# Planning Technical Advisory Committee Meeting (PTAC)

REGULAR MEETING AGENDA

April 16, 2008
10:00 a.m.

South Florida Regional Transportation Authority
Main Conference Room, Suite 200
800 NW 33rd Street
Pompano Beach, Florida 33064
*www.sfrta.fl.gov*

FOR FURTHER INFORMATION CALL JOSEPH QUINTY AT (954) 788-7928

**Members**

Michael Busha, Treasure Coast Regional Planning Council
William Cross, South Florida Regional Transportation Authority
Carolyn Dekle, South Florida Regional Planning Council
Roger Del Rio, Broward Metropolitan Planning Organization
Lynn Everett-Lee, Broward County Transit
Jose Luis Mesa, Miami-Dade Metropolitan Planning Organization
Gustavo Schmidt, Florida Department of Transportation, District IV
John Spillman, Miami-Dade Transit
Phil Steinmiller, Florida Department of Transportation, District VI
Fred Stubbs, Palm Tran
Randy Whitfield, Chairman, Palm Beach Metropolitan Planning Organization
Nancy Ziegler, FDOT, District IV

**Directions to SFRTA: I-95 to Copans Road. Go west on Copans to North Andrews Avenue Ext. and turn right. Go straight to Center Port Circle, which is NW 33rd Street, and turn right. SFRTA's offices are in the building to the right. The SFRTA offices are also accessible by taking the train to the Pompano Beach Station. The SFRTA building is South of the station. Parking is available across the street from SFRTA's offices, at the Pompano Beach Station**.

**PLANNING TECHNICAL ADVISORY COMMITTEE (PTAC)**
**MEETING OF APRIL 16, 2008**

The meeting will convene at 10:00 a.m., and will be held in the Main Conference Room of the South Florida Regional Transportation Authority, Administrative Offices, 800 NW 33rd Street, Suite 100, Pompano Beach, FL 33064.

**CALL TO ORDER**

**PLEDGE OF ALLEGIANCE**

**AGENDA APPROVAL** – Additions, Deletions, Revisions

**DISCUSSION ITEMS**

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

| **CONSENT AGENDA** |
|---|
| 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 PTAC Member, however, that item may be removed from the Consent Agenda and considered separately. |

C1 – MOTION TO APPROVE: Minutes of PTAC Meeting of March 19, 2008

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

None

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

I1 – INFORMATION: Draft Tri-Rail Station Park-and-Ride Agreement – Status Report

I2 – INFORMATION: Tri-Rail Signage and Wayfinding Plan

I3 – INFORMATION: South Florida Transit Resource Guide

I4 – INFORMATION: SFRTA FY 2009-2018 Transit Development Plan (TDP) Major Update

OTHER BUSINESS:

SFRTA EXECUTIVE DIRECTOR REPORTS/COMMENTS

PTAC 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 Board of Directors for the South Florida Regional Transportation 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.

**DRAFT**

# MINUTES
## SOUTH FLORIDA REGIONAL TRANSPORTATION AUTHORITY
## PLANNING TECHNICAL ADVISORY COMMITTEE (PTAC) MEETING
## MARCH 19, 2008

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The Planning Technical Advisory Committee (PTAC) meeting was held at 10:00 a.m. on Wednesday, March 19, 2008 in the Main Conference Room Suite 200 of the South Florida Regional Transportation Authority (SFRTA), Administrative Offices located at 800 NW 33rd Street, Suite 100, Pompano Beach, Florida 33064.

**COMMITTEE MEMBERS PRESENT**:

Mr. Larry Allen, South Florida Regional Planning Council (RPC)
Mr. William Cross, South Florida Regional Transportation Authority (SFRTA)
Ms. Kim Delaney, Treasure Coast RPC
Mr. Wilson Fernandez, Miami-Dade Metropolitan Planning Organization (MPO)
Mr. John Garcia, Miami-Dade Transit
Mr. Joseph Quinty, SFRTA
Mr. Jonathan Roberson, Broward County Office of Transportation (BCT)
Mr. Fred Stubbs, Palm Tran
Mr. Jeff Weidner, FDOT District 4
Mr. Randy Whitfield, Palm Beach MPO, PTAC Chair
Mr. Enrique Zelaya, Broward MPO

**ALSO PRESENT:**

Mr. Brad Barkman, SFRTA
Mr. Jose Clavell, FDOT District 6
Mr. Dan Glickman, Citizen
Mr. Eric Goodman, SFRTA
Ms. Sabrina Kirkpatrick, South Florida Commuter Services/Boca Raton
Mr. John Lafferty, PB Americas, Inc.
Ms. Elaine Magnum, SFRTA
Mr. Jeremy Mullings, FDOT
Mr. Tim Rosenberger, PB Americas, Inc.
Mr. Jim Udvardy, South Florida Commuter Services
Mr. Robert Vaughan, CH2M Hill
Ms. Natalie Yesbeck, SFRTA

**CALL TO ORDER**

The Chair called the meeting to order at 10:17 a.m.

**ROLL CALL**

The Chair requested the roll call.

**PLEDGE OF ALLEGIANCE**

**AGENDA APPROVAL** – Additions, Deletions, Revisions

Ms. Kim Delaney moved for approval of the Agenda. The motion was seconded by Mr. Fred Stubbs. The Chair called for further discussion and/or opposition to the motion. Upon hearing none, the Chair called the motion to a vote and it was approved unanimously.

**DISCUSSION ITEMS**

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

Mr. Dan Glickman raised the issue of a combined US 1 bus route in Palm Beach and Broward Counties, and asked why such a route has not moved forward. Mr. Stubbs mentioned that no extensive discussions have taken place between PalmTran and BCT on this issue, and that the current budget shortcomings make it unlikely. Mr. Roberson agreed, adding that working with two different drivers' unions to make it happen could be difficult. Mr. Allen asked why someone trying to make such a connection between the two counties wouldn't use Tri-Rail and connecting east-west service instead. Mr. Glickman noted that he thought a combined US 1 route would achieve greater efficiencies.

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

**C1 – MOTION TO APPROVE**: Minutes of Planning Technical Advisory Committee Meeting of February 20, 2008.

A motion was made by Mr. Jonathan Roberson to approve the meeting minutes. The motion was seconded by Mr. Wilson Fernandez. The motion was called to a vote and carried unanimously.

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

None.

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

**I1. - INFORMATION:** Draft Tri-Rail Station Park-and-Ride Agreement – Status Report

Mr. Quinty introduced this item, noting the wide range of quality input received on this topic at the February PTAC meeting. He mentioned that SFRTA planning, operations, and security staff recently met to discuss all of the committee's input, resulting in consensus that investigating and potentially addressing overnight parking use is a preferred action. Mr. Quinty stated that three steps have been identified to address overnight and general capacity issues at stations. They are:

1. Conduct overnight parking counts for all Tri-Rail station (already underway)
2. Produce and conduct a survey to determine purpose of cars parked overnight
3. Investigate a policy requiring a Tri-Rail ticket to board RTA shuttle buses at stations

Mr. Weidner offered the assistance of South Florida Commuter Services in developing the survey or other related tasks. Mr. Barkman stated his appreciation for the offer. He also mentioned that there is some thought of adding signage at all stations that would identify nearby stations and parking opportunities. Mr. Weidner commented that he thought educating riders could be part of the survey effort, including providing bus schedules as a way to manage demand. Ms. Kirkpatrick also noted that some parking spaces are being taken up by containers such as Goodwill drop-off boxes. Mr. Quinty agreed, and also commented that the most noteworthy instance was trailers taking up multiple spaces at the Hollywood station, but those have recently been removed.

**I2. - <u>INFORMATION</u>**: Town of Jupiter Station Area Planning Charrette

Mr. Quinty introduced Ms. Kim Delaney of Treasure Coast Regional Planning Council (TCRPC), who gave a powerpoint presentation on this item. Ms. Delaney stated that TCRPC, along with other partners, conducted a planning charrette in the Town of Jupiter to evaluate opportunities for future transit stations and related TOD. She noted that more than 100 participants attended the planning charrette, and after a week-long studio, the "work-in-progress" was presented to the Council and community on January 18. Ms. Delaney commented that there was positive feedback from area elected officials, and that the conceptual station designs can accommodate any of the transit modes under consideration as part of the FEC Corridor study. She also pointed out that the full charrette slideshow, containing over 120 slides, is available on the TCRPC website.

Ms. Delaney stated that the charrette sought to address a range of transportation, redevelopment, neighborhood, and economic issues. While the focus initially was thought to be on the Jupiter Medical Center area, charrette participants quickly expanded the reach and identified a need for three different station locations and types in the Town of Jupiter:

- A neighborhood station should be located at the intersection of Frederick Small Road and the FEC Corridor, which would service the adjacent Abacoa neighborhoods as well as provide convenient transit access to the biomedical cluster (Scripps, Max Planck Institute, "Exploration Pointe" on the Briger property) and Florida Atlantic University.

- A town center station should be located at the intersection of Toney Penna Drive and the FEC Corridor, which would service the Jupiter Medical Center and related medical uses and stimulate a mixed-use TOD district in the adjacent area.

- A local park-and-ride station should be located at the intersection of Indiantown Road and the FEC Corridor, which would capture Jupiter/Tequesta commuters as well as service the neighborhoods north of Indiantown Road and adjacent developments.

Ms. Delaney passed along additional key findings, including projections that 40,000 jobs in the biotech industry are expected to come to Scripps/Briger/FAU area. In addition, development rights exist and 70 additional townhouse units can fit at the Frederick Small site. It was also noted that Jupiter Medical Center is currently Jupiter's largest employer, a major redesign of the Toney Penna/Alternate A1A intersection would be required to accommodate a station, and that a shuttle route from the Medical Center area to Scripps would take too long to be competitive.

Mr. Weidner asked if capturing market growth to fund the project by using tax increment financing (TIF) is a possibility. Ms. Delaney said that a development district around the Medical Center area could yield results, but there would likely not be much additional development at the other two station sites. Mr. Allen asked how far apart the three station sites are. When told that the total separation is five miles, he wondered if the spacing was too close. Ms. Delaney noted that future service on the FEC will likely have closer spacing than what is now seen on Tri-Rail, and that not all trains on the FEC will be stopping at all stations. Mr. Stubbs mentioned that PalmTran is working with Martin County on new express bus service, and would like to keep options open to utilize these findings. Ms. Delaney stated that the final charrette recommendations will be presented to the Jupiter Town Council for approval later this spring.

**I3. - <u>INFORMATION</u>**: SFRTA FY 2009-2018 Transit Development Plan (TDP) Major Update

Mr. John Lafferty of PB Americas, Inc. gave a presentation on the process and progress of the SFRTA TDP Major Update. Key points made by Mr. Lafferty at the meeting include how critical the financial component of the project is, the required outreach to each county's workforce board, needed coordination with various SFRTA departments, coordination with partner agencies via the PTAC, and outreach to the riding public through events held at Tri-Rail stations. Mr. Lafferty also mentioned that 8 draft project goals and approximately 45 objectives have been developed. He stated that the project is on track to deliver a draft final document to the PTAC in June.

Mr. Enrique Zelaya asked if there will be coordination with the TDP efforts of the region's other transit operators. Mr. Lafferty stated that a review of each operator's TDP has been done as part of the project, while Mr. Roberson pointed out that SFRTA staff has a seat on BCT's TDP advisory committee. Mr. Weidner commented that park and ride lot needs should be prioritized, as growth is expected for both Tri-Rail and the express bus service that will be using the new managed lanes on the interstates. He also raised the issue of using TBEST software as part of the TDP analysis, as it may be a requirement. Mr. Quinty commented that SFRTA had just completed extensive modeling as part of its Strategic Plan effort and now has its rail corridor simulation operational (using Rail Traffic Controller software).

Mr. Roberson asked if the SFRTA ten year plan in the TDP is also the region's ten year plan. Mr. William Cross stated that the first five years will be tied to Tri-Rail and reflect SFRTA's approved budget, but the second five years will take a broader regional look. Mr. Allen expressed a desire for capital needs to be clearly identified so that the RPC can work with developers on mitigation opportunities. Mr. Weidner stated that the percentage of transit operating budgets being covered by the state block grant is dropping. He added that the new ten year requirement is intended to build a bridge between the typical five year plan and longer term visioning efforts. He also commented that the technical staffs of the MPO's need to coordinate with FDOT on how revenue from the 95 Express managed lanes is factored into their long range transportation plans. Mr. Fernandez stated that the Miami-Dade MPO is looking at tolling as a major component of its next LRTP, and that they are targeting completion of a thorough tolling analysis one year prior to LRTP adoption.

**I4. - <u>INFORMATION</u>**: SFRTA Strategic Regional Transit Plan

Mr. Quinty stated that at its February 22 meeting, the SFRTA Governing Board expressed some concerns about the draft findings of the Strategic Regional Transit Plan. He then explained what some of the concerns were, including a desire to see costs without right-of-way included, questions about the inclusion of the Central Broward East-West Light Rail project, and concerns about what projects were included in the base network. Mr. Quinty noted that the Governing Board did not endorse the project's findings, but instead recommended it coming back to the Governing Board at its April meeting. It was also recommended that one-on-one meetings with Board members take place in the meantime.

Mr. Weidner expressed a desire for the Governing Board to address more planning related issues on their meeting agendas. Chairman Whitfield commented that time constraints often keep that from happening. Mr. Quinty noted that when the Governing Board held its visioning session following their February meeting, several members showed an interest in covering more topics beyond day-to-day Tri-Rail matters. He said that he thought the Strategic Plan might be a good topic for such an effort, but one-on-one meetings will be held instead. Mr. Fernandez commented that it is difficult for an operating agency to fit planning matters into its agenda.

**OTHER BUSINESS:** SFRTA Dedicated Funding Slideshow

Mr. Quinty stated that due to committee members' interest at the last PTAC meeting, he provided a copy of SFRTA's presentation "The Need for Dedicated Funding" in the PTAC meeting packet. Mr. Weidner commented that he liked the $19.2 million coming back to FDOT as transit dollars. Chairman Whitfield countered that he was concerned because those dollars would go back to Tallahassee. Mr. Cross pointed out that of the 15% of FDOT funds that are supposed to be intermodal, only 4% is really for transit. Mr. Roberson expressed concern that if Tri-Rail's federal Full Funding Grant Agreement is defaulted, then the region would never again get new federal transit dollars.

Mr. Fernandez asked the committee its thoughts on the SEFTC Transportation Funding Summit, and wondered if RTA's stance had changed at all as a result. Mr. Cross said that it was good to have all of the key transportation figures together in one place to discuss these issues. However, he said it didn't offer concrete solutions and RTA's pursuit of the existing $2 rental car surcharge has not changed. Chairman Whitfield expressed hope that the county wouldn't reduce its funding level to the minimum. He also mentioned that dispatch costs are far less than maintenance, and asked if getting funds for RTA to cover dispatching only could work. Mr. Cross said that he had not yet heard such an idea for dispatch only, and thought it could be a possibility.

Mr. Weidner requested that a member attendance list be compiled, similar to what is done for Broward MPO TCC meetings.

**SFRTA EXECUTIVE DIRECTOR REPORTS/COMMENTS**

**PTAC MEMBER COMMENTS**

**ADJOURNMENT**

The meeting was adjourned at 12:17 pm.

AGENDA ITEM NO. I1

SOUTH FLORIDA REGIONAL TRANSPORTATION AUTHORITY
PLANNING TECHNICAL ADVISORY COMMITTEE (PTAC)
MEETING: APRIL 16, 2008

INFORMATION ITEM REPORT

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☒ Information Item ☐ Presentation

DRAFT TRI-RAIL STATION PARK-AND-RIDE AGREEMENT – STATUS REPORT

SUMMARY EXPLANATION AND BACKGROUND:

At the February 20 meeting of the SFRTA Planning Technical Advisory Committee, parking capacity issues at Tri-Rail stations were discussed and a draft park-and-ride permit policy and agreement was shared. This resulted in a significant amount of feedback and numerous new ideas. Follow up discussion took place at the March 19 PTAC meeting, with a focus on addressing overnight parking at station lots as a means to ensure parking availability for Tri-Rail passengers, car/vanpoolers, and users of transit other than Tri-Rail. SFRTA staff proposed three steps, which were:

1. Conduct overnight parking counts at Tri-Rail stations
2. Produce and conduct a survey to determine purpose of cars parked overnight
3. Investigate a policy requiring a Tri-Rail ticket to board RTA shuttle buses at stations

Overnight parking counts have been completed at station lots suspected of having a high number of vehicles whose occupants are not transit riders. Overnight parking on weekdays was found to exceed 23% of capacity at the Boca Raton, Fort Lauderdale Airport, and Miami Airport stations. The attached spreadsheet contains the overnight parking results.

At the April 16 PTAC meeting, SFRTA staff will be seeking direction from the committee on how to proceed in addressing this issue.

EXHIBITS ATTACHED: Overnight Parking Observations Spreadsheet

Tri-Rail Overnight Parking Observations

| | Thurs | Fri | Sat | Sun | Mon | Tue | Wed | Thurs | Fri | | Weekday Avg | Weekend Avg | | Lot Capacity |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| MIA AM | - | 59 | 51 | 64 | 26 | 27 | 50 | 49 | 48 | | 43 (24%) | 58 (32%) | | 181 |
| MIA PM | 50 | 22 | 86 | 79 | 57 | 55 | 51 | 52 | 44 | | 47 (26%) | 83 (46%) | | 181 |
| Hollywood AM | - | 28 | 42 | 24 | 22 | 19 | 21 | 25 | 18 | | 22 (16%) | 33 (23%) | | 141 |
| Hollywood PM | 22 | 27 | 33 | 22 | 28 | 36 | 24 | 24 | 28 | | 27 (19%) | 28 (20%) | | 141 |
| FLL AM | - | 54 | 58 | 39 | 46 | 53 | 63 | 56 | 50 | | 54 (30%) | 49 (27%) | | 180 |
| FLL PM | 57 | 58 | 39 | 46 | 53 | 63 | 56 | 50 | 48 | | 55 (31%) | 43 (24%) | | 180 |
| Boca AM | - | 45 | 43 | 55 | 36 | 37 | 35 | 39 | 43 | | 39 (24%) | 49 (30%) | | 163 |
| Boca PM | 34 | 37 | 50 | 38 | 33 | 38 | 36 | 39 | 41 | | 37 (23%) | 44 (27%) | | 163 |

Vehicles present at stations between 11pm and 4am.
Counts conducted March 6-14

AGENDA ITEM NO. I2

SOUTH FLORIDA REGIONAL TRANSPORTATION AUTHORITY
PLANNING TECHNICAL ADVISORY COMMITTEE (PTAC)
MEETING: APRIL 16, 2008

INFORMATION ITEM REPORT

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☒ Information Item ☐ Presentation

TRI-RAIL SIGNAGE AND WAYFINDING PLAN

SUMMARY EXPLANATION AND BACKGROUND:

Since late 2007, SFRTA has been working with consultant The Corradino Group on a Tri-Rail Signage and Wayfinding Plan. The goal and purpose of the Signage and Wayfinding Plan is to understand and document existing conditions and create a well defined work program to address sign maintenance and future needs.

Good information can help build ridership by enhancing the overall experience of transit. Signage is a critical information element provided to assist transit users in accessing services. Accurate and easily understandable aids to navigation reduce access delays at park and ride facilities and encourage efficient transfers. The South Florida Regional Transportation Authority (SFRTA) recognizes the importance of good signage and wayfinding aids to improve the transit service provided to commuters. SFRTA has recently experienced growing ridership on Tri-Rail commuter trains and shuttle buses due to increases in service, making it ever more imperative that people are able to easily find and access stations. The Tri-Rail Parking and Circulation Study (2007) identified several deficiencies in signage which are the result of construction activities, natural disasters and other events. Tri-Rail also faces other challenges which can in part be addressed through an effective signage program. These include, but are not limited to: natural disasters (wind), elderly users, visitors/tourists (i.e., first time users) and users with a background of multiple primary languages (English, Spanish, Creole, French, etc…).

Project consultant, The Corradino Group, has developed a plan to standardize access wayfinding for regional transportation services offered by SFRTA. The plan includes a complete inventory identifying the type and location of existing assets with data captured in a GIS database and linked to digital photographs. It also documents immediate and long-term needs for signage, including placement, and outlines development of a comprehensive sign maintenance program.

Mr. Eric Goodman of SFRTA's Planning staff will present this item, discussing the project's process, progress, and draft recommendations.

EXHIBITS ATTACHED: None

AGENDA ITEM NO. I3

SOUTH FLORIDA REGIONAL TRANSPORTATION AUTHORITY
PLANNING TECHNICAL ADVISORY COMMITTEE (PTAC)
MEETING: APRIL 16, 2008

INFORMATION ITEM REPORT

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☒ Information Item ☐ Presentation

SOUTH FLORIDA TRANSIT RESOURCE GUIDE

SUMMARY EXPLANATION AND BACKGROUND:

At the October 17, 2007 and February 20, 2008 meetings of the SFRTA PTAC, information was provided regarding the South Florida Transit Resource Guide. The guide, produced by SFRTA Planning staff and project consultant The Corradino Group, is nearing completion.

The document is intended to be a one-stop guide and directory for all that is transit related in South Florida. Components of the guide include:

-Regional Snapshot (population and employment trends and major employers)
-Major Transit Hubs
-Transit Planning Coordinators
-Transit Providers
-Transit Supportive Plans
-Transit Supportive Policies and Programs

Ms. Lynda Kompelien Westin of SFRTA's Planning staff will present this item. An overview of the draft document will be provided, and next steps to ensure partner agency review and edits will be discussed.

EXHIBITS ATTACHED: None

AGENDA ITEM NO. I4

SOUTH FLORIDA REGIONAL TRANSPORTATION AUTHORITY
PLANNING TECHNICAL ADVISORY COMMITTEE (PTAC)
MEETING: APRIL 16, 2008

INFORMATION ITEM REPORT

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☒ Information Item ☐ Presentation

SOUTH FLORIDA REGIONAL TRANSPORTATION AUTHORITY
TRANSIT DEVELOPMENT PLAN MAJOR UPDATE, FY 2009-2018

SUMMARY EXPLANATION AND BACKGROUND:

Work is progressing on the South Florida Regional Transportation Authority's fourth Transit Development Plan (TDP), which is a major update covering the period FY 2009-2018. At the March 19 PTAC meeting, project consultant PB Americas, Inc. gave a presentation on the study's progress and key tasks to be completed by project's end. Work on the project has continued on since.

One component of TDP Major Update that has just been completed is the Peer Review Analysis. The draft Peer Review Analysis is an update of a similar exercise that was conducted last year as part of SFRTA's Performance Measurement Evaluation and TDP FY 2008-2012 Minor Update. This Peer Review Analysis uses information from the National Transit Database (NTD), with FY 2006 being the most recent year that NTD data is available. The draft document is attached for the committee's review and will be discussed further at the April 16 meeting.

SFRTA planning staff and representatives from project consultant PB Americas, Inc. will present this item, discussing additional progress that has been made over the past month.

EXHIBITS ATTACHED: Draft Peer Review Analysis

# FY 2009 – 2018 TRANSIT DVELOPMENT PLAN
# MAJOR UPDATE

## PEER REVIEW ANALYSIS

## *DRAFT*

*Prepared for:*

**South Florida Regional Transportation Authority**

*Prepared by:*

PB Americas, Inc.
7300 Corporate Center Drive
Suite 600
Miami, FL 33126

April 2008

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## 1.0 Introduction

Tri-Rail service was compared to eight other commuter rail providers throughout the United States in a variety of statistical categories as compiled by the Federal Transit Administration's National Transit Database (NTD). The statistics were taken for 2006, the latest year available from NTD. The statistics evaluated include:

- Unlinked Passenger Trips
- Route Miles
- Passenger Miles Traveled
- Average Trip Length
- Train Revenue Miles
- Train Revenue Hours
- Operating Cost per Revenue Hour
- Operating Cost per Passenger Trip
- Passenger Trips per Revenue Hour

The peer services evaluated were taken from the following systems that operate commuter rail services:

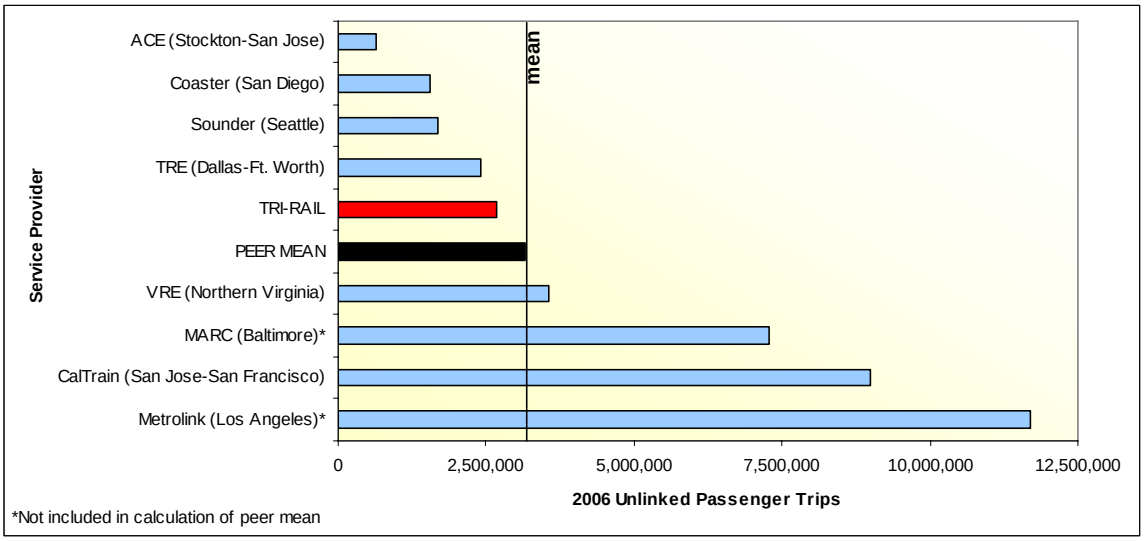
- CalTrain (San Jose, CA and San Francisco, CA)
- ACE (Stockton, CA and San Jose, CA)
- TRE (Dallas, TX and Fort Worth, TX)
- Metrolink (Los Angeles, CA)
- Coaster (San Diego, CA)
- MARC (Baltimore, MD)
- VRE (Northern Virginia)

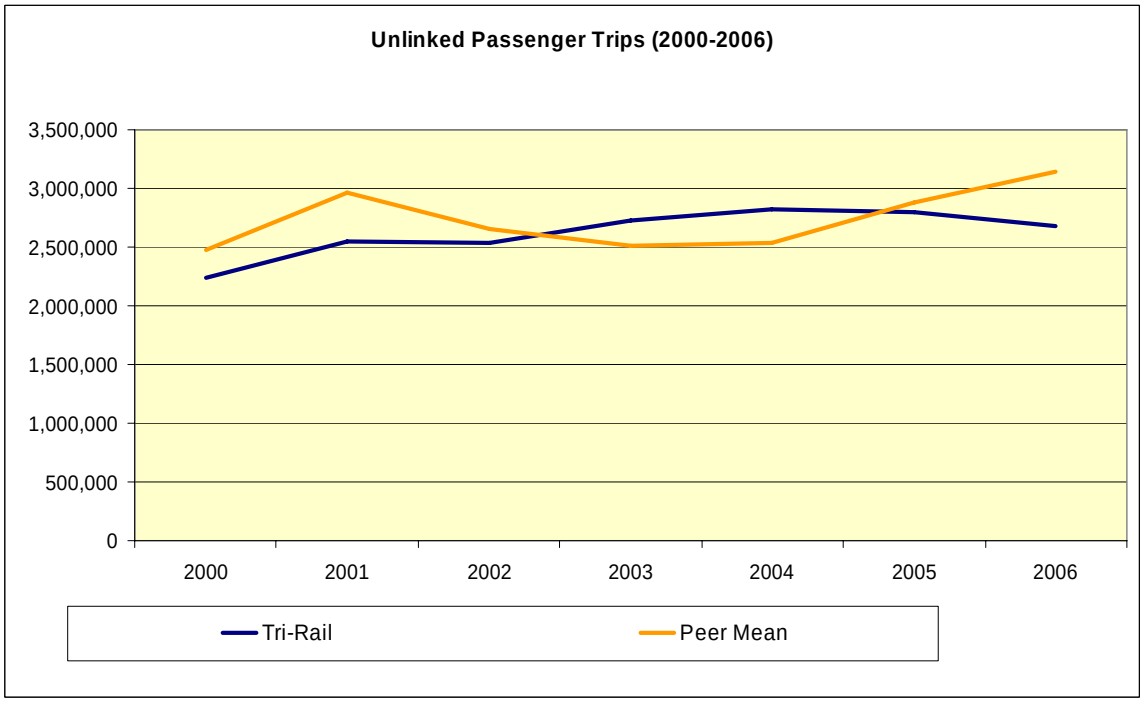
The comparison also included calculation of a peer mean calculated from the statistics of six of the peer providers. The mean did not include Tri-Rail's statistics for 2006. In addition, two of these systems—MARC in Maryland and Metrolink in Los Angeles, are significantly larger systems and were not included in the calculation of the mean. Tri-Rail was close to the mean on most of the operating statistics. In terms of service efficiency, Tri-Rail was better than average in cost per train revenue hour, below the peer average in passenger trips per revenue hour, and close to average in other statistics relating to efficiency.

## 2.0 Unlinked Passenger Trips

Tri-Rail reported 2.7 million unlinked passenger trips in 2006, which was only 56% of the peer mean. The peer mean of the group was 4.7 million trips. The provider within the peer group with the highest number of passenger trips was Caltrain with around 9 million trips. ACE, in Stockton, CA, had fewer than 650,000 trips. Figure 2-1 illustrates the comparison of unlinked passenger trips. As the lower graph shows, unlinked passenger trips went down slightly in 2005 and 2006, as a result of service disruptions related to the Segment 5 Double-Track Corridor Improvement project.

**Figure 2-1 – Unlinked Passenger Trips**

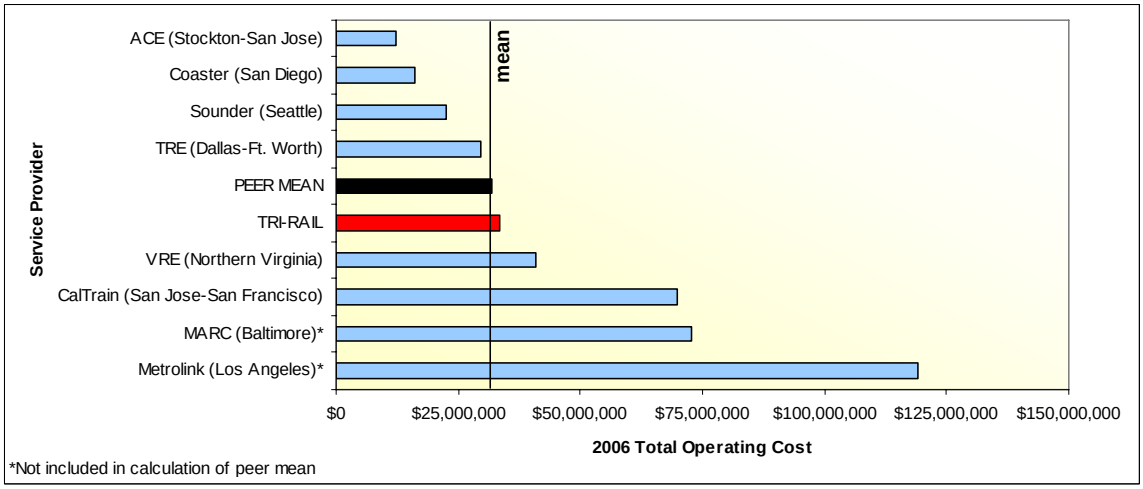


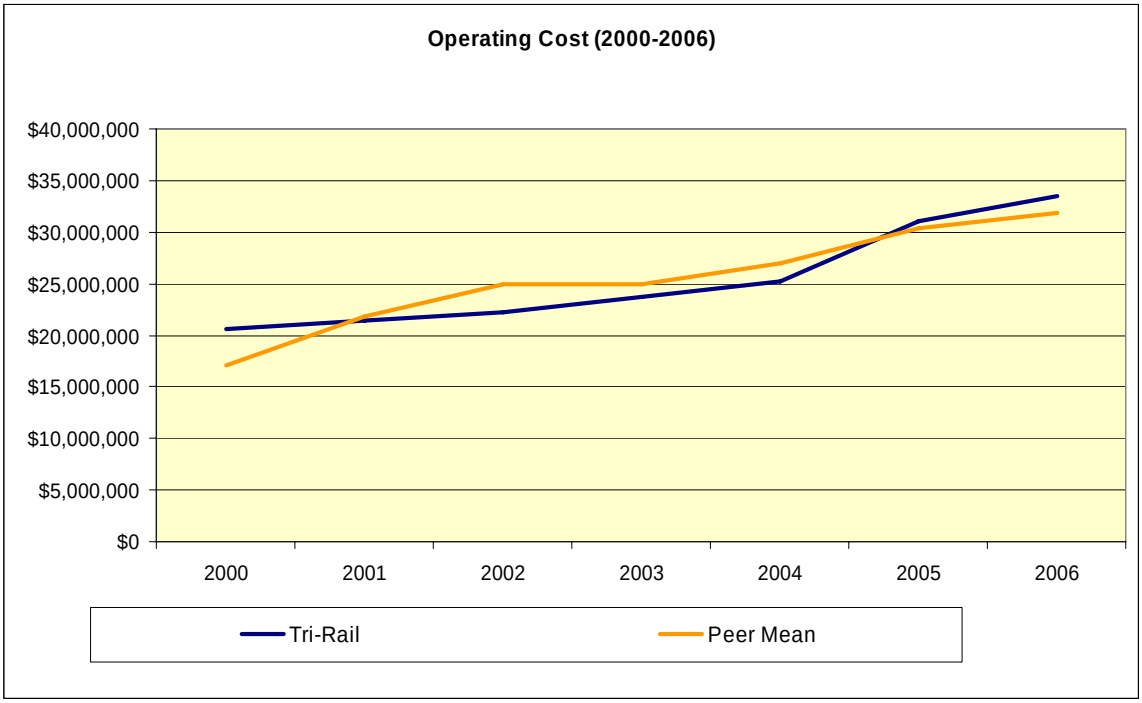



## 3.0 Operating Cost

Tri-Rail reported an operating cost of $33.5 million in 2006, which was just over the peer mean of about $32 million. The peer provider with the highest operating cost was Caltrain, at nearly $70 million. ACE had the lowest cost at less than $12.3 million. Figure 3-1 illustrates the comparison of operating cost. As the lower graph shows, operating cost at Tri-Rail has climbed essentially in tandem with the average of its peer agencies. The drivers of increased costs in recent years—primarily fuel and employee benefits costs—have affected service providers similarly across the country.

**Figure 3-1 – Operating Cost**

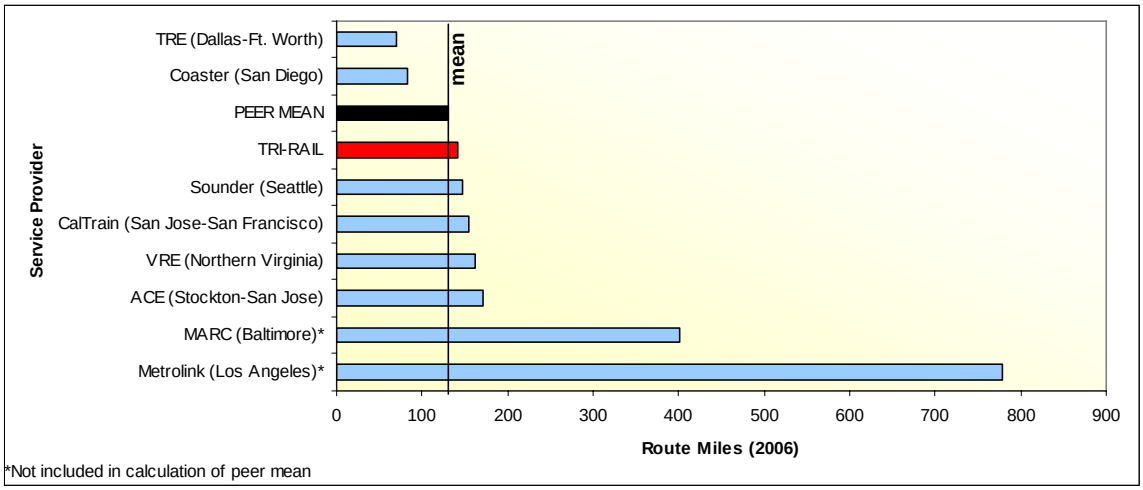


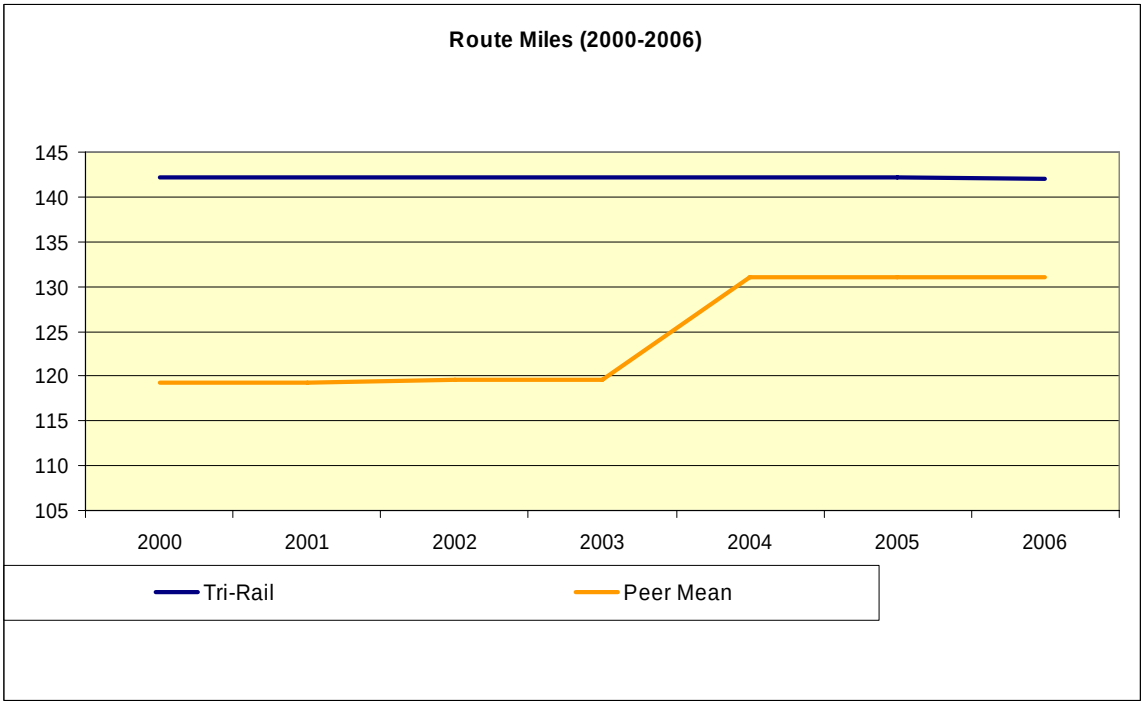



## 4.0 Route Miles

At 142 route miles, the Tri-Rail system is slightly larger than the mean of the selected peers, about 131 miles. The largest system in the peer group was ACE in Stockton at 172 miles; TRE was the smallest at 69.5 miles. Route miles for both Metrolink, at 778 miles, and MARC, at 400 miles, are substantially larger systems at this time. Figure 4-1 illustrates the comparison of route miles for the various providers.

**Figure 4-1 – Route Miles**

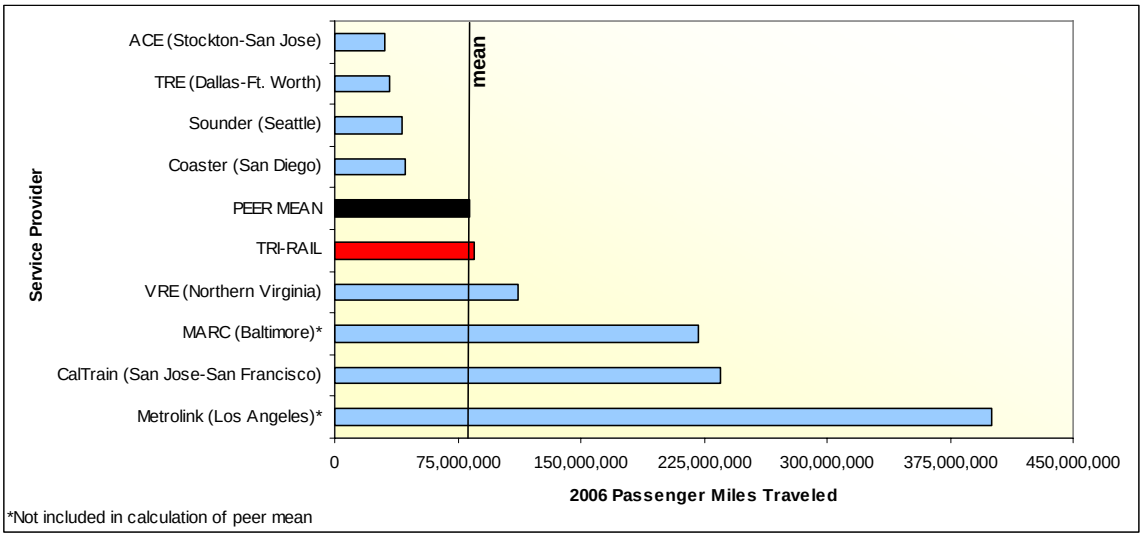


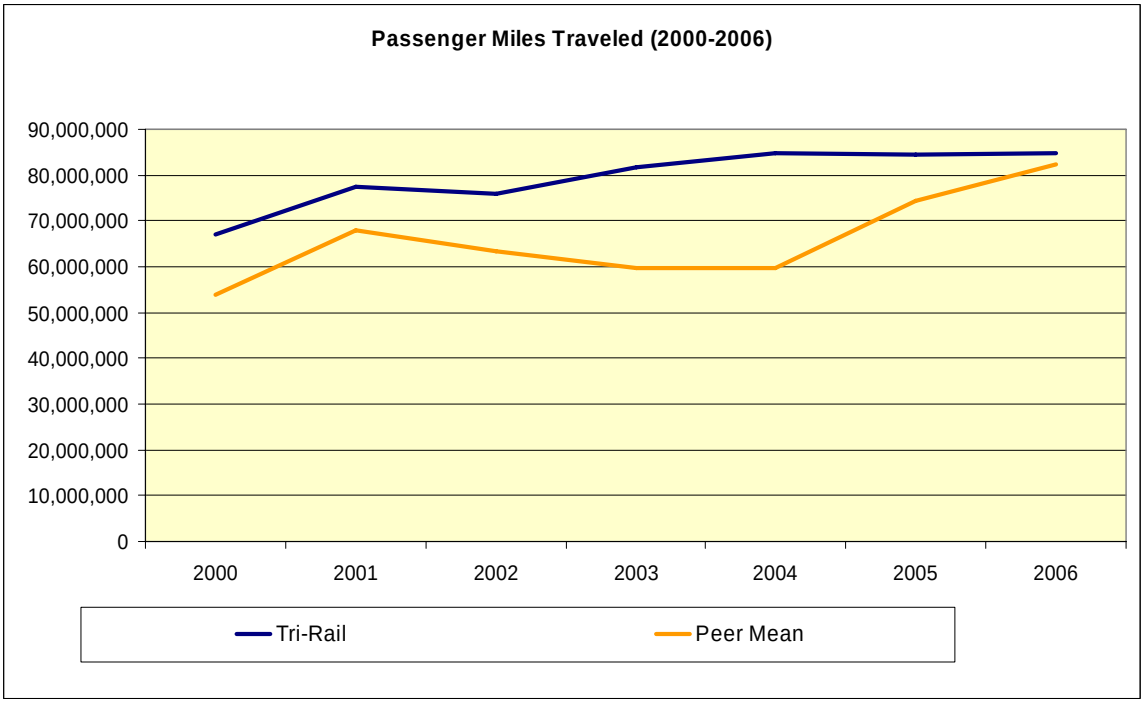



## 5.0 Passenger Miles Traveled

Tri-Rail reported 84.7 million passenger miles in 2006, just over the peer group mean of about 82 million. Caltrain carried the most passenger miles at 235 million, while ACE carried the fewest at 30.2 million passenger miles. Figure 5-1 illustrates the comparison of passenger miles traveled. The lower graphic shows that ridership was trending upward in the middle years of this decade while Tri-Rail ridership was generally flat during that period—again, with the increasing demand suppressed by service disruptions related to the Segment 5 Double-Track Corridor Improvement project.

**Figure 5-1 – Passenger Miles Traveled**

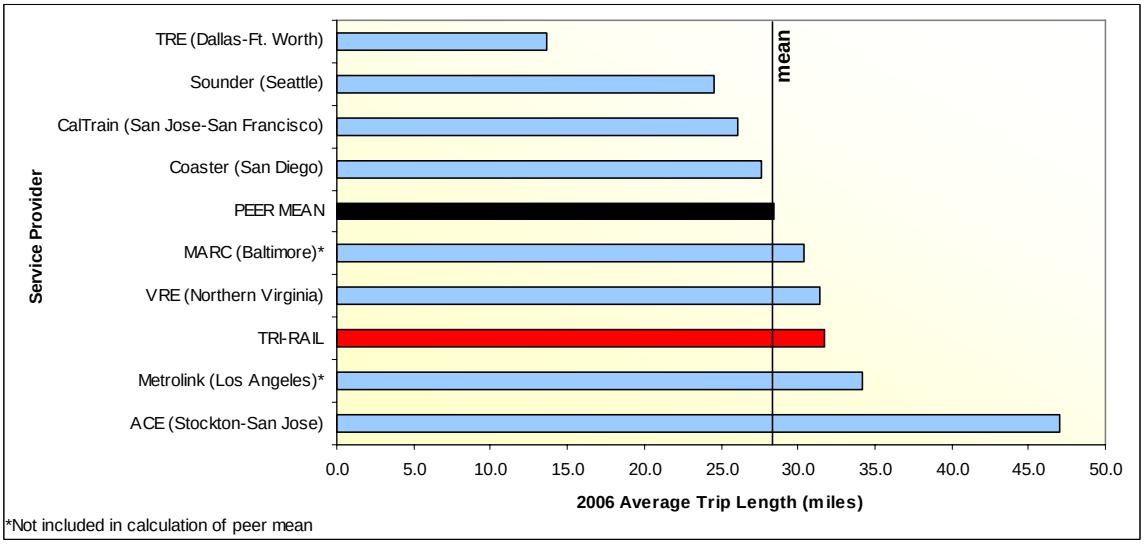


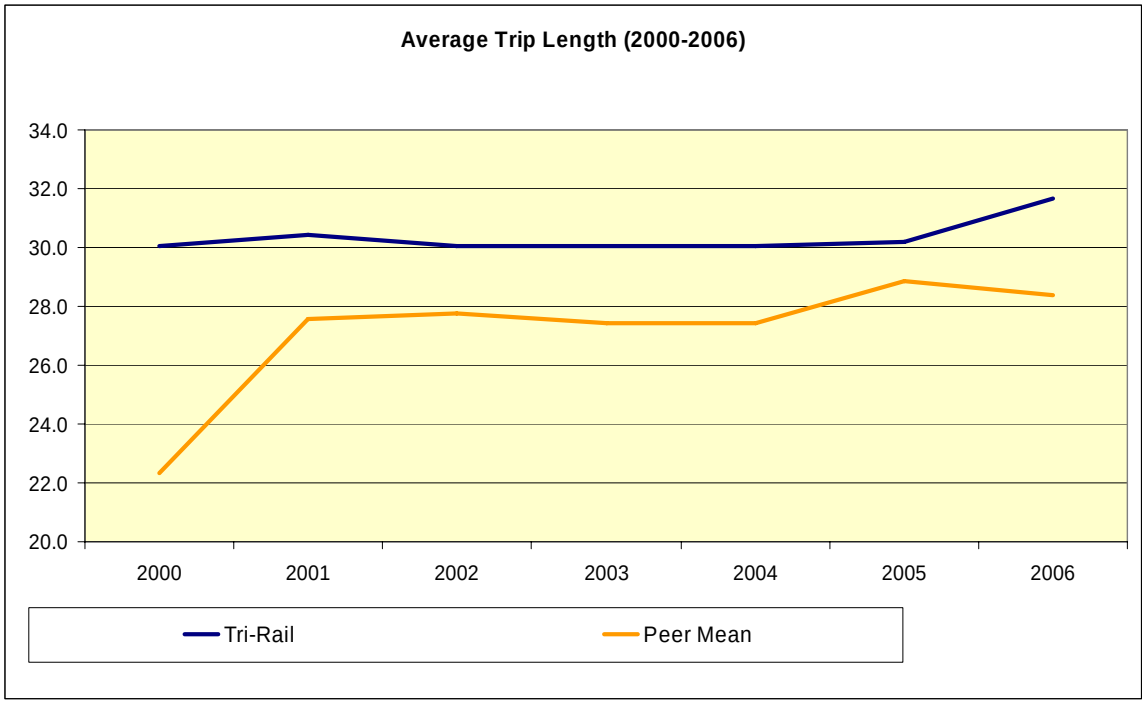



## 6.0 Average Trip Length

The average trip length for Tri-Rail is 31.7 miles. This was about 11% more than the peer mean, which is calculated at 28.4 miles. The provider that reported the highest average trip length was ACE, with an average trip length of 47.0 miles. The provider with the shortest trip length is TRE, with an average trip length of 13.7 miles. Figure 6-1 illustrates the comparison of average trip length for each provider. The lower graphic shows that average trip length rose substantially on Tri-Rail between 2005 and 2007, while it fell slightly in that time period, on average, on the peer systems.

**Figure 6-1 – Average Trip Length**

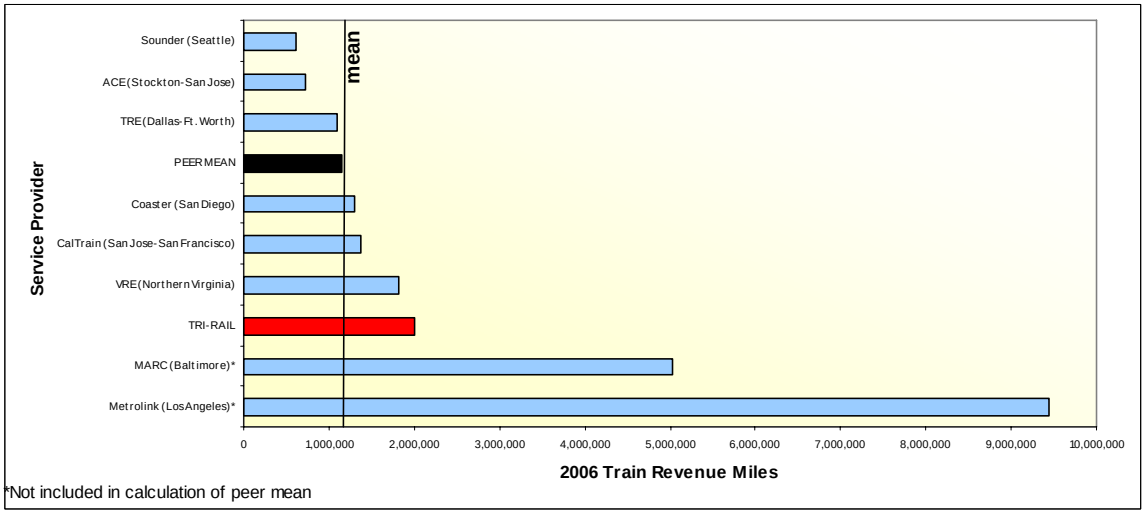


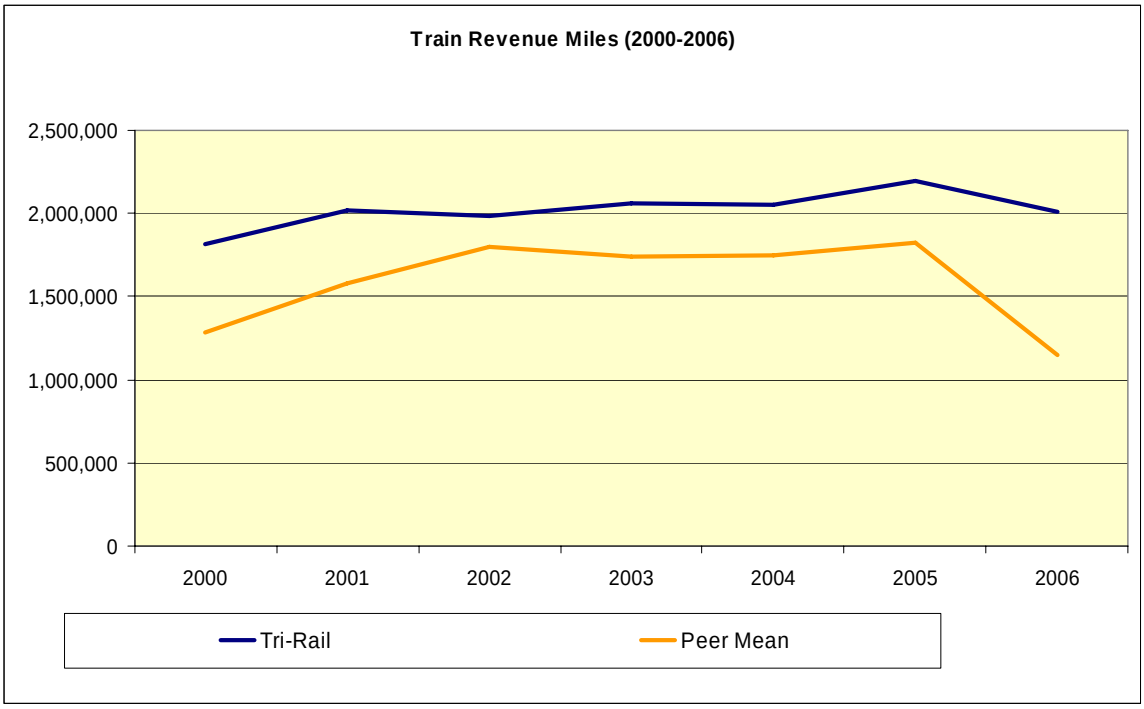



## 7.0 Train Revenue Miles

Tri-Rail operated 2.0 million train revenue miles in 2006, about 75% more than the peer mean of 1.15 million. Tri-Rail had the highest number of revenue miles of its peers, while Sounder had the least amount of reported train revenue miles, 620,000. However, Tri-Rail operated less than half as many miles of service as MARC (at 5.0 million) and less than a fourth as many as Metrolink (at 9.4 million). The lower graphic shows that the number of revenue miles fell between 2005 and 2006 for both Tri-Rail and the peer average. Figure 7-1 illustrates the comparison for train revenue miles.

**Figure 7-1 – Train Revenue Miles**

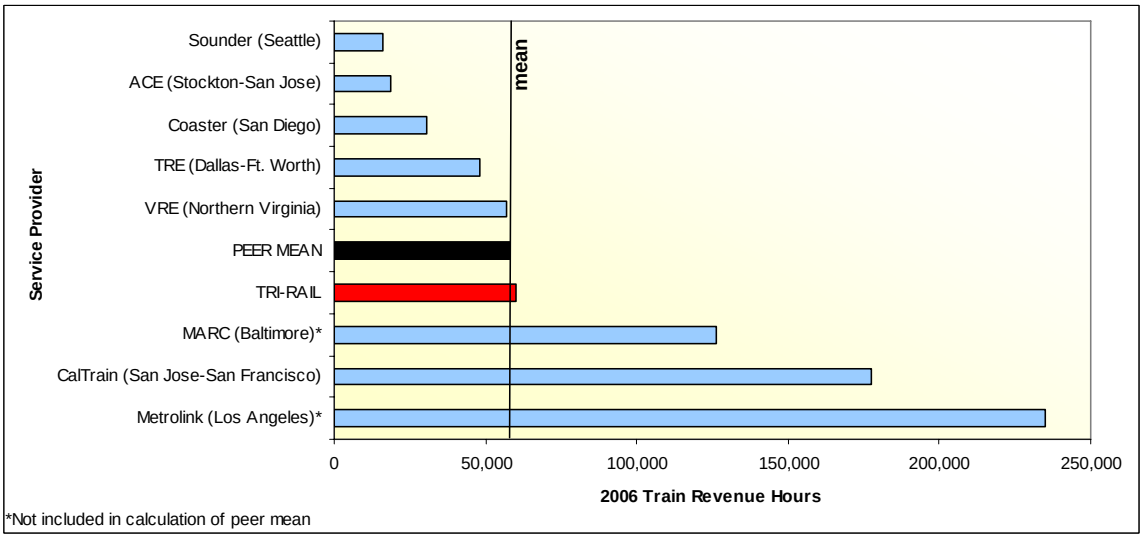


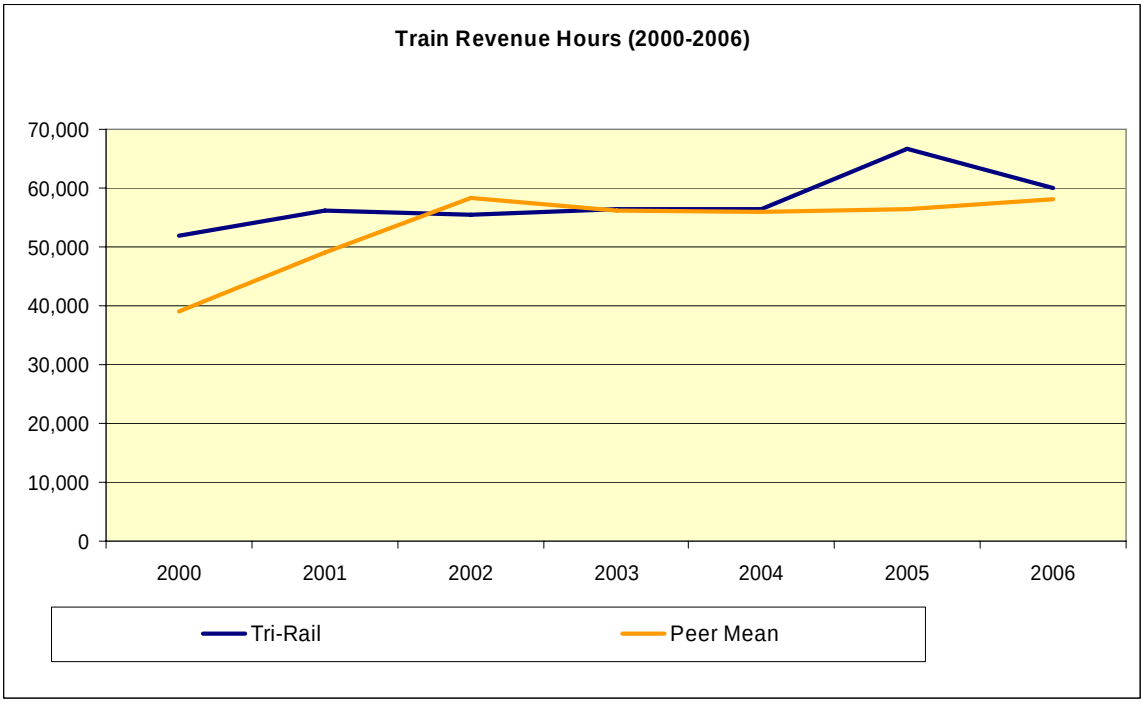



## 8.0 Train Revenue Hours

Tri-Rail reported 60,000 revenue hours for 2006, just over the peer mean of 58 million. Caltrain operated the most revenue hours of service at more than 177 million, while sounder operated the fewest at 16,100. The lower graphic shows that Tri-Rail service volume in revenue hours jumped high above the peer average in 2005 before falling back to near the average in 2006. Figure 8-1 illustrates the comparison for train revenue miles.

**Figure 8-1 – Train Revenue Hours**

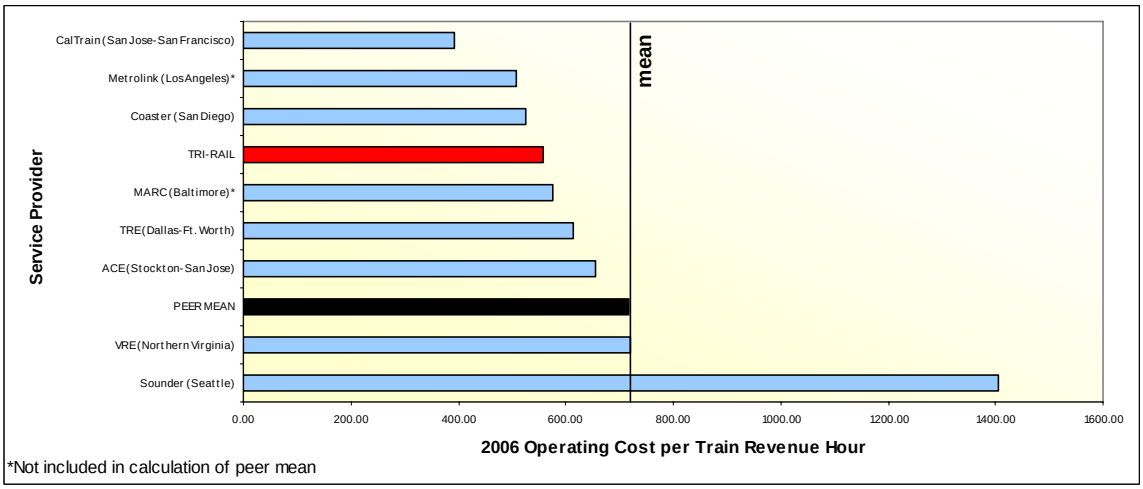


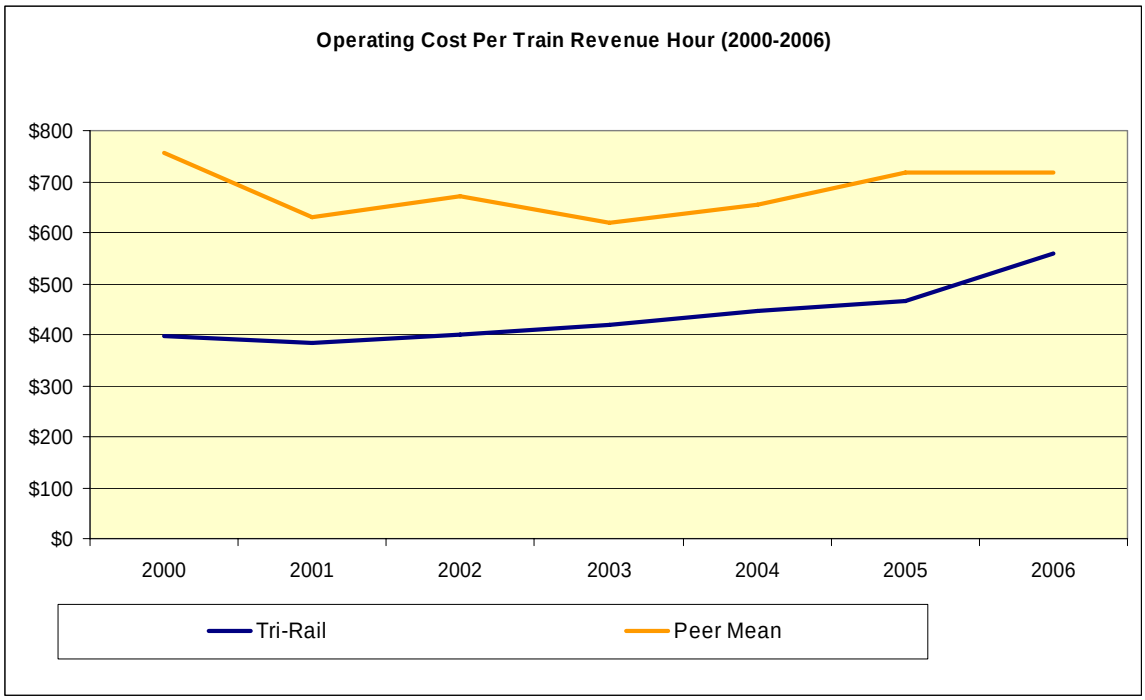



## 9.0 Operating Cost per Revenue Hour

Tri-Rail had a calculated operating cost per train revenue hour of $559.00 for 2006, which was only 77% of the peer mean of $718.00. Tri-Rail's costs were lower than four of the six peer agencies and also lower than the much larger MARC service. The highest operating cost was reported by Sounder, $1,404.00 per revenue hour, while the lowest operating cost was reported by CalTrain, $393.00. As the lower graphic shows, cost per revenue train hour has risen steadily over the decade for both Tri-Rail and the peer agencies, again driven by fuel and labor fringe benefit costs, among other factors. Figure 9-1 illustrates the comparison for operating cost per train revenue hour.

**Figure 9-1 – Operating Cost Per Train Revenue Hour**

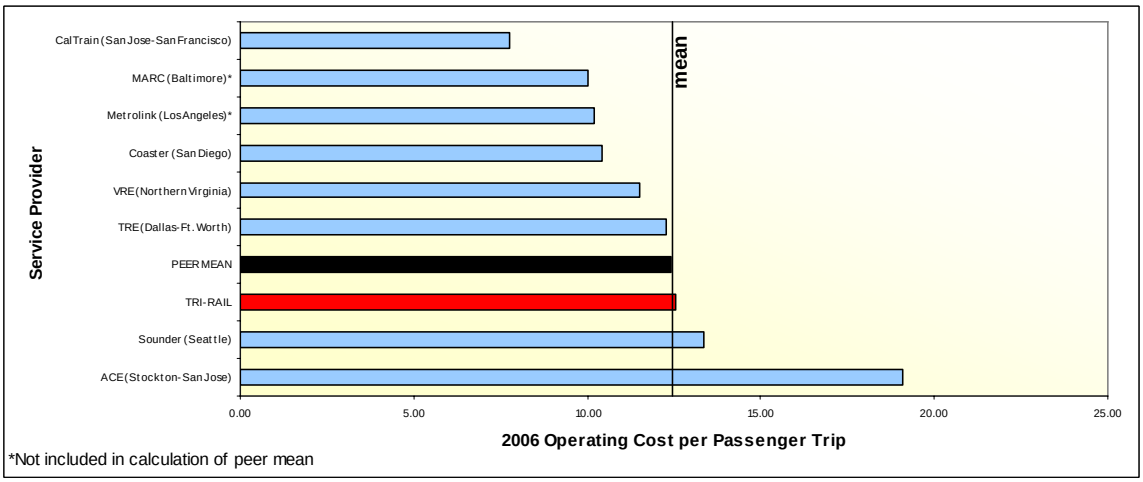


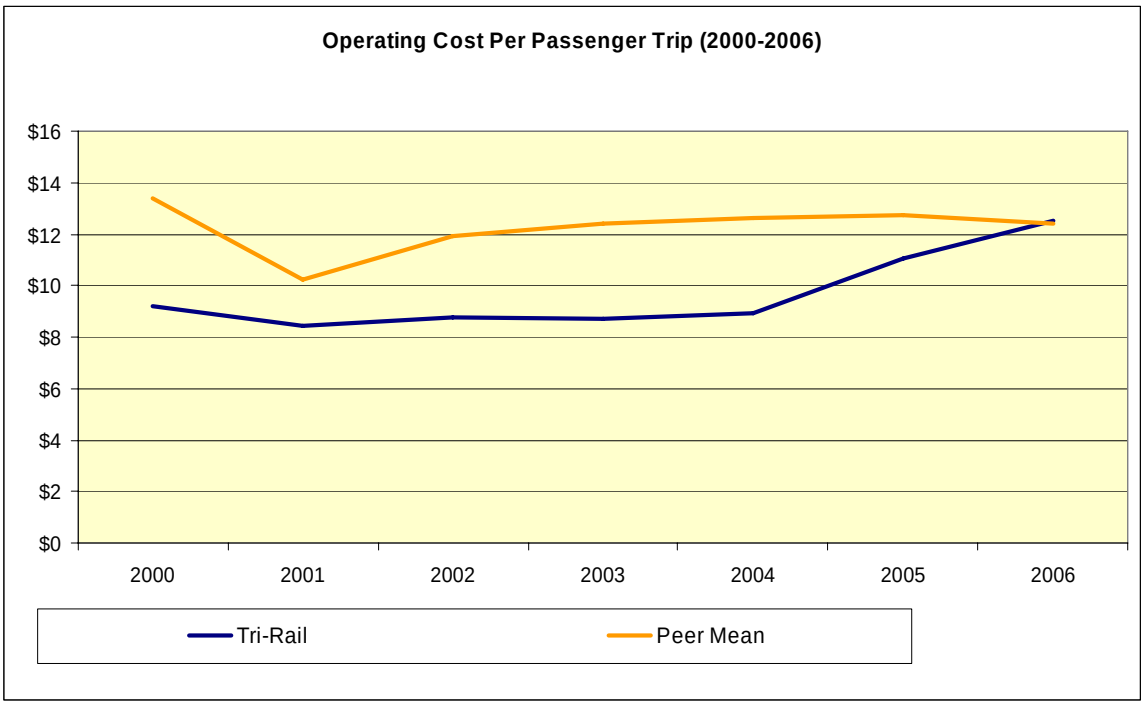



## 10.0 Operating Cost per Passenger Trip

Tri-Rail reported an operating cost of $12.54 per passenger trip, slightly below the peer average of $12.40. Most of the agencies were grouped tightly around $10.00 to $13.00 per passenger trip. The provider with the highest cost per passenger trip was ACE, with a cost of $19.09 per trip, while the lowest cost per passenger trip was CalTrain, with a cost of $7.74 per trip. Costs per passenger trip jumped at Tri-Rail in the most recent years, again, due to service disruptions related to double-tracking and resulting ridership loss. Cost per passenger trip remained more steady for the peer group, with ridership increases partially offsetting cost increases. Figure 10-1 illustrates the comparison of the providers.

**Figure 10-1 – Operating Cost per Passenger Trip**



## 11.0 Passenger Trips per Revenue Hour

For 2006, Tri-Rail had a calculated 44.6 passenger trips per revenue hour, which was 75% of the calculated peer mean. The peer mean for the group is 58.9 passenger trips per revenue hour. The provider with the highest passenger trip per revenue hour is Sounder, with 105.2. The provider with the lowest passenger trip per revenue hour is ACE, with 34.3. Figure 11-1 illustrates the comparison of passenger trips per revenue hour.

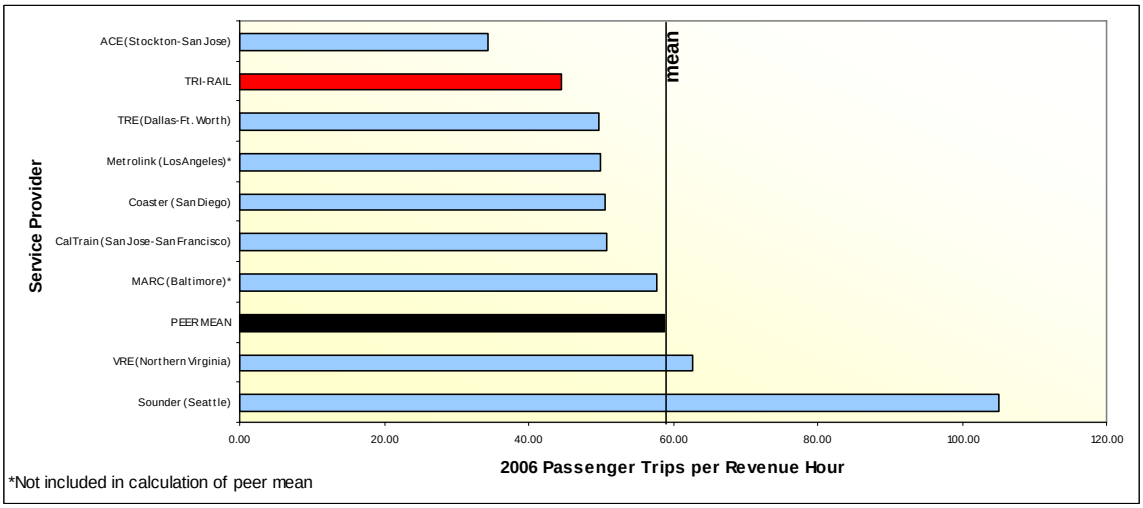
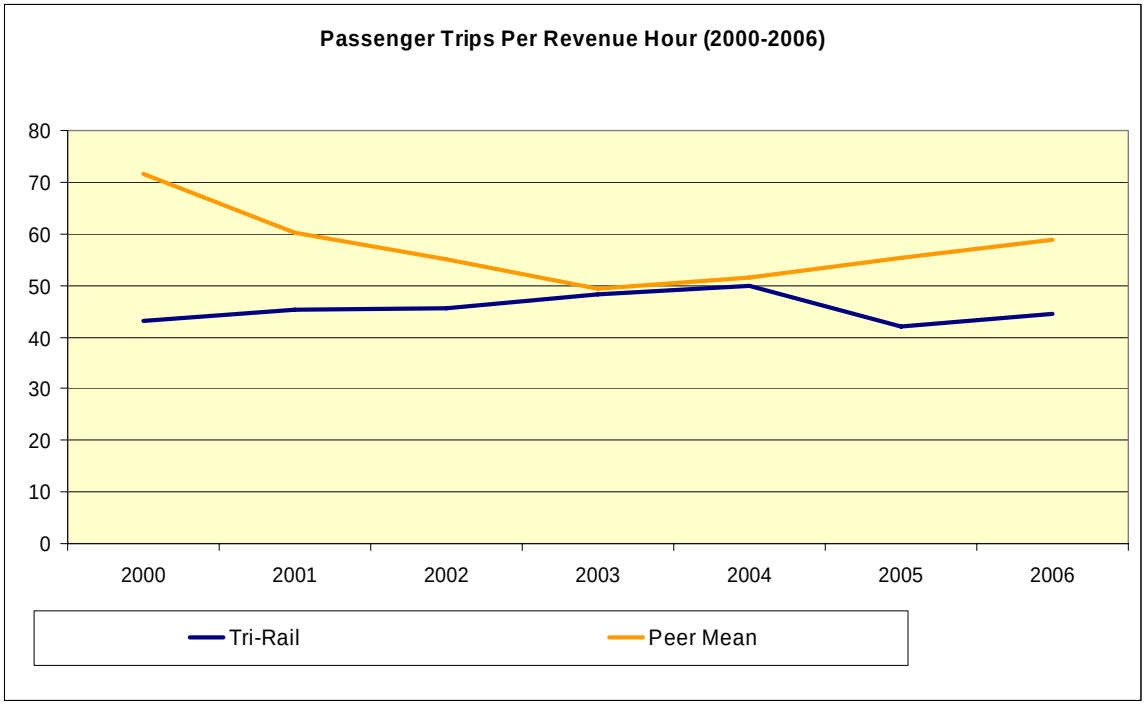



**Figure 11-1 – Passenger Trips per Revenue Hour**