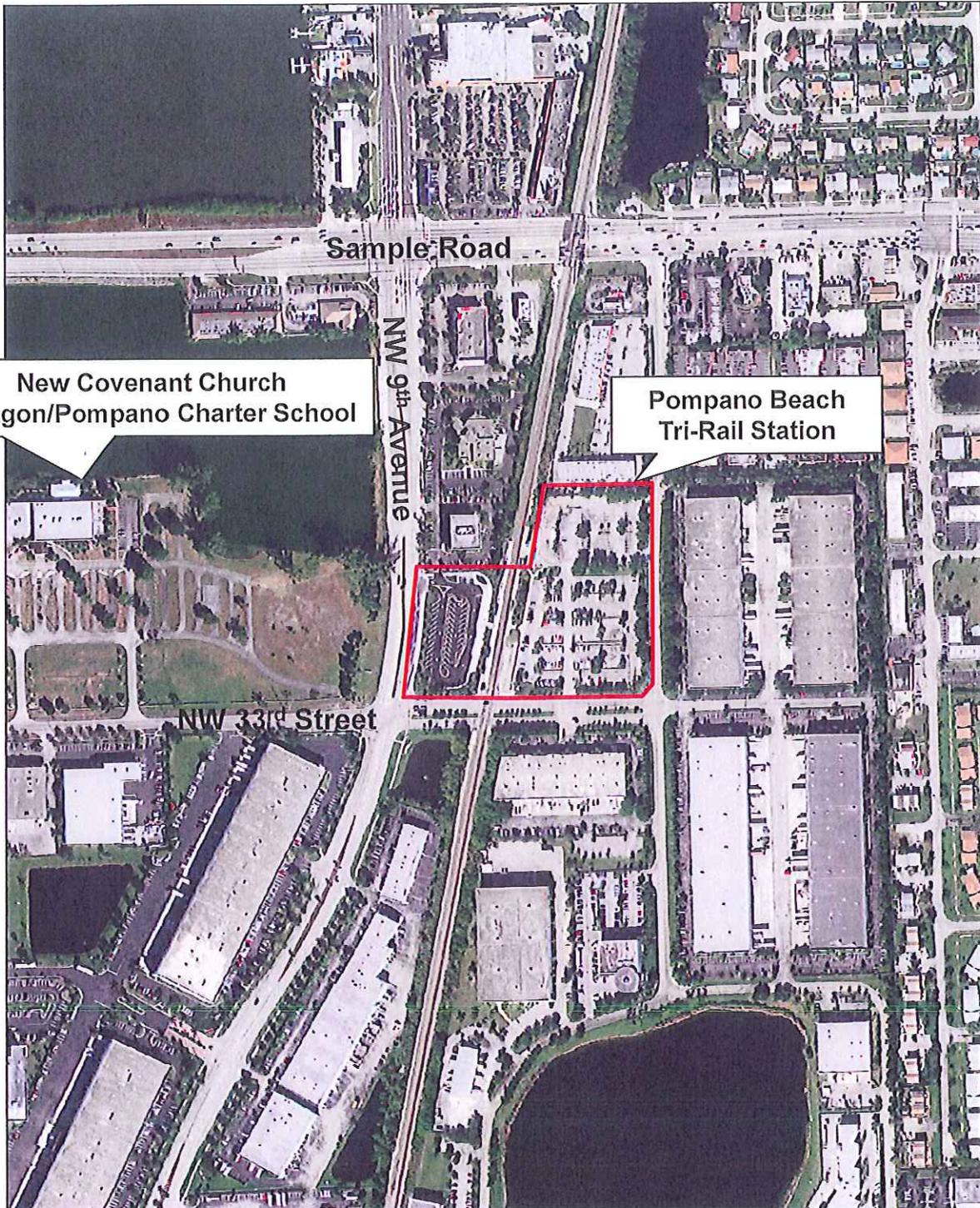
SCALE: NTS

PROJECT NO: 042500101

DATE: FEBRUARY 2010

FIGURE 1

FIGURE 2: AERIAL MAP



2009 AERIAL MAP

POMPANO BEACH TRI-RAIL STATION IMPROVEMENTS
SOUTH FLORIDA REGIONAL TRANSIT AUTHORITY
POMPANO BEACH, FLORIDA

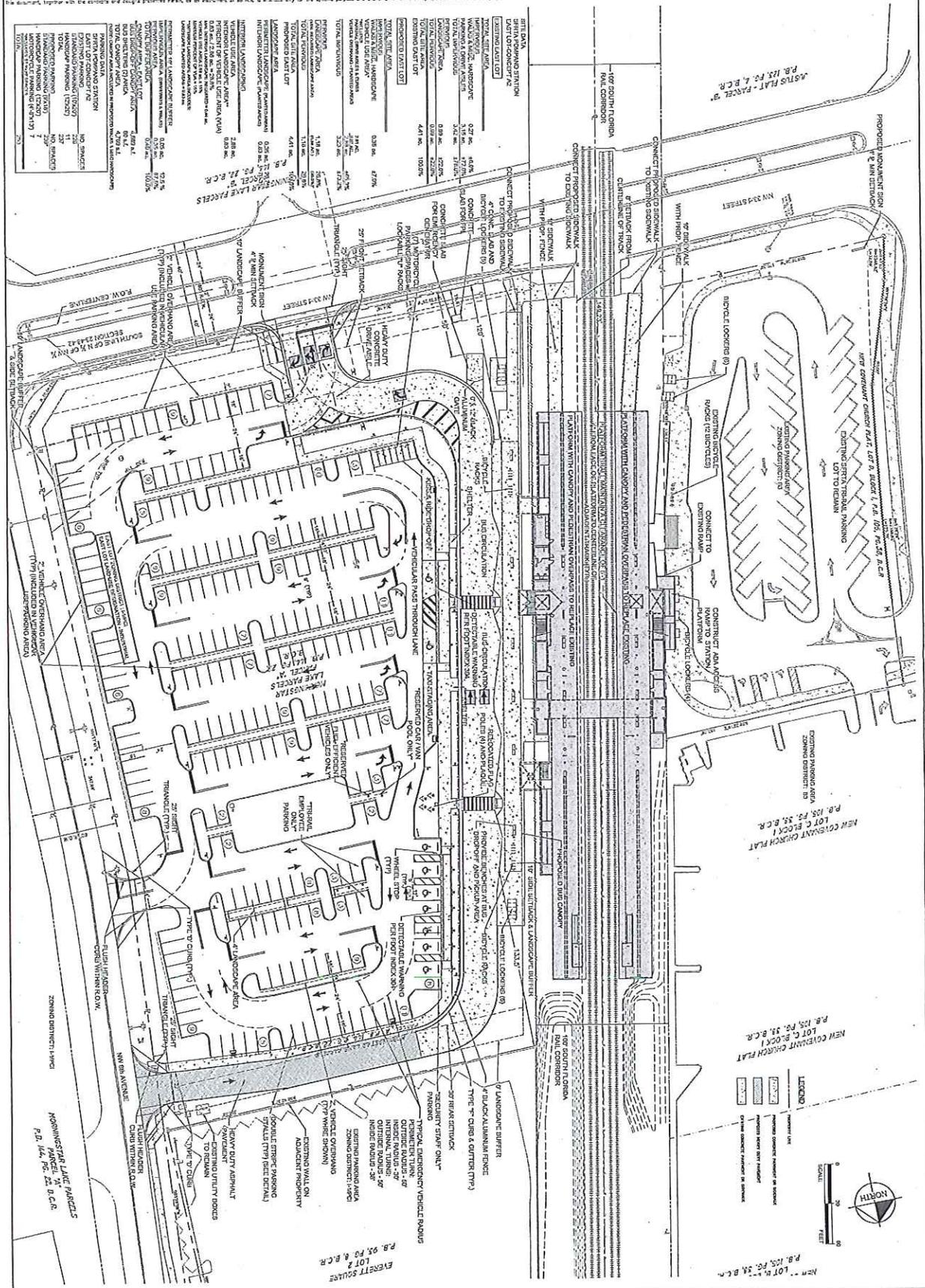
SCALE: NTS

PROJECT NO: 042500101

DATE: FEBRUARY 2010

FIGURE 2

APPENDIX A: CONCEPTUAL SITE PLAN



DATE: 01/17/2011 PROJECT NO.: 042500201-DEC VGI DRAWING NO.: CI100.1	POMPANO BEACH TRI-RAIL STATION SITE PLAN FLORIDA	SOUTH FLORIDA REGIONAL TRANSPORTATION AUTHORITY	SCALE: AS NOTED DESIGNED BY: [blank] DRAWN BY: [blank] CHECKED BY: [blank]	REVISIONS: [blank] DATE: [blank]	Kimley-Horn and Associates, Inc. 220 N. W. 11th Street, Suite 200 Ft. Lauderdale, FL 33304 Phone: (954) 525-5100 Fax: (954) 525-2247 www.kimley-horn.com CA 0000014
			REVISIONS: [blank] DATE: [blank]		

**APPENDIX B: BROWARD COUNTY
TRANSPORTATION IMPROVEMENT PLAN**

COMMUTER RAIL Projects
BROWARD METROPOLITAN PLANNING ORGANIZATION TRANSPORTATION IMPROVEMENT PROGRAM
 5-Year Listing of Federal, State, County and Local Roadway

TIP #/ LRTP #/ FM #	PROJECT NAME/ MPO DISTRICT	DESCRIPTION OR LIMITS, AND TYPE OF WORK	LENGTH	TOTAL COST (\$000)	FUND SRC	PHASE	FISCAL YEAR USE BY FUND TYPE (\$000)					COMMENTS	
							Prior	10-11	11-12	12-13	13-14		14-15
407	CYPRESS CREEK TRI- RAIL FACILITY	ADJACENT TO TRI-RAIL CYPRESS CREEK COMMUTER RAIL STATION		\$8,645	FTA	CAP	\$8,645						CITY OF POMPANO BEACH
4132111	MPO District 3	CONSTRUCT INTERMODAL FACILITY & OPERATION CENTER		\$155	DS	CAP	\$155						UNDERWAY
517	TRI-RAIL STATION PARKING PROJECTS	POMPANO AND LAKE WORTH TRI- RAIL STATIONS PARKING EXPANSION											CITY OF POMPANO BEACH AND LAKE WORTH
4164041	MPO District 2	PARK AND RIDE LOTS											UNDERWAY
481	SFRFTA	TICKET VENDING MACHINES WITH SMART CARD		\$3,519	FTA	CAP	\$3,519						UNDERWAY
4166831		PROCURE & IMPLEMENT MACHINES											UNDERWAY
1642	SFRFTA			\$10,332	GMR LF	CAP CAP	\$5,166 \$5,166						
4203441		STATION IMPROVEMENTS											UNDERWAY
1294	SFRFTA	SECTION 5309 - UNIVERSAL AUTOMATED FARE COLLECTION (UAFC) SYSTEM		\$451	FTA	CAP	\$451						FY 06,07, & 08 - CAP FTA \$1,220,560
4211751		TRANSIT IMPROVEMENT											UNDERWAY
1644	SFRFTA	SECTION 5309 WPB INTERMODAL FACILITY		\$549	FTA	CAP	\$549						FY 06,07, & 08 - CAP FTA \$1,451,000
4211752		TRANSIT IMPROVEMENT											UNDERWAY
1645	SFRFTA	SECTION 5309 WEST PALM BEACH IMPROVEMENTS		\$15,000	FTA	CAP	\$15,000						FY 06 - 09
4211753		TRANSIT IMPROVEMENT											UNDERWAY

The preparation of this report has been financed in part through grant[s] from the Federal Highway Administration and Federal Transit Administration, U.S. Department of Transportation, under the State Planning and Research Program, Section 505 [or Metropolitan Planning Program, Section 104(f)] of Title 23, U.S. Code.

The contents of this report do not necessarily reflect the official views or policy of the U.S. Department of Transportation.

Transportation Improvement Program Amendment
 FY2011/12 - 2015 /16
 ** This STIP is in an MPO Area **

STIP Amendment Number:12-07F

** This STIP is Administered by the Federal Transit Administration (FTA) **

TIP Page Number: 158

On Thursday, March 08, 2012, the Broward MPO Metropolitan Planning Organization amended the Transportation Improvement Program that was developed and adopted in compliance with Title 23 and Title 49 in a continuing, cooperative and comprehensive transportation planning process as a condition to the receipt of federal assistance.

The amendment does not adversely impact the air quality conformity or financial constraints of the STIP.

The STIP Amendment is consistent with the Adopted Long Range Transportation Plan. (Page Number:139)

This document was electronically signed
 3/15/2012
 Roxana Ene
 Broward MPO

Metropolitan Planning Organization Chairman or Designee

This document was electronically signed
 3/15/2012
 Jeremy Mullings
 FI DOT

FDOT District Representative or Designee
 District 04

This document was electronically signed
 3/19/2012
 Richard Lutten
 FDOT Federal Aid

Federal Aid Management Manager or Designee

This document was electronically signed
 3/21/2012
 Keith Melton
 FTA

Federal Transit Authorization

STIP amendment criteria:

A - The change adds new individual projects to the current STIP

An air conformity determination must be made by the MPO on amended projects within the non-attainment or maintenance areas

E - The MPO is not in an air quality non-attainment or maintenance area.

Project Name TIGGER III Pompano Beach Tri-Rail Station Green Demonstration Project

Status	ITEM	Ver	Description	FY 2012	FY 2013	FY 2014	FY 2015	FY 2016
	Fund	Phase						
Original STIP				0.00	0.00	0.00	0.00	0.00
Proposed Project	432119 1	AD	SFRTA, SECTION 5309 TGGR III GRANT ...POMPANO BEACH GREEN STATION					
		FTA	CAP	5,713,549.00	0.00	0.00	0.00	0.00
Funding Source After Change	432119 1	AD	SFRTA, SECTION 5309 TGGR III GRANT ...POMPANO BEACH GREEN STATION					
		FTA	CAP	5,713,549.00	0.00	0.00	0.00	0.00
Funding Source Balance Before Change				11,427,098.00				
Funding Source Balance After Change				5,713,549.00				
Net Change to Funding Source				-5,713,549.00				
Proposed Project Before Change								
Proposed Project After Change				5,713,549.00				
Net Change to Project				5,713,549.00				
Net Change to Funding Source				-5,713,549.00				
Net Change to Proposed Project				5,713,549.00				

APPENDIX C: SHPO CONCURRENCE LETTER

RECEIVED

APR 16 2012



RECEIVED

APR 17 2012

ENGINEERING & CONSTRUCTION

EXECUTIVE OFFICE

FLORIDA DEPARTMENT OF STATE

RICK SCOTT
Governor

KEN DETZNER
Secretary of State

Ms. Brandy Creed
South Florida Regional Transportation Authority
800 NW 33rd Street
Pompano Beach, Florida 33064

April 11, 2012

Re: SHPO Project #: 2012-1516/ Received by SHPO: March 1, 2012
Federal Transit Administration
SFRTA Pompano Tri-Rail Station Improvements
Pompano Beach, Broward County

Dear Ms. Creed:

Our office reviewed the referenced project for possible impact to historic properties listed, or eligible for listing, in the *National Register of Historic Places*, or otherwise of historical, architectural or archaeological value. The review was conducted in accordance with Section 106 of the *National Historic Preservation Act of 1966*, as amended and *36 CFR Part 800: Protection of Historic Properties*.

Our review of the Florida Master Site File indicates that no archaeological or historical resources are recorded within the project area. Furthermore, because of the location and/or nature of this project it is unlikely that historic properties will be affected.

If there are any questions, please contact Katherine Peterson, Historic Preservationist, by phone at 850.245.6333, or by electronic mail at katherine.peterson@dos.myflorida.com.

Sincerely,

A handwritten signature in cursive script that reads "Laura A. Kammerer".

Laura A. Kammerer
Deputy State Historic Preservation Officer
For Review and Compliance



DIVISION OF HISTORICAL RESOURCES
R. A. Gray Building • 500 South Bronough Street • Tallahassee, Florida 32399-0250
Telephone: 850.245.6300 • Facsimile: 850.245.6436 • www.flheritage.com
Commemorating 500 years of Florida history www.fla500.com



APPENDIX D: USFWS COORDINATION

Kiefer, Lynn

From: Kristi_Yanchis@fws.gov
Sent: Wednesday, February 03, 2010 10:27 AM
To: Kelly, Carrie
Subject: Re: Fw: Threatened and Endangered Species Review

Carrie-

After reviewing the information for the Pompano Beach Tri-Rail Station, the Service believes no federally listed species will be affected by the proposed actions. This is due to the fact that the site is already developed and only modifications are proposed. No natural or undeveloped land will be impacted. No further consultation with the Service is needed. Thanks!

Kristi Yanchis
US Fish and Wildlife Service
1339 20th St.
Vero Beach, FL 32960
Ph: (772) 562-3909 ext 313
Fax: (772) 562-4288
Email: Kristi_yanchis@fws.gov

Winston Hobgood/R4/FWS/DOI

To John Wrublik/R4/FWS/DOI, Kristi Yanchis/R4/FWS/DOI

cc

02/01/2010 04:22 PM

Subject Fw: Threatened and Endangered Species Review

----- Forwarded by Winston Hobgood/R4/FWS/DOI on 02/01/2010 04:15 PM -----

<Carrie.Kelly@kimley-horn.com>

To <Winston_hobgood@fws.gov>

cc <Lynn.Kiefer@kimley-horn.com>, <Greg.Kyle@kimley-horn.com>

02/01/2010 03:13 PM

Subject Threatened and Endangered Species Review

I see the words "Transportation" and "Transit"...

Winston,

I have filled out the Technical Assistance form as per the USFWS website; however, we are not requesting general technical assistance for this proposed project. We have prepared a Categorical Exclusion (CE) for proposed improvements to the existing Pompano Beach Tri-Rail Station for South Florida Regional Transportation Authority (SFRTA). The Federal Transit Authority (FTA) will review and sign the CE. SFRTA is required to provide written documentation regarding no effect to listed species as part of this process. This has been discussed previously with John Wrublik and Kristi Yanchis, it has been recommended that we send an e-mail with the information and what we are requesting.

Field reconnaissance was performed for the project area on January 7, 2010. The project site is an existing Tri-Rail Station and associated parking lots located in Pompano Beach at the northeast corner of Andrews Avenue (NW 9th Avenue) and NW 33rd

Street. There are no natural areas, wetlands, wildlife or waterfowl refuges or geological formations on the project site. Attached is an aerial map and location map showing the project site. As described in the Technical Assistance Form, improvements include the upgrading of the platform, canopy and NW 33rd grade crossing; addition of a pedestrian overpass and customer service kiosk; traffic circulation improvements in the east parking lot; and replacement of rails and ties.

As indicated we would appreciate if you could please review this information and provide concurrence that the project would not affect listed species. Our office is located in Vero Beach and we would be glad to come meet with you as well, if needed. Thank you for your consideration of this request. Please call me at 794-4116 if you have any additional questions.

Carrie E. Kelly
Environmental Analyst
Kimley-Horn and Associates, Inc.
601 21st Street, Suite 300
Vero Beach, Florida 32960

carrie.kelly@kimley-horn.com

OFF 772.562.7981 FAX 772.562.9689

DIR 772.794.4116 MOB 772.696.0936



Please consider the environment before printing this e-mail

[attachment "USFWS_Tech_Assistance_FORM.pdf" deleted by Kristi Yanchis/R4/FWS/DOI] [attachment "2009 Aerial Image.doc" deleted by Kristi Yanchis/R4/FWS/DOI] [attachment "Figure 1 - Location Map.pdf" deleted by Kristi Yanchis/R4/FWS/DOI]

FTA FISCAL YEAR 2016 CERTIFICATIONS AND ASSURANCES

**FEDERAL FISCAL YEAR 2016 CERTIFICATIONS AND ASSURANCES FOR
FEDERAL TRANSIT ADMINISTRATION ASSISTANCE PROGRAMS**

(Signature pages alternative to providing Certifications and Assurances in TrAMS)

Name of Applicant: South Florida Regional Transp. Auth.

The Applicant agrees to comply with applicable provisions of Categories 01 – 23. X
OR

The Applicant agrees to comply with applicable provisions of the Categories it has selected:

<u>Category</u>	<u>Description</u>	
01.	Required Certifications and Assurances for Each Applicant.	_____
02.	Lobbying.	_____
03.	Procurement and Procurement Systems.	_____
04.	Private Sector Protections.	_____
05.	Rolling Stock Reviews and Bus Testing.	_____
06.	Demand Responsive Service.	_____
07.	Intelligent Transportation Systems.	_____
08.	Interest and Financing Costs and Acquisition of Capital Assets by Lease.	_____
09.	Transit Asset Management Plan and Public Transportation Agency Safety Plan.	_____
10.	Alcohol and Controlled Substances Testing.	_____
11.	Fixed Guideway Capital Investment Grants Program (New Starts, Small Starts, and Core Capacity Improvement).	_____
12.	State of Good Repair Program.	_____
13.	Grants for Buses and Bus Facilities and Low or No Emission Vehicle Deployment Grant Programs.	_____
14.	Urbanized Area Formula Grants Programs and Passenger Ferry Grant Program.	_____
15.	Seniors and Individuals with Disabilities Programs.	_____
16.	Rural Areas and Appalachian Development Programs.	_____
17.	Tribal Transit Programs (Public Transportation on Indian Reservations Programs).	_____
18.	State Safety Oversight Grant Program.	_____
19.	Public Transportation Emergency Relief Program.	_____
20.	Expedited Project Delivery Pilot Program.	_____
21.	Infrastructure Finance Programs.	_____
22.	Paul S. Sarbanes Transit in Parks Program.	_____
23.	Hiring Preferences	_____

FTA FISCAL YEAR 2016 CERTIFICATIONS AND ASSURANCES

FEDERAL FISCAL YEAR 2016 FTA CERTIFICATIONS AND ASSURANCES SIGNATURE PAGE

(Required of all Applicants for federal assistance to be awarded by FTA and all FTA Grantees with an active Capital or Formula Award)

AFFIRMATION OF APPLICANT

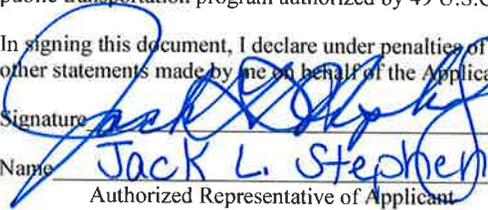
Name of the Applicant: South Florida Regional Transportation Authority
Name and Relationship of the Authorized Representative: Jack L. Stephens, Executive Director

BY SIGNING BELOW, on behalf of the Applicant, I declare that it has duly authorized me to make these Certifications and Assurances and bind its compliance. Thus, it agrees to comply with all federal laws, regulations, and requirements, follow applicable federal guidance, and comply with the Certifications and Assurances as indicated on the foregoing page applicable to each application its Authorized Representative makes to the Federal Transit Administration (FTA) in federal fiscal year 2016, irrespective of whether the individual that acted on his or her Applicant's behalf continues to represent it.

FTA intends that the Certifications and Assurances the Applicant selects on the other side of this document should apply to each Award for which it now seeks, or may later seek federal assistance to be awarded by FTA during federal fiscal year 2016.

The Applicant affirms the truthfulness and accuracy of the Certifications and Assurances it has selected in the statements submitted with this document and any other submission made to FTA, and acknowledges that the Program Fraud Civil Remedies Act of 1986, 31 U.S.C. § 3801 *et seq.*, and implementing U.S. DOT regulations, "Program Fraud Civil Remedies," 49 CFR part 31, apply to any certification, assurance or submission made to FTA. The criminal provisions of 18 U.S.C. § 1001 apply to any certification, assurance, or submission made in connection with a federal public transportation program authorized by 49 U.S.C. chapter 53 or any other statute.

In signing this document, I declare under penalties of perjury that the foregoing Certifications and Assurances, and any other statements made by me on behalf of the Applicant are true and accurate.

Signature 

Date: 3/14/16

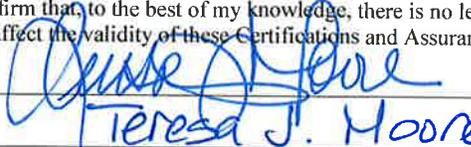
Name Jack L. Stephens
Authorized Representative of Applicant

AFFIRMATION OF APPLICANT'S ATTORNEY

For (Name of Applicant): South Florida Regional Transportation Authority

As the undersigned Attorney for the above named Applicant, I hereby affirm to the Applicant that it has authority under state, local, or tribal government law, as applicable, to make and comply with the Certifications and Assurances as indicated on the foregoing pages. I further affirm that, in my opinion, the Certifications and Assurances have been legally made and constitute legal and binding obligations on it.

I further affirm that, to the best of my knowledge, there is no legislation or litigation pending or imminent that might adversely affect the validity of these Certifications and Assurances, or of the performance of its FTA assisted Award.

Signature 

Date: 3-14-16

Name Teresa J. Moore
Attorney for Applicant

Each Applicant for federal assistance to be awarded by FTA and each FTA Recipient with an active Capital or Formula Project or Award must provide an Affirmation of Applicant's Attorney pertaining to the Applicant's legal capacity. The Applicant may enter its electronic signature in lieu of the Attorney's signature within FTA's electronic award and management system, provided the Applicant has on file and uploaded to FTA's electronic award and management system this hard-copy Affirmation, signed by the attorney and dated this federal fiscal year.



RAIL FLEET MANAGEMENT PLAN

DECEMBER, 2007

SOUTH FLORIDA REGIONAL TRANSPORTATION AUTHORITY

800 NW 33RD STREET, SUITE 100

POMPANO BEACH, FL



RAIL FLEET MANAGEMENT PLAN

DECEMBER, 2007

**SOUTH FLORIDA REGIONAL TRANSPORTATION AUTHORITY
800 NW 33RD STREET, SUITE 100
POMPANO BEACH, FL**

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GLOSSARY, ABBREVIATIONS & ACRONYMS

AC	Air Conditioning
cab car	A rail passenger vehicle equipped with a drivers compartment for use in push-pull operations.
coach	A rail vehicle used exclusively to carry passengers.
commuter rail	A type of rail operation characterized by longer distance trips especially designed for the home-to-work trip.
CRM	Colorado Railcar Manufacturing
CSC	Carr-Smith Coradino, Inc.
CSXT	CSX Transportation, Inc.
cycle time	The length of time it takes a train to make a complete round trip, including turn around time and recovery time.
DD	Double Deck
DDcoach	Double Deck Coach
DMU	Diesel Multiple Unit
DDdmu	Double Deck Diesel Multiple Unit
dwel time	The length of time the train is stopped in a station.
EMD	Electro-motive Division
FDOT	Florida Department of Transportation
FRA	Federal Railroad Administration
FSUTMS	Florida Standard Urban Transportation Model Structure
FTA	Federal Transit Administration
FY	Fiscal Year
HEP	Head End Power
load point	The location along a route where a standard (usually maximum) number of passengers have accumulated on the train during the peak hour in the peak direction.
load factor	A measure of passenger comfort as represented by a ratio between the number of passengers and the number of seats.
load standard	Load factor of 1.0
LRTP	Long-Range Transportation Plan
Maintenance Fleet Demand	The total number of vehicles required to perform preventive and corrective maintenance without infringing upon daily operations.

MIA	Miami International Airport
MIC	Miami Intermodal Center
MK	Morrison-Knudsen
MPH	Miles per hour
MPO	Metropolitan Planning Organization
N	North
NB	Northbound
O&M	Operations and Maintenance
Operating Spare Ratio	The actual percentage of vehicles available as spares during peak hour operations.
Operations Fleet Demand	The total number of vehicles required during peak hour operations. Same as Peak Vehicle Requirement.
push pull	A type of train operation that allows bi-directional operations without requiring the train to turn around. The locomotive pushes the train one way and pulls the train the other way.
PVR	Peak Vehicle Requirement
Required Spare Ratio	The percentage of the Operations Fleet Demand used to calculate the Maintenance Fleet Demand.
S	South
SB	Southbound
SERPM-4	Southeast Regional Planning Model - The transportation model developed by FDOT - District 4 for Palm Beach, Broward and Miami-Dade Counties
SFRC	South Florida Rail Corridor
SFRTA	South Florida Regional Transportation Authority (formerly Tri-County Commuter Rail Authority)
spare	Any rail vehicle in the current fleet that is not in revenue service.
spare ratio	A measure of fleet adequacy derived by calculating the number of spares as a percentage of the fleet.
SR	State Road, as in SR 836
TAZ	Traffic Analysis Zone(s)
TDP	Transit Development Program
Total Fleet Demand	The total number of vehicles required for Operations and Maintenance of the Commuter Rail System.

train set	The make up off a train, including a locomotive, a cab car and a varying number of coaches
TRI-RAIL	SFRTA (formerly Tri-County Commuter Rail Authority)
WPB	West Palm Beach

RAIL FLEET MANAGEMENT PLAN

This document presents the rail vehicle fleet size and operation of the South Florida Regional Transportation Authority (SFRTA) (TRI-RAIL) commuter rail system. It also provides recommended changes in the operating plan that can increase ridership, with a corresponding increase in the rail vehicle fleet size. The purpose of the Rail Fleet Management Plan is to ensure that TRI-RAIL plans, procures and maintains rail vehicles adequately during the design, construction and operation along the South Florida Rail Corridor (SFRC).

1.0 INTRODUCTION

The planning for commuter rail service was initiated in South Florida during construction improvements to Interstate-95 (I-95) in the early 1980s, as a way to manage growing congestion and declining levels of service for automobiles on I-95. Concurrently, the Federal Transit Administration (FTA) and the Florida Department of Transportation (FDOT) initiated a series of studies to assess the practicability of a regional transit system. In 1988, FDOT purchased the South Florida Rail Corridor running from West Palm Beach to Miami from CSXT. TRI-RAIL was formed in January 1989 with the assembly of funding and equipment, and provision for interim commuter rail service between the West Palm Beach Station in Palm Beach County and the Hialeah Market Station in Miami-Dade County. In 1997 and 1998, TRI-RAIL service was extended to the Mangonia Park Station in Palm Beach County (the northern terminus) and to the Miami International Airport Station in Miami-Dade County (the southern terminus), respectively (see System Map *Figure 3-1*).

TRI-RAIL's service and facilities are currently under expansion for the following reasons:

- The need to improve headways (20-minute during peak periods)
- The need to reduce delays caused by single track meets
- The need for improved regional connections;
- The need to provide travel alternatives to the congestion on I-95, the Florida Turnpike and the Palmetto Expressway;
- The need to expand travel opportunities for jobs and commercial opportunities throughout South Florida;
- The need to shorten the average trip length in South Florida by diverting commuters between Palm Beach, Broward and Miami-Dade Counties; and
- The need to address congestion through improvements that maintain or improve air quality.

This Rail Fleet Management Plan describes the capital and operating plans and concomitant fleet requirements of the TRI-RAIL System for the 10-year period from 2006 to 2015 to coincide with the period covered by the Segment 5 Project *Environmental Assessment* and the associated ridership projections (TRI-RAIL, October 31, 2000). This document was also developed to follow the direction of TRI-RAIL's *2020 Long-Range Master Plan* (TRI-RAIL, April 28, 2000).

2.0 EXISTING SYSTEM

TRI-RAIL's present operation uses diesel-electric locomotives, bi-level coaches and bi-level cab cars operating in a push-pull mode over a 71.7-mile single route between the Miami International Airport Station in Miami-Dade County and the Mangonia Park Station in Palm Beach County. There are 18 stations in operation at an average spacing of about 4 miles. Service includes 30 one-way trips each weekday, 14 one-way trips on Saturday and 12 one-way trips on Sunday. The weekday schedule begins at 4:19 AM and the last run ends at 10:39 PM. Trains depart approximately every 60 minutes throughout the period of operation, with the exception of 80 minutes after the first southbound train in the morning and a mid-day lull where service is reduced. There is also an additional 30 minute service train northbound in the morning and southbound in the afternoon.

A full one-way trip is scheduled for 119 minutes in either direction. Scheduled train set round trips take approximately 4 hours and 30 minutes, varying slightly due to scheduled layover time. Currently, the standard train operates in a push-pull configuration with a diesel locomotive, two coaches and a cab car. TRI-RAIL also operates three or four-coach trains in cases where passenger loading demands greater capacity. The resulting average running speed is approximately 36.2 MPH along the corridor due to required meets, and station dwell times. *Table 2-1* shows the existing TRI-RAIL schedule as of June 6, 2005.

Table 2-1: CURRENT OPERATING SCHEDULE (effective June 6, 2005)			
Southbound		Northbound	
Leave Mangonia Park	Arrive Miami Airport	Leave Miami Airport	Arrive Mangonia Park
4:24 AM	6:23 AM	4:19 AM	6:18 AM
5:40 AM	7:39 AM	5:19 AM	7:18 AM
6:40 AM	8:39 AM	5:49 AM	7:48 AM
7:40 AM	9:39 AM	6:19 AM	8:18 AM
8:40 AM	10:39 AM	7:19 AM	9:18 AM
9:40 AM	11:39 AM	8:19 AM	10:18 AM
1:40 PM	3:39 PM	9:19 AM	11:18 AM
2:40 PM	4:39 PM	10:19 AM	12:18 PM
3:10 PM	5:09 PM	2:19 PM	4:18 PM
3:40 PM	5:39 PM	3:19 PM	5:18 PM
4:40 PM	6:39 PM	4:19 PM	6:18 PM
5:40 PM	7:39 PM	5:19 PM	7:18 PM
6:40 PM	8:39 PM	6:19 PM	8:18 PM
7:40 PM	9:39 PM	7:19 PM	9:18 PM
8:40 PM	10:39 PM	8:19 PM	10:18 PM

TRI-RAIL's current active fleet is 10 locomotives, 11 cab cars and 15 coaches (please see *Tables 5-1 and 5-2*). The present (year 2006) total rail vehicle fleet make-up and the required operational fleet is shown in *Table 2-2*

Table 2-2: CURRENT VEHICLE COUNTS					
(Early 2006)					
Peak Hour Utilization			Vehicles Available		
Locomotive	Cab Car	Coach	Locomotive	Cab Car	Coach
6	9*	13	10	11	15

*Extra cab cars are being utilized to meet current operations in lieu of coaches, so that there are at least two coaches available for maintenance.

Six TRI-RAIL trains are now operated during peak hours. The majority of the Bombardier bi-level commuter rail coaches and cab cars entered into revenue service in January 1989 (*Table 5-1* shows the actual vehicle roster). TRI-RAIL has five Morrison-Knudsen F40PHL-2 Locomotives that began revenue operations in January 1989 and three F40PHM-2C Locomotives that began service in 1992. TRI-RAIL also owns two EMD F40PHR-2 locomotives, which were placed in service in 1998. These two locomotives were completely overhauled before being placed in revenue service.

TRI-RAIL has eleven cab cars and fifteen coaches on site. The Bombardier bi-level coaches seat 162 passengers each, and a cab car seats 157. The current standard train set provides a seated passenger capacity of 481 (2 coaches + 1 cab car).

Through a service agreement with the FDOT and CSXT, TRI-RAIL has established operating windows along the corridor. Passenger train service, including TRI-RAIL and AMTRAK, has priority rights of operation between 5:20 AM and 9:30 AM and between 3:00 PM and 8:00 PM. TRI-RAIL, AMTRAK and CSXT share the line between 4:19 AM and 5:20 AM, between 9:30 AM and 3:00 PM and between 8:00 PM and 10:39 PM. CSXT has exclusive operating rights between 10:39 PM and 4:19 AM. AMTRAK's long haul passenger service shares the route with TRI-RAIL and CSXT, operating two northbound and two southbound trains in a common operating time period with TRI-RAIL. *Table 2-3* shows current AMTRAK service on the SFRC as of October 31, 2005.

Table 2-3: AMTRAK SCHEDULE SERVICE					
(as of October 31, 2005)					
Southbound			Northbound		
Train	Depart WPB	Arrive Miami	Train	Depart Miami	Arrive WPB
91	4:11 PM	6:04 PM	98	6:50 AM	8:44 AM
97	4:54 PM	6:55 PM	92	8:50 AM	10:45 AM

3.0 EXPANSION PLANS

3.1 Future Capital Improvements

The implementation of the Double Track Corridor Improvement Program has been organized into five segments: four segments have been completed and the Segment 5 Project is nearing completion. To date (December 5, 2005), approximately 32.1 miles of double tracking have been completed, and construction of the final 11.45 miles is underway.

The construction of Segment 1 of the Double Track Corridor Improvement Program was completed in April 1997. This 8.1-mile segment runs through Broward County from Pompano Beach to Broward Boulevard and includes three bridges and the reconfiguration of the Cypress Creek Station. Segment 2 was completed in early 1998. This southern, 1.5-mile extension terminates at the new Miami International Airport (MIA) Station. Construction of the 6.97-mile Segment 3, from the Rankin Interlocking to south of the Pompano Beach Station, was completed in July 2000. Segment 3 included the expansion of the Deerfield Beach and Pompano Beach Stations. Segment 4, from north of the Golden Glades Station to south of Opa-locka, is now complete and includes another 6.9 miles of double tracking. Upgrades to the Opa-locka and Golden Glades Stations were completed with the Segment 4 project.

The Segment 5 Project consists of the following primary elements:

- Installation of a second mainline of track 43.55 miles long, parallel to the existing rail line;
- Upgrades to existing track, construction of 11 new bridges to accommodate the second mainline track, reconstruction of 4 existing bridges and rehabilitation of 9 existing bridges covering 12 canal crossings;
- Modification and renovation of 9 existing stations to accommodate the second mainline track;
- Closing of 1 existing station and construction of 1 new station;
- Design and construct ten passenger overpasses with elevators;
- Revision to the signal system on the 43.55-mile segment of new and existing track;
- Grade crossing improvements at 70 of the grade crossings along the entire 71.7 miles.
- Acquisition of 6 locomotives and 2 cab cars to meet the needs of the decreased headways made possible by Double Track Corridor Improvement Program.

These upgrades will reduce run-times and increase on-time performance by eliminating single track meets, upgrading speed limits with a more efficient signal system and upgraded track structure.

The Segment 5 Project will also include minor upgrades to the current West Palm Beach Layover Facility. The Layover Facility upgrades will include:

- Reconfiguration of the storage yard with the capacity to accommodate 2 train sets of 1 locomotive 2 coaches and 1 cab car, and 3 additional train sets of 1 locomotive 1 coach and 1 cab car

- A service and inspection area;
- Reporting facilities for crew members with an office, locker rooms, and showers;
- New Operations and Customer Support Service Centers.

Also, as part of the Double Track Improvement Program, but as a separate project, a new fixed high-level, double track bridge over the South Fork of the New River is currently under construction, and expected to be completed by the First Quarter of 2007. This new structure will eliminate delays caused by the raising and lowering of the current bascule bridge for marine traffic, as well as delays that may be associated with the adjacent single track segment required for access to the bridge. The current bascule bridge will remain in place and be utilized by CSXT freight trains. CSXT trains will not be able to utilize the new bridge due to the steep approach grades required to provide permanent clearance for marine traffic. These approach grades are a result of the vertical constraints imposed by the overpass bridges to the south and north of the river.

3.2 Future Operating Improvements

Two significant improvements are planned to increase future ridership: completion of the Double Track Corridor Improvement Program, and revisions to the existing train schedule.

An additional train has already been added to the schedule since the double track project began, a southbound between Mangonia and Miami during the PM peak period, and an additional northbound train during the AM peak, effective with the June 2005 schedule. The trains operating hourly from Mangonia Park to Miami International Airport continue to operate with one locomotive, and three or four coaches or cab cars, following current operations. The additional train(s) running peak service consist of 2 coaches and one cab car. These train(s) are currently being used to increase the level of service along the entire line during peak operating hours. With the completion of the Double Track Improvement Program, an interim schedule will commence (See *Table 3-1*), to be effective on March 27, 2006, until the New River Bridge portion of the project is complete. This interim schedule will commence 20 minute headway service southbound and 30 minute service northbound during the AM peak, and 20 minute headways northbound and 30 minute service southbound during the PM peak. At this time, all 20 minute headway trains will operate with one coach and one cab car. This schedule decreases running times to 1 hour and 50 minutes, and requires eight trainsets to operate.

When the New River Bridge Project is completed in the First Quarter of 2007, the schedule will increase to a 50 train schedule (See *Table 3-2*), with 20 minute headways in each direction during both the morning and evening peaks, including 30 minute headway transitions between the 20 minute peak headway service and the hourly off-peak service. When this schedule commences, run-times will be reduced to 1 hour and 45 minutes, and the service will require 10 trainsets, some operating with one coach and one cab car. The SFRTA is scheduled to receive two double deck, 3-car DMU trainsets for demonstration use between late 2006 and early 2009. One train will be used to cover the schedule of a peak period headway train during this time period, and the other will be utilized as a maintenance spare, or a reserve trainset.

With double tracking completed (except for the High Level New River Bridge) by March 27, 2006, and an interim schedule in place (*Table 3-1*), the first two trains southbound in the morning will depart on an hourly schedule, then switch to a 20-minute headway southbound for the next 3 train departures, reverting to an hourly schedule until the peak afternoon period. The morning northbound schedule will operate two trains on an hourly schedule, with the next two trains departing at a 30-minute interval, reverting back to an hourly schedule until the afternoon peak period. During the afternoon peak, the service pattern is opposite the morning, with three 20-minute headway trains departing northbound, and two 30 minute service trains southbound, reverting to hourly service to conclude the schedule. When the New River Bridge is complete, morning service will start with the first four train sets in each direction departing on 30-minute intervals. The next three trains in each direction depart every twenty minutes, and the following train as a transitional to the hourly-based schedule. With this schedule five train sets must depart in each direction before the first train arrives and is ready to turn around. Off – peak trains will run hourly, with a transitional train departing on 40 minutes later. The next three trains will depart on 20 minute headways, with the following two trains departing on a 30 minute schedule, with the final train departing 1 hour from the 30 minute transitional trains. Additional locomotives, will be needed to operate 10 train sets. The FY2006 Proposed Schedule is shown in *Table 3-2*.

Table 3-1: PROPOSED INTERIM 20 MINUTE SCHEDULE (MARCH 27, 2006)			
Southbound		Northbound	
Leave Mangonia Park	Arrive Miami	Leave Miami	Arrive Mangonia Park
4:32 AM	6:22 AM	4:28 AM	6:18 AM
5:47 AM	7:37 AM	5:28 AM	7:18 AM
6:07 AM	7:57 AM	5:58 AM	7:48 AM
6:27 AM	8:17 AM	6:28 AM	8:18 AM
6:47 AM	8:37 AM	7:28 AM	9:18 AM
7:47 AM	9:37 AM	8:28 AM	10:18 AM
8:47 AM	10:37 AM	9:28 AM	11:18 AM
9:47 AM	11:37 AM	10:28 AM	12:18 PM
10:47 AM	12:37 PM	11:28 AM	1:18 PM
11:47 AM	1:37 PM	12:28 PM	2:18 PM
12:47 PM	2:37 PM	1:28 PM	3:18 PM
1:47 PM	3:37 PM	2:28 PM	4:18 PM
2:47 PM	4:37 PM	3:28 PM	5:18 PM
3:17 PM	5:07 PM	4:28 PM	6:18 PM
3:47 PM	5:37 PM	4:48 PM	6:38 PM
4:47 PM	6:37 PM	5:08 PM	6:58 PM
5:47 PM	7:37 PM	5:28 PM	7:18 PM
6:47 PM	8:37 PM	6:28 PM	8:18 PM
7:47 PM	9:37 PM	7:28 PM	9:18 PM
8:47 PM	10:37 PM	8:28 PM	10:18 PM

Table 3-2: PROPOSED 20 MINUTE SCHEDULE (FIRST QUARTER 2007)*			
Southbound		Northbound	
Leave Mangonia Park	Arrive Miami	Leave Miami	Arrive Mangonia Park
4:30 AM	6:15 AM	4:30 AM	6:15 AM
5:00 AM	6:45 AM	5:00 AM	6:45 AM
5:30 AM	7:15 AM	5:30 AM	7:15 AM
6:00 AM	7:45 AM	6:00 AM	7:45 AM
6:20 AM	8:05 AM	6:20 AM	8:05 AM
6:40 AM	8:25 AM	6:40 AM	8:25 AM
7:00 AM	8:45 AM	7:00 AM	8:45 AM
7:30 AM	9:15 AM	7:30 AM	9:15 AM
8:00 AM	9:45 AM	8:00 AM	9:45 AM
9:00 AM	10:45 AM	9:00 AM	10:45 AM
10:00 AM	11:45 AM	10:00 AM	11:45 AM
11:00 AM	12:45 PM	11:00 AM	12:45 PM
12:00 PM	1:45 PM	12:00 PM	1:45 PM
1:00 PM	2:45 PM	1:00 PM	2:45 PM
2:00 PM	3:45 PM	2:00 PM	3:45 PM
3:00 PM	4:45 PM	3:00 PM	4:45 PM
4:00 PM	5:45 PM	4:00 PM	5:45 PM
4:40 PM	6:25 PM	4:40 PM	6:25 PM
5:00 PM	6:45 PM	5:00 PM	6:45 PM
5:20 PM	7:05 PM	5:20 PM	7:05 PM
5:40 PM	7:25 PM	5:40 PM	7:25 PM
6:10 PM	7:55 PM	6:10 PM	7:55 PM
6:40 PM	8:25 PM	6:40 PM	8:25 PM
7:40 PM	9:25 PM	7:40 PM	9:25 PM

*Times are reflective of when full 20 minute peak period service begins with the completion of the High Level New River Bridge.

4.0 DEMAND FOR REVENUE VEHICLES

4.1 Step One - Passenger Demand

The ridership forecasts used for this Rail Fleet Management Plan are the same as those used for the Environmental Assessment for the TRI-RAIL Segment 5 Project and meet all of the federal requirements for regional transportation planning (TRI-RAIL, October 31, 2000). The model analysis was prepared by Carr-Smith Corradino (CSC), utilizing the SERPM-4 model. SERPM is the regional planning model used by FDOT District IV. The model includes Palm Beach, Broward, and Miami-Dade Counties within its boundaries. It is the only planning model available that includes all of the counties served by TRI-RAIL. SERPM-4 is more comprehensive than the Florida Standard Urban Transportation Modeling Structure (FSUTMS) and was designed to improve the multi-modal aspects of the FSUTMS.

The model used to estimate the 2015 TRI-RAIL ridership included the following:

- MPO adopted 2015 TAZ data for 3 counties;
- Priority 1 LRTP street and highway projects for the 3 counties;
- Local TDP bus network for 3 counties;
- 50 train operations with 20 minute peak period operations and 1 hour off peak operations;
- Future Miami North Corridor Metrorail Project in place;
- Future Miami Intermodal Center in place;
- Future MIC/MIA rail connector (Miami International Airport people-mover) in place;
- Future Miami East-West Metrorail line in place; and
- Miami Metrorail extension to SR826.

It must be noted that the East-West Rail Line and the North Corridor Rail Line listed above did not appear in Miami-Dade *2020 Long Range Transportation Plan* (LRTP) list of funded projects that was adopted in June 1999. The projects still appear in the LRTP list of unfunded projects because funds have not been committed. Miami-Dade is seeking funding for the projects and they remain a high priority for the County.

Transit passenger growth is directly related to three factors:

- High rate of growth predicted for South Florida (over 30%);
- Severe congestion predicted on the two parallel facilities, I-95 and the Florida Turnpike; and
- The synergy of other transit development in the region.

Table 4-1 shows the interpolated growth in ridership based on changes in TRI-RAIL service, and completion of regional growth and improvements.

Table 4-2 shows the 2015 projected peak hour station and line volumes. The SERPM model produces peak period and off-peak volumes. The model calculates a three-hour

peak and the peak hour was calculated at 40% of the afternoon peak period figure. Peak hour ridership on TRI-RAIL is expected to be almost evenly split between northbound and southbound directions. Ridership activity tends to focus around three centers: West Palm Beach, Fort Lauderdale, and Miami. The 2015 project levels are the result of the double-tracking program and an increase from operating the current 30 trains to 50 trains.

Table 4-1: FORECAST AVERAGE WEEKDAY RIDERSHIP GROWTH		
Year	Number of Operations	TRI-RAIL Ridership
2007	50	14,751
2008	50	15,489
2009	50	15,953
2010	50	16,432
2011	50	16,925
2012	50	17,433
2013	50	17,956
2014	50	18,494
2015	50	19,049

Table 4-2: 2015 PEAK HOUR RIDERSHIP

STATION	SOUTHBOUND			NORTHBOUND		
	ON	OFF	ON-BOARD	ON	OFF	ON-BOARD
Mangonia Park	35	0	35	0	38	
W. Palm Beach	17	18	34	2	185	38
Lake Worth	18	9	43	18	40	221
Boynton	42	16	70	101	41	243
Delray Beach	28	41	58	83	54	182
Boca Raton	227	124	245	195	203	315
Deerfield Beach	15	0	176	35	1	161
Pompano Beach	93	31	238	27	54	127
Cypress Creek	186	57	368	63	54	155
Ft. Lauderdale	87	230	225	61	396	146
Ft. Lauderdale Airport	27	61	192	77	91	481
Sheridan	37	9	220	85	15	496
Hollywood	18	71	167	194	85	426
Golden Glades	246	116	297	294	140	318
Opa-locka	50	17	330	4	33	164
Metrorail Transfer	1	144	190	121	5	192
Hialeah Market	0	54	136	25	0	77
Miami Intermodal Center	0	136		52	0	52

The projection of 2015 AM peak hour loads on the system shows the peak hour, peak direction travel at the maximum load point to be in the northbound direction outbound from the Sheridan Station at 496 passengers. This reverses the current travel pattern in which the peak direction is southbound in the AM peak. The southbound peak hour load is estimated at 368 passengers inbound to Fort Lauderdale. In general, the peak loadings are balanced given the fact that the line serves three separate central business districts.

4.2 Step Two - Passenger Load Standards

Given the length of an average commuter rail trip, TRI-RAIL would like to maintain a load factor of 1.0 (load standard), even under peak load conditions. This loading standard for TRI-RAIL is expected to be distributed evenly throughout the peak periods. The average commuter rail rider has a higher average income than the typical transit user and therefore is likely to be a rider by choice rather than as a condition of transit dependency. Without a reasonable guarantee of a seat it is unlikely that many riders would choose to select the commuter rail service as their mode of choice. Given the substantial seating capacity of the coaches/cab cars used in commuter rail service and the limited train sets, the guarantee of a seat for all users often results in an effective load factor which is well below 1.0 as a practical matter.

4.3 Step Three – Vehicle Run Times

Table 4-3 provides the scheduled one direction run times and total cycle times for trains in revenue service. With the completion of double tracking prior to the completion of the High Level Double Track New River Bridge, and the implementation of the interim schedule on March 27, 2006 it is expected that the overall one directional run times will improve down from the current 119 minutes to 110 minutes, an 8% time saving, and an increase in average speed to 39.11 MPH. When the High Level New River Bridge is completed and the full 50 train schedule is implemented in the First Quarter of 2007, it is expected that the overall one-way run times will improve an additional 4% to 105 minutes, or a total of 12% time savings, and an increase in average speed to 40.97 MPH

These improvements will also yield a concurrent improvement in on-time performance, due to the elimination of scheduled “meets” between single-track sections, which may be even more important to ridership growth.

Table 4-3: VEHICLE RUN TIMES						
	Current Operations		March 27, 2006 Operations		First Quarter 2007 Operations	
	One Way	Cycle	One Way	Cycle	One Way	Cycle
Miami to Mangonia Park	119	272	110	250	105	240

4.4 Step Four - Cars (Seating) Required to Meet Maximum Loads

The actual number of cars that are required to handle the peak hour loads at the maximum load point in the peak direction is equal to the peak line load divided by the load standard (1.0), divided, in turn, by the average seating capacity per car. Given that there is a difference in seating capacity between coaches and cab cars operated by TRI-RAIL, and a load factor of 1.0 on both, it is more practical to discuss the number of “seats” past the maximum load point. The number of seats can then be converted into appropriate train sets in Step 5. Table 4-4 lists the peak hour line load at the maximum load point on the system extrapolated through 2015, which at a load factor of 1.0 is the same as the number of seats required past the maximum load point per hour.

Table 4-4: SEATS REQUIRED PAST THE MAXIMUM LOAD POINT IN THE PEAK HOUR	
Year	Peak Load
2006	284
2007	384
2008	403
2009	415
2010	428
2011	440
2012	454
2013	467
2014	481
2015	496

4.5 Step Five – Determining the Operation Fleet Demand (Peak Vehicles Required)

The actual number of “seats” that are required for commuter rail operations is determined by dividing the number of seats required past the maximum load point, as determined in Step 4 above, by the number of train departures scheduled in the maximum hour. This requirement can then be compared against a proposed level of operation characterized by the frequency of service and the number of coaches and cab cars per train. *Table 4-5* illustrates the load factors that would accrue from the schedule of train operations currently proposed by TRI-RAIL.

Table 4-5: ESTABLISHMENT OF PEAK VEHICLES REQUIRED

TABLE 4-5 Establishment of Peak Vehicles Required -- Based on Policy Headways/Load Factor												
	2007		2008		2009	2010	2011	2012	2013	2014	2015	
Peak Service	(4)		(4)									
Cycle Time ⁽¹⁾	240		240		240	240	240	240	250	250	250	
Number of Train Sets	9	1	9	1	10	10	10	10	9	1	9	1
Coaches/train ⁽²⁾	1	1	1	1	1	1	1	1	1	2	1	2
Cab Cars/train ⁽³⁾	1	2	1	2	1	1	1	1	1	1	1	1
Train Departures in the Peak Hour	2	1	2	1	3	3	3	3	2	1	2	1
Seats / hour past max load point	638	514	638	514	957	957	957	957	638	481	638	481
Total Peak Vehicle Fleet												
Total Train Sets Required	10		10		10	10	10	10	10	10	10	
Total Coaches Required ⁽²⁾	9		9		10	10	10	10	11	11	11	
Total Cab Cars Required ⁽³⁾	9		9		10	10	10	10	10	10	10	
Total DMU Power Cars	2		2									
Total DMU Trailer Coaches	1		1									
Max Load Point												
Peak Hour Load	384		403		415	428	441	454	468	482	496	
Total seats / hour past max load point (northbound service)	1152		1152		957	957	957	957	1119	1119	1119	
Effective Load Factor	0.33		0.35		0.43	0.45	0.46	0.47	0.42	0.43	0.44	
Headway in the Peak Hour	20		20		20	20	20	20	20	20	20	

Notes:

- (1) Additional Peak Service Trains have no cycle time, one way trip only.
- (2) Number of coaches per train required during the peak hour in the peak direction at the maximum load point (northbound).
- (3) Number of cab cars per train required during the peak hour in the peak direction at the maximum load point (northbound).
- (4) 2 DMU DD Powered Cab Cars and one DD Coach.

4.6 Step Six - Interim Schedule

As described in Section 3.2, an interim schedule will be implemented on March 27, 2006, increasing headways to 20 minutes southbound in the morning, and northbound in the afternoon. A 30 minute headway in the opposing directions will also be utilized in this schedule. This schedule will be maintained until the completion of the High Level New River Bridge project is completed, when a full 50 train schedule with 20 minute headways in both directions during both peak periods will commence (First Quarter 2007).

4.7 Steps Seven and Eight – Calculation of Spare Rail Car Requirements

Tables 4-6, 4-7, 4-8, and 4-9 present the estimated vehicle operating and spare requirements for the TRI-RAIL fleet operations over the 10-year period 2006 to 2015.

TRI-RAIL's spare percentages are based on industry standards, plus TRI-RAIL's current maintenance program schedule. Calculating a spare ratio that combines locomotives and cars can be misleading, and it is best to identify each vehicle type independently.

Due to the fact that TRI-RAIL operates a very small fleet, the spare ratio for operating and maintenance requirement should be approximately 20%, which is consistent with industry standards. However, due to major overhaul requirements of the current fleet, the Maintenance Fleet Demand exceeds the 20% requirement in three separate years. In 2007, 2009 and 2010, these overhauls increase the Maintenance and Total Fleet Demand by one in each of these years. To meet the increased need for the Maintenance Fleet Demand during these years, four locomotives replaced by TRI-RAIL's recent order will be stored serviceable and will be utilized on an as-needed basis as maintenance demands dictate. These locomotives, although stored serviceable, are included as part of the Total Fleet. Because of the stored serviceable status, these locomotives will not be available for daily emergency needs, due to the required amount of time to bring them back to operational status. TRI-RAIL's current fleet will satisfy the 20% spare ratio throughout the scope of time identified by this document, as shown in *Table 4-6*.

A cab car must also be available for each train set. Cab cars are somewhat more complex than standard coaches because of the operator's cab and control stand, and other devices necessary to allow the car to be qualified as a lead unit in a train set. In order to meet TRI-RAIL's current cab car maintenance program schedule, a spare ratio for cab cars of 20% should be sufficient, as indicated in *Table 4-7*, which is consistent with industry standards. Because of a delay created by the redesign of safety features on the current order for cab-cars (2), these vehicles will not be ready for service until 2009. Because five cab-cars are scheduled to be given complete overhauls over a three year period from 2007-2009 (four months per overhaul, two at a time), TRI-RAIL will utilize one of the spare demonstration DMU power cars to meet the Maintenance and Total Fleet Demands until the new cars arrive. Due to stronger than anticipated ridership gains, and future capacity enhancements, including a route extension onto CSXT's Homewood Branch, TRI-RAIL plans to exercise an available option on eight additional cab cars to be delivered in May of 2010. TRI-RAIL will be able to meet the 20% spare ratio requirement throughout the scope of this document.

A coach is more reliable as it does not have operating controls required to lead a train set consist. For coaches, an operating spare ratio of 10% should be adequate,

consistent with industry standards, as shown in *Table 4-8*. Due to stronger than anticipated ridership gains, and future capacity enhancements, including a route extension onto CSXT's Homewood Branch, TRI-RAIL plans to exercise an available option on four additional coaches to be delivered in May of 2010. TRI-RAIL will be able to meet the 10% spare ratio requirement throughout the scope of this document.

From 2007 through the beginning of 2009, TRI-RAIL will be operating two trainsets of demonstration Double Deck Diesel Multiple Units (DMU), owned by FDOT. These trains will be forwarded to Orlando for a new demonstration program at the beginning of 2009. Each trainset will consist of two double deck power cars and one double deck trailer coach. Since the period of time for which trainsets will be on the property is limited, there will be no major overhauls done to these units. Maintenance will be limited to standard scheduled preventive FRA requirements, manufacturer's recommendations, and any unscheduled maintenance that might be required. One trainset will be in revenue service at any given time, leaving the other trainset for maintenance purposes (with one power car being utilized as a substitution spare for the cab cars until the order for two cab cars arrive on the property in 2009). The DMUs are a new vehicle type and no maintenance history is available to help determine spare ratios. However, according to the manufacturer, typical industry standards for locomotives and cab cars should be sufficient, and therefore the spare ratio requirement for the DMU trainsets should be adequate at 20%, *Table 4-9* shows the spare requirements for the demonstration DMU fleet.

Table 4-6: LOCOMOTIVE FLEET REQUIREMENTS

Year	Operations Fleet Demand (PVR) ⁽¹⁾	Spare Ratio per Normal Maintenance Requirements ⁽²⁾	Maintenance Fleet Demand	Scheduled Major Overhauls ⁽³⁾	Total Fleet Demand ⁽⁴⁾	Total Fleet ⁽⁵⁾	Operating Spare Percentage ⁽⁶⁾
2007	9	20.0%	2	1	12	16	77.8%
2008	9	20.0%	2	0	11	16	77.8%
2009	10	20.0%	2	1	13	16	60.0%
2010	10	20.0%	2	1	13	16	60.0%
2011	10	20.0%	2	0	12	16	60.0%
2012	10	20.0%	2	0	12	16	60.0%
2013	10	20.0%	2	0	12	16	60.0%
2014	10	20.0%	2	0	12	16	60.0%
2015	10	20.0%	2	3	15	16	60.0%

⁽¹⁾ In 2007 & 2008, two DMU trainsets are in service. One trainset will fill a regular revenue slot, and the other will be reserved for spares

⁽²⁾ Spare Ratio determined by previous history of maintenance requirements. NOTE: Does not include Major Overhaul requirements

⁽³⁾ Number of vehicles in Major Overhaul at any given time. Number NOT included in Maintenance Fleet Demand

⁽⁴⁾ Total Fleet Demand number is the normal Maintenance Fleet Demand plus any additional vehicles requiring Major Overhauls

⁽⁵⁾ Total Fleet includes vehicles that are stored serviceable. During periods where active vehicles are having Major Overhauls, stored serviceable vehicles will be brought back to active status to meet the Total Fleet Demand.

⁽⁶⁾ Operating Spare Percentage includes vehicles that are stored serviceable.

Table 4-7: CAB-CAR FLEET REQUIREMENTS

Year	Operations Fleet Demand (PVR) ⁽¹⁾	Spare Ratio per Normal Maintenance Requirements ⁽²⁾	Maintenance Fleet Demand	Scheduled Major Overhauls ⁽³⁾	Total Fleet Demand ⁽⁴⁾	Total Fleet ⁽⁵⁾	Operating Spare Percentage ⁽⁶⁾
2007	9	20.0%	2	1	12	12	33.3%
2008	9	20.0%	2	1	12	12	33.3%
2009	10	20.0%	2	1	13	13	30.0%
2010 ⁽⁷⁾	10	20.0%	2	0	12	21	110.0%
2011	10	20.0%	2	0	12	21	110.0%
2012	10	20.0%	2	0	12	21	110.0%
2013	10	20.0%	2	0	12	21	110.0%
2014	10	20.0%	2	0	12	21	110.0%
2015	10	20.0%	2	0	12	21	110.0%

⁽¹⁾ In 2007 & 2008, two DMU trainsets are in service. One trainset will fill a regular revenue slot, and the other will be reserved for spares

⁽²⁾ Spare Ratio determined by previous history of maintenance requirements. NOTE: Does not include Major Overhaul requirements

⁽³⁾ Number of vehicles in Major Overhaul at any given time. Number NOT included in Maintenance Fleet Demand

⁽⁴⁾ Total Fleet Demand number is the normal Maintenance Fleet Demand plus any additional vehicles requiring Major Overhauls

⁽⁵⁾ Total Fleet includes DMU Power Car available as a spare

⁽⁶⁾ Operating Spare Percentage includes DMU Power Car available as a spare.

⁽⁷⁾ Eight new cab cars from an option order will arrive on the property in May of 2010

Table 4-8: COACH FLEET REQUIREMENTS

Year	Operations Fleet Demand (PVR) ⁽¹⁾	Spare Ratio per Normal Maintenance Requirements ⁽²⁾	Maintenance Fleet Demand	Scheduled Major Overhauls ⁽³⁾	Total Fleet Demand ⁽⁴⁾	Total Fleet	Operating Spare Percentage
2007	9	10.0%	1	0	10	15	66.7%
2008	9	10.0%	1	0	10	15	66.7%
2009	10	10.0%	1	0	11	15	50.0%
2010 ⁽⁵⁾	10	10.0%	1	0	11	19	90.0%
2011	10	10.0%	1	0	11	19	90.0%
2012	10	10.0%	1	0	11	19	90.0%
2013	10	10.0%	1	0	12	19	90.0%
2014	10	10.0%	1	0	12	19	90.0%
2015	10	10.0%	1	0	12	19	90.0%

⁽¹⁾ In 2007 & 2008, two DMU trainsets are in service. One trainset will fill a regular revenue slot, and the other will be reserved for spares

⁽²⁾ Spare Ratio determined by previous history of maintenance requirements. NOTE: Does not include Major Overhaul requirements

⁽³⁾ Number of vehicles in Major Overhaul at any given time

⁽⁴⁾ Total Fleet Demand number is the normal Maintenance Fleet Demand plus any additional vehicles requiring Major Overhauls
Operating Spare Percentage includes DMU Power Car available as a spare.

⁽⁵⁾ Four new coaches from an option order will arrive on the property in May of 2010

Table 4-9: DMU FLEET REQUIREMENTS

DD Power Cars							
Year	Operations Fleet Demand (PVR) ⁽¹⁾	Spare Ratio per Normal Maintenance Requirements ⁽²⁾	Maintenance Fleet Demand	Scheduled Major Overhauls ⁽³⁾	Total Fleet Demand ⁽⁴⁾	Total Fleet ⁽⁵⁾	Operating Spare Percentage
2007	2	20.0%	1	0	3	3	50%
2008	2	20.0%	1	0	3	3	50%
DMU DD Trailer Coaches							
2007	1	20.0%	1	0	2	2	100%
2008	1	20.0%	1	0	2	2	100%

⁽¹⁾ In 2007 & 2008, two DMU trainsets are in service. One trainset will fill a regular revenue slot, and the other will be reserved for spares

⁽²⁾ Spare Ratio suggested by vehicle manufacturer

⁽³⁾ Number of vehicles in Major Overhaul at any given time

⁽⁴⁾ Total Fleet Demand number is the normal Maintenance Fleet Demand plus any additional vehicles requiring Major Overhauls

⁽⁵⁾ Number does NOT include one additional spare DMU Power Car that will be utilized as a spare cab car.

5.0 SUPPLY OF REVENUE VEHICLES

The possibility of a complete overhaul program for all vehicles will affect the future available fleet. Locomotives 810 and 811 were fully overhauled prior to going into service in 1998. Tables 5-1 and 5-2 show the current and expected roster for locomotives and the cab/coach fleet. Four locomotives that were replaced with the recent GP49 locomotive order will be stored serviceable to help meet any future locomotive overhaul requirements, keeping the Total Fleet sufficient to meet the the Maintenance and Total Fleet Demands requirements. Because of the stored serviceable status, these locomotives will not be available for daily emergency needs, due to the required amount of time to bring them back to operational status.

The new vehicles identified in these tables will need to be acquired for the completed double tracking program and 20-minute headway used during the peak commuter time periods. The number of vehicles to be acquired is shown in Section 7.

In addition, TRI-RAIL is taking delivery of two Diesel Multiple Unit (DMU) trainsets from Colorado RailCar Manufacturing (CRM) for demonstration purposes. The DMU's are owned by the FRA and FDOT. The first set was delivered in February of 2006, the other set will arrive in mid to late 2007. The trainset delivered in February of 2006 consists of one DMU double deck power car, and one double deck trailer coach. The second set to be delivered in 2007 will consist of two DMU double deck power cars and one double deck trailer coach. An additional single level power car that was to be delivered with the first set was destroyed in a fire while testing, and will be replaced with a double deck power car. The timeframe for delivery is mid to late 2007. Each DMU double deck power car has a seating capacity of 167 patrons and is powered by two 600 HP Detroit Diesel Engines, with Voith Turbo Hydrodynamic transmissions. Each power car also is equipped with a half-width walk-through cab with operating controls, similar to a standard bi-level cab car. Each double deck trailer coach will seat 180 passengers. The demonstration DMUs will be on the property until early 2009 when they will be removed from TRI-RAIL service and placed into a pilot program in Orlando, FL. During the time on the property, TRI-RAIL will utilize one of the spare demonstration DMU power cars to meet the Maintenance and Total Fleet Demands of the cab car fleet, until the new cab cars scheduled for delivery in 2009 arrive.

TRI-RAIL does not expect to put the DMUs into service until the 2007 schedule change to 50 trains.

TABLE 5-1 CAB CAR AND COACH FLEET

TABLE 5-1 TRI-RAIL Coach/Cab Car Fleet												
Road No.	Coach/ Cab Car	Builder	Date Built	Last Truck Overhaul	External Wrap Applied	Complete Overhaul ⁽¹⁾	Due for Complete Overhaul ⁽²⁾	Window Change-Out	Air Conditioner Overhaul	Total Mileage	Average Annual Mileage	Notes
1001	C	Bombardier	1988	2004	2001	2002	2017	1997	2002	1,200,000	100,000	
1002	C	Bombardier	1988	2004	2001	2001	2016	1997	1999	1,200,000	100,000	
1003	C	Bombardier	1988	2005	2001	2002	2017	1997	1999	1,200,000	100,000	
1004	C	Bombardier	1988	2004	2001	2002	2017	1997	1999	1,200,000	100,000	
1005	C	Bombardier	1988	2005	2001	2003	2018	1997	1999	1,200,000	100,000	
1006	C	Bombardier	1988	2005	2001	2002	2017	1997	1999	1,200,000	100,000	
1007	C	Bombardier	1988	2005	2002	2005	2020	1997	1999	1,200,000	100,000	
1008	C	Bombardier	1988	2005	2001	2005	2020	1997		1,200,000	100,000	
1009	C	Bombardier	1988	2005	2001			1997		1,200,000	100,000	
1010	C	Bombardier	1988	2005	2001	2003	2018	1996	1999	1,200,000	100,000	
1011	C	Bombardier	1988	2005	2000	2001	2016	1996	1999	1,200,000	100,000	
1012	C	Bombardier	1988	2005	2001	2001	2016	1996	1999	1,200,000	100,000	
1013	C	Bombardier	1992	2005	2001	2004	2019	1996	1999	1,000,000	100,000	
1014	C	Bombardier	1992	2005	2002	2004	2019	1996	1999	1,000,000	100,000	
1015	C	Bombardier	1992	2005	2001			1996	1999	1,000,000	100,000	
501	CC	Bombardier	1988	2004	2001			1996	1999	1,000,000	100,000	
502	CC	Bombardier	1988	2003	2002	2002	2017	1996	1999	1,000,000	100,000	
503	CC	Bombardier	1988	2003	2001	2003	2018	1996	1999	1,000,000	100,000	
504	CC	Bombardier	1988	2005	2001	2005	2020	1997		1,000,000	100,000	
505	CC	Bombardier	1988	2005	2001	2003	2018	1996		1,000,000	100,000	
506	CC	Bombardier	1988	2005	2000	2004	2019	1996		1,000,000	100,000	
507	CC	Bombardier	1996	2002	2001		2007			600,000	100,000	
508	CC	Bombardier	1996	2002	2002		2007			600,000	100,000	
509	CC	Bombardier	1996	2002	2001		2007			600,000	100,000	
510	CC	Bombardier	1996	2002	2002		2007			600,000	100,000	
511	CC	Bombardier	1996	2002	2002		2007			600,000	100,000	
702	DDdmu	CRM			Paint	Single level DMU destroyed in fire 2005						
7001	DDcoach	CRM	2005		Paint							
703	DDdmu	CRM	2005		Paint							
704	DDdmu	CRM	2006		Paint							
7002	DDcoach	CRM	2006		Paint							
705	Dddmu	CRM	2006		Paint							

(SOURCE: Herzog Transit Services, Inc., 2002/ HTSI and SFRTA comments revised 12/2005)

Notes:
 C Coach
 CC Cab Car
 DDdmu Double Deck DMU
 DDcoach Double Deck Coach

⁽¹⁾ couplers, curtains at car ends, emergency signange package, new batteries, new battery charger, etc. Trucks and Air Conditioners are not done in a "Complete Overhaul".

TABLE 5-2 TRI-RAIL LOCOMOTIVE FLEET

TABLE 5-2 TRI-RAIL Locomotive Fleet																
Road No.	Builder	Date Built	Date Purch.	Horse-power	HEP	Last Over-hauled	Next Over-haul	Last Exterior Paint*	HEP Over-hauled	Gear Unit Over-hauled	Trucks Over-hauled	Air Comp. Over-hauled	Complete Rewire Remanufacture	Total Mileage	Miles Since last engine overhaul	Average Annual Mileage
F-40-PHL																
801	M-K	1974	1988	3200	Gear Dr.	1996	retired	1996p	1996	1993	1996	1996		936,000	432,000	72,000
802	M-K	1974	1988	3200	Gear Dr.	1997	retired	1997	1997	1992	1997	1997		936,000	360,000	72,000
803	M-K	1974	1988	3200	Gear Dr.	1996	retired	1996p	1997	1993	1996	1996		936,000	432,000	72,000
804	M-K	1974	1988	3200	Gear Dr.	1997	retired	1997p	1997	1993	1997	1997		936,000	360,000	72,000
805	M-K	1974	1988	3200	Gear Dr.	2000	2009	2000	1997	2000	2000	2000		936,000	144,000	72,000
F-40-PHM-2c																
807	M-K	1992	1992	3000	Cat. Eng.	2001	2010	2001	1998	n.a	2001	2001		720,000	72,000	72,000
808	M-K	1992	1992	3000	Cat. Eng.	2000	2009	2000	2002	n.a	2000	2000		720,000	144,000	72,000
809	M-K	1992	1992	3000	Cat. Eng.	2001	2010	2001	1998	n.a	2001	2001		720,000	72,000	72,000
F-40-PHR																
810	EMD	1980	1997	3200	Cat. Eng.	1998	2007	1997	2005	converted	1998	1998	1998	2,288,000	288,000	72,000
811	EMD	1980	1997	3200	Cat. Eng.	1998	2007	1997	2006	converted	1998	1998	1998	2,288,000	288,000	72,000
Locomotives for acquisition 2006 - model GP49																
812	EMD	198?	2002	2800	Detroit Eng	n.a.	2015	2006	2006 new	n.a.	2006	2006	2006	0	0	0
813	EMD	198?	2002	2800	Detroit Eng	n.a.	2015	2006	2006 new	n.a.	2006	2006	2006	0	0	0
814	EMD	198?	2002	2800	Detroit Eng	n.a.	2015	2006	2006 new	n.a.	2006	2006	2006	0	0	0
815	EMD	198?	2002	2800	Detroit Eng	n.a.	2015	2006	2006 new	n.a.	2006	2006	2006	0	0	0
816	EMD	198?	2002	2800	Detroit Eng	n.a.	2015	2006	2006 new	n.a.	2006	2006	2006	0	0	0
817	EMD	198?	2002	2800	Detroit Eng	n.a.	2015	2006	2006 new	n.a.	2006	2006	2006	0	0	0

Notes:
 p partial
 M-K Morrison-Knudsen
 EMD Electro-Motive Division
 HEP Head End Power
 Gear Dr. Gear Driven
 Cat. Eng. Caterpillar Engine

6.0 MAINTENANCE AND RELIABILITY

Scheduled preventive maintenance of rail vehicles is essential to providing safe, reliable, and attractive service. Preventive maintenance is especially critical to provide quality service and managing O&M budgets. Rolling stock is a major capital investment that must be well maintained to maximize its service life and to minimize capital and operating expenditures.

Equipment maintenance is accomplished at a fixed rate so that preventative maintenance is accomplished on a scheduled basis. TRI-RAIL has a complete maintenance operation procedure for all vehicles. Coach cars have daily and bi-weekly inspections with a yearly progressive maintenance program. Daily cleaning and maintenance are performed on all vehicles. Locomotives are cleaned internally and inspected. Daily inspections include mountings, fluid levels, temperatures, leaks, air systems, safety equipment, condition of cables, operation of all electrical equipment, and replenish supplies. Coach and cab cars are cleaned inside and out and any graffiti is removed. The progressive maintenance schedule includes all of the requirements of the previous inspection and adds additional tests and inspections.

Locomotive inspections occur daily, and at 45-days, 90-days, 180-days, yearly, and every 2 years. The 45-day inspection includes a procedure that checks for mechanical, electrical, and general system-wide defects. All fluids and filters are inspected and replenished or replaced, where necessary. A general safety inspection is also conducted. The 45-day inspection is included in the 90-day inspection; however, a more elaborate system-wide inspection is conducted. Special emphasis is placed on locating potential mechanical, electrical, and safety defects, leaks, or hazards.

The yearly inspection includes all of the 45-day and 90-day inspections. Additionally, it includes replacements of any worn or decrepit parts.

Locomotives are on a nine year overhaul cycle. Each overhaul can require four to six months, not including the engineering and procurement cycle. Six replacement locomotives will be acquired and four of the 1974 locomotives will be stored serviceable, awaiting disposition. These locomotives will be brought back into revenue service on an as-needed basis to cover maintenance fleet requirements during major overhauls of the rest of the fleet. *Table 5-2* in the previous section shows the overhaul history of the TRI-RAIL locomotive fleet.

The inspections of the cab car are similar to those of the locomotive inspections. However, since cab cars carry passengers, safety inspections are executed accordingly. The 45-day inspection includes a procedure that checks for mechanical, electrical, and general system-wide defects. A detailed safety inspection is also performed. The 45-day inspection is included in the 90-day inspection; however, a more elaborate system-wide safety inspection is conducted. Additionally, all fluids and filters are inspected and replenished or replaced, where necessary. A detailed inspection regarding passenger comfort and convenience is also accomplished. This includes inspections/ maintenance of cab seats and mountings, windows, sun visors, doors, lighting, AC/heating, and communication systems.

As in the case of the locomotive, the yearly cab car inspection includes all of the 45-day and 90-day inspections, and includes replacements of any worn or decrepit parts.

Previously, TRI-RAIL had used repair and upgrade programs to maintain its coaches and cab car fleet, instead of complete overhauls. Coaches and Cab cars are expected to be maintained with a 10-year overhaul cycle with each vehicle in overhaul for approximately 4 months. *Table 5-1* in the previous section shows the upgrade/maintenance history of the TRI-RAIL fleet.

Maintenance and inspection are generally performed at both the West Palm Beach Layover Facility and the Hialeah Yard. All major work is performed in the Hialeah Yard, which was purchased by FDOT from the CSXT and has been upgraded by a short-term capital improvement program.

The following is a brief summary highlighting TRI-RAIL's Hialeah Yard facilities:

- TRI-RAIL Diesel Shop - Occupied by the operating contractor, the Diesel Shop is located centrally at the south end of the Yard. The main function of this building is to service, maintain, and repair TRI-RAIL's locomotive and commuter coach fleet. Located on the eastern side of the building are the administrative offices, storage shelves stocked with miscellaneous spare parts, storage room stocked with spare parts, restrooms and break rooms.
- Temporary Office Building – The operating contractor's construction trailers are located to the northeast of the Diesel Shop. These trailers provide offices to contractor's management personnel who are administering the TRI-RAIL system operations work.
- Hialeah Operations Center - The Hialeah Operations Center is a two-story building located centrally in the Yard, and is jointly used by CSXT and TRI-RAIL.
- TRI-RAIL Train Wash - The Train Wash consists of one direct fixated track running through the wash area; a steel structure surrounding the track supports the wash brushes. To the west of the track is a metal shed that houses the control panels and two large storage tanks containing the cleaning agents for the wash cycle. Its main function is to clean TRI-RAIL's commuter fleet.
- Storage Warehouse - The warehouse is located in the general vicinity of the Diesel Shop and provides space to store spare parts and equipment for TRI-RAIL's commuter fleet.

The current West Palm Beach Layover Facility provides space for storing four 3-car train sets (each with 1 locomotive, 2 coaches and 1 cab car) overnight. The revised West Palm Layover Facility is being designed to accommodate 2-three car and 3-two car train sets overnight. The daily and weekly inspections, and light maintenance and cleaning on train sets held overnight at the and the revised West Palm Beach Layover Facility will remain as-is. In addition, a new Operations Center and Customer Service Center will be located at the facility, with a rehabilitated reporting office for crew members that has an office, lockers and showers.

7.0 REVENUE VEHICLE DEMAND / SUPPLY BALANCE

7.1 Locomotives

Based on the analysis completed in Section 4, and the policy headway operating assumptions, nine locomotives will be required until one additional locomotive is required by early 2009. The locomotives replaced by the recently delivered GP49 order will be stored serviceable, awaiting disposition, available to be brought back to revenue service during periods where the major overhaul requirements force the fleet into a deficit. This vehicle acquisition should be able to handle the operations through 2015. Although they will be stored serviceable, they will be considered part of the total available fleet.

7.2 Cab Cars

With the current fleet of cab-cars owned by TRI-RAIL, an additional fleet procurement of two cab cars will be required by 2009 to meet the required total fleet demand. Originally scheduled for mid-2006 delivery, these cars will not be available until early 2009 due to redesign of the vehicles in this purchase order. During this period, revenue operation of one of the demonstration DMU trainsets, plus one additional spare DMU power car will supplement the Maintenance and Total Fleet Demand, until the delayed cab cars arrive on the property. TRI-RAIL's cab car fleet should be sufficient to handle their peak load requirements throughout the scope of the document. TRI-RAIL plans to purchase eight additional cab-cars through an option in their current order, to supplement stronger than anticipated ridership gains, and future capacity enhancements, including a route extension on CSXT's Homewood Branch.

7.3 Coaches

TRI-RAIL currently has a small surplus of coaches beyond what is required to maintain a 1.0 load factor at current headways. TRI-RAIL plans to purchase four additional coaches through an option in their current cab-car order, to supplement stronger than anticipated ridership gains, and future capacity enhancements, including a route extension on CSXT's Homewood Branch.

7.4 DMUs

From mid-2007 to the beginning of 2009, TRI-RAIL will operate two demonstration double deck DMU trainsets. During the demonstration period, one DMU trainset will operate in revenue service releasing one trainset of standard equipment for maintenance spares, while the other DMU trainset will be utilized to meet the maintenance spare requirements of the DMU fleet and the cab-car fleet. Each trainset will have two DD power cars at each end of the consist. By having two complete DMU trainsets, a complete trainset can be substituted in case of a maintenance failure, reducing the time required for switching cars into and out of a train.

8.0 REFERENCES

Tri-County Commuter Rail Authority (TRI-RAIL), December 2001, *2020 Long Range Master Plan*. Prepared by Parsons Brinckerhoff.

TRI-RAIL, October 31, 2000. *Environmental Assessment TRI-RAIL Double Track Corridor Improvement Program, Segment 5 Project*. Prepared by Parsons Brinckerhoff.



STATION DESIGN GUIDELINES

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PREFACE

A. GOALS

One of the primary goals of SFRTA/TRI-RAIL is the establishment and maintenance of an effective capital planning process. Effective capital planning is a key element of TRI-RAIL's approach to enhancing customer satisfaction while retaining and attempting to increase ridership. High levels of customer satisfaction and continued growth of TRI-RAIL will bring significant benefits, not only to passengers who use the system, but to the general public throughout South Florida. The purpose of these guidelines is to serve as a tool to help facilitate that process.

A.1 Station Design Guidelines

These guidelines are intended to establish a design direction for TRI-RAIL stations – functional, safe, attractive, and well-maintained stations are of primary importance to the enhancement of customer satisfaction.

These guidelines include general appearance and construction criteria for stations. While the establishment of a consistent, systemwide service identifies a goal of the agency, these guidelines recognize the diversity of the design of various stations and the communities they serve by allowing designers controlled flexibility in the application of the criteria within.

These Station Design Guidelines are applicable to both expansion/rehabilitation of existing stations, and construction of new stations.

SFRTA/TRI-Rail acknowledges that these guidelines represent sort of an ideal, and, may be applied differently at particular stations or areas within stations. These Station Design Guidelines are a living document, which will evolve over time with SFRTA/TRI-RAIL.

A.2 Recommendations for Use

At the beginning of any station improvement or new construction project, the SFRTA/TRI-RAIL Project Manager and Design Consultant should review all available project data to determine whether the defined scope of work is complete and in accordance with these Guidelines.

The Project Manager and Design Consultants shall determine whether:

- i. The scope is insufficient to bring the entire station into full compliance with these guidelines.
- ii. The scope contains work which conflicts with other work recommended by these guidelines.
- iii. The scope directly contradicts these guidelines.

In the first instance, the Project Manager and the Design Consultants should make recommendations indicating additional work to achieve full compliance, along with cost, budget, and schedule impacts.

In the latter two cases, the Project Manager and the Design Consultants should delineate all conflicts and contradictions between the scope and these guidelines. If possible, the cost, budget, and schedule impacts of resolving such conflicts and contradictions should be included. Such reports may serve as important tools in the evolution of these Guidelines.

LIST OF ABBREVIATIONS

AASHTO	American Association of State Highway and Transportation Officials
ADA	Americans with Disabilities Act
ADAAG	Americans with Disabilities Act Accessibility Guidelines
AFF	Automated Flight Following
AREMA	American Railway Engineering and Maintenance-of-Way Association
ASTM	American Society for Testing and Materials
DBE	Disadvantaged Business Enterprise
CCTV	Closed Circuit Television
CSXT	CSX Transportation, Inc.
EMT	Electrical Metallic Tubing
FBC	Florida Building Code
FDOT	Florida Department of Transportation
FPL	Florida Power & Light
GFI	Ground Fault Interrupter
HID	High Intensity Discharge
ITE	Institute of Transportation Engineers
LEED	Leadership in Environmental and Energy Design
LPI	Lightning Protection Institute
NEMA	National Electrical Manufacturers Association
NFPA	National Fire Protection Association
o.c.	On center
PA	Public Address
PI	Passenger Information
PVC	Premature Ventricular Contraction

RGS	Rigid Galvanized Steel
SFRC	South Florida Rail Corridor
SFRTA	South Florida Regional Transportation Authority
SFWMD	South Florida Water Management District
TRI-RAIL	Commuter Rail System Operated by SFRTA
TVM	Ticket Vending Machine
UL	Underwriters Laboratories
USDOT	United States Department of Transportation
USGBC	United States Green Building Council

CHAPTER 4

STATION PLATFORMS



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I. DESIGN INTENT

Large numbers of people will utilize TRI-RAIL stations as part of their daily routine. The majority of this experience will result from the time passengers spend waiting for trains at the platform.

Platforms at TRI-RAIL stations shall be designed to achieve the objectives outlined below.

I.A ALLOW CUSTOMERS TO WAIT IN SAFETY AND COMFORT

- a. Platforms should be clearly visible from all parts of the Station; no portion of any platform should seem isolated or remote from the rest of the Station, or from the surrounding community.
- b. Platform lighting shall be in accordance with the guidelines promulgated in Chapter 6 of these Guidelines.
- c. Platforms shall be provided with full-length canopies and adequate windscreens to ensure reasonable passenger comfort under severe weather conditions.
- d. Passenger information systems and public address systems shall be in accordance with the guidelines promulgated in Chapter 5 of these Guidelines.
- e. Ancillary facilities such as Station Buildings (where provided), TVM enclosures, and overpass structures shall be clearly visible from the platform, and convenient to use.

I.B SHOW CUSTOMERS THE MOST CONVENIENT MEANS OF ENTRY AND EXIT

- a. Platform layouts and signage should be representative of circulation patterns within the Station.
- b. All points and means of access to platforms shall also permit egress from platforms.
- c. Stairways, ramps, elevators, and escalators, where used, shall be located to facilitate convenient access to, and swift egress from platforms.

I.C HAVE AN APPEARANCE WHICH CONVEYS A COHERENT SYSTEMWIDE IDENTITY

- a. Use of consistent design elements, colors and finishes to enhance systemwide identity is encouraged.
- b. Platforms and canopies that are to be added to existing Stations shall match the architectural image, color, finishes and construction components of the existing Station.

I.D PROVIDE FURNISHINGS AND ACCOUTERMENTS WHICH ENHANCE CUSTOMER SAFETY AND COMFORT

- a. Platform fixtures and furnishings shall be provided in sufficient quantity to provide for anticipated loading.
- b. Fixtures and furnishings such as seating, trash receptacles, windscreens, and the like shall be adequately distributed to prevent overcrowding, and facilitate even loading of incoming trains.

II. PLATFORMS

II.A PLANNING AND DESIGN

The location and configuration of platforms for TRI-RAIL stations will generally be determined by existing track alignments, and the right-of-way boundaries of the rail corridor. The guidelines delineated in this Chapter must be applied within those constraints.

Several TRI-RAIL stations are shared with other train providers, most notably Amtrak. At these stations, certain design criteria, such as platform length, may be modified to suit the service requirements of these other providers.

II.A.1 Platform Configurations

The following guidelines apply to side platforms, which are the preferred configuration. In the event an island platform is required, additional elements and clearances will be required. These additional elements and clearances will significantly affect platform widths, end layouts and drainage requirements. For island platform configuration requirements, please refer to Section II.A.3

- i. **Length:** Platforms shall be 400 ft. (nominal) in length. Tri-Rail/AMTRAK stations shall have a minimum platform length of 1,000 feet.
- ii. **Width:** 25'-0" minimum, with additional width as necessary to meet the "Platform Area" criteria under II.A.2.
- iii. **Alignment:** Platforms should be located along tangent track. Where this is not possible, the total track curvature along the entire length of the platform shall not exceed 1°40'.

iv. **Slope & Curvature:** Essentially level and flat, except as follows:

- a. **Drainage:** Maximum grade on the platform shall be 2%; minimum grade on the platform shall be 1%. Tolerances shall be maintained to eliminate "bird baths" on the finished platform surface. Platform grades shall correspond to the track grade and be sloped to drain away from tracks.
- b. **Longitudinal Slope:** Slope of platforms in the direction parallel to the tracks shall match slope of the adjacent track, except at those location that must be ADA compliant.
- c. **Vertical Curvature:** When tracks experience vertical curvature within the limits of the station platforms, the edge of each platform shall have vertical curvature applied to match the adjacent track.

v. **Horizontal Track Clearance:** The required distance from centerline of the near track to the platform edge shall be 5'-1 1/8". The minimum clearance from edge of platform to face of elevator/stair tower structure shall be 20'-0". The minimum clearance from centerline of nearest outside track to canopy column or post shall be 12'-0".

II.A.2 Platform Area

The minimum net area of each platform shall be no less than 83.3% of the total square footage of the platform, exclusive of platform edge "clear zones", structural elements, vertical circulation elements, queuing spaces for designated station elements, and any restricted or otherwise unusable areas.

- i. A 2'-0" wide platform edge clear zone shall extend the entire length of each platform.

- ii. The minimum platform width delineated herein shall be increased as necessary to meet this requirement.
- iii. Should property lines or other geometric restrictions limit the platform widths, platform lights may be extended as necessary to meet this requirement.

II.A.3 Island Platform Configurations

- i. **Length:** Platforms shall match the same length of the side platforms.
- ii. **Width:** 27'-0" minimum, with additional width as necessary to meet the "Platform Area" criteria under II.A.2.
- iii. **Alignment:** Platforms should be located along tangent track. Where this is not possible, the total track curvature along the entire length of the platform shall not exceed 1°40'.
- iv. **Slope & Curvature:** Essentially level and flat. (See II.A.IV. a-c)

II.A.4 Queuing Space

Platforms shall be designed with sufficient queuing space to allow for the orderly formation of lines at designated elements, without causing disruption of other passenger flow routes.

Queuing areas shall be dedicated for only that purpose; no station fixtures or furnishings, structural elements, or other obstructions shall intrude such areas.

Queuing areas for designated elements shall have the following minimum clearances:

Element	Min. Clearance
Elevators (from threshold)	10'-0"
Stairs (from working points)	12'-0"
TVM's & Validators	8'-0"

II.A.5 Support Areas

Equipment rooms and support areas shall not be located within platform areas, nor should access to such areas directly from platform areas.

Equipment rooms shall include mechanical, electrical, and storage areas.

II.A.6 Platform Water Supply

Water supply connection points shall be provided for platform cleaning purposes. A minimum of 2 connections per platform shall be located in a place which facilitates their use for cleaning, and shall be wall mounted located in recessed lockable boxes.

All water supplies to fixtures in public areas shall have key-operated service valves. Each connection shall be designed for the pressure as recommended by the fixture manufacturer but not less than 15 psi for flush valves and not less than 8 psi for other fixtures. Water supply to lavatories and flush-valve fixtures shall have water shock absorbing provisions. Vacuum breakers shall be provided on all outlets with hose bib connections and submerged inlets.

- i. Design shall be in accordance to local and state requirements, including material, depth cover, fittings, and applicable permit conditions.
- ii. Connections shall be loose key-operated, wall or deck hydrants, with lockable covers.
- iii. Water supply piping shall be run in a concealed manner.
- iv. Suitable drainage provisions shall be included at each connection point.
- v. One chilled drinking water fountain per station shall be provided at a minimum.
- vi. One employee bathroom per station shall be provided at a minimum.
- vii. Low pressure water valves shall be used to the extent possible.

Whenever feasible, employee bathroom shall also provide a shower.

II.B TICKET VENDING MACHINES (TVM'S)

II.B.1 TVM Enclosure

The TVM enclosure shall be a lockable enclosure where money and fares can be withdrawn from the equipment in a secured space. The TVM enclosure shall be three-wall masonry and roofed. The open side shall be secured with a lockable, solid panel coiling door. The lock shall use TRI-RAIL's standard key for TVM enclosures.

Dimensions: The TVM enclosure shall accommodate five (5) TVMs and two Stand-Alone Validators (SAV). TVM size may vary by manufacturer. The footprint required for each TVM shall be approximately 3'-6" x 2'-6".

- i. **Floor:** Pavement under the TVM shall be designed for the weight of the TVM, approximately 1200 pounds.



Figure 4.1 - TVM and Vending Machine Enclosure

- ii. **Clearances:** A clearance of 6 inches to the rear and 24 inches lateral of each machine shall be provided

- iii. **Power:** Separate power and communication conduit and cabling shall be provided to each TVM. SAVs shall be located on top of a pedestal or steel pole provided by the SAV supplier. Separate power cabling shall be provided to each SAV. SAVs can share conduits with TVMs. A minimum of 6 feet of slack in the power line shall be provided. Individual circuit breakers for each TVM and the SAVs shall be provided.

II.B.2 Vending Machine Area

Vending machine space (to accommodate two vending machines) and electrical power receptacles shall be provided to authorized vendors for their equipment. The vending machine space shall have three perimeter sides with walls or screens and a roof covering to protect passengers from inclement weather. Vending machine space shall be wide enough to accommodate security cages.

II.C CONSTRUCTION

II.C.1 Platform Edges

- i. **Offset:** 5'-1¹/₈" from centerline of adjacent track.

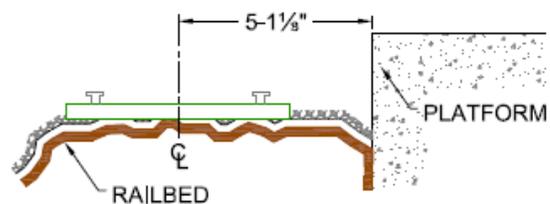


Figure 4.2 - Platform Edge Offset from Track Centerline

- ii. **Elevation:** 8" above top near rail.

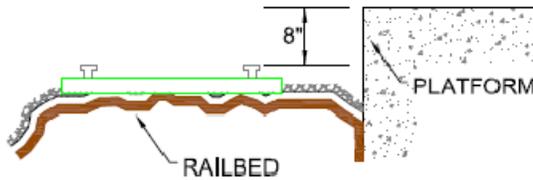


Figure 4.3 - Platform Edge Height Above Top of Rail

For other clearance dimensions, refer to the CSXT Clearance Diagram in the Appendix G.

II.C.2 Tactile Warning Surfaces

ADA compliant tactile warning surfaces shall be provided along platform edges.

Tactile warning surfaces shall be continuous, running the full length of trackside platform edges, then returning 90° at platform ends, and continue for a distance of 5'-0", or the entire length of such platform ends that are not protected by railing, whichever is greater. Please refer to **Figures 4.4 and 4.5**.

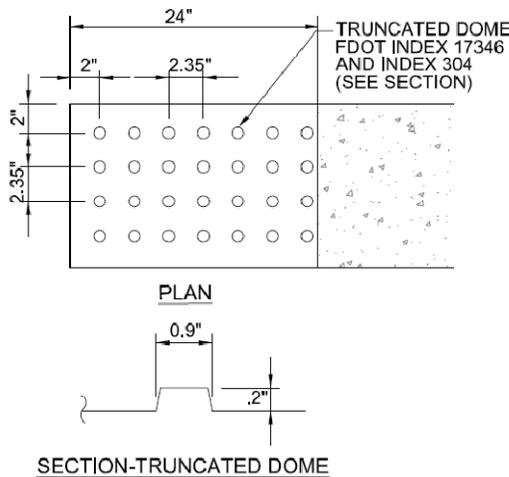


Figure 4.4 - Tactile Warning Surface at Platform Edge

- i. **Design:** Truncated domes aligned in a square grid pattern, in accordance

- with Section 1108 of the ADA Accessibility Guidelines (ADAAG).
- ii. **Length:** Full length of platform, continuous.
- iii. **Width:** 24" minimum.
- iv. **Color:** Safety Yellow, except along open edges of "mini-high" wheelchair loading ramps. Tactile warning surfaces along edges of "mini-high" shall be International Blue.
- v. **Fiberglass Panel Installation:** Where used, fiberglass panels shall be installed using a full bed of contact adhesive supplemented by mechanical manufacturer's instructions.

Panels shall be installed with their base surface level with, or slightly higher than, the platform surface. Maximum surface level variation shall not exceed 1/4" across the width of the panel.

II.C.3 Materials

- i. Platforms shall provide a durable pavement of size and grade elevation for passengers to safely board and exit the train.
- ii. Platform shall be of concrete pavement with perimeter concrete foundations.
- iii. Platform top surface shall be finished with a non-slip finish, scored and jointed to minimize the effects of cracking.
- iv. At existing Stations that do not require reconstruction, new platforms shall match existing platforms with regard to floor finishes, railing and guardrail details and other visual elements.



**Figure 4.5 - Tactile Warning Surface
at Platform End**

- v. Platforms shall not have a cantilever slab detail and grinding or cutting the edge of platform to conform to track clearance is not permitted.

III. PLATFORM ACCESS

Access to platforms should be clear and direct. Where possible, access points should be placed in a manner which prevents overcrowding and encourages even dispersal of passengers along platforms, thus facilitating access and egress.

III.A STAIRS

Access to each level of the station shall be provided by at least one stair, open to public areas, and designed to carry two-way pedestrian traffic.

III.A.1 General Considerations

- i. **Location:** Stairs should be conveniently located, and easily seen from all areas of platforms. Maximum travel distance from any point on a platform to a stair should not exceed 250 feet.
 - ii. **Materials:** Stairs shall be constructed of robust, non-combustible materials suitable for use in high pedestrian traffic areas. Stair treads and nosings shall have slip-resistant surfaces.
 - iii. **Configuration:** The maximum nominal slope of stairways shall be less than 35.54° from horizontal. Winding, curved, and spiral stairways shall not be permitted. No horizontal turns greater than 45° shall be allowed.
 - iv. **Covering:** Stairs between platforms and overpasses shall be covered with canopies to match platform and/or overpass canopies. Stairs at platform entrances, or other station areas, may be covered with suitable canopies, determined on a case-by-case basis.
- v. **Windscreens:** Windscreens should be provided at overpass stairs, overpasses, and wherever wind conditions may warrant their use. Windscreens shall be sufficiently transparent to ensure customer security.

III.A.2 Materials and Performance

- i. **Nosings:** Leading edges of stair treads shall be provided with round nosings having a radius of between $\frac{1}{4}$ " to $\frac{3}{8}$ ". Tread nosings shall be visually distinct from treads and risers. Protruding or overhanging nosings shall not be allowed.
- ii. **Risers:** Each riser shall rake back at an angle from the nosing edge to the intersection with the tread below. Total rake, measured from nosing edge to intersection of tread and riser, shall not be less than $1\frac{1}{4}$ " and not more than $1\frac{1}{2}$ ".
- iii. **Railings and Handrails:** Must be ADA compliant, have no sharp edges or exposed ends. Railings shall return to a supporting wall or post. Railings shall have predominately vertical intermediate elements, rather than horizontal, to discourage climbing.

For Critical Stair Dimensions, please refer to Table III.A.

III.B LOCKDOWN CONTROLS

III.B.1 Lockdown Controls

- i. Each Station, including both platforms, shall be equipped with lock-down controls to lock-out persons from entering the elevator/stair towers from the platform and having access to the crossover pedestrian bridge at each Station. These provisions shall include motorized coiling doors (swing gates or swing doors are not permitted) to block access routes that can be activated on

site, both manually and by time clock, and from a remote location.

A hatch access to manually open or close any a mechanical lock down

TABLE III.A CRITICAL STAIR DIMENSIONS				
STAIR ELEMENTS	MIN.	MAX.	FIXED	OTHER
Stair Width	8'-0"	-	-	
Stair Landing Length	7'-0"	-	-	
Vertical Distance Between Landings	9'-4"	12'-0"	-	
Stair Slope (nominal, from horizontal)	30.57°	32.47°		
Stair Riser Height	6½"	7"	-	
Stair Tread Length	11"	12"	-	
Tread/Riser Ratio: T+2R=	n/a	26"	-	
Risers per Flight	3	18	-	16 preferred
Handrail Height from nosing line	-	-	34"	
Handrail Diameter	-	-	1½"	
Handrail Clearance from wall or balustrade	2¼"	-	-	
Balustrade Height	46"	-	-	
Center Handrail (stair ≥ 12'-0" wide)	-	-	-	Required
Tread Working Line to obstructions above	8'-0"	-	-	
Tread Working Line to ceiling soffits	9'-0"	-	-	

- ii. Other provisions shall include: vandal-proof barriers, if required by the Station design; lock down devices for elevators; conduit and electrical cable to a central control panel for a remote operation connection; key activated controls; master key system for all Stations in this Contract; and visible and audible pre-activation dynamic warning signage and alarms. Both audible and visual alarms are required during door operation.

device is required in case of mechanical failure.

III.C. RAMPS

Ramps should be provided as necessary to make platforms and other station facilities accessible to those passengers with special needs.

III.C.1 Program and Design Guidelines

Ramp locations should be coordinated with locations of platforms, accessible parking

spaces, bus and passenger drop-off areas, overpasses, ticketing facilities, and station buildings, where included. Curb ramps, or other appropriate surface transitions, shall be provided where grade changes exceed $\frac{1}{2}$ ".

- i. **Dimensions:** Ramps shall be a minimum of 48" wide (60" wide preferred). The maximum gradient (rise:run) of any ramp shall be 1:12.

The maximum continuous horizontal run of a ramp shall not exceed 30 feet. If a greater horizontal run is required, landings and/or switchbacks shall be provided.

Landings, where used, shall be at least 60" deep, and of the same width as the ramp. Where a ramp is part of the ADA accessible route, it shall meet all requirements as set by ADAAG and the Florida Accessibility Code.

- ii. **Appearance Standards:** Ramp construction shall match that of adjacent platforms and/or walkways.

Ramps should be constructed on compact fill wherever possible. Where unavoidable, open spaces beneath ramps shall be cleared, graded, and screened to prevent the accumulation of litter and debris.

Railings and handrails, conforming to the requirements of this Chapter, shall be provided at all ramps and landings. Railings and handrails shall meet platform railings and handrails smoothly, and shall be of the same overall design.

III.C.2 Materials and Performance

Ramps shall be constructed of cast-in-place or pre-cast concrete, finished to match platforms and other walkways.

- i. **Surfaces:** Walking surfaces shall have a slip-resistant tooled finish.

- ii. **Railings and Handrails:** Mounted to outer edges of ramp slabs, with post plates and ADA-compliant kickplates.
- iii. **Stainless steel** is preferred over aluminum.

III.C.3 Handicapped Ramp (Mini-High Platform)

Platforms shall have a handicap ramp, level, and raised 13 inches above the platform (21 inches above the top of rail) for the physically challenged passenger to access and exit the train. The handicapped ramp shall be of concrete, finished with a non-slip finish, with guardrails and handrails. A two inch high concrete curb shall be furnished at perimeters having guardrails or handrails. All handicapped ramps shall be on the north end of the platforms. Ramp slope shall not exceed 1:16.

III.D OVERPASSES

At least one overpass shall be provided at each station to ensure that all platforms can be accessed from either side of the tracks.

III.D.1 Program Design Guidelines

Overpasses should be located to optimize pedestrian flow, taking into consideration platform lengths and access points, and the location of ticketing and other station facilities.

- i. **Dimensions:** Minimum width of overpass shall be 12'-0"; minimum height shall be 8'-0" at the sides, and 9'-0" at the centerline.
- ii. **Clearances:** Undersides of overpass structures shall have a minimum vertical clearance of 24'-3" above top of rail.

Overpass interiors shall have a minimum clear height of 11'-0", and 8'-0" at centerline, inclusive of lighting fixtures, speakers and other overhead obstructions.

- iii. **Access:** Overpasses shall be accessible by both stairs and elevators, conforming to the requirements of this Chapter and Chapter 7, respectively.
- iv. **Appearance Standards:** Overpasses shall be compatible in design with the architecture of the station and shall maximize openness while providing a reasonable measure of weather protection for occupants.

Overpasses shall be sufficiently enclosed to prevent throwing of objects from the overpass to the platform and tracks below. Fenestration may consist of glazing, screening, or a combination of both. Transparency should be maximized to enhance customer security. Architectural design shall include provisions to discourage bird nesting.

III.D.2 Materials and Performance

Overpasses shall be of concrete, masonry and/or structural steel construction. For efficiency of erection, overpass spans should be designed for off-site fabrication, to be lifted into place on field-built support towers, which would include necessary elevator shafts and stair mounting provisions.

- i. **Design Loads:** The following structural loads should be accommodated:
 - a. Live load of 100 psf
 - b. Roof load of 30 psf
 - c. Wind load of 30 psf
- ii. **Finishes:** Finishes shall be vandal-resistant and easy to maintain.
 - a. Metal surfaces: Stainless Steel Aluminum or Powder coated
 - b. Glazing: Laminated safety glass
 - c. Flooring: Slip-resistant concrete, tile or fiberglass. Floor drains shall be provided.

- iii. **Lighting:** In accordance with the requirements of Chapter 6 of these Guidelines.

- iv. **Ventilation:** Natural, mechanical, or both, as necessary to prevent build-up of heat and odors.

- v. **Roof:** The crossover pedestrian bridge shall be fully roofed, with a positive stormwater drainage system to divert stormwater away from passengers and the track rail bed.

- vi. **Envelope Enclosure:** The envelope enclosures to the crossover pedestrian bridge and the elevator/stair towers shall:
 - a. provide passengers protection from wind-blown rain (assume rain is falling at a 30 degree angle from the vertical)
 - b. permit visibility of passengers within the enclosure from the outside
 - c. prevent objects larger than 1 ½ inches in diameter or cross sectional dimension to pass through

- a. provide passengers protection from wind-blown rain (assume rain is falling at a 30 degree angle from the vertical)
- b. permit visibility of passengers within the enclosure from the outside
- c. prevent objects larger than 1 ½ inches in diameter or cross sectional dimension to pass through
- vii. **Maintenance:** Provide for manual access and fall protection to maintain roof of stair towers and bridge, as well as all facades of the pedestrian overpass. Manual access to roofs shall not include the need of a crane, truck and other mechanical devices. Fall protection shall be provided to allow maintenance personnel to attach harness and be able to move around.

Each pedestrian overpass shall have a hose bib at the top of the stair tower, and shall be wall mounted, located in a recessed lockable box.

III.E. AT-GRADE CROSSINGS

III.E.1 General

- i. This Section specifies Requirements for at-grade railroad-highway crossings. Specifically, this Section discusses the general arrangement, civil engineering and track-specific issues.
- ii. It is the intent of TRI-RAIL to make the SFRC a “full closure” corridor. Where permanent or temporary closing of grade crossings is not possible, “full closure” shall be accomplished by the following methods:
 - a. Four-quadrant gates.
 - b. Three-quadrant gates, with 9-inch non-mountable curb.
 - c. Two-quadrant gates, with 9-inch non-mountable curb.
- iii. Full closure crossing design and construction shall be in accordance with FDOT’s Signal Safety Program & Guidelines, Florida Green Book, the AASHTO Policy on Geometric Design Criteria, the Manual of Uniformed Traffic Control Devices (MUTCD), and Chapter 5 of the AREMA Manual of Railway Engineering. Grade crossing design at all SFRC grade crossings shall also follow the proposed rule changes in USDOT’s 49 Code of Federal Regulations Parts 222 and 229, Use of Locomotive Horns at Highway-Rail Grade Crossings, Proposed Rule, January 2000, or latest version.

III.E.2 Warning Devices

At a minimum, warning devices used on the SFRC shall consist of the following:

- i. Flashing lights shall be located for each lane of traffic. Where required, cantilever or bridge structures shall be used to ensure proper placement of flashing lights.
- ii. Crossbucks indicating the number of tracks at each crossing shall be employed with flashing lights.

- iii. Gates shall be employed at each crossing. All crossings shall have approach gates that span across the entire approach roadway. Four-quadrant and three-quadrant systems shall have exiting gates that shall also span across the entire roadway.
- iv. Median Barriers: Lanes that do not have exiting gates shall be protected by median barriers on the adjacent approach lanes.

Pavement markings and signage including advanced warning signs shall be in accordance with FDOT standards.

III.E.3 Crossing Gates

Traffic control systems for grade crossings shall include all gates, bells, flashers, signs, signals, support structures, markings, and illumination devices required to facilitate safe and efficient operation of both rail and roadway traffic. These devices and associated systems and practices shall employ the basic considerations of design, placement, operation, maintenance, and uniformity generally used for traffic control devices as described in the MUTCD and the CSXT Signal Standards. They shall regulate, warn, and guide trains, roadway vehicles, and pedestrians at each grade crossing safely and efficiently.

The crossing gates shall be provided in lengths and of materials in conformance with CSXT standards.

- i. **Gate Mechanisms:** The gate mechanisms for the new equipment shall be interchangeable with the gate mechanisms currently in place at the crossing and shall be compatible with the existing crossing control equipment.

- ii. **Warning Lights:** Warning lights shall be provided in accordance with the guidelines set forth in the following reference documents, as appropriate:
 - a. A Policy on Geometric Design of Highways and Streets, American Association of State Highway and Transportation Officials (AASHTO);
 - b. Manual on Uniform Traffic Control Devices (MUTCD), published by U.S. Department of Transportation;
 - c. FDOT Minimum Specifications for Traffic Control Devices;
 - d. FDOT Roadway and Traffic Design Standards;
 - e. FDOT Standard Specifications for road and bridge construction;
 - f. Preemption of Traffic Signals at or near Railroad Grade Crossings with Active Warning Devices, Institute of Transportation Engineers Recommended Practice;
 - g. Standard Highway Signs, Federal Highway Administration;
 - h. American Railway Engineering and Maintenance-of-Way Association, Manual of Recommended Practices – Signals;
 - i. Manual of Traffic Signal Design, Institute of Transportation Engineers;
 - j. Highway Capacity Manual, Transportation Research Board (TRB);
 - k. Manual of Transportation Engineering Studies, Institute of Transportation Engineers;
 - l. Traffic Signal Installation and Maintenance Manual, Institute of Transportation Engineers;
 - m. CSXT Signal Standards.

- iii. **Pedestrian Protection:** Pedestrian gates utilizing the same type of gate mechanisms as the crossing gates (or scissor-type mechanisms combining vehicular and pedestrian gates) shall be provided.
- iv. **Warning Device Location Requirements:** Warning devices shall be located to comply with MUTCD, FDOT, and other applicable Governmental Rules and standards.

III.E.4 Median Barriers

It is desirable that grade crossings on the SFRC use a physical, rather than mechanical, system in lieu of four-quadrant gate or three-quadrant gate systems to provide "full closure". However, many conditions on the SFRC preclude the use of an effective median barrier system that meets the criteria for "full closure".

Median barriers, in the form of 9" non-mountable curbs with 18" gutters, shall be employed at locations where physical characteristics permit. Classification of a crossing as "full closure" shall dictate the requirements for the median barriers.

Provide crossing protection, 9" non-mountable curbs, median barriers, etc. with "full closure" requirements.

- i. **Non-mountable Curb:** Nine inch non-mountable curb shall be used as a median barrier.
- i. **Double Faced Guardrail:** Where existing crossings use double faced guardrail as a median barrier, double faced guard rail may remain in use as a median barrier.

III.E.5 Crossing Surfaces

The highway at-grade railroad crossing shall be constructed for a suitable length with all-weather surfacing. A roadway section equal to the current or proposed cross section of the approach roadway shall be carried across the crossing. The crossing surface

itself shall have a riding quality equivalent to that of the approach roadway. FDOT's Highway-Railroad Grade Crossing Material Selection Handbook shall be consulted in selecting the material.

Panel-type crossing systems shall be full-depth in all cases. For new mainline track construction, grade crossings shall be full-depth, precast concrete system, including rubber flangeway boots or inserts. Other systems, including full-depth rubber systems may be used on existing mainline and secondary tracks with approval from TRI-RAIL.

Refer to FDOT Roadway and Traffic Design Standards, Index 560 for standard details for construction of crossings.

- i. **Crossing Width:** The length of the crossing surface shall be a minimum of 2 feet wider than the adjacent travel way of the roadway and, (if present) sidewalks or shoulders on both sides of the roadway. Roadway widths across the railroad crossing area should correspond to that of the adjoining roadway with the same number and width of traffic lanes.
- ii. **Profile and Alignment:** In multiple-track crossings, the top of rails for all main tracks shall be brought to the same plane where feasible. Track and roadway super elevation and curvature shall be minimized if possible. The highway surface shall also be in the same horizontal plane as the top of rails for a distance 2 feet outside of rails for either single or multiple-track crossing.

The surface of the roadway shall not be more than 3 inches higher, or more than 6 inches lower than the top of the nearest rail at a point 30 feet from the rail, measured at right angles, unless track super elevation dictates otherwise. Railroad-highway at-grade crossing angles shall be as near 90 degrees as practicable.

The Contractor shall examine each crossing and determine the final scope and limits of Work necessary to ensure that the roadway is modified as necessary to comply with all pertinent FDOT and other highway design criteria.

III.E.6 Drainage

In all cases, sufficient evaluation and consideration shall be given to provide a crossing design that effectively removes stormwater run-off away from the crossing area. It is essential that the design results in drainage patterns that eliminate water pockets, outlets the run-off to suitable areas (storm sewers, if available, french drains, underdrains, etc.). This shall come in the form of surface ditches and/or an engineered drainage system, including track underdrains and effective outlet devices. In the design of underdrain systems, longitudinal pipes shall be considered on both sides of each track, whether in single-track, or multiple-track situations.

- i. **Spare Conduit:** Two 4 inch schedule 40 PVC conduits shall be provided at all grade crossings, with pull strings and end caps parallel with the tracks along and ten feet beyond the extreme ends of the field side of one track at a depth of 36" to 42" below bottom of tie.

III.E.7 Emergency Grade Crossings with Gates

Emergency grade crossings with an access walkway shall be provided as a means for the physically challenged to cross the track, escorted, when the elevators are not working. One emergency grade crossing with a lockable gate and an access walkway shall be provided on the North end of the platform at every non-Amtrak Station. Two emergency grade crossings with lockable gates and access walkways shall be provided at Amtrak Stations; one at each

end of the one-thousand foot long extended platform.

Crossings shall comply with the requirements of ADA, CSXT and FDOT and be a minimum width of 8'-0".

Access walkway to the Emergency Grade Crossing shall be by a concrete pavement walkway, and shall not exceed a 1:20 slope.

IV. PLATFORM ELEMENTS

Stations should provide passengers with feelings of safety and security, and reasonable measures of protection from weather. Platforms shall therefore, be provided with canopies, windscreens, and railings in accordance with the requirements of this Chapter.

IV.A. CANOPIES

Canopies shall be provided over the entire length of each platform (400'-0" minimum). In addition, canopies shall be provided at platform entrances, any platform shelter, not having its own covering, and the transition areas between platforms and stairways, elevator alcoves, overpasses, and ADA accessible ramps.

Canopies shall be configured in a manner which provides maximum protection to waiting passengers from sun, wind and rain.

Canopy structures may be single- to dual-column supported, depending on platform width and placement of certain platform elements. If a dual-column support system is utilized, columns shall be set back a minimum of 10'-0" from the platform edge.

Canopy structure (not including brackets and decoration) shall be located a minimum of 10'-4" above platform. Canopy eave height can extend below the 10'-4" height to maximize protection of passengers from wind driven rain.

Edge of canopy including gutter shall be set back 5'-0" from edge of trackside platform. Canopy width shall be 20'-0" wide for the entire length of the platform, or as feasible.

Canopy design shall assume that the rain is falling at a 30-degree angle from the vertical. Drip lines shall not be over travel pathways. Gutters and downspouts shall be designed to be vandal resistant, using steel piping and welded supports, to provide cleanouts in downspouts and to convey rainwater away from track structure.

Underside of canopy roofs shall have soffits to conceal deck fasteners, horizontal or raked per design intent.

Since the leading edge of each canopy is limited to the minimum height and horizontal offset from the platform edge delineated in the CSXT Clearance Diagram in Appendix G (both of which act to limit the canopy's sheltering effects), consideration may be given to the use of an asymmetrical design, or a symmetrical design offset from the centerline of the platform, to achieve the desired degree of weather protection.

IV.A.1 Appearance

Canopies should be architecturally harmonious with the rest of the station, and the architectural character of the surrounding community. In many cases platform canopies will be the visually dominant architectural feature of the station.

Exposed steel members of canopy structures shall, at a minimum, receive a premium paint coat. The use of applied decorative veneers, fascias, soffits, and column covers may be considered on a case-by-case basis.

Canopy roofs shall be sheathed with a material which requires minimal maintenance, such as standing seam metal. Sheathing materials shall have a premium, UV-resistant finish, factory applied.

IV.A.2 Materials and Performance

- i. Canopy structures shall conform to the design load requirements delineated in Section III.D.2.i. Structural load calculations shall additionally take into

- Standard weight welded steel pipe downspouts with high performance field applied coating



FIGURE 4.5 TYPICAL PLATFORM CANOPIES

account such items as railings, windscreens, signage, advertising panels, lighting, and PA components which may be attached to the canopy structure.

ii. **Canopy Roofing/Canopy Soffit:**

- Standing seam metal roofing/steel deck, galvanized; no exposed fasteners
- Cement or clay roofing tile/fire retardant treated lumber
- Factory finished extruded aluminum gutters

IV.B. WINDSCREENS

All platforms shall be provided with protection from wind-driven rain. Under severe weather conditions, platform canopies may not provide sufficient protection; the use of supplement windscreens should be considered.

When used, multiple windscreens should be provided, dispersed along the length of each platform in a manner which avoids overcrowding and facilitates evenly balanced boarding of trains. Windscreens shall not, however, be located where they might impede passenger circulation.

IV.B.1 Appearance

Windscreens shall be glazed, 3-sided structures, nominally 8'-0" in height, with a continuous 4"-high opening at the base. Glazing should not extend more than 7'-0" above the platform.

IV.B.2 Materials and Performance

Glazing shall be premium, mar-resistant polycarbonate, specially treated for UV resistance, dry-set in removable stainless steel frames.

IV.C TICKET AGENT OFFICE

IV.C.1 Program and Design Guidelines

A ticket agent office shall be provided including the following features:

- i. Room dimension 12 feet x 12 feet.
- ii. Provide increased lighting in areas outside near the ticket agent's window, and the ticket machines.
- iii. Provide a counter for passengers outside of the ticket agent's window, which meets ADA requirements.
- iv. Provide an employee bathroom accessible from the ticket agent office, and from outside for maintenance. All fixtures shall be stainless steel.
- v. Ticket selling windows to include dip tray and sliding glass opening to pass through objects.
- vi. All windows in office must have roll up doors with up/down switch inside the office, and must be bullet proof.
- vii. Ticket Agent Office entrance door must have an automatic door opener.
- viii. The office space shall have HV/AC, lighting, acoustical tile ceiling, vinyl tile floor, and painted gypsum board walls.

- ix. Ticket Agent Office must have a minimum of ten (10) electrical outlets plus data and phone outlets.

IV.C.2 Materials and Performance

- i. Materials and finishes used must be graffiti resistant.
- ii. Intercom
- iii. Ticket Agent must have the ability to make announcements through P.I.S system to passengers on platform.
- iv. Exterior door hardware lock integrated with existing ASSA key locks.

IV.D. RAILINGS

The use of railings affects several aspects of the station environment. Railings provide visual cues which help guide the passenger movement through the station, and are prominent visual elements in the overall aesthetic character of the station. In addition, they also help to ensure passenger safety and compliance with accessibility guidelines.

IV.D.1 Program and Design Guidelines

- i. **Design:** Railings and handrails shall be ADA-compliant, of uniform design throughout each station, and shall use standard manufactures components to the extent possible.
- ii. **Railings:** Railings should generally be provided in the following locations:
 - Both sides of all stairs and ramps
 - Both ends of each platform
 - Rear edges of platforms

Where practicable, parapet walls may be used in lieu of railings in limited locations.

- iii. **Handrails:** Handrails shall be provided in the following locations:
 - Both sides of all stairs and ramps

- Where overhead hazards exist, as under stairways and/or overpasses

Handrails may be provided as an integral part of the railing system, or may be separately installed, fastened to parapet walls, structures, and the like.

IV.D.2. Materials and Performance

Railings and handrails shall be of design and fabrication which conforms to referenced NFPA and ASTM Standards. Railing and handrail assemblies shall be of aluminum or stainless steel.

- Materials:** Railing assemblies shall be of welded steel, hot-dip galvanized after fabrication. Handrails shall be stainless steel, Type 304 or higher, or aluminum.
- Fabrications:** Elbows, end loops, base flanges, and similar components shall be part of a standard manufactured system.

Rigid connections shall be sleeveless, welded, and ground smooth. Connections between contiguous length of railing shall be sleeved, to permit expansion and contraction.

Railing assemblies shall be designed and fabricated to prevent passage of a 4" sphere.

Railing assemblies shall be fastened to substrates using concealed vandal-proof fasteners, or shall be cast into drilled cores in concrete slabs.

- Finish:** Railings shall receive a polyester powder coating, electro-deposited and baked to final finish.

VI.E SECURITY SYSTEM PROVISIONS

Provisions for future security systems shall be designed, furnished and installed in

order for TRI-RAIL to complete the installation of a complete operating security system at a later date for each Station.

VI.E.1 Program and Design Guidelines

Conduit, junction boxes and other built-in electrical devices and appliances required shall be provided for the future installation of the following security systems:

- Closed circuit monitoring of platforms, TVM and vending machine areas, stairs, elevators and the crossover pedestrian bridge
- Panic buttons and/or hotline telephones; remotely monitored and capable of activating on-site audible and visual alarms.
- Each Station shall be equipped with conduit and pull string, running to a telecommunications room at the Station, to accommodate future security systems.
- Locations of cameras shall be determined to maximize views within the elevators, stairs and pedestrian cross over bridge, and shall be ultimately approved by SFRTA's Safety and Security Administrator.
- Conduit and other concealed electrical devices shall be furnished and installed for the future installation of panic alarms; one in the pedestrian cross over bridge and one on each platform.

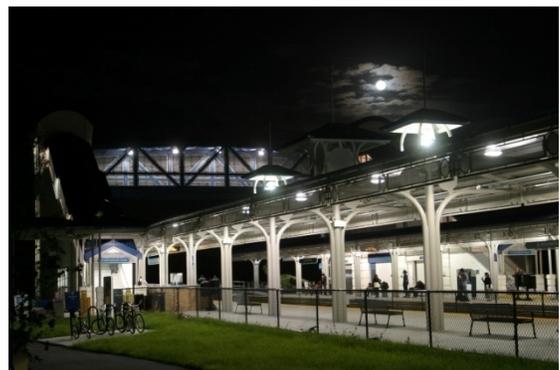


FIGURE 4.6
TYPICAL PLATFORM FENCE

IV.F PLATFORM FENCE

Platforms shall have a platform fence at the three platform edges not adjacent to the track.

The platform fence shall be a 4 feet high, 6 gauge, green or black vinyl coated aluminum chain link and post with top and bottom rail fence at grade around the platform (including Amtrak platform extension) to mandate that passengers access the platform at the approach walk. Posts shall be spaced at 10'-0" on center and set in concrete. The platform fence shall have lockable four foot wide gates at the paved walkway leading to the emergency grade crossing.

Platform fences and gates shall be added at the ends of existing platforms to prevent unauthorized access to the paved walkway leading to the emergency grade crossing.

All locks on the platform fences will be provided by SFRTA.

V. GREEN DESIGN

The following LEED prerequisites and credits apply to this Chapter. These criteria shall be implemented on each project as applicable, and as far as the budget allows. Criteria to meet each prerequisite and credit shall be in accordance to the latest version of LEED New Construction and Major Renovations.

V.A SUSTAINABLE SITES (SS)

I.A.1 SS Credit 7.2: Heat Island Effect – Roof

The intent of this credit is to reduce the heat island effect by using roofing materials that have a low reflectivity index.

V.B WATER EFFICIENCY (WE)

V.B.1 WE Prerequisite 1: Water Use Reduction

The intent of this prerequisite is to reduce water demand of the facilities by 20% when compared to a baseline, not including irrigation.

V.B.2 WE Credit 2: Innovative Wastewater Technologies

The intent of this credit is to reduce wastewater generation by reducing potable water demand of the facilities 50%, or treat 50% of the wastewater on-site.

V.B.3 WE Credit 3: Water Use Reduction

The intent of this credit is to reduce water demand of the facilities beyond the 20% required in WE Prerequisite 1.

V.C ENERGY & ATMOSPHERE (EA)

V.C.1 EA Credit 1: Optimize Energy Performance

The intent of this credit is to increase energy efficiency performance.

V.C.2 EA Credit 2: On-site Renewable Energy

The intent of this credit is to encourage use of renewable sources of energy for consumption of the station and ancillary structures.

V.C.3 EZ Credit 4: Enhanced Refrigerant Management

The intent of this credit is to support early compliance of not using refrigerants.

V.C.4 EA Credit 5: Measurement and Verification

The intent of this credit is to encourage ongoing accountability of the structure's energy consumption.

V.C.5 EA Credit 6: Green Power

The intent of this credit is to encourage the development and use a grid-source, renewable energy technology to provide a minimum of 35% of the station and ancillary structures' energy demand for a minimum of 2 years.

V.D MATERIALS & RESOURCES (MR)

V.D.1 MR Credit 4: Recycled Content

The intent of this credit is to incorporate the requirement to use recycled materials, or the recycled material content in the design and specifications.

V.D.2 MR Credit 5: Regional Materials

The intent of this credit is to encourage and increase the use of local materials by reducing impacts due to transportation.

V.D.3 MR Credit 6: Rapidly Renewable Materials

The intent of this credit is to encourage the use of rapidly renewable materials, such as bamboo, cotton, linoleum, and cork.

V.E INDOOR ENVIRONMENTAL QUALITY (IEQ)**V.E.1 IEQ Credit 4.1: Low-Emitting Materials – Adhesives and Sealants**

The intent of this credit is to reduce the use of adhesives and sealants that have contaminants that are odorous, irritating, or harmful to occupants.

V.E.2 IEQ Credit 4.2: Low-Emitting Materials – Paints and Coatings

The intent of this credit is to reduce the use of paints and coatings that have contaminants that are odorous, irritating, or harmful to occupants.

V.E.3 IEQ Credit 4.3: Low-Emitting Materials – Flooring Systems

The intent of this credit is to reduce the use of flooring systems that have contaminants that are odorous, irritating, or harmful to occupants.

V.E.4 IEQ Credit 4.4: Low-Emitting Materials – Composite Wood and Agrifiber Products

The intent of this credit is to reduce the use of composite wood and agrifiber products that have contaminants that are odorous, irritating, or harmful to occupants.

V.E.5 IEQ Credit 5: Indoor Chemical and Pollutant Source Control

The intent of this credit is to reduce exposure to potentially hazardous particulates by catching dirt, providing mechanical ventilation, and exhaust.

V.E.6 IEQ Credit 6.1: Controllability of Systems - Lighting

The intent of this credit is to provide a high level of lighting, which can be individually controlled to promote comfort and well being.

V.E.7 IEQ Credit 6.2: Controllability of Systems – Thermal Comfort

The intent of this credit is to provide a thermal comfort system, which can be individually controlled to promote comfort and well being.

V.E.8 IEQ Credit 7.1: Thermal Comfort - Design

The intent of this credit is to provide a thermal comfort system, which promotes comfort and well being.

V.E.9 IEQ Credit 7.2: Thermal Comfort - Verification

The intent of this credit is to assess the thermal comfort system of the building over time.

V.E.10 IEQ Credit 8.1: Daylight and Views - Daylight

The intent of this credit is to promote daylight by connecting indoor spaces to the outdoor light.

V.E.11 IEQ Credit 8.2: Daylight and Views - Views

The intent of this credit is to promote outdoor views by connecting indoor spaces to the outdoor.

V.E.12 MR Credit 7: Certified Wood

The intent of this credit is to encourage environmentally responsible forest management, by utilizing certified wood.



END OF CHAPTER

CHAPTER 5

STATION FIXTURES AND FURNISHINGS



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I. DESIGN INTENT

I.A PURPOSE

Station fixtures and furnishings are features that help to ensure a consistent level of comfort, convenience, and performance at every station. These features should be designed and selected to achieve the following:

1. Provide TRI-RAIL customers with convenient services which meet or exceed their expectations.
2. Provide TRI-RAIL customers with a clean and safe station environment.
3. Be of a consistent (though not rigidly uniform) appearance to enhance TRI-RAIL's corporate identity.

Fixtures and furnishings should be located and dispersed to provide a fairly uniform level of convenience throughout the station, while being responsive to specific localized usage conditions.

II. APPLICATION

II.A GENERAL

While it is TRI-RAIL's desire to provide a consistent level of passenger amenities at stations, several factors need to be considered when designing such provisions.

II.A.1 Station Usage

Passenger demands at certain stations may differ significantly from those at other stations. These various demands result in the need to provide additional passenger amenities. Factors which may result in such additional amenities include, but are not limited to:

- i. **Ridership:** Even if limited to selected trains, high passenger counts tend to increase demands on all station facilities.
- ii. **Intermodal Transfer:** Stations which form part of an intermodal connection with other forms of public transit, may be subject to significant passenger influx upon arrival of a connecting service. In addition, should either TRI-RAIL or a connecting service provider experience delays, passenger dwell time in the stations can be significantly increased.
- iii. **Amtrak:** Amtrak's Florida intercity trains are subject to frequent protracted delays. As a result, people often have to wait several hours at the station, either for boarding or for picking-up a passenger.

II.A.2 Service Providers

Many station amenities, such as telephone service, or newspaper and refreshment vending, are provided by 3rd party vendors under contract with SFRTA.

Where utilities or other accommodations are furnished for these vendors, their input will be necessary.

III. PLATFORM FIXTURES AND FURNISHINGS

III.A PUBLIC TELEPHONES

Provisions may be made for public telephones at each platform. Telephones may be provided and maintained by a vendor. Enclosures and necessary utilities, including power and conduit for telephone lines, will be furnished by TRI-RAIL, and will be built into the station.

III.B SEATING

Seating which allows passengers to wait comfortably, but does not encourage loitering, should be provided at various locations within the stations. Seating design and location shall facilitate visibility to surrounding areas behind, as well as underneath the seat; visibility shall discourage their use as a means of concealment.

III.B.1 Design

Seating shall preferably be free-standing benches, nominally 8'-0" in length.

Benches shall be self-draining, so that no water is collected or retained after rain events, and shall be placed under the platform canopy.

III.B.2 Materials

Durable, vandal-resistant materials and finishes shall be used. Metals shall receive a polyester powder coat finish. Material and finish selection shall be appropriate for passenger comfort, for benches that may receive direct sunlight.

III.B.3 Location and Mounting

Seating on platforms shall be located in a manner which does not obstruct passenger circulation.

A minimum of 12 benches should be provided per platform. Additional benches may be placed at other locations throughout the station site, if site conditions warrant.

Benches shall be permanently attached to the platform or walkway using tamper-resistant fasteners.

Table 5.1 Seating Design Summary

Preferred Type	Benches
Nominal Length	8'-0"
Material	Metal
Finish	Permanently attached, vandal-resistant
Minimum per platform	12
Minimum per station	Case-by-case basis

Please refer to **Appendix C** for details of appropriate benches.

III.C TRASH RECEPTACLES

Trash receptacles shall be provided in sufficient quantity, with signs prohibiting littering, to effectively encourage and promote station cleanliness.

III.C.1 Design

Trash receptacles shall be open-top, stave, outer barrel design, with a removable reinforced plastic inner barrel. Receptacles shall have a nominal diameter of 28", and minimum height of 40".

III.C.2 Materials

Receptacles shall be heavy-gauge steel or ductile iron, with a polyester powder coat finish on all surfaces.

III.C.3 Location and Mounting

Trash receptacles shall be located in a manner which does not impede passenger circulation.

A minimum of 8 trash receptacles should be provided per platform; 6 of them uniformly distributed along the length of the platform; one at each vending area; and one at each sidewalk approach.

Additional trash receptacles should be placed at other locations throughout the stations as site conditions warrant.

Trash receptacles shall be permanently attached to the platform or walkway, either by casting directly into concrete, or using tamper-resistant fasteners.



FIGURE 5.2 TYPICAL TRASH RECEPTACLE

TABLE 5.2 TRASH RECEPTACLE DESIGN SUMMARY

Preferred Type	Open-top, barrel
Min. Measurements	Ø28", 40" height
Material	Steel / Ductile Iron
Finish	Permanently attached, polyester powder coat
Minimum per platform	8
Minimum per station	Case-by-case basis



FIGURE 5.3 TYPICAL BENCH

Please refer to **Appendix C** for details of appropriate trash receptacles.

III.D OTHER

One (1) bulletin board and one (1) pamphlet rack shall be provided at each platform.

For additional details and information about Station Fixtures and Furnishings, please refer to **Appendix C**.

IV. INFORMATION SYSTEMS

Information systems are essential to the safe and efficient operation of the railway. They enable passengers to find their way around TRI-RAIL stations, and allow station staff to communicate with passengers. This section describes several leading sources of information for the passenger, including:

- a. Signs and graphics
- b. Public Address System
- c. Passenger Information System

IV.A SIGNS AND GRAPHICS

The main objective of signs and graphics is to allow passengers to navigate the station safely, without the need of directions from station staff, and do so safely.

When integrating signs and graphics into the design of a station, the following considerations should apply.

IV.A.1 Sign Size

Signs shall be limited to a range of standard sizes identified in the MUTCD and Chapter 8 of these station design guidelines.

IV.A.2 Location

Placement of signs shall be as consistent from station to station as possible.

IV.A.3 Station Architecture

The architectural treatment and aspects of the station site shall be considered to integrate the placement of signs, such as lighting and finish modules.

IV.A.4 Design Development

Final location, size, type and number of signs shall be subject to input from SFRTA's Planning, Operations, Marketing, and Engineering Departments.

Refer to Chapter 8 of these Guidelines and Appendix F for applicable signage and information system standards.

IV.B PUBLIC ADDRESS SYSTEM

A Public Address (PA) system shall be provided at each station, to allow operations personnel to inform passengers of both normal and emergency situations. Information regarding train movements and station conditions will be broadcast over this PA system.

IV.B.1 Location

The PA system shall cover the entire station platform area, and should be able to reach external areas, such as parking lots, in case of an emergency. Speakers should generally be located where maximum height can be achieved. Appropriate spacing shall be provided to ensure good reception, and to prevent unnecessary reverberations from rendering messages unintelligible.

Where conditions permit, speakers shall be installed above ceilings or canopies. All sides must be concealed, except for the face where sound is projected. Conduits and other appurtenances must also be concealed.

IV.B.2 Minimum Features

The following minimum features shall be provided:

- i. Exterior speakers
- ii. Variable amplification, ambient noise compensated
- iii. Configured to hear voice messages on all areas of the platform, stairs, elevators, crossover bridge and other public areas in the Station.

Automatic announcements shall be able to be provided. An automatic announcement shall also be made when a TRI-RAIL train is approximately 3-minutes (programmable by TRI-RAIL) prior to arrival.

Manual audible announcements shall be possible at all Stations. Such announcements shall override remote announcements. Manual station announcements shall be possible from the Tri-Rail Ticket Agent's office and, where applicable, the Amtrak station office.

IV.B.3 Variable Message Signs

- i. Variable Message Signs (VMS) shall be provided which automatically provide rapidly updated TRI-RAIL arrival information to passengers for TRI-RAIL platforms only.
- ii. The VMS shall provide the ability to define and display special messages and messages that are displayed at pre-determined times of the day or unscheduled messages generated from the Tri-Rail Call Center. The signs shall provide the ability to display messages on a repeating "loop" at regular time intervals. VMSs shall be able to display at least 27,000 different characters.
- iii. The sign head shall meet or exceed ADA requirements, including font size and height and visibility, and shall be a minimum 16 rows x 96 columns with at least 2 lines of text. VMSs shall be capable of holding, rotating, sparkling and scrolling message functions. The VMSs shall be vandal-resistant, outdoor NEMA style, tamper-resistant with polycarbonate hard coated lens. VMSs shall comply with FCC Class A emissions and UL 1950.
- iv. The train arrival message shall be triggered from information obtained from the Tri-Rail Call Center. VMSs shall display day and time, which shall continue function upon loss of utility power for at least 30 days.
- v. The VMS shall have a self diagnostic routine to test memory and functionality on a regular basis and provide a visual indication if any fault is

diagnosed. VMSs shall have modular fault indicators for easy field troubleshooting and to enable an average field repair/changeout time of 30 minutes. Maintenance shall be no more frequent than bi-weekly.

- vi. The VMS shall have an extended life of greater than 15 years and LEDs shall have an average life of at least 100,000 hours.

IV.B.4 Voice Annunciators

A Voice Annunciator (VA) System providing audible TRI-RAIL arrival information in conjunction with the VMS shall be provided at all stations on TRI-RAIL platforms only. The system shall provide automatic audio announcements of TRI-RAIL arrivals including track location and direction as well as estimated time of arrival. The VA system shall be ambient-noise compensated.

- i. The VA system shall provide the ability to define and play special announcements and announcements that play at pre-determined times of the day. The system shall provide the ability to play announcements on a repeating "loop" at regular time intervals.
- ii. The VA system shall meet or exceed ADA requirements.
- iii. The train arrival announcements shall be triggered from information obtained from the Tri-Rail Call Center.
- iv. Updating the VA programmed announcement database shall be easily achieved.
- v. The VA system shall include a public address capability that will allow for the broadcast of unscheduled announcements from the Tri-Rail Call Center.

IV.C PASSENGER INFORMATION SYSTEM

A Passenger Information (PIS) System shall be provided for variable message signs and/or video displays. This system shall be mounted in public areas of the station, in high-visibility locations.

The main function of these systems is to give passengers information on station operating conditions, public service, security, weather reports, and possible private paid advertising. Certain PI system announcements will require close coordination with PA system announcements.

IV.C.1 PIS Hardware

PIS systems hardware in stations, central operating systems, and interconnecting network, will be provided and maintained by a 3rd party vendor under contract to SFRTA. Necessary utilities, such as power and conduit for fiber optic lines, will be furnished by TRI-RAIL and built into the station.

The PIS shall provide general announcements, alerts, prerecorded announcements, automatic train arrival information, and real-time announcements to passengers at each Station platform.

The PIS shall be controlled from the Tri-Rail Call Center. Call Center personnel shall be able to select prerecorded announcements, including evacuation warnings and service announcements. In addition, Call Center personnel shall be able to make unscheduled real-time audible and visual announcements. Prerecorded and unscheduled announcement selection shall be possible on a per-Station or systemwide basis.

IV.C.2 PIS at Tri-Rail Call Center

The PIS at the Call Center shall also provide the following functions:

- i. Downloading, review, modification, and incorporation of Tri-Rail timetable, including train IDs.
- ii. Overview of entire SFRC, showing: train locations; train IDs; train direction; and Station locations. The overview shall be approximately to scale linearly. The overview shall be displayed on all PIS screens.
- iii. Detailed train displays, selectable by train ID, showing: approximately 4-mile section of the alignment, including all main line tracks, TRI-RAIL yards, stations, and grade crossings; train location (including milepost to 2 decimal places); and train speed and direction. In addition, the system shall provide Expected Time of Arrival (ETA) and predicted lateness of the train for remaining stations.
- iv. Train summary page, providing a list of all trains currently in service, milepost, speed, next station, ETA, and predicted lateness.
- v. Station displays, allowing individual or all stations to be selected. The displays shall provide information on current messages being displayed and shall enable prerecorded or unscheduled announcements to be selected and transmitted.
- vi. Trains shall be color-coded by lateness (on-time, late, or very late). TRI-RAIL shall be able to program the parameters for these designations.

V. ADVERTISING

Advertising provides a valuable source of revenue and shall be considered an integral part of the design of TRI-RAIL stations.

V.A GENERAL CRITERIA

General considerations for the placement of advertisements include the following criteria:

V.A.1 Location

Locations of advertising shall neither conflict with, nor cause distraction to the legibility of railway signs, messages, or PI systems.

V.A.2 Size

A standard range of modular sizes for advertisements shall be used, either individually or grouped together to form larger images.

V.A.3 Installation

Adequate depth shall be provided between structure and face of finish, to allow back-lighted advertising boxes to be mounted flush with the face of wall finishes.

V.A.4 Design Module

Advertising panels shall be coordinated with the station design module and other features to ensure that a clean, well-organized image is presented. Design modules and features may include columns, wall openings, fittings, and equipment.

V.A.5 Exterior Conditions

Locations shall be identified for exterior advertising, using the standard sizes as well as special billboards.

V.A.6 Coordination

Locations of advertisements shall be coordinated with ongoing design work at other TRI-RAIL facilities.

VI. SECURITY

Security is of the upmost importance at TRI-RAIL stations. All stations and ancillary structures shall have a security system that includes active and passive measures. In cases when time and/or budget does not allow for a security system to be installed prior to opening a facility to the public, adequate infrastructure shall be installed for future security and monitoring systems.

VI.A PASSIVE SECURITY

Provide the following passive security measures:

VI.A.1 Glassed Backed Elevator Tower

Glassed backed elevators and open stair towers to allow clear visibility from the inside out and from the outside in.

VI.A.2 Openness

- i. Maximize openness around the perimeter of the parking deck to accommodate increased natural light.
- ii. Minimize interior solid structural walls or corners which might be perceived as unsecure areas.

VI.A.3 Lighting

Incorporate a facility lighting system that is well distributed, has a high color rendition index and high color temperature.

VI.B ACTIVE SECURITY

Provide the following active security measures:

VI.B.1 Parking Lots / Structures

- i. A minimum of two (2) CCTV cameras will be provided per level. Spare conduit shall be provided between the camera locations and the camera control / security room.

- ii. Final placement of cameras will be evaluated and directed by SFRTA.

VI.B.2 Platforms

Cameras will be strategically located to monitor the following locations:

- i. One (1) camera on north end of each platform looking south
- ii. One (1) camera on south end of each platform looking north
- iii. One (1) camera at the west elevator tower looking at the west parking lot
- iv. One (1) camera at the east elevator tower looking at the east parking
- v. One (1) camera at the west platform looking directly into the elevator lobby of the east platform
- vi. One (1) camera at the east platform looking directly into the elevator lobby of the west platform
- vii. One (1) camera looking at each parking lot entrance.
- viii. These locations may vary between stations.
- ix. For details on security systems in TRI-RAIL's parking structures refer to Chapter 9, Section VIII.E Security.



FIGURE 5.1

GLASS BACK ELEVATOR TOWER

VII. GREEN DESIGN

The following LEED prerequisites and credits apply to this Chapter. These criteria shall be implemented on each project as applicable, and as far as the budget allows. Criteria to meet each prerequisite and credit shall be in accordance to the latest version of LEED New Construction and Major Renovations.

VII.A SUSTAINABLE SITES (SS)

VII.A.1 SS Credit 4.2: Alternative Transportation – Bicycle Storage and Changing Rooms

The intent of this credit is to reduce pollution by automobiles, by promoting the use of bicycles, and providing change rooms.

VII.A.2 SS Credit 6.1: Stormwater Design – Quality Control

The intent of this credit is to reduce impervious cover, and increase infiltration.

VII.A.3 SS Credit 6.2: Stormwater Design – Quality Control

The intent of this credit is to reduce pollution of stormwater runoff by implementing best management practices (BMPs).

VII.A.4 SS Credit 7.1: Heat Island Effect – Nonroof

The intent of this credit is to reduce the heat island effect by using larger shade trees and hardscape materials that have low reflectivity index.

VII.A.5 SS Credit 7.2: Heat Island Effect – Roof

The intent of this credit is to reduce the heat island effect by using roofing materials that have low reflectivity index.

VII.B WATER EFFICIENCY (WE)

VII.B.1 WE Prerequisite 1: Water Use Reduction

The intent of this prerequisite is to reduce water demand of the facilities by 20% when compared to a baseline, not including irrigation.

VII.B.2 WE Credit 2: Innovative Wastewater Technologies

The intent of this credit is to reduce wastewater generation by reducing potable water demand of the facilities 50%, or treat 50% of the wastewater on site.

VII.B.3 WE Credit 3: Water Use Reduction

The intent of this credit is to reduce water demand of the facilities beyond the 20% required in WE Prerequisite 1.

VII.C ENERGY & ATMOSPHERE (EA)

VII.C.1 EA Credit 1: Optimize Energy Performance

The intent of this credit is to increase energy efficiency performance.

VII.C.2 EA Credit 2: On-site Renewable Energy

The intent of this credit is to encourage use of renewable sources of energy for consumption of the stations and ancillary structures.

VII.C.3 EA Credit 4: Enhanced Refrigerant Management

The intent of this credit is to support early compliance of not using refrigerants.

VII.C.4 EA Credit 5: Measurement and Verification

The intent of this credit is to encourage ongoing accountability of the structure's energy consumption.

VII.C.5 EA Credit 6: Green Power

The intent of this credit is to encourage the development and use a grid-source, renewable energy technology to provide a minimum of 35% of the station and ancillary structures' energy demand for a minimum of 2 years.

VII.D MATERIALS & RESOURCES (MR)

VII.D.1 MR Credit 4: Recycled Content

The intent of this credit is to incorporate the requirement to use recycled materials, or the recycled material content in the design and specifications.

VII.D.2 MR Credit 5: Regional Materials

The intent of this credit is to encourage and increase the use of local materials by reducing impacts due to transportation.

VII.D.3 MR Credit 6: Rapidly Renewable Materials

The intent of this credit is to encourage the use of rapidly renewable materials, such as bamboo, cotton, linoleum, and cork.

END OF CHAPTER

CHAPTER 7

CONVEYING SYSTEMS



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I. DESIGN INTENT

I.A PURPOSE

Provision of mechanical conveying systems ensures accessibility to TRI-RAIL facilities for passengers with special needs, and enhances convenience for all customers.

The purpose of this Chapter is to delineate guidelines for the design and use of elevator and escalator systems at stations.

I.B GENERAL CONSIDERATIONS

Elevators, in conjunction with overpasses, provide a safe, convenient, fully-accessible route between platforms located on opposite sides of the tracks. Therefore, at least one elevator shall be provided at each platform connected by a pedestrian overpass.

Escalators provide an efficient means for rapid movement of large numbers of people between various levels of facilities, such as platforms and overpasses. However, current ridership levels and projections for future growth do not justify installation of escalators at TRI-RAIL stations, except in certain cases.

Regardless of the type(s) of conveying system selected, the following criteria should be considered during design.

I.B.1 Location

Elevators or escalators should be located in a manner which optimizes their use while minimizing impacts to pedestrian traffic; generally, immediately adjacent to, but not encroaching upon, normal pedestrian circulation paths; and in reasonably close proximity to station entrances, walkways to/from parking areas, and TVM enclosures,

as well as station buildings, rest rooms, and concession areas, where such amenities are provided.

I.B.2 Compliance

Elevators and escalators shall be fully ADA-compliant, of robust design and construction. Structural, mechanical and electrical features shall meet or exceed the requirements of applicable codes, standards, and regulations.

I.B.3 Aesthetics

Elevators and escalators should contribute to the architectural enhancement of stations and other facilities. Where used in conjunction with overpasses, elevators and escalators shall be integral to the design of the overpass.

I.B.4 Support Facilities

Machinery rooms, pits, and other service spaces shall be designed with security and vandal resistance in mind, and shall be located in such a manner that access to such spaces is positively separated from normal pedestrian traffic.

II. ELEVATORS

II.A GENERAL

All elevator construction, including shafts, pits, cabs, doorways, and vestibules, shall be in accordance with applicable codes, regulations, and standards.

Elevator cabs, doorways, vestibules, fixtures, and controls shall be ADA compliant.

II.A.1 Location and Clearances

Elevator shafts shall be located no closer than 8'- 0" from the edge of any platform. Shafts shall be oriented so that elevator doors do not face the platform edge.

A minimum clearance of 5'- 0" shall be provided at any side of an elevator shaft where pedestrian circulation is allowed.

II.A.2 Construction

Elevator cabs and shafts shall be provided with glazed panes of sufficient size to preclude use of the cab as a "hiding place". Shaft enclosures shall be architecturally compatible with the station architecture; where used in conjunction with an overpass, the shaft design shall be integral with the overpass structure.

II.A.3 Ancillary Spaces

The design of pits, machine rooms, and similar spaces shall accommodate all required machinery and control equipment, and facilitate access for inspection and maintenance. No equipment unrelated to the elevator system shall be located within such spaces.

II.B EQUIPMENT, MATERIALS AND PERFORMANCE

II.B.1 General

Elevators shall be designed for heavy-duty commercial use, with equipment selected to accommodate "crush load" crowding.

Elevator operation shall be fully automatic, available 24 hours per day, unless manually controlled by key switch during non-operating hours.

Elevators shall have three glass wall panels: one on each of the three walls other than the entry wall. Elevator size and configuration shall accommodate a rolling emergency stretcher.

II.B.2 Hydraulic Equipment

Elevators that are a hydraulic piston-driven shall be designed as follows:

- i. Compound acting hydraulic cylinders shall be utilized to minimize necessary cylinder casing depth. The use of "holeless" cylinders may be considered.
- ii. Drive system equipment shall utilize non-combustible hydraulic fluid.
- iii. Hydraulic fluid reservoirs shall be equipped with electric strip heaters, with enough capacity to prevent congealing of fluid in cold weather.
- iv. Machine rooms shall be equipped with thermostatically-controlled exhaust fans. Fans shall automatically shut down upon activation of smoke detectors.

II.B.3 Machine Room Less (MRL)

Elevators that are MRL's shall be designed as follows:

- i. All controllers shall be non-proprietary
- ii. Gearless, machine room less traction elevators with stops in all elevators at all levels.

- iii. Elevator passenger cabs and controller closets shall be air-conditioned spaces.
- iv. Use stainless steel frames and doors at all lobbies to minimize vandalism. Interior finishes shall include stainless steel walls, hard ceiling with recessed vandal-resistant lighting, and rubber flooring.
- v. The use of wire strand systems, for elevator support is permitted; belts containing wire or Kevlar rope systems shall not be allowed.
- vi. Trailing cables must have capabilities of telephone, security, audio, and CCTV.
- vii. Coordinate call buttons with floor identification.

II.B.4 Materials

Durable, readily available, fire and vandal resistant, as follows:

- i. **Structural members:** Galvanized steel, epoxy prime-coated; finish-painted with polyurethane top coat if not concealed by other construction.
- ii. **Door & window frames, hoistway doors:** Stainless steel, Type 304 or higher, with brushed satin finish.
- iii. **Hoistway thresholds:** Bronze or nickel silver, with rough-cast finish on walking surfaces.

II.B.5 Performance

- i. **Design Payload:** 3000 lb., minimum
- ii. **Ascending Speed:** 3 ft./sec., minimum with design payload; with adjustable control.

II.C ELEVATOR CABS

II.C.1 Materials

Structural steel framing, with stainless steel finish surfaces (Type 304 or higher).

II.C.2 Layout

Elevator cabs shall be designed to accommodate stretchers, wheelchairs, baby strollers, and the like without having to turn 360°.

The cab interior dimensions shall be sized to accommodate the 360° turning of a wheelchair with helper.

II.C.3 Flooring

Resilient, fire and chemical resistant finish floor over marine plywood subfloor.

II.C.4 Lighting

Compact fluorescent or HID, minimum 4 fixtures per cab, recess-mounted, with vandal-resistant lens. Fixtures shall have integral, battery-powered emergency lighting provisions. Minimum general lighting level shall be 20 footcandles at the floor.

II.C.5 Control Panel

Seamless, touch-sensor operated audio-visual control panel, with labels and instructions in English and in Braille. Panel mounting height shall be suitable for use by wheelchair users. Key-operated firefighter override controls shall be included.



FIGURE 7.1
TYPICAL MRL
ELEVATOR

II.D ELEVATOR CONTROLS

Elevators shall be fitted with tactile Braille call buttons, raised and audible as well as visible annunciation systems to indicate the direction and floor position of the elevator car. All user

controlled lift functions shall be accessible and readily available to those in need.

II.E EXTERIOR FIXTURES AND ACCESSORIES

II.E.1 General

Fixtures and accessories shall be heavy duty, vandal-resistant, fabricated from stainless steel, polycarbonate, and similar materials. Fasteners shall be concealed where possible, and vandal-resistant where exposed.

II.E.2 Call buttons

Seamless, touch-sensor type having no moving parts; wall-mounted, with center of button 42" above finish floor.

Emergency telephone components, including speaker and microphone, shall be concealed behind a stainless steel panel. The only visible component of the device shall be the "PTT" (push-to-talk) button used to initiate the emergency communication

Instructions for operating the emergency telephone shall be posted in both English and Braille.

II.F.2 Recall System

Each elevator shall be equipped with a recall system, which will return the cab to platform and open the doors upon activation of an "elevator equipment emergency" circuit. Doors shall remain open until the cause of

TABLE 7.1 General Planning Dimensions

Elements	Dimensions
Car Internal Dimensions (W x D x H)	5'- 0" x 8'- 0" x 7'- 0" (minimum)
Landing Width at Car Door	4'- 8" (minimum)
Elevator Well: W x D	7'- 0" x 11'- 0" (approx. minimum)
Elevator Well Headroom from Car	14'- 0" (minimum)
Pit Depth	6'- 0" (minimum)
Machine Room Clearances (L x W x H)	8'- 0" x 10'- 0" x 7'- 0"
Handrail Diameter	2"
Handrail Height above Floor	34"
Handrail Length along Car Side Walls	To within 6" of Car Corners
Elevator Capacity	Based on Required Area

II.E.3 Hall/Car Lanterns

Audible/visible type; wall-mounted, with centerline min. 72" above finish floor.

II.F COMMUNICATION AND SAFETY SYSTEMS

II.F.1 Telephone

Each elevator cab shall be provided with an emergency telephone for communication as per TRI-RAIL's maintenance contractor.

the emergency is diagnosed and corrected.

II.F.3 Local Alarm

Audio-visual, consisting of a horn and strobe light, located to facilitate recognition by station personnel and local emergency service providers.

II.F.4 Critical Passenger Elevator Dimensions

Please refer to **Table 7.1** for dimensions for planning purposes. All dimensions shall be

adjusted to suit the actual sizes of equipment selected.

II.G MONITORING SYSTEM

Submit operation and maintenance manuals for each type of elevator. Include full maintenance and operating instructions, parts lists, recommended spare parts and emergency parts inventory, sources of purchase, and similar information. Manuals must also include functions of signals, door devices, and emergency operations.

III. ESCALATORS

III.A DESIGN GUIDELINES

Escalator construction and installation shall be in accordance with applicable codes, regulations, and standards.

Escalator equipment and controls shall be ADA-compliant.

III.A.1 Location and Clearances

Escalator equipment shall be located no closer than 8'-0" from the edge of any platform. Escalators serving platforms shall be oriented parallel to tracks, so that passengers alighting on escalator landings do not face the platform edge.

Minimum clearance of 9'-0" shall be provided at escalator landings, measured from the tip of the balustrade to the nearest obstruction. Please refer to **Figure 7.2** for Escalator Location and Clearances.

FIGURE 7.2 ESCALATOR LOCATION AND CLEARANCES



(NEED DIMENSIONS)

III.A.2 Construction

- i. Escalators shall be provided with canopies and glazed fenestration for passenger protection from surrounding elements. Such treatments shall be architecturally compatible with the station architecture; where used in conjunction with an overpass, the escalator design shall be integral with the overpass structure.
- ii. **Incline Angle:** 30° from horizontal.
- iii. **Ancillary Spaces:** The design of pits, machine rooms, and similar spaces shall accommodate all required machinery and control equipment, as well as facilitate access for inspection and maintenance. No equipment unrelated to the escalator system shall be located within such spaces.

III.B EQUIPMENT, MATERIALS AND PERFORMANCE

III.B.1 General

Escalators shall be designed for heavy-duty commercial use, with equipment selected to accommodate "crush" loading.

Escalator operation shall be fully automatic, reversible, and available 24 hours per day.

III.B.2 Equipment

Escalators shall be of electric gear-driven design, as follows:

- i. Drive lubrication system shall utilize non-combustible synthetic lubricants.
- ii. Lubricant reservoirs shall be equipped with thermostatically-controlled electric strip heaters, with capacity able to maintain lubricant temperature at 70°F±.
- iii. Machine spaces shall be equipped with thermostatically-controlled exhaust fans.

Fans shall automatically shut down upon activation of smoke detectors.

III.B.3 Materials

Durable, readily available, fire and vandal resistant, as follows:

- i. **Structural members:** Galvanized steel, epoxy prime-coated.
- ii. **Balustrades & Undersides:** Stainless steel, Type 304 or higher, with brushed satin finish. Porcelain enamel finish panels may be used on external surfaces not exposed to pedestrian traffic.
- iii. **Thresholds:** Stainless steel or nickel silver, with rough-cast finish on walking surfaces.
- iv. **Combplates:** Yellow, colorfast composite material, conforming to the requirements of Rule 802.6b of ANSI A17.1.

III.B.4 Performance

Escalators shall be designed for an operating speed range of 90-120 ft/minute, adjustable, under load conditions equivalent to 120 lbs. placed on the center of each exposed step.

III.B.5 Controls

- i. Key-operated switches to stop and start each escalator shall be provided at top and bottom of balustrades, and at the central control panel.
- ii. Pushbutton emergency stop switches shall be provided at top and bottom of balustrades.
- iii. Each escalator controller shall include provision for "maintenance" operation at a speed of 10 ft/minute in either direction; such control provision shall be accessible from both top and bottom landings.

IV. NON-PROPRIETARY EQUIPMENT

SFRTA encourages the use of non-proprietary equipment to improve service and maintenance of systemwide equipment. Where feasible the service and maintenance guidelines described below shall be followed.

IV.A DIAGNOSTIC TOOLS AND PARTS

All diagnostics shall be provided onboard.

IV.A.1 Service Tool

No service tool shall be required for equipment installation, adjustment, maintenance or troubleshooting.

IV.A.2 Parts

Spare or replacement parts shall be available at published prices to anyone without restriction.

IV.B TECHNICAL SUPPORT

IV.B.1 Training

Regularly scheduled technical training classes shall be available at reasonable cost to anyone without restriction.

IV.B.2 Telephone Support

Telephone hotline support shall be available from trained, experienced technicians.

IV.B.3 Field Support

Field engineering support shall be available at the customer's location by prior arrangement at reasonable cost.

IV.B.4 Documentation

All installation, adjustment, maintenance and troubleshooting manuals and documents required for proper equipment

operation shall be provided with equipment at time of delivery.

IV.C PROPRIETARY EQUIPMENT

In cases where equipment provided is proprietary, the following is required at a minimum:

- a. access to purchase parts after construction
- b. wiring diagrams/drawings, and
- c. source software

A statement that guarantees no service tools is needed, or that tools and software for a laptop are to be provided by the manufacturer, with guaranteed updates for life of equipment is preferred.

V. GREEN DESIGN

The following LEED prerequisites and credits apply to this Chapter. These criteria shall be implemented on each project as applicable, and as far as the budget allows. Criteria to meet each prerequisite and credit shall be in accordance to the latest version of LEED New Construction and Major Renovations.

V.A SUSTAINABLE SITES (SS)

V.A.1 SS Credit 8: Light Pollution Reduction

The intent of this credit is to minimize light trespass from the building and site.

V.B INDOOR ENVIRONMENTAL QUALITY (IEQ)

VII.B.1 IEQ Credit 6.1: Controllability of Systems - Lighting

The intent of this credit is to provide a high level of lighting, which can be individually controlled to promote comfort and well being.

V.C ENERGY & ATMOSPHERE (EA)

V.C.1 EA Credit 1: Optimize Energy Performance

The intent of this credit is to increase energy efficiency performance.

V.C.2 EA Credit 2: On-site Renewable Energy

The intent of this credit is to encourage use of renewable sources of energy for consumption of the stations and ancillary structures.

V.C.3 EA Credit 2: On-site Renewable Energy

The intent of this credit is to encourage use of renewable sources of energy for consumption of the stations and ancillary structures.

V.C.4 EA Credit 6: Green Power

The intent of this credit is to encourage the development and use a grid-source, renewable energy technology to provide a minimum of 35% of the station and ancillary structures' energy demand for a minimum of 2 years.

V.D MATERIALS & RESOURCES (MR)

V.D.1 MR Credit 4: Recycled Content

The intent of this credit is to incorporate the requirement to use recycled materials, or the recycled material content in the design and specifications.

V.D.2 MR Credit 5: Regional Materials

The intent of this credit is to encourage and increase the use of local materials by reducing impacts due to transportation.

V.D.3 MR Credit 6: Rapidly Renewable Materials

The intent of this credit is to encourage the use of rapidly renewable materials, such as bamboo, cotton, linoleum, and cork.

V.D.4 MR Credit 7: Certified Wood

The intent of this credit is to encourage environmentally responsible forest management, by utilizing certified wood.

END OF CHAPTER

TRI-RAIL 2013 ON-BOARD SURVEY

Prepared for:



July 2013

South Florida Regional Transportation Authority

800 NW 33rd Street
Pompano Beach, FL 33064

Prepared by:

HNTB

HNTB Corporation

8700 West Flagler Street, Suite 402
Miami, FL 33174

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Table 28 – Q7b: If yes, please check all services that you will use on the return leg of the trip: 62

Table 29 – Q8: I will finish this one-way trip at: 63

Table 30 – Q10a: The fare I used for this one-way trip was: Fare Type 64

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Table 38 – Q15: I live/stay in South Florida: 72

Table 39 – Q16: I am: Male or Female 73

Table 40 – Q17: My age is: 74

Table 41 – Q18: My race is best described as: 75

Table 42 – Q19: (Blank) vehicles are owned by people in my home 76

Table 43 – Q20: I could have traveled today by car but chose to ride Tri-Rail instead: 77

Table 44 – Q21: I have a Driver’s license: 78

Table 45 – Q22a: Including me, (blank) live in my home, and of those: 79

Table 46 – Q22b: Including me, (blank) live in my home, and of those: Have a Driver’s license 80

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1.0 INTRODUCTION

The U.S federal Transit Administration (FTA) has guidelines for data collection and recommends that transit on-board surveys be conducted every five years. The South Florida Regional Transportation Authority (SFRTA) last led conduction of an on-board survey in 2007, and Tri-Rail passengers were surveyed in 2008 as part of a South Florida East Coast Corridor Study. SFRTA contracted with HNTB to conduct a full scale on-board survey to aid in the establishment of SFRTA's future planning goals and to assist in providing accurate ridership characteristics including origin-destination patterns, trip purpose, mode of access and egress, as well as socio-economic characteristics, customer opinions and preferences. The resulting feedback would be used to determine areas of improvement to the SFRTA system through the development and update of SFRTA's Transportation Development Plan (TDP). HNTB conducted the on-board survey of the agency's commuter rail service, Tri-Rail, on Wednesday, February 13, 2013.

The 2013 SFRTA on-board survey effort consisted of two main parts. The first was comprised of door counts taken on all Tri-Rail trains throughout the day. The second focus of this effort was to collect data from passengers to reflect at least one leg of a typical weekday trip. Additional information regarding rider characteristics and comments on the service was also included in the survey. A total of 5,175 surveys were collected and processed for analysis. Parking counts at all Tri-Rail stations were conducted as well.

The Tri-Rail corridor is 72 miles long (refer to Figure 1) and a total of 18 stations are located along its corridor in Miami-Dade, Broward and Palm Beach counties. Tri-Rail operations run from approximately 4:00 am until 11:35 pm on a typical weekday and 5:20 am to 11:45 pm on a typical weekend day (**Appendix A** includes a full schedule). When this survey was conducted, Tri-Rail's southern terminus, the former Miami Airport Station, was under construction for integration into the new Miami Intermodal Center (MIC) scheduled to be open in 2014. Therefore, the new southern terminus station was the Hialeah Market Station which was renamed Hialeah Market/Miami Airport Station during the conduct of the survey, and only 17 stations were operational during the survey.

Figure 1: Tri-Rail System Map



1.1 Scope of the Effort

The 2013 Tri-Rail On-Board Survey project scope focused on survey methodology development, survey instruments design, survey implementation, and database development. The final product is a compilation report and accompanying database that summarizes and contains all of the data. Geocoding of specific origin and destination information was utilized to further analyze the data and is documented by a map series located in *Section 7.3 Origin/Destination Results* of this final report.

1.2 Previous Tri-Rail Surveys

In 2007, the SFRTA conducted an on-board survey for the *Transit Development Plan (TDP) Major Update FY 2009-2018*. The 2007 survey collected ridership characteristics, origin-destination patterns, and modes of access and egress. The 2007 survey was administered for an entire day, reflecting a 100% daily distribution of questionnaires. At that time, Tri-Rail operated 40 trains per day. On June 6, 2007, Tri-Rail began operating 50 trains per day as a result of completion of the Segment Five corridor double-tracking project. Then, in October 2008 as a part of the South Florida East Coast Corridor Study, a second survey was undertaken to calibrate and verify the Southeast Regional Planning Model (SERPM).

2.0 SURVEY DESIGN

2.1 Sampling Plan

The survey was conducted from the beginning of Tri-Rail operating hours on Wednesday, February 13, 2013 at 4:00 am, until 3:00 pm. The Tri-Rail operating schedule is shown in Tables 1 and 2. Table 3 reflects train assignments and was used to determine staff needs.

Table 1 – Tri-Rail Operating Schedule (Weekday)

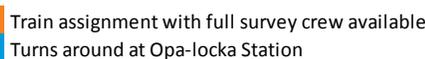
Southbound Train			Northbound Train		
Train	FROM	TO	Train	FROM	TO
	Mangonia Park	Hialeah Market		Hialeah Market	Mangonia Park
P601	4:00 AM	5:44 AM	P600	4:18 AM	6:05 AM
P603	4:40 AM	6:29 AM	P602	4:48 AM	6:40 AM
P605	5:20 AM	7:09 AM	P604	5:13 AM	7:05 AM
P607	6:00 AM	7:49 AM	P606	5:38 AM	7:35 AM
P609	6:20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

Table 2 – Tri-Rail Operating Schedule (Weekend)

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

Table 3 – Surveyor Train Assignments

Southbound	Northbound	Southbound	Northbound	Southbound	Northbound	Southbound	Northbound
	600	611			636	649	
	4:18 - 6:05 AM	6:40 - 8:29 AM			4:53 - 6:45 PM	8:40 - 10:29 PM	
601	608			633	640		
4:00 - 5:44 AM	6:03 - 7:55 AM			3:30 - 5:26 PM	5:53 - 7:45 PM		
	602	613	618	625	628	639	
	4:48 - 6:40 AM	7:00 - 8:49 AM	9:23 - 11:20 AM	12:00 - 1:54 PM	2:23 - 4:20 PM	5:00 - 6:56 PM	
603	612					637	644
4:40 - 6:29 AM	7:03 - 8:55 AM					4:30 - 6:26 PM	6:53 - 8:45 PM
	604	615			632	643	
	5:13 - 7:05 AM	7:30 - 9:19 AM			3:53 - 5:55 PM	6:15 - 8:04 PM	
605	614	621	624	631	638	647	648
5:20 - 7:09 AM	7:43 - 9:35 AM	10:00 - 11:54 AM	12:23 - 2:20 PM	3:00 - 4:41 PM	5:29 - 7:15 PM	7:40 - 9:29 PM	9:43 - 11:55 PM
	606	617	620	627	630	641	646
	5:38 - 7:35 AM	8:00 - 9:49 AM	10:23 - 12:20 PM	1:00 - 2:54 PM	3:13 - 5:10 PM	5:30 - 7:19 PM	7:53 - 9:45 PM
607							
6:00 - 7:49 AM							
	610	619	622	629	634	645	
	6:23 - 8:15 AM	9:00 - 10:54 AM	11:23 - 1:20 PM	2:00 - 3:56 PM	4:33 - 6:25 PM	6:45 - 8:34 PM	
609	616	623	626	635			642
6:20 - 8:04 AM	8:23 - 10:15 AM	11:00 - 12:54 PM	1:23 - 3:20 PM	4:00 - 5:41 PM			6:35 - 8:15 PM

 Train assignment with full survey crew available
 Turns around at Opa-locka Station

The orange highlighted trips had full survey crews available, while all other trips were staffed by passenger counters. Between 4:00 am and 3:00 pm, 13 person crews (one train captain plus six door counters and six surveyors) were assigned to all trains. In addition, two platform managers were assigned; one at Mangonia Park Station and one at Hialeah Market/Miami Airport Station.

The scope of work required a minimum of 132 staff members to carry out the survey effort. 66 staff members were assigned to Mangonia Park Station and 66 staff members were assigned to Hialeah Market/Miami Airport Station. The 13 staff members from train 607 ended up at Hialeah Market/Miami Airport Station at 7:49 am and were used to make up any shortages from that end of the run.

One survey crew member from train number 612 at Mangonia Park Station was assigned to count the cars parked in Tri-Rail park-and-ride lots between Mangonia Park Station and Pompano Beach Station. Another survey crew member from train number 615 at Hialeah Market was assigned to count the cars parked in the Tri-Rail park-and-ride lots between Hialeah Market/Miami Airport Station and Cypress Creek Station.

2.2 Survey Instrument

2.2.1 Overview / Comparison to Previous Survey Results

The survey instrument was developed to be comparable to survey instruments used in both 2007 and 2008, with minor modifications to simplify the wording of questions. This survey is similar not only to previous surveys used for Tri-Rail, but it is also similar to the surveys used for previous Miami-Dade Metrorail, Metrobus and I-95 Express efforts, thus regionally vetting the survey instrument. The survey instrument was designed to obtain information in four major categories including: (1) travel pattern (origin-destination and purpose), (2) mode of station access and egress, (3) passenger demographics, and (4) customer satisfaction.

The questionnaire has eight questions regarding both the origin and the destination of the trip:

- Trip purpose from and to;
- Origin and destination address from and to;
- Mode of travel from and to; and
- Boarding and alighting station

There are five questions about the trip:

- Is this part of a round trip?
- What type of fare payment was used?
- How many months/years have you been riding Tri-Rail?
- How often do you make this trip?
- What was the size of the party (if members are unable to complete a survey)?

The remainder of the questions are about the trip maker:

- Zip code,
- Seasonal or full time resident,
- Gender,
- Race,
- Educational level,
- Driver's License,
- Income,
- Household size/people with driver's license,
- Auto ownership, and
- Car availability for trip

Customer satisfaction questions were added to the survey and passengers were asked about:

- Station Condition,
- Train Condition, and
- System Performance

Once the questionnaire was approved by SFRTA staff, it was translated into both Spanish and Creole. The Spanish version of the questionnaire was printed on the back of the English version and the Creole version was printed on a separate sheet and was distributed on an as-needed basis. The survey team also included English, Spanish and Creole speaking staff. Of the returned surveys, 472 utilized the Spanish translation (9%) and 19 were in Creole (.4%).

All surveys were identified by a unique, six digit serial number that corresponded to a particular train number. The first three digits represented the train number and ranged from 600 to 627. The last three digits were the consecutive numbers starting at 001 for each train set. The Creole questionnaires were numbered separately and consecutively. The three language survey instruments are attached as **Appendix B**.

2.2.2 Pretest

A pretest was conducted using the survey instrument.

On Friday, February 7, 2013, an HNTB staff member rode the P620 train northbound to the Metrorail Transfer Station. 15 passengers were asked to participate in the Tri-Rail Survey. Out of the 15 potential survey takers, ten agreed to complete the survey.

The survey was also tested with riders on the train southbound back to the Hialeah Market/Miami Airport Station. Out of the eight potential survey takers, only one agreed to participate due to time constraints. Out of the 11 surveys that were handed out, the majority were filled out to completion. Seven English versions and four Spanish versions were handed out. Survey takers took an average of five to seven minutes to finish the survey. No difficulties with the survey were noticed or reported.

3.0 MINIMIZATION/MITIGATION OF NON-RESPONSE BIAS

Survey instruments play a critical role in reducing non-response bias. The 2013 Tri-Rail On-Board Survey was designed to maximize response rates while minimizing non-response bias. Non-response bias can occur when observed answers differ from the general population due to differences between respondents and non-respondents.

Methods for Encouraging Response

Two methods of encouraging response to surveys were used. The first was (1) staff training and also actively (2) encouraging response and participation in the survey. A description of the strategies that were used to minimize non-response bias is included below.

1. Staff Training

- Staff was asked to be enthusiastic about the survey and to assist in survey distribution and collection.
- Staff was trained in filling out the survey and encouraging passengers to complete the survey in full.
- Staff was ethnically diverse with a high number of multi-language participants. Staff was made aware of three languages of the survey instrument (English, Spanish and Creole). Staff was also encouraged to help riders fill out the survey to increase response rates.
- Surveyors used red aprons so that they were easily identifiable.
- Surveyors with prior experience were assigned to be train captains on higher occupancy trains. Temporary staff that were observed to be more outgoing and ambitious were also selected as train captains.

2. Encouraging Response

- Train captains circulated throughout the train cars to assist the staff in improving the passenger response rate.
- The survey was advertised ahead of time via multilingual announcements at the station platforms.

- A pretest was conducted to assure that the survey was easy to use and could be completed in a short amount of time.

Survey Quality Control

To facilitate better results during the surveying, the following quality control steps were included.

- Train captains were instructed to walk through the train offering assistance to passengers completing the surveys.
- Training of temporary staff took place to help them analyze each survey and correct for incomplete or incorrect responses.
- The stationing of management staff from the Express Employment Professionals at each end of the line helped assist temporary staff and make sure that all trains were fully staffed.
- Train captains analyzed the completed surveys and discussed issues with the surveyors, offering advice on improving responses from riders.
- Platform managers analyzed completed surveys at the end of the trips as well and discussed possible reoccurring problems with the surveyors and offered methods of improving the quality of the responses.

4.0 IMPLEMENTATION

4.1 Training

On February 12, 2013, mandatory training sessions were held at the SFRTA Pompano Beach Main Office. The training session was conducted to familiarize the entire survey team with the project objectives, survey format, survey methods, and to provide hands-on instruction, informational materials and to answer questions. Participants were paid for their attendance at the survey training. All survey participants were required to ride Tri-Rail to and from the training, which was conducted by HNTB and SFRTA staff.

The training consisted of several activities. First, the approved PowerPoint Presentation (**Appendix E**) was delivered, covering the survey purpose, a description of the Tri-Rail system, and the survey effort itself. The second phase of the training involved a detailed discussion of the roles and expectations of the platform managers, train captains, door counters, and surveyors. The second phase also outlined

expectations of survey team behavior. The final part of the training included hands-on interaction with the survey instrument. All staff involved in the effort participated by both completing and assisting someone else in completing the mock survey instrument.

Survey Implementation

The survey data collection effort included both the survey and passenger door counts. At the northern and southern termini, each survey team boarded their train to begin counting passengers and distributing survey instruments. Once the two door counters assigned to each car on the train were in their places, they collected boardings and alightings at each of the train doors at each station and completed the passenger logs (**Appendix C**). This procedure continued throughout the morning until all assigned trains were surveyed.

The two surveyors assigned to each car on the train made sure that each passenger was given a survey and a pen. Surveyors were assigned to both floors of each train car. After a brief introduction and consent from each potential respondee, the surveyor immediately informed the passenger of the availability of an English, Spanish or Creole survey form. Surveys were distributed in ascending order. Once the surveys had been distributed, the surveyor circulated through the cars to assist passengers in filling out the survey. The surveyors also encouraged reluctant passengers to complete the surveys and also offered to assist passengers in doing so. The surveyors constantly observed the car for passengers completing the survey and moved to collect the completed surveys and pens. Surveyors actively engaged as many rail passengers as they could to collect as many valid surveys as possible.

The train captain was in charge of the survey staff productivity; train captains also observed the staff at all times, making sure that they were completing their assigned tasks. Once the train had completed a full trip, the train captain collected all of the surveys.

As trains completed each trip, it was the responsibility of the platform manager to determine whether a team be released or whether to stay and provide additional staffing if it was needed. They also determined which staff would come back to provide relief for some of the staff working longer shifts.

A list of meeting locations is provided in the following table below.

Table 4 – Meeting Locations at Tri-Rail Stations

Station	Address
Mangonia Park	1415 45th Street, West Palm Beach, FL 33407
Hialeah Market	1200 Southeast 11th Avenue, Hialeah, FL 33010

4.2 Data Input

All data from the count forms that were used for recording boardings and alightings for each trip was input into a Microsoft Excel spreadsheet manually. The data is available in **Appendix D**.

5.0 SURVEY RESPONSE

5.1 Overall Response

The day of the survey, a total of 15,655 passengers boarded the surveyed trains and the surveyors collected a total of 5,175 surveys.

Between the hours of 4:00 am and 3:00 pm, a total of 8,227 passenger counts were taken including 4,380 northbound and 3,847 southbound.

The overall response, or response rate, is used to determine the percentage of people that took the survey on the day of the survey.

The response rate is calculated below.

Response Rate % = (B) Completed Surveys / (A) Passenger Counts

(A) = 8,227

(B) = 5,175

(B) 5,175 / (A) 8,227 = Response Rate %

The response rate therefore is **63%**.

5.2 Passenger Counts

A total of 15,655 passengers rode Tri-Rail on the day of the survey, with 7,947 riders travelling northbound (Table 5) and 7,708 travelling southbound (Table 6). A summary of the passenger count form data is in **Appendix D**.

Table 5 – Northbound Passenger Counts by Time of Day

Station	Total Boardings	Total Alightings	AM		PM	
			Boardings	Alightings	Boardings	Alightings
Hialeah Market	847	0	358	0	489	0
Metrorail Transfer	1328	26	479	13	849	13
Opa-locka	337	28	157	8	180	20
Golden Glades	541	100	368	30	173	70
Hollywood	465	233	292	96	173	137
Sheridan Street	336	124	220	56	116	296
FLL at Dania Beach	542	307	248	149	294	158
Ft. Lauderdale	671	309	368	126	303	183
Cypress Creek	606	582	327	354	279	228
Pompano Beach	439	428	259	213	180	215
Deerfield Beach	357	507	192	228	165	279
Boca Raton	682	949	278	795	404	154
Delray Beach	267	464	184	236	83	228
Boynton Beach	337	625	267	159	70	466
Lake Worth	145	834	96	250	49	584
West Palm Beach	47	1,255	13	692	34	563
Mangonia Park	0	1,176	0	701	0	475
Total	7,947	7,947	4,106	4,106	3,841	3,841

Table 6 – Southbound Passenger Counts by Time of Day

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

Table 7 – 2013 Door Count Results - Directional Splits

Total Boardings: 15,655			
Total AM Boarding: 7,773		Total PM Boardings: 7,882	
AM Northbound	AM Southbound	PM Northbound	PM Southbound
4,106	3,667	3,841	4,041
AM Directional Split		AM Directional Split	
53%	47%	49%	51%
Total Northbound Boardings: 7,947		Total Southbound Boardings: 7,708	
AM Northbound	PM Northbound	AM Southbound	PM Southbound
4,106	3,841	3,667	4,041
Northbound Split AM/PM		Southbound Split AM/PM	
52%	48%	46%	54%
Northbound Peak Load: 368		Southbound Peak Load: 336	
Peak Load Point: Train 608 at Lake Worth		Peak Load Point: Train 633 at West Palm Beach	
Heaviest NB train: 608 with 610 passengers		Heaviest SB Train 633 with 612 passengers	

Table 7 is a summary of the information that could be derived from the door counts. The data shows that during the morning period, the majority of trips are northbound (53% versus 47%). Interestingly, the peak load point in both directions occurs between Lake Worth and West Palm Beach Stations. The train carrying the heaviest volume of passengers in the AM period is train 608, which travels northbound departing Miami (Hialeah Market Station) at 6:33 and arriving in Mangonia Park at 7:55 in the morning. Similarly, the heaviest passenger volume in the PM is train 633, which travels southbound leaving Mangonia Park at 3:30 and arriving at Hialeah Market at 5:26 in the evening.

Table 8 – 2013 Door Count Results - Stations Utilization

Heaviest AM Boardings		Heaviest PM Boardings	
Northbound	Southbound	Northbound	Southbound
Metrorail Transfer	West Palm Beach	Metrorail Transfer	West Palm Beach
479	525	849	752
Heaviest AM Alightings		Heaviest PM Alightings	
Boca Raton	Metrorail	Lake Worth	Metrorail
795	525	584	479

When Tables 8 and 9 are compared, it is interesting to note that while Boca Raton Station is the most heavily used station over the course of the day, it is only the most heavily used station for northbound AM alightings. This would indicate that the Boca Raton Station is heavily used throughout the day in

both directions. Being near each end of the corridor, West Palm Beach and Metrorail Transfer Stations are directional in their usage.

Table 9 – Stations by Rank Order

Rank #	Station	Total Boardings	% of Total Boardings
1	Boca Raton	1,643	10%
2	Metrorail Transfer	1,360	9%
3	West Palm Beach	1,324	8%
4	Mangonia Park	1,136	7%
5	Cypress Creek	1,097	7%
6	Ft. Lauderdale	1,005	6%
7	Lake Worth	977	6%
8	Boynton Beach	925	6%
9	Hialeah Market	847	5%
10	Deerfield Beach	822	5%
11	Pompano Beach	819	5%
12	FLL at Dania Beach	810	5%
13	Hollywood	723	5%
14	Delray Beach	704	4%
15	Golden Glades	628	4%
16	Sheridan Street	452	3%
17	Opa-locka	383	2%
	Total	15,655	100%

Table 9 shows the rank of stations by boardings. Boca Raton Station is ranked the highest station in the Tri-Rail system because the station is located with access to a large business center, a residential community, and near a university; this station has both trip generators as well as attractors and is busy all-day long, not just during the peak periods. The Metrorail Transfer Station, which dominated the system for years, has dropped to second place. Three of the top four “boardings” stations are in Palm Beach County.

6.0 DATA INPUT AND PROCESSING

6.1 Raw Data Input

A Microsoft Access electronic form was created from the survey instrument to compile and input the data collected from the survey into a central database. As a result of this form and accompanying data, a Microsoft Excel spreadsheet with all raw data was created. The data file was organized with rows representing separate surveys and columns organizing each question and the corresponding responses.

Comments provided by riders were also input into the database and should be considered for informational purposes by SFRTA.

6.2 Data Editing

After electronic input of the raw data into the database was complete, review of the preliminary data results were initiated and all raw data was cleaned for obvious errors. Inconsistent information, such as outliers and incomplete responses, were eliminated using logical observations.

7.0 DATA ANALYSIS

7.1 Trip Purpose and Access/Egress Modes

The following tables summarize questions that are essential to understanding the trip making patterns on Tri-Rail.

1. Q1: Origin Location
2. Q3: Access Mode
3. Q4: Boarding Location
4. Q5: Alighting Location
5. Q6: Egress Mode
6. Q8: Destination Location

Table 10 – Trip Purpose to Tri-Rail by Origin Station

Station	Work	Home	Shopping	Social/Rec	Airport	School(K-12)	College/Univ	Other	No Answer
Mangonia Park	42	256	3	9	4	8	12	17	2
West Palm Beach	57	246	2	4	6	9	11	16	6
Lake Worth	52	284	1	5	3	14	14	7	8
Boynton Beach	30	300	2	7	2	29	5	9	5
Delray Beach	30	182	0	4	1	11	6	6	4
Boca Raton	29	160	0	2	2	23	54	5	6
Deerfield Beach	30	182	2	6	1	11	5	3	3
Pompano Beach	48	170	1	3	2	5	9	7	3
Cypress Creek	38	224	3	4	1	3	11	12	5
Fort Lauderdale	57	263	4	9	17	4	12	16	6
FLL at Dania Beach	21	86	1	6	29	0	9	8	0
Sheridan Street	25	140	1	3	0	1	2	6	1
Hollywood	48	225	1	2	6	2	3	7	3
Golden Glades	33	183	1	4	2	3	7	5	4
Opa-locka	31	85	0	3	2	0	4	3	4
Metrorail Transfer	40	146	0	7	6	4	11	21	3
Hialeah Market/Miami Airport	60	168	3	2	45	3	0	9	6

The majority of trips to Tri-Rail originate from the home. There are no specifically dominating areas. Seven stations provided over 200 passengers each morning coming from home and thirteen stations provided over 150 passengers.

Table 11 – Mode of Access by Trip Purpose

Mode	Work	Home	Shopping	Social/Rec	Airport	School(K-12)	College/Univ	Other	No Answer
Walking	115	293	3	7	11	17	19	15	12
Taxi	27	81	8	9	13	0	0	13	5
School Bus	14	29	2	1	1	7	6	2	5
Metrorail	43	109	1	11	13	1	13	21	5
Bike	79	211	1	8	6	2	11	6	8
Transit Bus	123	423	6	13	8	10	68	25	14
SFRTA Shuttle Bus	52	83	2	4	71	3	13	11	7
Drove and Parked	190	1,229	7	16	15	11	35	25	21
Dropped Off	157	969	6	33	20	82	35	54	22
Other	28	102	0	4	3	5	6	9	2

The vast majority of the home-based trip uses an automobile to access Tri-Rail. 26% of all the work trips accessed Tri-Rail by transit (Metrorail, SFRTA Shuttle and Transit Bus) and 17% of all of the home-based trips accessed Tri-Rail by transit. It must be noted that there is a high percentage of bike and pedestrian

access for the home to Tri-Rail trip, even though a part of these trips are coordinated with connecting transit.

Table 12 – Mode of Access to Stations

Station	Walking	Taxi	School Bus	Metrorail	Transit Bus	SFRTA Shuttle Bus	Drove and Parked	Dropped Off	Bike	Other	No Answer	Blank	Total
Mangonia Park	32	12	5	3	28	3	158	111	20	10	7	2	391
West Palm Beach	46	9	8	5	63	8	107	110	21	10	4	2	393
Lake Worth	58	11	2	2	36	4	103	114	39	12	27	4	412
Boynton Beach	25	4	1	1	18	2	133	166	22	13	19	2	406
Delray Beach	18	3	1	2	31	5	52	103	22	4	15	0	256
Boca Raton	17	6	10	5	47	10	69	103	20	6	8	0	301
Deerfield Beach	27	9	1	3	13	3	98	68	18	9	9	1	259
Pompano Beach	27	5	6	1	51	7	70	71	23	6	5	1	273
Cypress Creek	23	8	3	3	53	21	109	65	21	8	19	2	335
Fort Lauderdale	21	15	4	5	79	31	104	92	19	11	22	2	405
FLL at Dania Beach	9	2	1	0	25	32	58	19	7	7	6	1	167
Sheridan Street	17	3	1	2	6	2	96	30	11	11	8	1	188
Hollywood	47	7	1	1	43	5	75	93	9	27	12	1	321
Golden Glades	11	7	2	2	63	8	80	56	6	5	13	0	253
Opa-locka	24	7	0	7	28	10	34	31	5	6	3	0	155
Metrorail Transfer	12	4	5	107	18	5	25	49	17	7	13	0	262
Hialeah Market/Miami Airport	22	17	1	11	15	50	111	43	15	8	16	2	311
Total	436	129	52	160	617	206	1,482	1,324	295	160	206	21	5,088

As a mode of access, the automobile dominance is even more prominent in the northern half of the corridor. Access to Tri-Rail stations by transit is fairly evenly distributed, with the Metrorail Transfer and the Fort Lauderdale Stations having the largest number of transit trips.

Table 13 – Mode of Egress by Station

Station	Walking	Taxi	School Bus	Metrorail	Transit Bus	SFRTA Shuttle Bus	Drove and Parked	Dropped Off	Bike	Other	No Answer	Blank	Total
Mangonia Park	20	9	97	0	36	5	52	85	12	21	25	2	364
West Palm Beach	174	20	5	1	62	6	49	77	17	21	38	3	473
Lake Worth	36	5	16	2	28	21	19	30	17	4	8	2	188
Boynton Beach	40	4	8	2	28	3	19	30	11	2	11	0	158
Delray Beach	41	8	1	1	47	15	16	38	17	10	6	1	201
Boca Raton	107	3	27	6	281	243	48	72	51	17	30	1	886
Deerfield Beach	74	3	1	0	17	32	25	31	18	0	5	1	207
Pompano Beach	44	4	4	4	48	20	23	34	23	2	12	3	221
Cypress Creek	110	2	5	2	37	116	34	78	27	9	12	1	433
Fort Lauderdale	32	7	5	5	99	110	26	42	16	8	15	3	368
FLL at Dania Beach	17	1	3	2	34	58	25	18	8	6	3	1	176
Sheridan Street	18	1	0	0	20	16	10	22	4	3	2	0	96
Hollywood	34	4	1	8	28	6	20	24	17	3	6	1	152
Golden Glades	8	6	1	2	45	2	19	27	6	3	3	2	124
Opa-locka	14	2	1	2	42	9	7	18	5	1	2	2	105
Metrorail Transfer	48	3	2	241	26	6	24	29	15	21	11	4	430
Hialeah Market/Miami Airport	30	10	1	20	46	102	68	29	11	8	14	0	339
Total	847	92	178	298	924	770	484	684	275	139	203	27	4,921

The three stations with the highest number of walk egress modes are all relatively high density areas and include West Palm Beach, Cypress Creek and Boca Raton. Note that Boca Raton and Cypress Creek are not historic downtowns, but are suburban centers where the Tri-Rail station is in the center of the development. The termini stations of Mangonia Park and Hialeah Market/Miami Airport have the highest number of ‘Parked Car’ as a mode of egress from Tri-Rail. Boca Raton clearly has the highest number of passengers using transit to leave the Tri-Rail station. The SFRTA shuttles are the most effective at distributing trips from Boca Raton, Cypress Creek, Fort Lauderdale and Hialeah Market/Miami Airport Stations.

Table 14 – Trip Purpose from Tri-Rail by Station

Station	Work	Home	Shopping	Social/Rec	Airport	School(K-12)	College/Univ	Other	No Answer
Mangonia Park	118	74	3	9	1	112	8	21	9
West Palm Beach	177	86	1	8	4	117	14	27	15
Lake Worth	59	46	1	1	1	39	10	12	10
Boynton Beach	71	39	3	9	0	16	1	6	6
Delray Beach	113	37	1	7	0	10	3	9	11
Boca Raton	424	102	3	4	0	34	233	15	25
Deerfield Beach	134	36	0	4	0	5	2	11	5
Pompano Beach	135	41	1	8	1	3	5	12	9
Cypress Creek	302	60	3	3	0	5	9	15	18
Fort Lauderdale	184	73	7	9	19	8	29	15	12
FLL at Dania Beach	79	26	0	0	34	3	19	1	8
Sheridan Street	60	14	0	4	1	0	2	7	3
Hollywood	76	30	3	3	4	3	6	8	8
Golden Glades	52	38	3	2	1	7	5	3	3
Opa-locka	40	23	1	2	1	1	23	2	4
Metrorail Transfer	212	64	10	19	6	3	38	41	21
Hialeah Market/Miami Airport	151	43	4	13	83	1	7	15	8

50% of all Tri-Rail trips terminate at work locations. Boca Raton, Cypress Creek, Metrorail Transfer and West Palm Beach stations dominate the work destinations. There are a large number of trips that terminate at the Boca Raton Station that are bound for the college/university. The college/university trip is recommended to be focused on for future planning efforts.

Table 15 – Mode of Egress by Trip Purpose

Mode	Work	Home	Shopping	Social/Rec	Airport	School(K-12)	College/Univ	Other	No Answer
Walking	516	142	9	16	18	118	22	26	45
Taxi	33	30	4	11	9	3	0	8	8
School Bus	17	25	0	1	0	115	16	1	11
Metrorail	179	51	12	20	8	2	34	27	13
Bike	210	41	2	9	3	6	17	9	12
Transit Bus	434	196	10	12	26	33	224	31	39
SFRTA Shuttle Bus	509	98	1	5	82	9	74	17	31
Parked Car	287	145	2	5	12	16	20	14	21
Picked Up	305	175	14	37	11	54	23	73	39
Other	87	13	0	4	9	7	5	15	8

Walking and the SFRTA shuttle are the dominant modes of egress for the work trip from the Tri-Rail stations. The various county transit buses place an important role in distributing trips from Tri-Rail.

7.2 Origin/Destination Methodology

In order to forecast daily origins and destinations between station pairs, two known pieces of data were used. The daily door counts represent 100% of the total number of boardings and alightings at each station. Of the 5,175 surveys returned, there were 4,324 surveys with usable station pairs or 83% of all the surveys. Tables 16 and 17 show the origin-destination pairs for all of the returned surveys, with Table 16 representing the survey data for southbound origin-destination pairs and Table 17 representing the northbound origin-destination pairs. Surveys were taken from 4:00 am to 3:00 pm and represent the entire AM period and a small percentage of the PM period.

The next step in projecting the pairs was to populate the PM portions of the tables. The assumption for trip tables is that the PM is the mirror image of the AM table. Therefore, Table 18 would show the Southbound AM trips and Northbound PM trips and likewise Table 19 would show the Northbound AM and the Southbound PM trips. The raw survey data was used to populate the empty cells – for example the trips made between Mangonia Park and West Palm Beach (Southbound) in the AM would be reversed in the PM between West Palm Beach to Mangonia Park, so that Column 1 in each case is the mirror of Row 1 all of the way across both tables.

The next step in the methodology was to grow the all-day origin-destination raw data to represent an estimation of the total all-day origin-destination pairs. The door counts by direction for both the AM and PM were used for the control totals for the projected origin-destination pairs. The rows and columns were added for each origin-destination pair and compared to the boardings and alightings for the stations; a factor was developed to grow the survey data and to match the actual door counts. The door counts were used to control the number of trips originating or ending at any one station, and the surveys were used to distribute the pairing between the stations. The following tables show how the growth factors were developed for both AM and PM station boardings and alightings.

Table 16 – Development of Expansion Factors (Southbound)

Station	Southbound AM			Southbound PM		
	Boardings	Station O/D	Factor	Alightings	Station O/D	Factor
Mangonia Park	451	322	1.40	0	0	
West Palm Beach	549	334	1.69	44	4	
Lake Worth	555	314	1.85	152	56	2.71
Boynton Beach	413	262	1.66	220	123	1.78
Delray Beach	267	158	1.92	190	96	1.98
Boca Raton	232	192	1.98	236	139	1.70
Deerfield Beach	281	132	2.38	196	96	1.70
Pompano Beach	212	107	2.41	233	136	1.71
Cypress Creek	213	142	1.92	296	172	1.72
Ft. Lauderdale	184	135	1.70	330	225	1.46
FLL at Dania Beach	151	71	2.96	225	94	2.39
Sheridan Street	67	39	1.86	202	133	1.52
Hollywood	171	92	2.08	310	193	1.60
Golden Glades	52	26	3.46	339	218	1.55
Opa-locka	29	13	5.80	147	113	1.30
Metrorail Transfer	20	24		442	193	2.29
Miami Airport	0	23		299	269	1.11

Table 17 – Development of Expansion Factors (Northbound)

Station	Northbound AM			Northbound PM		
	Boardings	Station O/D	Factor	Alightings	Station O/D	Factor
Miami Airport	399	269	1.48	0	23	
Metrorail Transfer	542	193	2.81	12	24	0.50
Opa-locka	163	113	1.44	18	13	1.38
Golden Glades	379	218	1.74	67	26	2.57
Hollywood	301	193	1.56	132	92	1.43
Sheridan Street	226	133	1.70	66	39	1.69
FLL at Dania Beach	272	94	2.89	147	71	2.10
Ft. Lauderdale	378	225	1.68	170	135	1.26
Cypress Creek	347	172	2.02	212	142	1.49
Pompano Beach	274	136	2.01	198	107	1.85
Deerfield Beach	205	96	2.13	267	132	2.02
Boca Raton	299	139	2.15	133	197	0.67
Delray Beach	192	96	2.00	213	158	1.34
Boynton Beach	275	123	2.83	451	262	1.72
Lake Worth	111	56	1.98	553	314	1.76
West Palm Beach	17	4	4.25	503	334	1.50
Mangonia Park	0	0		425	322	1.31

Table 18 – Origin-Destination Pairs (Southbound AM)

ORIGIN STATION	DESTINATION STATION																SOUTHBOUND AM
	Mangonia Park	West Palm Beach	Lake Worth	Boynton Beach	Delray Beach	Boca Raton	Deerfield Beach	Pompano Beach	Cypress Creek	Ft. Lauderdale	FLL at Dania Beach	Sheridan Street	Hollywood	Golden Glades	Opa-Locka	Metrorail Transfer	
Mangonia Park		10	14	14	19	75	14	19	31	27	20	3	10	11	8	24	23
West Palm Beach			15	16	15	88	13	14	28	29	19	9	13	9	7	25	24
Lake Worth				9	18	74	14	21	31	34	15	7	10	12	7	31	17
Boynton Beach					4	51	17	13	38	37	21	10	7	3	6	30	11
Delray Beach						10	9	8	25	26	9	5	7	7	6	15	12
Boca Raton							2	6	9	29	14	4	10	11	1	18	13
Deerfield Beach								1	7	17	14	7	7	7	6	32	20
Pompano Beach									6	9	12	8	3	7	3	18	22
Cypress Creek										7	6	4	3	8	9	51	23
Ft. Lauderdale											0	2	6	11	18	48	23
FLL at Dania Beach												1	4	4	4	15	23
Sheridan Street													1	1	4	16	14
Hollywood														5	4	38	35
Golden Glades															1	8	6
Opa-Locka																2	3
Metrorail Transfer																	0
Hialeah Market																	

Table 19 – Origin-Destination Pairs (Northbound AM)

		DESTINATION STATION																
		Mangonia Park	West Palm Beach	Lake Worth	Boynton Beach	Delray Beach	Boca Raton	Deerfield Beach	Pompano Beach	Cypress Creek	Ft. Lauderdale	FLL at Dania Beach	Sheridan Street	Hollywood	Golden Glades	Opa-Locka	Metrorail Transfer	Hialeah Market
ORIGIN STATION	Mangonia Park																	
	West Palm Beach	4																
	Lake Worth	33	23															
	Boynton Beach	58	58	7														
	Delray Beach	37	42	12	5													
	Boca Raton	44	63	22	8	2												
	Deerfield Beach	22	37	15	5	6	11											
	Pompano Beach	19	26	20	10	18	41	2										
	Cypress Creek	22	25	14	11	13	73	12	2									
	Ft. Lauderdale	26	26	8	19	15	98	17	7	9								
	FLL at Dania Beach	6	9	7	4	5	35	9	6	13	0							
	Sheridan Street	10	10	3	5	8	59	12	6	19	1	0						
	Hollywood	13	21	7	8	12	64	16	13	31	7	0	1					
	Golden Glades	11	16	6	3	9	57	16	27	39	21	5	2	6				
	Opa-Locka	3	6	1	3	7	21	4	15	26	13	3	3	5	3			
	Metrorail Transfer	10	6	7	6	6	22	7	25	39	26	13	8	15	2	1		
Hialeah Market	19	34	9	8	19	26	19	15	49	23	16	7	15	6	2	2		
		NORTHBOUND AM																

Table 20 – Origin-Destination Pairs (Southbound AM and Northbound PM trips)

		DESTINATION STATION																
		Mangonia Park	West Palm Beach	Lake Worth	Boynton Beach	Delray Beach	Boca Raton	Deerfield Beach	Pompano Beach	Cypress Creek	Ft. Lauderdale	FLL at Dania Beach	Sheridan Street	Hollywood	Golden Glades	Opa-Locka	Metrorail Transfer	Hialeah Market
ORIGIN STATION	Mangonia Park		14	20	20	27	105	20	27	43	38	28	4	14	15	11	34	32
	West Palm Beach	15		25	27	25	149	22	24	47	49	32	15	22	15	12	42	41
	Lake Worth	20	26		17	33	137	26	39	57	63	28	13	19	22	13	57	31
	Boynton Beach	20	27	17		7	85	28	22	63	61	35	17	12	5	10	50	18
	Delray Beach	28	26	35	7		19	17	15	48	50	17	10	13	13	12	29	23
	Boca Raton	110	152	143	96	16		4	12	18	57	28	8	20	22	2	36	26
	Deerfield Beach	20	22	27	32	14	3		2	17	40	33	17	17	17	14	76	48
	Pompano Beach	28	24	41	24	13	8	2		14	22	29	19	7	17	7	43	53
	Cypress Creek	45	48	60	71	40	12	16	14		13	12	8	6	15	17	98	44
	Ft. Lauderdale	39	50	66	69	41	38	40	22	14		0	3	10	19	31	82	39
	FLL at Dania Beach	29	33	29	39	14	18	32	29	12	1		3	12	12	12	44	68
	Sheridan Street	4	15	13	19	8	5	16	19	8	3	3		2	2	7	30	26
	Hollywood	15	22	19	13	11	13	16	7	6	10	12	2		10	8	79	73
	Golden Glades	16	15	23	56	11	14	16	17	16	18	12	2	8		3	28	21
	Opa-Locka	12	12	13	11	9	1	14	7	18	30	12	7	8	5		12	17
	Metrorail Transfer	35	43	60	56	24	23	75	43	104	81	45	29	63	37	8		20
	Hialeah Market	34	41	33	20	19	17	47	53	47	39	69	25	58	28	12	12	
		NORTHBOUND PM																

SOUTHBOUND AM

Table 21 – Origin-Destination Pairs (Northbound AM and Southbound PM trips)

		DESTINATION STATION																
		Mangonia Park	West Palm Beach	Lake Worth	Boynton Beach	Delray Beach	Boca Raton	Deerfield Beach	Pompano Beach	Cypress Creek	Ft. Lauderdale	FLL at Dania Beach	Sheridan Street	Hollywood	Golden Glades	Opa-Locka	Metrorail Transfer	Hialeah Market
ORIGIN STATION	Mangonia Park		44	92	106	75	77	46	34	38	40	10	11	21	14	4	25	22
	West Palm Beach	17		64	106	85	111	77	47	44	40	16	11	33	21	8	15	40
	Lake Worth	65	46		13	24	38	31	36	24	12	12	3	11	8	1	17	11
	Boynton Beach	129	129	16		10	14	10	18	19	29	7	5	13	4	4	15	9
	Delray Beach	74	84	24	10		3	13	32	22	23	9	9	19	12	9	15	22
	Boca Raton	95	135	47	17	4		23	74	128	151	61	65	102	74	27	54	31
	Deerfield Beach	47	79	32	11	13	23		4	21	26	16	13	25	21	5	17	22
	Pompano Beach	38	52	40	20	36	82	4		3	11	10	7	21	35	19	62	18
	Cypress Creek	44	51	28	22	26	147	24	4		14	23	21	51	51	34	96	58
	Ft. Lauderdale	44	44	13	32	25	165	29	12	15		0	1	11	27	17	64	27
	FLL at Dania Beach	17	26	20	12	14	101	26	17	38	0		0	1	10	4	32	19
	Sheridan Street	17	17	5	9	14	100	20	10	32	2	0		2	2	4	20	9
	Hollywood	20	33	11	12	19	100	25	20	48	11	0	2		8	6	37	18
	Golden Glades	19	28	10	5	16	99	28	47	68	37	9	3	10		4	5	7
	Opa-Locka	4	9	1	4	10	30	6	22	37	19	4	4	7	4		2	2
	Metrorail Transfer	28	17	20	17	17	62	20	70	110	73	37	22	42	6	3		2
	Hialeah Market	28	50	13	12	28	38	28	22	73	34	24	10	22	9	3	3	
		NORTHBOUND AM																

SOUTHBOUND PM

Table 22 – Origin-Destination Pairs (Combined)

ORIGIN STATION	DESTINATION STATION																	TOTAL SOUTHBOUND
	Mangonia Park	West Palm Beach	Lake Worth	Boynton Beach	Delray Beach	Boca Raton	Deerfield Beach	Pompano Beach	Cypress Creek	Ft. Lauderdale	FLL at Dania Beach	Sheridan Street	Hollywood	Golden Glades	Opa-Locka	Metrorail Transfer	Hialeah Market	
Mangonia Park		58	112	126	102	182	66	61	81	78	38	15	35	29	15	59	54	
West Palm Beach	32		89	133	110	260	99	71	91	89	48	26	55	36	20	57	81	
Lake Worth	85	72		30	57	175	57	75	81	75	40	16	30	30	14	74	42	
Boynton Beach	149	156	33		17	99	38	40	82	90	42	22	25	9	14	65	27	
Delray Beach	102	110	59	17		22	30	47	70	73	26	19	32	25	21	44	45	
Boca Raton	205	287	190	113	20		27	86	146	208	89	73	122	96	29	90	57	
Deerfield Beach	67	101	59	43	27	26		6	38	66	49	30	42	38	19	93	70	
Pompano Beach	66	76	81	44	49	90	6		17	33	39	26	28	52	26	105	71	
Cypress Creek	89	99	88	93	66	159	40	18		27	35	29	57	66	51	194	102	
Ft. Lauderdale	83	94	79	101	66	203	69	34	29		0	4	21	46	48	146	66	
FLL at Dania Beach	46	59	49	51	28	119	58	46	50	1		3	13	22	16	76	87	
Sheridan Street	21	32	18	28	22	105	36	29	40	5	3		4	4	11	50	35	
Hollywood	35	55	30	25	30	113	41	27	54	21	12	4		18	14	116	91	
Golden Glades	35	43	33	61	27	113	44	64	84	55	21	5	18		7	33	28	
Opa-Locka	16	21	14	15	19	31	20	29	55	49	16	11	15	9		14	19	
Metrorail Transfer	63	60	80	73	41	85	95	113	214	154	82	51	105	43	11		22	
Hialeah Market	62	91	46	32	47	55	75	75	120	73	93	35	80	37	15	15		
TOTAL NORTHBOUND																		

The expansion factors were then multiplied by the raw origin-destination pairs in Table 16 and 17 above to produce the directional origin and destination pairs shown in Tables 18 and 19, which were finally merged to produce one origin-destination table (Table 22). It shows that the top three origin-destination pairs are Metrorail Transfer to Cypress Creek, Ft. Lauderdale to Boca Raton and West Palm Beach to Boca Raton.

7.3 Origin/Destination Results

The survey instrument allowed the passengers to respond to the origin/destination question in three different manners:

1. To provide an exact address and intersection location
2. To identify a city of origin/destination, or
3. To provide a zip code of origin/destination

In order to maximize the amount of usable data, all three responses were utilized and provided in the following graphics. Each data source is presented first in a three county regional map, then provided on an individual county map, and finally provided separately for origins and destinations.

Question 14 of the survey asked Tri-Rail riders 'I live in zip code'. This question was used to produce an additional map of origins.

Figure 2: Address/Intersection Origin for Tri-County Area

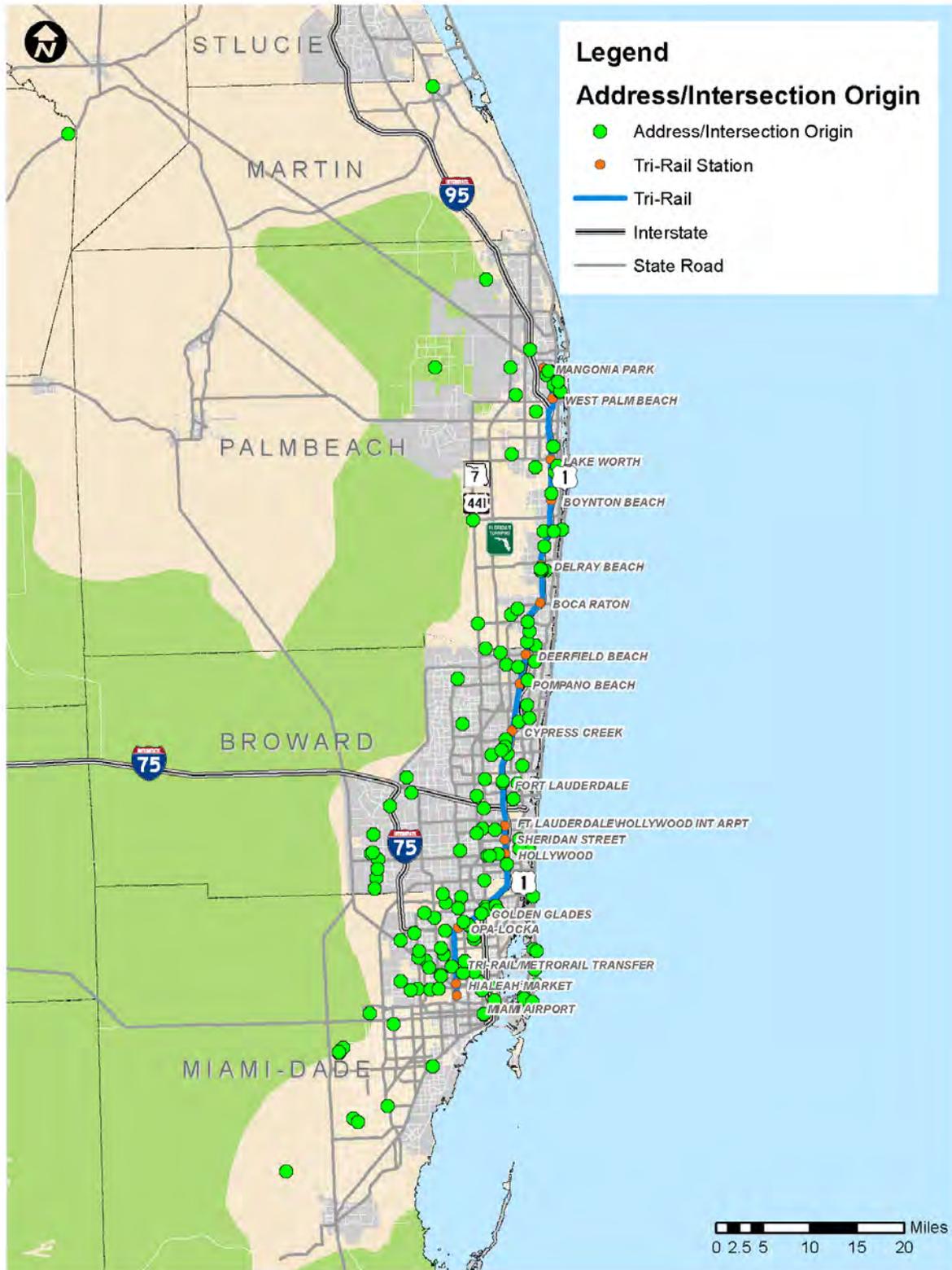


Figure 3: Address/Intersection Origin for Miami-Dade County

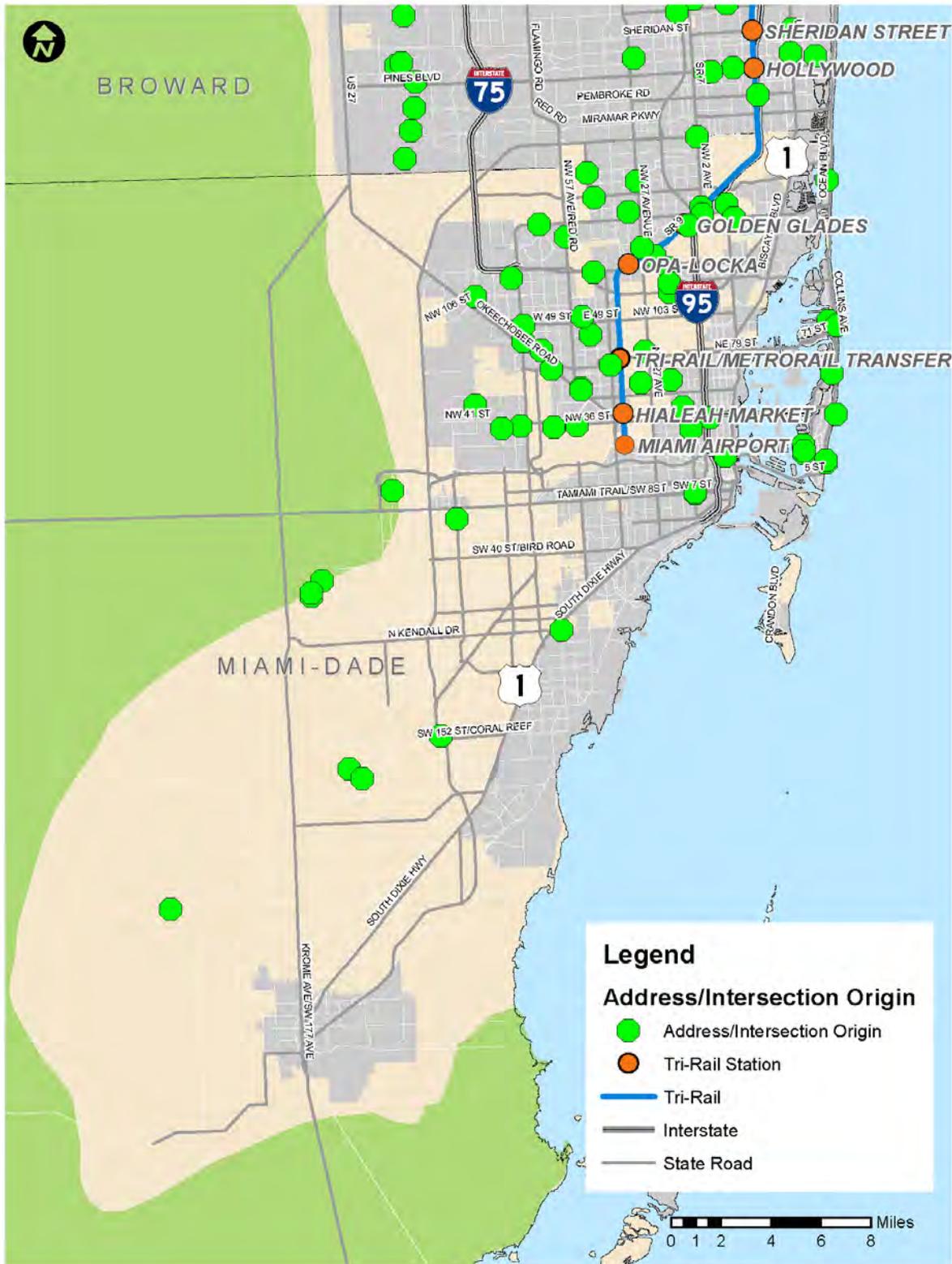


Figure 4: Address/Intersection Origin for Broward County

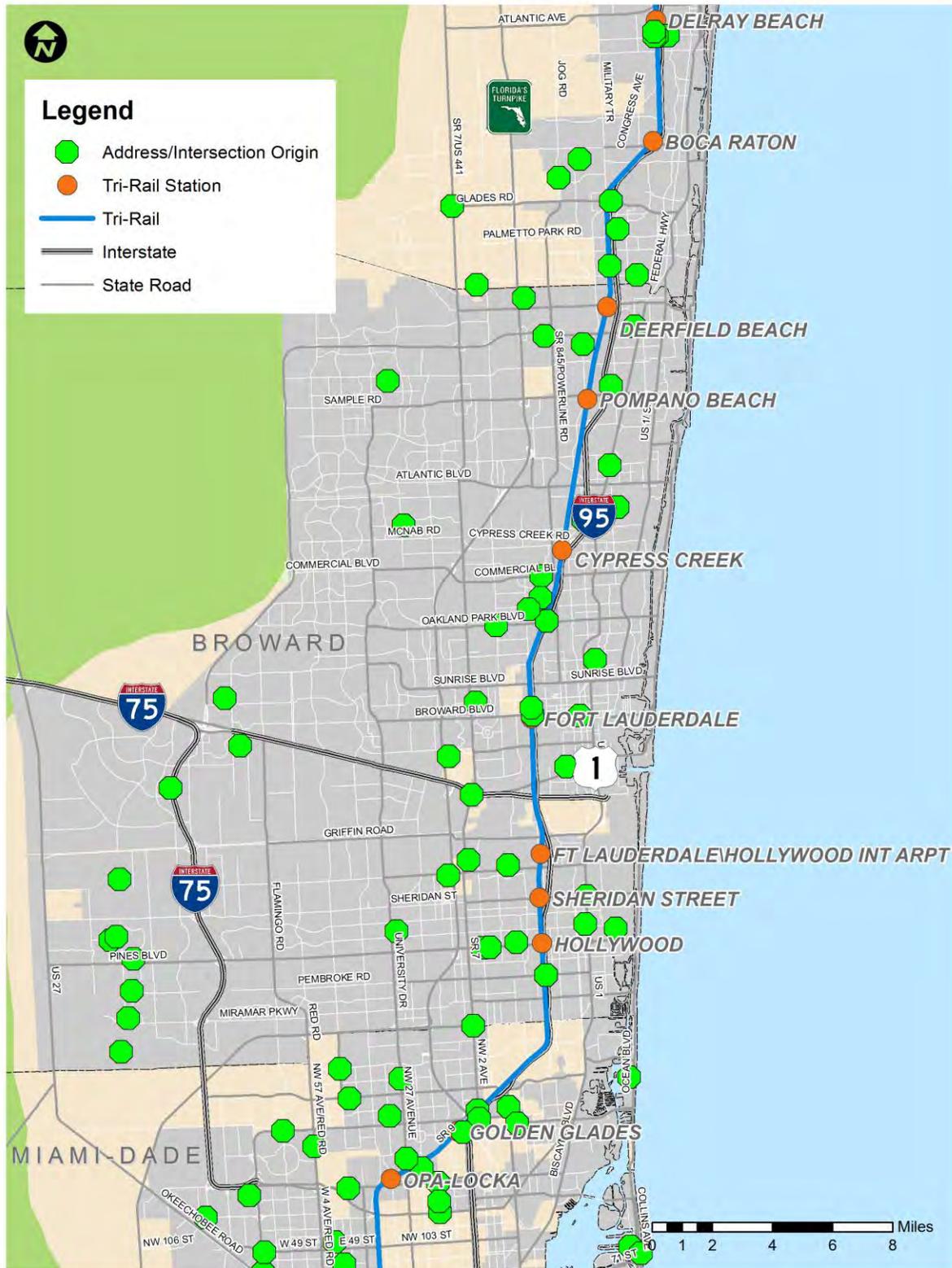


Figure 5: Address/Intersection Origin for Palm Beach County

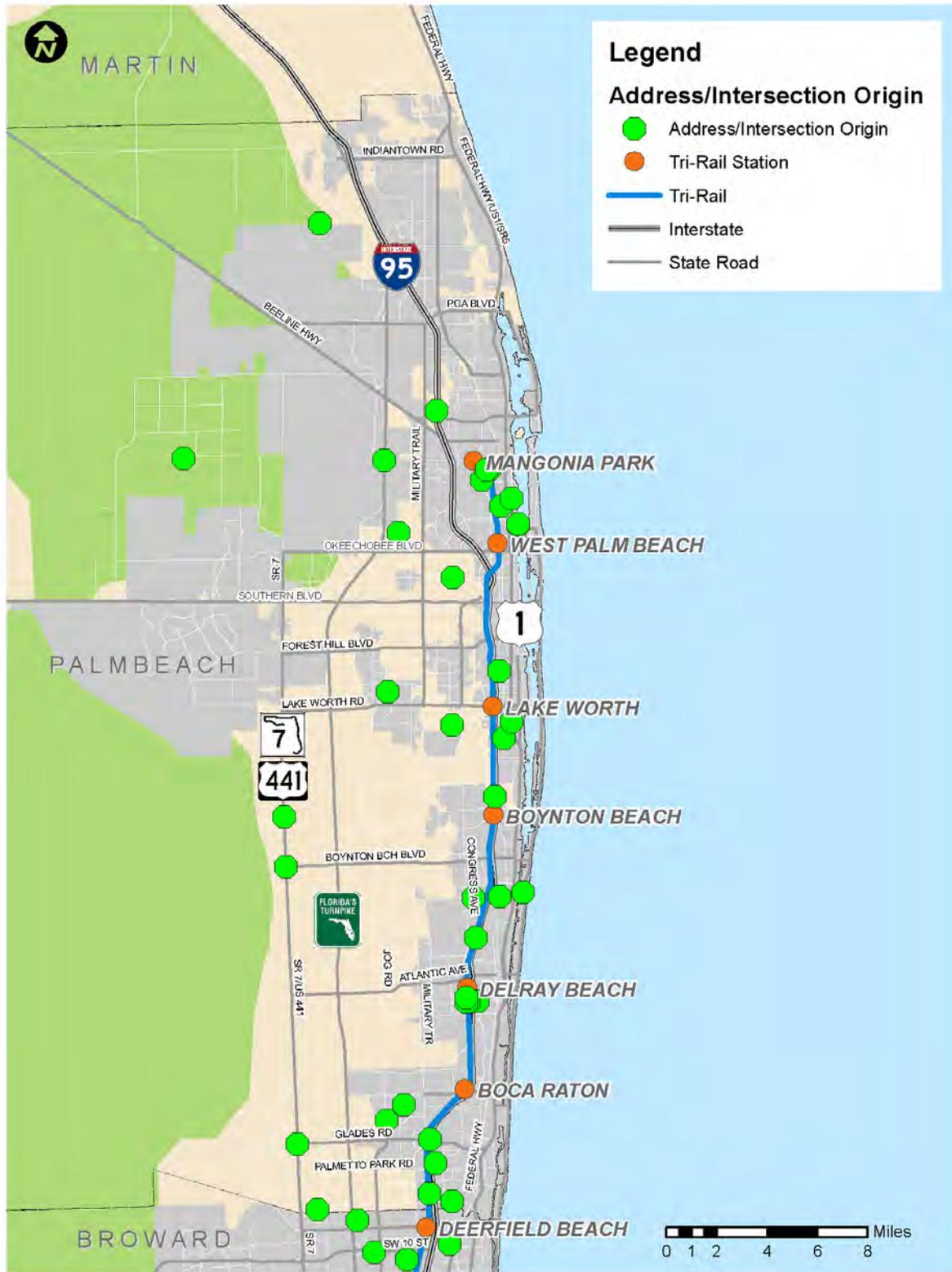


Figure 6: Address/Intersection Destination for Tri-County Area

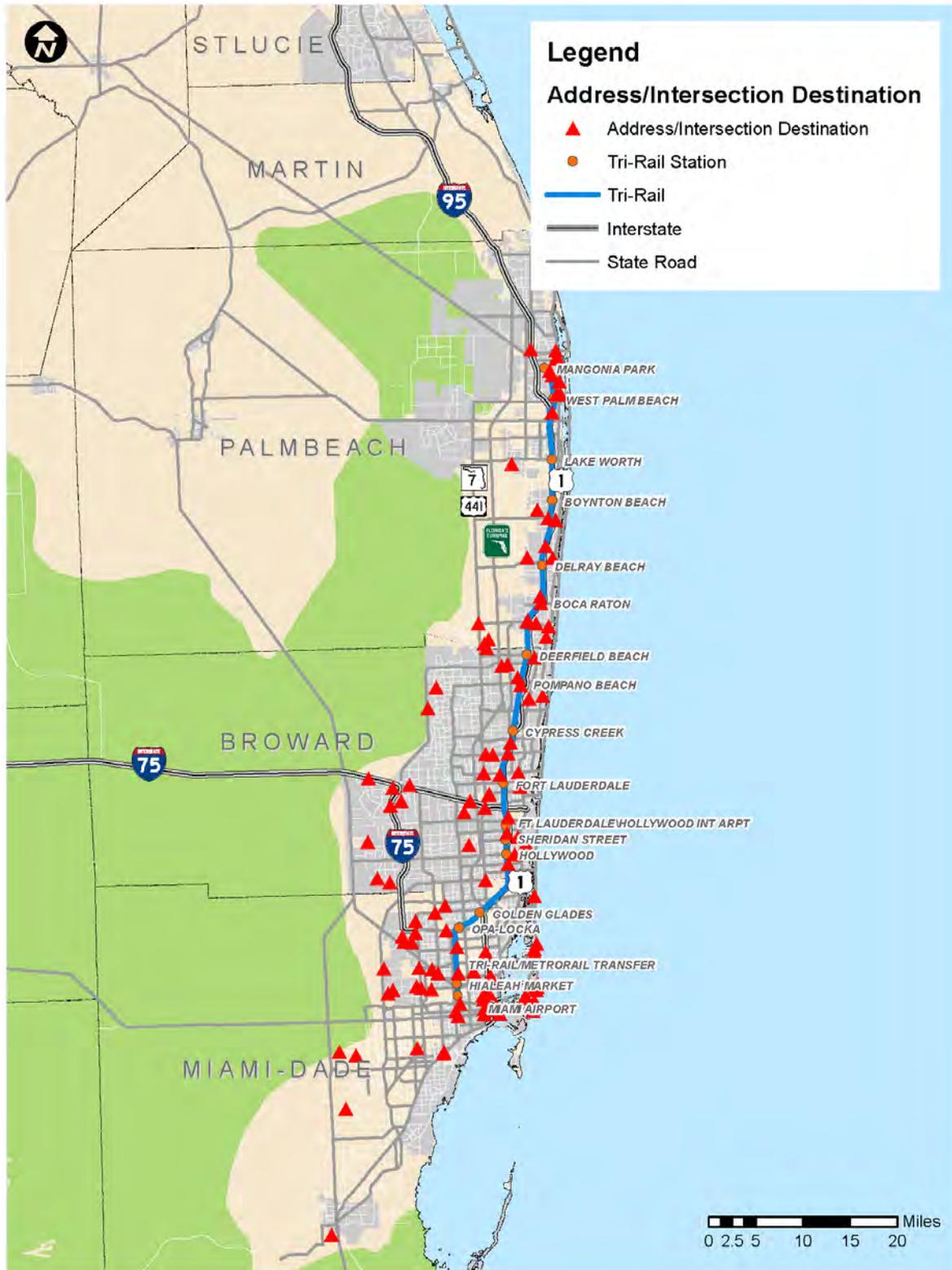


Figure 7: Address/Intersection Destination for Miami-Dade County

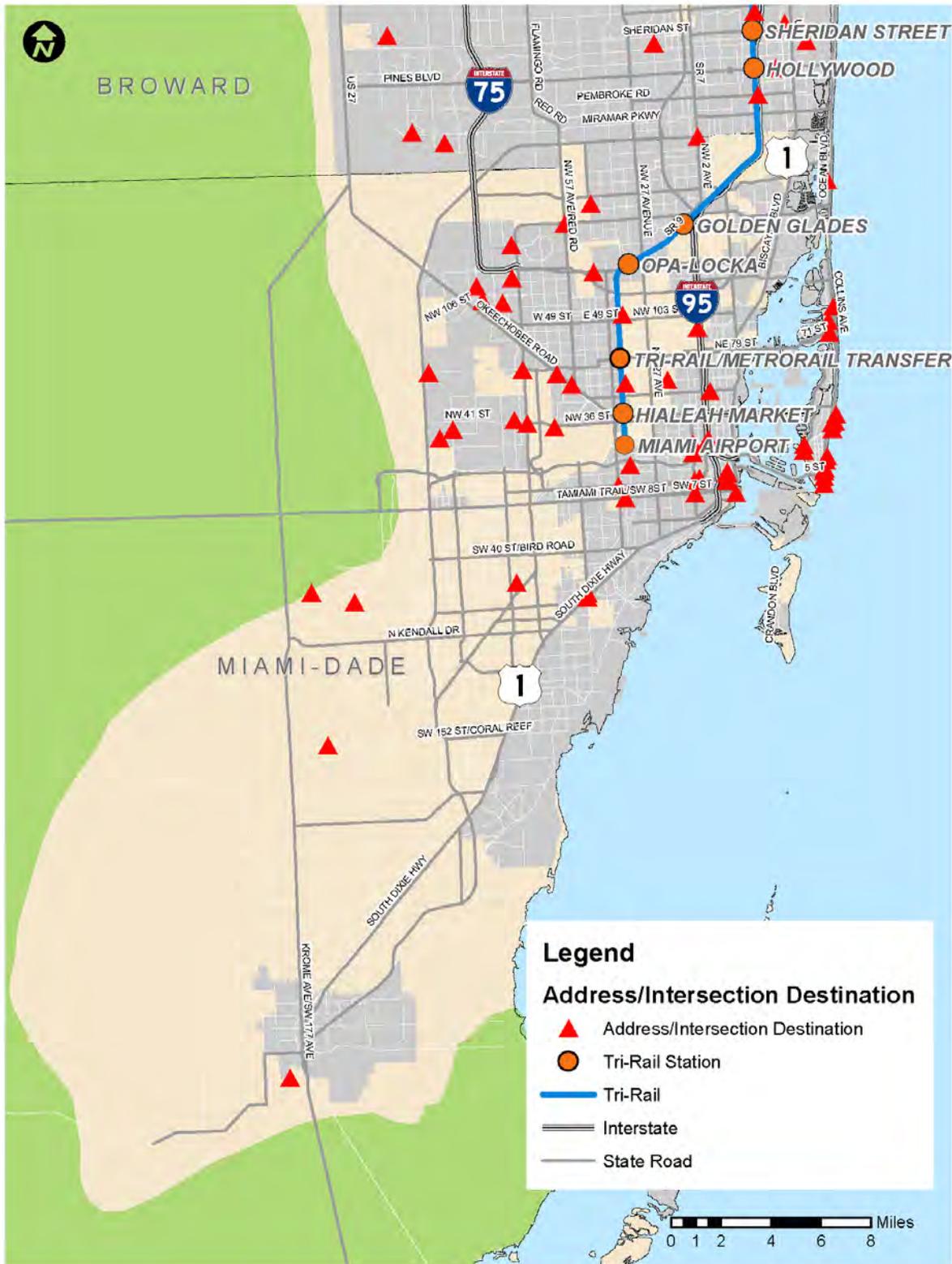


Figure 8: Address/Intersection Destination for Broward County

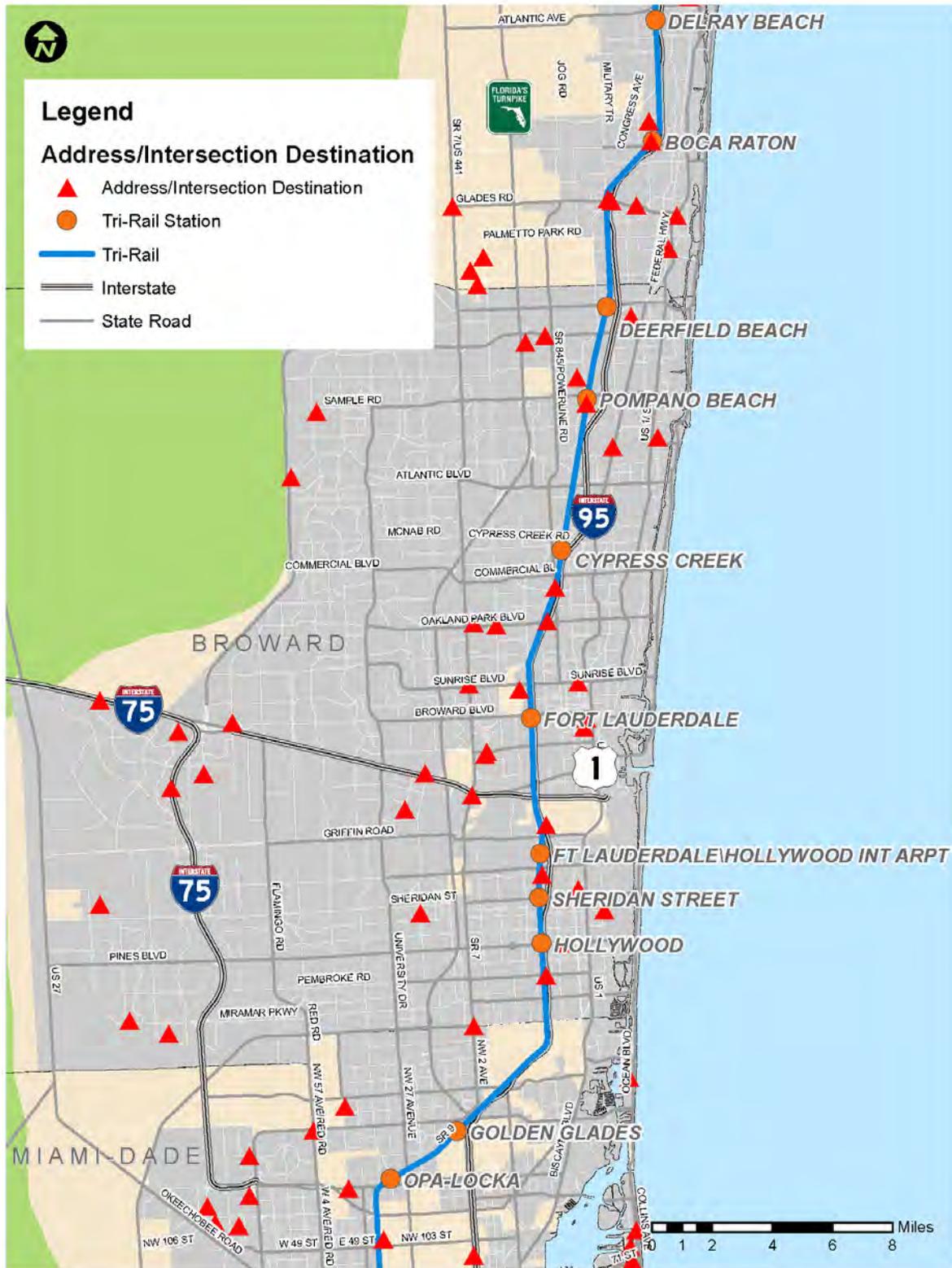


Figure 9: Address/Intersection Destination for Palm Beach County



Figure 10: City of Origin for Tri-County Area

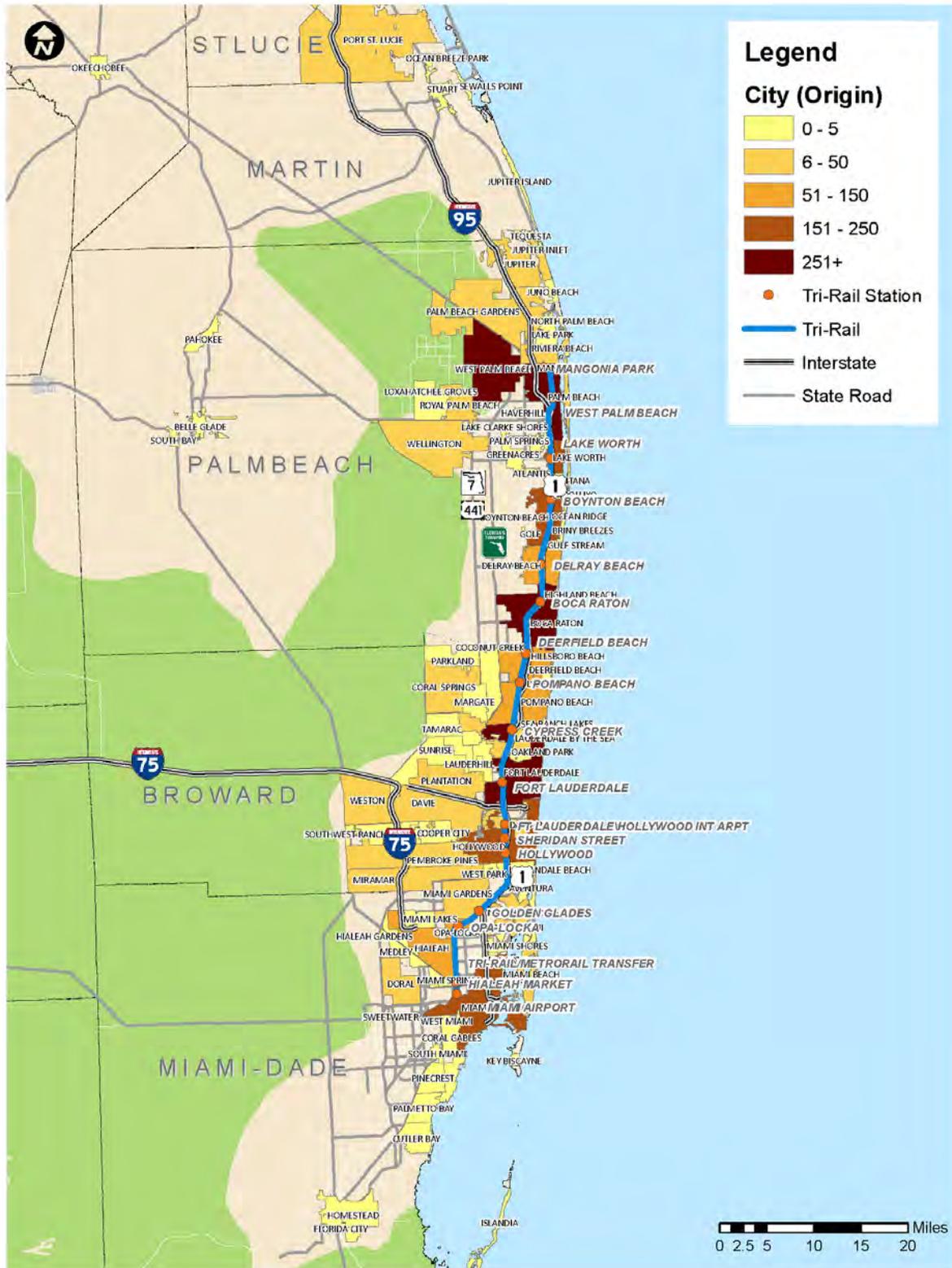


Figure 11: City of Origin for Miami-Dade County

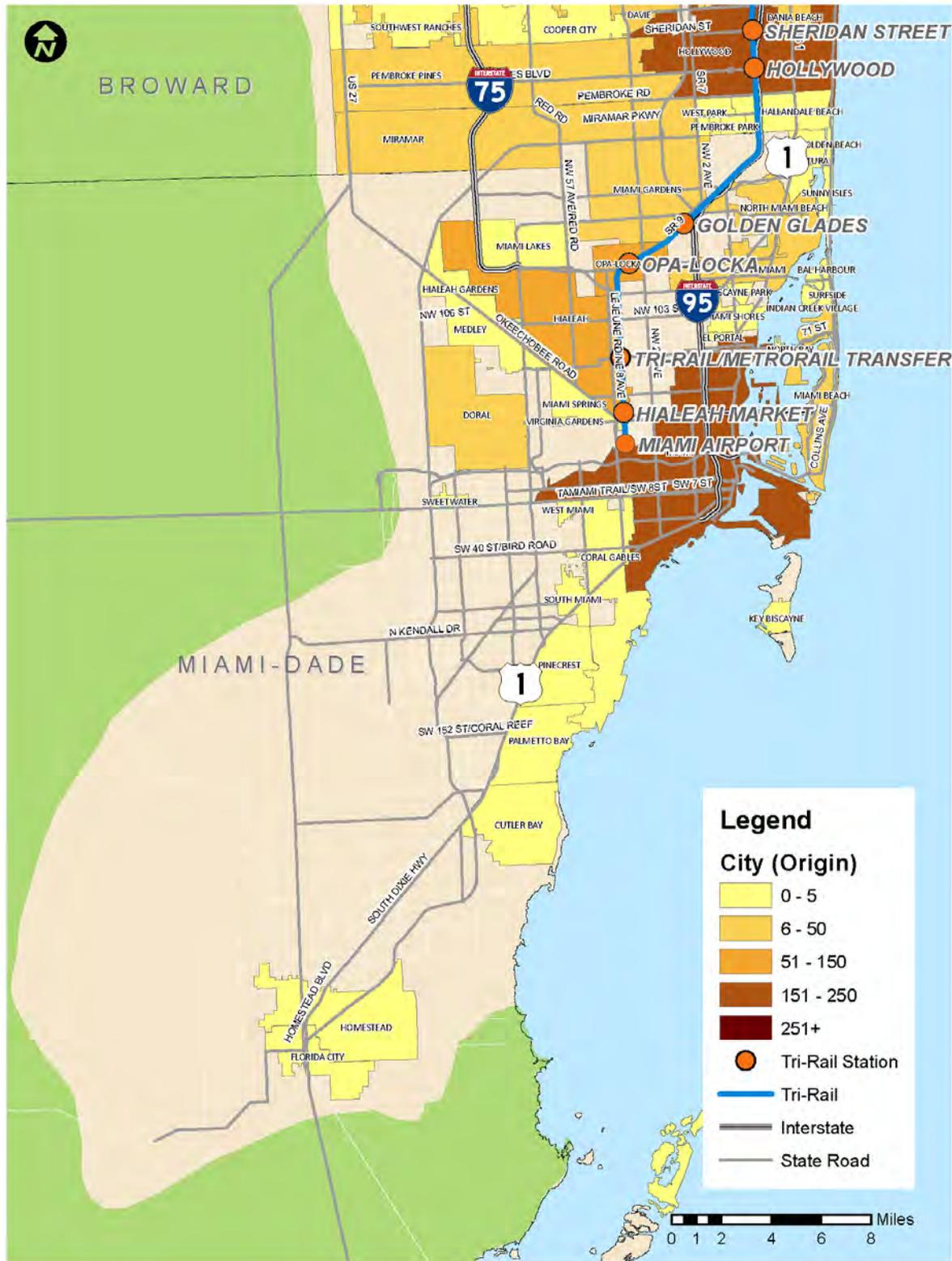


Figure 12: City of Origin for Broward County

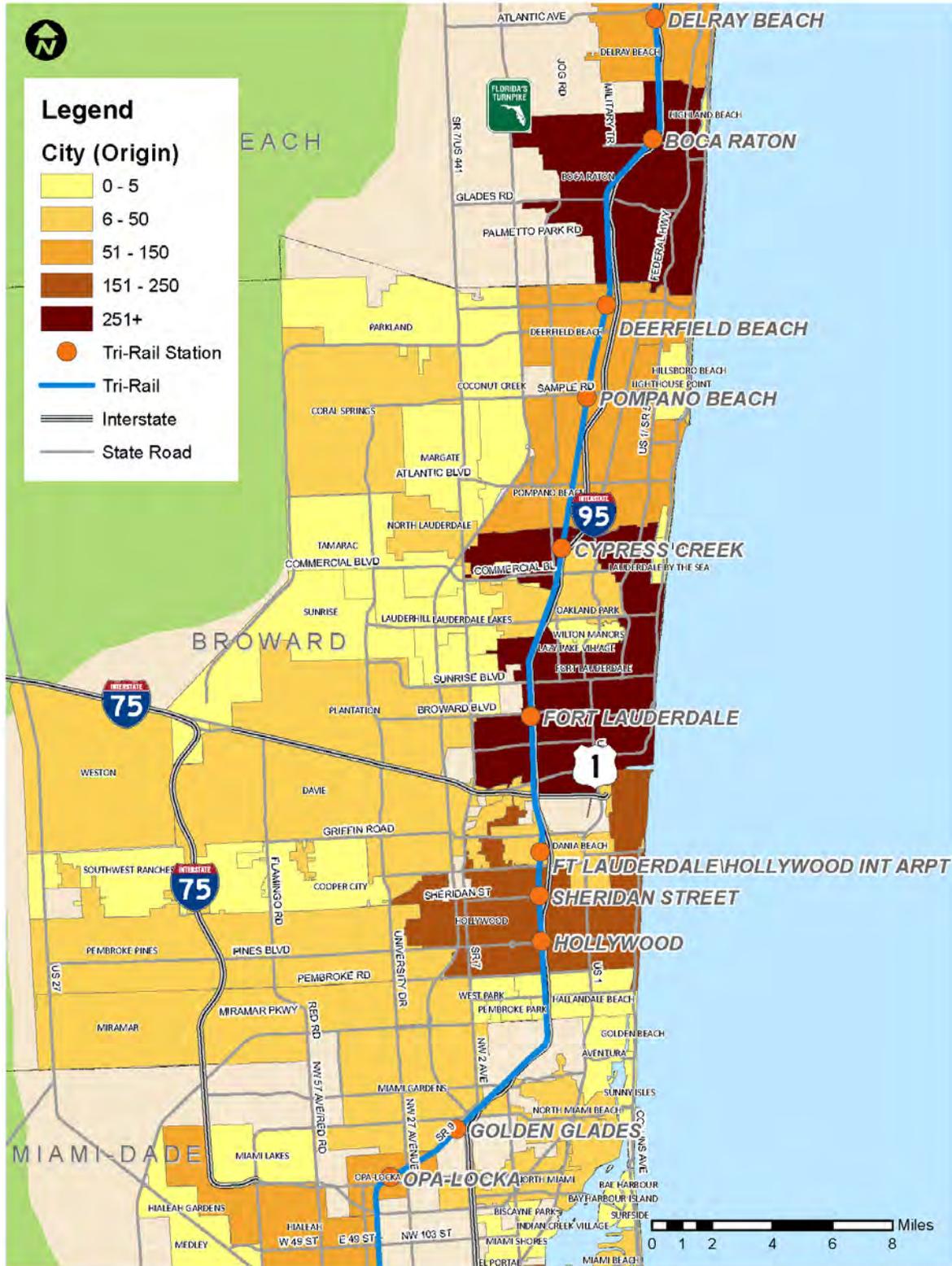


Figure 14: City of Destination for Tri-County Area

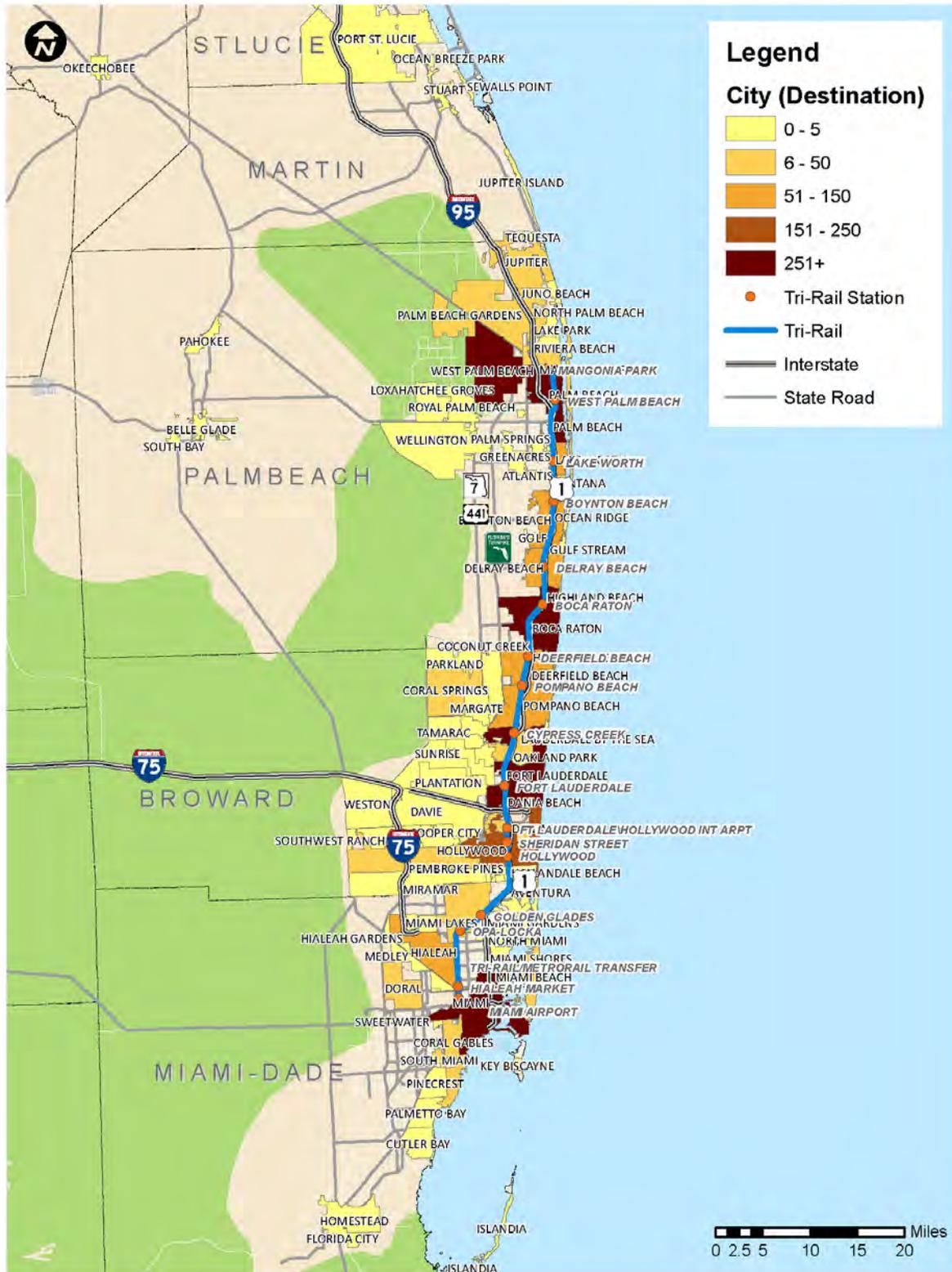


Figure 15: City of Destination for Miami-Dade County

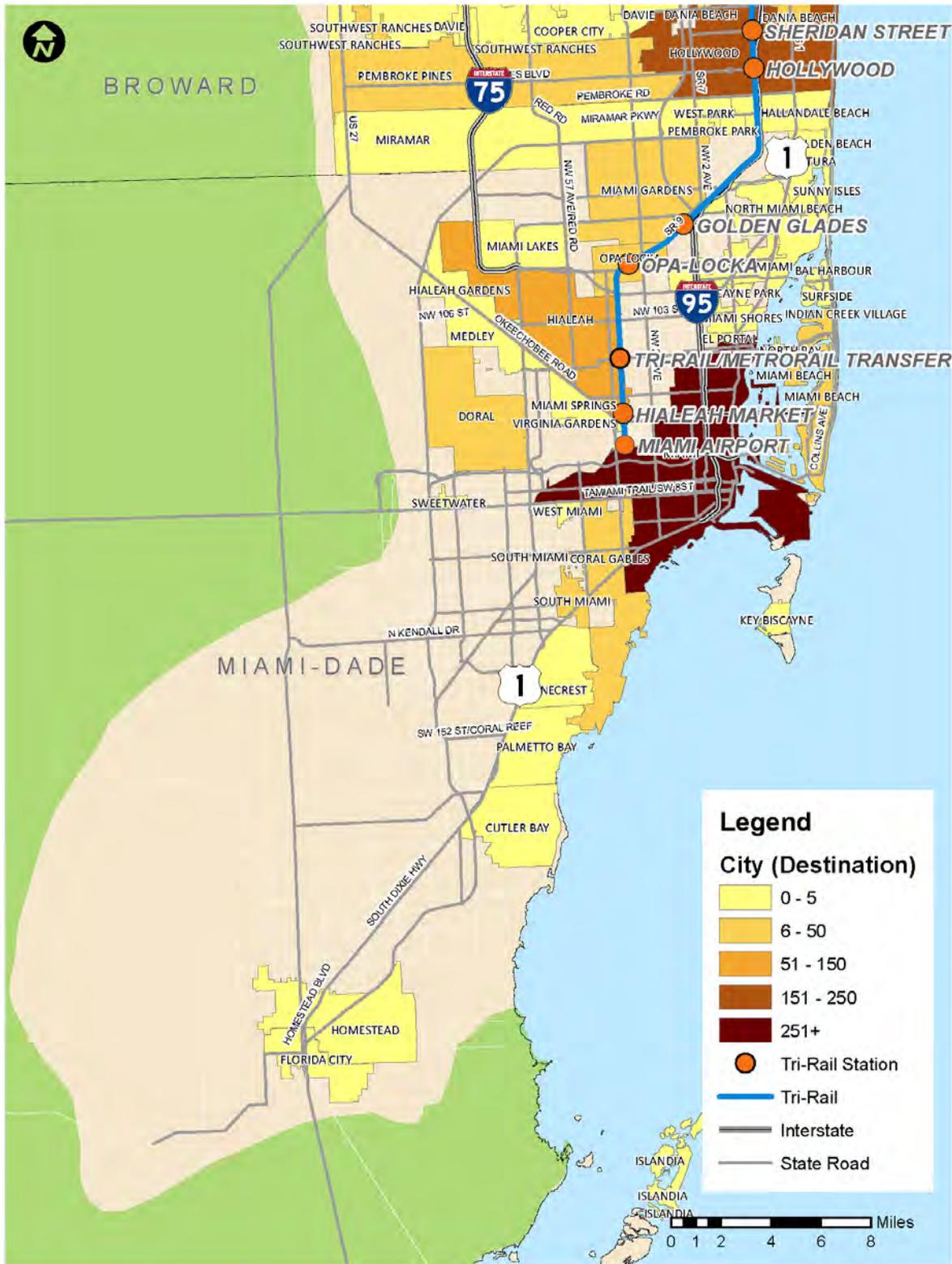


Figure 16: City of Destination for Broward County

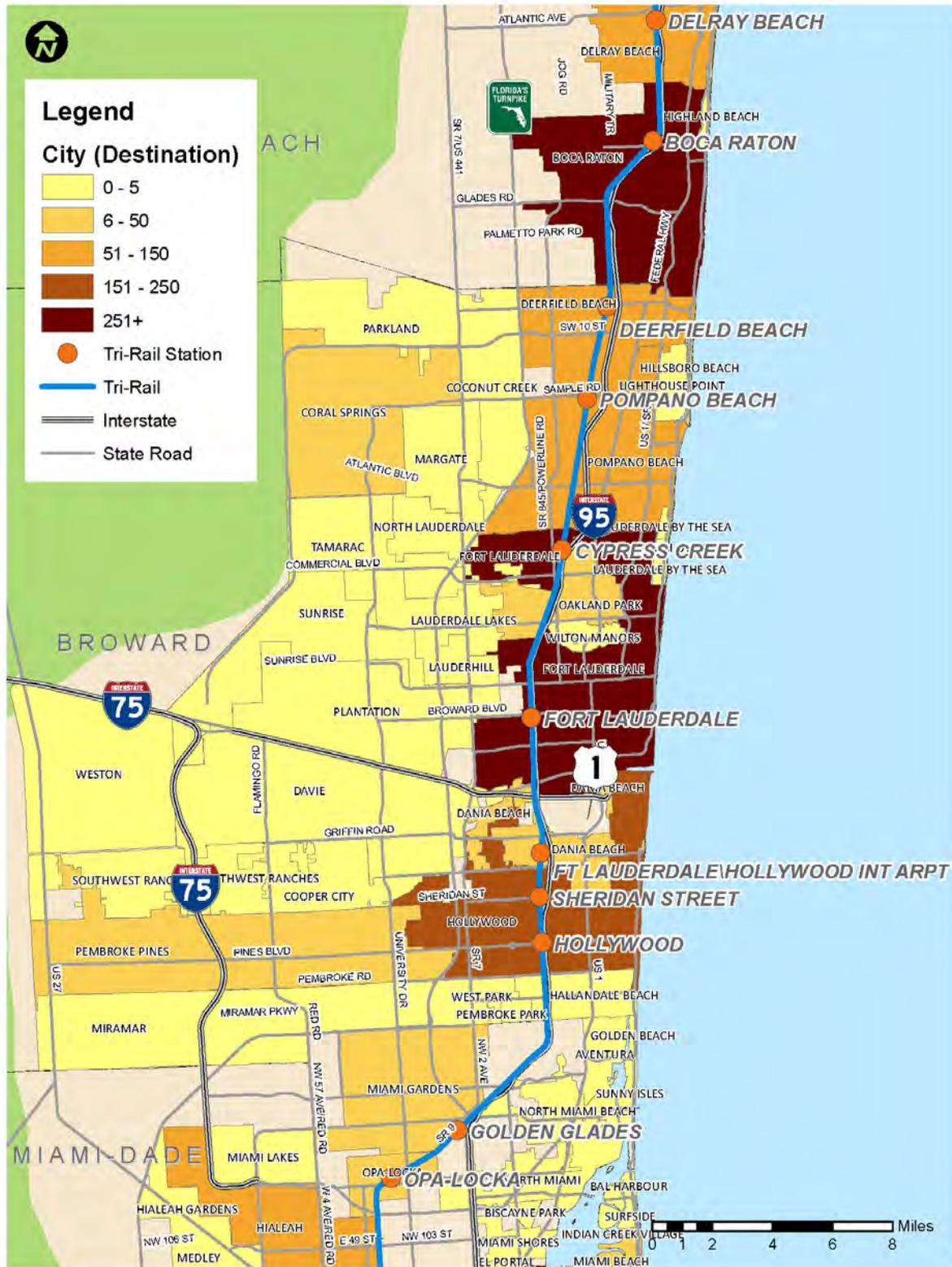


Figure 17: City of Destination for Palm Beach County

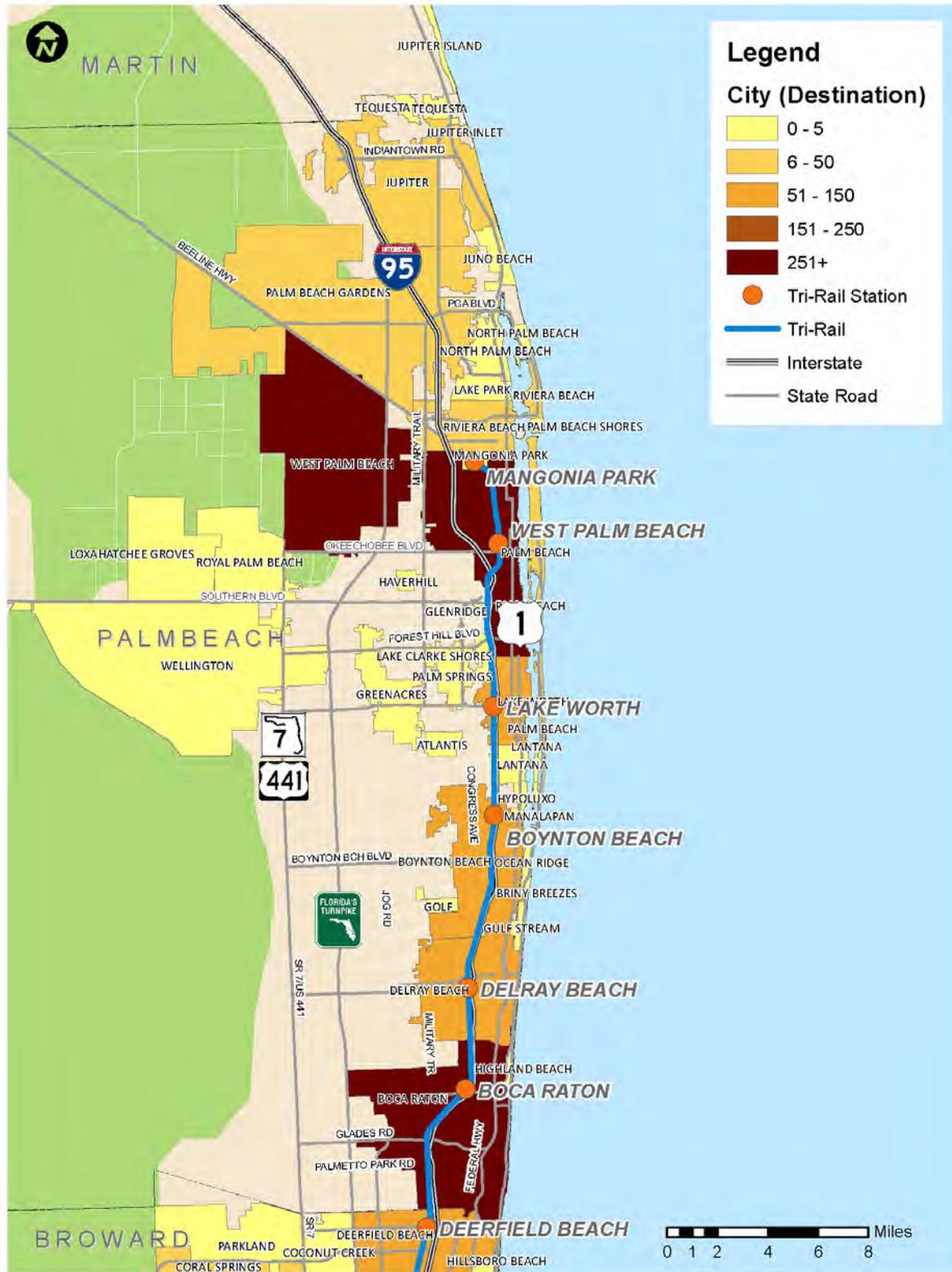


Figure 18: Zip Code of Origin for Tri-County Area

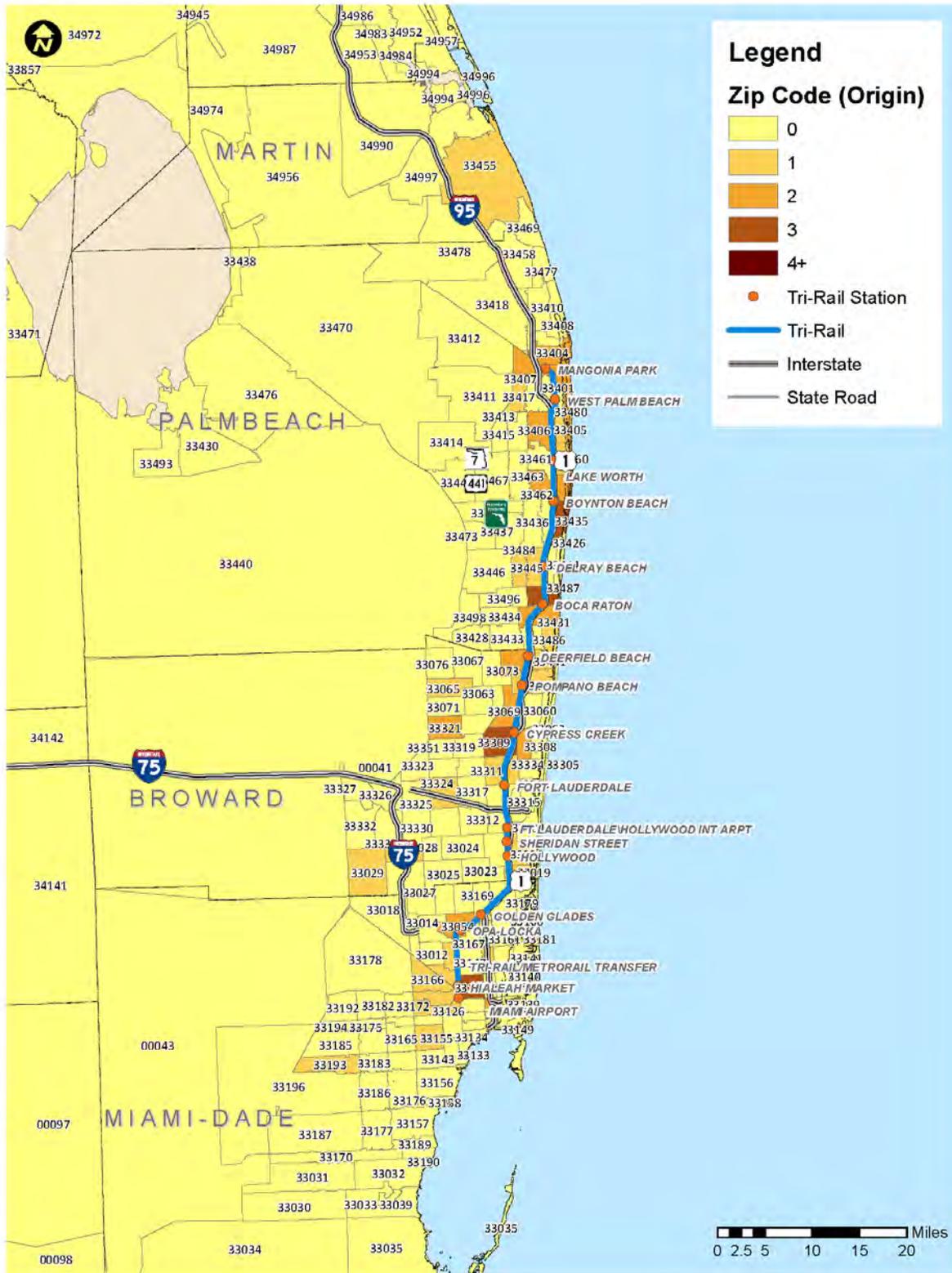


Figure 19: Zip Code of Origin for Miami-Dade County

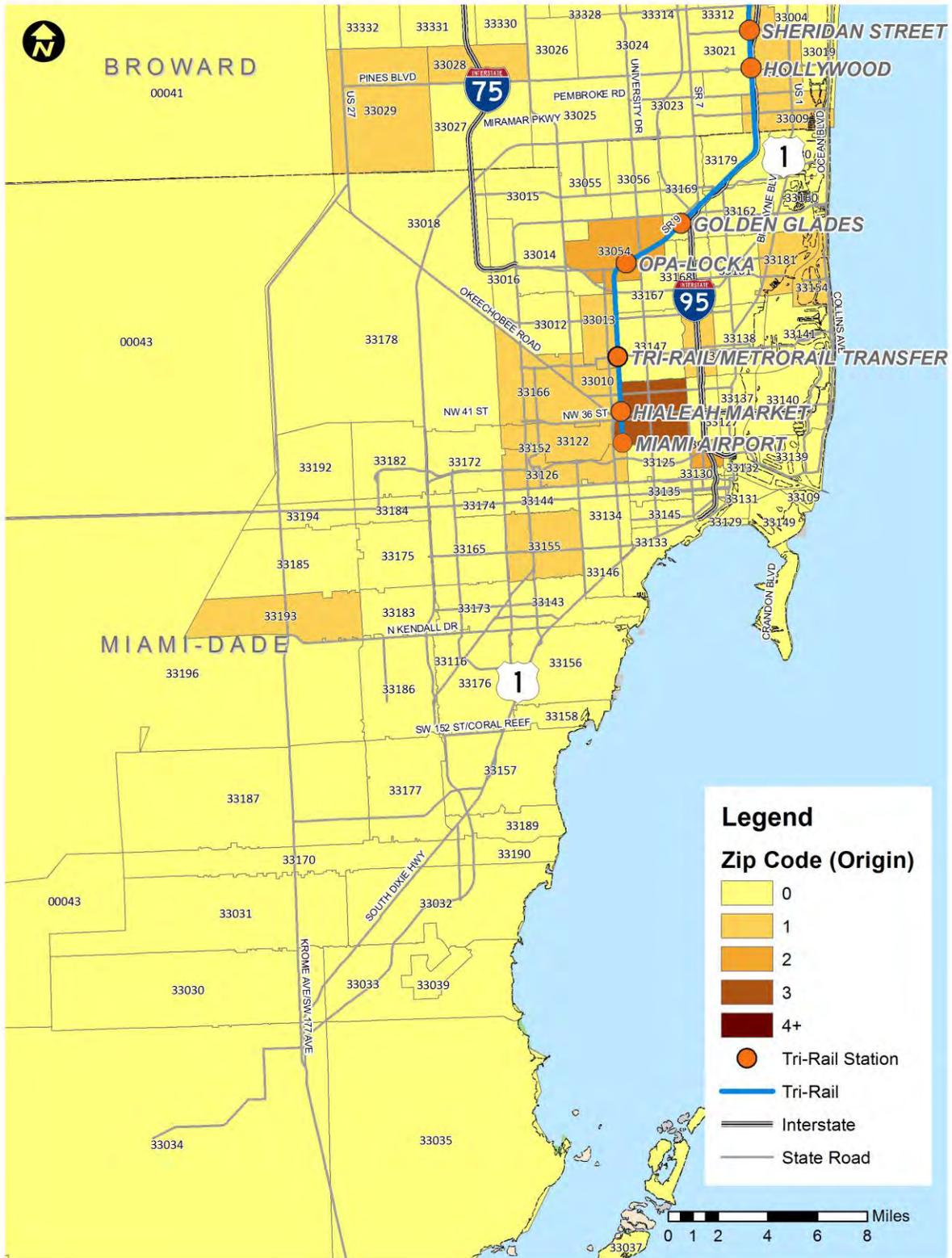


Figure 20: Zip Code of Origin for Broward County

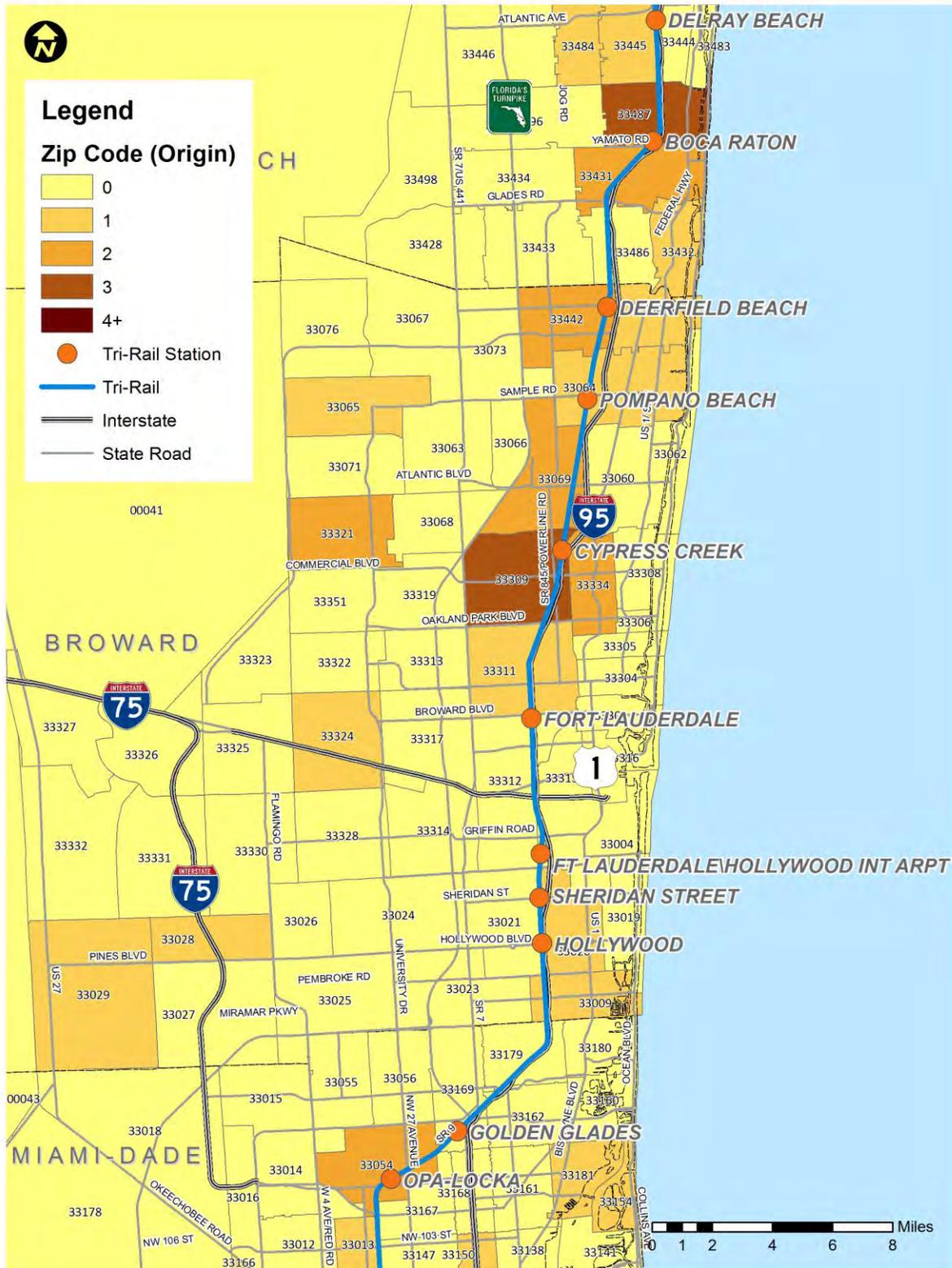


Figure 21: Zip Code of Origin for Palm Beach County

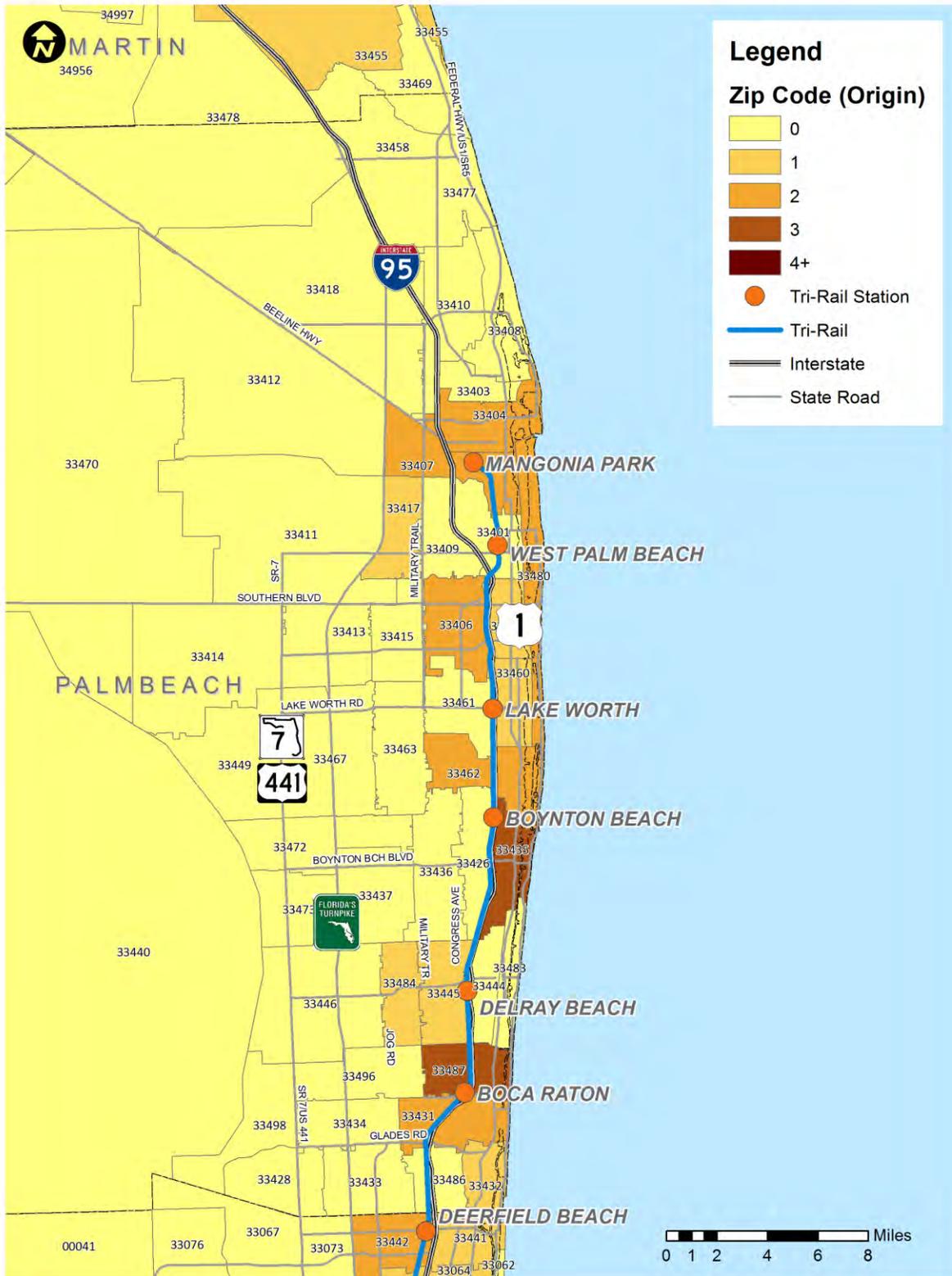


Figure 22: Zip Code of Destination for Tri-County Area

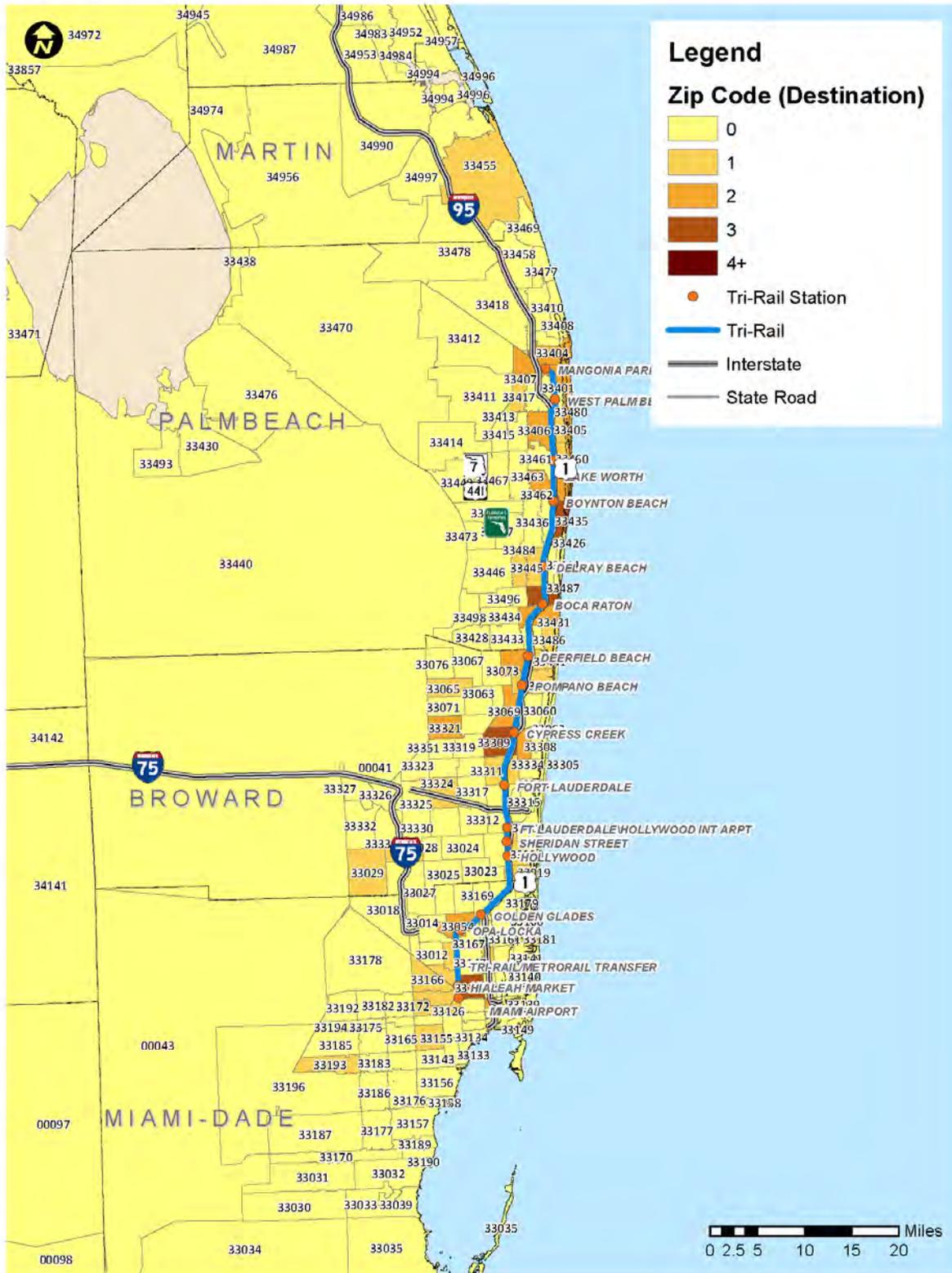


Figure 23: Zip Code of Destination for Miami-Dade County

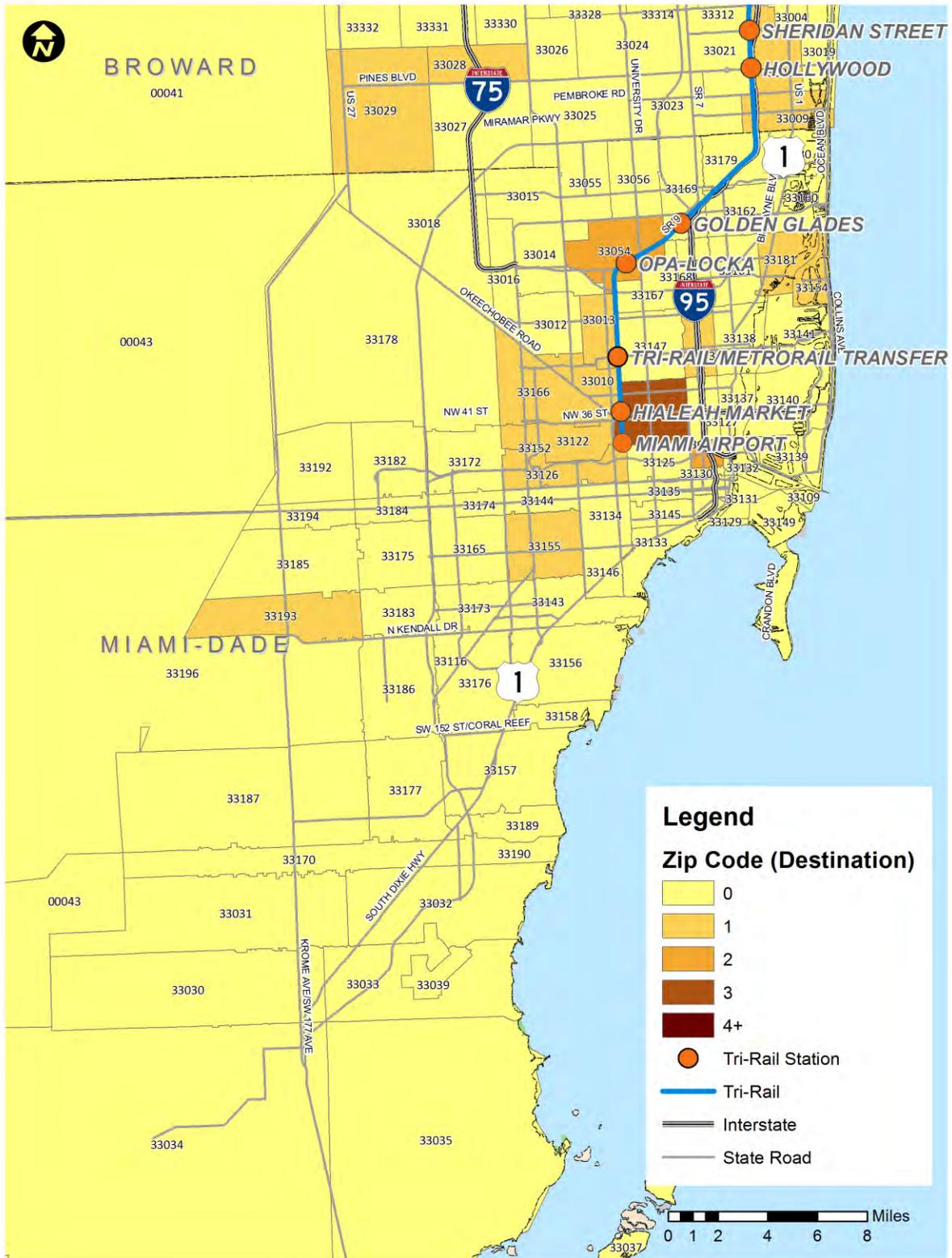


Figure 24: Zip Code of Destination for Broward County

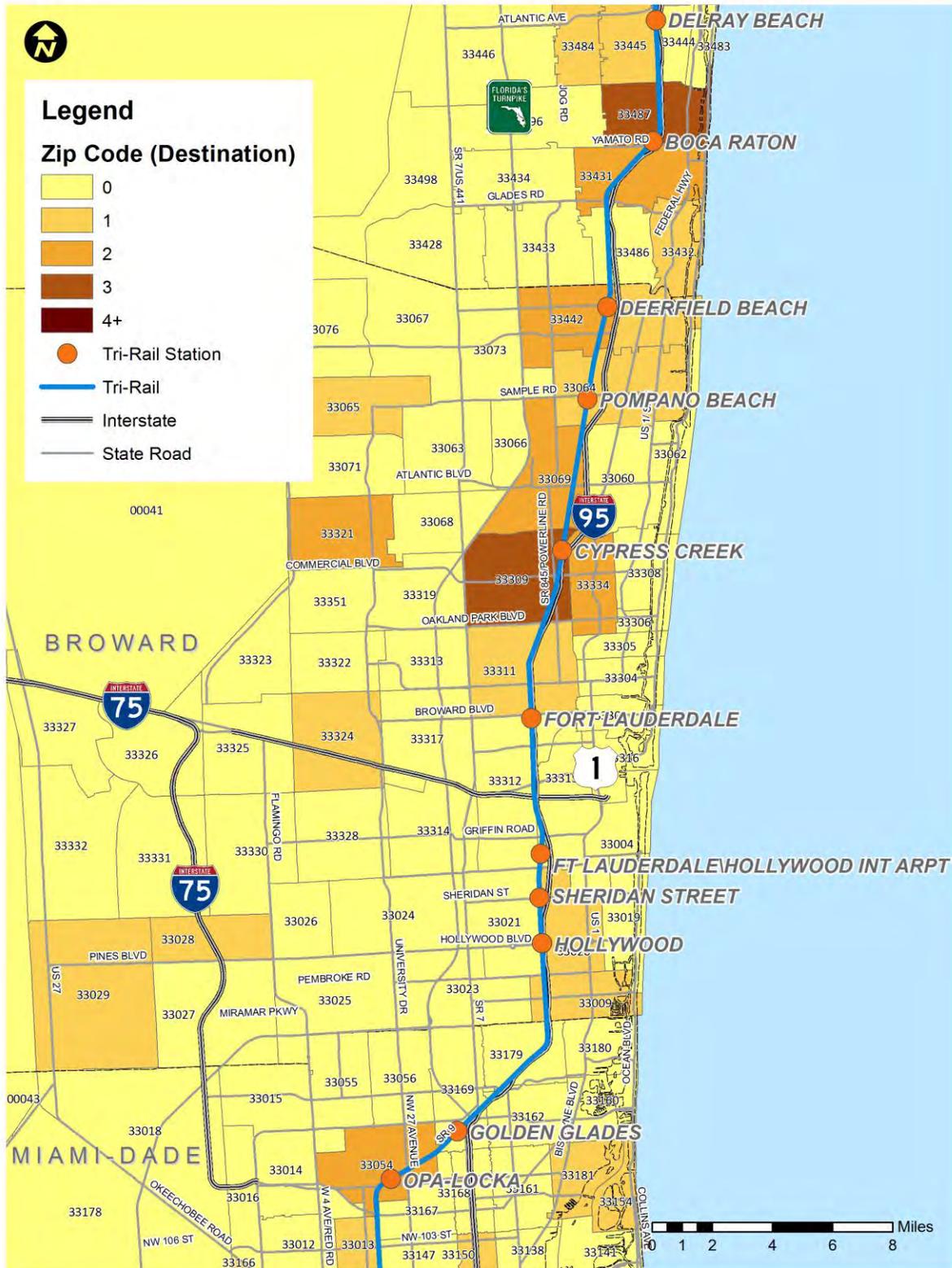


Figure 25: Zip Code of Destination for Palm Beach County

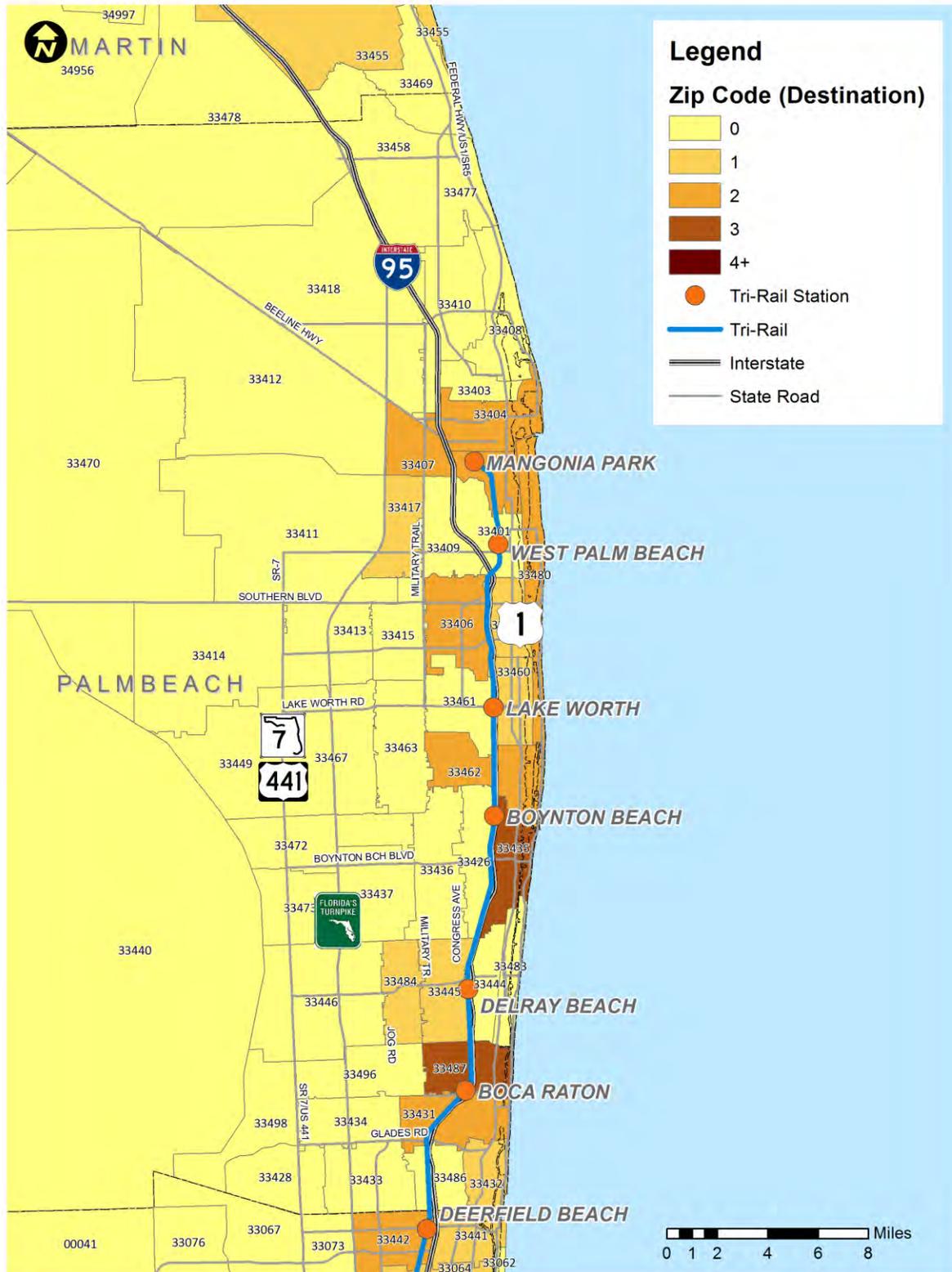
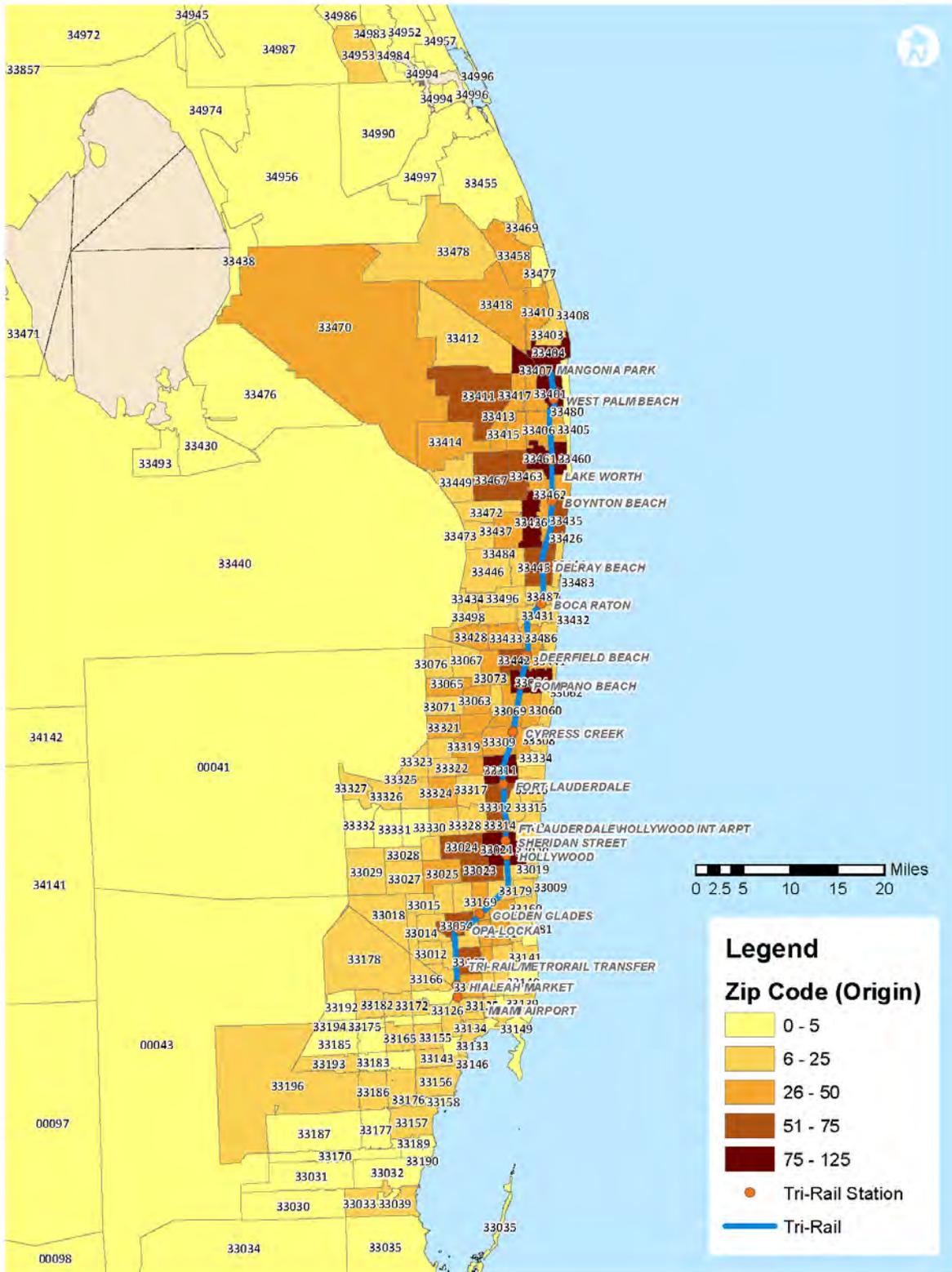


Figure 26: Zip Code of Origin for Tri-County Area (Question 14)



7.4 Survey Results

The following section includes analysis of the data produced by the survey and their basic summaries. 5,175 surveys were returned with complete or partial responses. The response rate varied widely across the surveys. The responses presented in the following tables and pie-charts represent the total number of usable responses for each question in the survey. The response rate for each question is provided in Table 23 below and also in the summary box for each question/response. The response rate is the number of responses divided by 5,175.

Table 23 – Survey Response Rates by Question

Question	Response Rate
Q1: I originally started this one-way trip at:	97%
Q3: To get to Tri-Rail I arrived by:	95%
Q6: I will leave the Tri-Rail station by:	95%
Q7a: Is this journey part of a round trip that you will make today?	85%
Q7b: If yes, please check all services that you will use on the return leg of the trip:	70%
Q8: I will finish this one-way trip at:	95%
Q10a: The fare I used for this one-way trip was: Fare Type	59%
Q10b: The fare I used for this one-way trip was: Fare Medium	56%
Q10c: The fare I used for this one-way trip was: Fare	64%
Q11: I have been riding Tri-Rail:	92%
Q12a: I typically ride Tri-Rail: # per day	72%
Q12b: I typically ride Tri-Rail: # of day(s)/week	68%
Q12c: I typically ride Tri-Rail: # days/month and less than once per month	54%
Q13: Are you traveling with other people that are not filling out the survey?	89%
Q15: I live/stay in South Florida:	88%
Q16: I am: Male or Female	88%
Q17: My age is:	92%
Q18: My race is best described as:	91%
Q19: (Blank) vehicles are owned by people in my home:	67%
Q20: I could have traveled today by car but chose to ride Tri-Rail instead:	88%
Q21: I have a Driver's license:	88%
Q22a: Including me, (blank) live in my home, and of those:	73%
Q22b: Including me, (blank) live in my home, and of those: Have a Driver's license	73%
Q22c: Including me, (blank) live in my home, and of those: Are under 16 years old	52%
Q22d: Including me, (blank) live in my home, and of those: Are 65 and older	45%
Q22e: Including me, (blank) live in my home, and of those: Work outside the home	56%
Q23: I graduated:	88%
Q24: What is your current employment status?	89%
Q25: My households total annual income is:	82%
Q26: I filled out another survey card earlier today:	78%
Average Response Rate	78%

Figure 27: Q1: I originally started this one-way trip at:

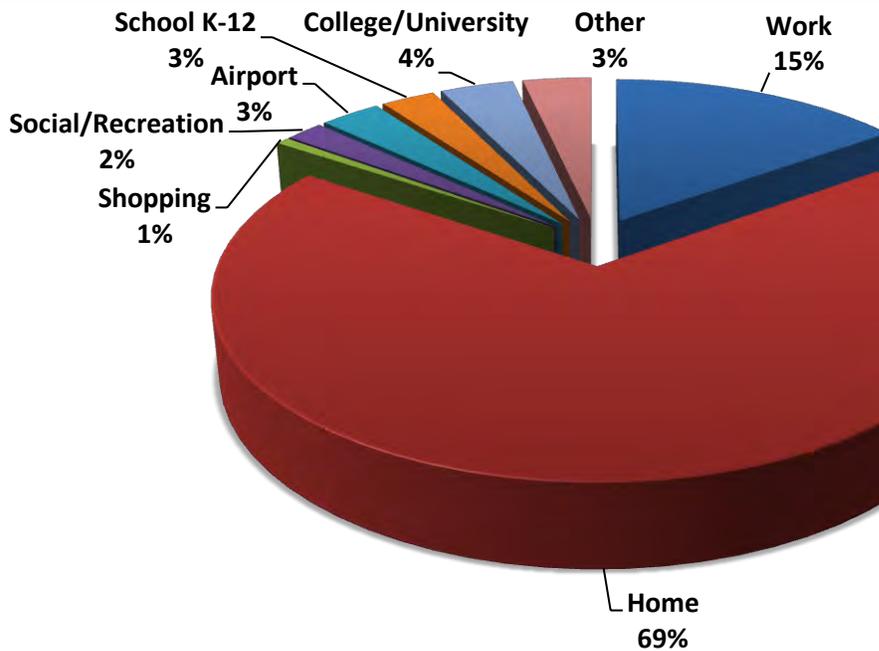


Table 24 – Q1: I originally started this one-way trip at:

Description	Total Surveyed	Respondents
Work	760	15.1%
Home	3,491	69.3%
Shopping	32	0.6%
Social/Recreation	96	1.9%
Airport	155	3.1%
School K-12	138	2.7%
College/University	189	3.8%
Other	177	3.5%
Total	5,038	100%

Summary

- **Response Rate = 97%**
- More than two thirds of all one-way trips are Home-Based trips
- 15% of those surveyed began their one-way trip at Work

Figure 28: Q3: To get to Tri-Rail I arrived by:

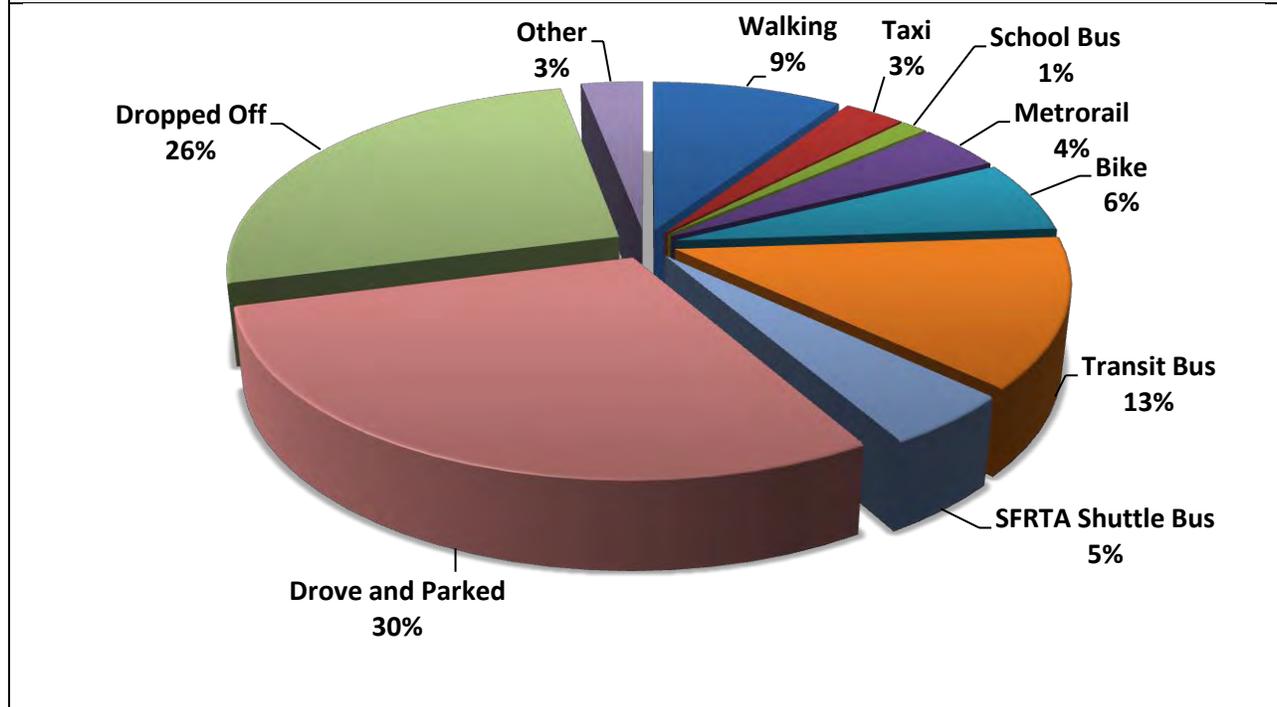


Table 25 – Q3: To get to Tri-Rail I arrived by:

Description	Total Surveyed	Respondents
Walking	491	9.3%
Taxi	156	3.0%
School Bus	67	1.3%
Metrorail	217	4.1%
Bike	333	6.3%
Transit Bus	690	13.1%
SFRTA Shuttle Bus	246	4.7%
Drove and Parked	1,549	29.3%
Dropped Off	1,378	26.1%
Other	159	3.0%
Total	5,578*	100%

*Survey instructions were to mark all that applied

Summary

- **Response Rate = 95%**
- Over 50% of the trips accessed Tri-Rail by auto
- 22% of Tri-Rail passengers used transit to access their stations (Metrorail, Local Bus, Shuttle)

Figure 29: Q6: I will leave the Tri-Rail station by:

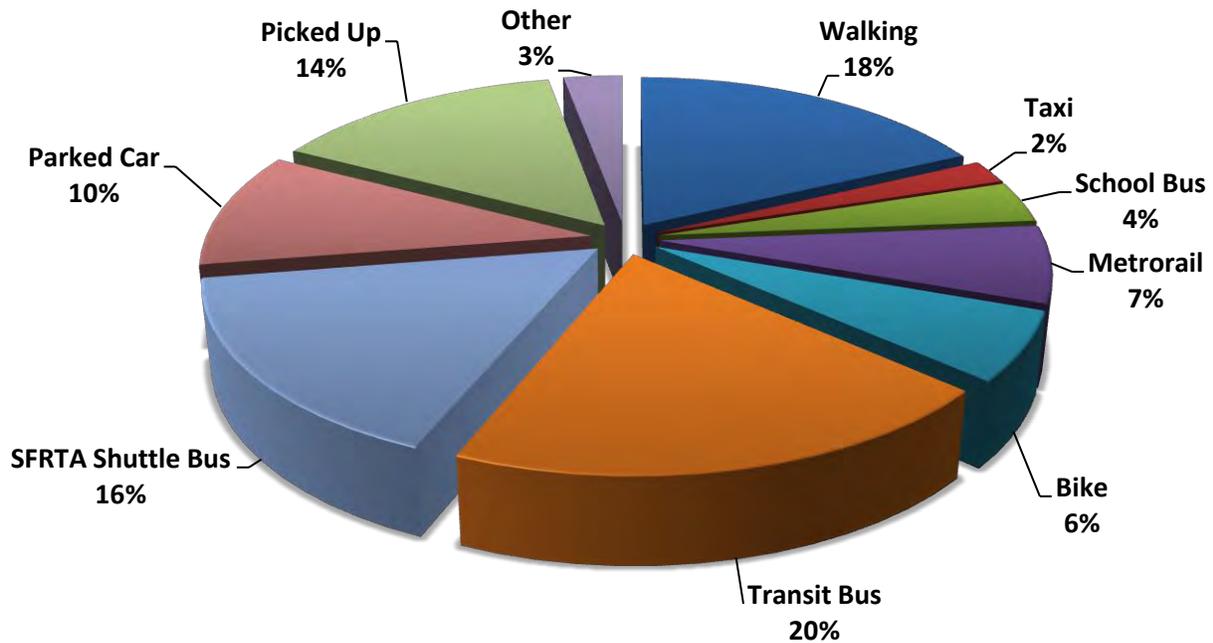


Table 26 – Q6: I will leave the Tri-Rail station by:

Description	Total Surveyed	Respondents
Walking	912	17.9%
Taxi	106	2.1%
School Bus	186	3.7%
Metrorail	346	6.8%
Bike	309	6.1%
Transit Bus	1,005	19.7%
SFRTA Shuttle Bus	826	16.2%
Parked Car	522	10.3%
Picked Up	731	14.4%
Other	148	2.91%
Total	5,377*	100%

*Survey instructions were to mark all that applied

Summary

- **Response Rate = 95%**
- 43% of the passengers surveyed exited Tri-Rail by transit (Metrorail, Local Bus, Shuttle)
- 24% of the passengers surveyed exited Tri-Rail by foot or by bicycle

Figure 30: Q7a: Is this journey part of a round trip that you will make today?

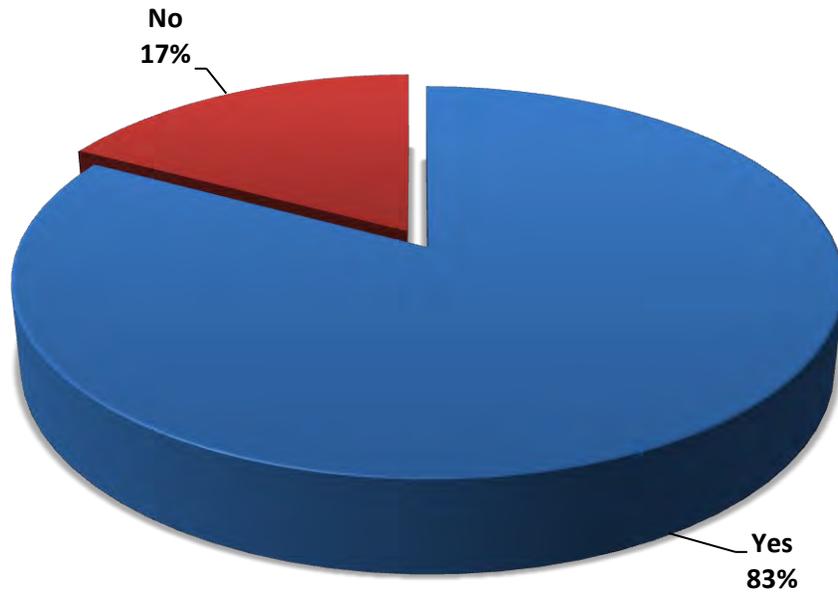


Table 27 – Q7a: Is this journey part of a round trip that you will make today?

Description	Total Surveyed	Respondents
Yes	3,924	82.9%
No	812	17.1%
Total	4,736	100%

Summary

- **Response Rate = 85%**
- 83% of all riders said they would complete a round trip

Figure 31: Q7b: If yes, please check all services that you will use on the return leg of the trip:

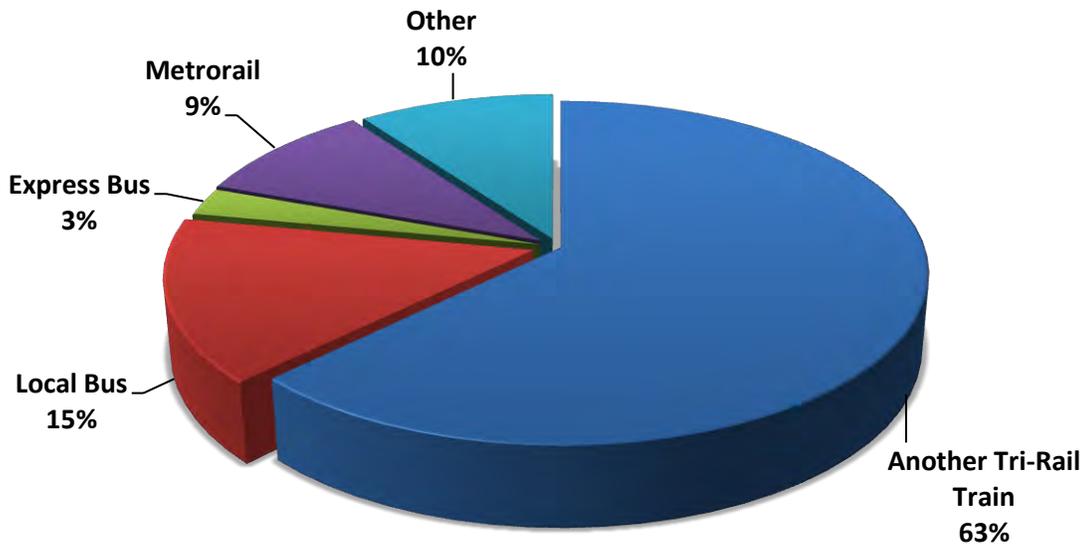


Table 28 – Q7b: If yes, please check all services that you will use on the return leg of the trip:

Description	Total Surveyed	Respondents
Another Tri-Rail Train	2,285	62.6%
Local Bus	561	15.4%
Express Bus	94	2.6%
Metrorail	345	9.5%
Other	363	10.0%
Total	5,244*	100%

*Survey instructions were to mark all that applied

Summary

- **Response Rate = 70%**
- Of the passengers taking Tri-Rail for their in-bound train trip in the AM, only 3% of the surveyed indicated that they would take the express bus as part of their round trip

Figure 32: Q8: I will finish this one-way trip at:

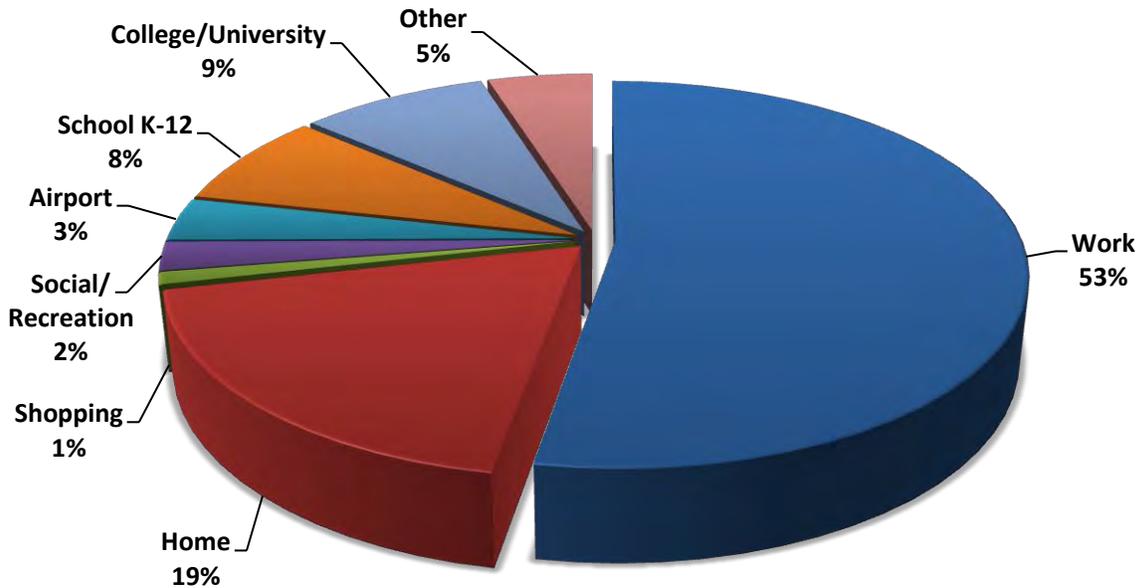


Table 29 – Q8: I will finish this one-way trip at:

Description	Total Surveyed	Respondents
Work	2,588	52.8%
Home	914	18.6%
Shopping	50	1.0%
Social/Recreation	119	2.4%
Airport	177	3.6%
School K-12	389	7.9%
College/University	427	8.7%
Other	239	4.9%
Total	4,903	100%

Summary

- **Response Rate = 95%**
- More than half of all one-way trips finish at Work
- Trips that finish at Home are second highest at 19%
- Only 6% of the Tri-Rail trips ended at the airport, shopping or socio-recreation

Figure 33: Q10a: The fare I used for this one-way trip was: Fare Type

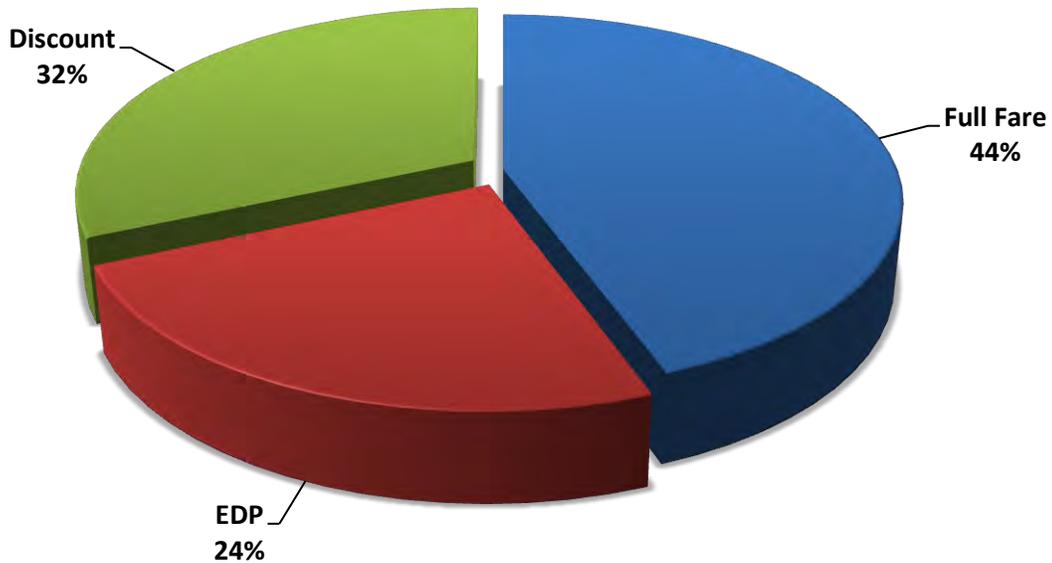


Table 30 – Q10a: The fare I used for this one-way trip was: Fare Type

Description	Total Surveyed	Respondents
Full Fare	1,363	44.4%
EDP	738	24.0%
Discount	971	31.6%
Total	3,072	100%

Summary

- **Response Rate = 59%**
- Nearly 56% of those responded used a discounted fare for their Tri-Rail trip

Figure 34: Q10b: The fare I used for this one-way trip was: Fare Medium

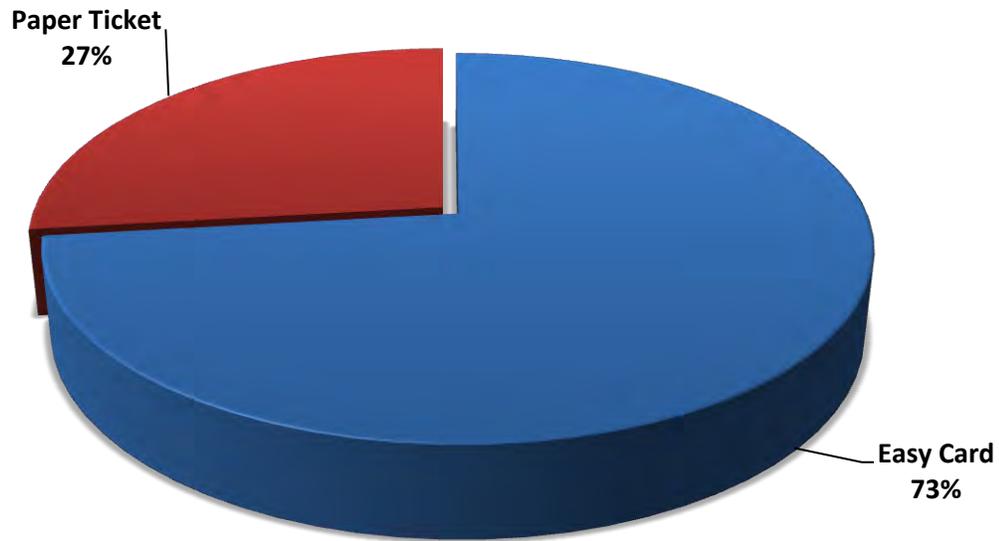


Table 31 – Q10b: The fare I used for this one-way trip was: Fare Medium

Description	Total Surveyed	Respondents
Easy Card	2,136	73.2%
Paper Ticket	783	26.8%
Total	2,919	100%

Summary

- **Response Rate = 56%**
- 73% of the respondents used Easy Card for their fare

Figure 35: Q10c: The fare I used for this one-way trip was: Fare

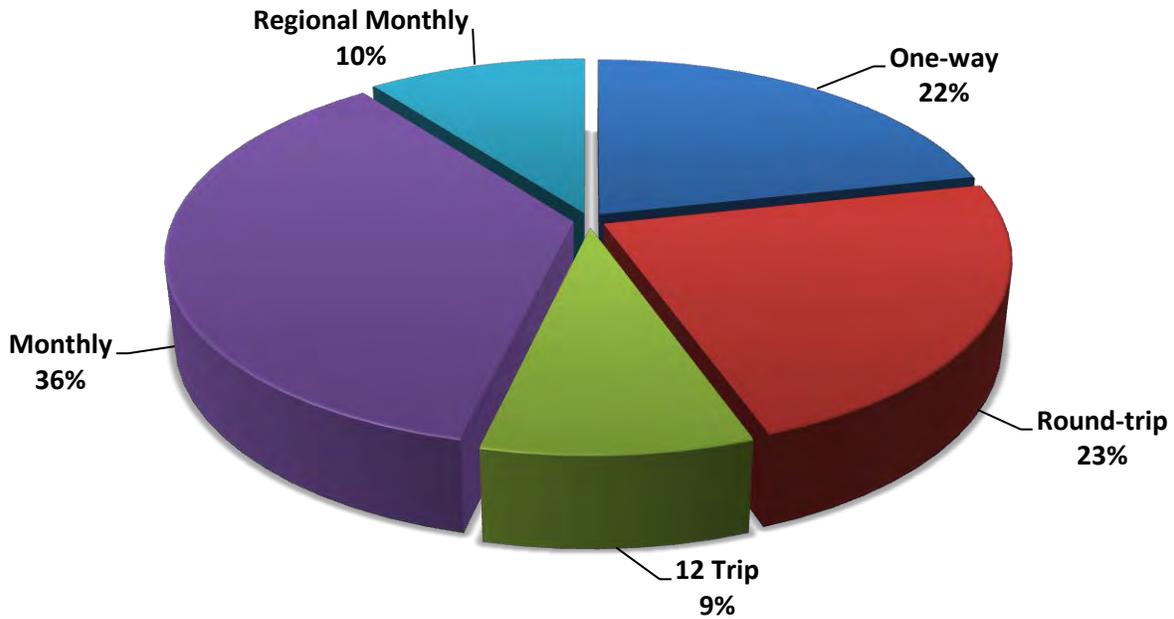


Table 32 – Q10c: The fare I used for this one-way trip was: Fare

Description	Total Surveyed	Respondents
One-way	716	21.6%
Round-trip	763	23.0%
12 Trip	302	9.1%
Monthly	1,196	36.0%
Regional Monthly	343	10.3%
Total	3,320	100%

Summary

- Response Rate = **64%**
- 46% of the respondents used one of the monthly pass options
- 45% of the respondents used the most expensive fare options including the one-way or round trip ticket

Figure 36: Q11: I have been riding Tri-Rail:

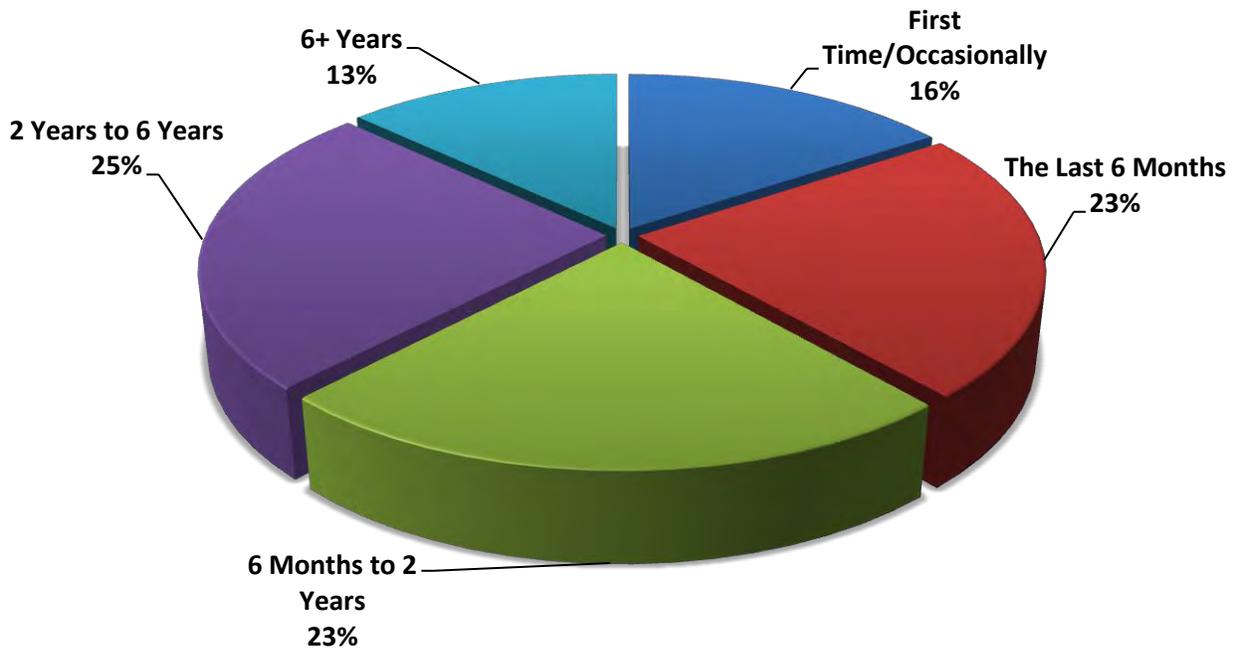


Table 33 – Q11: I have been riding Tri-Rail:

Description	Total Surveyed	Respondents
First Time/Occasionally	745	15.7%
The Last 6 Months	1,092	23.0%
6 Months to 2 Years	1,122	23.7%
2 Years to 6 Years	1,167	25.0%
6+ Years	618	13.0%
Total	4,744	100%

Summary

- **Response Rate = 92%**
- 38% of those surveyed indicated that they had been riding Tri-Rail for more than 2 years
- 39% of those surveyed indicated they had been riding Tri-Rail for 6 months or less

Figure 37: Q12a: I typically ride Tri-Rail: # per day

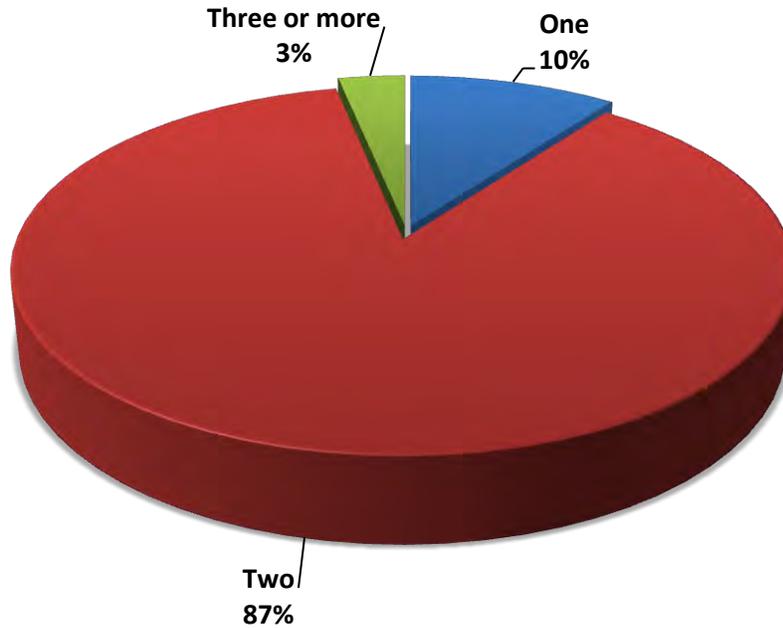


Table 34 – Q12a: I typically ride Tri-Rail: # per day

Description	Total Surveyed	Respondents
	Times per Day	
One	381	10.2%
Two	3,221	87.0%
Three or more	122	3.3%
Total	3,724	100%

Summary

- **Response Rate = 72%**
- 87% of the respondents will use Tri-Rail twice (round trip) on the day they were surveyed

Figure 38: Q12b: I typically ride Tri-Rail: # of day(s)/week

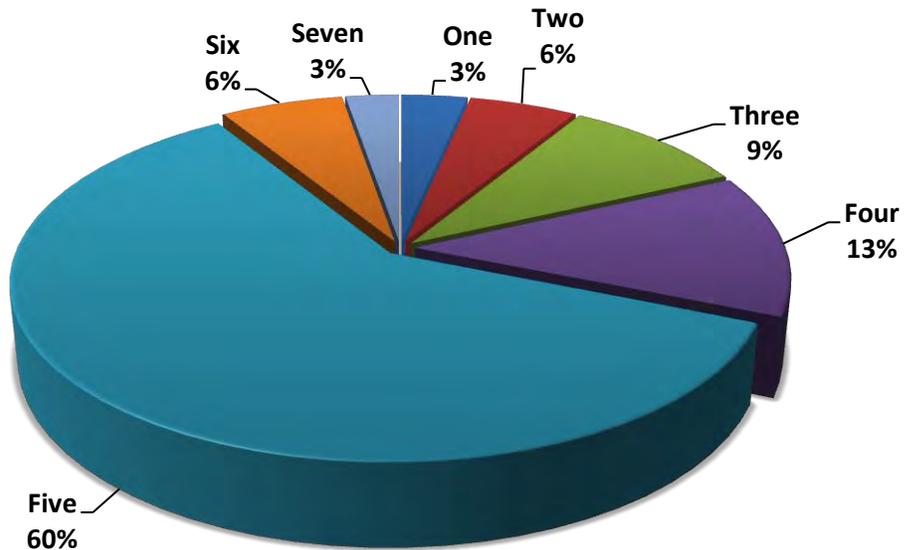


Table 35 – Q12b: I typically ride Tri-Rail: # of day(s)/week

Description	Total Surveyed	Respondents
	Days per Week	
One	117	3.3%
Two	192	5.4%
Three	332	9.4%
Four	463	13.1%
Five	2,125	60.0%
Six	218	6.2%
Seven	95	2.7%
Total	3,542	100%

Summary

- **Response Rate = 68%**
- 60% of the respondents use Tri-Rail five days per week

Figure 39: Q12c: I typically ride Tri-Rail: # days/month and less than once per month

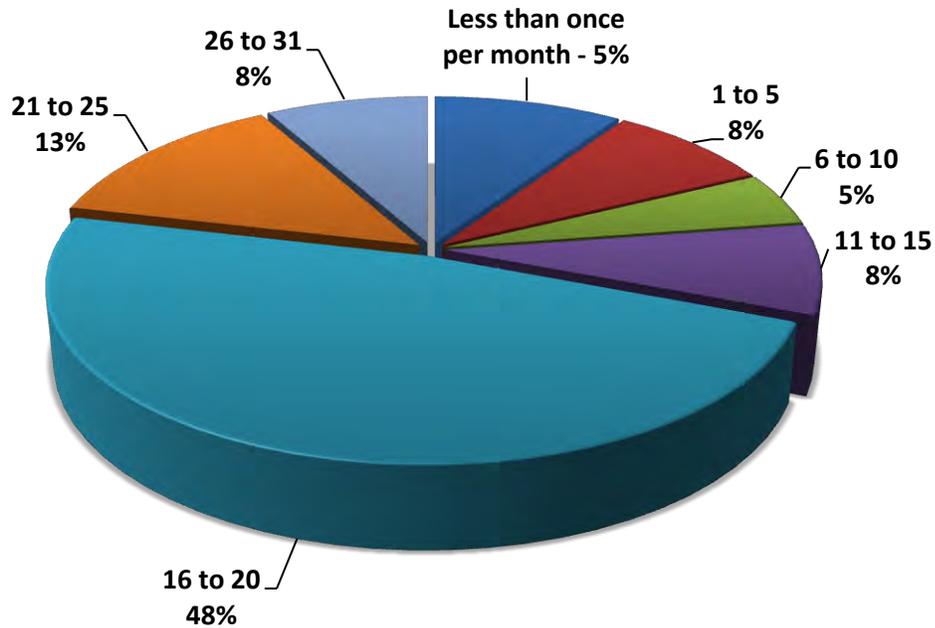


Table 36 – Q12c: I typically ride Tri-Rail: # days/month

Description	Total Surveyed	Respondents
	Days per Month	
Less than once per month	263	9.4%
1 to 5	231	8.3%
6 to 10	136	4.9%
11 to 15	229	8.2%
16 to 20	1,332	47.8%
21 to 25	367	13.2%
26 to 31	227	8.2%
Total	2,785	100%

Summary

- **Response Rate = 54%**
- 48% of the respondents noted that they use Tri-Rail 16-20 days per month, which indicates the work only users
- 21% of the respondents use Tri-Rail at some time during the weekends as indicated by users who responded 21-31 days per month

Figure 40: Q13: Are you traveling with other people that are not filling out the survey?

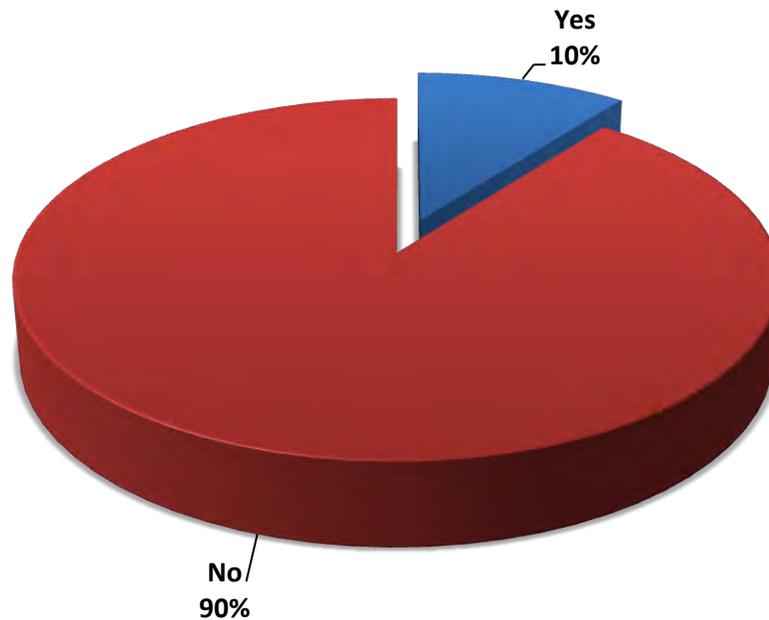


Table 37 – Q13: Are you traveling with other people that are not filling out the survey?

Description	Total Surveyed	Respondents
Yes	480	10.4%
No	4,129	89.6%
Total	4,609	100%

Summary

- Response rate = 89%
- 90% of all riders were not with someone who was not filling out a survey

Figure 41: Q15: I live/stay in South Florida:

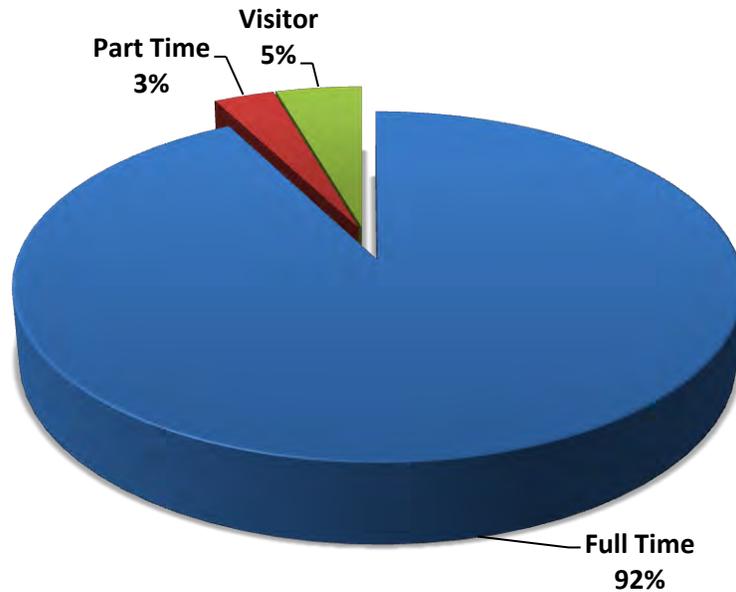


Table 38 – Q15: I live/stay in South Florida:

Description	Total Surveyed	Respondents
Full Time	4,195	92.3%
Part Time	143	3.1%
Visitor	205	4.5%
Total	4,543	100%

Summary

- **Response Rate = 88%**
- The majority of all riders live in South Florida full time

Figure 42: Q16: I am: Male or Female

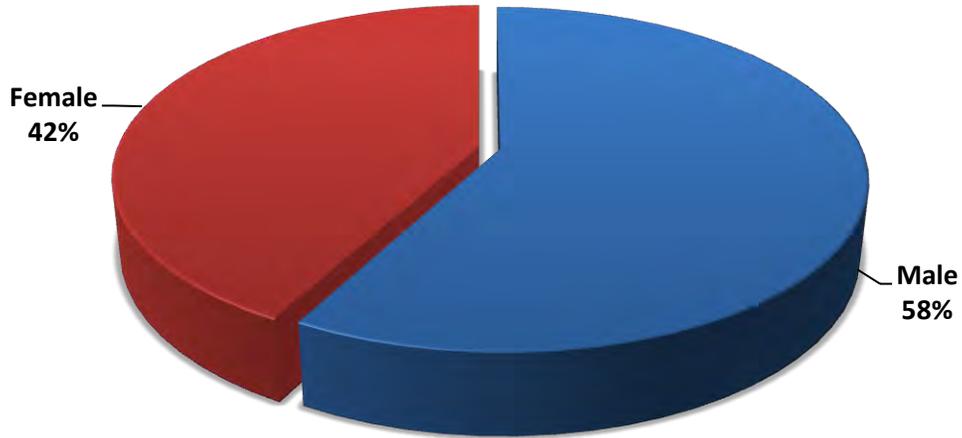


Table 39 – Q16: I am: Male or Female

Description	Total Surveyed	Respondents
Male	2,647	58.0%
Female	1,919	42.0%
Total	4,566	100%

Summary

- **Response Rate = 88%**
- More than half of all riders who took the survey were of male gender

Figure 43: Q17: My age is:

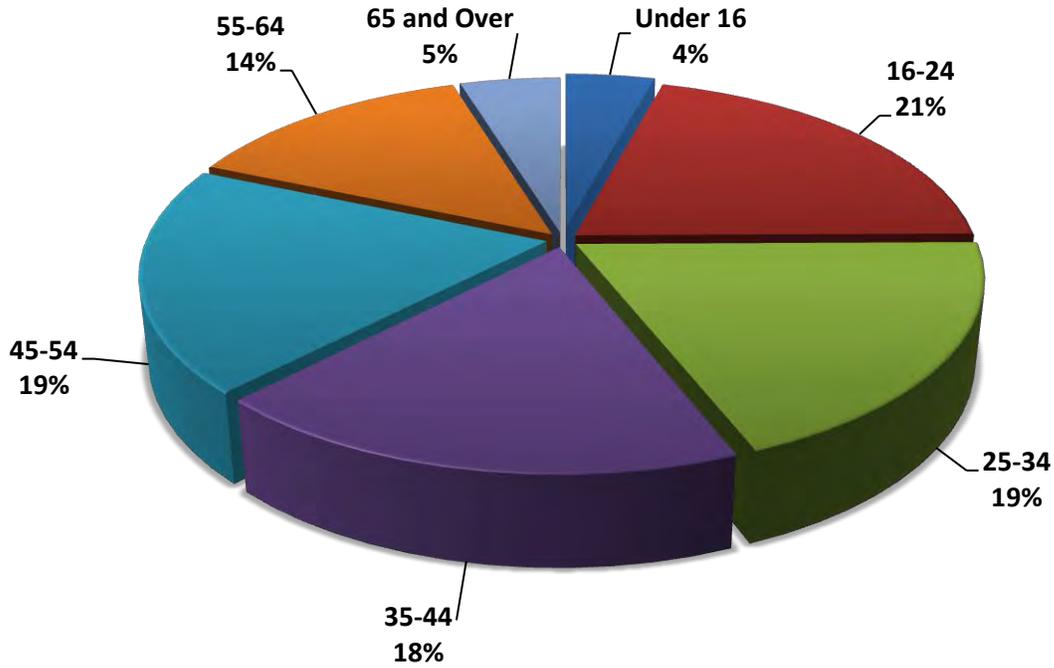


Table 40 – Q17: My age is:

Description	Total Surveyed	Respondents
Under 16	201	4.2%
16-24	982	20.6%
25-34	912	19.2%
35-44	870	18.3%
45-54	915	19.2%
55-64	656	13.8%
65 and Over	226	4.7%
Total	4,762	100%

Summary

- **Response Rate = 92%**
- No single age group dominates the ridership
- The low number of respondents under 16 corresponds with the low number of trip purposes indicating school was the trip purpose

Figure 44: Q18: My race is best described as:

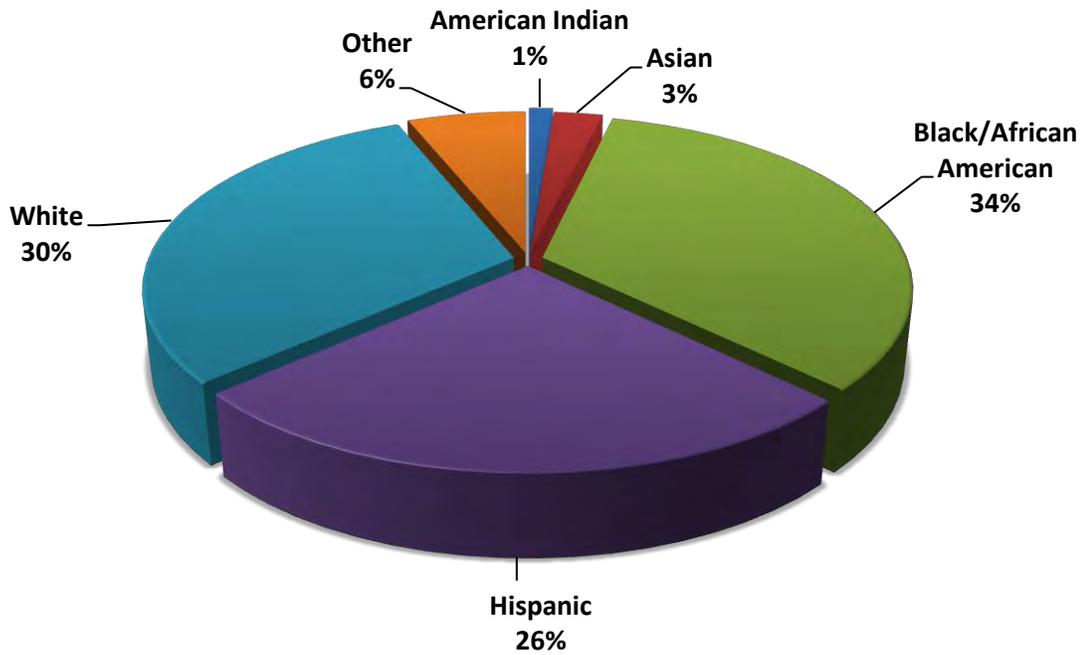


Table 41 – Q18: My race is best described as:

Description	Total Surveyed	Respondents
American Indian	58	1.2%
Asian	118	2.5%
Black/African American	1,580	33.5%
Hispanic	1,236	26.2%
White	1,433	30.4%
Other	289	6.1%
Total	4,714	100%

Summary

- **Response Rate = 91%**
- Black/African American is the largest racial/ethnic group riding Tri-Rail

Figure 45: Q19: (Blank) vehicles are owned by people in my home:

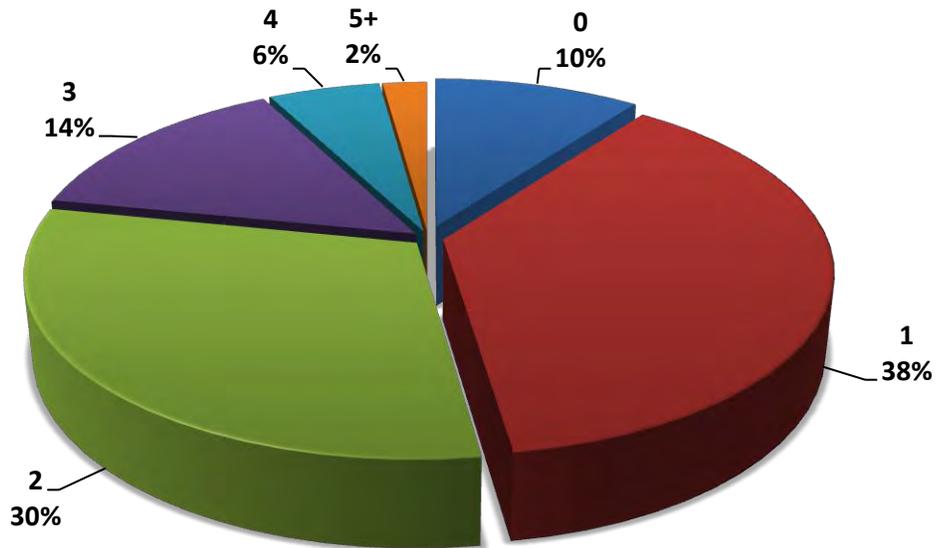


Table 42 – Q19: (Blank) vehicles are owned by people in my home.

Description	Frequency	Percentage
0	352	10.1%
1	1,303	37.6%
2	1,057	30.5%
3	492	14.2%
4	190	5.5%
5+	76	2.2%
Total	3,470	100%

Summary

- **Response Rate = 67%**
- The 38% single car households correspond to the large number of kiss and ride access to Tri-Rail
- The majority of the Tri-Rail ridership had 2 or more cars available for this trip and are thus not “Captive” riders

Figure 46: Q20: I could have traveled today by car but chose to ride Tri-Rail instead:

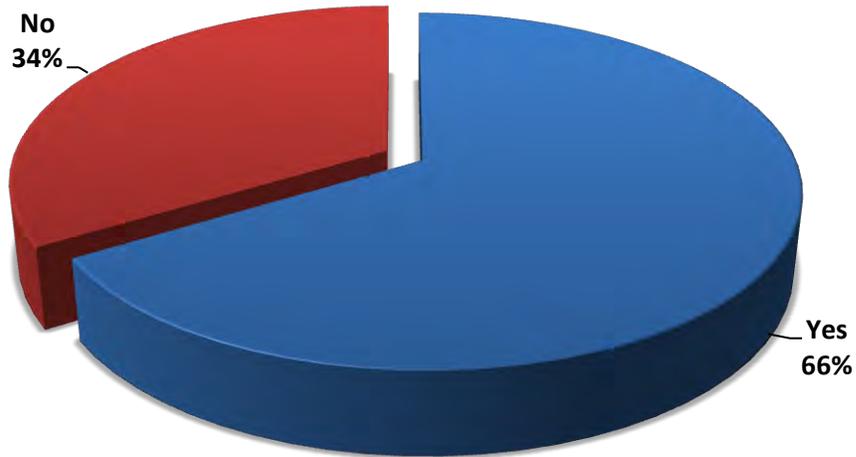


Table 43 – Q20: I could have traveled today by car but chose to ride Tri-Rail instead:

Description	Total Surveyed	Respondents
Yes	3,023	66.4%
No	1,532	33.6%
Total	4,555	100%

Summary

- **Response Rate = 88%**
- 66% of those surveyed could have used their car but chose to ride Tri-Rail instead

Figure 47: Q21: I have a Driver's license:

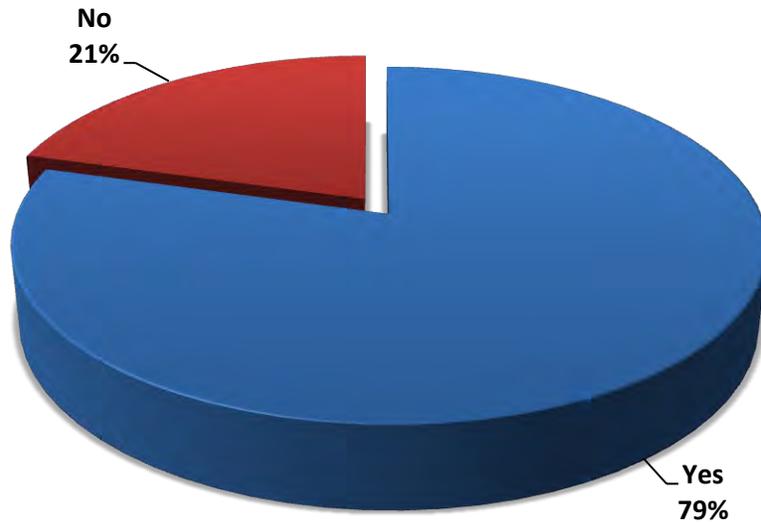


Table 44 – Q21: I have a Driver's license:

Description	Total Surveyed	Respondents
Yes	3,634	79.4%
No	945	20.6%
Total	4,579	100%

Summary

- **Response Rate = 88%**
- Approx. 79% of riders have a driver's license

Figure 48: Q22a: Including me, (blank) live in my home, and of those:

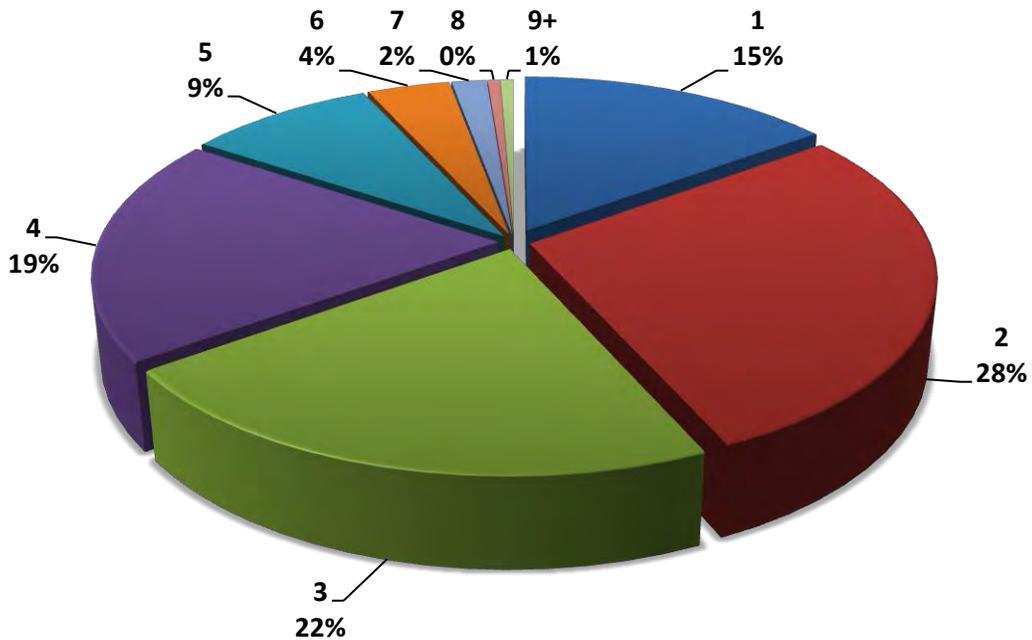


Table 45 – Q22a: Including me, (blank) live in my home, and of those:

Description	Total Surveyed	Respondents
1	567	15.0%
2	1,075	28.3%
3	824	21.7%
4	733	19.3%
5	336	8.9%
6	148	3.9%
7	63	1.7%
8	22	0.6%
9+	24	0.6%
Total	3,792	100%

Summary

- **Response Rate = 73%**
- A majority of riders (84%) have 4 or fewer people living in the home

Figure 49: Q22b: Including me, (blank) live in my home, and of those: Have a Driver's license

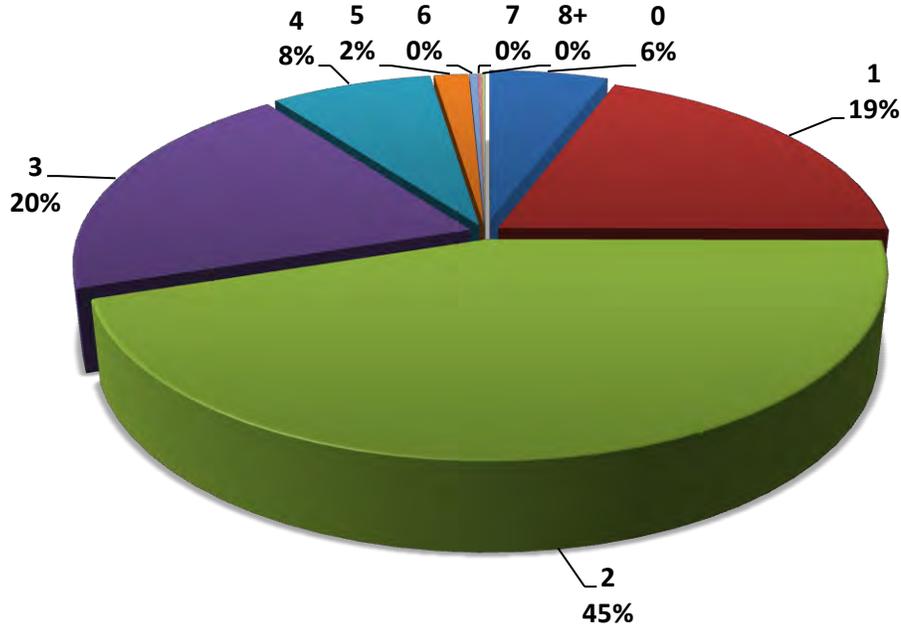


Table 46 – Q22b: Including me, (blank) live in my home, and of those: Have a Driver's license

Description	Total Surveyed	Respondents
0	217	5.7%
1	731	19.3%
2	1,697	44.9%
3	750	19.8%
4	294	7.8%
5	63	1.7%
6	15	0.4%
7	7	0.2%
8+	6	0.2%
Total	3,780	100%

Summary

- **Response Rate = 73%**
- 64% of riders have at least 1 or 2 people in the home with a driver's license

Figure 50: Q22c: Including me, (blank) live in my home, and of those: Are under 16 years old

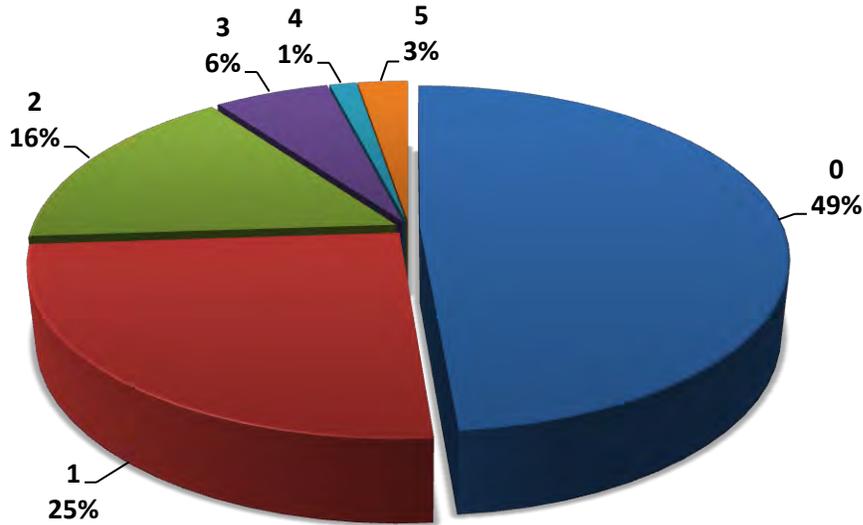


Table 47 – Q22c: Including me, (blank) live in my home, and of those: Are under 16 years old

Description	Total Surveyed	Respondents
0	1,302	48.7%
1	675	25.2%
2	431	16.1%
3	159	5.9%
4	37	1.4%
5	70	2.6%
Total	2,674	100%

Summary

- **Response Rate = 52%**
- Almost half of the riders had no one under 16 in their household

Figure 51: Q22d: Including me, (blank) live in my home, and of those: Are 65 and older

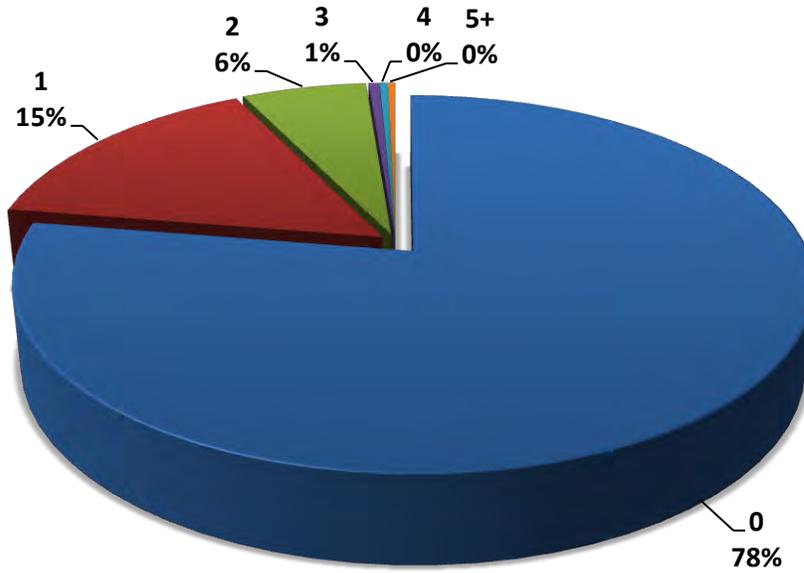


Table 48 – Q22d: Including me, (blank) live in my home, and of those: Are 65 and older

Description	Total Surveyed	Respondents
0	1,807	77.6%
1	354	15.2%
2	140	6.0%
3	12	0.5%
4	9	0.4%
5+	8	0.3%
Total	2,330	100%

Summary

- **Response Rate = 45%**
- 22% of riders had 1 or more persons age 65 or older living in their household

Figure 52: Q22e: Including me, (blank) live in my home, and of those: Work outside the home

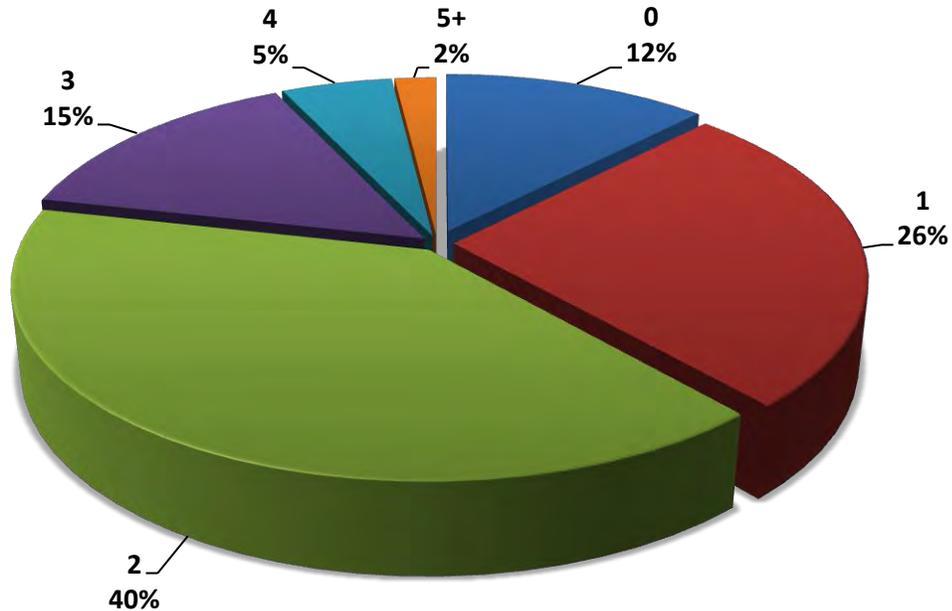


Table 49 – Q22e: Including me, (blank) live in my home, and of those: Work outside the home

Description	Total Surveyed	Respondents
0	357	12.3%
1	760	26.2%
2	1,162	40.0%
3	419	14.4%
4	149	5.1%
5+	56	1.9%
Total	2,903	100%

Summary

- **Response Rate = 56%**
- Only 12% of riders have no one working outside of their home, which could either correspond to the number of riders 65 and older or the number of part-time Florida residents

Figure 53: Q23: I graduated:

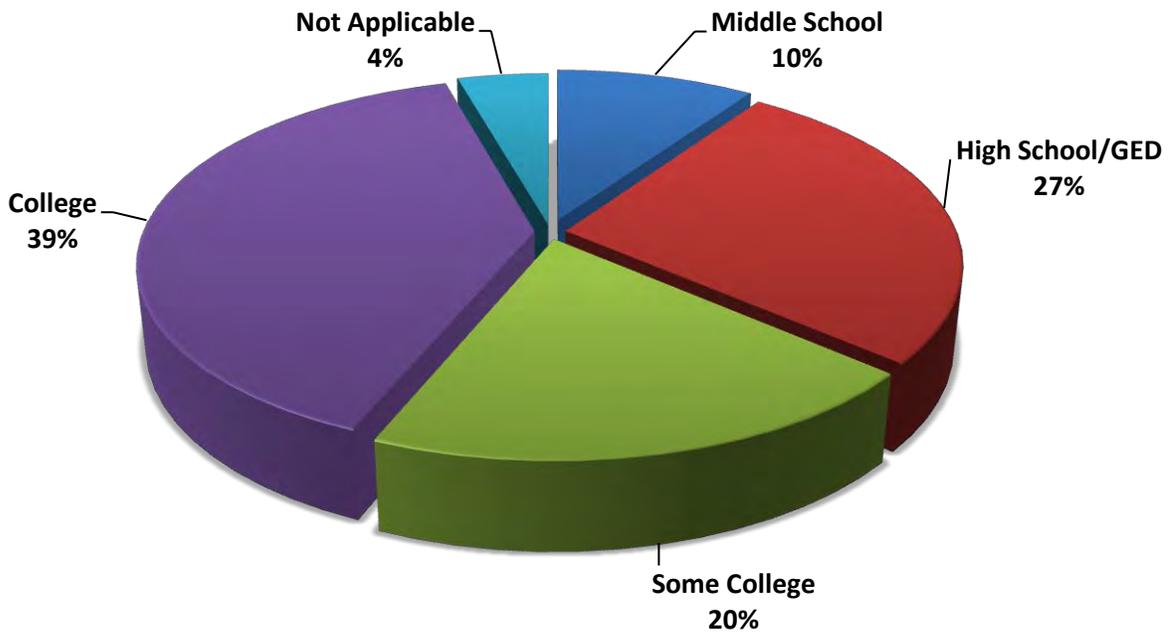


Table 50 – Q23: I graduated:

Description	Total Surveyed	Respondents
Middle School	438	9.6%
High School/GED	1,217	26.7%
Some College	907	19.9%
College	1,791	39.3%
Not Applicable	200	4.4%
Total	4,553	100%

Summary

- **Response Rate = 88%**
- A majority of riders attended college or some college at 59%

Figure 54: Q24: What is your current employment status?

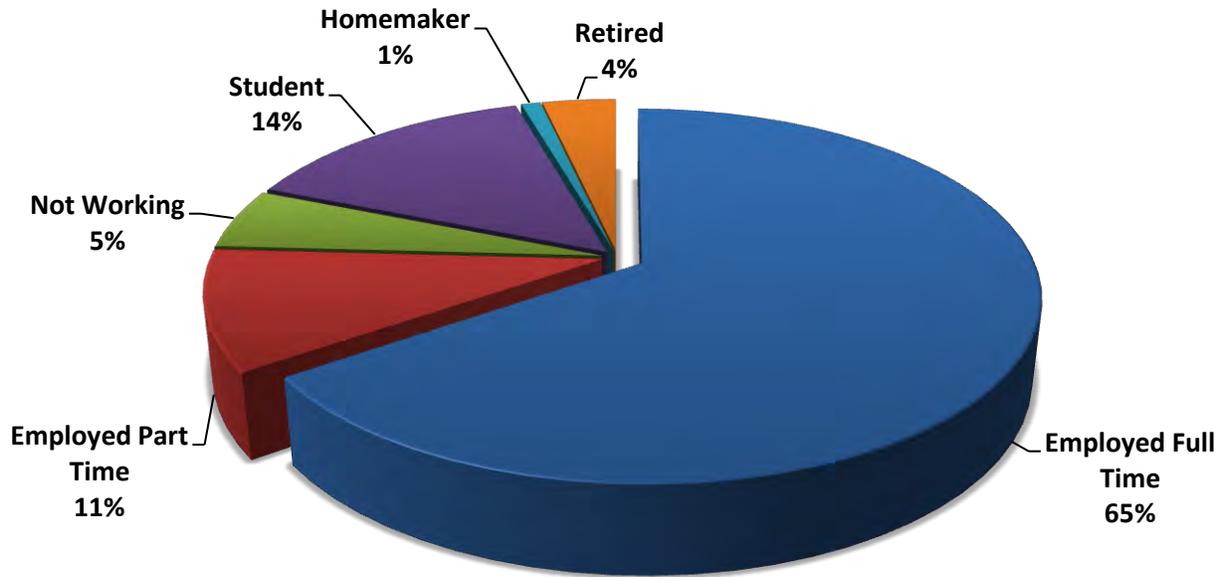


Table 51 – Q24: What is your current employment status?

Description	Total Surveyed	Respondents
Employed Full Time	3,024	65.4%
Employed Part Time	484	10.5%
Not Working	243	5.3%
Student	666	14.4%
Homemaker	43	0.9%
Retired	164	3.5%
Total	4,624	100%

Summary

- **Response Rate = 89%**
- 65% of riders surveyed were employed Full Time

Figure 55: Q25: My households total annual income is:

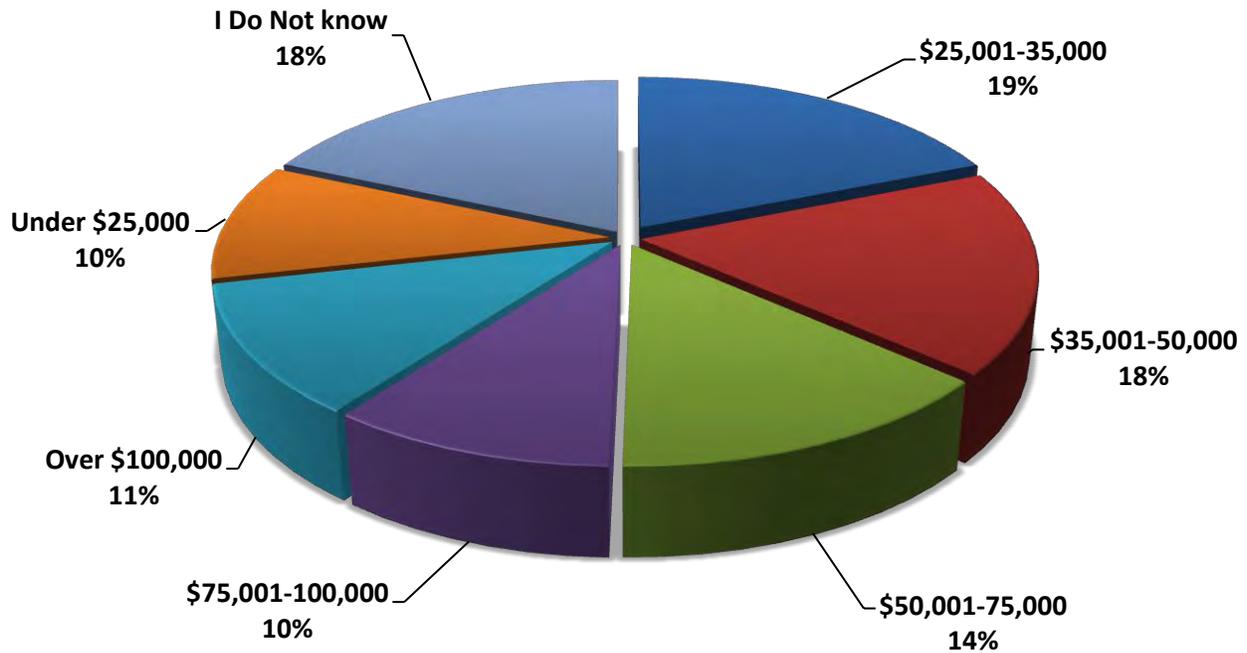


Table 52 – Q25: My households total annual income is:

Description	Total Surveyed	Respondents
\$25,001-35,000	799	18.8%
\$35,001-50,000	752	17.7%
\$50,001-75,000	584	13.8%
\$75,001-100,000	419	9.9%
Over \$100,000	476	11.2%
Under \$25,000	433	10.2%
I Do Not know	778	18.3%
Total	4,241	100%

Summary

- **Response Rate = 82%**
- 35% of the riders had household incomes over \$50,000

Figure 56: Q26: I filled out another survey card earlier today:

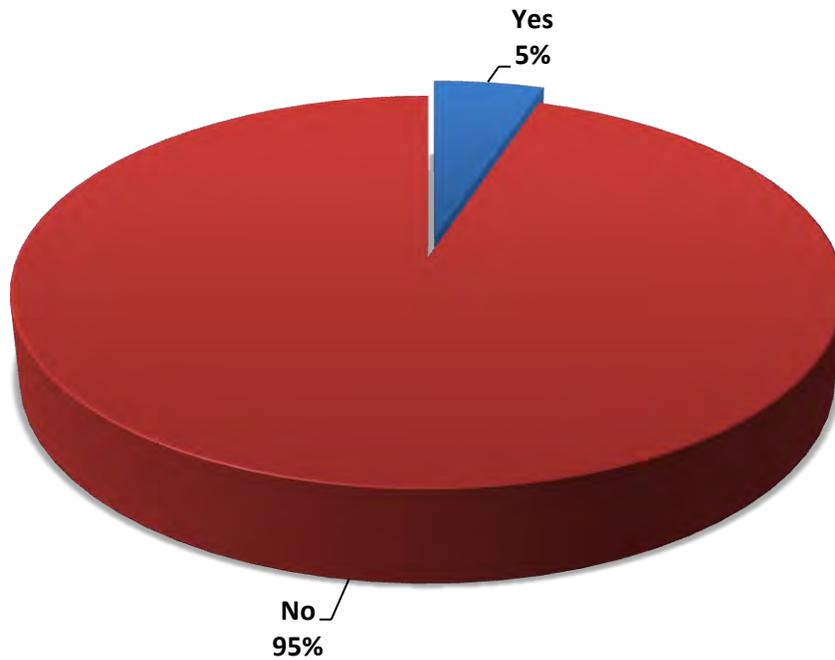


Table 53 – Q26: I filled out another survey card earlier today:

Description	Total Surveyed	Respondents
Yes	207	5.1%
No	3,854	94.9%
Total	4,061	100%

Summary

- **Response Rate = 78%**
- Most riders (95%) did not fill out a survey card previously

7.5 Customer Opinions, Preferences and Rider Satisfaction

Question number 27 of the survey instrument was specifically developed to gather information from passengers about their opinions, preferences and satisfaction regarding three specific categories including:

1. Station Conditions
2. Train Conditions
3. Service Performance

The tables below list their summaries.

Table 54 – Station Conditions

Description	Station Announcements	Station Cleanliness	Station Security/ Safety	Parking Availability	Ticket Vending Machines
Very Good	25%	22%	26%	30%	26%
Good	31%	33%	36%	35%	36%
Okay	29%	30%	27%	20%	25%
Poor	10%	9%	6%	5%	7%
Very Poor	5%	5%	3%	3%	3%
NA	1%	1%	1%	8%	5%
Total	4,513	4,479	4,454	4,422	4,434

Table 55 – Train Conditions

Description	Outside Cleanliness	Inside Cleanliness	On-Board Restrooms	On-Board Announcements	Air Conditioning	On-Board Safety/Security	On-Board Experience
Very Good	19%	18%	12%	30%	31%	26%	27%
Good	34%	33%	16%	36%	40%	40%	42%
Okay	31%	31%	21%	25%	23%	23%	26%
Poor	9%	11%	17%	5%	4%	3%	2%
Very Poor	5%	5%	16%	3%	2%	2%	2%
NA	1%	1%	19%	1%	1%	1%	1%
Total	4,482	4,438	4,368	4,393	4,421	4,376	4,362

Table 56 – Service Performance

Description	Station Staff	On-Board Train Crew	Telephone Customer Service	Train Reliability	Overall Value for Price	Website/Phone App
Very Good	30%	35%	21%	18%	27%	22%
Good	36%	39%	27%	31%	31%	27%
Okay	23%	20%	21%	31%	28%	21%
Poor	4%	2%	5%	12%	6%	5%
Very Poor	2%	2%	4%	7%	4%	3%
NA	5%	3%	22%	2%	3%	22%
Total	4,444	4,391	4,306	4,360	4,353	4,240

At least 48% of all riders thought Tri-Rail conditions and service were good or very good (highlighted in yellow) for almost every category asked.

7.6 Comparison with Previous Survey Efforts

In March 2009, the report ‘2008 Tri-Rail On-Board Survey’ was produced for the South Florida Regional Transportation Authority (SFRTA) and the Florida Department of Transportation (FDOT) District 4. The report was heavily oriented towards improving the transit model for the region and much of the work is produced in terms of home-based-work trip, productions and attractions. Table 57 shows the comparison of the 2008 boarding counts and the 2013 boarding counts.

Table 57 – Comparison of Door Counts for Select Stations

Station	2008 Survey			2013 Survey		
	SB	NB	Total	SB	NB	Total
Mangonia Park	1,138	51	1,189	1,136		1,136
West Palm Beach	1,068	126	1,194	1,277	47	1,324
Lake Worth	697	176	873	832	145	977
Boynton Beach	482	337	819	588	337	925
Delray Beach	413	240	653	437	267	704
Boca Raton	759	437	1,196	961	682	1,643
Deerfield Beach	518	291	809	465	357	822
Pompano Beach	443	334	777	380	439	819
Cypress Creek	624	477	1,101	491	606	1,097
Fort Lauderdale	465	517	982	334	671	1,005
FLL at Dania Beach	374	454	828	268	542	810
Sheridan Street	297	369	666	116	336	452
Hollywood	328	367	695	258	465	723
Golden Glades	186	492	678	87	541	628
Opa-locka	52	224	276	46	337	383
Metrorail Transfer	68	1,699	1,767	32	1,328	1,360
Hialeah Market	7	255	262		847	847
Miami Airport	47	850	897			
Total	7,966	7,696	15,662	7,708	7,947	15,655

*The 2013 data shown for the Miami Airport Station is for the Hialeah Market Station as the Miami Airport Station was closed at the time of the survey

This table shows that ridership patterns from 2008 and 2013 have shifted to the northern part of the Tri-Rail service area. During this time frame, the total boardings increased at all of the stations between West Palm Beach and Pompano Beach. Another very clear indication of this trend is that northbound boardings at every station between the FLL at Dania Beach Station and Boca Raton Station also

increased, meaning that more people are traveling north on the system. One can also observe that the southbound boardings at the Ft. Lauderdale Station have decreased and the northbound boardings have increased. It appears that the MDT Express Service has not affected ridership on the southern half of the system, as those stations are showing the same level of ridership in 2013 as they had in 2008. It also appears that the transfers at the Metrorail Station have decreased over the same period of time. One final observation is that the temporary closure of the Miami Airport has had some effect on the use of the terminus station. The 2013 number for Miami Airport station is represented in the count from the Hialeah Market station.

Trip length data has varied slightly, probably due to the introduction of other long distance transit service in the corridor. Additionally, there is currently one less station to travel, so the trip lengths can't be quite as long. The following table is a comparison of the trip length by number of stations traveled. Regardless, in both surveys, more than 50% of the passengers traveled between 3 and 7 stations. In 2008 the average trip length was 6.5 stations and in 2013 the average trip length was 6.2 stations or approximately 27 miles.

Table 58 – Comparison of Trip Length by Stations Traveled

# Stations Traveled	Year	
	2008	2013
1	1.60%	3.30%
2	6.80%	7.70%
3	11.60%	11.30%
4	13.80%	12.30%
5	12.60%	10.20%
6	17.00%	9.40%
7	9.40%	8.60%
8	8.00%	7.00%
9	6.40%	4.20%
10	4.00%	3.30%
11	3.60%	2.70%
12	2.90%	2.40%
13	2.10%	2.20%
14	2.20%	1.50%
15	1.80%	2.60%
16	0.90%	1.20%
17	0.60%	

Additional data was compared with the survey. Auto ownership has changed little between the survey periods.

Table 59 – Auto Ownership Comparison

Year	0 Autos	1 Auto	2+ Autos
2008	4.90%	27.40%	67.70%
2013	7.00%	25.00%	68.00%

Mode of access and mode of egress were compared between the surveys and the results are shown in the proceeding table. Small variations appear throughout the data but the only noticeable change is in the number of people using park and ride to access Tri-Rail. The 2013 survey shows a 40% drop in park and ride usage.

Table 60 – Mode of Access and Egress

Mode	2008 Survey	2013 Survey	2008 Survey	2013 Survey
	Mode of Access %		Mode of Egress %	
Walk	5.60%	9.00%	16.00%	17.00%
Bike	4.20%	6.00%	4.30%	6.00%
Taxi	1.40%	3.00%	1.10%	2.00%
School bus	0.90%	1.00%	4.20%	3.00%
Metrorail	3.20%	4.00%	14.30%	6.00%
Transit Bus	9.70%	12.00%	17.70%	19.00%
Tri-Rail Shuttle	3.10%	4.00%	16.30%	15.00%
Park and Ride	49.10%	28.00%	12.40%	10.00%
Kiss and Ride	21.60%	25.00%	11.10%	14.00%

Comparing other aspects of the survey, the residency status has not changed, nor has the sex of the rider. The age of Tri-Rail riders has also remained fairly constant as the following table shows.

Table 61 – Ridership Age Group

Year	Under 16	16-24	25-34	35-44	45-54	55-64	65 +
2008	5.80%	15.60%	18.80%	20.00%	22.20%	11.70%	3.10%
2013	4.00%	19.00%	17.00%	17.00%	18.00%	13.00%	4.00%

The ethnic makeup of the ridership has varied in that the number of white passengers has declined by about 10%.

Table 62 – Comparison Ethnicity of Ridership

Year	Am. Indian	Asian	Black	Hispanic	White	Other
2008	0.40%	3.10%	23.80%	27.90%	37.50%	5.80%
2013	1.00%	2.00%	30.00%	24.00%	28.00%	6.00%

8.0 PARKING COUNTS

Part of the survey effort included a straight forward assessment of the parking availability and utilization at all Tri-Rail stations. Station counts were made on the same day as the onboard survey, February 13, 2013, between 10:00 AM and 12:00 noon. The parking count utilization data showed that the Hialeah Market station parking facility was over capacity (possibly because it was one of the staging areas for the survey crew). The Hollywood station was at capacity and Golden Glades, Metrorail Transfer, and Opa-locka Stations were all effectively at capacity. The other stations all had sufficient parking availability.

Table 63 below presents the data collected at parking lots at each station.

Table 63 – Parking Counts

Tri-Rail Parking Occupancy (February 13, 2013)			
Tri-Rail Station	Total Parking Spaces	Parking Count	Occupancy
Mangonia Park	272	225	82.70%
West Palm Beach	231	157	67.90%
Lake Worth	225	178	79.10%
Boynton Beach	324	184	56.80%
Delray Beach	129	87	67.40%
Boca Raton	159	109	68.50%
Deerfield Beach	236	143	60.50%
Pompano Beach	298	121	40.60%
Cypress Creek	345	175	50.70%
Ft. Lauderdale	325	219	67.40%
FLL at Dania Beach	450	205	45.50%
Sheridan Street	470	323	68.70%
Hollywood	110	106	96.30%
Golden Glades	205	181	88.20%
Opa-locka	72	60	83.30%
Metrorail Transfer	44	38	86.30%
Hialeah Market	164	170	103.60%
Total	4,059	2,681	71.38%

9.0 SURVEY SUMMARY

9.1 Total Ridership

The February 13, 2013 on-board door count was 15,655 passengers. The conductor counts for that same day was 15,668. The door count and the conductor count are within 99.92% of each other. The 2008 door count was 15,662. The big difference between the 2008 counts and the 2013 counts is that a substantial amount of express bus service has been implemented along I-95 connecting Pembroke Pines/Hollywood, Miramar, Sheridan Street and Broward Boulevard directly to downtown Miami. The routes are operated by both Miami Dade Transit (MDT) and Broward County Transit (BCT). On an average weekday in February 2013 (the same time frame of the Tri-Rail door counts), MDT's Dade Broward Express carried 1,165 passengers and BCT's 95 Express carried 1,997 passengers. This would indicate that nearly 18,787 people are making regional trips by transit every day. The transit mode may have shifted since 2008, but the total number of regional trips has increased by 20%.

9.2 Station Utilization

Station utilization along the corridor has changed during the previous five years. 47% of all boardings now occur in Palm Beach County, with 32% of the boardings occurring in Broward County, and only 20% occurring in Miami-Dade County. The Boca Raton Station has grown from the number two station to the number one station – replacing Metrorail Transfer. Table 64 shows the change in station rank from 2008 to 2013.

Table 64 – Change in Station Rank

2013 Rank	2008 Rank	Station	2013 Rank	2008 Rank	Station
1	2	Boca Raton	10	11	Deerfield Beach
2	1	Metrorail Transfer	11	12	Pompano Beach
3	3	West Palm Beach	12	9	FLL at Dania Beach
4	4	Mangonia Park	13	13	Hollywood
5	5	Cypress Creek	14	16	Delray Beach
6	6	Ft Lauderdale	15	14	Golden Glades
7	8	Lake Worth	16	15	Sheridan Street
8	10	Boynton Beach	17	17	Opa-locka
9	7/18	MIA/Hialeah Market			

9.3 Directional Travel

During the morning peak period, 53% of the total ridership is in the northbound direction and 47% in the southbound direction. The evening peak period is the opposite balance. This reflects two things – that Tri-Rail is an amazingly balanced system, and that the minor imbalance occurs in the opposite direction from the prevailing regional traffic. The peak load point for both the northbound and the southbound peak is between West Palm Beach and Lake Worth.

9.4 Origin/Destination Pairs

There are four very strong origin-destination pairs that occur in the Tri-Rail corridor. They are: Boca Raton - West Palm Beach, Boca Raton - Ft. Lauderdale, Cypress Creek – Metrorail Transfer and Boca Raton – Mangonia Park.

9.5 Mode of Access and Egress at Stations

The Mangonia Park Station is the most auto oriented station in the corridor with 93% of all riders arriving by car. 55% of the passengers at the Mangonia Park Station drove and parked while 38% were dropped off. Four stations had a large number of riders being picked up: Mangonia Park, West Palm Beach, Boca Raton and Cypress Creek.

More passengers arrived at the station (during the survey period) by transit to the Fort Lauderdale Station than to any other station. The number equated to 27% of all trips arriving at the Fort Lauderdale Station arrived by transit. The Metrorail Transfer Station had the largest percentage of all trips arriving at the station by transit at 48%. For trips leaving the station by transit, Metrorail Transfer, Boca Raton and Ft. Lauderdale Stations are far above the other stations on the line, both in terms of percentages and numbers.

Walking as a mode of access to the station is prevalent at the stations with residential uses near the station: West Palm Beach, Lake Worth and Hollywood. The stations that showed a fairly high level of walking for leaving the stations all exhibit higher density employment adjacent to the station: West Palm Beach, Boca Raton and Cypress Creek.

9.6 Typical Rider

The typical Tri-Rail rider is a black male that lives in Florida full-time. He is a 25 to 35-year old college graduate, working full time and earning under \$50,000 per year. He lives in a two-person household, with both people working outside the home, both possessing driver's licenses, with access to only one car.

Appendix A
Tri-Rail Operating Schedule

Weekday (Southbound) Schedule

SOUTHBOUND TO MIAMI AIRPORT - WEEKDAYS AM

Train No.	P601	P603	P605	P607	P609	P611	P613	P615	P617	P619	P621	P623
Mangonia Park	4:00	4:40	5:20	6:00	6:20	6:40	7:00	7:30	8:00	9:00	10:00	11:00
West Palm Beach ✕	4:06	4:46	5:26	6:06	6:26	6:46	7:06	7:36	8:06	9:06	10:06	11:06
Lake Worth	4:15	4:56	5:36	6:16	6:36	6:56	7:16	7:46	8:16	9:16	10:16	11:16
Boynton Beach	4:20	5:02	5:42	6:22	6:42	7:02	7:22	7:52	8:22	9:22	10:22	11:22
Delray Beach	4:29	5:11	5:51	6:31	6:51	7:11	7:31	8:01	8:31	9:31	10:31	11:31
Boca Raton	4:35	5:17	5:57	6:37	6:57	7:17	7:37	8:07	8:37	9:37	10:37	11:37
Deerfield Beach	4:42	5:24	6:04	6:44	7:04	7:24	7:44	8:14	8:44	9:44	10:44	11:44
Pompano Beach	4:48	5:30	6:10	6:50	7:10	7:30	7:50	8:20	8:50	9:50	10:50	11:50
Cypress Creek	4:54	5:37	6:17	6:57	7:17	7:37	7:57	8:27	8:57	9:58	10:58	11:58
Fort Lauderdale	5:01	5:45	6:25	7:05	7:25	7:45	8:05	8:35	9:05	10:08	11:08	12:08
Fort Lauderdale Airport ✕	5:08	5:53	6:33	7:13	7:33	7:53	8:13	8:43	9:13	10:17	11:17	12:17
Sheridan Street	5:12	5:57	6:37	7:17	7:37	7:57	8:17	8:47	9:17	10:21	11:21	12:21
Hollywood	5:16	6:01	6:41	7:21	7:41	8:01	8:21	8:51	9:21	10:26	11:26	12:26
Golden Glades	5:25	6:10	6:50	7:30	7:50	8:10	8:30	9:00	9:30	10:35	11:35	12:35
Opa-locka	5:31	6:18	6:58	7:38	7:58	8:18	8:38	9:08	9:38	10:41	11:41	12:41
Metrorail Transfer	5:36	6:23	7:03	7:43	8:03	8:23	8:43	9:13	9:43	10:48	11:48	12:48
Hialeah Market/ Miami Airport ✕	5:44	6:29	7:09	7:49	8:09	8:29	8:49	9:19	9:49	10:54	11:54	12:54

SOUTHBOUND TO MIAMI AIRPORT - WEEKDAYS PM

Train No.	P625	P627	P629	P631	P633	P635	P637	P639	P641	P643	P645	P647	P649
Mangonia Park	12:00	1:00	2:00	3:00	3:30	4:00	4:25	5:00	5:30	6:15	6:45	7:40	8:40
West Palm Beach ✕	12:06	1:06	2:06	3:06	3:36	4:06	4:31	5:06	5:36	6:21	6:51	7:46	8:46
Lake Worth	12:16	1:16	2:16	3:16	3:46	4:16	4:41	5:16	5:46	6:31	7:01	7:56	8:56
Boynton Beach	12:22	1:22	2:22	3:22	3:52	4:22	4:47	5:22	5:52	6:37	7:07	8:02	9:02
Delray Beach	12:31	1:31	2:31	3:31	4:01	4:31	4:56	5:31	6:01	6:46	7:16	8:11	9:11
Boca Raton	12:37	1:37	2:37	3:37	4:07	4:37	5:02	5:37	6:07	6:52	7:22	8:17	9:17
Deerfield Beach	12:44	1:44	2:44	3:44	4:14	4:44	5:09	5:44	6:14	6:59	7:29	8:24	9:24
Pompano Beach	12:50	1:50	2:50	3:50	4:20	4:50	5:15	5:50	6:20	7:05	7:35	8:30	9:30
Cypress Creek	12:58	1:58	2:58	3:58	4:28	4:58	5:23	5:58	6:27	7:12	7:42	8:37	9:37
Fort Lauderdale	1:08	2:08	3:08	4:08	4:38	5:08	5:33	6:08	6:35	7:20	7:50	8:45	9:45
Fort Lauderdale Airport ✕	1:17	2:17	3:17	4:17	4:47	5:17	5:42	6:17	6:43	7:28	7:58	8:53	9:53
Sheridan Street	1:21	2:21	3:21	4:21	4:51	5:21	5:46	6:21	6:47	7:32	8:02	8:57	9:57
Hollywood	1:26	2:26	3:26	4:26	4:56	5:26	5:51	6:26	6:51	7:36	8:06	9:01	10:01
Golden Glades	1:35	2:35	3:35	4:35	5:05	5:35	6:00	6:35	7:00	7:45	8:15	9:10	10:10
Opa-locka	1:41	2:41	3:41	4:41	5:11	5:41	6:06	6:41	7:06	7:51	8:21	9:16	10:16
Metrorail Transfer	1:48	2:48	3:48	4:48	5:18	5:48	6:13	6:48	7:13	7:58	8:28	9:23	10:23
Hialeah Market/ Miami Airport ✕	1:54	2:54	3:56	5:12	5:26	6:12	6:21	6:56	7:19	8:04	8:34	9:29	10:29

L STOP - Train may depart station as much as five (5) minutes ahead of schedule

Passengers will be shuttled to/from the Metrorail Transfer Station, Hialeah Market Station and the Miami International Airport.

Weekday (Northbound) Schedule

NORTHBOUND TO MANGONIA PARK - WEEKDAYS AM

Train No.	P600	P602	P604	P606	P608	P610	P612	P614	P616	P618	P620	P622
Hialeah Market/ Miami Airport ✕	4:18	4:48	5:13	5:38	6:03	6:23	7:03	7:43	8:23	9:23	10:23	11:23
Metrorail Transfer	4:23	4:54	5:19	5:49	6:09	6:29	7:09	7:49	8:30	9:30	10:30	11:30
Opa-locka	4:29	5:00	5:25	5:55	6:15	6:35	7:15	7:55	8:36	9:36	10:36	11:36
Golden Glades	4:35	5:06	5:31	6:01	6:21	6:41	7:21	8:01	8:43	9:43	10:43	11:43
Hollywood	4:43	5:15	5:40	6:10	6:30	6:50	7:30	8:10	8:52	9:52	10:52	11:52
Sheridan Street	4:47	5:19	5:44	6:14	6:34	6:54	7:34	8:14	8:56	9:56	10:56	11:56
Fort Lauderdale Airport ✕	4:51	5:23	5:48	6:18	6:38	6:58	7:38	8:18	9:00	10:00	11:00	12:00
Fort Lauderdale	5:00	5:32	5:57	6:27	6:47	7:07	7:47	8:27	9:09	10:09	11:09	12:09
Cypress Creek	5:06	5:39	6:04	6:34	6:54	7:14	7:54	8:34	9:16	10:16	11:16	12:16
Pompano Beach	5:12	5:45	6:10	6:40	7:00	7:20	8:00	8:40	9:23	10:23	11:23	12:23
Deerfield Beach	5:18	5:51	6:16	6:46	7:06	7:26	8:06	8:46	9:29	10:29	11:29	12:29
Boca Raton	5:25	5:59	6:24	6:54	7:14	7:34	8:14	8:54	9:38	10:38	11:38	12:38
Delray Beach	5:30	6:04	6:29	6:59	7:19	7:39	8:19	8:59	9:44	10:44	11:44	12:44
Boynton Beach	5:38	6:13	6:38	7:08	7:28	7:48	8:28	9:08	9:53	10:53	11:53	12:53
Lake Worth	5:44	6:19	6:44	7:14	7:34	7:54	8:34	9:14	9:59	10:59	11:59	12:59
West Palm Beach ✕	5:55	6:30	6:55	7:25	7:45	8:05	8:45	9:25	10:10	11:10	12:10	1:10
Mangonia Park	6:05	6:40	7:05	7:35	7:55	8:15	8:55	9:35	10:20	11:20	12:20	1:20

NORTHBOUND TO MANGONIA PARK - WEEKDAYS PM

Train No.	P624	P626	P628	P630	P632	P634	P636	P638	P640	P642	P644	P646	P648
Hialeah Market/ Miami Airport ✕	12:23	1:23	2:23	3:13	3:53	4:33	4:53	5:00	5:51	5:58	6:53	7:53	9:43
Metrorail Transfer	12:30	1:30	2:30	3:20	4:09	4:39	4:59	5:29	5:57	6:29	6:59	7:59	9:49
Opa-locka	12:36	1:36	2:36	3:26	4:15	4:45	5:05	5:35	6:03	6:35	7:05	8:05	9:55
Golden Glades	12:43	1:43	2:43	3:33	4:21	4:51	5:11	5:41	6:09	6:41	7:11	8:11	10:01
Hollywood	12:52	1:52	2:52	3:42	4:30	5:00	5:20	5:50	6:18	6:50	7:20	8:20	10:10
Sheridan Street	12:58	1:56	2:56	3:46	4:34	5:04	5:24	5:54	6:22	6:54	7:24	8:24	10:14
Fort Lauderdale Airport ✕	1:00	2:00	3:00	3:50	4:38	5:08	5:28	5:58	6:26	6:58	7:28	8:28	10:18
Fort Lauderdale	1:09	2:09	3:09	3:59	4:47	5:17	5:37	6:07	6:35	7:07	7:37	8:37	10:27
Cypress Creek	1:16	2:16	3:16	4:06	4:54	5:24	5:44	6:14	6:42	7:14	7:44	8:44	10:34
Pompano Beach	1:23	2:23	3:23	4:13	5:00	5:30	5:50	6:20	6:48	7:20	7:50	8:50	10:40
Deerfield Beach	1:29	2:29	3:29	4:19	5:06	5:36	5:56	6:26	6:54	7:26	7:56	8:56	10:46
Boca Raton	1:38	2:38	3:38	4:28	5:14	5:44	6:04	6:34	7:02	7:34	8:04	9:04	10:54
Delray Beach	1:44	2:44	3:44	4:34	5:19	5:49	6:09	6:39	7:07	7:39	8:09	9:09	10:59
Boynton Beach	1:53	2:53	3:53	4:43	5:28	5:58	6:18	6:48	7:16	7:48	8:18	9:18	11:08
Lake Worth	1:59	2:59	3:59	4:49	5:34	6:04	6:24	6:54	7:22	7:54	8:24	9:24	11:14
West Palm Beach ✕	2:10	3:10	4:10	5:00	5:45	6:15	6:35	7:05	7:33	8:05	8:35	9:35	11:25
Mangonia Park	2:20	3:20	4:20	5:10	5:55	6:25	6:45	7:15	7:43	8:15	8:45	9:45	11:35

L STOP - Train may depart station as much as five (5) minutes ahead of schedule

Passengers will be shuttled to/from the Metrorail Transfer Station, Hialeah Market Station and the Miami International Airport.

Weekend Schedule

SOUTHBOUND TO MIAMI AIRPORT - WEEKEND/HOLIDAYS AM/PM

Train No.	AM SOUTHBOUND							PM SOUTHBOUND							
	P061	P063	P065	P067	P069	P071	P073	P075	P077	P079	P081	P083	P085	P087	P089
Mangonia Park	5:50	6:50	7:50	8:50	9:50	10:50	11:50	12:50	1:50	2:50	3:50	4:50	5:50	6:50	9:00
West Palm Beach ✕	5:56	6:56	7:56	8:56	9:56	10:56	11:56	12:56	1:56	2:56	3:56	4:56	5:56	6:56	9:06
Lake Worth	6:06	7:06	8:06	9:06	10:06	11:06	12:06	1:06	2:06	3:06	4:06	5:06	6:06	7:06	9:16
Boynton Beach	6:14	7:14	8:14	9:14	10:14	11:14	12:14	1:14	2:14	3:14	4:14	5:14	6:14	7:14	9:24
Delray Beach	6:23	7:23	8:23	9:23	10:23	11:23	12:23	1:23	2:23	3:23	4:23	5:23	6:23	7:23	9:33
Boca Raton	6:29	7:29	8:29	9:29	10:29	11:29	12:29	1:29	2:29	3:29	4:29	5:29	6:29	7:29	9:39
Deerfield Beach	6:36	7:36	8:36	9:36	10:36	11:36	12:36	1:36	2:36	3:36	4:36	5:36	6:36	7:36	9:46
Pompano Beach	6:41	7:41	8:41	9:41	10:41	11:41	12:41	1:41	2:41	3:41	4:41	5:41	6:41	7:41	9:51
Cypress Creek	6:48	7:48	8:48	9:48	10:48	11:48	12:48	1:48	2:48	3:48	4:48	5:48	6:48	7:48	9:58
Fort Lauderdale	6:56	7:56	8:56	9:56	10:56	11:56	12:56	1:56	2:56	3:56	4:56	5:56	6:56	7:56	10:06
Fort Lauderdale Airport ✕	7:03	8:03	9:03	10:03	11:03	12:03	1:03	2:03	3:03	4:03	5:03	6:03	7:03	8:03	10:13
Sheridan Street	7:07	8:07	9:07	10:07	11:07	12:07	1:07	2:07	3:07	4:07	5:07	6:07	7:07	8:07	10:17
Hollywood	7:11	8:11	9:11	10:11	11:11	12:11	1:11	2:11	3:11	4:11	5:11	6:11	7:11	8:11	10:21
Golden Glades	7:20	8:20	9:20	10:20	11:20	12:20	1:20	2:20	3:20	4:20	5:20	6:20	7:20	8:20	10:30
Opa-locka	7:25	8:25	9:25	10:25	11:25	12:25	1:25	2:25	3:25	4:25	5:25	6:25	7:25	8:25	10:35
Metrorail Transfer	7:32	8:32	9:32	10:32	11:32	12:32	1:32	2:32	3:32	4:32	5:32	6:32	7:32	8:32	10:42
Hialeah Market/ Miami Airport ✕	7:50	8:50	9:50	10:50	11:50	12:50	1:50	2:50	3:50	4:50	5:50	6:50	7:50	8:50	11:00

NORTHBOUND TO MANGONIA PARK - WEEKEND/HOLIDAYS AM/PM

Train No.	AM NORTHBOUND							PM NORTHBOUND							
	P060	P062	P064	P066	P068	P070	P072	P074	P076	P078	P080	P082	P084	P086	P088
Hialeah Market/ Miami Airport ✕	5:20	6:20	7:20	8:20	9:20	10:20	11:20	12:20	1:20	2:20	3:20	4:20	5:20	6:20	9:45
Metrorail Transfer	5:27	6:27	7:27	8:27	9:27	10:27	11:27	12:27	1:27	2:27	3:27	4:27	5:27	6:27	9:52
Opa-locka	5:33	6:33	7:33	8:33	9:33	10:33	11:33	12:33	1:33	2:33	3:33	4:33	5:33	6:33	9:58
Golden Glades	5:39	6:39	7:39	8:39	9:39	10:39	11:39	12:39	1:39	2:39	3:39	4:39	5:39	6:39	10:04
Hollywood	5:49	6:49	7:49	8:49	9:49	10:49	11:49	12:49	1:49	2:49	3:49	4:49	5:49	6:49	10:14
Sheridan Street	5:53	6:53	7:53	8:53	9:53	10:53	11:53	12:53	1:53	2:53	3:53	4:53	5:53	6:53	10:18
Fort Lauderdale Airport ✕	5:57	6:57	7:57	8:57	9:57	10:57	11:57	12:57	1:57	2:57	3:57	4:57	5:57	6:57	10:22
Fort Lauderdale	6:05	7:05	8:05	9:05	10:05	11:05	12:05	1:05	2:05	3:05	4:05	5:05	6:05	7:05	10:30
Cypress Creek	6:12	7:12	8:12	9:12	10:12	11:12	12:12	1:12	2:12	3:12	4:12	5:12	6:12	7:12	10:37
Pompano Beach	6:19	7:19	8:19	9:19	10:19	11:19	12:19	1:19	2:19	3:19	4:19	5:19	6:19	7:19	10:44
Deerfield Beach	6:25	7:25	8:25	9:25	10:25	11:25	12:25	1:25	2:25	3:25	4:25	5:25	6:25	7:25	10:50
Boca Raton	6:33	7:33	8:33	9:33	10:33	11:33	12:33	1:33	2:33	3:33	4:33	5:33	6:33	7:33	10:56
Delray Beach	6:39	7:39	8:39	9:39	10:39	11:39	12:39	1:39	2:39	3:39	4:39	5:39	6:39	7:39	11:04
Boynton Beach	6:46	7:46	8:46	9:46	10:46	11:46	12:46	1:46	2:46	3:46	4:46	5:46	6:46	7:46	11:13
Lake Worth	6:54	7:54	8:54	9:54	10:54	11:54	12:54	1:54	2:54	3:54	4:54	5:54	6:54	7:54	11:19
West Palm Beach ✕	7:05	8:05	9:05	10:05	11:05	12:05	1:05	2:05	3:05	4:05	5:05	6:05	7:05	8:05	11:30
Mangonia Park	7:20	8:20	9:20	10:25	11:20	12:20	1:20	2:20	3:20	4:20	5:20	6:20	7:20	8:20	11:45

Appendix B

Survey Instrument

English

Survey #:

PLEASE HELP US IMPROVE YOUR TRI-RAIL SERVICE!



Por favor ver al reverso para español • Souple mande pouyon fòm an Kreyòl

Tri-Rail is conducting a survey to help determine future service and station improvements. You can help by filling out this survey while you ride today. Please print clearly. Return your completed Survey to a surveyor before leaving the Train. If you make another trip today on Tri-Rail, you may be given a survey EACH time you ride Tri-Rail. It is important that you complete a survey each time that you ride Tri-Rail today. THANK YOU!

PLEASE TELL US ABOUT THE ~~ONE-WAY~~ TRIP YOU ARE MAKING NOW ON TRI-RAIL

1. I ORIGINALLY STARTED THIS ONE-WAY TRIP AT:

Work Home Shopping Social/Recreational Airport
 School(K-12) College/University Other _____
(ex. Hotel, doctor, etc.)

8. I WILL FINISH THIS ONE-WAY TRIP AT:

Work Home Shopping Social/Recreational Airport
 School(K-12) College/University Other _____
(ex. Hotel, doctor, etc.)

2. WHICH IS LOCATED AT (IMPORTANT!):

(Please provide the nearest cross-street or intersection and City)

9. WHICH IS LOCATED AT (IMPORTANT!):

(Please provide the nearest cross-street or intersection and City)

3. TO GET TO TRI-RAIL I ARRIVED BY:

Walking Taxi
 School Bus Metrorail
 Bike, and used: Bike Locker Bike Rack Bike on Train
 Transit Bus (Agency/Route #) _____
 Tri-Rail Shuttle Bus (Route Name) _____
 Drove and Parked (How many people in car) _____
 Dropped Off
 Other (Please specify) _____

10. THE FARE I USED FOR THIS ONE-WAY TRIP WAS:

Fare Type: Full Fare EDP Discount
 Fare Medium: Easy Card Paper Ticket
 Fare: One-way Round-trip 12 Trip Monthly
 Regional Monthly

4. I GOT ON THIS TRAIN AT: _____ Station

Station Name

11. I HAVE BEEN RIDING TRI-RAIL:

First Time/Occasionally For the last 6 months
 For 6 months to 2 years For 2 years to 6 years 6 years +

5. I WILL GET OFF THIS TRAIN AT: _____ Station

Station Name

6. I WILL LEAVE THE TRI-RAIL STATION BY:

Walking Taxi
 School Bus Metrorail
 Biking
 Transit Bus (Agency/Route #) _____
 Tri-Rail Shuttle Bus (Route Name) _____
 Parked Car (How many people in car) _____
 Picked up
 Other (Please specify) _____

12. I TYPICALLY RIDE TRI-RAIL:

_____ time(s) per day and _____ day(s) per week;
per day # of days/week
 _____ days per month or;
days/month
 less than once per month

13. ARE YOU TRAVELING WITH OTHER PEOPLE THAT ARE NOT FILLING OUT THE SURVEY?

No Yes if yes, _____ and/or _____
of children # of adults

7. IS THIS JOURNEY PART OF A ROUND TRIP THAT YOU WILL MAKE TODAY? Yes No

If yes, please check all services that you will use on the return leg of the trip.

This is the return trip Another Tri-Rail Train (at _____ o'clock)
 Local Bus Express Bus Metrorail
 Other (Please specify) _____

PLEASE TELL US ABOUT YOURSELF THIS INFORMATION WILL BE KEPT STRICTLY CONFIDENTIAL

14. I LIVE IN ZIP CODE:

Zip Code

15. I LIVE/STAY IN SOUTH FLORIDA: Full Time Part Time Visitor

16. I AM: MALE FEMALE

17. MY AGE IS: Under 18 18-24 25-34
 35-44 45-54 55-64 65 or Over

IF YOU ARE GIVEN ANOTHER SURVEY CARD LATER, PLEASE FILL OUT THAT CARD TOO.

18. MY RACE IS BEST DESCRIBED AS: (You can check more than one box)

American Indian Asian Black/African American
 Hispanic White Other _____
(Please specify)

19. _____ VEHICLES ARE OWNED BY PEOPLE IN MY HOME

of vehicles (including Vans, SUV's, Motorcycles, Scooters and Pick-Up Trucks)

20. I COULD HAVE TRAVELED TODAY BY CAR BUT CHOSE TO RIDE TRI-RAIL INSTEAD: Yes No

21. I HAVE A DRIVER'S LICENSE: Yes No

22. INCLUDING ME, _____ LIVE IN MY HOME, AND OF THOSE:

of people _____ # of people have a drivers license
of people _____ are under 18 years old
of people _____ are 65 and older
of people _____ work outside the home

23. I GRADUATED: (check only one) Middle School High School/GED
 Some College College Not Applicable

24. WHAT IS YOUR CURRENT EMPLOYMENT STATUS?

Employed Full Time Employed Part Time
 Not Working/Unemployed Student
 Homemaker Retired

25. MY HOUSEHOLD'S TOTAL ANNUAL INCOME IS:

\$25,001-35,000 \$35,001-50,000 \$50,001-75,000
 \$75,001-100,000 Over \$100,000 I do not know
 Under \$25,000

26. I FILLED OUT ANOTHER SURVEY CARD EARLIER TODAY:

Yes No

PLEASE LET US KNOW HOW TRI-RAIL IS DOING

27. PLEASE RATE TRI-RAIL ON THE FOLLOWING TOPICS:
(Darken the Circle ● Matching Your Score – Check "NA" if Not Applicable)

	Very Poor	Poor	Okay	Good	Very Good	NA
STATION CONDITIONS						
Station Announcements	○	○	○	○	○	○
Station Cleanliness	○	○	○	○	○	○
Station Security/Safety	○	○	○	○	○	○
Parking Availability	○	○	○	○	○	○
Ticket Vending Machines	○	○	○	○	○	○
TRAIN CONDITIONS						
Outside Cleanliness	○	○	○	○	○	○
Inside Cleanliness	○	○	○	○	○	○
On-Board Rest Rooms	○	○	○	○	○	○
On-Board Announcements	○	○	○	○	○	○
Air-Conditioning	○	○	○	○	○	○
On-Board Security/Safety	○	○	○	○	○	○
On-Board Experience	○	○	○	○	○	○
SERVICE PERFORMANCE						
Station Staff	○	○	○	○	○	○
On-Board Train Crew	○	○	○	○	○	○
Telephone Customer Service	○	○	○	○	○	○
Train Reliability	○	○	○	○	○	○
Overall Value for Price	○	○	○	○	○	○
Website/Phone App	○	○	○	○	○	○

Comments: _____

Spanish

Survey #:

¡POR FAVOR AYÚDENOS A MEJORAR SU SERVICIO DE TRI-RAIL!



Please see reverse side for English

Tri-Rail está realizando una encuesta para mejorar los servicios y las estaciones de tren en el futuro. Usted nos puede ayudar llenando esta encuesta mientras viaja hoy. Por favor escriba claro. Una vez completa, regrese la encuesta al encuestador antes de desembarcar del tren. Si usted hace otro viaje hoy en Tri-Rail, puede ser que le den otra encuesta. Es importante que usted complete una encuesta cada vez que viaje en Tri-Rail, hoy. ¡MUCHAS GRACIAS!

POR FAVOR COMPARTA LA INFORMACIÓN DE SU VIAJE DE UNA-VÍA QUE USTED HACE HOY EN TRI-RAIL

1. YO ORIGINÉ ESTE VIAJE DE UNA-VÍA DESDE:

- Trabajo Hogar Centro Comercial
 Centro Social/Recreacional Aeropuerto Universidad
 Escuela Preparatoria (Hasta Grado 12) Otro _____
(ej. Hotel, doctor, etc.)

2. MI ORIGEN DE ÉSTE VIAJE ESTÁ LOCALIZADO EN (IMPORTANTE!):

(Por favor indique la intersección más cercana y la ciudad)

3. YO LLEGUÉ A LA ESTACIÓN DE TRI-RAIL:

- Caminando Taxi Bus de la escuela Metrorail
 Bicicleta, y use: Casillero Bicicleta a bordo del tren
 Barras para estacionar bicicletas
 Bus (Agencia# de Ruta) _____
 Bus de Tri-Rail (Nombre de la Ruta) _____
 Manejé y estacioné (# de personas en el vehículo) _____
 Me Trajeron Otro (Por favor especificar) _____

4. YO ABORDÉ ESTE TREN EN LA ESTACIÓN:

5. YO DESEMBARCARÉ ESTE TREN EN LA ESTACIÓN:

6. YO ME IRÉ DE LA ESTACIÓN DE TRI-RAIL:

- Caminando Taxi Bus de la escuela Metrorail
 Bicicleta
 Bus (Agencia# de Ruta) _____
 Bus de Tri-Rail (Nombre de la Ruta) _____
 Mi vehículo estacionado (# de personas en el vehículo) _____
 Me recogerán Otro (Por favor especificar) _____

7. ¿ÉSTE VIAJE ES PARTE DE UN VIAJE DE DOS VÍAS?

- Sí No
 Si su respuesta es sí, favor de marcar todos los servicios que usará en su viaje de regreso.
 Éste es mi viaje de regreso Otro tren de Tri-Rail (a las _____ am/pm)
 Bus local Bus Rápido Metrorail
 Otro (Por favor especificar) _____

SI A USTED LE DAN OTRA ENCUESTA DESPUÉS, POR FAVOR LLENELA TAMBIÉN.

8. YO TERMINARÉ ÉSTE VIAJE DE UNA-VÍA EN (DESTINO):

- Trabajo Hogar Centro Comercial
 Centro Social/Recreacional Aeropuerto Universidad
 Escuela Preparatoria (Hasta Grado 12) Otro _____
(ej. Hotel, doctor, etc.)

9. MI DESTINO ESTÁ LOCALIZADO EN (IMPORTANTE!):

(Por favor indique la intersección más cercana y la ciudad)

10. LA TARIFA QUE USÉ EN ÉSTE VIAJE DE UNA-VÍA FUÉ:

- Tipo de Tarifa: Tarifa Regular EDP Tarifa Reducida
 Medio de Tarifa: Easy Card Boleto de Papel
 Tarifa: Una-Vía Ida y Vuelta 12 Viajes
 Pase Mensual Pase Regional

11. YO SOY PASAJERO DE TRI-RAIL POR:

- Primera Vez/Ocasionalmente Los últimos seis meses
 6 meses a 2 años 2 años a 6 años Más de 6 años

12. YO USUALMENTE SOY PASAJERO DEL TRI-RAIL:

- _____ vez/veces por día y _____ día(s) por semana;
por día # de día(s)/semana
 _____ días por mes;
de días/mes
 Menos de una vez al mes

13. ¿USTED ESTÁ VIAJANDO CON OTRAS PERSONAS QUE NO ESTÁN LLENANDO ESTÁ ENCUESTA?

- No Sí Si respondió sí _____ y/o _____
de niños # de adultos

POR FAVOR QUEREMOS SABER DE USTED
 ESTA INFORMACIÓN SE MANTENDRÁ ESTRICTAMENTE CONFIDENCIAL

14. YO RESIDO EN EL CÓDIGO POSTAL:

Código Postal

15. YO RESIDO EN EL SUR DE LA FLORIDA:

- Permanente Parte del Año De Visita

16. YO SOY: HOMBRE MUJER

17. MI EDAD ES: Menor de 16 16-24 25-34

- 35-44 45-54 55-64 65 o Mayor

18. MI RAZA ES MEJOR DESCRITA COMO: (Puede elegir más de una opción)

- Americana Indígena Asiática Negra/Africana Americana
 Hispana Blanca Otra _____
(Favor de especificar)

19. (# de vehículos) _____ VEHÍCULOS QUE SON PROPIEDAD DE LOS QUE HABITAN EN MI HOGAR. (Incluyendo, microbuses, SUV's, motocicletas, y camionetas)

20. YO HUBIESE PODIDO VIAJAR EN AUTO, PERO ELEGÍ VIAJAR EN TRI-RAIL: Sí No

21. YO TENGO LICENCIA DE CONDUCIR: Sí No

22. (# de personas) _____ RESIDEN EN MI HOGAR INCLUYÉNDOME, Y DE TODOS:

- (# de personas) _____ tienen licencia de conducir
 (# de personas) _____ son menores de 16 años
 (# de personas) _____ son mayores de 65 años
 (# de personas) _____ trabajan fuera del hogar

23. MI NIVEL DE EDUCACIÓN ES: (Ejla solo una opción)

- Escuela Secundaria O GED Escuela Primaria
 Post Grado Universidad No Aplica

24. ¿CUÁL ES SU ESTADO DE EMPLEO?

- Empleado(a) Tiempo Completo Empleado(a) Medio Tiempo
 Desempleado(a) Estudiante
 Amo(a) de Casa Retirado(a)

25. EL INGRESO TOTAL DE MI HOGAR ES:

- \$25,001-35,000 \$35,001-50,000 \$50,001-75,000
 \$75,001-100,000 Más de \$100,000 No Sé
 Menos de \$25,000

26. YO LLENÉ OTRA ENCUESTA HOY:

- Sí No

POR FAVOR DIGANOS CÓMO ES EL SERVICIO DE TRI-RAIL

27. COMPARTA SU OPINIÓN DE TRI-RAIL EN LAS SIGUIENTES CATEGORÍAS:

(Llene el círculo ● que exprese su opinión -Ejla "M" si "No Aplica")

CONDICIONES DE LA ESTACIÓN	Muy Mala	Mala	Regular	Buena	Muy Buena	NA
Anuncios	○	○	○	○	○	○
Limpieza	○	○	○	○	○	○
Seguridad	○	○	○	○	○	○
Disponibilidad de Estacionamientos	○	○	○	○	○	○
Maquinas de Venta de Boletos	○	○	○	○	○	○
CONDICIONES DEL TREN						
Limpieza Por Fuera	○	○	○	○	○	○
Limpieza Por Dentro	○	○	○	○	○	○
Baños Abordo	○	○	○	○	○	○
Anuncios Abordo	○	○	○	○	○	○
Aire Acondicionado	○	○	○	○	○	○
Seguridad Abordo	○	○	○	○	○	○
Experiencia Abordo	○	○	○	○	○	○
CALIDAD DEL SERVICIO						
Empleados de la Estación	○	○	○	○	○	○
Empleados Abordo	○	○	○	○	○	○
Servicio Telefónico Al Cliente	○	○	○	○	○	○
Dependibilidad de los Trenes	○	○	○	○	○	○
Valor por el Precio	○	○	○	○	○	○
Sito Web/Aplicación de celular	○	○	○	○	○	○

Comentarios:

Creole

Survey #:

TANPRI SOUPLÉ EDÉ NOU BAY YON PI BON TRI-RAIL SÈVIS!



Tri-Rail ap minnen yon sondaj pou detèmine kijan sèvis li yo e estasyon yo ka vin pi bon demen. Nou kapab edé le nou ranpli sondaj sa pandan vwayaj la. Tanpri ekri byen. Retounen sondaj ou te ranpli an bay ou ankefe avan ou kite tren an. Si wap fè ou lòt vwayaj jodi a sou Tri-Rail, yo kapab ba ou yon fòm chak fwa. Li enpòtan pou ranpli yon anket chak fwa wap fè yon vwayaj. MÈS!

TANPRI DI NOU KISA OU PENSÉ DE VWAYAJ ALE SA WAP FÈ KOUNYE-A SOU TRI-RAIL

1. MWEN KÒMANSE VWAYAJ ALÉ SA NAN:

- Travay Lakay Magazen Sosyal/Loisirs Ayewopò
 Lekòl (K-12) Kolèj/Inivèsite Lòt _____
(egzanp: otèl, doktè, etc.)

2. KI SITIÉ NAN (ENPÒTAN!)

(Tanpri, bay katou pi pre a ou entèsekasyon et vi)

3. POU RIVE NAN TRI-RAIL, MWEN VINI PA:

- Apye Taksi Otobis Lekòl Metrorail
 Bisiklèt, epi sevi ak: Kadna Bisiklèt Etajè Bisiklèt
 Bisiklèt sou Tren
 Otobis Transpò Piblik (Ajans# Wout) _____
 Otobis Tri-Rail (Non Wout La) _____
 Kondwi e Pake (Kantite moun nan machin) _____
 Depoze Lòt (Tanpri Espefye) _____

4. MWEN MONTE NAN TREN SA NAN ESTASYON:

Non Estasyon _____ Estasyon _____

5. MWEN PRAL DESANN NAN TREN SA NAN ESTASYON:

Non Estasyon _____ Estasyon _____

6. MWEN PRAL KITE ESTASYON PA:

- Apye Taksi Otobis Lekòl Metrorail
 Bisiklèt
 Otobis Transpò Piblik (Ajans# Wout) _____
 Otobis Tri-Rail (Non Wout La) _____
 Kondwi e Pake (Kantite moun nan machin) _____
 Depoze Lòt (Tanpri Espefye) _____

7. VWAYAJ SA FÈ PATI DE YON ALE-RÈTOU WAP FÈ JODI A?

- Wi Non
 Si se wi, tanpri toheke tout sevis ou pral itilize nan vwayaj tounen an.
 Sa se vwayaj tounen an Yon Lòt Tren Tri-Rail (a _____)
 Otobis Lokal Otobis Ekspres Metrorail
 Lòt (Tanpri Espefye) _____

SI YO BA OU YON Lòt KAT ANKÈT PI TA, TANPRI SOUPLÉ RANPLI LI YOU.

8. MWEN PRAL FINI VWAYAJ ALE SA NAN:

- Travay Lakay Magazen Sosyal/Loisirs Ayewopò
 Lekòl (K-12) Kolèj/Inivèsite Lòt _____
(egzanp: otèl, doktè, etc.)

9. KI SITIYE NAN (ENPÒTAN!)

(Tanpri, bay katou pi pre a ou entèsekasyon et vi)

10. TARIF MWEN SÈVI POU VWAYAJ ALE SA:

- Kalite Tarif: Tarif Anye EDP Rabè
 Tip de Tarif: Easy Card Tikè Papyè
 Tarif: Yon Vwayaj Ale-Retou 12 Vwayaj
 Mansyèl Mansyèl Rejyonal

11. MWEN MONTE TRI-RAIL:

- Premye Fwa/Detanzantan Pandan 8 Dènye Mwa Yo
 Pandan 8 Mwa a 2 Zan Pandan 2 Zan a 6 Zan
 Pandan Plis ke 6 Zan

12. MWEN NÒMALMAN MONTE TRI-RAIL:

- _____ fwa pa jou epi _____ fwa pa semèn;
pa jou # de jou / semèn
 _____ fwa pa mwa ou;
de jou / mwa
 Mwens Ke Yon Fwa Pa Mwa

13. OU VWAYAJE AK Lòt MOUN KI PA RANPLI SONDAJ LA?

- Non Wi Si se wi _____ epi/ou _____
de moun # de granmoun

TANPRI SOUPLÉ DI NOU DE OU MENM ENFÒMASYON SA AP RETE KONPLÈTMAN AN KONFIDANS

14. M'AP VIV NAN ZIP KÒD:

Zip Kod

15. M'AP VIV/MWEN ABITE NAN SID FLORID:

- Tout Tan Mwatye Tan Vizitè

16. MWEN SE: GASON FANM

17. LAJ MWEN SE: Mwens Ke 18 Zan 18-24 25-34
 35-44 45-54 55-64 65 An ou Plis

18. RAS MWEN PI BYEN DEKRI KÒM: (Ou ka toheke plis ke yon sèl karè)

- Endyen Ameriken Azyatik Nwa / Afriken Ameriken
 Panyòl Blan Lòt _____

(Tanpri Espefye)

19. _____ MACHIN MOUN LAKAY MWEN GENYEN.

kantite machin (enklè Van, SUV's, Motosiklèt, Skoutè e Kamyonèt)

20. MWEN TE KAPAB VWAYAJE NAN MACHIN JODI A MEN, MWEN PITTO MONTE TRI-RAIL: Wi Non

21. MWEN GENYEN YON PÈMI KONDWI: Wi Non

22. AK MWEN MENM, _____ VIV LAKAY MWEN, EPI KI GENYEN: _____

de moun

(# de moun) _____ genyen yon pèmi kondwi

(# de moun) _____ genyen mwens ke 18 zan

(# de moun) _____ genyen 65 an e plis

(# de moun) _____ travay deyò lakay yo

23. MWEN GRADYE: (Tcheke youn sèman) Lekòl Mwayen

- Lekòl Segondè/GED Yon Ti Kolèj Kolèj Pa Aplikab

24. KI KONDISYON TRAVAY OU KOUNYE A:

- Travay Tan Plen Travay Mwatye Tan Pap Travay
 Etidyan Chita Lakay Pansyonè

25. TOTAL REVNI ANYÈL LAKAY MWEN SE:

- \$25,001-35,000 \$35,001-50,000 \$50,001-75,000
 \$75,001-100,000 Plis ke \$100,000 Mwen pa konnen
 Mwens ke \$25,000

26. JODI A, MWEN TE RANPLI DEJA YON Lòt FÒM SONDAJ:

- Wi Non

TANPRI SOUPLÉ FÈ NOU KONNEN KOUMAN TRI-RAIL AP MACHE

27. TANPRI, EVALYE TRI-RAIL SOU SJE SA YO:

(Nwasi Sèk La ● Ke Ou Chwazi An — Tcheke "NA" si li Pa Aplikab)

KONDISYON ESTASYON YO	Tè Plov	Plov	Oke	Bon	Trè Bon	NA
Anons Estasyon An	<input type="radio"/>	<input type="checkbox"/>				
Pwòpte Estasyon An	<input type="radio"/>	<input type="checkbox"/>				
Sekirite Estasyon An	<input type="radio"/>	<input type="checkbox"/>				
Disponibite Pake Nan Machin Kap Vann Tikè	<input type="radio"/>	<input type="checkbox"/>				
KONDISYON TREN AN						
Pwòpte Andedan	<input type="radio"/>	<input type="checkbox"/>				
Pwòpte Andedan	<input type="radio"/>	<input type="checkbox"/>				
Twalèt Nan Tren An	<input type="radio"/>	<input type="checkbox"/>				
Anons Nan Tren An	<input type="radio"/>	<input type="checkbox"/>				
Klimatizasyon	<input type="radio"/>	<input type="checkbox"/>				
Sekirite Tren An	<input type="radio"/>	<input type="checkbox"/>				
Eksperyans Nan Tren An	<input type="radio"/>	<input type="checkbox"/>				
PÈFÒMANNS SÈVIS						
Travayè Estasyon An	<input type="radio"/>	<input type="checkbox"/>				
Travayè Tren An	<input type="radio"/>	<input type="checkbox"/>				
Sèvis Telefòn Pou Klijan	<input type="radio"/>	<input type="checkbox"/>				
Ka Konte Sou Tren An	<input type="radio"/>	<input type="checkbox"/>				
Valè Pou Pri A	<input type="radio"/>	<input type="checkbox"/>				
Entènèt / Aplikasyon Telefòn Sèlè	<input type="radio"/>	<input type="checkbox"/>				

Kòmantè: _____

Appendix C
Passenger Count Form

Passenger Log

SFRTA Tri-Rail On-Board Survey

Train Captain Name _____ Car Number _____

Date _____ Southbound _____

Train Number _____

Station	<u>Ons</u>	Offs	On-Board
Mangonia Park			
West Palm Beach			
Lake Worth			
Boynton Beach			
Delray Beach			
Boca Raton			
Deerfield Beach			
Pompano Beach			
Cypress Creek			
Ft. Lauderdale			
FLL at Dania Beach			
Sheridan Street			
Hollywood			
Golden Glades			
<u>Opa-locka</u>			
Metrorail Transfer			
Hialeah Market/MIA			

Appendix D

Count Form Data

Northbound Peak Load Factor	600		602		604		606		608	
	70		110		147		208		368	
	Ons	Offs								
Hialeah Market	7	0	17	0	9	0	18	0	25	0
Metrorail Transfer	11	0	23	3	11	0	44	0	41	0
Opa-locka	7	0	6	0	5	0	19	1	10	0
Golden Glades	16	0	33	1	19	0	32	3	33	2
Hollywood	9	3	14	1	22	1	36	3	36	5
Sheridan Street	9	0	9	1	7	4	25	4	13	7
FLL at Dania Beach	4	4	3	7	8	4	16	7	27	12
Ft. Lauderdale	14	0	25	4	32	5	42	6	41	14
Cypress Creek	8	19	27	33	32	10	13	33	35	27
Pompano Beach	13	9	10	8	17	10	37	42	23	18
Deerfield Beach	7	5	11	10	18	10	32	21	39	18
Boca Raton	4	3	1	24	26	21	20	71	88	83
Delray Beach	7	6	10	12	25	19	6	27	53	22
Boynton Beach	6	8	12	8	13	15	12	13	127	20
Lake Worth	3	22	6	11	24	41	10	21	18	13
West Palm Beach	1	20	3	35	1	36	0	70	1	58
Mangonia Park	0	27	0	52	0	93	0	40	0	311
Total	126	126	210	210	269	269	362	362	610	610

Southbound Peak Load Factor	601		603		605		607		609	
	101		132		254		196		165	
	Ons	Offs								
Mangonia Park	16	0	18	0	23	0	47	0	45	0
West Palm Beach	13	1	13	0	41	3	41	3	34	0
Lake Worth	14	1	20	0	63	2	67	2	42	6
Boynton Beach	13	1	15	2	37	5	34	11	24	11
Delray Beach	2	0	8	1	24	6	24	18	28	10
Boca Raton	6	1	3	1	33	9	17	24	8	14
Deerfield Beach	9	2	18	4	44	14	38	18	21	11
Pompano Beach	9	4	13	6	36	18	22	18	25	10
Cypress Creek	13	0	21	8	36	26	29	30	15	25
Ft. Lauderdale	17	2	12	9	22	48	22	39	14	27
FLL at Dania Beach	7	16	12	10	20	35	14	27	7	23
Sherdan Street	2	4	5	2	15	18	6	14	3	10
Hollywood	12	9	22	5	18	12	31	12	16	15
Golden Glades	2	6	7	10	3	28	10	34	3	10
Opa-Locka	1	4	5	7	4	11	8	23	2	21
Metrorail Transfer	1	55	0	76	0	124	0	87	0	60
Hialeah market		31	0	51	0	60		50	0	34
	137	137	192	192	419	419	410	410	287	287

610		612		614		616		618		620		622	
257		305		228		145		105				138	
Ons	Offs												
28	0	50	0	45	0	35	0	19	0	20	0	54	0
36	0	55	2	61	0	36	0	24	3	44	4	35	1
20	1	32	1	19	0	10	1	8	1	7	1	5	0
31	1	62	4	45	4	34	5	20	2	23	2	10	5
20	4	33	12	35	21	27	11	10	5	10	14	25	7
37	8	46	8	22	6	19	11	11	2	11	2	9	1
30	15	35	29	28	20	16	15	17	9	16	7	21	8
32	12	62	14	37	22	22	10	18	5	11	7	14	13
41	34	62	75	43	50	19	25	13	8	10	8	11	16
30	21	32	24	35	19	17	12	10	13	18	13	5	13
21	33	24	53	18	29	2	11	1	4	8	11	8	9
70	100	5	202	4	128	3	66	17	40	12	5	20	29
43	20	6	17	4	21	6	14	5	12	7	32	7	15
77	13	3	12	3	8	2	9	4	6	1	12	4	19
16	13	5	13	3	24	2	13	4	15	3	20	2	23
1	241	0	36	2	35	0	20	1	32	3	37	0	45
0	17	0	10	0	17	0	27	0	25	0	29	0	26
533	533	512	512	404	404	250	250	182	182	204	204	230	230

611		613		615		617		619		621		623	
178		244		201		178		155		110		93	
Ons	Offs												
23	0	50	0	47	0	38	0	45	0	20	0	22	0
56	0	61	5	52	0	53	3	57	7	35	1	35	0
42	9	61	7	56	5	64	2	37	4	26	0	24	5
62	7	76	4	44	5	20	8	32	8	13	2	11	11
16	5	32	20	23	11	21	5	20	9	21	5	8	6
14	50	9	71	14	75	14	67	24	56	15	20	20	19
20	15	30	27	13	16	16	14	30	6	8	8	12	3
12	17	14	16	12	16	18	15	9	12	11	3	14	12
15	33	13	40	12	41	18	27	10	15	7	11	6	7
15	31	6	39	5	25	16	18	11	25	4	21	18	23
7	8	11	26	7	19	6	19	16	19	11	13	7	10
7	12	5	11	3	6	2	12	6	6	5	2	5	2
12	7	7	14	3	8	9	5	19	9	7	7	4	11
7	8	1	9	2	3	2	11	5	15	0	9	5	11
0	13	3	9	2	7	1	15	1	4	1	12	1	9
2	72	2	69	0	40	5	57	5	82	0	40	0	42
0	23		14	0	18	0	25		50	0	30	0	21
310	310	381	381	295	295	303	303	327	327	184	184	192	192

624		626		628		630		632		634	
130		136		214		233		275		251	
Ons	Offs										
31	0	41	0	60	0	29	0	23	0	98	0
58	0	63	1	79	0	90	1	99	1	105	4
9	2	6	2	9	3	12	0	18	3	10	4
10	1	11	3	19	10	9	9	18	2	27	11
15	9	9	5	14	14	6	6	12	18	17	23
2	2	6	2	1	5	9	6	18	5	13	11
27	12	24	11	12	21	33	9	23	6	31	33
18	14	10	13	25	11	44	10	34	21	40	19
13	16	20	16	22	19	33	24	49	20	46	31
12	11	15	17	26	21	20	16	28	26	18	32
3	14	13	12	19	21	24	24	24	26	17	34
8	23	21	21	70	17	51	18	78	21	35	17
5	19	8	15	12	25	11	16	17	30	9	28
3	16	8	15	17	67	15	43	8	59	8	57
0	21	15	31	10	44	4	78	9	96	0	76
0	27	4	60	16	75	1	75	4	70	0	58
0	27		50	0	58	0	56	0	58	0	36
214	214	274	274	411	411	391	391	462	462	474	474

625		627		629		631		633		635	
139		101		80		178		336		266	
Ons	Offs										
36	0	21	0	9	0	38	0	326	0	42	0
34	0	24	0	20	0	26	7	37	27	228	4
20	2	19	6	13	3	67	2	15	46	26	48
16	3	16	5	11	3	8	25	28	113	20	34
19	6	21	4	6	2	16	18	13	44	13	61
35	14	20	9	18	6	70	22	58	97	34	52
11	7	11	7	8	4	20	9	16	25	16	30
8	10	9	20	6	9	29	17	18	20	10	26
10	11	8	6	25	9	27	26	31	19	14	29
11	24	11	17	9	8	19	30	22	23	5	23
17	24	9	10	7	9	14	27	20	13	6	19
1	6	2	9	5	5	6	23	4	18	5	23
4	10	7	15	3	9	15	18	20	18	7	31
5	24	0	15	2	23	4	45	2	34	0	33
0	10	0	1	0	12	11	13	1	16	0	13
3	41	2	37	2	23	0	88	1	60		
0	38		19	0	19			0	39		
230	230	180	180	144	144	370	370	612	612	426	426

636		638		640		642		644		646		648	
Ons	Offs												
87	0			47	0			46		19	0	39	0
106	2	107	0	43	0	71	0	22	2	27	2	37	0
23	3	36	1	21	0	11	1	12	1	15	1	7	1
20	9	12	6	21	4	14	5	3	4	6	3	13	4
18	14	19	11	29	11	9	12	12	8	11	6	17	9
18	10	21	9	14	7	7	2	0	2	4	0	5	9
45	23	60	13	11	10	13	7	5	12	22	5	15	8
47	22	54	24	7	21	14	13	5	8	13	7	10	14
41	32	35	33	9	9	7	14	3	10	9	8	5	12
24	29	29	25	6	10	4	14	1	7	2	5	7	13
21	48	25	42	3	24	7	13	2	8	4	14	6	13
43	16	50	15	10	13	16	3	9	1	11	5	10	7
8	28	7	27	1	18	3	5	2	9	2	15	3	12
6	70	2	74	0	23	3	15	0	6	3	21	0	16
2	81	3	75	2	31	0	23	0	17	3	16	1	16
1	58	2	57	0	34	3	18	0	14	1	18	2	26
0	65	0	50		9	0	37		13	0	26	0	17
510	510	462	462	224	224	182	182	122	122	152	152	177	177
637		639		641		643		645		647		649	
Ons	Offs												
42	0	58	0	56	0	63	0	20	0	20	0	11	0
53	0	74	1	70	0	120	4	29	0	41	0	30	1
21	6	34	11	16	8	40	18	18	2	15	7	12	1
23	6	23	10	15	11	18	11	13	4	11	3	5	0
29	12	24	9	24	16	21	12	10	3	7	9	7	4
117	14	166	5	80	12	74	13	45	3	41	8	26	4
43	21	25	35	19	30	14	19	6	8	6	8	11	7
33	22	25	49	9	25	12	34	11	14	12	8	3	9
55	45	48	56	21	30	22	34	14	19	12	16	9	13
20	49	20	69	9	45	18	37	10	14	13	18	5	14
17	48	17	36	10	20	12	20	5	11	4	14	5	8
11	30	4	35	3	25	3	18	6	9	2	9	0	7
17	59	6	49	5	21	5	53	3	28	5	11	1	13
3	38	4	45	8	25	2	43	4	14	4	27	2	12
0	34	0	17	2	10	3	13	0	10	0	7	0	2
3	59	2	41	0	41	2	51	1	40	1	27	0	12
0	44	0	62	0	28	0	49		16	0	22	0	20
487	487	530	530	347	347	429	429	195	195	194	194	127	127

NORTHBOUND		AM		PM		
TOTAL ONS	TOTAL OFFS	ONS	OFFS	ONS	OFFS	
847	0	358	0	489	0	847
1328	26	479	13	849	13	1360
337	28	157	8	180	20	383
541	100	368	30	173	70	628
465	233	292	96	173	137	723
336	124	220	56	116	68	452
542	307	248	149	294	158	810
671	309	368	126	303	183	1005
606	582	327	354	279	228	1097
439	428	259	213	180	215	819
357	507	192	228	165	279	822
682	949	278	795	404	154	1643
267	464	184	236	83	228	704
337	625	267	159	70	466	925
145	834	96	250	49	584	977
47	1255	13	692	34	563	1324
0	1176	0	701	0	475	1136
7947	7947	4106	4106	3841	3841	15655

SOUTHBOUND		AM		PM		
TOTAL ONS	TOTAL OFFS	ONS	OFFS	ONS	OFFS	
1136	0	430	0	706	0	
1277	67	525	23	752	44	
832	203	536	45	296	158	
588	303	397	78	191	225	
437	296	246	102	191	194	
961	666	212	421	749	245	
465	348	270	145	195	203	
380	410	203	157	177	253	
491	576	205	274	286	302	
334	678	173	331	161	347	
268	484	142	249	126	235	
116	316	65	105	51	211	
258	449	164	124	94	325	
87	532	52	178	35	354	
46	293	29	145	17	148	
32	1324	18	845	14	479	
0	763	0	445	0	318	
7708	7708	3667	3667	4041	4041	

Appendix E

Training Powerpoint Presentation

Tri-Rail On-Board Transit Survey

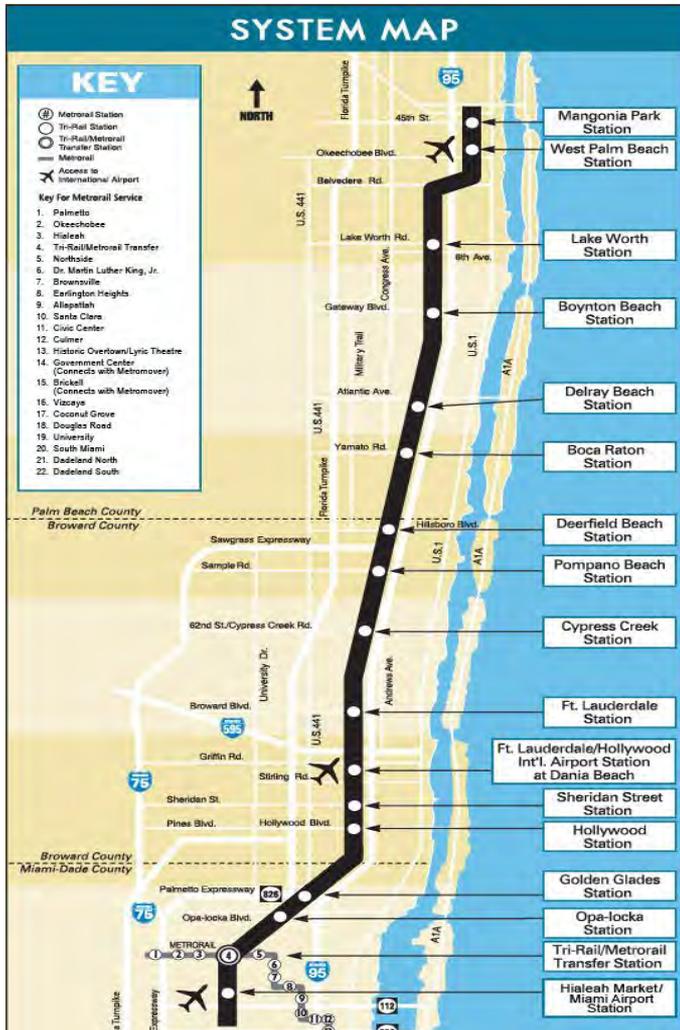


Surveyor Training Session
February 12, 2013

Survey Purpose

- Transit Development Plan update requires that Tri-Rail produce documentation discussing:
 - Future improvements based upon needs identified by actual users of the Tri-Rail System.
- Future improvements are related to:
 - Service Expansion (Origin/destination of passengers)
 - Access and Egress to station (Transit/Shuttle changes)
 - Park and Ride Lot improvements

All trains will be surveyed /counted



- 50 total trains
- 28 trains will have surveys and door counts.
- 22 trains will have door counts only
- 5 shifts start at Mangonia Park Station
- 5 shifts start at Hialeah Market/Miami Airport Station

SYSTEM MAP

KEY



Key For MetroRail Service

1. Palmetto
2. Okeechobee
3. Hialeah
4. Tri-Rail/MetroRail Transfer
5. Northside
6. Dr. Martin Luther King, Jr.
7. Brownsville
8. Earlington Heights
9. Allapattah
10. Santa Clara
11. Civic Center
12. Colimer
13. Historic Overlook/Lyric Theatre
14. Government Center (Connects with Metromover)
15. Brickell (Connects with Metromover)
16. Vizcaya
17. Coconut Grove
18. Douglas Road
19. University
20. South Miami
21. Dadeland North
22. Dadeland South



Survey Limits

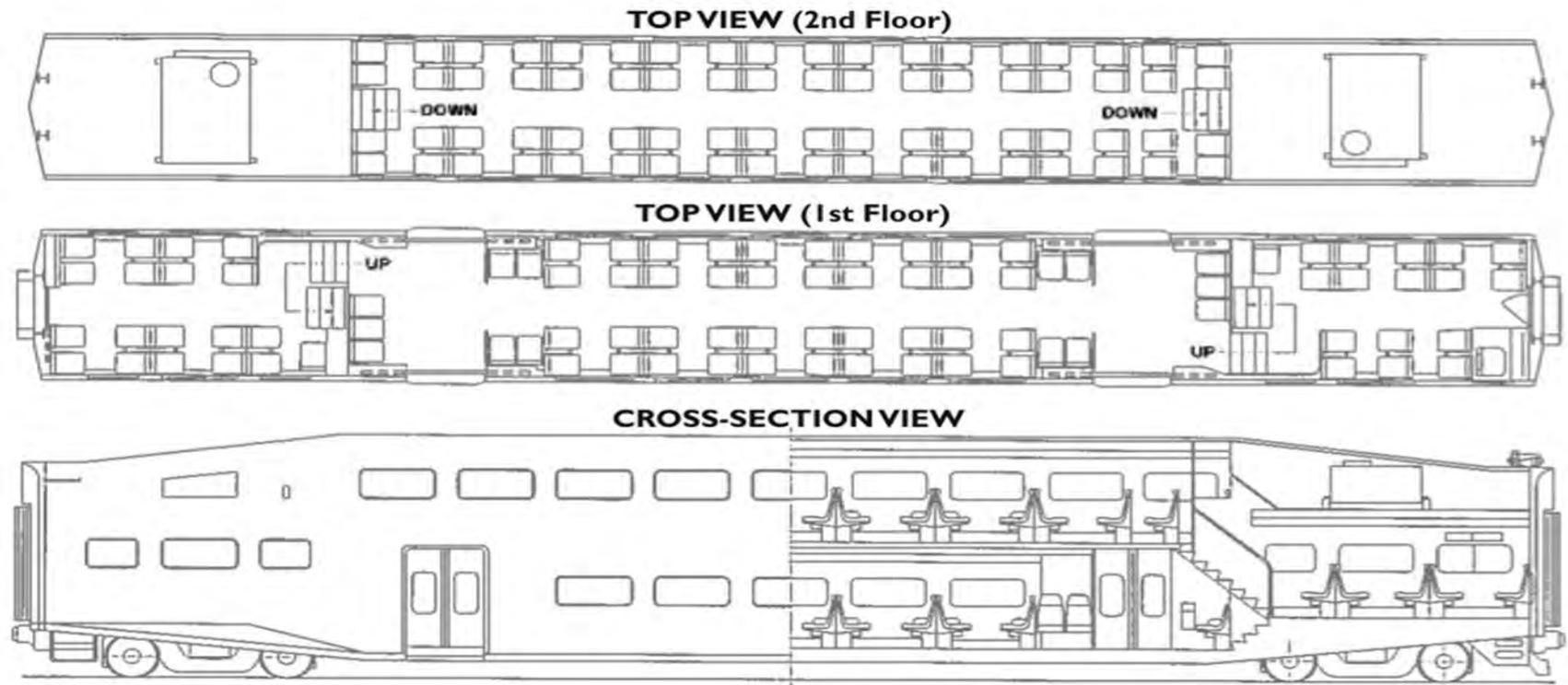
- 70 miles
- 17 stations
- Southbound: Mangonia Park to Hialeah Market
- Northbound: Hialeah Market to Mangonia Park

Surveying Passengers

- Survey is self-administered, with assistance from staff.
- Passengers can be interviewed, if necessary.
- Children and assisted passengers are accounted for by question 13 on survey.
- Goal is 100% participation with a properly fill-out survey form.
- Counting all passengers at doors

Rail Car Layout

- Tri-Rail trains may consist of two or three bi-level rail cars (Maximum Capacity 365 passengers per car)



Staffing Assignments



- 1 Train Captain will oversee and assist the survey in each Train.
- Each Car will contain 2 surveyors and 2 counters
- Each Car will contain 2 surveyors and 2 counters
- Each Car will contain 2 surveyors and 2 counters

Survey Date

- Wednesday February 13, 2012
- Every train will be surveyed or counted or both.
- The first train leaves at 4:00 am and the last train stops at 11:55 pm.
- NOTE: you will be paid for 4 hours of training for today ONLY IF you show up on time and work your shift tomorrow. If you do not work your assigned shift you will NOT be paid.

Work Schedule

SB	NB	SB	NB	SB	NB	SB	NB
	600	611			636	649	
	4:18-6:05	6:40-8:29			16:53-18:45	20:40-22:29	
601	608			633	640		
4:00-5:44	6:03-7:55			15:30-17:26	17:53-19:45		
	602	613	618	625	628	639	
	4:48-6:40	7:00-8:49	9:23-11:20	12:00-13:54	14:23-16:20	17:00-18:56	
603	612					637	644
4:40-6:29	7:03-8:55					16:30-18:26	18:53-20:45
	604	615			632	643	
	5:13-7:05	7:30-9:19			15:53-17:55	18:15-20:04	
605	614	621	624	631	638	647	648
5:20-7:09	7:43-9:35	10:00-11:54	12:23-14:20	15:00-16:41	17:29-19:15	19:40-21:29	21:43-23:55
	606	617	620	627	630	641	646
	5:38-7:35	8:00-9:49	10:23-12:20	13:00-14:54	15:13-17:10	17:30-19:19	19:53-21:45
607							
6:00-7:49							
	610	619	622	629	634	645	
	6:23-8:15	9:00-10:54	11:23-13:20	14:00-15:56	16:33-18:25	18:45-20:34	
609	616	623	626	635			642
6:20-8:04	8:23-10:15	11:00-12:54	13:23-15:20	16:00-17:41			18:35-2:15

Role of Train Captain

- Manages Counters and Surveyors on each train. Assist with any issues that may arise.
- Assists passengers with surveys
- Receives completed surveys from passengers
- At end of run:
 - Collect envelopes/Survey log from Surveyors
 - Collect count logs from Counters
 - Complete Trip Log
 - Gather Team to meet with Platform Master

Trip Log
SFRTA Tri-Rail On-Board Survey

Train Captain Name _____ Car number _____

Date _____ Northbound _____

Train Number _____

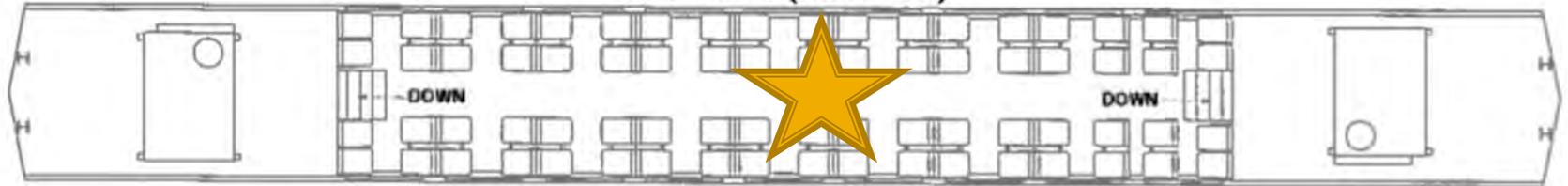
Station	Ons	Offs	On-Board	Departure Time	English/Spanish Survey Start #	Creole Survey Start #	Comments
Hialeah							
Market/MIA							
Metrorail Transfer							
Opa-locka							
Golden Glades							
Hollywood							
Sheridan Street							
FLL at Dania Beach							
Ft Lauderdale							
Cypress Creek							
Pompano Beach							
Deerfield Beach							
Boca Raton							
Delray Beach							
Boynton Beach							
Lake Worth							
West Palm Beach							
Mangonia Park							
			Survey end #				

Role of Surveyor

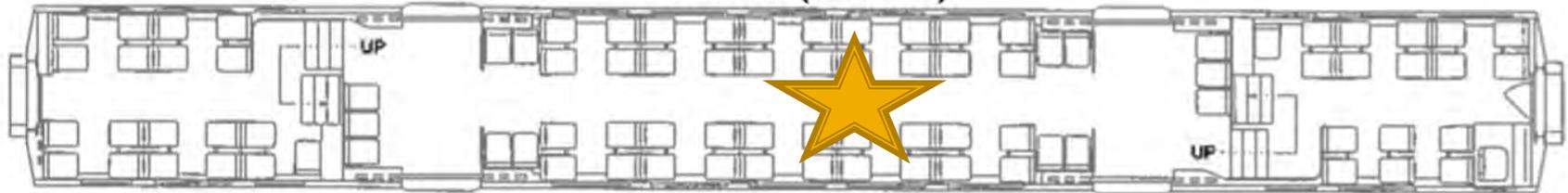
- Each car will have 2 surveyors, one stationed on each floor.
- At each station, once passengers are seated, provide every new entering passenger with a survey and a pen
- Both surveyors assist passengers with survey.
- Collect completed surveys (most passengers will also return pens)
- Place surveys in envelope
- Record surveys given at each station on survey log (log will be glued to envelope).

Surveyor Location

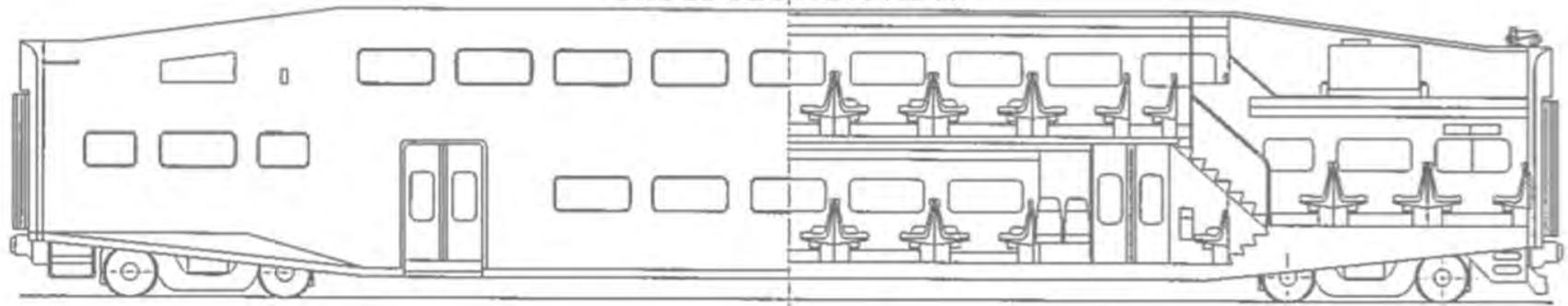
TOP VIEW (2nd Floor)



TOP VIEW (1st Floor)



CROSS-SECTION VIEW



Survey Log
SFRTA Tri-Rail On-Board Survey

Train Captain Name _____ Car Number _____

Date _____ Southbound _____

Train Number _____

Station	Survey Start #	Creole Survey Start #
Mangonia Park		
West Palm Beach		
Lake Worth		
Boynton Beach		
Delray Beach		
Boca Raton		
Deerfield Beach		
Pompano Beach		
Cypress Creek		
Ft. Lauderdale		
FLL at Dania Beach		
Sheridan Street		
Hollywood		
Golden Glades		
Opa-locka		
Metrorail Transfer		
Hialeah Market/MIA		

Role of Counters

- For each car two counters are assigned: one for each door.
- The counters are to be stationed at the doors in order to count every person that gets on and off the train.
- The counters are not to interfere with access and egress through the car doors.
- Between stations the counters should count the passengers on-board – One upstairs and one down.

Material for Counters

To be provided at each data collection

- Count Forms
- Counters/Clickers
- Clip Boards
- Pencils
- Badges



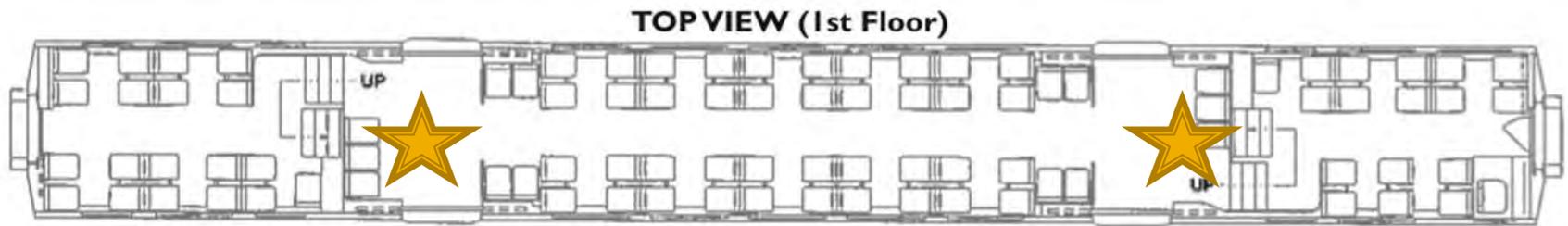
SURVEYOR

If you have any questions,
please CALL:

1 (800) TRI-RAIL

TRI&RAIL™

Counter Location



Passenger Log
SFRTA Tri-Rail On-Board Survey

Train Captain Name _____ Car Number _____

Date _____ Southbound _____

Train Number _____

Station	Ons	Offs	On-Board
Mangonia Park			
West Palm Beach			
Lake Worth			
Boynton Beach			
Delray Beach			
Boca Raton			
Deerfield Beach			
Pompano Beach			
Cypress Creek			
Ft. Lauderdale			
FLL at Dania Beach			
Sheridan Street			
Hollywood			
Golden Glades			
Opa-locka			
Metrorail Transfer			
Hialeah Market/MIA			

Survey Form

- English on one-side; Spanish on reverse side.
- Creole on separate sheet
- All English/Spanish Survey forms are numbered, Example 609312
 - First 3 digits are train number 600-613
 - Last 3 digits are sequence number 001-700
 - Creole just numbered sequentially.
- Critical questions in colored boxes – make sure they are filled in **CORRECTLY**

Survey Form (English)

Survey #:

PLEASE HELP US IMPROVE YOUR TRI-RAIL SERVICE!



Por favor ver al reverso para español • Souple mande pouyon fòm an Kreyòl

Tri-Rail is conducting a survey to help determine future service and station improvements. You can help by filling out this survey while you ride today. Please print clearly. Return your completed Survey to a surveyor before leaving the Train. If you make another trip today on Tri-Rail, you may be given a survey EACH time you ride Tri-Rail. It is important that you complete a survey each time that you ride Tri-Rail today. THANK YOU!

PLEASE TELL US ABOUT THE ONE-WAY TRIP YOU ARE MAKING NOW ON TRI-RAIL

1. I ORIGINALLY STARTED THIS ONE-WAY TRIP AT:

Work Home Shopping Social/Recreational Airport
 School(K-12) College/University Other _____
(ex. Hotel, doctor, etc.)

2. WHICH IS LOCATED AT (IMPORTANT!):

(Please provide the nearest cross-street or intersection and City)

3. TO GET TO TRI-RAIL I ARRIVED BY:

Walking Taxi
 School Bus Metrorail
 Bike, and used: Bike Locker Bike Rack Bike on Train
 Transit Bus (Agency/Route #) _____
 Tri-Rail Shuttle Bus (Route Name) _____
 Drove and Parked (How many people in car) _____
 Dropped Off
 Other (Please specify) _____

4. I GOT ON THIS TRAIN AT: _____ Station
Station Name

5. I WILL GET OFF THIS TRAIN AT: _____ Station
Station Name

6. I WILL LEAVE THE TRI-RAIL STATION BY:

Walking Taxi
 School Bus Metrorail
 Biking
 Transit Bus (Agency/Route #) _____
 Tri-Rail Shuttle Bus (Route Name) _____
 Parked Car (How many people in car) _____
 Picked up
 Other (Please specify) _____

7. IS THIS JOURNEY PART OF A ROUND TRIP THAT YOU WILL MAKE TODAY? Yes No

If yes, please check all services that you will use on the return leg of the trip.

This is the return trip Another Tri-Rail Train (at _____ o'clock)
 Local Bus Express Bus Metrorail
 Other (Please specify) _____

8. I WILL FINISH THIS ONE-WAY TRIP AT:

Work Home Shopping Social/Recreational Airport
 School(K-12) College/University Other _____
(ex. Hotel, doctor, etc.)

9. WHICH IS LOCATED AT (IMPORTANT!):

(Please provide the nearest cross-street or intersection and City)

10. THE FARE I USED FOR THIS ONE-WAY TRIP WAS:

Fare Type: Full Fare EDP Discount
 Fare Medium: Easy Card Paper Ticket
 Fare: One-way Round-trip 12 Trip Monthly
 Regional Monthly

11. I HAVE BEEN RIDING TRI-RAIL:

First Time/Occasionally For the last 6 months
 For 6 months to 2 years For 2 years to 6 years 6 years +

12. I TYPICALLY RIDE TRI-RAIL:

_____ time(s) per day and _____ day(s) per week;
per day # of days/week
 _____ days per month or;
days/month
 less than once per month

13. ARE YOU TRAVELING WITH OTHER PEOPLE THAT ARE NOT FILLING OUT THE SURVEY?

No Yes If yes, _____ and/or _____
of children # of adults

PLEASE TELL US ABOUT YOURSELF

THIS INFORMATION WILL BE KEPT STRICTLY CONFIDENTIAL

14. I LIVE IN ZIP CODE:

Zip Code

15. I LIVE/STAY IN SOUTH FLORIDA: Full Time Part Time Visitor

16. I AM: MALE FEMALE

17. MY AGE IS: Under 16 16-24 25-34
 35-44 45-54 55-64 65 or Over

IF YOU ARE GIVEN ANOTHER SURVEY CARD LATER, PLEASE FILL OUT THAT CARD TOO.

18. MY RACE IS BEST DESCRIBED AS: (You can check more than one box)

American Indian Asian Black/African American
 Hispanic White Other _____
(Please specify)

19. _____ VEHICLES ARE OWNED BY PEOPLE IN MY HOME.
of vehicles (Including Vans, SUV's, Motorcycles, Scooters and Pick-Up Trucks)

20. I COULD HAVE TRAVELED TODAY BY CAR BUT CHOSE TO RIDE TRI-RAIL INSTEAD: Yes No

21. I HAVE A DRIVER'S LICENSE: Yes No

22. INCLUDING ME, _____ LIVE IN MY HOME, AND OF THOSE:

(# of people) _____ # of people have a drivers license
(# of people) _____ are under 16 years old
(# of people) _____ are 65 and older
(# of people) _____ work outside the home

23. I GRADUATED: (check only one) Middle School High School/GED
 Some College College Not Applicable

24. WHAT IS YOUR CURRENT EMPLOYMENT STATUS?

Employed Full Time Employed Part Time
 Not Working/Unemployed Student
 Homemaker Retired

25. MY HOUSEHOLD'S TOTAL ANNUAL INCOME IS:

\$25,001-35,000 \$35,001-50,000 \$50,001-75,000
 \$75,001-100,000 Over \$100,000 I do not know
 Under \$25,000

26. I FILLED OUT ANOTHER SURVEY CARD EARLIER TODAY:
 Yes No

PLEASE LET US KNOW HOW TRI-RAIL IS DOING

27. PLEASE RATE TRI-RAIL ON THE FOLLOWING TOPICS:
(Darken the Circle ● Matching Your Score -- Check "NA" if "Not Applicable")

STATION CONDITIONS	Very Poor	Poor	Okay	Good	Very Good	NA
Station Announcements	<input type="radio"/>	<input type="checkbox"/>				
Station Cleanliness	<input type="radio"/>	<input type="checkbox"/>				
Station Security/Safety	<input type="radio"/>	<input type="checkbox"/>				
Parking Availability	<input type="radio"/>	<input type="checkbox"/>				
Ticket Vending Machines	<input type="radio"/>	<input type="checkbox"/>				
TRAIN CONDITIONS	Very Poor	Poor	Okay	Good	Very Good	NA
Outside Cleanliness	<input type="radio"/>	<input type="checkbox"/>				
Inside Cleanliness	<input type="radio"/>	<input type="checkbox"/>				
On-Board Rest Rooms	<input type="radio"/>	<input type="checkbox"/>				
On-Board Announcements	<input type="radio"/>	<input type="checkbox"/>				
Air-Conditioning	<input type="radio"/>	<input type="checkbox"/>				
On-Board Security/Safety	<input type="radio"/>	<input type="checkbox"/>				
On-Board Experience	<input type="radio"/>	<input type="checkbox"/>				
SERVICE PERFORMANCE	Very Poor	Poor	Okay	Good	Very Good	NA
Station Staff	<input type="radio"/>	<input type="checkbox"/>				
On-Board Train Crew	<input type="radio"/>	<input type="checkbox"/>				
Telephone Customer Service	<input type="radio"/>	<input type="checkbox"/>				
Train Reliability	<input type="radio"/>	<input type="checkbox"/>				
Overall Value for Price	<input type="radio"/>	<input type="checkbox"/>				
Website/Phone App	<input type="radio"/>	<input type="checkbox"/>				

Comments: _____

Survey Form (Spanish)

Survey #:

¡POR FAVOR AYÚDENOS A MEJORAR SU SERVICIO DE TRI-RAIL!



Please see reverse side for English

Tri-Rail está realizando una encuesta para mejorar los servicios y las estaciones de tren en el futuro. Usted nos puede ayudar llenando esta encuesta mientras viaja hoy. Por favor escriba claro. Una vez completa, regrese la encuesta al encuestador antes de desembarcar del tren. Si usted hace otro viaje hoy en Tri-Rail, puede ser que le den otra encuesta. Es importante que usted complete una encuesta cada vez que viaje en Tri-Rail, hoy. ¡MUCHAS GRACIAS!

POR FAVOR COMPARTA LA INFORMACIÓN DE SU VIAJE DE UNA-VÍA QUE USTED HACE HOY EN TRI-RAIL

1. YO ORIGINÉ ESTE VIAJE DE UNA-VÍA DESDE:

- Trabajo Hogar Centro Comercial
 Centro Social/Recreacional Aeropuerto Universidad
 Escuela Preparatoria (Hasta Grado 12) Otro _____
(ej. Hotel, doctor, etc.)

2. MI ORIGEN DE ÉSTE VIAJE ESTÁ LOCALIZADO EN (IMPORTANTE!):

(Por favor indique la intersección más cercana y la ciudad)

3. YO LLEGUÉ A LA ESTACIÓN DE TRI-RAIL:

- Caminando Taxi Bus de la escuela Metrorail
 Bicicleta, y use: Casillero Bicicleta a bordo del tren
 Barras para estacionar bicicletas
 BUS (Agencia/# de Ruta) _____
 Bus de Tri-Rail (Nombre de la Ruta) _____
 Manejé y estacioné (# de personas en el vehículo) _____
 Me Trajeron Otro (Por favor especificar) _____

4. YO ABORDÉ ESTE TREN EN LA ESTACIÓN:

5. YO DESEMBARCARÉ ESTE TREN EN LA ESTACIÓN:

6. YO ME IRÉ DE LA ESTACIÓN DE TRI-RAIL:

- Caminando Taxi Bus de la escuela Metrorail
 Bicicleta
 BUS (Agencia/# de Ruta) _____
 Bus de Tri-Rail (Nombre de la Ruta) _____
 Mi vehículo estacionado (# de personas en el vehículo) _____
 Me recogerán Otro (Por favor especificar) _____

7. ¿ÉSTE VIAJE ES PARTE DE UN VIAJE DE DOS VÍAS?

- Sí No
 Si su respuesta es sí, favor de marcar todos los servicios que usará en su viaje de regreso.
 Éste es mi viaje de regreso Otro tren de Tri-Rail (a las _____ am/pm)
 Bus local Bus Rápido Metrorail
 Otro (Por favor especificar) _____

SI A USTED LE DAN OTRA ENCUESTA DESPUÉS, POR FAVOR LLENELA TAMBIÉN.

8. YO TERMINARÉ ÉSTE VIAJE DE UNA-VÍA EN (DESTINO):

- Trabajo Hogar Centro Comercial
 Centro Social/Recreacional Aeropuerto Universidad
 Escuela Preparatoria (Hasta Grado 12) Otro _____
(ej. Hotel, doctor, etc.)

9. MI DESTINO ESTÁ LOCALIZADO EN (IMPORTANTE!):

(Por favor indique la intersección más cercana y la ciudad)

10. LA TARIFA QUE USÉ EN ÉSTE VIAJE DE UNA-VÍA FUÉ:

- Tipo de Tarifa: Tarifa Regular EDP Tarifa Reducida
 Medio de Tarifa: Easy Card Boletó de Papel
 Tarifa: Una-Vía Ida y Vuelta 12 Viajes
 Pase Mensual Pase Regional

11. YO SOY PASAJERO DE TRI-RAIL POR:

- Primera Vez/Ocasionalmente Los últimos seis meses
 6 meses a 2 años 2 años a 6 años Más de 6 años

12. YO USUALMENTE SOY PASAJERO DEL TRI-RAIL:

- _____ vez/veces por día y _____ día(s) por semana;
 # por día # de día(s)/semana
 _____ días por mes;
 # de días/mes
 Menos de una vez al mes

13. ¿USTED ESTÁ VIAJANDO CON OTRAS PERSONAS QUE NO ESTÁN LLENANDO ÉSTA ENCUESTA?

- No Sí Si respondió sí _____ y/o _____
 # de niños # de adultos

POR FAVOR QUEREMOS SABER DE USTED ÉSTA INFORMACIÓN SE MANTENDRÁ EstrictAMENTE CONFIDENCIAL

14. YO RESIDO EN EL CÓDIGO POSTAL:

Código Postal

15. YO RESIDO EN EL SUR DE LA FLORIDA:

- Permanente Parte del Año De Visita

16. YO SOY: HOMBRE MUJER

- 17. MI EDAD ES:** Menor de 16 16-24 25-34
 35-44 45-54 55-64 65 o Mayor

18. MI RAZA ES MEJOR DESCRITA COMO: (Puede elegir más de una opción)

- Americana Indígena Asiática Negra/Africana Americana
 Hispana Blanca Otra _____

19. (# de vehículos) _____ VEHÍCULOS QUE SON PROPIEDAD DE LOS QUE HABITAN EN MI HOGAR. (Incluyendo, microbuses, SUV's, motocicletas, y camionetas)

20. YO HUBIESE PODIDO VIAJAR EN AUTO, PERO ELEGÍ VIAJAR EN TRI-RAIL: Sí No

21. YO TENGO LICENCIA DE CONDUCIR: Sí No

22. (# de personas) _____ RESIDEN EN MI HOGAR INCLUYÉNDOME, Y DE TODOS:

- (# de personas) _____ tienen licencia de conducir
 (# de personas) _____ son menores de 16 años
 (# de personas) _____ son mayores de 65 años
 (# de personas) _____ trabajan fuera del hogar

23. MI NIVEL DE EDUCACIÓN ES: (Elija solo una opción)

- Escuela Secundaria O GED Escuela Primaria
 Post Grado Universidad No Aplica

24. ¿CUÁL ES SU ESTADO DE EMPLEO?

- Empleado(a) Tiempo Completo Empleado(a) Medio Tiempo
 Desempleado(a) Estudiante
 Amo(a) de Casa Retirado(a)

25. EL INGRESO TOTAL DE MI HOGAR ES:

- \$25,001-35,000 \$35,001-50,000 \$50,001-75,000
 \$75,001-100,000 Más de \$100,000 No Sé
 Menos de \$25,000

26. YO LLENÉ OTRA ENCUESTA HOY:

- Sí No

POR FAVOR DIGANOS CÓMO ES EL SERVICIO DE TRI-RAIL

27. COMPARTA SU OPINIÓN DE TRI-RAIL EN LAS SIGUIENTES CATEGORÍAS:

(Llene el círculo ● que exprese su opinión - Elija "NA" si "No Aplica")

CONDICIONES DE LA ESTACIÓN	Muy Mala	Mala	Regular	Buena	Muy Buena	NA
Anuncios	○	○	○	○	○	□
Limpieza	○	○	○	○	○	□
Seguridad	○	○	○	○	○	□
Disponibilidad de Estacionamientos	○	○	○	○	○	□
Maquinas de Venta de Boletos	○	○	○	○	○	□
CONDICIONES DEL TREN						
Limpieza Por Fuera	○	○	○	○	○	□
Limpieza Por Dentro	○	○	○	○	○	□
Baños Abordo	○	○	○	○	○	□
Anuncios Abordo	○	○	○	○	○	□
Aire Acondicionado	○	○	○	○	○	□
Seguridad Abordo	○	○	○	○	○	□
Experiencia Abordo	○	○	○	○	○	□
CALIDAD DEL SERVICIO						
Empleados de la Estación	○	○	○	○	○	□
Empleados Abordo	○	○	○	○	○	□
Servicio Telefónico Al Cliente	○	○	○	○	○	□
Dependibilidad de los Trenes	○	○	○	○	○	□
Valor por el Precio	○	○	○	○	○	□
Sito Web/Aplicación de celular	○	○	○	○	○	□

Comentarios:

Distributing Surveys

- Allow passengers to get seated.
- Approach every passenger and politely request that they fill out a survey.
- Surveys are in English, Spanish and Creole.
- Do not accept initial refusal. Emphasize the importance of the survey.
- Remain polite. After distributing your surveys offer to help
- Ask passengers to return completed surveys as soon as it is completed.
- Check it.

Fill in your survey form now!

Use your trip on Tri-Rail to this meeting to fill in the survey

What you will encounter

- Refusal to participate
- Tourists
- Families with small children
- Riders who filled out a survey earlier
- Riders only going 1 or 2 stops
- Riders that speak a different language than you speak.

Sample Script

- Hello, we are conducting an important survey today and we need you to fill out this simple survey. It should only take a few moments to complete. The questions will provide Tri-Rail with necessary information for service modifications and improvements. If you need any help or have any questions I will be glad to help you.

Refusal Script

- It is really important that we get everyone's response on this survey. In the past Tri-Rail has used similar surveys as justification to improve facilities and expand their service. So filling out this survey will help everyone that rides Tri-Rail get better service.

Tourist Script

- Tourists represent a very important travel market for Tri-Rail so your information is especially important. Even if you are riding the train only once, other tourists will be riding it after you leave.
- If you need any help I will be happy to help you fill out the survey form.

Incorrect Answer Script

- Thank you for filling out the form. I am sorry but I need a little more information on your form. May I ask you for the information and I will fill it in for you.

Survey Role Playing

- Everyone pick a partner.
- One person will be the passenger and one will be the surveyor.
- The surveyor should offer the passenger a survey then help them fill out each question.
- The passenger should have realistic questions and confusion.
- Make sure the colored boxes are fill-in correctly.
- If your pair has a question – ASK!

Report to Platform Master

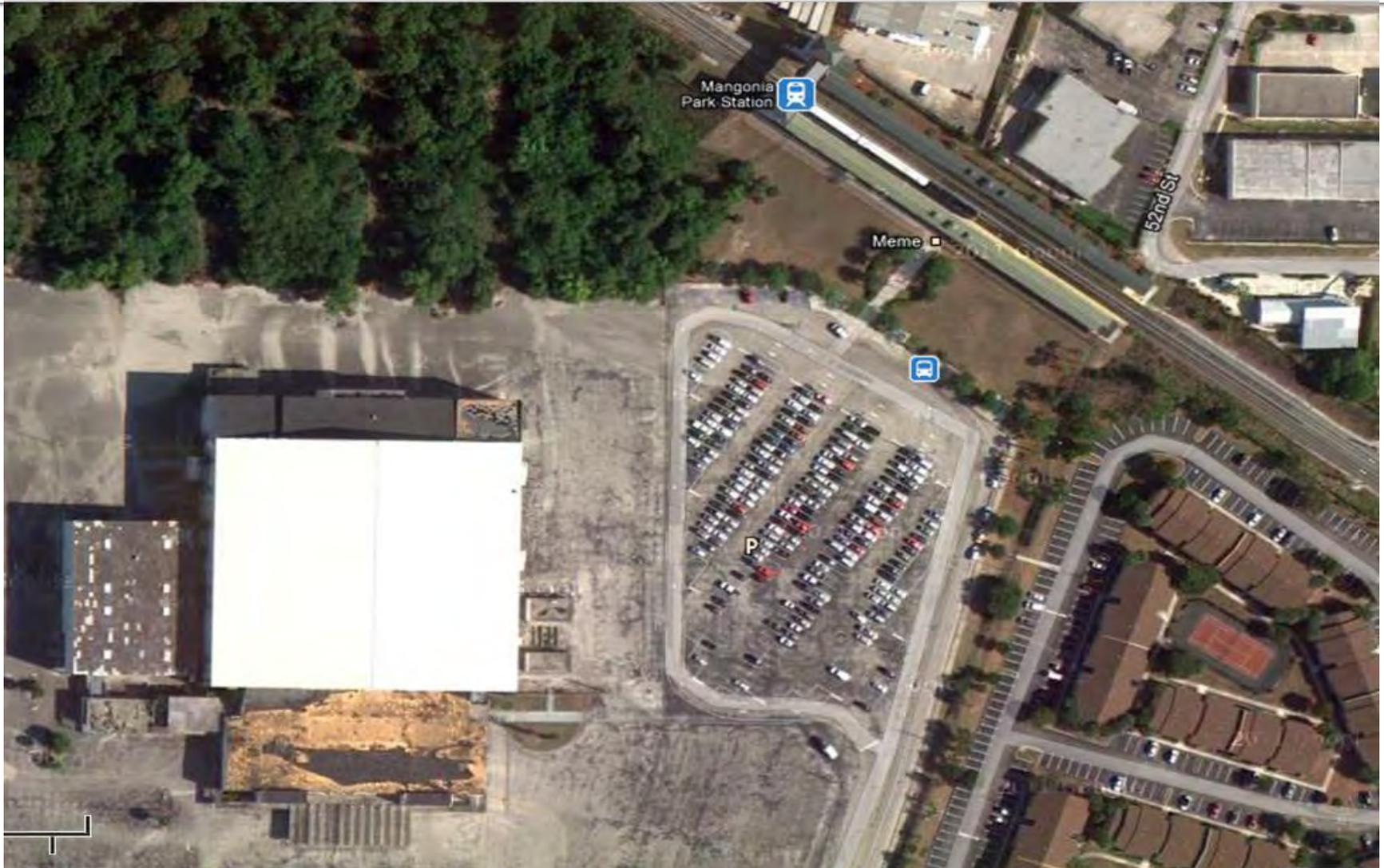


Larry Foutz
Mangonia Park
Platform Master
305-619-3406

- Be on time
- The Platform Master will be at a table
- Sign-in
- Collect your supplies
- Join your Train Captain and meet your team.

Odalys Delgado
Hialeah Market
Platform Master
305-710-8711

Mangonia Park Station



Directions - Mangonia Park Station

Mangonia Park Station

1415 45th Street

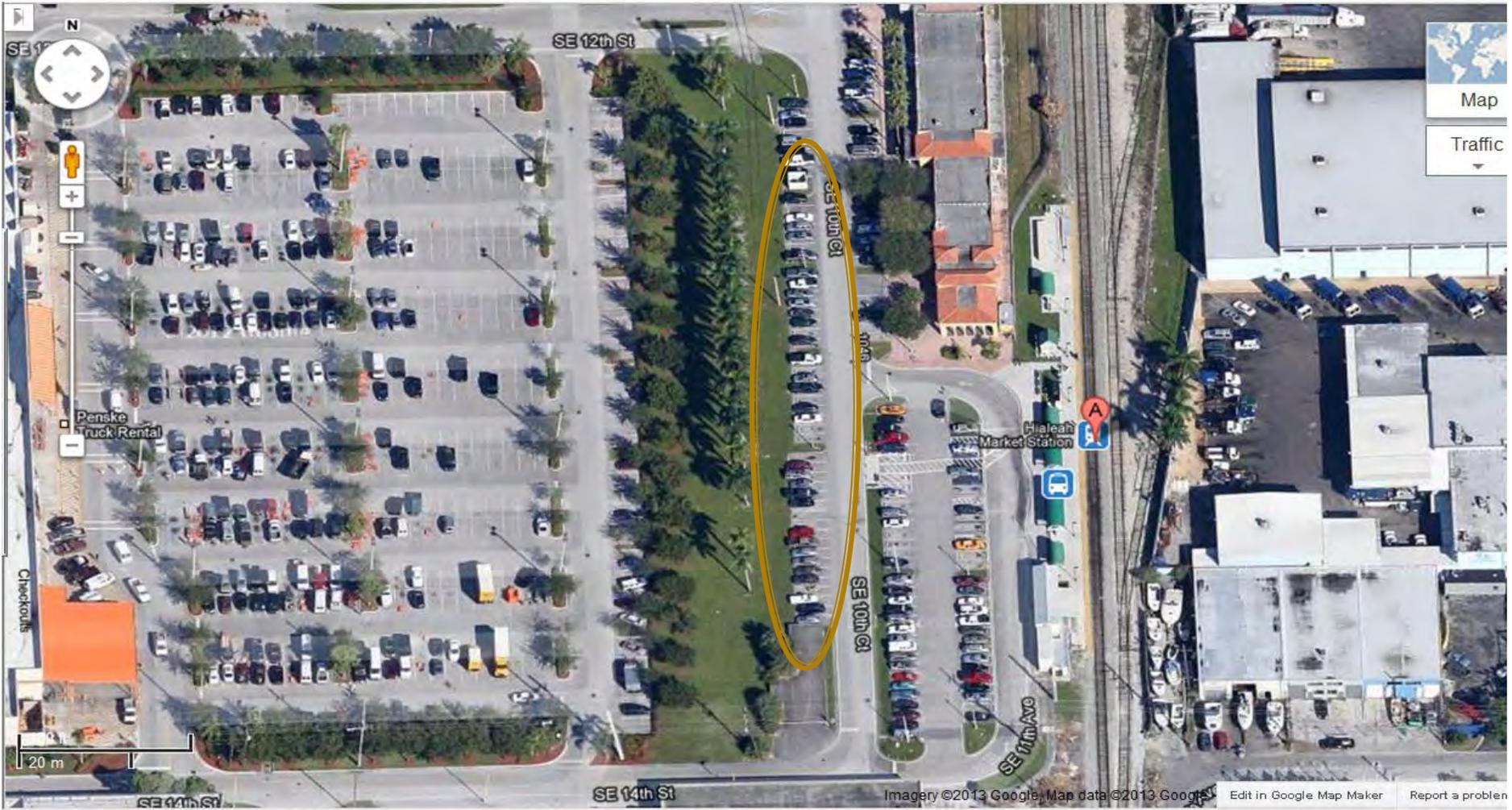
West Palm Beach, Fl 33407

Directions – I-95 to 45th Street exit #74. East on 45th Street. After 5th stoplight turn north onto North Shore Drive. Watch for signs.

Mangonia Street Parking

- Primary – use lot near 45th Street Entrance.
- Last resort – use “non-regulation” spaces and display parking pass.
- Parking should remain as available as possible for Tri-Rail Passengers.
- Try to carpool or “Kiss and Ride”

Hialeah Market Station



Internet | Protected Mode: On

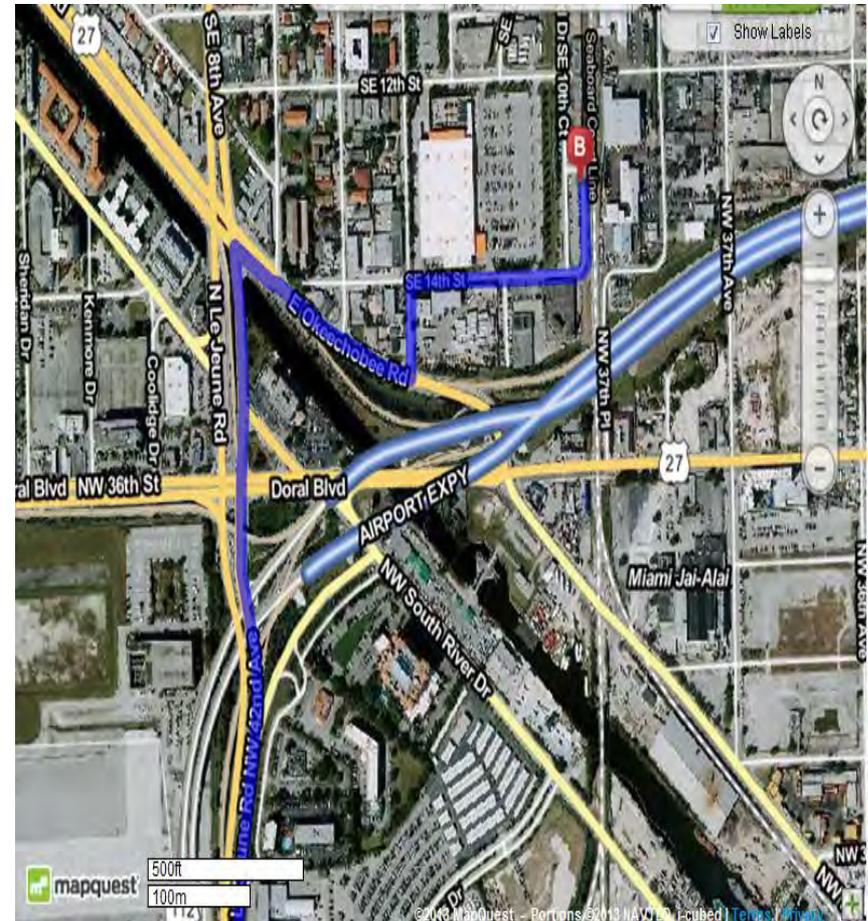
125%

11:19 / 1/14/2

Hialeah Market Directions

1200 SE 11th Avenue
Hialeah, FL 33010

- From LeJeune Rd turn onto Okeechobee Rd.
- Turn left onto SE 9th Ct.
- Take 1st Right onto SE 14th Street.



Punctuality

- All team members MUST report on time.
- Recommend you arrive early for your shift to receive your supplies.
- The train will leave without you.
- Report to the Platform Master upon arrival
- Please take into account parking limitations in calculating your arrival time – You may have a good walk.

Clothing

- Wear comfortable closed-toe shoes.
- Clean, non-tattered jeans acceptable
- Solid colored pants, long shorts or skirts acceptable.
- Jewelry should not get in your way or be a distraction
- White shirts (T-shirt, polo shirt, dress shirt) must be worn while working
- Reliable watches are recommended

Appearance

- Be clean, neat and well groomed.
- No gum chewing while on the train – You will be talking to people.
- No smoking on the train or on the station platform mid-run.
- Smoking will be permitted at the end station platforms, but be considerate of your fellow team members.

Breaks

- Do not get off the train for any reason mid-run.
- There is usually a 20-30 minute layover at the end stations at the end of a run.
- You will always have a team meeting as soon as the train ends its run.
- Always let your Train Captain know if you are leaving the immediate area.
- Bring money for vending machines or bring a bag for snacks. Do not bring a cooler.

Restrooms

- There is one restroom in each car.
- There are no restrooms at most of the stations.
- Smoking is not allowed in the restrooms
- Do not use your cell phone in the restroom.
- Restroom breaks should not interfere with your assigned duties.

Cell Phones

- You are assigned to talk to passengers NOT your friends and family.
- Your cellphone should be turned off or on vibrate, while on the train.
- Do not use your cell phone, while on the train unless you need to call your Train Captain.
- All other phone calls must wait until on the platform at the end of the run.

Supplies

COUNTER

- Official Survey badge (Tri-Rail Pass)
- Clipboard
- 2 Automatic counters
- North and Southbound Passenger Logs

SURVEYOR

- Official Survey badge (Tri-Rail Pass)
- Aprons and Pens
- English/Spanish and Creole Surveys
- Station-Survey Log
- Envelope for completed surveys

Security Details

- General Safety
- Wear appropriate shoes, no open toe or sandals
- Never go on or near tracks
- Never go beyond yellow tactile line on platforms
- Some trains don't stop at stations, stay clear
- Stay out of construction areas
- Move around carefully while trains are in motion

Security Details

- Security Awareness
- Remain alert to suspicious persons, packages or substances.
- Take all potential threats seriously.
- Exercise good judgment and take a “common sense” approach to all potential threats.
- Immediately report any suspicious person on trains, around stations or on SFRTA / Tri-Rail property.
- Immediately report any unattended or suspicious packages and unidentified substances around SFRTA / Tri-Rail property.
- All reports are to be made to the Veolia Operations Center and Wackenhut Security. If possible, report suspicious activities to Transportation or Security personnel on duty at the location.
- Follow the instructions of the Veolia operations supervisor or Wackenhut Security Officer.
- DO NOT CALL 911. The Veolia Operations Center and Wackenhut Security will initiate the proper notifications upon receiving a report of a suspicious incident.

Contact Information



Allen Yoder
Safety / Security Administrator
SFRTA / Tri-Rail
954-788-7951
954-868-6824 Cell



Veolia Transportation
Operations Center
On Duty Supervisor
1-800-414-7885
Or
305-694-2207

Wackenhut

24 Hour Dispatch
Center
1-800-929-4273

QUESTIONS?

SOUTH FLORIDA
REGIONAL TRANSPORTATION
AUTHORITY
GOVERNING BOARD

REGULAR MEETING AGENDA
August 23, 2013
9:30 a.m.

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

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

SFRTA Board Members

Mayor Steven L. Abrams, Chair
Frank Frione
Mayor Kristin Jacobs

Commissioner Bruno Barreiro
Marie Horenburger
George Morgan, Jr.

James A. Cummings
Nick Inamdar
James A. Wolfe

Executive Director

Joseph Giuliatti

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

Department: Operations
Project Manager: Jim DeVaughn

Department Director: Bradley Barkman
Procurement Director: Christopher Bross

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

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

Interim Department Director: Jack Stephens
Procurement Director: Christopher Bross

R4. MOTION TO APPROVE: Fourth Amendment to Agreement No. 11-003, between the South Florida Regional Transportation Authority (SFRTA) and G4S Secure Solutions USA, to increase the compensation not-to-exceed amount by Two hundred ninety three thousand seven hundred thirty-six and 00/100 dollars (\$293,736.00) to the new maximum total not-to-exceed amount of Twenty seven million five hundred twenty three thousand nine hundred sixty-one and 00/100 dollars (\$27,523,961) for the remainder of the five-year term.

Department: Executive
Project Manager: Allen Yoder

Department Director: Jack Stephens
Procurement Director: Christopher Bross

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

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

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

INFORMATION / PRESENTATION ITEMS

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

I-1. PRESENTATION - Tri-Rail Coastal Link On FEC Corridor

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

CONTRACT ACTIONS EXECUTED UNDER GENERAL COUNSEL'S AUTHORITY - May /
June / July

OTHER BUSINESS

EXECUTIVE DIRECTOR REPORTS/COMMENTS

LEGAL COUNSEL COMMENTS

CHAIR COMMENTS

BOARD MEMBER COMMENTS

ADJOURNMENT

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

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

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

MINUTES
SOUTH FLORIDA REGIONAL TRANSPORTATION AUTHORITY
GOVERNING BOARD REGULAR MEETING
OF AUGUST 23, 2013

The regular meeting of the South Florida Regional Transportation Authority Governing Board was held at 9:30 a.m. on Friday, August 23, 2013 in the South Florida Regional Transportation Authority Board Room, 800 Northwest 33rd Street, Suite 100, Pompano Beach, Florida 33064.

BOARD MEMBERS PRESENT:

Steven Abrams, Chair, Palm Beach County Mayor
James A. Cummings, Citizen Representative, Broward County – *via telephone*
Frank Frione, Governor’s Appointee
Nick A. Inamdar, Citizen Representative, Miami-Dade County
Kristin Jacobs, Broward County Mayor
George Morgan, Governor’s Appointee
James A. Wolfe, Florida Department of Transportation, District IV

BOARD MEMBERS ABSENT:

Bruno Barreiro, Commissioner, Miami-Dade County
Marie Horenburger, Citizen Representative, Palm Beach County

ALSO PRESENT:

Joseph Giuliatti, Executive Director, SFRTA
Jack Stephens, Deputy Executive Director, SFRTA
Bonnie Arnold, Public Information Officer, SFRTA
Bradley Barkman, Director of Operations, SFRTA
William Cross, Director of Planning, SFRTA
Mary Jane Lear, Director of Human Resources, SFRTA
Renee Matthews, Director of Special Projects, SFRTA
Daniel Mazza, P.E., Director of Engineering, SFRTA
Teresa Moore, General Counsel, SFRTA
Jeffrey Olson, Deputy General Counsel, SFRTA
Sandra Thompson, Executive Administrative Coordinator, SFRTA

CALL TO ORDER

The Chair called the meeting to order at 9:30 a.m.

ROLL CALL

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

MOMENT OF SILENCE

PLEDGE OF ALLEGIANCE

AGENDA APPROVAL – Additions, Deletions, Revisions

Board Member Frank Frione moved for approval of the Agenda. The motion was seconded by Mayor Kristin Jacobs.

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

MATTERS BY THE PUBLIC

Mr. David London of West Palm Beach, Florida addressed the Board. Mr. London commented on the trash along the corridor and inquired if there is a maintenance crew that could attend to the trash. Mr. London commented on smoking on the station platforms and requested non-smoking reminder announcements. Mr. London addressed the issue of using compressed air technology and referenced a New York Times newspaper article from 1933, as an alternative to diesel fuel.

Mr. William Otto representing the Boy Scouts of America Troop 246 addressed the Board. Mr. Otto expressed the BSA's appreciation for Mr. Giulietti and staff of SFRTA/Tri-Rail for conducting a program for Boy Scouts Merit Badge in Railroading. The event took place in April and 33 scouts attended the program. Mr. Otto presented a "Certificate of Appreciation" from the BSA to Mr. Giulietti and staff.

Mr. German Wither of Cutler Bay, Florida addressed the Board. Mr. Wither recounted his experience on Tri-Rail in June 2013, regarding a security guards lack of identification and a complaint that was filed. Mr. Wither stated that the security guard was not wearing identification and was not helpful when he inquired about directions. Mr. Wither followed up on his complaint and noted that there was an addressing error and inquired as to customer service follow-up and training for contract employees. Mr. Wither suggested a "mystery shopper" program.

Mr. Giulietti stated that all customer complaints are addressed and responded to. The SFRTA reports to the Florida Transportation Commission on all complaints and response times. Mr. Giulietti stated that the SFRTA does have a customer service training requirement. The identification issue with the officer will be addressed.

Mr. Andy D'Egidio representing United Transportation Union addressed the Board. Mr. D'Egidio introduced himself and stated that he has been with Tri-Rail for 24 years and has a good relationship with Veolia. He expressed his support in continuing the contract with Veolia.

CONSENT AGENDA

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

- C1. MOTION TO APPROVE:** Minutes of Governing Board's Regular Meeting of June 7, 2013.

Mayor Kristin Jacobs moved for approval of the Consent Agenda. The motion was seconded by Board Member Frank Frione.

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

REGULAR AGENDA

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

- R1. MOTION TO APPROVE:** MOTION TO APPROVE: Recommendation to exercise the one three-year renewal option to Agreement No. 06-112, between the South Florida Regional Transportation Authority (SFRTA) and Veolia Transportation, Inc., which will extend the Agreement through June 30, 2017, in the not-to-exceed (NTE) amount of \$36,827,234.00, making the total NTE amount of the Agreement \$105,916,013.00.

Mr. Giulietti commented that SFRTA is comfortable with extending the renewal option contract with Veolia.

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

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

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

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

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

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

Mr. Giulietti thanked FDOT and the federal government for their support on securing the locomotives.

Board Member George Morgan moved for approval. The motion was seconded by Board Member Frank Frione.

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: Fourth Amendment to Agreement No. 11-003, between the South Florida Regional Transportation Authority (SFRTA) and G4S Secure Solutions USA, to increase the compensation not-to-exceed amount by Two hundred ninety three thousand seven hundred thirty-six and 00/100 dollars (\$293,736.00) to the new maximum total not-to-exceed amount of Twenty seven million five hundred twenty three thousand nine hundred sixty-one and 00/100 dollars (\$27,523,961) for the remainder of the five-year term.

Mr. Giulietti commented that this amendment to the contract is due to the Miami Intermodal Center (MIC)/Hialeah station changes and allows the contract amount to be paid to G4S.

Board Member Morgan inquired as to the completion of the MIC.

Mr. Giulietti responded that Tri-Rail is expecting to be back at the MIC by March 2014.

Mayor Kristin Jacobs moved for approval. The motion was seconded by Board Member Frank Frione.

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

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

Ms. Natalie Yesbeck-Pustizzi, Transportation Planner, SFRTA addressed the Board. Ms. Yesbeck-Pustizzi explained that the TDP Update is required by the state every five years to continue receiving the block grants. This update is being presented today in order to be submitted to FDOT by the September 1st deadline. Ms. Yesbeck-Pustizzi, introduced Mr. Bill Ball, representing Tindale Oliver and Associates to present the update.

Mr. Bill Ball gave a Powerpoint Presentation on the progress of the program. Mr. Ball stated that there are quarterly and yearly updates. He commented on the 5 key points of the program review: 1) increased frequency on the existing service; 2) FEC Coastal-Link; 3) technology use to enhance customer satisfaction; 4) FEC extension north to Jupiter; 5) improved access to and from the stations.

Board discussion took place.

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

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 FEC Corridor

Mr. William Cross, Planning and Capital Development Director, SFRTA gave a Powerpoint presentation update on the progress of the project.

Board discussion took place.

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

Mr. Joseph Quinty, Transportation Planner, SFRTA gave a detailed Powerpoint presentation on the results of the survey.

Board discussion took place.

Board Member Morgan exited the meeting at 11:10 a.m. A quorum was lost.

COMMITTEE REPORTS / MINUTES

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

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

MONTHLY REPORTS

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

- A. ENGINEERING & CONSTRUCTION MONTHLY PROGRESS REPORTS – May/ June/July
- B. RIDERSHIP GRAPHS – May/June/July

Mr. Giulietti stated that ridership for August tracks at 6.7% increase, for July 5.1% and for June 4.9%. Weekend ridership has also increased.
- C. ON-TIME PERFORMANCE GRAPHS – May/June/July
- D. MARKETING MONTHLY SUMMARY – May/June/July
- E. BUDGETED INCOME STATEMENT – May /June/July
- F. PAYMENTS OVER \$2,500.00 – May/June/July
- G. REVENUE AND FARE EVASION REPORTS– May/June/July
- H. SOLICITATION SCHEDULE – May/June/July
- I. CONTRACT ACTIONS EXECUTED UNDER THE EXECUTIVE DIRECTOR'S AUTHORITY – May/June/July
- J. CONTRACT ACTIONS EXECUTED UNDER THE CONSTRUCTION OVERSIGHT COMMITTEE – May/June/July
- K. PROPERTY COMMITTEE – PROJECT SCHEDULE – May/June/July
- L. SECURITY REPORT – May/June/July

SOUTH FLORIDA REGIONAL TRANSPORTATION AUTHORITY
GOVERNING BOARD MEETING: MARCH 25, 2016

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 identified roles 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. No formal corridor-wide access meetings among the three (3) parties [All Aboard Florida (AAF), Florida Department of Transportation (FDOT) and SFRTA] are currently scheduled. However, TRCL coordination and technical activities continue to occur, along with the active pursuit of accelerated interim service expansion on the FEC corridor to Downtown Miami (a.k.a. Tri-Rail Downtown Miami Link).

Various project activities have occurred since the last TRCL update to the Governing Board on February 26, 2016. These include: TRCL and Downtown Miami Link presentations; coordination meetings with partner agencies and local governments; fielding inquiries and conducting coordination activities with representatives from the real estate development community; and technical meetings & conference calls among representatives of AAF, FECR, and SFRTA.

(Continued on Page 2)

EXHIBITS ATTACHED: None.

TRI-RAIL COASTAL LINK ON THE FEC CORRIDOR

SUMMARY EXPLANATION AND BACKGROUND: (Continued)

The following is a recent list of major TRCL related meetings and presentations:

North Miami City Council TRCL Resolution of Support – March 8

City of Palm Beach Gardens Planning Staff Meeting – March 11

SMPS State of South Florida Transportation Panel – March 16

Multiple staff meetings and conference calls also occurred regarding technical details and agreements associated with the Tri-Rail Downtown Miami Link term sheet, which was approved by the SFRTA Governing Board in December 2015.

We anticipate FDOT, who is leading the Project Development (PD) efforts for the overall TRCL project, to request formal entry from FTA later in 2016.

The following is a summary of the TRCL committee schedule and activities to date:

Project (Executive) Steering Committee:

A meeting of the TRCL Project Steering Committee was last held on April 29, 2015. The schedule for the next Project Steering Committee meeting is uncertain, pending official notification for the start of the TRCL Project Development phase.

Public Involvement/Outreach (PIO) Sub-Committee:

The PIO Sub-Committee has provided valuable guidance on outreach activities and optimal coordination strategies. The schedule for the next PIO Sub-Committee meeting is uncertain, pending official notification for the start of the TRCL Project Development phase.

Financial Sub-Committee:

The Financial Sub-Committee has provided valuable guidance on the challenging issue of obtaining new funds to build and operate region-wide TRCL service. The schedule for the next Financial Sub-Committee is uncertain, pending official notification for the start of the TRCL Project Development phase.

Technical Sub-Committee:

Technical activities over the past year have been rail operations planning coordination (AAF, freight, and TRCL trains), details of the three (3) AAF/TRCL downtown stations (Miami, Fort Lauderdale, and West Palm Beach), and all aspects of the proposed interim TRCL service to downtown Miami (now known as Tri-Rail Downtown Miami Link). The schedule for the next Technical Sub-Committee meeting is uncertain, pending official notification for the start of the TRCL Project Development phase.

(Continued on Page 3)

TRI-RAIL COASTAL LINK ON THE FEC CORRIDOR

SUMMARY EXPLANATION AND BACKGROUND: (Continued)**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 FEC corridor 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 \$69 Million to be paid by the public sector. SFRTA has been 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, May, June, August, and October 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. At the September 25, 2015 SFRTA Governing Board meeting, SFRTA Legal staff provided an overview of the components that will be included in the Tri-Rail Downtown Miami Link term sheet. The SFRTA Governing Board at its meeting on December 11, 2015 approved the multi-faceted Tri-Rail Downtown Miami Link Term Sheet (which includes AAF, FECR, and SFRTA as its parties). To date, local government/agency approval of agreements for Tri-Rail Downtown Miami Link funding had been received by the Bayfront Park Management Trust, Citizens Independent Transportation Trust (CITT), City of Miami, Miami-Dade County, Miami Downtown Development Authority (DDA), Omni Community Redevelopment Agency (CRA), and Southeast Overtown/Park West CRA. Approval by the State of Florida is still pending. Coordination and discussions with elected officials and various agencies regarding details of the Tri-Rail Downtown Miami Link project are ongoing. On February 26, 2016, the SFRTA Governing Board took action to reaffirm its strong interest and desire to finalize negotiations and agreements related to the Tri-Rail Downtown Miami Link.

FTA Briefing on TRCL Project:

On August 11, 2015, FTA staff responsible for the discretionary grant programs, including the New Start Program, was briefed by William Cross, SFRTA’s Director of Planning and Capital Development, along with a representative from FDOT District IV. The key topic discussed was timing of the joint FDOT/ SFRTA entry to Project Development (PD) request letter to FTA, now planned for early 2016. FTA staff wanted assurance that funding for the PD phase was in place. FDOT confirmed that all funding was in place for the PD phase.

(Continued on Page 4)

TRI-RAIL COASTAL LINK ON THE FEC CORRIDOR

SUMMARY EXPLANATION AND BACKGROUND: (Continued)**Award of FTA Grant - Pilot Program for Transit Oriented Development (TOD)**

In September 2015, SFRTA and the TRCL project were one of the 21 nationwide recipients of FTA grant funds for a pilot program for TOD. The award amount is \$1,250,000.

As stated in the official FTA announcement, SFRTA will receive funding to promote TOD along the TRCL, a proposed 85-mile commuter rail line connecting Jupiter and Miami. A market and economic analysis has identified billions of dollars in potential station area residential and commercial development spurred by the TRCL. The TOD work will provide the region with suggestions on how to realize that economic potential and increase the livability and quality of life in South Florida. The plan will provide comprehensive station area planning for several stations, an infrastructure assessment, a station-area bicycle and pedestrian plan, an affordable housing analysis and regional business plan.

Further details will be provided to the SFRTA Governing Board in the coming months as details for the activities of this TOD Pilot Program are refined.

TRI-RAIL COASTAL LINK ON THE FEC CORRIDOR

Recommended by:  _____
Department Director Date

Approved  _____
Procurement Director Date

Authorized by:  3/17/14
Executive Director Date

Approved as to Form  3-17-16
General Counsel Date

SOUTH FLORIDA REGIONAL TRANSPORTATION AUTHORITY
GOVERNING BOARD MEETING: MARCH 25, 2016

AGENDA ITEM REPORT

Information Item

Presentation

MIAMI RIVER-MIAMI INTERMODAL CENTER CAPACITY IMPROVEMENT
(MR-MICCI) PROJECT

SUMMARY EXPLANATION AND BACKGROUND:

The 72-mile South Florida Rail Corridor (SFRC) traverses the tri-county region of Miami-Dade, Broward, and Palm Beach counties. The Double Track Corridor Improvement Program, completed in 2006, added a second mainline track to all but the southernmost 1.25 miles of the SFRC, which is the subject of this effort. SFRTA, in cooperation with the Florida Department of Transportation (FDOT) and consistent with the Miami-Dade Metropolitan Planning Organization's (MPO's) Long Range Transportation Plan, has identified this section of single track for additional rail capacity, to improve access and connectivity to the Miami Intermodal Center (MIC).

SFRTA is managing the multi-year Project Development and Environment (PD&E) Study for the Miami River-Miami Intermodal Center Capacity Improvement, which is commonly referred to by its acronym "MR-MICCI", to evaluate potential corridor improvements, which include track, signals, the Miami River Bridge connecting to the MIC and the new Tri-Rail Miami Airport Station. Benefits of the MR-MICCI project include: improved connectivity to the Miami International Airport; improved passenger access to the numerous transit connections at the Miami Intermodal Central (MIC) Station; and relieving bottlenecks for Tri-Rail, Amtrak, and freight services in the area, resulting in improved operational efficiencies.

SFRTA has made significant progress on the Environmental Analysis (EA) documentation required by the Federal Transit Administration (FTA) and expects FTA's approval for public availability of the Final Draft EA document within 30 days. A Public Hearing to present to the general public and all stakeholders the preferred alternative or proposed action described in the EA document is anticipated for late May 2016. SFRTA staff and its consultants will provide updates on the progress of the PD&E Study activities at the March 25th SFRTA Governing Board meeting.

EXHIBITS ATTACHED: Exhibit 1: MR-MICCI Project Presentation

MIAMI RIVER-MIAMI INTERMODAL CENTER CAPACITY IMPROVEMENT
(MR-MICCI) PROJECT

Recommended by: 
Department Director Date

Approved by: 
Procurement Director Date

Authorized by: 
Executive Director Date 3/17/16

Approved as to Form by: 
General Counsel Date 3-17-16



Miami River – Miami Intermodal Center Capacity Improvement Project

SFRTA Board

March 25, 2016

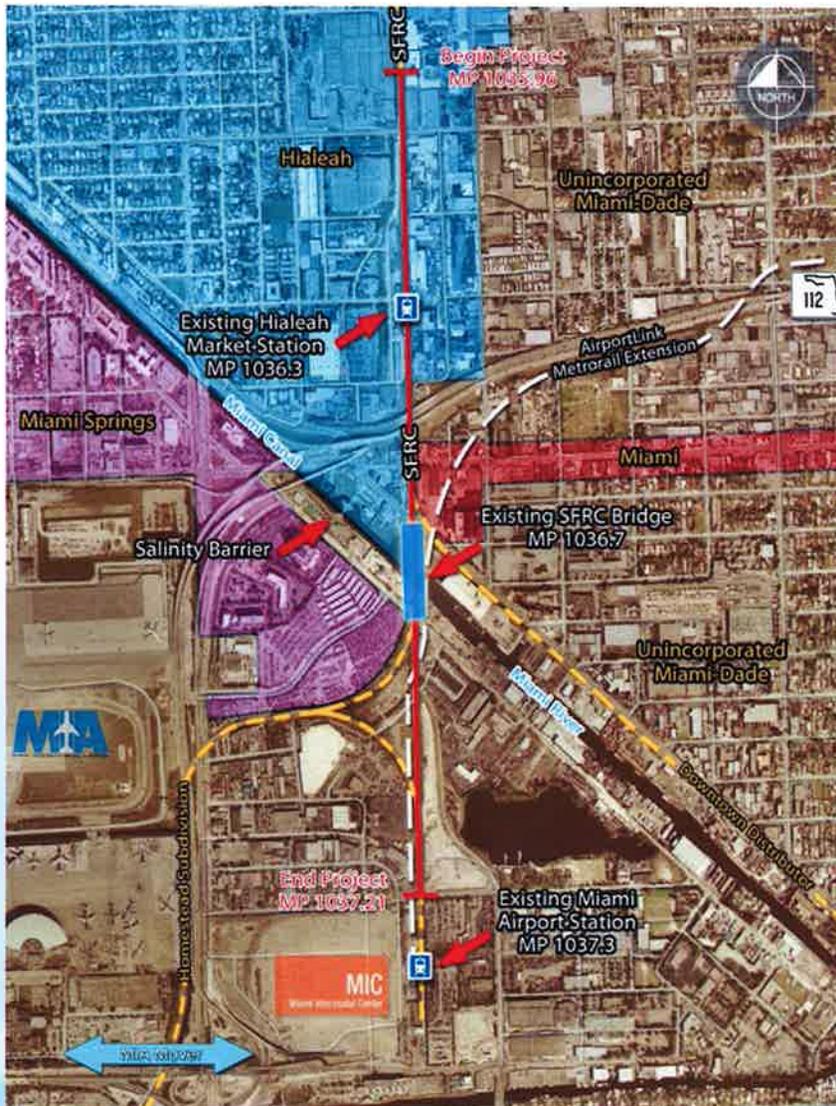


Presented by:

**PARSONS
BRINCKERHOFF**

Kimley»»Horn

Project Purpose and Need



- Complete missing double-track section of Tri-Rail system (SFRC).
 - Add rail capacity along the last 1.25 miles of the Tri-Rail corridor.

- Improve system connection into the Miami Intermodal Center (MIC).
 - Address operational bottleneck (Tri-Rail/Amtrak/Freight).

- Enhance system reliability
 - Improve travel time and schedule adherence.

■ Existing Conditions

- Miami River Bridge constructed in 1920s
- Bridge not closing properly
 - Poor mechanical/electrical condition
 - Causes delays and additional costs to address safety concerns



■ Future Conditions

- 50 Tri-Rail trains/weekday
 - Future southwest extensions (Dolphin, Kendall)
- 6 to 8 freight trains per weekday
- 4 Amtrak trains per weekday (Fall 2016)
 - Plus deadhead movements to Hialeah Yard



■ Double Track Alternative

- Accommodates future Tri-Rail, Amtrak, and freight operations



Agency Coordination



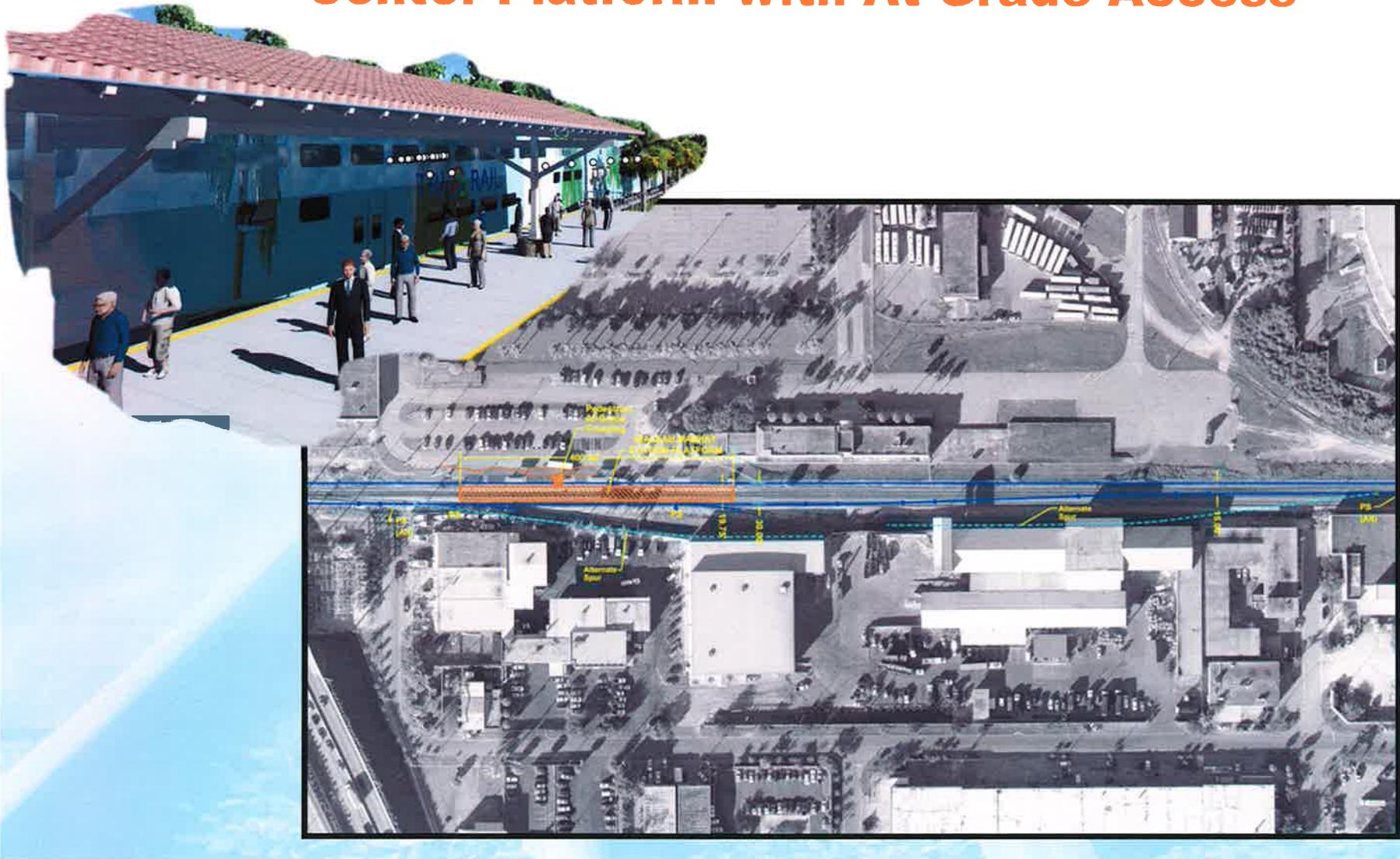
- FDOT District Four
- FDOT District Six
- **Federal Transit Administration (Lead Agency)**
- Miami-Dade County
- Miami-Dade Expressway Authority
- Miami-Dade Metropolitan Planning Organization
- Miami-Dade Transit
- Miami River Commission
- Miami River Marine Group
- South Florida Water Management District
- State Historic Preservation Officer
- US Army Corps of Engineers
- **US Coast Guard (Co-operating Agency)**



US Army Corps of Engineers



Hialeah Market Station – Preferred Alternative: Center Platform with At-Grade Access



Bridge Alternatives

Rehab Existing, Add New **Movable** Bridge



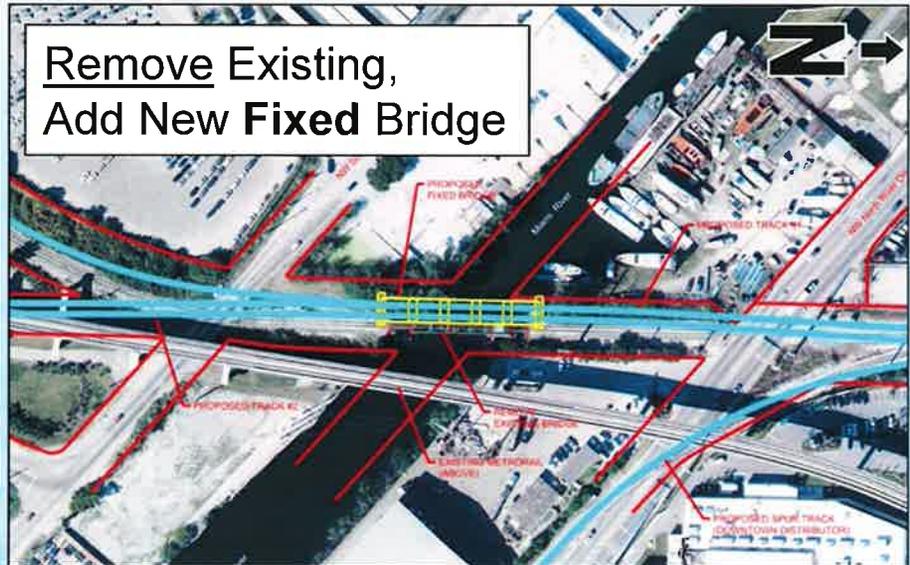
Remove Existing, Add New **Movable** Bridge



Rehab Existing, Add New **Fixed** Bridge



Remove Existing, Add New **Fixed** Bridge



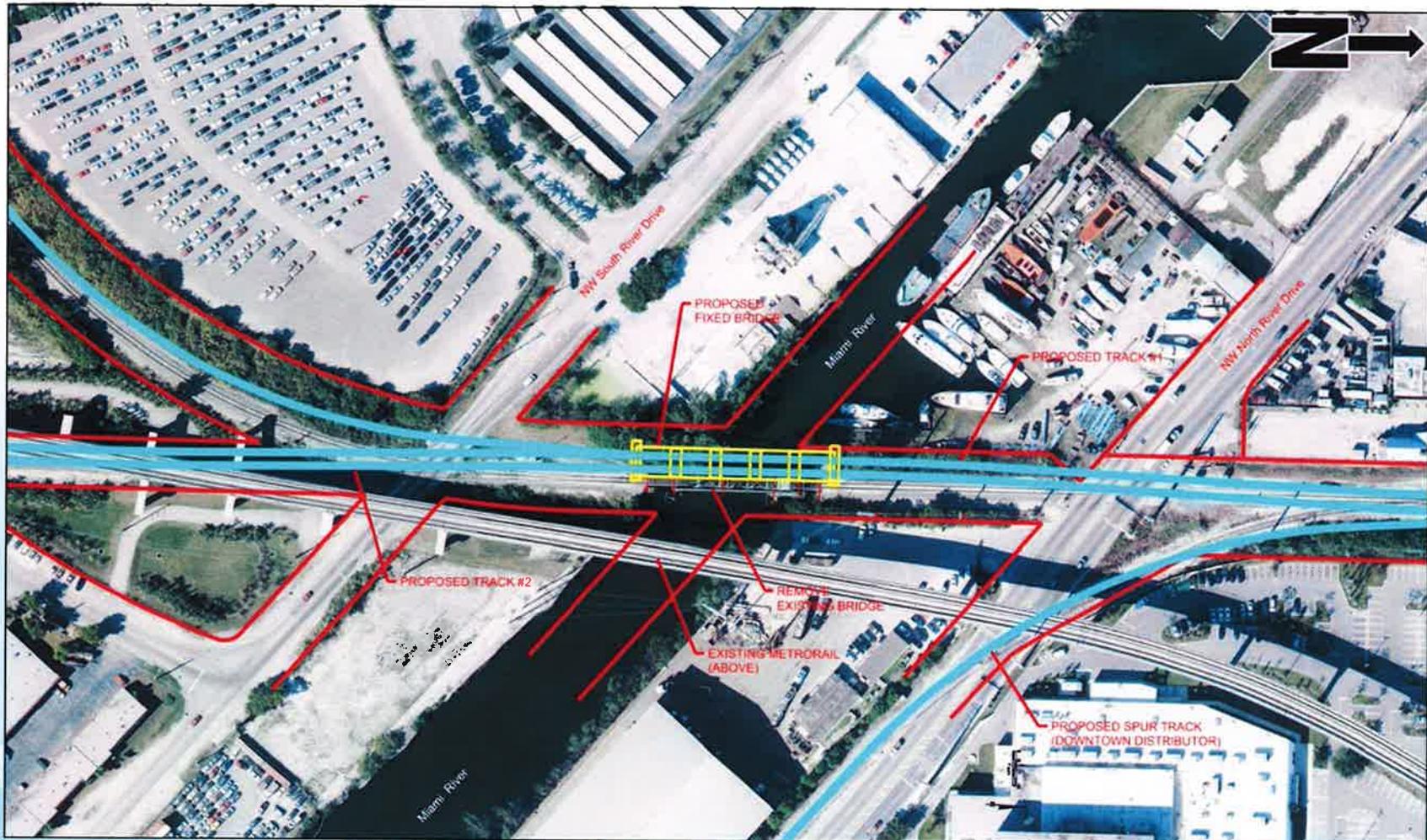
Miami River Bridge Alternatives Evaluation

SUMMARY OF FINANCIAL IMPACTS			
Evaluation Measure	No-Build Rehabilitate Existing Bridge and Track	Rehabilitate (Lock Down) Existing Bridge Add Fixed Bridge	Preferred Alternative Remove Existing Bridge Add Fixed Bridge
CAPITAL COSTS			
Bridge Capital Cost	\$4,200,000	\$4,500,000	\$2,600,000
Other Capital Costs	None	\$24,800,000	\$24,400,000
ROW Acquisition/Business Impacts	None	\$17,200,000	\$17,200,000
Total Capital Costs (Current Year)	\$4,200,000	\$46,500,000	\$44,200,000
OPERATING COSTS			
O&M Costs (Annual)	\$180,000	\$19,000	\$4,000
O&M Costs (Life Cycle - 75 years)	\$37,500,000	\$25,400,000	\$300,000



Preferred Bridge Alternative

- Remove Existing, Add New Fixed Bridge



NEPA Process

- Public Hearing May 2016
- Section 106 Determination of Effects (DOE) August/September 2016
- Section 4(f) Statement November 2016
- Finding of No Significant Impact (FONSI) December 2016

Bridge Permitting & Design

- Preliminary Engineering June 2016 – June 2017
- Right-of-way Acquisition January 2017
- De-Authorization of Navigable Channel (WRRDA) TBD
- Final Design & Permit from US Coast Guard TBD

MINUTES
SOUTH FLORIDA REGIONAL TRANSPORTATION AUTHORITY
PLANNING TECHNICAL ADVISORY COMMITTEE (PTAC) MEETING
FEBRUARY 10, 2016

The Planning Technical Advisory Committee (PTAC) meeting was held at 10:00 A.M. on Wednesday, February 10, 2016 in the SFRTA Board Room located at 800 NW 33rd Street, Pompano Beach, FL 33064.

COMMITTEE MEMBERS/ALTERNATES PRESENT:

Mr. Steve Anderson, Palm Tran
Ms. Nilia Cartaya, Miami-Dade Transit
Ms. Lisa Colmenares, FDOT District 6
Mr. William L. Cross, SFRTA
Ms. Kim DeLaney, Treasure Coast Regional Planning Council, Committee Chair (via phone)
Mr. Paul Flavien, Broward MPO
Mr. Larry Merritt, FDOT District 4
Ms. Christina Miskis, South Florida Regional Council
Mr. Joseph Quinty, SFRTA, Committee Vice-Chair
Mr. Jonathan Roberson, Broward County Transit
Mr. Gregor Sengor, FDOT District 4

ALSO PRESENT:

Ms. Jessica Vargas Astaiza, SFRTA
Mr. Bill Ball, Tindale Oliver
Ms. Anna Bielawska
Mr. Alan Brick-Turin, Gannett Fleming
Ms. Loraine Cargill, SFRTA
Mr. Tim Crobons, CTG
Mr. James Cromar, Broward MPO
Mr. Ian Debnam, Jacobs
Ms. Barbara Handrahan, SFRTA
Ms. Brittany Hubbard, SFRTA
Ms. Renee Matthews, SFRTA
Ms. Camila Perez, FDOT District 6
Ms. Natalie Yesbeck Pustizzi, SFRTA
Mr. Gus Schmidt, T.Y.Lin
Ms. Christine Springer, Jacobs
Mr. Lee Taylor, SFRTA
Ms. Lynda Kompelien Westin, SFRTA

CALL TO ORDER

Vice-Chair Quinty called the meeting to order at 10:15am.

ROLL CALL

Mr. Quinty requested the pledge of allegiance and Roll Call was taken.

PLEDGE OF ALLEGIANCE

AGENDA APPROVAL – Additions, Deletions, Revisions

Mr. Larry Merritt made a motion to approve the agenda. The motion was seconded by Mr. Steve Anderson. 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 January 20, 2016.

Mr. Paul Flavien made a motion to approve the meeting minutes. The motion was seconded by Mr. Larry Merritt. The motion was called to a vote and carried unanimously.

Mr. Quinty reordered the agenda to discuss item I2 first.

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

No items.

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

I2 – INFORMATION: Tri-Rail Real –Time Passenger System Update

Ms. Renee Matthews, SFRTA Director of Information Technology, introduced this item. The Real-time Passenger Information System will provide passengers information about the train location and service, which will be available via internet, cell phone and LCD displays. Phase 1 involves train tracking and is able to show passengers where the train is and provide accurate arrival time. Phase 2 is the automated real-

time interface. The application (app) is currently in testing. Mr. Lee Taylor, SFRTA Project Manager, presented a demonstration of the app. The stations will be color coded and the app will also show which track the train is on. There was a question about whether the app will provide information on the train capacity and bike cars. Renee Matthews responded that for the time being, the alerts will be focused on operations.

Mr. Quinty invited up Ms. Jessica Vargas to introduce item I1.

I1 – INFORMATION: Miami River- Miami Intermodal Center Capacity Improvement (MR-MICCI)

Ms. Jessica Vargas introduced Mr. Ian Reardon with Kimley-Horn, to give a brief update. The last 1.25 miles of the Tri-Rail corridor are single tracked. Double tracking this area will improve travel time and reduce the bottle neck for Tri-rail, Amtrak and freight services in the area, resulting in improved operational facilities. This project is included in Miami-Dade's Long Range Transportation Plan. The next steps include a Public Hearing in May 2016.

I3 – INFORMATION: Glades Road PD&E Study- Multimodal Improvements Analysis

Ms. Christine Springer introduced Mr. Ian Debnun with Jacobs Engineering and Mr. Tim Crobons with CTG to present on this topic. Preliminary recommendations resulting from this analysis center mostly on operational improvements to Palm Trans' existing Route 91 and 94 local bus services. Route 91 serves century village, hospital areas, FAU and Mizner Park and carries 1000 riders a day. The study area encompasses 140,000 jobs. Findings showed that $\frac{3}{4}$ of the trips along the corridor are east of Jog Road. About 50 of the 1000 trips pass from west side to the east side. A short term recommendation is to split the route into 2 routes and adjust the frequency.

The Agenda progressed to item I4

I4 – INFORMATION: Broward Transit System Plan

Mr. James Cromar introduced this item. The Broward MPO directed its staff to prepare a Transit System Plan for the Broward region. A draft Scope of Work for the Transit System Plan has been developed. This draft scope follows planning best practices for working with a variety of partners to develop a long-term vision with a realistic implementation program. Key steps include developing common goals and objectives, data gathering and analysis, development of alternatives, screening of recommendations, and development of a financial plan and implementation program. One of the directions of the Strategic Business Plan is to establish a vision for multimodal systems in Broward, specifically through the development of a transit system plan. The scope can be found online.

I5 – INFORMATION: Small and Disadvantaged Business Forum- March 9

Loraine Cargill introduced this event that will be held on March 9, 2016 at the FDOT District IV auditorium. The purpose is providing a service to small and minority businesses. The resource has a three (3) fold purpose. First, services and resources will be provided to small businesses. The US Small Business Administration and Career Source will serve as speakers. Secondly, various agencies, including SFRTA, All Aboard Florida as well as Palm Beach, Broward and Dade Counties will present their upcoming contract opportunities. Third, the forum offers networking opportunities. This is the second year

that the business forum is being held with an anticipated attendance of 75-100 small businesses. Mr. Merritt highlighted the SFPC's revolving loan fund as an additional resource.

OTHER BUSINESS: None.

PTAC MEMBER COMMENTS: .

NEXT MEETING DATE: March 22, 2016.

ADJOURNMENT: The meeting adjourned at 11:47 am.

MEMORANDUM

TO: South Florida Regional Transportation Authority
FROM: FTI Consulting Government Affairs
RE: Governmental Affairs Report – February 2016
DATE: 09 March 2016

CONGRESSIONAL UPDATES:

In the month of February, the Senate was in session for 16 days, taking a weeklong recess from February 13 to February 21 – the week of the President’s Day holiday. The House of Representatives was in session for 13 days in February, recessing in the same week as the Senate. Because President Obama’s budget was released to Congress in February it marked the kick-off of the annual appropriations process. Capitol Hill is now focused on appropriations and budgetary matters for the upcoming fiscal year 2017.

President Obama’s FY 17 Budget Request and Hearings - On Tuesday, February 9, President Obama released the text of his budget request to Congress. Some of the allocations in the \$4 trillion request included \$1.1 billion to fight opioid addiction, \$1 billion to speed the development of cancer treatments in what President Obama called a “cancer moonshot,” and a ***\$10 per barrel oil tax to pay for emissions-reducing infrastructure***. Though some of these provisions were expected to be dead on arrival, others gained traction in a series of important appropriations and budget hearings that were held throughout the remainder of February. Influential Obama Administration and agency officials, including Treasury Secretary Jack Lew, IRS Commissioner John Koskinen, Defense Secretary Ashton Carter, Secretary of the Air Force Deborah Lee James, and many others, were questioned about the merits of President Obama’s budget in a series of hearings with relevant committees on Capitol Hill. In the backdrop of the President’s budget proposal, some Members of Congress called for assistance for Puerto Rico in the form of Chapter 9 bankruptcy relief and debt restructuring power, establishing an independent debt advisory and control board, and extending provisions like the Earned Income Tax Credit to Puerto Ricans in an effort to expand and incent the tax base to work and pay taxes.

Senate Energy Bill - S. 2012, a comprehensive energy bill submitted by Chairwoman Lisa Murkowski (R-AK) of the Senate Energy and Natural Resources Committee, was considered in the Senate for a significant portion of the month. The measure is intended to boost energy efficiency, speed construction of electric transmission lines and streamline permitting for natural gas exports, among other provisions. Following a failed motion for cloture on an amendment to the bill and the consideration of several additional amendments, the bill was ultimately tabled for the weeklong recess during the week of February 14. Among the more controversial measures, lawmakers discussed relief funding for Flint, MI. Democrats are demanding aid for Flint’s lead-polluted water supply. House Energy and Commerce Chairman Fred Upton (R-MI) said he’s trying to facilitate a deal on the energy bill, but Senate Republicans were unwilling to budge on the issue.

Tax Reform Task Force – Speaker of the House Paul Ryan opted to give each House Republicans an opportunity to weigh in on tax reform this week. The “tax reform task force” Ryan created—along with five other task forces—is part of an effort to enact Ryan’s “bottoms-up” approach to legislating. “While the task forces will focus on different issues, their mission is one and the same, which is to be bold, to do what is necessary to get America back on track,” Ryan told reporters. The other task forces will focus on GOP priorities, including healthcare reform, regulatory burdens, poverty and social mobility, national security, and reaffirming the Constitutional authority of the legislative branch.

Because their recommendations are expected to significantly influence the party's platform going into the November elections and help drive its legislative agenda during the next Administration, the importance of these task forces should not be underestimated. They represent an important opportunity for stakeholders to help shape important issues like tax reform. While the task forces present an attractive new forum to advance policy priorities, they also pose risks for those who do not engage in the process. The old Washington adage "if you're not at the table, you're on the menu" rings especially true in a short legislative year when members and congressional staff have already begun to work on initiatives to pursue in 2017.

European Union's State Aid investigations – Agency officials and Members of Congress are increasingly concerned that the European Commission is targeting U.S. Multinational Corporations in its State Aid investigations. To review this issue more closely, FTI Consulting and Jones Day, in conjunction with the Institute of International Economic Law at the Georgetown University Law Center hosted an event on Monday February 22, entitled "Taxation and European Union State Aid Law: The European Commission's Investigation Into Whether Certain Tax Rulings Constitute State Aid." This FTI Consulting sponsored event marks the first time the European Commission has addressed any U.S. audience concerning its controversial State Aid cases. In a multi-panel format, taxation experts from business, government and academia joined together to discuss the background, protocol and next steps of the EU State Aid cases. Prominent speakers included Karl Soukup, Director of the Directorate for General Competition of the European Commission; Robert Stack, Deputy Assistant Secretary of International Tax Affairs at Treasury; and FTI Consulting's own Tom Crawford (Senior Managing Director, Washington, D.C.) and Sir Philip Lowe (Senior Advisor, Brussels and London).

International Tax Reform – While lawmakers know enacting comprehensive tax reform will be nearly impossible in an election year, they are nonetheless interested in building ideological frameworks for future reforms. Two recent developments, however, could force action this year in the form of a formal proposal: (1) the significant number of U.S.-based companies that have relocated their corporate headquarters to foreign low-tax jurisdictions, and (2) the European Commission's global tax agenda, which some claim is unfairly targeting American multinational corporations (MNCs) through State Aid investigations.

Representative Charles Boustany (R-LA) announced his intention to introduce a bill that would lower corporate tax rate, introduce an innovation box, and move towards a territorial tax system. Two Democratic lawmakers, Representatives Sander Levin (MI) and Lloyd Doggett (TX), unveiled legislation that takes aim at corporate "inversions", in which American companies move their headquarters to overseas low-tax jurisdictions through the guise of a merger. Finance Chairman Hatch is also working on a corporate integration plan, while other tax lawmakers like Senators Schumer and Portman search for bipartisan agreement on an international tax proposal. Chairman Kevin Brady (R-TX) held an international tax reform hearing on February 24 and the Committee plans to hold several more hearings on this topic.

House FAA Reauthorization Bill - On Wednesday, February 10, the House held a hearing on the FAA reauthorization measure that stands to turn the U.S. air-traffic control system into a nonprofit corporation. The legislation was marked up in the Committee on Thursday, February 11, and passed later that day. The bill contains user fees on Part 135 charter operations based outside Alaska and Hawaii and would separate air traffic control functions from the FAA and place them into a federally chartered not-for-profit entity. Amid increasing concerns about user fees, the bill was delayed and did not reach the House floor. Current FAA authorization expires March 31, and the delay announced February 19 makes another short-term extension even more likely.

CLEAN-UP Act (S.2603) - On February 25, 2016, Senator Edward J. Markey (D-MA), Senator Richard Blumenthal (D-CT), Congressman Bobby Rush (D-IL) and Congressman Frank Pallone, Jr. (D-NJ) introduced the Compensating Losses to the Environment from Automobiles with Noxious Undisclosed Pollution (CLEAN-UP) Act. Under this bill, companies that violate the Clean Air Act will forfeit any CAFE credits that might have been earned as a result company's wrong-doing. The bill would also fine the manufacturer \$5 per credit that was falsely earning. Money from the penalty would be directed toward programs that restore and improve the air. Programs might include projects that invest in electric vehicle fueling stations, retrofitting school buses to reduce air emissions, purchasing zero-emitting cars for municipal fleets, or providing grants for projects to improve air quality in low-income communities.

For more information on these pieces of legislation, please contact FTI Consulting Government Affairs.

Transportation Related Bills

Bill Number	Title/Subject	Sponsor/ Cosponsors	Summary	Last Major Action
S.206	Local Transportation Infrastructure Act	Sen. Kelly Ayotte, 0	A bill to amend title 23, United States Code, to reauthorize the State infrastructure bank program.	01/21/2015: Read twice and referred to the Committee on Commerce, Science, and Transportation.
H.R. 198	MOVE Freight Act of 2015	Rep. Albio Sires, 4	To amend titles 23 and 49, United States Code, to establish national policies and programs to strengthen freight-related infrastructure, and for other purposes.	01/08/2015: Referred to the Subcommittee on Water Resources and Environment.
S. 304	Motor Vehicle Safety Whistleblower Act	Sen. John Thune, 7	Prescribes certain whistleblower incentives and protections for motor vehicle manufacturer, part supplier, or dealership employees or contractors who voluntarily provide the Secretary of Transportation information relating to any motor vehicle defect, noncompliance, or any violation of any notification or reporting requirement, which is likely to cause unreasonable risk of death or serious physical injury.	05/01/2015: Referred to the Subcommittee on Commerce, Manufacturing, and Trade.
S.373	Vessel Incidental Discharge Act	Sen. Marco Rubio, 26	A bill to provide for the establishment of nationally uniform and environmentally sound standards governing discharges incidental to the normal operation of a vessel	07/29/2015: Placed on Senate Legislative Calendar under General Orders. Calendar No. 171.
H.R. 819	To require the	Rep. Don	This bill requires the Administrator of	02/10/2015:

	Administrator of the Federal Aviation Administration to use the definitions in section 40125 of title 49, United States Code, in determining whether an unmanned aircraft conducting aeronautical research flights qualifies for public aircraft status under that section, and for other purposes.	Young, 0	the Federal Aviation Administration, for purposes of determining whether an unmanned aircraft (drone) used for aeronautical research qualifies as a public aircraft, to use definitions under federal aviation safety law for determining whether the aircraft is used for: a commercial purpose, and aeronautical research and platform-based research.	Referred to the Subcommittee on Aviation.
S.371	A bill to remove a limitation on a prohibition relating to permits for discharges incidental to normal operation of vessels.	Sen. Lisa Murkowski, 6	N/A	02/04/2015: Read twice and referred to the Committee on Environment and Public Works.
H.R. 625	Infrastructure 2.0 Act	Rep. John Delaney, 24	To eliminate the incentive for corporations to continue to hold accumulated earnings offshore, to invest in domestic infrastructure, to provide for international tax reform, and for other purposes.	02/02/2015: Referred to the Subcommittee on Water Resources and Environment.
S. 268	Rebuild America Act of 2015	Sen. Bernie Sanders, 1	A bill to improve the infrastructure of the United States, and for other purposes.	01/27/2015: Read twice and referred to the Committee on Banking, Housing, and Urban Affairs.

H.R.127	Transportation for Heroes Act of 2015	Rep. Al Green, 2	Transportation for Heroes Act of 2015 Revises urbanized area formula grant recipient requirements to require a recipient to certify that it will ensure a fare of no more than 50% of the peak hour fare will be charged to a U.S. veteran during non-peak hours for transportation using or involving a facility or equipment of a project financed by the grant.	01/07/2015: Referred to the Subcommittee on Highways and Transit.
H.R.354	To impose a civil penalty against a railroad carrier when a shift change of train employees causes a blockage of vehicular traffic at a grade crossing.	Rep. Sean Duffy, 2	This bill directs the Secretary of Transportation to assess a civil penalty of \$10,000 against a railroad carrier for each complete hour in which a shift change of rail carrier employees causes a blockage of vehicular traffic at a grade crossing.	01/15/2015: Referred to the Subcommittee on Railroads, Pipelines, and Hazardous Materials.
H.R.365	To direct the Secretary of Transportation to conduct a notice and comment rulemaking before implementing certain policies relating to obstruction evaluation aeronautical studies, and for other purposes.	Rep. Steve Cohen, 4	Authorizes the Secretary of Transportation (DOT) to implement the policy set forth in the notice of proposed policy entitled "Proposal To Consider the Impact of One Engine Inoperative Procedures in Obstruction Evaluation Aeronautical Studies" published by the Department of Transportation (DOT) on April 28, 2014, only if the policy is adopted pursuant to notice and comment rulemaking.	01/15/2015: Referred to the Subcommittee on Aviation.
H.R.413	Partnership to Build America Act of 2015	Rep. John Delaney, 41	Establishes the American Infrastructure Fund (AIF) as a wholly-owned government corporation to provide bond guarantees and make loans to state and local governments, non-profit infrastructure providers, private parties, and public-private partnerships for state or local government sponsored transportation,	01/21/2015: Referred to the Subcommittee on Railroads, Pipelines, and Hazardous Materials.

			energy, water, communications, or educational facility infrastructure projects (Qualified Infrastructure Projects [QIPs]). Authorizes AIF also to make equity investments in QIPs.	
H.R.749	Passenger Rail Reform and Investment Act of 2015	Rep. Bill Shuster, 12	Authorizes appropriations for FY2016-FY2019 to the Secretary of Transportation for the National Railroad Passenger Corporation (Amtrak)	03/09/2015: Received in the Senate and Read twice and referred to the Committee on Commerce, Science, and Transportation.
S.769	Track, Railroad, and Infrastructure Network Act	Sen. Roy Blunt, 3	N/A	03/18/2015: Read twice and referred to the Committee on Commerce, Science, and Transportation.
S.762	Innovation in Surface Transportation Act of 2015	Sen. Roger Wicker, 3	<p>Directs the Secretary of Transportation, in coordination with state transportation departments, to establish an innovation in surface transportation program.</p> <p>Requires states to make competitive grants for innovative surface transportation projects to eligible entities, including local governments, metropolitan planning organizations, regional transportation authorities, transit agencies, tribal governments, private providers of public transportation, nonprofit transportation organizations, port authorities, joint power authorities, freight rail providers, and local rail authorities.</p> <p>Requires each state (including the governor and state department of transportation) to establish an innovation in surface transportation selection panel to formulate criteria for selecting projects.</p> <p>Requires a state to reserve certain percentages of federal funds apportioned for the national highway performance, the highway safety</p>	03/17/2015: Read twice and referred to the Committee on Environment and Public Works.

			<p>improvement, the congestion mitigation and air quality improvement, surface transportation, and transportation alternatives programs in order to fund related projects under state innovative surface transportation grants. Authorizes states to reserve a certain percentage of such funds for a fiscal year to meet specific requests for project application support from eligible rural local governments.</p>	
S.766	Driver Privacy Act of 2015	Sen. John Hoeven, 3	<p>Declares that any data in an event data recorder required to be installed in a passenger motor vehicle (as provided for under Department of Transportation [DOT] regulations concerning the collection, storage, and retrievability of onboard motor vehicle crash event data) is the property of the owner or lessee of the vehicle in which the recorder is installed, regardless of when the vehicle was manufactured. Prohibits a person, other than the owner or lessee of the motor vehicle, from accessing data recorded or transmitted by such a recorder unless:</p> <ul style="list-style-type: none"> • a court or other judicial or administrative authority authorizes the retrieval of such data subject to admissibility of evidence standards; • an owner or lessee consents to such retrieval for any purpose, including vehicle diagnosis, service, or repair; • the data is retrieved pursuant to certain authorized investigations or inspections of the National Transportation Safety Board or DOT; • the data is retrieved to determine the appropriate emergency medical response to a motor vehicle crash; or • the data is retrieved for traffic 	<p>03/25/2015: Committee on Commerce, Science, and Transportation. Ordered to be reported without amendment favorably.</p>

			<p>safety research, and the owner's or lessee's personally identifiable information and the vehicle identification number are not disclosed.</p> <p>Directs the National Highway Traffic Safety Administration, after completing a study and submitting a report to Congress, to promulgate regulations concerning the amount of time event data recorders installed in passenger motor vehicles may capture and record vehicle-related data to provide accident investigators with pertinent crash-related information.</p>	
S.712	Passenger Fee Restructuring Exemptions Act of 2015	Rep. Mazie Hirono, 3	<p>Revises aviation security service fee requirements.</p> <p>Makes an exception to the \$5.60 per one-way trip fee for certain passengers for domestic flights that originate at a U.S. airport.</p> <p>Limits such fees to \$2.50 per enplanement, with the total not to exceed \$5.00 per one-way trip, for any passengers: (1) boarding to an eligible small community for which essential air service compensation is paid; or (2) on flights, including flight segments, between two or more points in Hawaii or two or more points in Alaska.</p>	03/11/2015: Read twice and referred to the Committee on Commerce, Science, and Transportation.
S.654	A bill to exempt certain class A CDL drivers from the requirement to obtain a hazardous material endorsement while operating a service vehicle with a fuel tank containing 3,785 liters (1,000 gallons) or less of diesel fuel.	Sen. Pat Roberts, 4	<p>Directs the Secretary of Transportation to exempt from the requirement to obtain a hazardous material endorsement all class A commercial driver's license holders who are custom harvesters, agricultural retailers, agricultural business employees, agricultural cooperative employees, or agricultural producers who operate a service vehicle with a fuel tank containing 3,785 liters (1,000) gallons or less of diesel fuel if the tank is clearly marked with a placard reading "Diesel Fuel."</p>	03/04/2015: Read twice and referred to the Committee on Commerce, Science, and Transportation.
S.650	Railroad Safety	Sen. Roy	Revises the railroad safety risk	03/25/2015:

	and Positive Train Control Extension Act	Blunt, 12	<p>reduction program.</p> <p>Extends from December 31, 2015, to December 31, 2020, the deadline for submission to the Secretary of Transportation by each Class I railroad carrier and each entity providing regularly scheduled intercity or commuter rail passenger transportation of a plan for implementing a positive train control (PTC) system on certain of its tracks. Authorizes the Secretary to extend the implementation deadline, upon application, in one-year increments, if specified circumstances exist. Directs the Secretary to revise federal regulations requiring a Class II or III railroad (including a tourist or excursion railroad) to equip its locomotives with an onboard PTC system to operate in PTC territory. Extends for five years the time for such railroad to meet the deadline for equipping its locomotives with a PTC system.</p>	Committee on Commerce, Science, and Transportation. Ordered to be reported with an amendment in the nature of a substitute favorably.
S.685	Autocycle Safety Act	Sen. David Vitter, 0	<p>This bill defines "autocycle" as a motor vehicle with three wheels, an enclosed occupant compartment, and a steering wheel, which meets applicable federal motor vehicle safety standards.</p> <p>Specified interim automotive and motorcycle safety standards apply to autocycles until at most three years after enactment of this Act, by which time the Secretary of Transportation shall issue appropriate final rules, interpretations, and test procedures. Automotive fuel standards also apply to autocycles.</p>	03/10/2015: Read twice and referred to the Committee on Commerce, Science, and Transportation.
S.637	Short Line Railroad Rehabilitation and Investment Act of 2015	Sen. Mike Crapo, 54	<p>Amends the Internal Revenue Code, with respect to the tax credit for railroad track maintenance, to: (1) expand the types of maintenance expenditures eligible for such credit, and (2) extend such credit through 2016.</p>	03/03/2015: Read twice and referred to the Committee on Finance.

S.546	RESPONSE Act of 2015	Sen. Heidi Heitkamp, 7	Amends the Homeland Security Act of 2002 to direct the Administrator of the Federal Emergency Management Agency to establish the Railroad Emergency Services Preparedness, Operational Needs, and Safety Evaluation Subcommittee of the National Advisory Council. Directs the Subcommittee to evaluate various topics and develop recommendations, as appropriate, for improving emergency responder training and resource allocation for hazardous materials incidents involving railroads. Terminates the Subcommittee not later than four years after this Act's enactment, subject to one year extensions.	07/21/2015: Placed on Senate Legislative Calendar under General Orders. Calendar No. 155.
H.R.1043	RESPONSE Act of 2015	Rep. Ron Kind, 6	Amends the Homeland Security Act of 2002 to direct the Administrator of the Federal Emergency Management Agency to establish the Railroad Emergency Services Preparedness, Operational Needs, and Safety Evaluation Subcommittee of the National Advisory Council. Directs the Subcommittee to evaluate various topics and develop recommendations, as appropriate, for improving emergency responder training and resource allocation for hazardous materials incidents involving railroads. Terminates the Subcommittee not later than four years after this Act's enactment, subject to one year extensions.	02/25/2015: Referred to the Subcommittee on Economic Development, Public Buildings and Emergency Management.
S. 808	Surface Transportation Board Reauthorization Act of 2015	Sen. John Thune, 1	Removes the Surface Transportation Board from the Department of Transportation (DOT) to establish it as an independent U.S. agency. Increases Board membership from three to five members. Prescribes requirements for discussions at Board meetings not open to the public. Reauthorizes appropriations for FY2016-FY2020 for the Board. Grants the DOT Inspector General authority to review only the financial	12/18/2015: Became Public Law 114-110

			management, property management, and business operations of the Board to determine its compliance with federal laws, rules, and regulations. Prescribes time limits for Board review of rail rate reasonableness cases. Repeals certain rail service contract limitations involving the transportation of agricultural commodities. Authorizes the Board to investigate rail carrier and pipeline carrier violations on its own initiative as well as on complaint (as under existing law). Prescribes requirements for investigations commenced on the Board's own initiative. Requires the Board to establish a voluntary binding arbitration process to resolve rail rate and practice disputes. Directs the Government Accountability Office to study rail rate contract proposals containing multiple origin-to-destination movement.	
H.R.844	To require a plan approved by the Surface Transportation Board for the long-term storage of rail cars on certain railroad tracks.	Rep. John Kline, 0	Requires a rail carrier to have a storage plan, meeting specified requirements and approved by the Surface Transportation Board, for any of its rail cars that it stores for three or more years, and continues to store, on tracks (except rail yard or storage yard tracks) that pass through a commercial- or residential-zoned area that were designed or previously used for through transportation of trains.	02/11/2015: Referred to the Subcommittee on Railroads, Pipelines, and Hazardous Materials.
S.1043	Invest in American Jobs Act of 2015	Rep. Jeff Merkley, 3	Revises Buy American requirements with respect to federal-aid highways, capital investment grants to support intercity passenger rail service (rail grants), and Amtrak, particularly the handling of waiver requests. Revises similar Buy American requirements with respect to public transportation, particularly rolling stock. Requires the cost of rolling stock components and subcomponents produced in the United States to increase from 60% in FY2015 by 10% annual increments	04/22/2015: Read twice and referred to the Committee on Commerce, Science, and Transportation.

			<p>up to 100% for FY2019 and ensuing fiscal years. Revises waiver requirements as well to mirror those for federal-aid highways.</p> <p>Applies the rail grant Buy American requirements under this Act to recipients of rail loans and loan guarantees with respect to railroad rehabilitation and improvement.</p> <p>Prescribes Buy American requirements for procurement of a facility or equipment under federal aviation programs similar to those for rolling stock. Requires the Secretary of Transportation to report annually to Congress on: (1) each project for which a waiver of Buy American requirements was issued; and (2) the country of origin and product specifications for steel, iron, or manufactured goods acquired pursuant to each waiver. Amends the Safe Drinking Water Act to prescribe Buy American requirements for steel, iron, and manufactured goods used in the construction of a public water system. Adds similar Buy American requirements to the Public Works and Economic Development Act of 1965, with respect to economic development programs, and to the Robert T. Stafford Disaster Relief and Emergency Assistance Act, with respect to the Federal Emergency Management Agency Hazard Mitigation Grant Program. Amends the Truman-Hobbs Act to prescribe Buy American requirements for steel, iron, and manufactured goods used in the alteration of a bridge over U.S. navigable waters.</p>	
S.1006	A bill to incentivize early adoption of positive train control, and for other purposes.	Sen. Dianne Feinstein, 7	N/A	04/16/2015: Read twice and referred to the Committee on Commerce, Science, and Transportation.
S.900	Used Car Safety	Sen.	Prohibits a dealer from selling or	04/13/2015: Read

	Recall Repair Act	Richard Blumenthal, 1	leasing a used passenger motor vehicle until a defect of the motor vehicle or motor vehicle equipment or noncompliance with a federal motor vehicle safety standard has been remedied.	twice and referred to the Committee on Commerce, Science, and Transportation.
H.R.1620	414 Plan Act of 2015	Rep. Randy Forbes, 0	Declares that federal laws and regulations (including prevailing rate of wage requirements under the Davis-Bacon Act) shall not apply to any federal-aid highway or highway safety construction project, except those relating to: (1) the safety or durability of a highway facility, or (2) public or workplace safety.	03/26/2015: Referred to the Subcommittee on Highways and Transit.
H.R.1405	RAILS Act	Rep. Daniel Lipinski, 8	This bill revises the railroad safety technology grants program. The program shall also provide for advanced communication methods for conveying hazard information between all parties in the transportation chain, spectrum acquisition, multifrequency broadband connectivity equipment, implementation and interoperability testing. The program is extended for FY2015-FY2020.	03/18/2015: Referred to the Subcommittee on Railroads, Pipelines, and Hazardous Materials.
S.532	Highway-Rail Grade Crossing Safety Act of 2015	Sen. Richard Blumenthal, 3	This bill authorizes appropriations for FY2016-FY2019 for the highway safety improvement program, with \$50 million set aside for each fiscal year for the Railway-Highway Crossings Program.	02/23/2015: Read twice and referred to the Committee on Commerce, Science, and Transportation.
H.R.705	Rail Crossings Safety Improvement Act	Rep. Sean Patrick Maloney, 1	This bill reauthorizes appropriations to the Secretary of Transportation for FY2016-FY2019, at levels reduced from those for FY2006-FY2009, for capital grants to states for rail line relocation and improvement projects.	02/05/2015: Referred to the Subcommittee on Railroads, Pipelines, and Hazardous Materials.

H.R.354	To impose a civil penalty against a railroad carrier when a shift change of train employees causes a blockage of vehicular traffic at a grade crossing.	Rep. Sean Duffy, 2	This bill directs the Secretary of Transportation to assess a civil penalty of \$10,000 against a railroad carrier for each complete hour in which a shift change of rail carrier employees causes a blockage of vehicular traffic at a grade crossing.	01/15/2015: Referred to the Subcommittee on Railroads, Pipelines, and Hazardous Materials.
S.1732	Comprehensive Transportation and Consumer Protection Act of 2015	Sen. John Thune, 2	To authorize elements of the Department of Transportation, and for other purposes.	07/15/2015: Committee on Commerce, Science, and Transportation. Ordered to be reported with an amendment in the nature of a substitute favorably.

Appropriations Tracker

HOUSE			SENATE			Conference	
Subcommittee	Committee	House Vote	Subcommittee	Committee	Senate Vote	House	Senate
FY 2016 Budget Requests							
Fiscal 2016, Full Year Omnibus H.R. 2029							
		H.R.2029 12/18/2015 Vote 316 - 113 Passed			H.R.2029 12/18/2015 Vote 65 - 33 Passed		
Budget Resolutions H.CON.RES.27, S.CON.RES.11							
N/A	H.CON.RES.27 03/19/2015 Vote 22 - 13	H.CON.RES.27 03/25/2015 Vote 228-199	N/A	S.CON.RES.11 03/19/2015 Vote 12 - 10	S.CON.RES.11 03/27/2015 Vote 52 - 46	S.CON.RES.11 04/30/2015 Vote 226 - 197	S.CON.RES.11 05/05/2015 Vote 51 - 48
Agriculture-FDA							
H.R.3049 06/18/2015 Voice Vote Approved	06/18/15 Voice Vote Reported Favorably		S.1800 07/14/2015 Voice Vote Approved, without	S.1800 07/16/2015 Vote 28 - 2 Reported Favorably			

			objection			
Commerce, Justice & Science						
H.R. 2578 05/14/2015 Voice Vote Approved	H.R. 2578 Reported Favorably	H.R.2578 06/03/2015 Vote 242 – 183 Passed	H.R._ 06/10/2015 Unanimous Consent Approved	H.R._ 6/11/2015 Voice Vote Reported Favorably		
Defense						
H.R. 2685 05/20/2015 Approved	H.R.2685 06/02/2015 Voice Vote Reported Favorably	H.R. 2685 06/11/2015 Bill Summary Approved	S. 1558 06/09/2015 Voice Vote Approved	S. 1558 6/11/2015 Vote 27-3 Reported Favorably		
Energy & Water H.R.2028						
H.R.2028 04/15/2015 Voice Vote Approved	H.R.2028 04/22/2015 Voice Vote Reported Favorably	H.R.2028 05/01/2015 Vote 240 – 177 Passed	S _ 05/19/2015 Voice Vote Approved	S _ 05/21/2015 Vote 26 – 4 Reported Favorably		
Financial Services						
H.R. 2995 06/11/2015 Voice Vote Approved	H.R. __ 06/17/2015 Vote 30 – 20 Reported Favorably		S.1910 07/22/2015 Unanimous Consent Approved	S.1910 07/23/2015 Vote 16 – 14 Reported Favorably		
Homeland Security S.1619, HR__						
H.R. 3128 07/09/2015 Voice Vote Approved	H.R._ 07/14/2015 Vote 32 – 17 Reported Favorably		S. 1619 06/16/2015 Unanimous Consent Approved	S. 1619 06/18/2015 Vote 26-4 Reported Favorably		
Interior & Environment						
H.R. 2822 06/10/2015 Voice Vote Approved	H.R. 2822 06/16/2015 Voice Vote Reported Favorably		S. 1645 06/16/2015 Unanimous Consent Approved	S. 1645 06/18/2015 Vote 16 – 14 Reported Favorably		
Labor, HHS & Education						
H.R._ 06/17/2015 Voice Vote Approved	H.R._ 06/24/2015 Voice Vote Reported Favorably		S. 1695 06/23/2015 Voice Vote Approved	S. 1695 06/25/2015 Vote 16-14 Reported Favorably		
Legislative Branch H.R. 2250,						
H.R. 2250 04/23/2015 Voice Vote Approved	H.R.2250 04/30/2015 Voice Vote Reported Favorably	H.R. 2250 05/19/2015 Vote 357 - 67 Passed		H.R.2250 06/11/2015 Vote 27 – 3 Reported Favorably		
Military Construction & Veterans Affairs H.R.2029						
H.R.2029	H.R.2029	H.R.2029	S_	S_	H.R.2029	

04/15/2015 Voice Vote Approved	04/22/2015 Voice Vote Reported Favorably	04/30/2015 Vote 255 – 163 Passed	05/19/2015 Voice Vote Approved	05/21/2015 Vote 21-9	11/09/2015 Vote 93 - 0 Passed	
State & Foreign Operations						
H.R.2772 06/03/2015 Voice Vote Approved	H.R._ 06/11/2015 Voice Vote Reported Favorably		S.1725 07/07/2015 Voice Vote Approved	S_ 07/09/2015 Vote 27 – 3 Reported Favorably		
Transportation-HUD, H.R.2577						
H.R. 2577 04/29/2015 Voice Vote Approved	H.R. 2577 05/13/2015 Vote 30-21 Reported Favorably	H.R. 2577 06/09/2015 Vote 216-210 Passed	S_ 06/23/2015 Voice Vote Approved	S_ 06/25/2015 Vote 20 – 10 Reported Favorably		

Activities on Behalf of SFRTA in February 2016

FAST Act Implementation – The Department of Transportation and the Federal Transit Administration are proceeding with implementation of new policies and announcements for regulations. In particular, new safety regulations are expected shortly as FTA focuses more effort and attention on safety compliance. These safety issues deal mainly with rapid transit rail and do not include commuter rail.

FY 2017 Appropriations – House and Senate Appropriations Subcommittees have begun hearings in February to review the Administration budget proposal and begin the process toward marking up legislative vehicles.

Member Communications –FTI is maintaining ongoing communications with Members regarding implementation of Passenger Rail provisions of FAST Act. Also, FTI began planning for the upcoming APTA Legislative Conference in Washington.

**Engineering & Construction
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Pompano Beach Station Improvements and SFRTA's Operations Center:

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.

The Design Build contractor obtained early work permits from the City of Pompano Beach, and site work began on May 18, 2015. Two time-lapse cameras have been installed. Temporary utilities and construction trailers have been installed. Auger cast pile, pile caps and foundation activities for the Ops building have been completed. The City of Pompano Beach issued a Building Permit on August 4, 2015. The contractor has completed the installation of the pre-cast wall panels for the Ops building. The interior columns and walls for the first level are completed as well. Formwork, reinforcement and the 2nd level slab was poured and completed on November 16, 2015. Formwork, reinforcement and the 3rd level slab were poured December 22, 2015. Roof slab was poured between January 26, 2016 and February 2, 2016. Plumbing, electrical and mechanical rough-in are in progress. Ground level rough in has been completed in the operations building.

Formwork and reinforcement for pile caps and grade beams for the parking garage were completed in early September 2015. Pre-cast panels for the parking garage are 100% completed, and the stair and elevator towers were completed by the end of January 2016. Plumbing, electrical and mechanical rough-in are in progress.

Design review comments were issued on June 8, 2015, and a comment review meeting took place on July 27, 2015. Revised drawings were finalized mid-September 2015, and plans have been re-issued to all sub-consultants and sub-contractors. A final comment review coordination meeting took place at the end of November 2015. LEED coordination meetings continue to take place for the master site application approach for the US Green Building Council. A revised LEED application fee was submitted on August 31, 2015. Additional review meetings for finishes and other departmental move coordination meetings are taking place weekly.

Interior frame work is under way on the first and second levels. Perimeter windows have been installed on all levels. Storefront windows will be completed by the end of March 2016.

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Shop drawings for Station construction continue to be submitted, and temporary access to the east platform during construction has been completed. A temporary platform and ramp were built on the south end of the east platform to provide direct access to passengers from the sidewalk. Partial platform shut-down for the north ends of both platforms took place on December 1, 2015. The north ends of the platforms have been demolished and formwork for platform canopy foundations, station elevators and station buildings have been completed. Installation of station pre-cast began in mid-January 2016. All architectural station pre-cast panels are installed, and stairs are being set. Steel platform canopy poles have been installed on both north ends of the platforms.

Pedestrian bridge has been assembled, primed and painted. Wire mesh sections have been installed. Bridge roof will be completed mid-March, 2016. Bridge will be set on towers by the end of March 2016.

Construction completion is expected by mid-August 2016.

Opa-Locka Station Parking Expansion:

Expand parking at Tri-Rail's Opa-Locka Station, inclusive of adding 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 and improve landscape and hardscape.

SFRTA executed a work order with Kimley-Horn and Associates, Inc. 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 issued a master building permit. The project is currently going through the SFRTA procurement process and it is expected to be advertised within the second quarter of 2016. Once bids are received and a Contractor is selected, the Contractor will have to pull the individual permits from each discipline from the City prior to beginning construction. The estimated timeframe to begin construction is by the summer of 2016.

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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 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).

Technical Advisory Group (TAG) meetings were held on January 27th. A Value Engineering workshop was led by the PMC team, and took place on July 15-17, 2015. A draft report was submitted by the PMC on July 31, 2015 and a revised report was shared with the FTA at the 10-14-15 Quarterly Progress Meeting.

The PMC continues to work with public and private utility companies regarding relocation of infrastructure, and updating the Operating Plan and the Maintenance and Operations cost estimate.

A procurement package was advertised to select a streetcar vehicle manufacturer, which was advertised on May 29, 2015. A pre-proposal meeting was held on June 11, 2015 at SFRTA's headquarters office. The question and answer period is currently on-going. Addendum's 1 through 15 has been issued. Addendum #15 suspends the vehicle procurement until further notice.

South Florida Rail Corridor Dispatch System:

Dispatch Project

- On February 2, Ansaldo provided the Voice Radio Reconfiguration Testing results.
- On February 5, Avtec updated the configuration on WPB and Hialeah Ops Center.
- On February 19 Ansaldo/CWA successfully replaced all the warranty batteries (bulging batteries) at Mockingbird-Clune-Whalen-79St-Parker-and Miami Canal.

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- On February 24 Ansaldo/CWA provided the Radio reconfiguration and battery replacements As-built diagrams for all the radio sites.

At this point, the project has met the Phase 2 final acceptance milestone. 89% of the project has been completed. The Punch list is the only item left.

VTMI

For the month of February VTMI monthly report see exhibit 1.

VTMI

February 2016

VTMI is a Transdev Company 

VTMI Monthly Report



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1. Material Control Information

N/A

Material Usage

Location	Reason	QTY		Item	Comments
Gardens Lead 6		25		Ties	
Gardens Lead 6		50		Plates	
Gardens Lead 6		150		Spikes	
Gardens Lead 6		50		Anchors	
SX 1005.5		33		Ties	
SX 1005.5		66		Plates	
SX 1005.5		400		Spikes	
SX 1005.5		132		Anchors	
SX 974.6		20		Ties	
SX 974.6		40		Plates	
SX 974.6		16		Spikes	
SX 974.6		40		Anchors	
SX 1005.4		17		Track Ties 136 lb.	
SX 1005.4		35		Concrete Ties	
SX 1005.4		110		Mainline Ties	
SX 1005.4		16		Ties Concrete	
SX 1005.4		660		Large Spikes	
Hialeah Yard		30		Plugs	
Hialeah Yard		30		Spikes	
Hialeah Yard TRK #16	Replace Ties	17		Ties	
Hialeah Yard TRK #16	Replace Ties	34		Plates	
Hialeah Yard TRK #16	Replace Ties	162		Spikes	
NW 22 nd Ave	Gate stuck	1		Mid-Section Gate	
NW 22 nd Ave	Gate stuck	1		King Pin	
NW 22 nd Ave	Gate stuck	3		Shear Pins	
CP Golden Glades	Dark Signal	1	25 watt	Light Bulb	
NW N River Dr.	Gate stuck down	3		Shear Pins	
Atlantic Blvd	Broken Gate	3		Gate Wires	
Atlantic Blvd	Broken Gate	3		Gate Lights	
Atlantic Blvd	Broken Gate	1		Mid & Butt Section	
Atlantic Blvd	Broken Gate	3		Shear Pins	
Atlantic Blvd	Broken Gate	1		King Pin	
SW 18 th St	Gates down	2		80012 GCP Card	
62 nd St	Gate stuck	3		Shear Pins	
Hillsboro Blvd	Broken Gate			Shear Pins	
SX 1005.5	Derailment	6	10ft	Concrete Ties	
Hammondville Rd	Broken Gate	1		Butt Section	
Hammondville Rd	Broken Gate	1		Mid-Section	
Hammondville Rd	Broken Gate	1		King Pin	

Material Usage

Location	Reason	QTY		Item	Comments
Hammondville Rd	Broken Gate			Shear bolts	
Hammondville Rd	Broken Gate	1		Light Kit	
Atlantic Blvd	Broken Gate	3		Shear Pins	
Atlantic Blvd	Broken Gate	3		Shear Pins	
NW 135 th St	Gate stuck down	1		Front Contact	
NW 135 th St	Gate stuck down	1		Back contact	
NW 54 th St	Gate stuck up	1		Hold clear armature	
Cypress Creek	Gates down	1		Butt Section	
Cypress Creek	Gates down	1		Mid-Section	
Cypress Creek	Gates down	1		Shear Bolts and Nuts	
Cypress Creek	Gates down	1		3/8 Bolts & Nuts	
Cypress Creek	Gates down	1		Light Staples	
Mc Nab Rd	Gates down	3		Surge protectors	
NW 58 th St	Xing Malfunction	2		Shear Pins	
West Camino Real	Gates down	1		Marine Battery	
Atlantic Blvd	Gate Broken	1		Butt Section	
Atlantic Blvd	Gate broken	1		Base Section	
Gardens Lead 7	Replace Ties	26		Ties	
Gardens Lead 7	Replace Ties	52		Plates	
Gardens Lead 7	Replace Ties	25		Plugs	
Gardens Lead 7	Replace Ties	200		Spikes	
SX 1005.4	Derailment	4		Concrete Ties	
SX 1005.4	Derailment	5		10ft Ties	
SX 1005.4	Derailment	70		Large	
SX 1005.4	Derailment	1		Concrete Tie	
SX 1005.4	Derailment	1		0 Tie Frow switch	
Hialeah Yard	Replaced Ties	8		Ties	
Hialeah Yard	Replaced Ties	28		Plates	
Hialeah Yard	Replaced Ties	30		Plugs	
Hialeah Yard	Replaced Ties	110		Spikes	
SX 1005.4	Derailment	1		72 Switch Package	
SX 1005.4	Derailment	1		73 Switch Package	
SX 1005.4	Derailment	1		74 Switch Package	
SX 1005.4	Derailment	50		Large Spikes	
SX 1005.4	Derailment	30		Concrete Tie Lags	
SX 1005.4	Boutet Welds	2		Welds	
Powerline Rd	Broken Gate	1		Butt Section	
Powerline Rd	Broken Gate	6		Shear Bolts & Nuts	
CP Parker	Alarm & TOL	1		NRS Rectifier	

Material Usage

Location	Reason	QTY	Item	Comments
Belvedere Rd	Gates down	1	120/240v HE Surge Protector	
Belvedere Rd	Gates down	1	30A Square D circuit breaker	
NW 22 nd Ave	Broken Gate	1	Mid-section Gate	
NW 22 nd Ave	Broken Gate	1	Butt section Gate	
NW 22 nd Ave	Broken Gate	1	Gate light assembly	
Commercial Blvd	Broken Gate	1	Mid-Section Gate	
Commercial Blvd	Broken Gate	1	Shear Pins	
McNabb Rd	Gate Malfunction	1	Contact Cleaner	
NW 36 th St	Broken Gate	1	Gate conversion section	
Hillsboro Blvd	Xing Malfunction	1	Butt Section	
Hillsboro Blvd	Xing Malfunction	1	Mid-Section	
Hillsboro Blvd	Xing Malfunction	1	Gate Light	
NW 27 th Ave	Broken Gate	1	Gate Light Assembly	
NW 27 th Ave	Broken Gate	1	King Pin	
NW 27 th Ave	Broken Gate	1	Breast Plate	
Le June Rd	Broken Gate	3	Shear Pins	
Le June Rd	Broken Gate	1	Gate Flasher	
7 th Ave North	Lights Flashing	1	K Relay	
Banyan Blvd	Broken Gate	4	Butt Mid Tip Section	
Banyan Blvd	Broken Gate	4	Boxes of Lights	
Pembroke Rd	Broken Gate	1	Mid-Section	
Pembroke Rd	Broken Gate	1	Tip Section	
Hallandale Beach Blvd	Gates down	2	HD Arrestors	
Taft St	Gates down	1	Sand Paper	
Taft St	Gates down	1	K1 Relay Spring	
Palm Beach Lakes Blvd	Broken Gate	2	Base section	
Palm Beach Lakes Blvd	Broken Gate	5	Shear bolts	
Palm Beach Lakes Blvd	Broken Gate	1	Mid-Section	
Palm Beach Lakes Blvd	Broken Gate	1	Set of gate LED lights	
Old Okeechobee Rd	70	2	Shear Bolts	
Old Okeechobee Rd	70	1	Mid-Section	
Hollywood Blvd	Broken Gate	1	Gate Light Assembly	
Hollywood Blvd	Broken Gate	1	Butt Section of Gate	
Hollywood Blvd	Broken Gate	1	Mid-Section of Gate	
Hollywood Blvd	Broken Gate	1	Tip Section of Gate	
Hialeah Yard	Grease Switches		Glydex	
SX 1005.4	Derailment	14	Switch Ties	
SX 1005.4	Derailment	15	Switch Ties	
SX 1005.4	Derailment	16	Switch Ties	

Material Usage

Location	Reason	QTY		Item	Comments
SX 1005.4	Derailment	17		Switch Ties	
SX 1005.4	Derailment	18		Switch Ties	
SX 1005.4	Derailment	3		Plates 136lb.	
SX 1005.4	Derailment	6		Large Spikes	
SX 1005.4	Derailment	1		Bag E-clips	
SX 1005.4	Derailment	1		#19 Switch	
SX 1005.4	Derailment	12		6x1 bolts	
SX 1005.4	Derailment	12		1" washers	
SX 1005.4	Derailment	3	sets	136 lb. joint bars	
SX 1005.4	Derailment	1		78' 136lb. Stock Rail	
SX 1005.4	Derailment	1		#3 Rod	
SX 1005.4	Derailment	1		#4 Rod	
Hialeah Yard	Replace switch ties	2		16ft Switch ties	
Hialeah Yard	Replace switch ties	3		16.6ft Switch ties	
Hialeah Yard	Replace switch ties	20		Plates	
Hialeah Yard	Replace switch ties	60		Spikes	
SX 1005.4	Derailment	4		6x1 bolts	
SX 1005.4	Derailment	4		1' washers	
SX 1005.4	Derailment	1	Set	136lb. Joint bar	
SX 1005.4	Derailment	1		#20 switch point 136lbs. 61ft'2inches	
Hialeah Yard	Replace Broken Rail	1		8ft 6 inch Tie	
Hialeah Yard	Replace Broken Rail	2		Plates	
Hialeah Yard	Replace Broken Rail	18		Plugs	
Hialeah Yard	Replace Broken Rail	18		Spikes	
Hialeah Yard	Replace Broken Rail	8		Bolts	
Hialeah Yard	Replace Broken Rail	8		Washers	
Hialeah Yard	Replace Broken Rail	4		Joint bars	
Hialeah Yard	Replace Broken Rail	1		Rail 90lb. 12ft 9inches	
Hialeah Yard	Replace switch ties	48		Plates	
Hialeah Yard	Replace switch ties	144		Spikes	
Hialeah Yard	Replace switch ties	96		Anchors	
SX 1005.4	Derailment	1		Bag of E Clips	
SX 1005.4	Derailment	6		6x1 bolts	
SX 1005.4	Derailment	6		1" Washer	
SX 1005.4	Derailment	1	Set	136 lb. Joint Bar	
Hialeah Yard	Replace Rail	14		Plates	
Hialeah Yard	Replace Rail	42		Plugs	
Hialeah Yard	Replace Rail	42		Spikes	

Material Usage

Location	Reason	QTY		Item	Comments
Hialeah Yard	Replace Rail	8		Bolts	
Hialeah Yard	Replace Rail	8		Washers	
Hialeah Yard	Replace Rail	4		Joint Bars	
Hialeah Yard	Replace Ties	8		Plates	
Hialeah Yard	Replace Ties	24		Spikes	
79 th St	Xing Malfunction	1		Bond Wire	
79 th St	Xing Malfunction	1		Gun Powder	
71 st St	Xing Malfunction	1		Butt Section	
71 st St	Xing Malfunction	1		Mid-Section	
71 st St	Xing Malfunction	2		Shear Pin	
71 st St	Xing Malfunction	1		Gate Flasher Tip	
62 nd St	Xing Malfunction	2		Shear Pins	
62 nd St	Xing Malfunction	1		Gate Flasher	
54 th St	Xing Malfunction	1		Test Nut	
CP Hardy	Xover not indicating reverse	1		Lube Oil	
NW North River Dr.	Gate Broken	1		Butt Section	
NW 62 nd St	Gate Broken	3		Shear Bolts	
NW 62 nd St	Gate Broken	1		Gate Light	
NW 62 nd St	Broken Gate	3		Shear Pins	
Johnson St	Gate Malfunction	3		Shear Pins	
NW 22 nd Ave	Broken gate	1		Gate Mid-Section	
New River Bridge	Bridge will not go up	1		Bond Strand	
New River Bridge	Bridge will not go up	1		Rail Plug	
New River Bridge	Bridge will not go up	1		Silicon	
Hillsboro Blvd	Broken Gate	3		Shear Pins	
Hallandale Blvd	Gate down	1		Hornet & Bee Killer Spray	
NW N River Dr.	Gate Broken	1		Butt Section Gate	
NW N River Dr.	Gate Broken	1		Mid-Section Gate	
NW N River Dr.	Gate Broken	1		Gate Flasher	
NW N River Dr.	Gate Broken	3		Shear Pins	
Oakland Park	Gate down	1		Dog Paw	
NW South River Dr.	Broken Gate	2		Shear Bolts	
Commercial Blvd	Broken Gate	1		King Pin	
Commercial Blvd	Broken Gate	1		Butt Section	
Commercial Blvd	Broken Gate	1		Mid-Section	
Commercial Blvd	Broken Gate	1		Gate Light Set	
Commercial Blvd	Broken Gate	3		Shear Bolts	
Belvedere Rd.	Broken Gate	1		Butt Section	

4. Rail, Ballast, Tie & Switch Ties

QTY		Item	Location
25		Yard Ties	Gardens Lead 5
25		ML Ties	SX 1005.5
25		Yard Ties	Gardens Lead 6
33		ML Ties	SX 1005.5
16		ML Ties	SX 1005.4
20		ML Ties	SX 1005.4
35		ML Ties	SX 1005.5
17		ML Ties	SX 1005.5
110		ML Ties	SX 1005.5
3	9ft	Switch Ties	Hialeah Yard TRK # 16
2	10ft	Switch Ties	Hialeah Yard TRK # 16
2	11ft	Switch Ties	Hialeah Yard TRK # 16
1	12ft	Switch Ties	Hialeah Yard TRK # 16
6		ML Ties	SX 1005.5
17		Yard Ties	Hialeah Yard TRK # 16
26		Yard Ties	Gardens Lead 7
4		ML Ties Concrete	SX 1005.4
5	10ft	ML Ties	SX 1005.4
1		ML Tie Concrete	SX 1005.4
1		0 tie frow switch	SX 1005.4
2	136lb.	New Molding Kit	SX 1005.4
5		Ties	Hialeah Yard
20		Plates	Hialeah Yard
60		Spikes	Hialeah Yard
22		Ties	Gardens Lead 7
44		Plates	Gardens Lead 7
132		Spikes	Gardens Lead 7
4	9ft	Switch ties	SX 1036.4
6	10ft	Switch ties	SX 1036.4
2	16ft	Switch ties	Hialeah Yard
3	16.6ft	Switch ties	Hialeah Yard
1		#19 Concrete Switch tie	SX 1005.4
2	10ft	Switch ties	SX 1036.4
4	11ft	Switch ties	SX 1036.4
5	12ft	Switch ties	SX 1036.4
100	Tons	Ballast	SX 1005.4
1	8.6 ft	Yard Tie	Hialeah Yard

5. Engineering/Maintenance Work: Plan/Performance

Work performed:

Signal	Track	Facility
FRA testing, Maintenance.	<p>02/01/2016 -Fixed broken switch point at GL-3</p> <p>02/02/2016 -Grounded (4) Frogs at SX 982.8 -Cut bolts and piled components out at SX 1005.5 -Gauged 5 Rail links</p> <p>02/03/2016 -Put South Xover in service at SX 1005.5 -(4) Field welds at SX 1005.4 TRK #2</p> <p>02/04/2016 -(2) Field Welds SX 974.6 Trk #2</p> <p>02/05/2016 -Welders Installed Point Protectors South End of the Yard -Backhoe Dug Up Water Line In Hialeah Yard</p> <p>02/06/2016 -Surfaced (2) 20Ft Turnouts -Tamped 1600 Ft of Track Cypress TRK#2</p> <p>02/07/2016 -Greased (8) switches North end of Hialeah Yard -Gauged Switch at the North end of Hialeah Yard on TRK#1</p> <p>02/08/2016 Building Panel at 36th St</p> <p>02/10/2016 -(2) Welds Stock rail & Point SX 1005.5 -Scattered Ballast SX 1005.5-- 1600 FT.</p> <p>02/11/2016 -Changed Out Wing Rail SX 965.9 -Welded (1) Frog & (2) Guard Rails SX 965.5</p> <p>02/12/2016 -Put chairs under Guard Rail SX 1005.5 -Welded Frog on TRK #1 at Cypress -2 Welds at Express on SX 1005.4</p> <p>02/13/2016 -2 welds at SX 1005.4 -Pre-plated ties for Road Xing project</p> <p>02/15/2016 -5 switch ties installed in Hialeah Yard at Switch #7</p> <p>02/16/2016 -(2) welds completed at SX 1005.5 -</p> <p>02/17/2016 -Welders Grounded a Frog Thompkins TRK#2 -Welded a Frog Point South End Of Hallandale TRK#2 -Lubed & Adjusted (37) Switches Hialeah Yard</p>	<p>02/02/2016 -Fence repair complete at State Rd 9 & NW 22nd Ave/ Opalocka -Replaced lighting contactor at Admin building at Hialeah Yard -Worked on reprogramming keyboard on 95th St Entrance gate -Built wooden shipping crate for shipment of damaged track pieces</p> <p>02/03/2016 -Serviced all door closers, locks and handles throughout Admin Bldg. at Hialeah Yard -Poured white rocks in planter around Admin Building Hialeah Yard</p> <p>02/04/2016 -Paint and stock materials for track department in storage containers at Hialeah Yard -Debris from tree fangs and trash removal at Metrorail station in Hialeah -Dead animal carcass removed from track at Metro Rail station in Hialeah -Daily Janitorial duties</p> <p>02/05/2016 -Backfill dirt and rocks outside Amtrak Employee Parking lot caused by water main break incident -Repair water main pipe at Amtrak employee parking lot in Hialeah Yard -Daily janitorial duties</p> <p>02/08/2016 -Prepared area for asphalt repair caused by water main break outside Amtrak Employee parking lot. -Installed new AC unit for track dept. storage container - Daily janitorial duties</p> <p>02/09/2016 -Change AC thermostat downstairs hallway in Admin Bldg Hialeah Yard -Pick up building materials for office expansions on Ft Lauderdale Broward Blvd station - Daily janitorial duties</p> <p>02/10/2016 -Construction on office expansions at Broward Blvd. -Graffiti removal at 10th Ave overpass in Lake Worth - Daily janitorial duties</p>

	<p>2/18/2016 -Stock rail & Plug 94ft. 8" SX1005.5 -(1) #3 Rod, (1)#4 Rod SX1005.</p> <p>2/19/2016 -Installed 6ft 2 inch switch point at SX 1005.5 - Welded 4 frogs at CP Parker - Welded on loader bucket & teeth on(1) backhoe</p> <p>2/21/2016 - Fixed broken Rail on TRK #15 - Installed tie under joints - Lubed switches at North end of Yard - Installed Road Xing Panel at 36th St</p> <p>2/22/2016 -Installed Clips & Rod - Grounded 10 Frogs- Mangonia SX 966.1 , North End Mission Spur SX 965.6, South End Mission Spur SX 965.9, Tampco SX 965.5, Seaboard (2) SX 972.8, Clune SX 988.5, Coconut SX 982.8, Orange Blossom SX 977.3, Brick House SX 976.0</p> <p>02/23/2016 - Cut and prepped stock rail & point at SX 1005.5 - Welded backhoe bucket & loader bucket - Fixed broken Rail at 95th St Lead & adjusted Guard Rail</p> <p>02/24/2016 -Put outrigger pads on backhoe -Cleaned and Inventory Trucks -Grinded Frogs SX 989.2 SX 999.1 SX 1008.4 - Cut Bolts on Joint at SX 1004.7</p> <p>02/25/2016 - Hand Tamp & Clean Rail SX 1005.5 -Welded Frog Thompkins -(2) Welds SX 973.8 TRK#2 -Welded Rail end TRK#2 CP Hardy</p> <p>02/26/2016 -Tamped Ties Reseeded Stock Rail at SX 1005.5 -Welders Installed 77ft 136lb Stock Rail & Cut Rail at SX 1005.5</p> <p>02/27/2016 -Surfaced Downtown Lead</p> <p>2/28/2016 -(4) Welds at 36th ST Project</p> <p>2/29/2016 -Welded Switch Point Replaced & Cut (2) Bolts at GL-7 -Adjusted Switch at SX 1005.5</p>	<p>02/11/2016 - Construction on office expansions at Broward Blvd. train station - Daily janitorial duties</p> <p>02/12/2016 - Construction on office expansions at Broward Blvd. train station - Daily janitorial duties</p> <p>02/13/2016 -Replace ballast and light bulbs on Wall packs fixtures around admin building (west side) in Hialeah Yard. -Graffiti cleanup on New River Bridge in Ft Lauderdale</p> <p>02/16/2016 -Graffiti clean up at Clintmoore Rd overpass in Boca Raton. -Clean debris and trash at signal dept. Material shed in Hialeah Yard. - Daily janitorial duties</p> <p>2/17/2016 -Check and repair AC unit on ground floor at Admin Building -Serviced 95th St entrance gate in Hialeah Yard -Quarterly A/C maintenance service throughout Admin building in Hialeah Yard. -Delivered box of cleaning supplies for bridge tenders at New River Bridge in Ft Lauderdale - Daily janitorial duties</p> <p>02/18/2016 -Paint metal hand rails around Admin bldg. in Hialeah Yard -Clean vents in doors throughout admin bldg. in Hialeah Yard -Daily janitorial duties</p> <p>02/19/2016 - Construction on office expansions at Broward Blvd. train station - Daily janitorial duties</p> <p>02/20/2016 -Patch sinkholes at Hialeah Yard. Worked with material manager in Hialeah Yard (Clean up compound and stocking materials)</p> <p>02/22/2016 -Cleaned up debris and trash from loading platform at Broward Blvd in Ft Lauderdale - Daily janitorial duties</p> <p>02/24/2016 -Cut and removed metal conduits from Tracks at Cypress Creek station platform -Meet with fence contractors at Cypress Creek station to discuss fixing damage 5ft high divider fence -Swept and cleared rocks from roadway and parking lots in Hialeah Yard - Daily janitorial duties</p>
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		<p>02/25/2016</p> <ul style="list-style-type: none">-Cut grass at NW 36th Ave RPZ Lot in Hialeah-Changed lightbulbs throughout Admin building Hialeah-Patch potholes along roadway Hialeah Yard- Daily janitorial duties. <p>02/26/2016</p> <ul style="list-style-type: none">-Clean and repair notice board with glass windows in service elevator lobby downstairs admin bldg..-Received deliveries of track department materials in Hialeah Yard- Daily janitorial duties <p>02/29/2016</p> <ul style="list-style-type: none">-Patch and paint walls along hallways upstairs Admin bldg. Hialeah Yard-Clean up debris and trash by facility yard Main entrance in Hialeah Yard- Daily janitorial duties
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Plan for Next Month:

Signal	Track	Facility
<p>-Respond to trouble calls and perform inspections.</p> <p>-Complete Rehab at Taft St.</p>		<p>-Office conversions in conference room upstairs Admin Building Hialeah Yard/ Converting to (2) office spaces</p> <p>-Install new A/C unit inside signal material storage shed (Signal Maintenance building</p> <p>-Install AED machine at SFRTA locker room upstairs Admin Building</p> <p>-Deep cleaning and waxing of floors throughout Admin Building</p> <p>-Graffiti cleanup along corridor</p> <p>-Installation of chain link fence and gates at Miami Gardens dr overpass</p> <p>-Get fire extinguisher replaced and re tagged</p> <p>-Clean and clear all storm drains and gutters through facility Yard</p> <p>-Shelving for 20ft container at Parker location</p> <p>-Shelving and storage repairs at Clune location for Signal Dept.</p>

9. Fencing Repairs

Date	Milepost	Location	Type	Measurements
**	**	**	**	**
**	**	**	**	**
**	**	**	**	**
**	**	**	**	**
**	**	**	**	**
**	**	**	**	**
**	**	**	**	**
**	**	**	**	**
**	**	**	**	**

New Fencing

Date	Milepost	Location	Type	Measurements
02/03/2016		Sate Rd 9 & NW 22 nd Ave	Chain link	6ft high (9gage) x 31 linear ft.
02/11-13/2016		Track Materials Storage Lot Hialeah Yard	Chain link	6ft high (9gage) x 109 linear ft. 20ft

Inter-Track Fencing

Date	Station	Inspector	Status
**	**	**	**
**	**	**	**
**	**	**	**
**	**	**	**
**	**	**	**
**	**	**	**
**	**	**	**
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**	**	**	**
**	**	**	**
**	**	**	**
**	**	**	**

13. Efficiency Testing

Manager	Total Tests	Cardinal Rule Tests	Safety	Instructed (Verbal Warning /Written Reprimand / Formal Charges)	Out Of Hrs Between 17:00- 05:00am
Track	21	6		0	8
Signal & Comms.	30	20		0	0

14. Employee Injury Statistics

Department Track	Date	Location	Description	Recommendation/Action
Track	**	**	**	**
Signal & Communications	**	**	**	**
Department	Date	Location	Description	Recommendation/Action
Track	**	**	**	**
Department	Date	Location	Description	Recommendation/Action
Track	**	**	**	**
Signal & Comms	**	**	**	**
Facilities/ HQ	**	**	**	**

AGENDA REPORT
 SOUTH FLORIDA REGIONAL TRANSPORTATION AUTHORITY
 GOVERNING BOARD MEETING
 March 25, 2016

FEBRUARY RIDERSHIP

Total monthly ridership for February has increased 3.5% when compared to February of last year. Weekday ridership has increased by 3.6%, while the average weekday ridership in February 2015 was 14,666 per day versus 14,464 per day for 2016. Total weekend ridership for the fiscal year has decreased by 20.6% when compared to last year. Total fiscal year ridership is down by 2.2% 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.

<u>Riders</u>	Actual February 2016	Actual February 2015	February '16 vs. '15 %	FY '16 Rider ship To Date	FY '15 Rider ship To Date	FYTD '16 vs '15 %
M-F	303,742	293,317	3.6%	2,353,595	2,416,245	-2.6%
Saturday	28,177	27,106	4.0%	232,531	233,658	-0.5%
Sunday	24,257	23,593	2.8%	198,476	192,976	2.9%
Holidays	0	0	0.0%	20,942	26,359	-20.6%
	356,176	344,016	3.5%	2,805,544	2,869,238	-2.2%

Note: Ridership figures are based on daily reports from Transdev

Chart 1 - SFRTA Riders and Revenue Trends

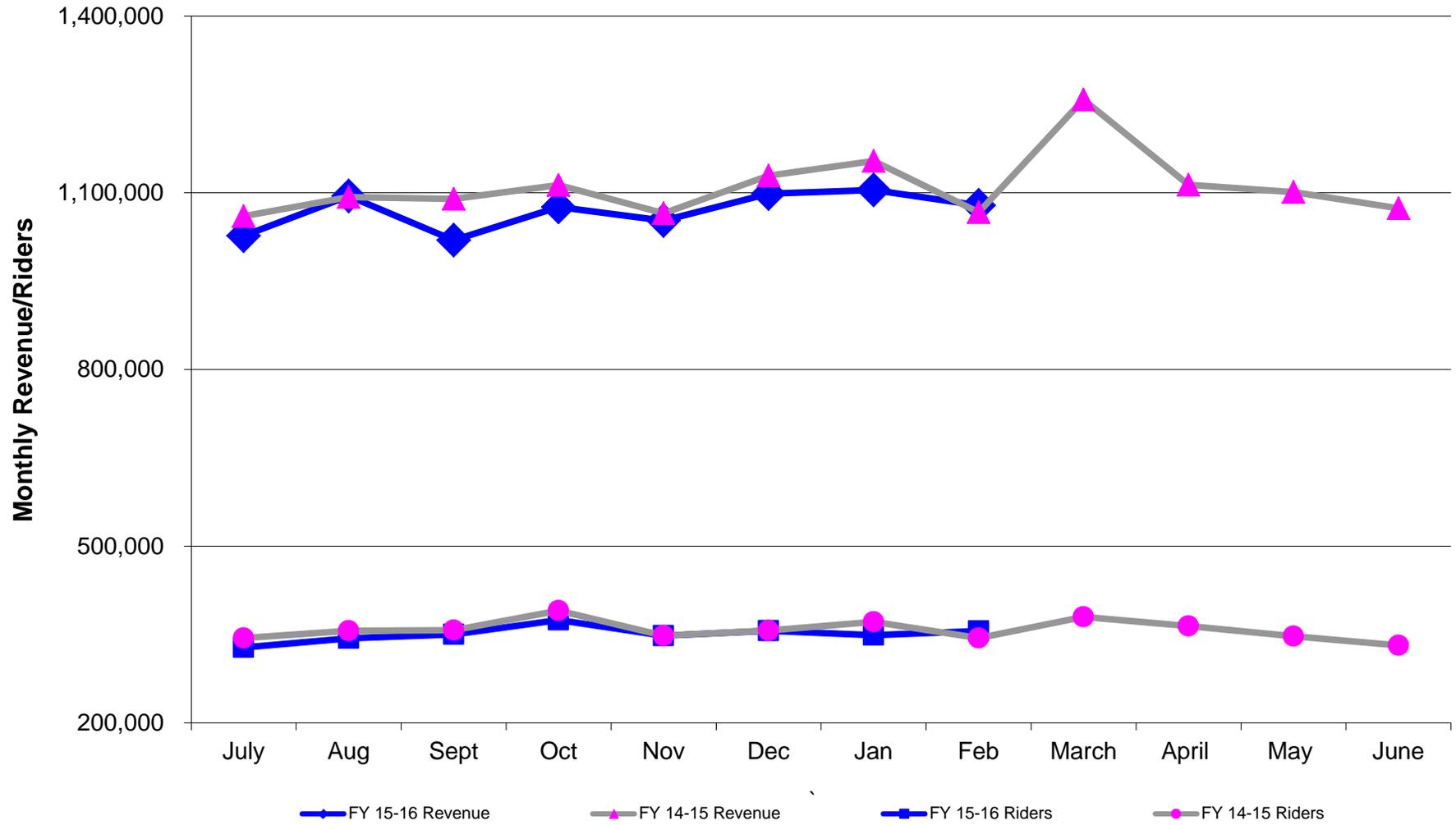


Chart 2 - SFRTA Riders

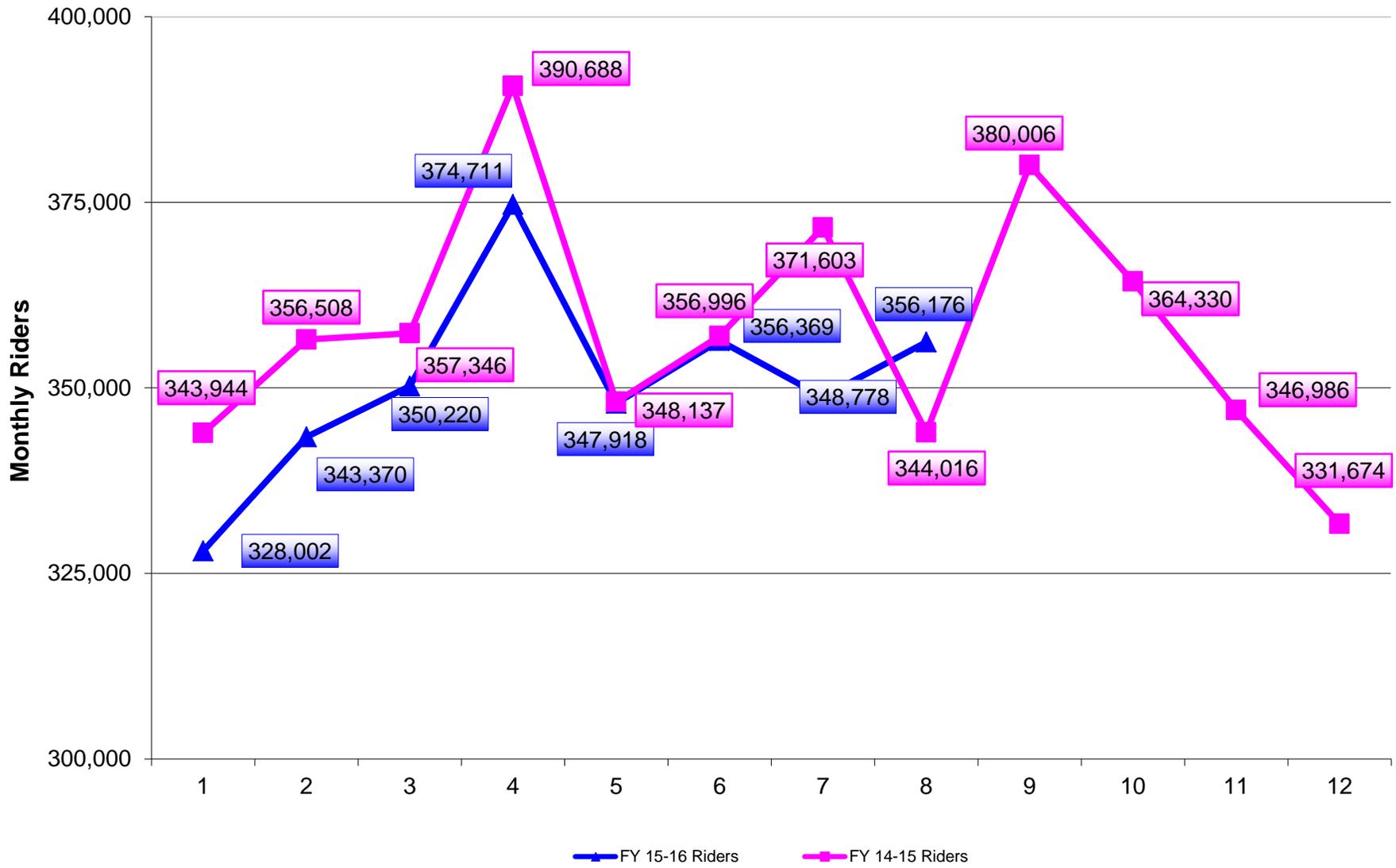
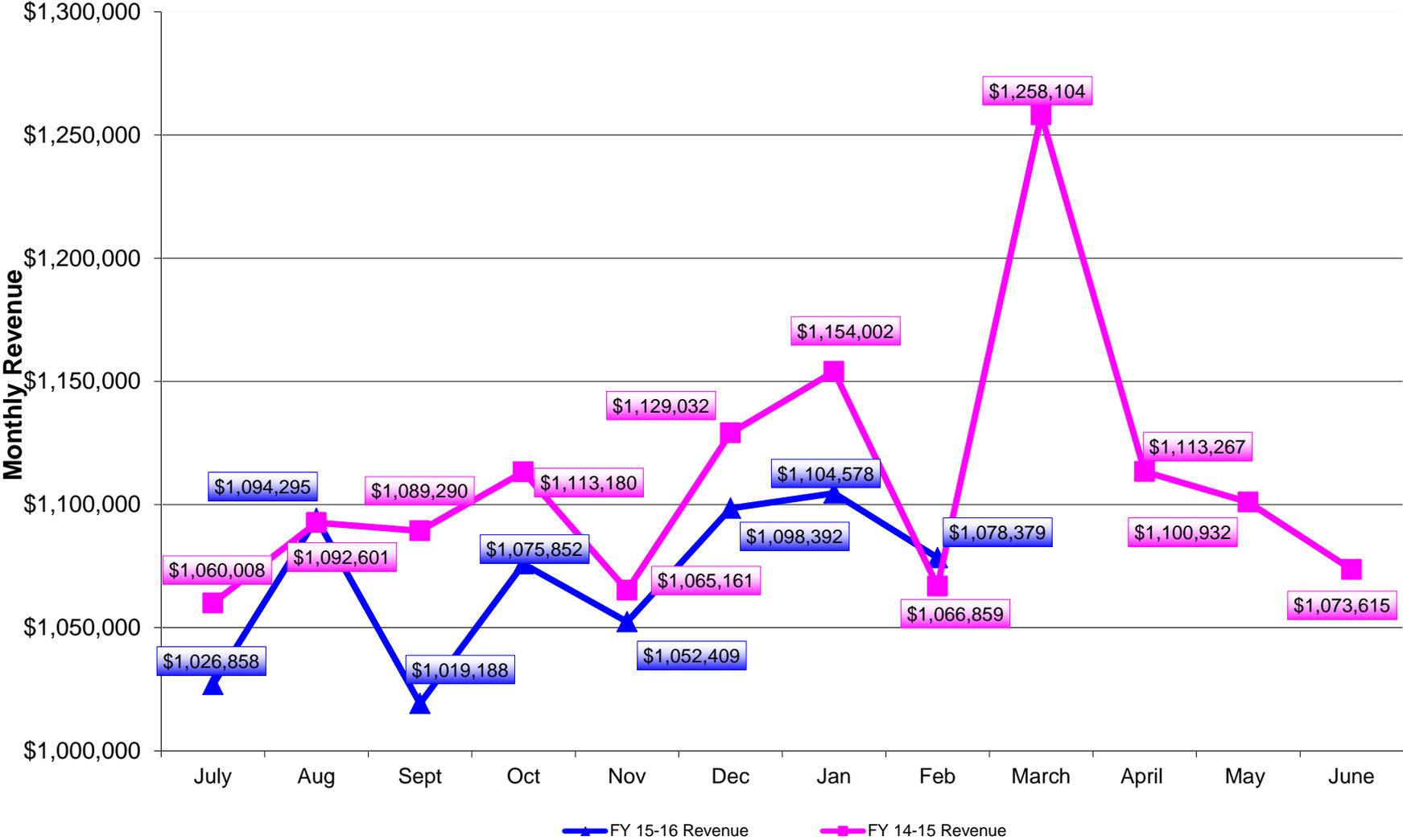


Chart 3 - SFRTA Revenue

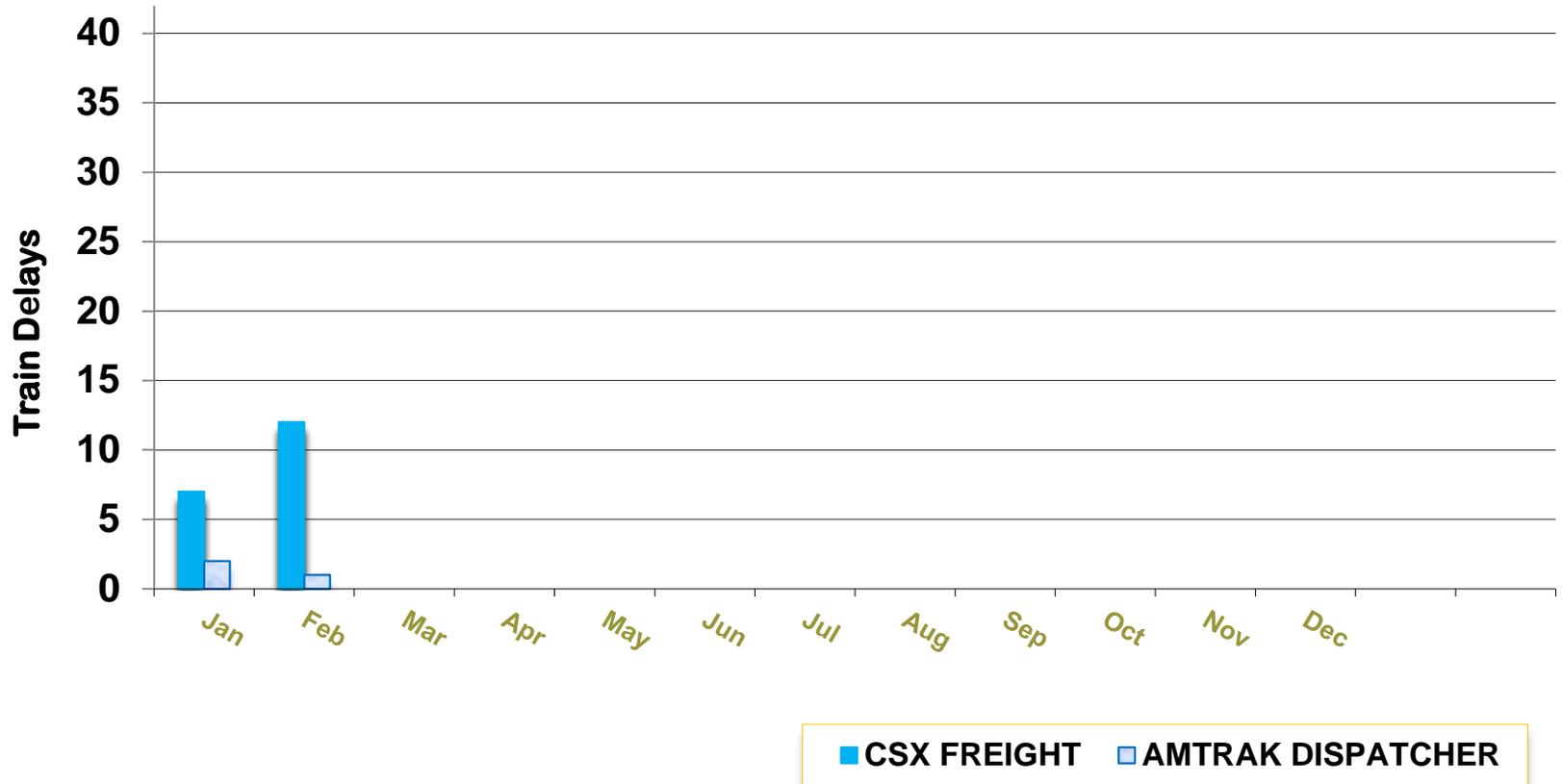



FEBRUARY 2016 ON TIME PERFORMANCE - CAUSAL ANALYSIS SUMMARY

OTP End To End			79.2%
OTP Station To Station			78.5%
	NUMBER OF INCIDENTS	NUMBER OF LATE TRAINS	PERCENT OF TOTAL TRAINS
DELAY CAUSES			
PD/FD Activity	2	6	0.5%
CSX FREIGHT	7	12	0.9%
CSX LOCAL SWITCHER	0	0	0.0%
VTMI MOW	9	19	1.5%
VTMI COMMUNICATIONS	0	0	0.0%
VTMI OUTSIDE COMMUNICATIONS	0	0	0.0%
VTMI SIGNALS-COMP.	9	35	2.7%
AMTRAK POM DISPATCHER	1	1	0.1%
BOMBARDIER MECHANICAL	7	12	0.9%
TRANSDEV	3	10	0.8%
AMTRAK	3	3	0.2%
FEC DELAY IRIS	0	0	0.0%
FEC DELAY TRAIN	8	10	0.8%
WEATHER	1	22	1.7%
ROW FOUL	2	2	0.2%
SFRTA TRANSPORTATION	13	19	1.5%
SFRTA RULE COMPLIANCE	0	0	0.0%
OTHER	9	28	2.2%
SFRTA SCHEDULE CONFLICT	7	9	0.7%
3RD PARTY GATE MALFUNCTION	12	38	2.9%
3RD PARTY GATE FATALITIES/VEHICLES	2	9	0.7%
ROTEM MECHANICAL	3	9	0.7%
BROOKVILLE MECHANICAL	5	7	0.5%
VANDALISM	0	0	0.0%
ADA	6	6	0.5%
EFFICIENCY TESTING	0	0	0.0%
DISPATCH SYSTEM	0	0	0.0%
TOTAL	109	257	19.9%
TRAINS LATE		257	19.9%
TERMINATED		8	0.6%
TERMINATED/RECOVERED		0	0.0%
ANNULLED		3	0.2%
TRAINS ON TIME		1022	79.2%
TOTAL		1290	100.0%

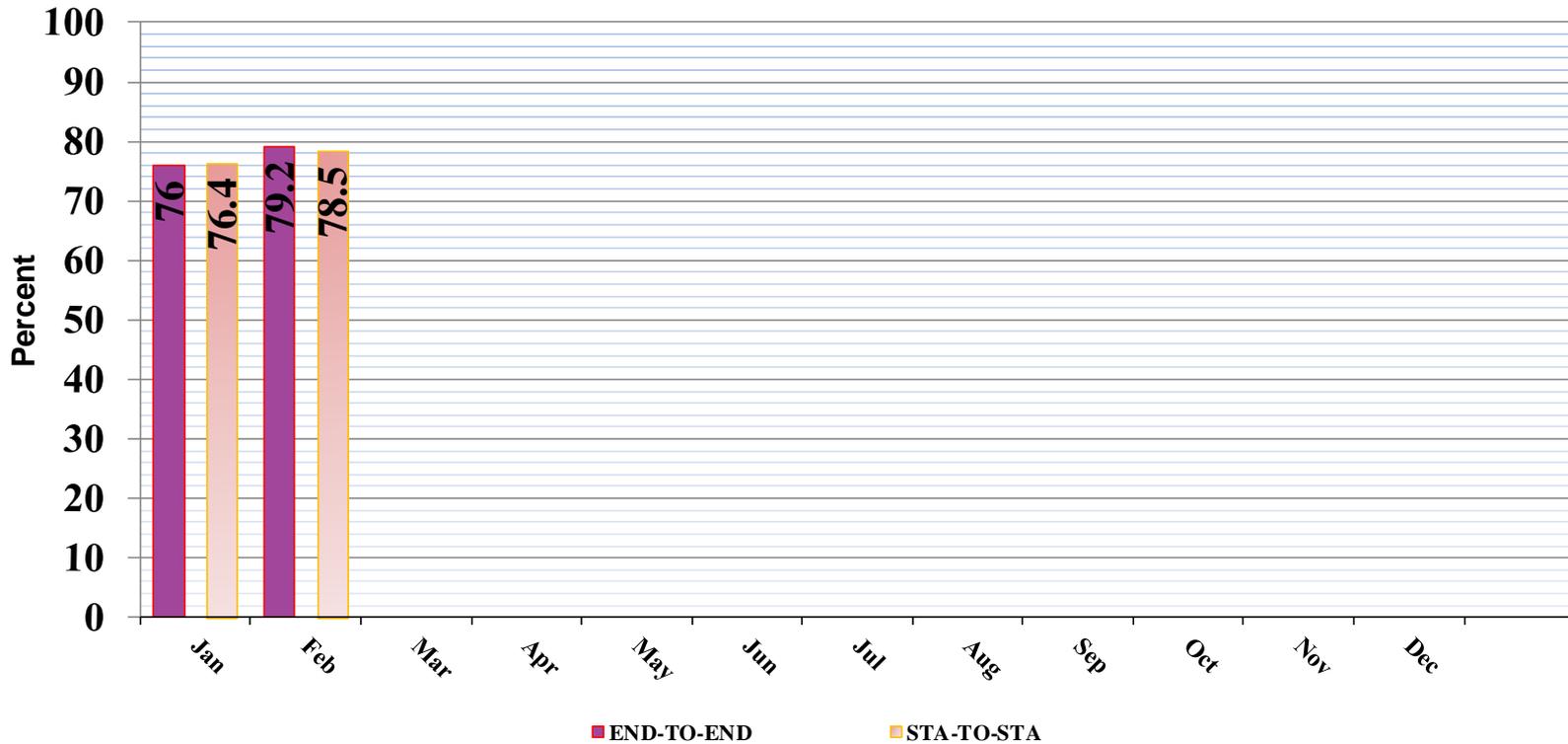


CSX Freight & Amtrak Dispatcher Delays 2016



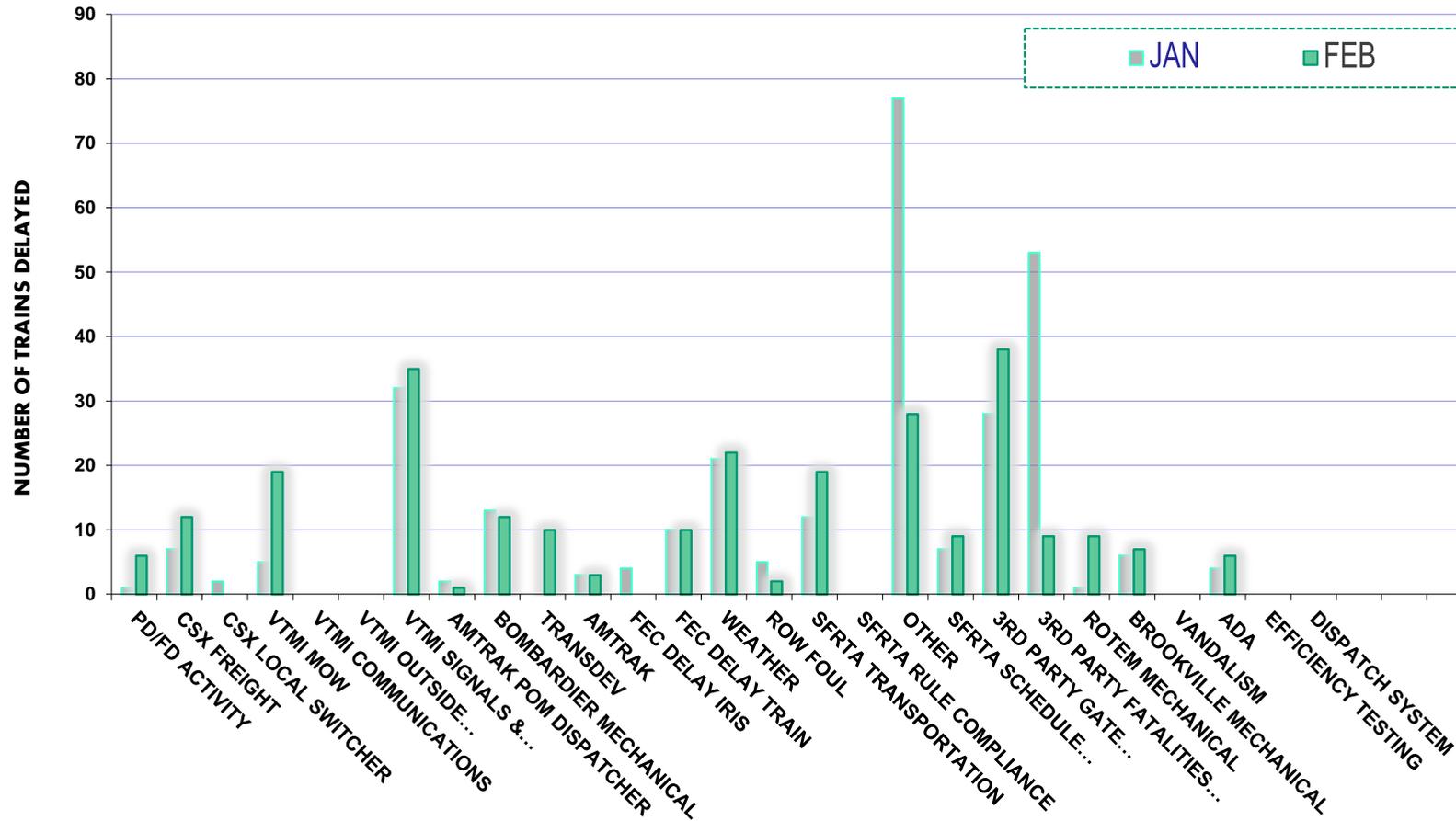


On-Time Performance Calendar Year 2016



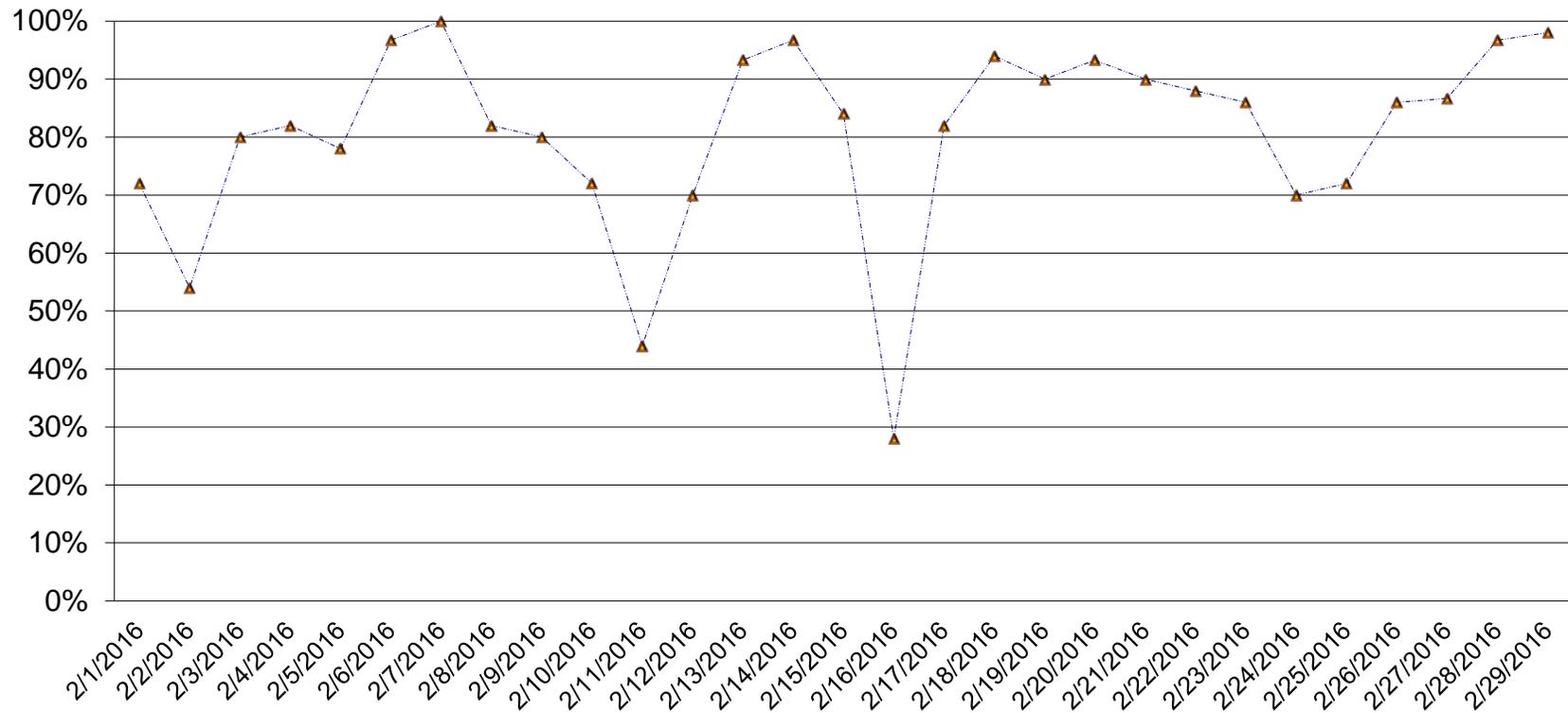


TRAIN DELAYS- 2016

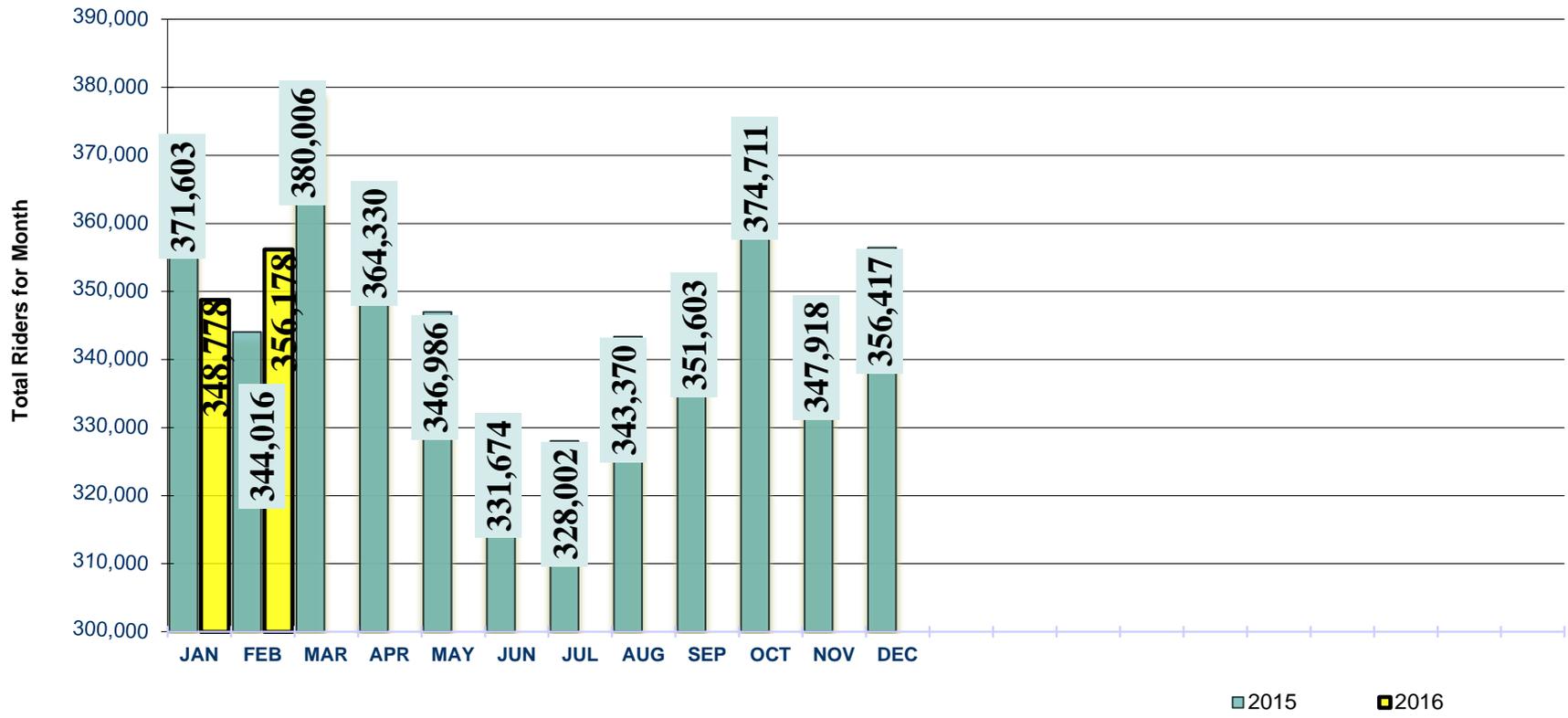




ON TIME PERFORMANCE END TO END FEBRUARY - 2016



SFRTA Tri-Rail Monthly Ridership 2016



AGENDA ITEM D

**SOUTH FLORIDA REGIONAL TRANSPORTATION AUTHORITY
CORPORATE AND COMMUNITY OUTREACH OFFICE
MONTHLY SUMMARY FOR FEBRUARY 2016
GOVERNING BOARD MEETING**

EMPLOYER DISCOUNT PROGRAM

The Employer Discount Program (EDP) added 17 new employers and 174 new employees during the month of February.

The total number of EDP tickets recorded as sold was 2,204 and the total revenue generated was reported as \$128,822.95 in February.

NEW EDP COMPANIES

Employer	Enrollment Date	City
42 North Aviation	02/29/2016	West Palm Beach
Appelrouth, Farah & Co., P.A.	02/29/2016	Coral Gables
Biscayne Engineering Company, Inc.	02/02/2016	Miami
College Hunks Hauling and Moving	02/02/2016	Hollywood
Concepts In Eldercare	02/24/2016	Boca Raton
Cozen O'Connor	02/29/2016	Miami
Dania Discount Drug, Inc.	02/23/2016	Dania Beach
Hollywood Station Condo Association, Inc.	02/05/2016	Hollywood
JP Custom Metals	02/23/2016	Miami
MODA Connection Miami	02/12/2016	Miami
Naztec International Group, LLC	02/25/2016	West Palm Beach
NetProfession, Inc.	02/25/2016	Hollywood
Nicklaus Children's Hospital	02/12/2016	Miami
Porsche Latin America	02/16/2016	Miami
Rosenbaum Fine Art	02/11/2016	Boca Raton
Source Outdoor	02/03/2016	Miami
Visa	02/04/2016	Miami

EDP SALES MISSIONS

Employer	City
42 North Aviation	West Palm Beach
Appelrouth, Farah & Company, P.A.	Coral Gables
Berkowitz, Dick Pollack & Brant, CPA'S	Miami
Biscayne Engineering Company, Inc.	Miami
College Hunks Hauling and Moving	Hollywood
Concepts In Eldercare	Boca Raton
Cortera	Boca Raton
Cozen O'Connor	Miami
Dania Discount Drug, Inc.	Dania Beach
Discovery Communications Latin America	Miami
General Council Attorneys	Miami
Gunderlin LTD, Inc.	Hialeah
Headquarter Toyota	Miami
Hialeah Fire Department	Hialeah
Hialeah Police Department	Hialeah
Hilton Miami Airport	Miami
Holland & Knight, LLP	Miami
Hollywood Station Condo Association, Inc.	Hollywood
Integral Resources	Fort Lauderdale
JP Custom Metals	Miami
JW Marriott Miami	Miami
King Koil	Miami
KLX Aerospace Solutions	Miami
Krisam Global Events Partners	Hollywood
Larkin Community Hospital	Miami
Lawson Industries, Inc.	Miami
Leslie Robert Evans & Associates, P.A.	Palm Beach
Lisy Corporation	Miami
Marriott Miami Airport	Miami
Marriott Stanton South Beach	Miami
Meisner Electric, Inc.	Delray Beach
Mercedes Benz of Miami	Miami
Miami Dade Public Library	Miami
Moda Connection Miami	Hialeah
N&K Enterprises	Miami

Naztec International Group, LLC	West Palm Beach
Netprofession, Inc.	Hollywood
Netronix Technology Solutions	West Palm Beach
NewsCafe	Miami
Nicklaus Children's Hospital	Miami
Nicklaus Children's Hospital – IBD Center	Miami
Opa-locka Elementary	Miami
Palm Springs Middle	Miami
Porsche Latin America	Miami
Rosenbaum Fine Arts	Boca Raton
ServiceSource	Lake Worth
Shenandoah Middle School	Miami
Source Outdoor	Miami
St. Brendan High School	Miami
Telefonica USA, Inc.	Miami
Teleperformance, ASD	Boca Raton
Top Tier Leadership	Palm Beach Gardens
Visa	Miami
WelcomeMat Services	Hollywood
Wesley Matthews Elementary	Miami
Westview Elementary	Miami
William J Bryan Elementary	Miami

CORPORATE AND COMMUNITY OUTREACH OFFICE – FEBRUARY 2016 ACTIVITIES

APTA MARKETING & COMMUNICATIONS WORKSHOP

The American Public Transportation Association (APTA) Marketing & Communications Workshop was held in Phoenix, AZ, offering a program with opportunities to learn new concepts, exchange ideas and expand contacts with industry peers. South Florida Regional Transportation Authority (SFRTA) was represented by the Director of Administration/EEO Officer, as head of the Corporate and Community Outreach (CCO) Office, the Public Information Officer (PIO) who chairs the APTA Marketing and Communications Committee's PIO Task Force and the Corporate and Community Outreach Manager. The group heard about all topics being measured by transit agencies in the country, including new partnership efforts with popular ridesharing services like Uber and Lyft.

CITY COLLEGE FORT LAUDERDALE

An SFRTA Corporate & Community Relations Liaison attended City College's Student Appreciation Week in Fort Lauderdale to inform students about their transportation options and discount fares. The school connects to the free CC-2 Tri-Rail Shuttle Bus via the Cypress Creek Station.

COMMUTER CHALLENGE TASK FORCE

An SFRTA Corporate & Community Relations Liaison is part of the Palm Beach MPO task force that is coordinating its 2016 Commuter Challenge. The month-long event encourages commuters in West Palm Beach to use alternative means of transportation to get to and from work. Teams are able to log their trips online and compete against other commuters for prizes and bragging rights. The Liaison has secured promotion of Tri-Rail service on the Commuter Challenge's print collateral and online outlets, as well as a booth at the awards event which will conclude the effort. He has also coordinated the agency's own team to participate in the challenge.

EASING GRIDLOCK PANEL

South Florida Commuter Services (SFCS) offered SFRTA CCO staff complimentary passes to the South Florida Business Journal "Easing Gridlock" transportation panel that included Miami business members who addressed the transportation woes experienced in the city. Miami business leaders lead the panel and shared what they are doing to address the growing concerns of traffic woes from their workforce, including promoting transit programs.

HENDERSON BEHAVIORAL HEALTH

A South Florida Regional Transportation Authority (SFRTA) Corporate & Community Relations Liaison, along with a representative from Broward County Transit (BCT) were invited to conduct a brief presentation on their respective services to participants of the Henderson Behavioral Health facility in Fort Lauderdale. Information was provided about available transit discounts and commuting options using both systems.

MIHE FORUM

An SFRTA Corporate & Community Relations Liaison attended the 5th Annual Florida Minorities in Higher Education (MIHE) Forum held at Florida Memorial University in Miami. The forum was geared towards transportation professionals from various careers in the industry, including the Florida Department of Transportation and Federal Highway Administration. During the forum networking session, attendees discussed possible partnership opportunities between their agencies.

LET'S TALK TRANSPORTATION

The City of Hallandale Beach and the Broward Metropolitan Planning Organization (MPO) hosted the "Let's Talk Transportation" community roundtable at the Cultural Community Center in Hallandale Beach. The roundtable discussion aimed to brainstorm, strategize and collaborate with local leaders and the public to prepare for transportation needs for the coming 30 years. An SFRTA Corporate & Community Relations Liaison was present to staff an information booth, at which guests learned how Tri-Rail, Broward County Transit, and the Broward MPO are working together to address our future transportation needs.

PALM BEACH ATLANTIC UNIVERSITY

SFRTA CCO staff and representatives from SFCS, were present at the Palm Beach Atlantic University's annual wellness fair at its West Palm Beach campus. Employees and students at the event received information about Tri-Rail's Employer Discount Program (EDP), Emergency Ride Home Program (ERH), Bicycle Locker Program (BLP) and the free West Palm Beach Downtown Trolley that connects with the train.

TOPPING OFF CELEBRATION

Gulf Building LLC, hosted an official "Topping off" celebration, a milestone for the construction of the SFRTA's new LEED Silver-certified Operations Center in Pompano Beach. The 75,000 square-foot design/build includes a 500-car parking garage and will serve as the SFRTA's new headquarters when completed in the summer of 2016.

TRANSPORTATION SAFETY

SFRTA CCO staff was present at a Transportation Safety event at the Government Center in Downtown Miami, hosted by FDOT and the Miami-Dade MPO. The event was part of "February is Aggressive Driver Awareness Month", an effort to help spread the message of transportation safety in Miami. Representatives from SFCS, Miami-Dade MPO, FDOT District 6, Amtrak and Operation LifeSaver were in attendance, showcasing their respective services and providing resources and information for improving safety, access and mobility for residents and visitors in the county.

ONGOING COMMUNITY OUTREACH ACTIVITIES

- Chamber of Commerce of the Palm Beaches / Business Builder
- Conference of Minority Transportation Officials / Nomination and Scholarship Committees
- Greater Boca Raton Chamber of Commerce / Economic Development Committee
- Greater Fort Lauderdale Chamber of Commerce / Biz to Biz Leads Group and Biz Perks



EXECUTIVE SUMMARY BUDGETED INCOME STATEMENT

February 2016

Revenue:

Train Revenue

For February 2016 year-to-date (YTD) actual train revenue decreased \$357,485 or 4% when compared to fiscal year (FY) 2016 YTD budgeted revenue. Actual revenue for FY 2016 YTD decreased by \$7,880 or remained even when compared to FY 2015 YTD actual revenue.

Expenses:

As of February 2016, the SFRTA FY 2016 YTD actual expenses are \$7,418,810 or 10% below budget when compared to the FY 2016 YTD budgeted expense. All expenses are well within budget.

Train operations variance for FY 2016 YTD is \$4,600,161 or 10% below budget when compared to the FY 2016 YTD budget and increased \$16,208,651 or 59% when compared to FY 2015 YTD actual. This increase in FY 2016 can be mostly attributed to an increase in Maintenance of Way, Train Operations Contract, Security Contract, and Station Utilities expense.

The major categories within Train Operations include Train operations contract, Train Fuel, Security Expense, Feeder Service, Dispatch and ROW Maintenance:

- Train fuel expense variance for FY 2016 YTD is \$2,531,587 or 38% below budget when compared to the FY 2016 YTD budget, and decreased \$1,927,217 or 32% when compared to FY 2015 YTD actual fuel expense. This decrease can be attributed to lower fuel prices.
- Security expense variance for FY 2016 YTD is \$438,153 or 10% below budget when compared to the FY 2016 YTD budget, and increased \$366,301 or 10% when compared to FY 2015 YTD actual. This increase can be attributed to changes in the rates per the contract.
- Feeder bus expense variance for FY 2016 YTD is \$311,295 or 8% below budget when compared to the FY 2016 YTD budget and decreased \$351,264 or 9% when

Expenses (Contd.)

compared to FY 2015 YTD actual. This decrease can be attributed to timing differences in recording the expenses.

- ROW Maintenance expense variance for FY 2016 YTD is \$194,493 or 1% below budget when compared to the FY 2016 YTD budget and increased \$17,450,764 or over 100% when compared to the FY 2015 actual. This increase in FY 2016 can be attributed to the SFRTA taking over dispatching control of the corridor.
- Dispatch expense variance for FY 2016 YTD is \$289,845 or 11% below budget when compared to the FY 2016 YTD budget and decreased \$105,193 or 4% when compared to the FY 2015 actual.
- Insurance expense variance for FY 2016 YTD is \$156,480 or 6% below budget when compared to the FY 2016 YTD budget and decreased \$78,349 or 3% when compared to the FY 2015 actual. This decrease can be attributed to the timing of the journal entry reversal from last year as well as the receipt of the current year's invoices.

Train and Station Maintenance variance for FY 2016 YTD is \$1,579,407 or 12% below budget when compared to the FY 2016 YTD budget and decreased \$755,438 or 6% when compared to the FY 2015 actual. This decrease can be attributed to a decrease in Train and Station Maintenance expenses for the current month.

- Train Maintenance variance for FY 2016 YTD is \$1,318,503 or 11% below budget when compared to the FY 2016 YTD budget and decreased \$1,009,248 or 9% when compared to FY 2015 YTD actual. This decrease in FY 2016 can be attributed to a lower amount of expenses monthly with our fleet maintenance contract.
- Station Maintenance variance for FY 2016 YTD is \$260,904 or 14% below budget when compared to the FY 2016 YTD budget and increased \$253,810 or 19% when compared to the FY 2015 actual.

Personnel Expenses variance for FY 2016 YTD is \$543,425 or 7% below budget when compared to the FY 2016 YTD budget and increased \$580,097 or 9% when compared to the FY 2015 actual.

Professional Services variance for FY 2016 YTD is \$332,425 or 48% below budget when compared to the FY 2016 YTD budget and decreased \$59,228 or 14% when compared to FY 2015 actual.

Legal Departmental expenses variance for FY 2016 YTD is \$109,784 or 19% below budget when compared to the FY 2016 YTD budget and increased \$86,596 or 23% when

Expenses (Contd.)

compared to FY 2015 actual. This increase can be attributed to higher expenses associated with legal services and personnel expense.

General and Administrative Expenses variance for FY 2016 YTD is \$288,964 or 16% below budget when compared to the FY 2016 YTD budget and increased \$104,041 or 7% when compared to FY 2015 actual. Some categories within General and Administrative expenses are Business Travel, Telecommunications expense and Office Supplies.

- Business Travel expense variance for FY 2016 YTD is \$74,019 or 51% below budget when compared to the FY 2016 YTD budget and decreased \$29,896 or 29% when compared to FY 2015 actual.
- Telecommunications expense variance for FY 2016 YTD is approximately \$4,128 or 1% below budget when compared to the FY 2016 YTD budget and increased approximately \$100,617 or 25% when compared to the FY 2015 YTD actual due to an increase in monthly charges, usages as well as new phone lines.
- Office supplies expense variance for FY 2016 YTD is approximately \$24,423 or 22% below budget when compared to the FY 2016 YTD budget and decreased \$31,051 or 26% when compared to the FY 2015 actual. This is attributed to a fewer amount of purchases during the current year.

Corporate & Community Outreach expenses variance for FY 2016 YTD is \$80,059 or 20% below budget when compared to the FY 2016 YTD budget and decreased approximately \$19,758 or 6% when compared to the FY 2015 YTD actual.

- Corporate & Community Outreach Contract variance for FY 2016 YTD is \$59,397 or 18% below budget when compared to the FY 2016 YTD budget and decreased approximately \$21,626 or 7% when compared to the FY 2015 actual. This decrease is attributed to slightly lower expenses associated with the contract in January.

SOUTH FLORIDA REGIONAL TRANSPORTATION AUTHORITY
BUDGETED INCOME STATEMENT
2/01/16 TO 2/29/16

REVENUE	FEBRUARY 2016 ACTUAL REVENUES	YTD ACTUAL REVENUES	YTD BUDGETED REVENUES	OVER (UNDER) BUDGET	2015-16 ANNUAL BUDGET	BUDGET AVAILABLE
Train Revenue	\$1,007,441	\$8,516,903	\$8,874,388	(\$357,485)	\$13,272,273	\$4,755,370
Interest Income / Other Income	103,613	374,312	216,664	157,648	325,000	(49,312)
TOTAL TRAIN REVENUE	\$1,111,054	\$8,891,215	\$9,091,052	(\$199,837)	\$13,597,273	\$4,706,058
OPERATING ASSISTANCE						
Statutory Operating Assistance	1,441,667	11,533,336	11,533,336	-	17,300,000	5,766,664
Statutory Dedicated Funding	1,108,333	8,866,664	8,866,664	-	13,300,000	4,433,336
Statutory Maintenance of Way	2,343,505	16,744,803	16,744,803	-	25,722,054	8,977,251
FHWA	312,123	2,497,369	2,666,664	(169,295)	4,000,000	1,502,631
FDOT JPA- MIC Station	-	55,833	86,232	(30,399)	129,344	73,511
FDOT - Flagging Services	-	-	333,336	(333,336)	500,000	500,000
FTA Assistance	-	10,879,410	14,224,058	(3,344,648)	21,022,912	10,143,502
FTA-Designated Recipient Fees	-	-	100,000	(100,000)	150,000	150,000
FTA-JARC/New Freedom Program Fee	-	-	6,664	(6,664)	10,000	10,000
FTA-JARC/New Freedom Program Match	-	191,001	250,592	(59,591)	375,890	184,889
Statutory Counties Contribution	1,304,167	4,695,000	4,695,000	-	4,695,000	-
Gas Tax Transfer	-	-	1,264,600	(1,264,600)	1,896,895	1,896,895
SFRTA Reserves	-	-	1,733,264	(1,733,264)	2,599,893	2,599,893
Other Local Funding	-	83,000	260,176	(177,176)	390,269	307,269
TOTAL ASSISTANCE	6,509,795	55,546,416	62,765,389	(7,218,973)	92,092,257	36,545,841
TOTAL REVENUE	\$7,620,849	\$64,437,631	\$71,856,441	(\$7,418,810)	\$105,689,530	\$41,251,899

EXPENSES	FEBRUARY 2016 ACTUAL EXPENSES	YTD ACTUAL EXPENSES	YTD BUDGETED EXPENSES	(OVER) UNDER BUDGET	2015-16 ANNUAL BUDGET	BUDGET AVAILABLE
Train Operations	5,104,757	43,807,272	48,407,433	4,600,161	71,149,569	27,342,297
Train and Station Maintenance	1,425,879	11,802,630	13,382,037	1,579,407	19,922,912	8,120,282
Personnel Expenses	886,239	7,080,432	7,623,857	543,425	11,294,865	4,214,433
Professional Fees	32,733	360,471	692,896	332,425	1,037,900	677,429
Legal	53,170	471,278	581,062	109,784	826,956	355,678
General & Administrative Expenses	188,742	1,530,622	1,819,586	288,964	2,433,828	903,206
Corporate & Community Outreach	42,579	319,511	399,570	80,059	598,500	278,989
Reserve	-	-	-	-	-	-
Expenses Transferred to Capital	(113,250)	(934,585)	(1,050,000)	(115,415)	(1,575,000)	(640,415)
TOTAL EXPENSES	\$ 7,620,849	\$ 64,437,631	\$ 71,856,441	\$ 7,418,810	\$ 105,689,530	\$ 41,251,899

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**SOUTH FLORIDA REGIONAL TRANSPORTATION AUTHORITY
ACTUAL VS BUDGET REPORT
FEBRUARY 29, 2016 & 2015**

	Curent Year							Prior Year Comparison		
	Febraury 2016 Actual	Febraury 2016 Budget	Variances	FY 2016 YTD Actual	YTD Budget	Variances	%	FY 2015 YTD Actual	Variances	%
Revenues:										
Train Revenue	\$1,007,441	\$1,077,527	(70,086)	\$8,516,903	\$8,874,388	(357,485)	-4%	\$8,524,783	(7,880)	0%
Interest/Dividend Income	103,613	27,083	76,530	374,312	216,664	157,648	73%	322,200	52,112	16%
Total Train Revenue	1,111,054	1,104,610	6,444	8,891,215	9,091,052	(199,837)	-2%	8,846,983	44,232	0%
Operating Assistance:										
Statutory Operating Assistance	1,441,667	1,441,667	-	11,533,336	11,533,336	-	0%	8,698,344	2,834,992	33%
Statutory Dedicated Funding	1,108,333	1,108,333	-	8,866,664	8,866,664	-	0%	8,866,664	-	0%
Statutory Maintenance of Way	2,343,505	2,343,505	-	16,744,803	16,744,803	-	0%	5,798,596	10,946,207	0%
FHWA	312,123	650,000	(337,877)	2,497,369	2,666,664	(169,295)	-6%	1,697,170	800,199	47%
FDOT JPA- MIC Station	-	40,779	(40,779)	55,833	86,232	(30,399)	-35%	-	55,833	0%
FDOT - Flagging Services	-	41,667	(41,667)	-	333,336	(333,336)	-100%	-	-	0%
FTA Assistance	-	1,170,441	(1,170,441)	10,879,410	14,224,058	(3,344,648)	-24%	8,818,091	2,061,319	23%
FTA-Designated Recipient Fees	-	12,500	(12,500)	-	100,000	(100,000)	-100%	120,750	(120,750)	-
FTA-JARC/New Freedom Program Fee	-	833	(833)	-	6,664	(6,664)	-100%	19,070	(19,070)	-
FTA-JARC/New Freedom Program Match	-	210,000	(210,000)	191,001	250,592	(59,591)	-24%	304,494	(113,493)	-37%
Statutory Counties Contribution	1,304,167	1,304,167	-	4,695,000	4,695,000	-	0%	4,695,000	-	0%
Gas Tax Transfer	-	158,075	(158,075)	-	1,264,600	(1,264,600)	-100%	-	-	-
SFRTA Reserves	-	216,658	(216,658)	-	1,733,264	(1,733,264)	-100%	-	-	-
Other Local Funding	-	62,522	(62,522)	83,000	260,176	(177,176)	-68%	120,593	(37,593)	-31%
Total Operating Assistance	6,509,795	8,761,147	(2,251,352)	55,546,416	62,765,389	(7,218,973)	-12%	39,138,772	16,407,644	42%
Total Revenue	\$7,620,849	\$9,865,757	(\$2,244,908)	64,437,631	\$71,856,441	(7,418,810)	-10%	47,985,755	16,451,876	34%

SOUTH FLORIDA REGIONAL TRANSPORTATION AUTHORITY
ACTUAL VS BUDGET REPORT
FEBRUARY 29, 2016 & 2015

	Curent Year							Prior Year Comparison		
	Febraury 2016 Actual	Febraury 2016 Budget	Variances	FY 2016 YTD Actual	YTD Budget	Variances	%	FY 2015 YTD Actual	Variances	%
Expenses:										
Train Operations										
Train Operations Contract	\$1,013,000	\$1,198,573	(185,573)	\$8,085,764	\$8,241,642	(155,878)	-2%	\$7,739,929	345,835	4%
Train Operation - Fuel	391,842	603,542	(211,700)	4,054,082	\$6,585,669	(2,531,587)	-38%	5,981,299	(1,927,217)	-32%
Emergency Bus Service	14,166	20,583	(6,417)	37,283	\$37,666	(383)	-1%	31,994	5,289	17%
Security Contract	481,197	591,012	(109,815)	4,049,943	\$4,488,096	(438,153)	-10%	3,683,642	366,301	10%
Feeder Bus	453,771	554,158	(100,387)	3,721,969	\$4,033,264	(311,295)	-8%	4,073,233	(351,264)	-9%
Station Utilities	131,049	205,801	(74,752)	1,073,995	\$1,246,408	(172,413)	-14%	457,455	616,540	0%
EMS Boards	8,304	21,000	(12,696)	94,355	\$94,658	(303)	0%	119,856	(25,501)	-21%
Revenue Collection	5,459	48,167	(42,708)	171,300	\$385,334	(214,034)	-56%	216,949	(45,649)	-21%
Insurance	20,646	24,479	(3,833)	2,343,520	\$2,500,000	(156,480)	-6%	2,421,869	(78,349)	-3%
APTA Dues	-	1,583	(1,583)	-	\$12,666	(12,666)	-100%	-	-	-
ROW Maintenance	2,286,965	2,837,612	(550,647)	17,781,400	\$17,975,893	(194,493)	-1%	330,636	17,450,764	-
TVM Maintenance	1,329	11,000	(9,671)	17,369	\$88,000	(70,631)	-80%	33,138	(15,769)	-
Smart Card	-	6,500	(6,500)	-	\$52,000	(52,000)	-100%	27,136	(27,136)	-
Dispatch	297,029	333,267	(36,238)	2,376,292	\$2,666,137	(289,845)	-11%	2,481,485	(105,193)	-4%
Total Train Operations	5,104,757	6,457,277	(1,352,520)	43,807,272	48,407,433	(4,600,161)	-10%	27,598,621	16,208,651	59%
Train and Station Maintenance										
Train Maintenance	1,240,197	1,509,743	(269,546)	10,245,681	11,564,184	(1,318,503)	-11%	11,254,929	(1,009,248)	-9%
Station Maintenance	185,682	225,500	(39,818)	1,556,949	1,817,853	(260,904)	-14%	1,303,139	253,810	19%
Total Train and Station Maintenance	1,425,879	1,735,243	(309,364)	11,802,630	13,382,037	(1,579,407)	-12%	12,558,068	(755,438)	-6%
Personnel Expenses										
Salaries and Wages	650,599	944,457	(293,858)	5,187,494	5,600,472	(412,978)	-7%	4,698,153	489,341	10%
Taxes	47,362	70,676	(23,314)	388,798	461,408	(72,610)	-16%	358,914	29,884	8%
Group Insurance	124,556	127,292	(2,736)	959,462	1,012,834	(53,372)	-5%	972,351	(12,889)	-1%
Pension	63,722	95,913	(32,191)	544,678	549,143	(4,465)	-1%	470,917	73,761	16%
Total Personnel Expenses	886,239	1,238,338	(352,099)	7,080,432	7,623,857	(543,425)	-7%	6,500,335	580,097	9%
Professional Services										
Auditing Services	-	-	-	75,000	75,000	-	0%	72,500	2,500	3%
Professional Services	32,733	80,242	(47,509)	285,471	617,896	(332,425)	-54%	347,199	(61,728)	-18%
Total Professional Services	32,733	80,242	(47,509)	360,471	692,896	(332,425)	-48%	419,699	(59,228)	-14%
Legal										
Salaries and Wages	33,322	51,594	(18,272)	289,805	313,713	(23,908)	-8%	273,610	16,195	6%
Taxes	2,798	3,575	(777)	14,811	20,235	(5,424)	-27%	13,081	1,730	13%
Group Insurance	3,835	4,250	(415)	30,301	31,338	(1,037)	-3%	27,349	2,952	11%
Pension	7,669	13,880	(6,211)	69,528	70,418	(890)	-1%	37,555	31,973	85%
Business Travel	1,819	1,992	(173)	3,171	7,134	(3,963)	-56%	2,813	358	13%
Membership/Dues/Subscriptions	471	575	(104)	3,297	4,597	(1,300)	-28%	3,275	22	1%
Seminars and Training	-	808	(808)	330	2,866	(2,536)	-88%	75	255	-
Legal Services	3,256	28,040	(24,784)	60,035	130,761	(70,726)	-54%	26,924	33,111	-
Total Legal	53,170	104,714	(51,544)	471,278	581,062	(109,784)	-19%	384,682	86,596	23%

SOUTH FLORIDA REGIONAL TRANSPORTATION AUTHORITY
ACTUAL VS BUDGET REPORT
FEBRUARY 29, 2016 & 2015

	Curent Year							Prior Year Comparison		
	Febraury 2016 Actual	Febraury 2016 Budget	Variances	FY 2016 YTD Actual	YTD Budget	Variances	%	FY 2015 YTD Actual	Variances	%
General and Administrative Expenses										
Bank & Credits Cards Fees	10,866	15,833	(4,967)	95,708	99,110	(3,402)	-3%	89,219	6,489	7%
Building Maintenance	5,850	11,875	(6,025)	56,800	95,000	(38,200)	-40%	58,786	(1,986)	-3%
Business Travel	3,348	28,261	(24,913)	72,069	146,088	(74,019)	-51%	101,965	(29,896)	-29%
Materials & Supplies	9,461	38,333	(28,872)	88,243	112,666	(24,423)	-22%	119,294	(31,051)	-26%
Membership/Dues/Subscriptions	18,272	32,566	(14,294)	130,010	133,528	(3,518)	-3%	112,232	17,778	16%
Office Rent	64,309	66,058	(1,749)	473,276	528,464	(55,188)	-10%	460,803	12,473	3%
Printing & Advertising	1,518	8,767	(7,249)	16,353	38,134	(21,781)	-57%	13,632	2,721	20%
Seminars and Training	11,785	16,067	(4,282)	45,668	88,536	(42,868)	-48%	23,715	21,953	-
Telecommunications	60,147	83,725	(23,578)	495,266	499,394	(4,128)	-1%	394,649	100,617	25%
Vehicle Operations & Maintenance	1,466	9,250	(7,784)	32,075	50,000	(17,925)	-36%	37,610	(5,335)	-15%
Miscellaneous Personnel Expenses	1,720	11,583	(9,863)	25,154	28,666	(3,512)	-12%	14,676	10,478	-
Total General and Administrative Exp	188,742	322,318	(133,576)	1,530,622	1,819,586	(288,964)	-16%	1,426,581	104,041	7%
Corporate & Community Outreach Expenses										
Special Programs	-	583	(583)	-	4,666	(4,666)	-100%	-	-	-
Customer Service/Information	10,148	14,208	(4,060)	42,111	57,666	(15,555)	-27%	42,119	(8)	0%
Corporate & Community Outreach Contract	32,431	41,667	(9,236)	273,269	332,666	(59,397)	-18%	294,895	(21,626)	-7%
Promotional Materials	-	2,417	(2,417)	4,131	4,572	(441)	-10%	2,255	1,876	-
Total Corporate & Community Outreach Expenses	42,579	58,875	(16,296)	319,511	399,570	(80,059)	-20%	339,269	(19,758)	-6%
Reserves and Transfers										
Reserve	-	-	-	-	-	-	0%	-	-	-
Expenses Transferred to Capital	(113,250)	(131,250)	18,000	(934,585)	(1,050,000)	115,415	-11%	(1,241,500)	306,915	-25%
Total Reserves and Transfers	(113,250)	(131,250)	18,000	(934,585)	(1,050,000)	115,415	-11%	(1,241,500)	306,915	0%
Total Expenses	7,620,849	9,865,757	(2,244,908)	64,437,631	71,856,441	(7,418,810)	-10%	47,985,755	16,451,876	34%
Net Income	-	-	-	-	-	-	0%	-	-	0%

SOUTH FLORIDA REGIONAL TRANSPORTATION AUTHORITY
STATEMENTS OF NET ASSETS
FEBRUARY 29, 2016

ASSETS

Current assets:

Cash and cash equivalents	\$ 65,741,624
Accounts receivable:	
State Grants	21,713,971
Federal Grants	31,982,251
Counties	1,836,746
Other	1,010,426
Prepaid expenses	766,006
Total current assets	123,051,024

Noncurrent assets:

Capital assets (net of accumulated depreciation)	564,524,824
Total noncurrent assets	564,524,824
Total assets	\$ 687,575,848

DEFERRED OUTFLOWS OF RESOURCES

Deferred outflows of resources related to pensions	1,680,219
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LIABILITIES

Current liabilities:

Accounts payable	\$ 9,374,135
Accruals	10,516,719
Compensated absences	474,759
Deferred revenue	1,582,403
Due to other governmental units	77,554
Total current liabilities	22,025,570

Noncurrent liabilities:

Compensated absences	712,138
Deposits	18,162,227
Advances from FDOT	2,000,000
Net pension liability	3,242,546
Total noncurrent liabilities	24,116,911
Total liabilities	\$ 46,142,481

DEFERRED INFLOWS OF RESOURCES

Deferred inflows of resources related to pensions	2,056,301
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NET ASSETS

Invested in Capital Assets	564,524,824
Reserved for Capital Projects	50,990,686
Unrestricted	25,541,775
Total net assets	641,057,285
Total liabilities and net assets	\$ 689,256,067



FINANCE & INFORMATION TECHNOLOGY EXECUTIVE SUMMARY

INVOICES OVER \$2,500

During February 2016, the SFRTA's Accounts Payable division processed 370 invoices totaling \$3,254,563.59 and disbursed 168 checks, excluding payroll, totaling \$5,984,413.97.

Invoices over \$2,500 represent 41.7% (70 checks) of all invoices processed in the month of February, and represent 98.0% of the value (\$5,861,366.01) of all checks processed in February 2016.

Accounts Payable processed 71.4% (50 checks) of the checks over \$2,500 within 25 days, with 82.9% (58 checks) of the checks over \$2,500 processed within 30 days.

SOUTH FLORIDA REGIONAL TRANSPORTATION AUTHORITY
GOVERNING BOARD MEETING: MARCH 25, 2016
INFORMATION ITEM: PAYMENTS OVER \$2,500
FEBRUARY 1 TO FEBRUARY 29, 2016

RCVD DATE	APPRVD DATE	CHECK DATE	MAILED CHECK	DAYS PROCESS	VENDOR	DESCRIPTION	AMOUNT
1/4/2016	1/15/2016	2/1/2016	2/1/2016	28	BV OIL COMPANY	12/22/15 - 1/5/16 FEET OIL	168,784.45
1/15/2016	1/19/2016	2/3/2016	2/5/2016	21	AT&T	BILL #561 N07-0000 000	5,900.18
1/11/2016	1/12/2016	2/3/2016	2/5/2016	25	AT&T	BILLING #954 V34-7067 036	57,385.90
1/26/2016	1/25/2016	2/3/2016	2/5/2016	10	FLORIDA POWER & LIGHT	ACCT #21609-98239 MOW	36,117.90
1/14/2016	1/27/2016	2/3/2016	2/5/2016	22	RAIL TECH CONSULTANTS INC	ALPHA ECLIPSE LED SIGN MODEL #2500	3,880.00
12/23/2015	1/28/2016	2/8/2016	2/8/2016	47	BOMBARDIER MASS TRANSIT CORPOR	SAP CUSTOMER REF: 100836	385,359.08
2/2/2016	2/2/2016	2/10/2016	2/12/2016	10	CITY OF LAKE WORTH	ACCT #60465-51450	4,437.01
1/26/2016	1/27/2016	2/10/2016	2/12/2016	17	G4S SECURE SOLUTIONS USA	CUST ID #006038 WE 01/18-01/24/16	226,418.49
1/1/2016	1/28/2016	2/10/2016	2/12/2016	42	KEOLIS TRANSIT SERVICES, LLC	CONTRACT #14-009	304,663.25
2/1/2016	2/1/2016	2/10/2016	2/12/2016	11	ERICKS CONSULTANTS	JANUARY 2016 CONSULTING SERVICES	20,500.00
2/2/2016	2/10/2016	2/10/2016	2/12/2016	10	FLORIDA MUNICIPAL INSURANCE TR	WORKERS COMP AUDIT	21,867.00
1/28/2016	2/1/2016	2/10/2016	2/12/2016	15	FLORIDA POWER & LIGHT	JAN.-FEB. MOW SERVICE	3,114.20
1/22/2016	1/28/2016	2/10/2016	2/12/2016	21	GANNETT FLEMING INC	CONTRACT #10-017B WO #15 INV #2	9,697.18
2/2/2016	2/5/2016	2/10/2016	2/12/2016	10	GOODMAN PUBLIC RELATIONS INC.	RAIL FUN DAY/KIDS GOT TALENT	43,994.45
2/2/2016	2/3/2016	2/10/2016	2/12/2016	10	LOBBYTOOLS, INC.	ANNUAL SUBSCRIPTION FOR 5 USERS	4,900.00
1/19/2016	1/28/2016	2/10/2016	2/12/2016	24	MERIDIAN MANAGEMENT CORPORATION	CONTRACT 10-001 DEC 2015	183,074.09
1/25/2016	1/27/2016	2/10/2016	2/12/2016	18	ROBERT LEE SHAPIRO, PA	DOWNTOWN MIAMI LINK 12/15	3,135.00
1/20/2016	1/28/2016	2/12/2016	2/12/2016	23	SFEC TMA	CONTRACT #15-009 DECEMBER 2015	8,209.75
1/15/2016	1/22/2016	2/15/2016	2/12/2016	28	BV OIL COMPANY	1/6/16 - 1/19/16 FLEET OIL	71,805.97
2/8/2016	2/9/2016	2/17/2016	2/19/2016	11	FLORIDA POWER & LIGHT	FEBRUARY SERVICE	11,078.12
2/3/2016	2/5/2016	2/17/2016	2/19/2016	16	G4S SECURE SOLUTIONS USA	CUST #006038 WE 01/25-01/31/16	238,131.18
2/3/2016	2/5/2016	2/17/2016	2/19/2016	16	G4S SECURE SOLUTIONS USA	CUST #006038 WE 01/25-01/31/16	6,112.65
1/22/2016	2/8/2016	2/17/2016	2/19/2016	28	GANNETT FLEMING INC	WO #14 INV #5	19,874.48
2/4/2016	2/9/2016	2/17/2016	2/19/2016	15	AT&T	BILLING #954 V34-7067 036	38,229.56
2/3/2016	2/9/2016	2/17/2016	2/19/2016	16	CENTER PORT BUSINESS PARK	ANNUAL SIGN RENT 2016	5,238.89
1/27/2016	2/8/2016	2/17/2016	2/19/2016	23	DEPT OF MANAGEMENT SVCS	CREDIT FOR REDUCED DISPATCH CIRCUITS	4,665.87
2/3/2016	2/9/2016	2/17/2016	2/19/2016	16	GOODMAN PUBLIC RELATIONS INC.	MIAMI AIRPORT STATION B2B CAMPAIGN	17,693.40
2/1/2016	2/9/2016	2/17/2016	2/19/2016	18	RAIL TECH CONSULTANTS INC	PASSENGER INFORMATION SIGNS REPAIRS	8,710.00
1/22/2016	1/28/2016	2/22/2016	2/22/2016	31	BV OIL COMPANY	1/10/16 - 1/25/16 FLEET OIL	136,431.00
2/1/2016	2/9/2016	2/22/2016	2/22/2016	21	BOMBARDIER MASS TRANSIT CORPOR	CONTRACT 06-113 JAN 2016 FLEET MAINT	1,226,114.10
2/15/2016	2/15/2016	2/22/2016	2/22/2016	7	BANK OF AMERICA	ACCT# 4715 2900 0324 4121	35,103.16
2/1/2016	2/19/2016	2/24/2016	2/26/2016	25	EAC CONSULTING	CONTRACT 10-017E WO #7 INV #14	19,311.81
2/16/2016	2/16/2016	2/24/2016	2/26/2016	10	FLORIDA POWER & LIGHT	JAN. MOW SERVICE	6,959.94
2/8/2016	2/9/2016	2/24/2016	2/26/2016	18	AT&T	ACCT #8003-000-2788 BILLING	10,420.50
2/16/2016	2/16/2016	2/24/2016	2/26/2016	10	AT&T	BILL #561 N07-0000 000	5,913.39
2/8/2016	2/9/2016	2/24/2016	2/26/2016	18	AT&T	BILLING #305 W77-7635 223	11,563.68
2/18/2016	2/23/2016	2/24/2016	2/26/2016	8	FLORIDA ATLANTIC UNIVERSITY	CERTIFICATION IN PROJECT MGMT @ FAU	4,495.00
2/4/2016	2/17/2016	2/24/2016	2/26/2016	22	PRINT DYNAMICS	POCKET SCHEDULES	6,294.67
2/24/2016	2/24/2016	2/24/2016	2/26/2016	2	PROLOGIS TRUST	MARCH 2016 RENT	57,462.47
2/4/2016	2/17/2016	2/24/2016	2/26/2016	22	RESPECT OF FLORIDA	JAN. JANITORIAL SERVICE	5,547.27
1/29/2016	2/19/2016	2/24/2016	2/26/2016	28	SHUTTS AND BOWEN LLP	CLIENT #33668-0009	2,695.00
2/23/2016	2/24/2016	2/24/2016	2/26/2016	3	ELIZABETH WALTER	UTILITY ACCT AT FLL STATION	3,851.42
				42	TOTAL OPERATING EXPENDITURES		3,445,141.46

SOUTH FLORIDA REGIONAL TRANSPORTATION AUTHORITY
GOVERNING BOARD MEETING: MARCH 25, 2016
INFORMATION ITEM: PAYMENTS OVER \$2,500
FEBRUARY 1 TO FEBRUARY 29, 2016

RCVD DATE	APPRVD DATE	CHECK DATE	MAILED CHECK	DAYS PROCESS	VENDOR	DESCRIPTION	AMOUNT
1/4/2016	1/26/2016	2/2/2016	2/2/2016	29	GULF BUILDING, LLC	CONTRACT 15-001 12/01-12/31/15	787,265.14
1/27/2016	1/28/2016	2/3/2016	2/15/2016	19	BOARD OF CTY COMMISSIONERS	REIMB UNDER JARC GRANT 082 FOR	12,873.43
12/11/2015	2/4/2016	2/10/2016	2/12/2016	63	ANSALDO STS USA, INC.	CONTRACT 14-005	108,311.09
1/6/2016	2/3/2016	2/10/2016	2/12/2016	37	CH2M HILL, INC.	WO #7 INV #21	22,747.77
1/29/2016	2/5/2016	2/10/2016	2/12/2016	14	CITY OF DORAL	REIMB FOR EARMARK GRANT 07/29/13-02/28/14	25,673.30
2/3/2016	2/5/2016	2/10/2016	2/12/2016	9	CITY OF WEST PALM BEACH	REIMB UNDER JARC GRANT 072 12/07/15-01/03/16	19,671.82
2/2/2016	2/3/2016	2/10/2016	2/12/2016	10	COALITION FOR INDEPENDENT LIVI	50% OF EXP FOR JARC/NF GRANTS OCT 2015	2,615.50
1/16/2016	1/27/2016	2/10/2016	2/12/2016	27	HDR ENGINEERING INC	CONTRACT 12-008	292,782.47
12/21/2015	1/25/2016	2/10/2016	2/12/2016	53	HNTB CORPORATION	WO #18 INV #10	19,054.82
10/14/2015	2/8/2016	2/10/2016	2/12/2016	121	ION ELECTRIC LLC	ION JOB #F15-009	21,690.02
1/25/2016	2/1/2016	2/10/2016	2/12/2016	18	JACOBS ENGINEERING GROUP INC.	WO #3 INV #5	6,013.53
1/28/2016	2/3/2016	2/10/2016	2/12/2016	15	PARSONS BRINCKERHOFF, INC.	WO #4 INVOICE #1	104,018.91
12/29/2015	1/25/2016	2/10/2016	2/12/2016	45	PARSONS TRANSPORTATION GROUP	CONTRACT 14-006	132,238.15
1/25/2016	2/1/2016	2/10/2016	2/12/2016	18	T.Y. LIN INTERNATIONAL	WO #6 INV #2	10,908.24
1/14/2016	1/25/2016	2/10/2016	2/12/2016	29	COUNCIL TREASURE COAST REGIONAL PLA	CONTRACT #15-013	25,000.00
12/10/2015	1/27/2016	2/10/2016	2/12/2016	64	HDR ENGINEERING INC	CONTRACT 12-008	245,285.09
12/15/2015	2/11/2016	2/17/2016	2/19/2016	66	CH2M HILL, INC.	WO #7 INV #24	4,980.26
1/25/2016	2/9/2016	2/17/2016	2/19/2016	25	JACOBS ENGINEERING GROUP INC.	WO #1 INV #1	10,535.51
1/28/2016	2/9/2016	2/17/2016	2/19/2016	22	KIMLEY HORN AND ASSOCIATES	WO #35 INV #19	12,283.21
1/29/2016	2/5/2016	2/17/2016	2/19/2016	21	MAE VOLEN SENIOR CENTER	REIMB OF NF GRANT 050 10/01-12/31/15	27,848.36
1/26/2016	2/9/2016	2/17/2016	2/19/2016	24	PARSONS BRINCKERHOFF, INC.	WO #4 INV #5	11,984.89
2/3/2016	2/9/2016	2/17/2016	2/19/2016	16	PARSONS TRANSPORTATION GROUP	14-006 WAVE	3,066.20
2/3/2016	2/9/2016	2/17/2016	2/19/2016	16	PARSONS TRANSPORTATION GROUP	CONTRACT 14-006 WAVE	34,734.33
1/27/2016	2/5/2016	2/22/2016	2/22/2016	26	BOMBARDIER MASS TRANSIT CORPOR	FLOOR REPAIRS/CHKREQ	17,674.71
2/3/2016	2/19/2016	2/24/2016	2/26/2016	23	PARSONS TRANSPORTATION GROUP	CONTRACT 14-006	4,389.48
1/22/2016	2/17/2016	2/24/2016	2/26/2016	35	VEOLIA (VTMI)	CONTRACT #14-012	180,582.50
2/10/2016	2/17/2016	2/24/2016	2/26/2016	16	ZUNI TRANSPORTATION	REIMB OF NF GRANT 050 10/01-12/31/15	140,444.83
1/25/2016	2/17/2016	2/29/2016	2/29/2016	35	BOMBARDIER MASS TRANSIT CORPOR	CONTRACT #06-113	131,550.99
				28	TOTAL CAPITAL EXPENDITURES		2,416,224.55
				70	TOTAL OPERATING EXPENSES AND CAPITAL EXPENDITURES		5,861,366.01

Item Total

**SOUTH FLORIDA REGIONAL TRANSPORTATION AUTHORITY
GOVERNING BOARD MEETING: MARCH 25, 2016
INFORMATION ITEM:
SUMMARY OF PAYMENTS OVER \$2,500
FEBRUARY 1, 2016 TO FEBRUARY 29, 2016**

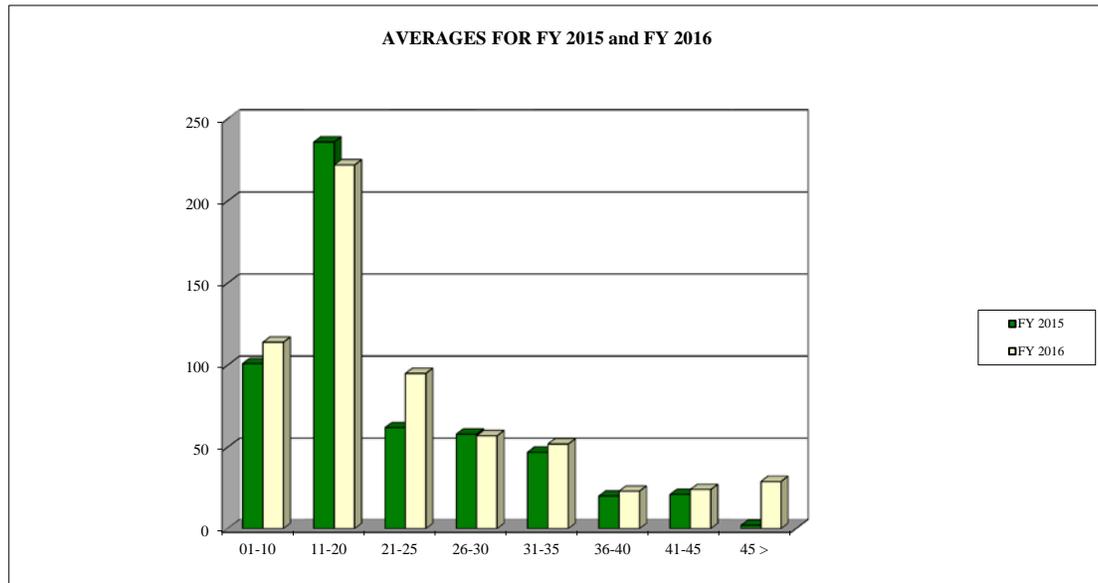
INVOICE CYCLE	NO. CHECKS	PERCENT OF TOTAL	ACCUM %
0-10 days	13	18.6%	18.6%
11-20 days	21	30.0%	48.6%
21-25 days	16	22.9%	71.4%
26-30 days	8	11.4%	82.9%
31-35 days	3	4.3%	87.1%
36-40 days	1	1.4%	88.6%
41-45 days	2	2.9%	91.4%
Over 45 days	6	8.6%	100.0%
TOTAL CHECKS	70	100.0%	

**SOUTH FLORIDA REGIONAL TRANSPORTATION AUTHORITY
PAYMENT CYCLE REPORT - FEBRUARY 2016**

AGENDA ITEM NO. F

FOR INVOICES \$2,500 AND OVER

MONTHLY AVERAGE FEBRUARY 1, 2015 TO FEBRUARY 28, 2015		MONTHLY AVERAGE FEBRUARY 1, 2016 TO FEBRUARY 29, 2016	
INVOICE CYCLE	% OF TOTAL	INVOICE CYCLE	% OF TOTAL
0 -10 Days	18.5%	0 -10 Days	18.5%
11-20 Days	43.1%	11-20 Days	43.1%
21-25 Days	11.3%	21-25 Days	11.3%
26-30 Days	10.6%	26-30 Days	10.6%
31-35 Days	8.6%	31-35 Days	8.6%
36-40 Days	3.7%	36-40 Days	3.7%
41-45 Days	3.8%	41-45 Days	3.4%
Over 45 Days	0.4%	Over 45 Days	0.3%

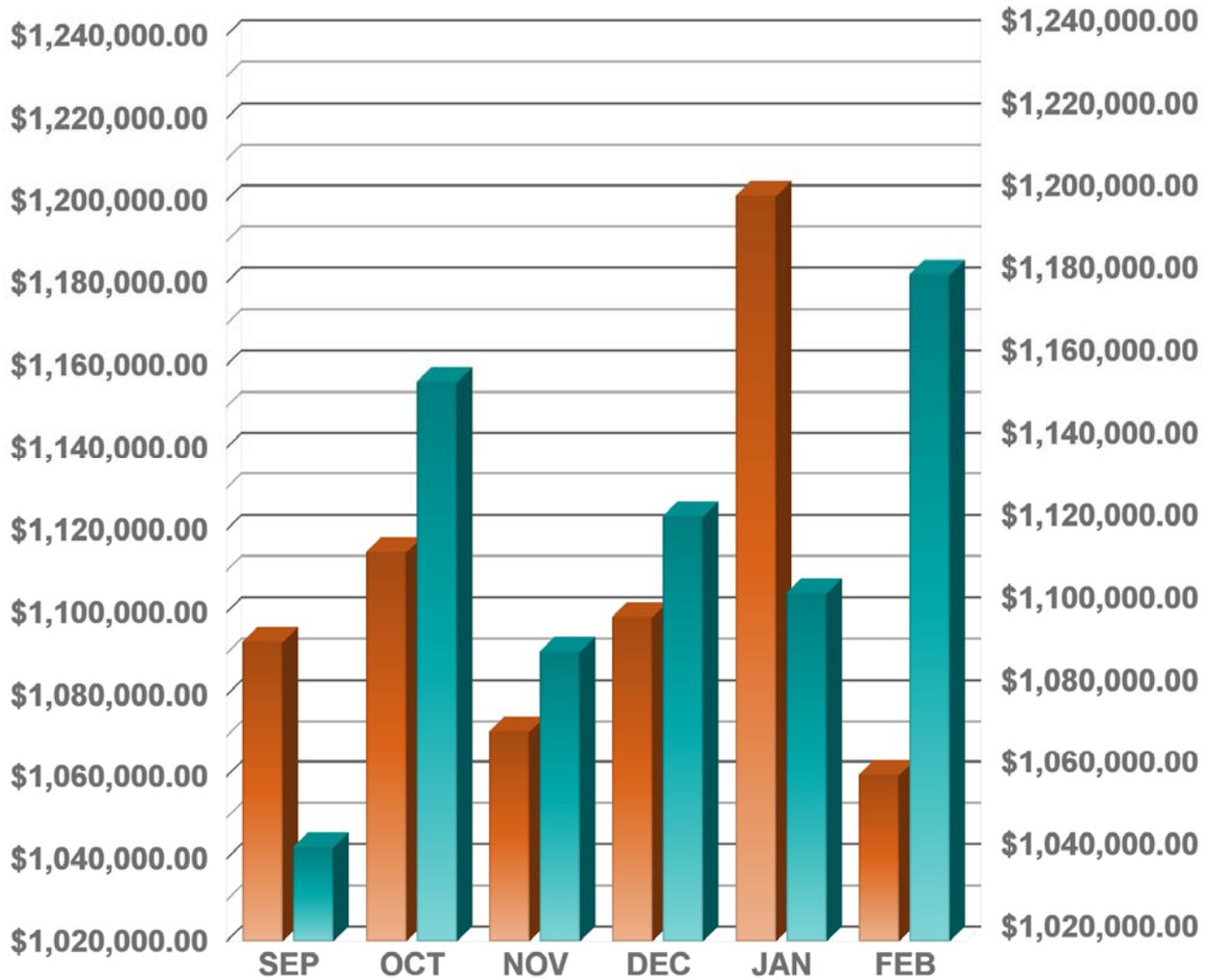


**SOUTH FLORIDA REGIONAL TRANSPORTATION AUTHORITY
REVENUE REPORT - FEBRUARY 2016**

REVENUE - FEBRUARY 2016

	FEBRUARY 2015	FEBRUARY 2016	VARIANCE	%
Weekday Sales	863,506	910,297	46,790	5
Weekend Sales	173,475	168,082	-5,393	-3
Other Income	23,425	103,613	80,188	77
Total Revenue	1,060,406	1,181,992	121,585	10

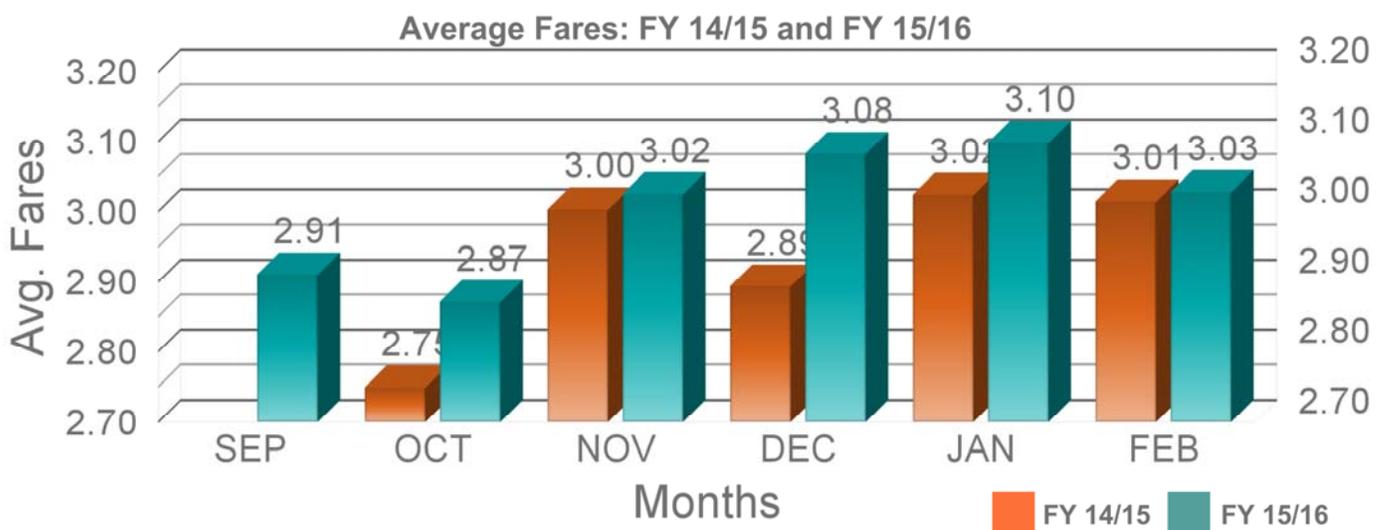
**Revenue Monthly Trends
FY 14/15 and FY 15/16**



■ FY 14/15 ■ FY 15/16

SOUTH FLORIDA REGIONAL TRANSPORTATION AUTHORITY
REVENUE REPORT - FEBRUARY 2016

Sales by Ticket Type	FEBRUARY 2015	FEBRUARY 2016	Percent Change
Palm Beach Schools	30,750.00	30,000.00	-2.00%
Employer Disc. Program	122,362.10	128,822.95	5.00%
Pre-Paid	4,080.00	4,050.00	-1.00%
Group Tour Sales	553.85	1,306.51	136.00%
Station Sales:			
One-Way	397,492.65	430,730.10	8.00%
Roundtrip	221,789.30	221,864.90	0.00%
12 Trips FF	39,391.10	42,169.15	7.00%
Monthly	64,800.00	62,600.00	-3.00%
Monthly Reg. Pass	16,000.00	21,800.00	36.00%
One-Way Discount	5,112.85	3,774.35	-26.00%
Roundtrip Discount	6,295.20	5,722.75	-9.00%
Monthly Discount	33,650.00	30,100.00	-11.00%
Monthly Disc. Reg. Pass	11,200.00	8,450.00	-25.00%
Stored Value	75,352.35	78,306.20	4.00%
Card Deposits	8,152.00	8,682.00	7.00%
Total Station Sales	879,235.45	914,199.45	4.00%
Total Sales	1,036,981.40	1,078,378.91	4.00%
Average Fare	3.01	3.03	0.00%

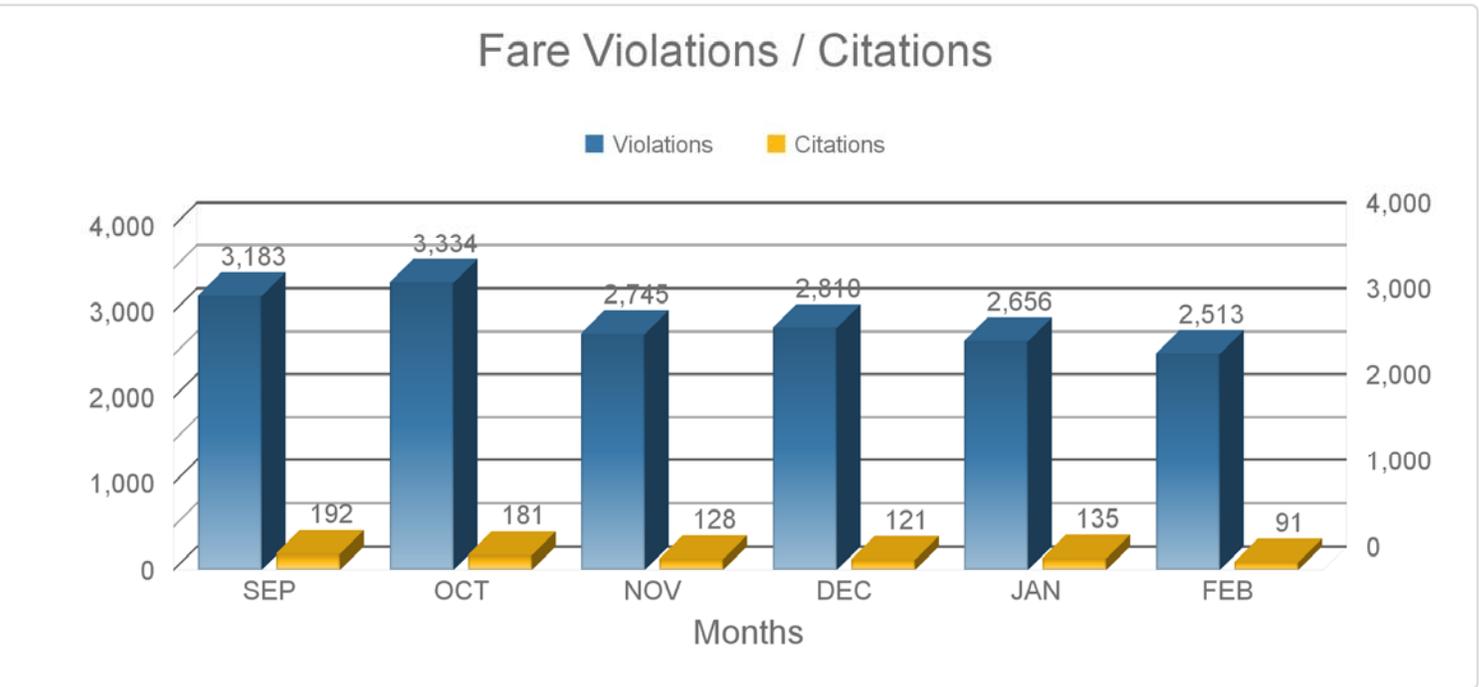


**SOUTH FLORIDA REGIONAL TRANSPORTATION AUTHORITY
FARE EVASION REPORT**

SEPTEMBER 2015 THROUGH FEBRUARY 2016

MONTH	TOTAL INSPECTED	TOTAL VIOLATIONS	# OF CITATIONS	# OF WARNINGS	% Riders Inspected
SEPTEMBER 2015	442,374	3,183	192	2,984	126
OCTOBER 2015	481,658	3,334	181	3,148	129
NOVEMBER 2015	409,912	2,745	128	2,614	118
DECEMBER 2015	405,007	2,810	121	2,689	114
JANUARY 2016	422,770	2,656	135	2,521	121
FEBRUARY 2016	408,948	2,513	91	2,421	115

AVERAGE	428,445	2,874	141	2,730	120
FARE EVASION %	0.67	FINES		13,505.73	





Solicitation Status Report February 2016

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	Suspended TBD	TBD



**Contract Actions Executed
Under The Executive Director's Authority
For The Month of February 2016**

AGENDA ITEM NO: I

Contract/ Purchase Order No.	Contract /Project Description	Contract Action	Amount \$
15-014 (B)	<p>CONTRACTOR: KIMLEY HORN AND ASSOCIATES</p> <p>DESCRIPTION: To Continue to provide environmental consulting services consisting of groundwater sampling, remediation observations, and reporting services for implementation of the Remedial Action Plan for Parcels 104/105 and assist with mobilization to the site.</p>	Work Order	\$91,787.84
15-014 (C)	<p>CONTRACTOR: PARSONS BRINCKERHOFF, INC.</p> <p>DESCRIPTION: Provide professional services for the management and technical support for SFRTA's Positive Train Control (PTC) Program.</p>	Work Order	\$149,973.00
16-000253	<p>CONTRACTOR: ALLIED STEEL BUILDINGS</p> <p>DESCRIPTION: Delivery and installation of Hialeah storage shed.</p>	Purchase Order	\$99,500.00
16-000254	<p>CONTRACTOR: FLORIDA MUNICIPAL INSURANCE</p> <p>DESCRIPTION: Workers compensation audit.</p>	Purchase Order	\$21,867.00
14-010 (C)	<p>CONTRACTOR: KIMLEY HORN AND ASSOCIATES</p> <p>DESCRIPTION: To conduct a study to determine the feasibility of opening a second Tri-Rail station in the vicinity of Glades Road and Military Trail in Boca Raton.</p>	Work Order	\$64,885.92
16-000263	<p>CONTRACTOR: CDW G</p> <p>DESCRIPTION: Monitors For GPS Train Tracking PIS Project.</p>	Purchase Order	\$10,196.19
16-000265	<p>CONTRACTOR: DELL MARKETING, L.P</p> <p>DESCRIPTION: New PC's for Customer Service.</p>	Purchase Order	\$36,932.99



**Contract Actions Executed
Under The Executive Director's Authority
For The Month of February 2016**

AGENDA ITEM NO: I

Contract/ Purchase Order No.	Contract /Project Description	Contract Action	Amount \$
16-000264	CONTRACTOR: ALAN JAY CHEVROLET DESCRIPTION: 2016 Toyota Rav4 Hybrid for Engineering Dept.	Purchase Order	\$27,781.00
14-010 (A)	CONTRACTOR:CH2M HILL, INC. DESCRIPTION: Professional services for the purpose of branding new public train-tracking website, mobile website and the accompanying smart phone applications.	Work Order	\$60,154.23



**Contract Actions Executed
Under The
Construction Oversight Committee's Authority
For The Month of February 2016**

AGENDA ITEM: J

Date Signed	Description	Contract Action	Amount \$
N/A	No Contract Actions were executed by the Construction Oversight Committee for the Month of February, 2016	N/A	N/A



RTA

**SOUTH FLORIDA
REGIONAL
TRANSPORTATION
AUTHORITY**

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

FEBRUARY 2016

PRESENTED BY



**ANTHONY STRIANESE
PROJECT MANAGER**

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

FEBRUARY 2016

During the month of February 2016, **2,998** incidents were reported to, or by G4S Secure Solutions, USA, Custom Protection Officers®. There were two accidents involving the trains that included **(1)** Trespasser Strike and **(1)** accident involving a vehicle. **(1)** Arrest was made for Transit Fare Evasion and **(1)** Arrest for Trespass after Warning and **(1)** for Battery.

MAJOR INCIDENTS

TRAIN vs. VEHICLE – MILE POST 1028.85 – (NON – FATALITY)

Case #: 02-16-1693

This incident occurred at approximately 0535, Wednesday, February 17th 2016. The operator of Chevy Monte Carlo failed to yield to the railroad warning device at the intersection NW 22nd Avenue and State Road 9. Consequently the P601 southbound train struck the driver's door of the vehicle, causing extensive damage. The operator of the vehicle did not complain of any injuries as a result of the accident. The Opa-Locka, Florida Police Department (OPLPD) responded to the scene and conducted an investigation. The OPLPD Case # is **160217004**. This incident created a 60 minute delay for 107 commuters onboard the train.

TRESPASSER STRIKE – MILE POST 966.9 – (SERIOUS INJURY)

Case #: 02-16-2427

This incident occurred at approximately 1948, Tuesday, February 23rd 2016. The P640 northbound train struck a male subject that was trespassing on the railroad right of way. The G4S Officer(s) and the Palm Beach County Sheriff's Department (PBCSO) responded to the scene. The subject was transported to a medical facility by West Palm Beach Fire Rescue WPBFR for treatment of serious injuries. The Alarm # provided by the WPBFR is **16-3491**. This matter is under inquiry by the PBCSO, who provided Case #: **16-042554**. This incident created a two hour delay for 26 commuters onboard the train.

BATTERY – JUVENILE

Case # 02-16-1538

This incident occurred at approximately 1630, Monday, February 15th 2015. A female victim complained to the G4S Officer, via her parent(s) that while onboard the P628 northbound train, a male subject sat across from her in Cab Car # 514. The subject began a conversing with her and he placed his hands under her skirt and touched her near her vaginal area. The incident was reported to G4S upon the arrival of the P628 to the Mangonia Park Station. The PBCSO was notified and responded to the station. The subject was detained by G4S and all parties were questioned by the PBCSO. The male subject was arrested for Battery and transported to the PBCSO incarceration facility. In addition, the subject was issued a Trespass Warning pursuant to Florida State Statute 810.08 / 09. The PBCSO Case # is **16-038998**.

THEFT – ATTEMPTED – MIAMI AIRPORT STATION

Case #: 02-16-815

This incident occurred at approximately 1409, Monday, February 8th 2016. A male subject was detained after he was observed by G4S Officers attempting steal a bicycle at the listed location. The Miami – Dade County Police Department (MDCPD) responded to the station and the subject was issued a Trespass Warning. The MDCPD Case # is: **PD 160208051650**.

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

FEBRUARY 2016

MAJOR INCIDENTS – CONTINUED

DISTURBANCE – METRO-RAIL TRANSFER STATION

Case #: 02-16-0816

This incident occurred at approximately 1555, Monday, February 8th 2016. A male subject, previously trespassed from all SFRTA entities, was observed at the listed location. The subject was creating a disturbance by speaking in a loud tone of voice and using profanity. It should be noted that this same subject who had been involved in the attempted theft of a bicycle at the Miami Airport Station. The Hialeah, FL Police Department (HPD) was notified and responded to the station. Now, upon completion of a preliminary inquiry, the subject was taken into custody pursuant to provisions of the Florida Baker Act Statute. The HPD Case #: is: **2016-004703**.

ILLNESS – P680 NORTHBOUND TRAIN

Case #: 02-16-2164

This incident occurred at approximately 1715, Sunday, Feb 21st 2016. The G4S Officer onboard the P680 northbound train was assisting an elderly female in exiting the train. Now, she displayed signs of distress and while being assisted by the g4S Officer, she suddenly collapsed and became unresponsive. The G4S Officer performed CPR and a notification was made to the West Palm Beach Fire / Rescue. Engine # 3 and Medic Unit 205 responded and continued resuscitation efforts. The female subject was transported to a medical facility and her current medical condition is unknown.

TRESPASS AFTER WARNING – GOLDEN GLADES – (ARREST)

Case #: 02-16-1321

This incident occurred at approximately 2205, Friday, Feb 12th 2016. A crewmember reported that a male subject was creating a disturbance onboard the P648 northbound train. The G4S Officer boarded the train and observed the subject yelling and threatening passengers. This subject has been previously issued at Trespass Warning and he was removed from the train. The Miami Dade County Police Department (MDCPD) was notified and responded to the station. The subject was arrested for Trespass after Warning and transported to an incarceration facility. The MPCPD Case # is: **160212057522**.

FARE EVASION –P630 NORTHBOUND TRAIN – (ARREST)

Case #: 02-16-1921

This incident occurred at approximately 1625, Thursday, February 18th 2016. A subject was located onboard the listed train without a valid ticket. An inquiry into the G4S / SFRTA Automated System determined that the subject had been previously warned and cited on three separate occasions. The subject was removed from the train at the Boca Raton Station and the Boca Raton, FL Police Department responded to the scene. The subject was issued at Notice to Appear for a violation of Florida State Statute 812.015(j), Transit Fare Evasion. In addition the subject, who displayed an aggressive, disruptive demeanor throughout the encounter, was also issued a Trespass Warning.

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

FEBRUARY 2016

MAJOR INCIDENTS – CONTINUED

BOMB THREAT – DELRAY BEACH

Case #: 02-16-51

This incident occurred at approximately 1215, Monday, February 1st 2016. The Public Service Coordination Center (PSCC) notified the G4S Supervisors and Zone Patrol Officers of a bomb threat at the listed location. The Delray Beach, FL Police Department (DBPD) provided the PSCC with a physical / clothing description of a male subject, who is a person of interest. According to the Police Department, search efforts for the subject and / or any suspicious device should be concentrated in the parking facility and bus stops. A search of the area met with unproductive results. Although contact was made with the Police Department, their response to an emergency precluded the acquisition of additional details or a case number.

OUTSTANDING JOB PERFORMANCES

Custom Protection Officers Santiago, Dobrinski, and Captain Rentfro are recognized for a job well done locating and securing a suicidal young female whom was ultimately Baker-Acted by responding Law Enforcement in accordance with Florida State Statute. This situation was brought to their attention by an alert train engineer who reported seeing the subject acting suspiciously along the corridor.

Custom Protection Officer Bernard is commended for a job well done handling a situation that involved a juvenile being accidentally left behind at the Hialeah Market station. CPO Bernard made contact with the child and remained with same until the father returned on the next train.

Custom Protection Officers Robson, Livingston, along with PSCC-CPO Hebding, and Captain Mirabal are all commended for their quick response in locating an 86-ya female.

Custom Protection Officer Dobrinski is commended for a job well done handling a situation involving a male passenger on the P641 who suddenly began punching himself in the face while indicating he was possessed by the devil. CPO Dobrinski was able to remove the individual at the Boynton Beach Station. The responding Law Enforcement took the subject into custody pursuant to the provisions of the Florida State "Baker Act" Statute.

Custom Protection Officer Denton is commended for his quick response and the assistance he provided to an elderly (95yoa) female who was suffering an apparent heart attack. CPO Denton utilized the AED and administered CPR until members of the Palm Beach County Fire Rescue arrived. The individual was transported to a local medical facility.

Weekly/Monthly Fare Inspection Report

MONTH: February-2016

WEEK	Total Passengers	Total Inspected	Total Violations	Number of Citations	Discretion Warnings	F.S.S. §12.015	% Riders Inspected	% Riders Violation	% Violators Cited	% Violators Warned	% Violators Arrested
02/01/16-02/07/16	89,278	96,822	844	27	617	0	108%	0.87%	4%	96%	0%
02/08/16-02/14/16	87,581	98,497	571	16	555	0	112%	0.58%	3%	97%	0%
02/15/16-02/21/16	84,679	93,316	619	15	603	1	114%	0.86%	6%	93%	0%
02/22/16-02/28/16	84,437	102,509	562	29	533	0	114%	0.86%	6%	93%	0%
2/29/2016	14,502	17,804	117	4	113	0	123%	0.66%	3%	97%	0%
	360,477	408,948	2,513	91	2,421	1	113%	0.61%	4%	96%	0%

MONTHLY FARE EVASION REPORT

MONTH: February-2016

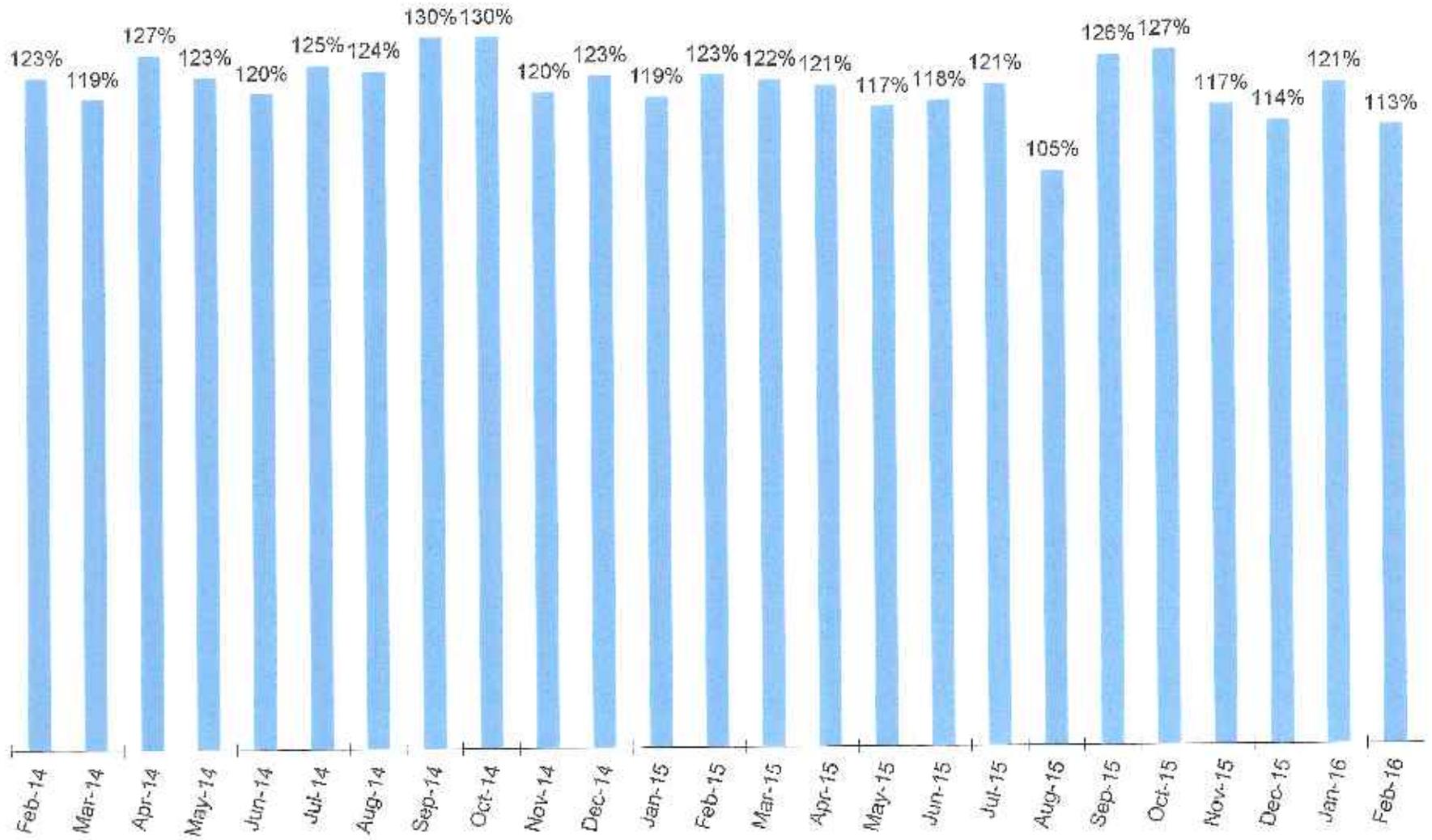
Date	Total Passengers	Total Inspected	Total Violations	Number of Citations	Discretion Warnings	F.S.S. §12.016	% Riders Inspected	% Riders Violation	% Violators Cited	% Violators Warned	% Violators Arrested
2/1/2016	16,458	16,458	84	2	82	0	100%	0.51%	2%	98%	0%
2/2/2016	14,952	16,310	106	4	102	0	109%	0.65%	4%	96%	0%
2/3/2016	14,998	17,507	117	5	112	0	117%	0.67%	4%	96%	0%
2/4/2016	14,744	17,268	134	6	128	0	117%	0.78%	4%	96%	0%
2/5/2016	14,466	16,623	108	7	101	0	115%	0.65%	6%	94%	0%
2/6/2016	7,797	7,165	55	3	52	0	92%	0.77%	5%	95%	0%
2/7/2016	5,863	5,491	40	0	40	0	94%	0.73%	0%	100%	0%
2/8/2016	14,518	16,496	93	3	90	0	114%	0.56%	3%	97%	0%
2/9/2016	14,511	16,803	97	4	93	0	116%	0.58%	4%	96%	0%
2/10/2016	15,910	17,826	102	3	99	0	112%	0.57%	3%	97%	0%
2/11/2016	14,554	19,014	77	2	75	0	131%	0.40%	3%	97%	0%
2/12/2016	14,831	15,691	105	4	101	0	106%	0.67%	4%	96%	0%
2/13/2016	7,020	7,018	52	0	52	0	100%	0.74%	0%	100%	0%
2/14/2016	6,237	5,649	45	0	45	0	91%	0.80%	0%	100%	0%
2/15/2016	12,547	13,669	119	5	114	0	109%	0.87%	4%	96%	0%
2/16/2016	14,262	17,716	70	0	70	0	124%	0.40%	0%	100%	0%
2/17/2016	15,167	15,823	123	2	121	0	104%	0.78%	2%	98%	0%
2/18/2016	14,584	16,803	120	3	116	1	115%	0.71%	3%	97%	1%
2/19/2016	14,241	17,689	114	5	109	0	124%	0.65%	4%	96%	0%
2/20/2016	7,502	6,464	38	0	38	0	86%	0.59%	0%	100%	0%
2/21/2016	6,376	5,172	35	0	35	0	81%	0.68%	0%	100%	0%
2/22/2016	14,206	17,433	117	5	112	0	123%	0.67%	4%	96%	0%
2/23/2016	14,436	20,846	93	6	87	0	144%	0.45%	6%	94%	0%
2/24/2016	14,507	18,007	97	6	91	0	124%	0.54%	6%	94%	0%
2/25/2016	14,124	16,494	94	5	89	0	117%	0.57%	5%	95%	0%
2/26/2016	14,267	17,283	99	5	94	0	121%	0.57%	5%	95%	0%
2/27/2016	6,714	6,472	24	0	24	0	96%	0.37%	0%	100%	0%
2/28/2016	6,183	5,972	38	2	36	0	97%	0.64%	5%	95%	0%
2/29/2016	14,502	17,804	117	4	113	0	123%	0.66%	3%	97%	0%
Totals	360,477	408,948	2,513	91	2421	1	113%	0.61%	4%	96%	0%



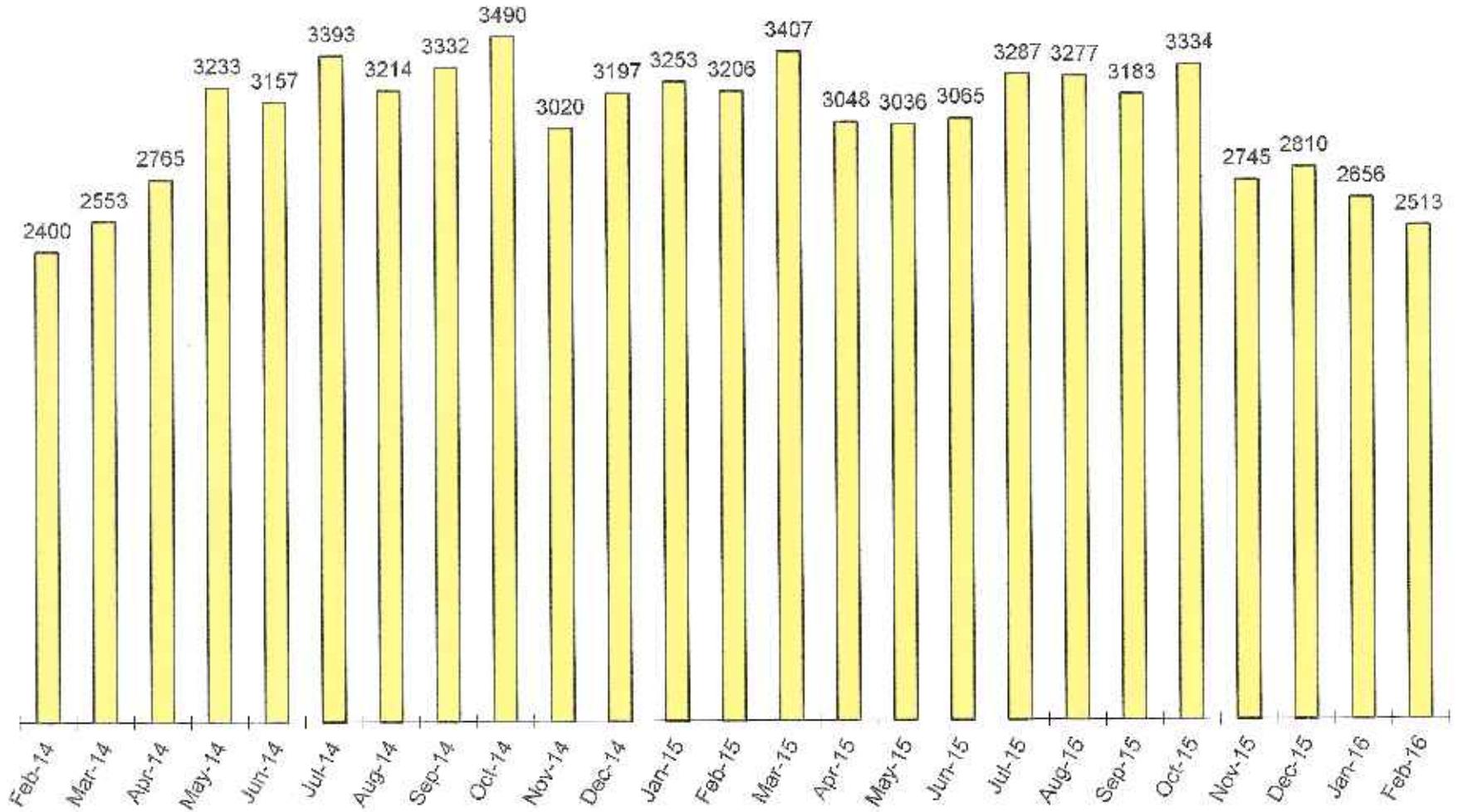
FARE EVASION REPORT MONTHLY COMPARISON

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
February-13	352,773	438,921	3080	57	3013	0	124%	0.70%	2%	98%	0%
March-13	382,389	486,755	3717	183	3530	4	127%	0.75%	5%	95%	0%
April-13	386,755	486,636	3660	41	3618	1	126%	0.75%	1%	99%	0%
May-13	376,961	488,304	3289	96	3192	1	130%	0.67%	3%	97%	0%
June-13	325,240	436,859	3420	193	3223	4	134%	0.78%	6%	94%	0%
July-13	335,538	455,197	3408	225	3173	10	136%	0.75%	7%	93%	0%
August-13	353,977	476,608	3326	163	3155	8	135%	0.70%	5%	95%	0%
September-13	380,416	473,572	3285	128	3155	2	131%	0.69%	4%	96%	0%
October-13	400,196	523,502	3168	180	2977	11	131%	0.60%	6%	94%	0%
November-13	361,358	462,614	2606	146	2652	8	126%	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	446,069	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%	96%	0%
May-14	372,507	458,283	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%	6%	95%	0%
May-15	346,946	406,144	3036	117	2915	4	117%	0.75%	4%	96%	0%
June-15	331,611	391,193	3065	132	2929	4	118%	0.78%	4%	96%	0%
July-15	327,979	396,732	3287	152	3129	6	121%	0.63%	5%	95%	0%
August-15	392,505	413,006	3277	141	3126	10	105%	0.79%	4%	95%	0%
September-15	350,884	442,374	3183	192	2984	7	126%	0.72%	6%	94%	0%
October-15	379,852	481,658	3334	181	3148	5	127%	0.69%	5%	94%	0%
November-15	349,408	409,912	2745	128	2614	3	117%	0.67%	5%	95%	0%
December-15	356,416	405,007	2810	121	2689	0	114%	0.69%	4%	96%	0%
January-16	348,709	422,770	2656	135	2521	0	121%	0.63%	5%	95%	0%
February-16	360,477	408,948	2513	91	2421	1	113%	0.61%	4%	96%	0%
Totals	59,789,704	64,197,385	396,697	35,664	360,116	1,019	107%	0.62%	6%	94%	0%

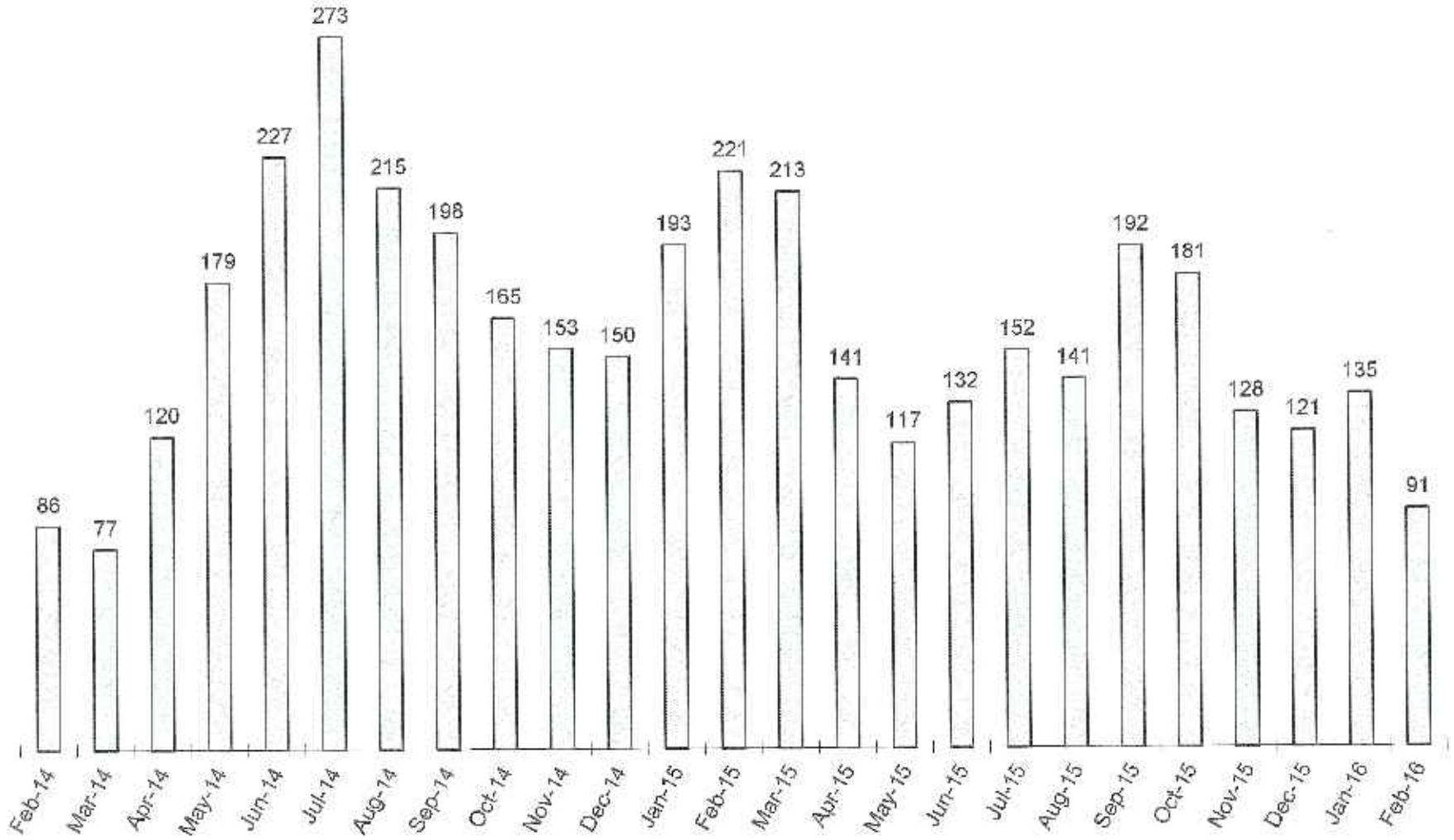
PERCENTAGE OF RIDERS INSPECTED



FARE EVASION VIOLATIONS



CITATIONS ISSUED



**ANNUAL CRIME ANALYSIS
2015**

CLASSIFICATION	SEP	OCT	NOV	DEC	JAN	FEB
ABANDONED VEHICLE		1		1		1
ALARMS			2	1		4
ALCOHOLIC BEVERAGE/TRAIN						
ALTERED TICKET/COUNTERFEIT						
ARSON						
ASSAULT-AGGRAVATED -CPO						
ASSAULT-AGGRAVATED						
ASSAULT TRANSIT AGENT / CPO						
ASSAULT						
ASSIST PASSENGER	1	1	3	2	1	2
ASSIST OTHER AGENCY	1		2	5		
ATTEMPTED SUICIDE						
AUTO THEFT	2	1				
AUTO THEFT - ATTEMPT						
AUTO THEFT - RECOVERY						
BATTERY - AGGRAVATED C.P.O.						
BATTERY - AGGRAVATED					1	
BATTERY - TRANSIT AGENT-CPO	1	2			1	
BATTERY				1	1	2
BIKE LOCKER/OTHER	4	1	4	1	1	4
BICYCLE VIOLATIONS				1		
BOMBING						
BOMB THREAT				1		1
BURGLARY	1					1
BURGLARY ATTEMPT						
BURGLARY-STRUCTURE						
BURGLARY-AUTO	3			14	1	1
BURGLARY-ATTEMPT AUTO						
CAMERA MONITORING CENTER						
CHEMICAL RELEASE						
CIVIL DISTURBANCE						
COUNTERFEIT/ALTERED TICKET						
CREDIT CARD FRAUD						
CRIMINAL MISCHIEF	9	6	9	9	6	13
CROSSING W/ GATE DOWN						
CYBER INCIDENT						
DAMAGED PROPERTY	2	2	3	3	1	5
DEBRIS ON TRACK	1				1	3
DISORDERLY CONDUCT	9	4	4	9	4	7
DISTURBANCE	2	7	3	10	7	3
DRUG OFFENSE						
DOMESTIC VIOLENCE			1			1
EMS BOARD MALFUNCTION	6	3	6	3		3
ELEVATOR MALFUNCTION	22	26	28	13	12	16
ESCALATOR MALFUNCTION	18	19	19	9	13	9
ELEVATOR PHONE MALFUNCTION	1				1	1
FARE EVASION- CITATIONS	192	181	128	121	136	91
FARE EVASION-WARNINGS	2984	3148	2614	2689	2520	2421
FARE EVASION-ARREST	7	5	3	0		1
FALSE IDENTIFICATION						
FIRE		1			2	1
GRADE CROSSING PROBLEM	86	57	2	4	1	6
SUB-TOTAL	3352	3465	2831	2897	2710	2597

**ANNUAL CRIME ANALYSIS
2015**

CLASSIFICATION	SEP	OCT	NOV	DEC	JAN	FEB
ILLNESS	10	7	5	11	4	16
INJURY	4	4	1	3		1
INJURY-CPO						
MISCELLANEOUS/INFORMATION	37	32	36	36	26	27
INTERFERING W/ TRAIN		1				1
INTOXICATED PERSON						
INVESTIGATION						
KIOSK PROBLEM						
LUGGAGE						
LOST/FOUND PROPERTY	133	139	132	118	118	104
LOUD MUSIC						
MISSING PERSON	1		1	2	1	1
MISSING PERSON-LOCATED						
MOTOR VEHICLE ACCIDENT	2		2	2	2	1
PARKING PROBLEM	28	40	22	30	27	27
PARKING LOT ACCIDENTS						
PARKING LOT VIOLATIONS						
PAYPHONE MALFUNCTION						
PULLED EMERGENCY STOP	1				1	
RECOVERED STOLEN PROPERTY						
RIDING ON OUTSIDE OF TRAIN						
ROBBERY						
ROBBERY SUDDEN SNATCHING						
ROBBERY STRONG ARMED						
SAFETY HAZARD	26	26	22	16	32	23
SEXUAL BATTERY						
SEX OFFENSE (OTHER)						
SIGN PROBLEM		1				
SLIP AND FALL	4	4	3	4	4	
SMOKING ON TRAIN	1			1		
SOLICITATION	4	2	3		1	1
STUDENT INCIDENT	1				9	7
SURFBOARDS ON TRAIN						
SUSPICIOUS INCIDENT	8	4	9	5	4	8
SUSPICIOUS PERSON	2	8	6	5	5	2
SUSPICIOUS VEHICLE	5	4	1	7	5	3
SUICIDE / ATTEMPT	2	2				1
THEFT	5	5	2	3	3	6
THEFT-ATTEMPTED						2
THROWING OBJECT AT TRAIN	2	4	3	1	1	1
TOWED VEHICLES	7	10	1	17	4	9
TRAIN VS ANIMAL						
TRAIN VS BICYCLE						
TRESPASSER STRIKE	2	4		1		1
TRAIN VS VEHICLE	2				3	1
TRAIN VS FIXED OBJECT						
TRESPASS ARREST	1					
TRESPASS	19	11	17	104	63	50
TVM GATE MALFUNCTION	3	4	4	9		1
TVM MALFUNCTION	126	101	96	116	130	105
SAV VALIDATOR MALFUNCTION	5	2	2	6	8	2
VEHICLE ON TRACKS			1	4	2	
WEAPON CONCEALED/COMPLAIN						
TOTAL REPORTS	3793	3878	3200	3398	3163	2998

CLASSIFICATIONS BREAKDOWN
 FEBRUARY 2016

CLASSIFICATION	
ABANDONED VEHICLE	1
ALARMS	4
ALARMS-TVM	
ALCOHOLIC BEVERAGE	
ALTERED TICKET/COUNTERFEIT	
ARSON	
ASSAULT AGGRAVATED TRANSIT AGENT / CPO	
ASSAULT-AGGRAVATED	
ASSAULT TRANSIT AGENT / CPO	
ASSAULT	
ASSIST PASSENGER	2
ASSIST OTHER AGENCY	
ATTEMPTED SUICIDE	
AUTO THEFT	
AUTO THEFT - ATTEMPT	
AUTO THEFT - RECOVERY	
BATTERY - AGGRAVATED TRANSIT AGENT / CPO	
BATTERY - AGGRAVATED	
BATTERY TRANSIT AGENT / CPO	
BATTERY	2
BIKE LOCKER/OTHER	4
BICYCLE VIOLATIONS	
BIOLOGICAL RELEASE	
BOMBING	
BOMB THREAT	1
BRUSH FIRE	
BURGLARY-ATTEMPT	
BURGLARY	1
BURGLARY-AUTO	1
BURGLARY-ATTEMPT AUTO	
CAMERA MONITORING CENTER	
CHEMICAL RELEASE	
CIVIL DISTURBANCE	
CREDIT CARD FRAUD	
CRIMINAL MISCHIEF	13
CROSSING W/ GATE DOWN	
CYBER INCIDENT	
DAMAGED PROPERTY	5
DEBRIS ON TRACK	3
DISORDERLY CONDUCT	7
DISTURBANCE	3
DOMESTIC VIOLENCE	
DRUG OFFENSE	1
EMS BOARD MALFUNCTION	3
ELEVATOR MALFUNCTION	16
ELEVATOR PHONE MALFUNCTION	1

CLASSIFICATIONS BREAKDOWN
FEBRUARY 2016

CLASSIFICATION	
ESCALATOR MALFUNCTION	9
FALSE IDENTIFICATION	
FARE EVASION	2513

	CITATION	WARNED	ARREST
12 TRIP NO TAP	3	44	0
ZONE OVERRIDE EASY CARD	0	0	0
INSUFFICIENT FUNDS	7	131	0
NO BUS/METRORAIL TRANSFER	5	57	0
NO PHYSICAL TICKET	59	1861	1
NO SFRTA TRANSFER TICKET	0	20	0
NO TAP EASY CARD	11	179	0
OUTDATED PAPER TICKET	1	36	0
ZONE OVERRIDE PAPER TICKET	5	93	0
TOTAL	91	2421	1

FIRE	1
GRADE CROSSING PROBLEM	6
HIJACKING	
ILLNESS	16
INJURY	1
INJURY-CPO	
INFORMATION / MISCELLANEOUS	27
INTERFERING W/ TRAIN	1
INTOXICATED PERSON	
INVESTIGATION	
KIOSK PROBLEM	
LOST/FOUND PROPERTY	104
LOUD MUSIC	
LUGGAGE	
MISSING PERSON	1
MISSING PERSON-LOCATED	
MOTOR VEHICLE ACCIDENT	1
PARKING PROBLEM	27
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	
SABOTAGE	
SAFETY HAZARD	23
SEXUAL BATTERY	
SEX OFFENSE (OTHER)	

CLASSIFICATIONS BREAKDOWN
FEBRUARY 2016

CLASSIFICATION	
SIGN PROBLEM	
SLIP AND FALL	
SMOKING ON TRAIN	
SOLICITATION	1
STUDENT INCIDENT	7
BAK MIDDLE SCHOOL	
DREYFOOS HIGH SCHOOL	
G STAR	
LAKE WORTH	
ROOSEVELT MIDDLE SCHOOL	
BOYNTON BEACH	
OTHER	
SURFBOARDS ON TRAIN	
SUSPICIOUS INCIDENT	8
SUSPICIOUS PERSON	2
SUSPICIOUS VEHICLE	3
SUICIDE / ATTEMPT	1
TELEPHONIC THREAT	
THEFT	6
THEFT-ATTEMPTED	2
THROWING OBJECT AT TRAIN	1
TOWED VEHICLE	9
TRAIN VS ANIMAL	
TRAIN VS BICYCLE	
TRESPASSER STRIKE	1
TRAIN VS FIXED OBJECT	
TRAIN VS VEHICLE	1
TRESPASS	50
TVM GATE MALFUNCTION	1
TVM MALFUNCTION	105
UNAUTHORIZED ANIMAL	
SAV VALIDATOR MALFUNCTION	2
VEHICLE ON TRACK	
WEAPON-COMPLAINT	
WEAPON-CONCEALED	
SPECIAL ASSIGNMENT:	
TOTAL INCIDENTS 2998	

NTD INTERNET REPORTING

NON MAJOR SECURITY

In Revenue Facility
 Non Revenue Facility
 Right Of Way/Roadway

0						0
0						0
0						0

Part II

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

In Vehicle	In Revenue	In Non Revenue Facility	On Right of Way	Total Incidents
91				91
0				0
1				1
0				0

Other Security Issues

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

In Vehicle	In Revenue	In Non Revenue Facility	On Right of Way	Total Incidents
1		1		1
0				0
0				0
0				0
0				0
0				0
0				0

- (01) Train vs. Trespasser
- (01) Train vs. Vehicle
- (01) Arrest Transit Fare Evasion
- (01) Arrest Trespass after warning
- (01) Arrest Battery

Total Property Damage (\$)

0

NTD INTERNET REPORTING

NON MAJOR SECURITY

Part I

Feb-18

INCIDENTS ONLY

		Transit Passengers	Transit Facility Occupants	Transit Employees	Other Workers	Trespasser	Other	Total Incidents
Forcible 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	0						0
	Non Revenue Facility	0						0
	Right Of Way/Roadway	0						0
Larceny/Theft Offenses	In Vehicle	0						0
	In Revenue Facility	0						0
	Non Revenue Facility	0						0
	Right Of Way/Roadway	0						0
Motor Vehicle Theft	In Vehicle	0						0
	In Revenue Facility	0						0
	Non Revenue Facility	0						0
	Right Of Way/Roadway	0						0
Arson	In Vehicle	0						0

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: March 1, 2016



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 – FEBRUARY 2016
Date: Monday, February 7th 2016

I was assigned the following tasks for the month of: **FEBRUARY 2016:**

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 91 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

As the Investigator: I investigated or conducted inquiries into (25) Incidents:

- SFRTA IR #: 12-14-2631 – Trespasser Strike– (Fatality) (Pending P.D. M.E. Reports)
- SFRTA IR #: 04-15-1280 – Train vs. Vehicle – (Pending P.D. Report)
- SFRTA IR #: 04-15-2208 – Trespasser Strike– (Pending M.E. / P.D. Report)
- SFRTA IR #: 04-15-2369 – Trespasser Strike– (Pending M.E. /P.D. Report)
- SFRTA IR #: 05-15-1056 - Trespasser Strike– (Pending P.D. Report)

- SFRTA IR #: 05-15-2182 – Trespasser Strike– (Pending M.E. /P.D. Report)
- SFRTA IR #: 06-15-2234 – Trespasser Strike– (Pending M.E. / P.D. Report)
- SFRTA IR #: 07-15-1282 – Unattended Death – (Pending M.E. / P.D. Report)
- SFRTA IR #: 07-15-3006 – Trespasser Strike– (Pending M.E. / P.D. Report)
- SFRTA IR #: 08-15-979 – Trespasser Strike–(Fatality) – Pending M.E. P.D. Report)
- SFRTA IR #: 09-15-689 – Train vs. Vehicle – (Pending P.D. Report)
- SFRTA IR #: 09-15-2739 – Train vs. Vehicle – (Pending P.D. Report)
- SFRTA IR #: 09-15-3182 – Trespasser Strike– (Pending P.D. / M.E. Report)
- SFRTA IR #: 09-15- 3502 – Trespasser Strike– (Pending P.D. /M.E. Reports)
- SFRTA IR #: 10-15-736 – Trespasser Strike – (Pending P.D. M.E. Reports)
- SFRTA IR #: 10-15-2354 – Trespasser Strike – (Pending P.D. M. E. Reports)
- SFRTA IR #: 10-15- 2739 – Trespasser Strike – (Pending P.D. M.E. Reports)
- SFRTA IR #: 10-15-2797 – Trespasser Strike – (Pending P.D. M.E. Reports)
- SFTTA IR #: 01-16-260 – Train vs. Vehicle – (P.D. Report obtained)
- SFRTA IR#: 01-16-2436 – Post Order Violation – (Termination)
- SFRTA IR #: 01-16-1097 – Battery on CPO – (Not Sustained)
- SFRTA IR #: 02-16-1693 – Train vs. Vehicle – (Pending P.D. Report)
- SFRTA IR #: 02-16-2427 – Trespasser Strike – (Pending P.D. Report)
- UNNUMBERED – Post Order Violation – (Written Counseling)
- UNNUMBERED – Discourtesy – Attention to Duty – (Pending)

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 (2/1/2016) thru (2/1/2017)

Project Manager Contract # Contract Administrator	Contract Title Contract Name	Start Date Expiration Date	Contract Duration Renewal
<u>projectmgr</u>			
Renee Matthews 02-711 BOBBY BECKER	INTEGRATED FINANCIAL MGT SYSTEM SOFTWARE 010137 TYLER WORKS/EDEN DIVISION	12/31/2008 12/31/2016	8 Year Term
Richard Chess 11-001 BOBBY BECKER	BROKERAGE SERVICES 010029 AON RISK SERVICES INC OF MD	10/01/2010 02/29/2016	6 Year Term N/A
Richard Chess 11-007 BRYAN KOHLBERG	BANKING SERVICES 012062 SUNTRUST BANK	10/13/2010 12/31/2016	6 Year Term
<u>projectmgr</u>			
Richard Chess 11-013 OSCAR NELSON	LEASE FOR 800 NW 33RD ST - SFRTA ADM HQ 010304 PROLOGIS TRUST	05/01/2011 12/31/2016	5 Year Term
Chad Betts 14-009 BOBBY BECKER	SHUTTLE BUS SERVICES 012623 KEOLIS TRANSIT SERVICES, LLC	01/01/2009 02/29/2016	7 Year Term No renewal options



**Contract Actions Executed
Under The General Counsel's Authority
For February 2016**

AGENDA ITEM NO: N

Date Signed	Contract /Purchase Order No.	Contract Action	Amount \$	Term
2/19/2016	Robert Lee Shapiro, PA Change Order to increase PO 16-000040 by \$2,500.00 bringing the total amount to \$5,000 Legal Assistance with Issues Relating to Current Building Lease and Ops Center Contract # 15-005	16-000040	5,000.00	N/A