



Planning Technical Advisory Committee Meeting (PTAC)

REGULAR MEETING AGENDA

June 18, 2008
10:00 a.m.

South Florida Regional Transportation Authority
Boardroom
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 JUNE 18, 2008

The meeting will convene at 10:00 a.m., and will be held in the Boardroom 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.
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C1 – MOTION TO APPROVE: Minutes of PTAC Meeting of May 21, 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.
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None

INFORMATION / PRESENTATION ITEMS

Action not required, provided for information purposes only.
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I1 – INFORMATION: SFRTA FY 2009-2018 Transit Development Plan (TDP) Major Update

I2 – INFORMATION: Discussion of TDP Presentations From/To Other Agencies

I3 – INFORMATION: Strategic Intermodal System (SIS) Designation Changes Impacting SFRTA

I4 – INFORMATION: SFRTA Strategic Regional Transit Plan

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 MAY 21, 2008

The Planning Technical Advisory Committee (PTAC) meeting was held at 10:00 a.m. on Wednesday, May 21, 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:

Ms. Kim Delaney, Treasure Coast Regional Planning Council (RPC)
Mr. Roger Del Rio, Broward Metropolitan Planning Organization (MPO)
Mr. Wilson Fernandez, Miami-Dade MPO
Mr. Shi-Chiang Li, Florida Department of Transportation (FDOT), District-4
Mr. Joseph Quinty, SFRTA
Mr. Jonathan Roberson, Broward County Office of Transportation (BCT)
Mr. Fred Stubbs, Palm Tran
Mr. Jeff Weidner, FDOT District 4 – Via Teleconference
Mr. Randy Whitfield, Palm Beach MPO, PTAC Chair

ALSO PRESENT:

Mr. Jose Clavell, FDOT District 6
Ms. Susan Gibbons, Gannett Fleming
Mr. Dan Glickman, Citizen
Ms. Jessica Josselyn, Kittelson and Associates
Ms. Sabrina Kirkpatrick, South Florida Commuter Services/Boca Raton
Mr. John Lafferty, PB Americas, Inc.
Ms. Elaine Magnum, SFRTA
Mr. Michael Moore, Gannett Fleming
Mr. Jeremy Mullings, FDOT District 4
Mr. Tim Rosenberger, PB Americas, Inc.
Mr. Jim Udvardy, South Florida Commuter Services
Ms. Lynda Westin, SFRTA
Mr. Enrique Zelaya, Broward MPO

CALL TO ORDER

The Chair called the meeting to order at 10:15 a.m.

ROLL CALL

The Chair requested the roll call.

PLEDGE OF ALLEGIANCE

AGENDA APPROVAL – Additions, Deletions, Revisions

Mr. Fred Stubbs moved for approval of the Agenda. The motion was seconded by Mr. Jonathan Roberson. 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 – 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 March 19, 2008.

A motion was made by Mr. Stubbs to approve the meeting minutes. The motion was seconded by Mr. Roger Del Rio. 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.

II. - INFORMATION: South Florida East Coast Corridor Study – Status Report

Mr. Joseph Quinty introduced the item, noting that the SFECC Study has not been before the PTAC since November 2006. Mr. Michael Moore and Ms. Susan Gibbons of Gannett Fleming presented a slideshow on the study’s efforts. Mr. Moore began by providing a brief overview of the study’s Phase I. He stated that a meeting with FTA officials will be taking place on June 10 in Atlanta and a Record of Decision (ROD) should be expected from the FTA during the summer.

Mr. Moore announced that a notice to proceed was issued for the study’s Phase II on April 30. He mentioned that Phase II will be broken into two parts- Phase II-A which will be overall corridor analysis, and Phase II-B, which will focus on individual project segments. He also noted that connections between the FEC corridor and the South Florida Rail Corridor are being evaluated, with one being in Miami south

of 79th Street, another in Pompano Beach, and a third envisioned in the West Palm Beach area. In addition, he mentioned that another factor in the study is FDOT and Amtrak discussing passenger rail service north of the study area to Jacksonville. Mr. Moore also discussed a survey effort recently performed in the Jupiter area, with a strong majority of the respondents indicating that they were year round residents and had a desire to travel to/from the region's three major downtowns and international airports. He also shared information on the preliminary environmental work underway, including noise and vibration analysis for all transit modes.

Ms. Gibbons presented information on the study's land use and station area efforts. She stated that station area planning work has been ongoing since the end of the study's Tier I. Ms. Gibbons noted that the FTA New Starts process has a land use evaluation component, and that the study's land use activities are matching up with this process. She also gave examples of successful strategies employed by other regions. Ms. Gibbons stated that the study team is now conducting meetings with all municipalities along the corridor to discuss station areas and land use regulations. She added that many station area typologies are being shared and the list of potential station areas has grown from 60 to 90. Parking needs were also mentioned, with Ms. Gibbons noting that there is a need for a regional park and ride type station every 8 to 10 miles, with each including 2,000 or more spaces in parking garages.

Mr. Wilson Fernandez asked if the study's Locally Preferred Alternatives (LPA's) will be ready before adoption of the MPO's Long Range Transportation Plan (LRTP's) in December of 2009. Ms. Gibbons replied that yes, she thinks it can be done, with Mr. Moore adding that public hearings on the LPA's are scheduled for September of 2009. Chairman Randy Whitfield commented that the MPO's draft LRTP's really need to be in place by the middle of 2009. Mr. Fernandez noted that dealing with the politics in three different counties will be complicated and can likely slow things down. Mr. Enrique Zelaya asked about the cost of conducting the study's Phase II. Mr. Moore answered that Phase II-A is \$18.5 million, while Phase II-B is not fully funded. Mr. Dan Glickman asked if there have been attempts to get buy in from the western communities outside of the study area. Ms. Gibbons replied that there is a coalition being formed to generate political support. Mr. Zelaya asked if a sponsor and operating agency will be defined by the end of 2009, saying that a healthy RTA is needed if so. Ms. Gibbons said that such recommendations will be made as part of the study.

12. - INFORMATION: SFRTA FY 2009-2018 Transit Development Plan (TDP) Major Update

Mr. John Lafferty and Mr. Tim Rosenberger of PB Americas, Inc. were on hand to give an update on the South Florida Regional Transportation Authority FY 2009-2018 Transit Development Plan (TDP). Mr. Lafferty stated that two draft documents had just been submitted for RTA staff review, including the Existing Conditions Report and Transit Propensity Analysis. He also spoke about deliverables currently under development, including the Identification of Unmet Needs (which the Transit Propensity Analysis will support), Recommendations, Cost Estimates, and Financial Plan. Mr. Lafferty also discussed the TDP's public outreach efforts, which include engaging Tri-Rail passengers at six of the system's busiest stations this week. He also noted that an onboard survey was conducted in early May, with over 1,000 passengers surveyed to determine multiple characteristics, including origin-destination and customer satisfaction.

Mr. Rosenberger presented Tri-Rail's transit level of service (LOS) ratings, based on the TCRP 100 Report. He noted that these are also a follow-up to the findings of the Tri-Rail Performance Measures study completed in 2007. Some of the noteworthy ratings mentioned by Mr. Rosenberger include: Hours of Service (B), Frequency (weekday C, weekend F), On-Time Performance (Jan 08 E, Feb 08 F, Mar 08 D). He also provided information on the measure for population and employment served by Tri-Rail and

connecting bus service. Mr. Rosenberger reported that the percentage of population served resulted in a LOS rating of F, while the percentage of employment served produced a rating of E. Some questions arose from committee members on how this measure was calculated. Mr. Rosenberger also provided the LOS rating for Tri-Rail's travel time compared to that of Interstate 95 during peak periods. He noted that the rating varied somewhat by segment, but the overall ratings were favorable with mostly LOS B and C. Mr. Jeff Weidner commented that this travel time comparison was not a good measure, since it went directly between Tri-Rail stations. He noted that similar concerns were raised with last year's analysis, and that a sample of 10 origins and destinations should be used instead. Mr. Fernandez agreed, saying that he thought the TCRP requirements were that major activity centers be used for the travel time comparison. Mr. Rosenberger stated that a LOS measure for shuttle bus service is being worked on, which could be integrated into this analysis. Mr. Lafferty concluded the presentation by sharing 2007 data and LOS for Interstate 95 in each county, as well as east-west arterial roads. He also handed out maps showing the Tri-Rail corridor and all connecting bus routes. He asked that committee members review the maps and point out any errors or recommended changes. Mr. Stubbs asked about the financial analysis and if various funding scenarios are being considered. Mr. Quinty responded that it is difficult to do a 10 year financial projection when there is so much uncertainty for just the end of this year. He noted that multiple scenarios are being developed and may all be shared if the RTA's immediate financial uncertainties are not resolved by the TDP's completion. He added that the intent is to be consistent with the RTA's adopted budget for the first five years, and then make varying projections for years 6-10.

13. - INFORMATION: Tri-Rail Station Land Use and Demographic Analysis

Ms. Lynda Westin of SFRTA's Planning and Capital Development informed committee member about a tremendous amount for information on land use and demographics around Tri-Rail stations that has been compiled and is now available online. She mentioned that zoning, land use, and folio number information has been added, and that RTA staff has been working with the RPC's to provide additional information. Ms. Westin also stated that a table showing future parking needs at stations has also been included. She noted that all of the information matches with what FTA seeks in its land use rating process. Ms. Westin also showed a variety of census data that has been organized for the station areas. Other data available includes vacant land, lot sizes, # of dwelling units, homesteaded properties, and occupational licenses, as well as floor to area ratio (FAR) for the county summaries. A breakdown of the public investments planned at each station area was also shared by Ms. Westin. She also pointed out policy documents available on the website, including plans for the Hialeah and Delray Beach station areas, the Miami-Dade Rapid Transit Zone Ordinance, and the Palm Beach County Text Amendment

Mr. Roberson asked what the buffer was used for the station areas, with Ms. Westin replying that it was a half-mile. Chairman Whitfield recommended changing the "lot size" label to "acreage" on one chart. Mr. Glickman recommended that this data somehow be utilized in the TDP project. Mr. Quinty stated that there will be a station area analysis section within the TDP that will include some of this information.

OTHER BUSINESS:

PTAC Attendance History

Mr. Quinty stated that enclosed in your package today is a chart tracking recent PTAC attendance dating back to January 2007. This was requested by the PTAC Chairman and other members in recent months.

FTA Public Transportation Participation Pilot Program:

Mr. Quinty informed committee members of the handout on the FTA grant program in their agenda package per the request of Mr. William Cross. He noted that this information can also be found on line at http://www.fta.dot.gov/planning/programs/planning_environment_5925.html

SFRTA EXECUTIVE DIRECTOR REPORTS/COMMENTS

PTAC MEMBER COMMENTS

Mr. Quinty mentioned that the overnight parking survey at Tri-Rail stations was in progress. He announced that hard copies of the survey instrument were available at the front of the room. He commented that he expected the results and a recommended action to be on next month's PTAC agenda.

ADJOURNMENT

The meeting was adjourned at 12:15 pm

SOUTH FLORIDA REGIONAL TRANSPORTATION AUTHORITY
PLANNING TECHNICAL ADVISORY COMMITTEE (PTAC)
MEETING: JUNE 18, 2008

INFORMATION ITEM REPORT

Information Item

Presentation

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

SUMMARY EXPLANATION AND BACKGROUND:

Throughout 2008, the committee has been briefed on work being conducted as part of the South Florida Regional Transportation Authority's fourth Transit Development Plan (TDP). As a reminder, this TDP is a major update covering a ten year horizon, FY 2009-2018.

At the May 21 PTAC meeting, project consultant PB Americas, Inc. gave a presentation covering the study's public outreach efforts, a draft update of 2007 LOS measures, and various mapping products. Work has progressed since, with draft versions of additional task deliverables now complete.

Enclosed you will find draft versions of the TDP's Existing Conditions Report and Overview of Regional Projects. At the June 18 meeting, input will be sought on these documents. In addition, a summary of public feedback received thus far will be provided and the status of other project tasks will be discussed.

EXHIBITS ATTACHED: Draft Existing Conditions Report
Draft Overview of Regional Projects



SOUTH FLORIDA
REGIONAL
TRANSPORTATION
AUTHORITY

Draft Existing Conditions Report

FY 2009 - 2018
**TRANSIT
DEVELOPMENT
PLAN**
MAJOR UPDATE



submitted to:
South Florida Regional Transportation Authority

submitted by:
PB Americas, Inc.

date:
June 2008





SOUTH FLORIDA REGIONAL TRANSPORTATION AUTHORITY

DRAFT **TRANSIT DEVELOPMENT PLAN MAJOR UPDATE FY 2009-2018**

TASK 4 EXISTING CONDITIONS AND OPERATING ENVIRONMENT

Prepared by:

PB
7300 Corporate Center Drive
Suite 600
Miami, FL 33126

June 2008

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1.0 EXISTING OPERATING ENVIRONMENT

The South Florida Regional Transportation Authority (SFRTA) provides commuter rail service (Tri-Rail), and offers a shuttle bus system for residents and visitors of South Florida. The SFRTA operates service in Broward County, Miami-Dade County, and Palm Beach County. Tri-Rail operates north-south daily along a 72-mile corridor with 18 stations. Tri-Rail primarily runs through the regional eastern urbanized areas and services the downtowns of each county starting from the Mangonia Park station in Palm Beach County traveling south towards Miami International Airport (MIA) in Miami-Dade County.

1.1 Land Use

Land use in South Florida is best recognized as diverse, dynamic and multifunctional, displaying a dense linear 90-mile urban growth. This shape is unique to the region, as growth is typically limited to a ten mile stretch between two physical boundaries; the Atlantic Ocean and the Everglades wetlands.

Shifts in land use policies throughout Miami-Dade, Broward and Palm Beach counties over the past two decades reflect a response to a general pattern of western migration, which in turn has resulted in urban sprawl. Development in the 1980's and 1990's led to a higher density of residential zoning within two miles of the coast and downtown areas but also an extension of residential and commercial zoning into previously undeveloped land west of the previous Urban Growth Boundary. The pattern of sprawl has created issues such as a strain on infrastructure and government services to an increasing expanse of low-density outlying suburban neighborhoods and area of blight associated with older urban areas and suburban neighborhoods.

1.1.1 Tri-Rail Corridor

Due to the complexity and variation of urban land uses throughout the tri-county region, there is no instance of uniform land use throughout any portion of the 72 mile Tri-Rail commuter rail service corridor. For example, there is an overall pattern of density for any zoning type, as density increases east of the rail line and decreases to the west of the rail line.

Changes in land use policy in Miami-Dade, Broward and Palm Beach counties have led to a higher density of residential zoning within coastal and central business district areas. There is now over twice as much commercially zoned land to the east of the rail line than there is to the west. These changes have also increased the amount of industrially zoned land directly adjacent to the SFRC rail corridor. In all three counties there is almost an exclusive association of industrial land adjacent to this railroad corridor. However, additional opportunities do occur for the implementation of transit oriented development adjacent to and in close proximity to existing Tri-Rail station areas.

1.1.2 Palm Beach County

Palm Beach County has a more visible presence of low to medium residential zoning than the counties of Broward and Miami-Dade. This is especially true along the SFRC rail corridor in which Tri-Rail operates. Several stations, such as Boca Raton, Delray Beach and Boynton Beach stations are compatible with potential transit village developments. The rail corridor runs closer to the Atlantic Ocean, providing greater proximity to destinations, as most city centers are within two miles of the shoreline. Rapid growth westward has offset the zoning designations, as an exurban tier west of 441 became more suburbanized. Industrial zones are fewer and further between than in Broward and Miami-Dade Counties, but generally follow the same patten of lying along highways and railway corridors. The majority of commercial zones are closer to the SFRC rail corridor than they are in the other counties.

1.1.3 Broward County

Throughout Broward County there are noticeable zoning placement land use patterns. There are linear commercial formations along University Drive, 441, US 1 and I-75 that extend the length of the county. The industrial zones, also linear in formation, generally follow the space between I-95 and Florida's Turnpike. There are additional industrial formations along the Sawgrass Expressway, with few isolated patches of industrial development anywhere else. The once transitional zone of low density residential and agricultural lands in the western portions of the county is now inconspicuously layered with zoning and developments similar to everything else west of I-95. Since Broward has nearly reached fill-in capacity, there is little room for rural or exurban transition, creating a zoning pattern west of the SFRC rail corridor that resembles corridor-oriented medium density sprawl.

1.1.4 Miami Dade County

Miami-Dade County has the largest amount in acreage of commercial and industrial land as compared to Broward and Palm Beach counties. Industrial zones occupy land adjacent to highways, rail lines and points of interest such as MIA and the Port of Miami. The propensity of industrial land along the SFRC rail corridor in Miami-Dade County could present an unattractive environment for ridership, as there are few opportunities for development of transit centered shops and living spaces. The passenger trips originating from stations in Palm Beach, where the corridor extends through a mostly residential zoning pattern, display higher ridership amounts than stations in Miami-Dade, with the notable exceptions being destination stations such as the Metrorail/Tri-Rail transfer station and the Miami International Airport station.

1.2 Demographic and Economic Analysis

This section reviews the study area in the context of the TDP major update process. Included in this review are a physical description of the study area, population profile and trends, demographic characteristics, and journey-to-work characteristics. A series of maps also are used to illustrate selected population, demographic, and journey-to-work characteristics. Statistical values are coded by color to indicate high (green), medium (blue) and low (red) values. For even numbered sets of data the

lower median number was used to indicate “medium.” The primary data sources used for this analysis include the 2000 Census and the 2006 American Community Survey Data, both of which represent the most current available information. A description of each data set is described below.

1.2.1 United States Census

The U.S. Census is conducted every ten years and is focused on gathering social and economic characteristics of the population. In addition, the census collects physical and financial characteristics of housing. U.S. Census data is used in the report as a basis for longitudinal comparison from 1990 to 2006.

1.2.2 American Community Survey (ACS)

The ACS produces survey data each year to measure key social, economic, and housing characteristics about the U.S. population. The ACS is sent to a small percentage of the population on a rotating basis. The results of the survey are then used to help inform decisions on policies, programs, and services for communities. This data set was utilized to provide a more detailed glimpse into the demographic and economic characteristics of specific County Subdivisions as presented in the Census. Census county subdivisions do not directly correspond to political city limits, but instead span the larger surrounding area of the named city. This results in coverage of adjacent or neighboring municipalities although the city or neighboring area is not specifically identified within the data set. The County subdivision geographies presented in this analysis covers the entire Tri-Rail service area.

Although the ACS produces population, housing unit, and demographic estimates, it is the Census Bureau’s Population Estimates Program (PEP) that produces and disseminates the official estimates of the population and housing units for the nation, states, counties, cities and towns. Specific population, demographic and housing unit characteristic PEP data for 2006 was not available below the County level and was therefore not used in this analysis. As a result, ACS estimates were used for this analysis since it is recognized as a second tier reliable source of economic and demographic data.

1.3 Population Characteristics

South Florida has consistently experienced tremendous population growth over time. Table 1-1 illustrates this growth was especially evident from 1990 to 2000 according to Census data. During that time period, South Florida became the forerunner of population growth throughout the State. Palm Beach County led this surge boasting an unprecedented 49 percent growth in that ten year span. According to 2006 U.S. Census estimates, Palm Beach County had a population of 1,274,013, representing an 11 percent increase from 2000. The percentage of growth in Palm Beach County continues to supersede that of Broward County and Miami-Dade County respectively. Today, growth throughout the region continues to illustrate a consistent growth pattern although at a slower pace than observed in the previous decade.

Table 1-1: South Florida Population Growth, 1990-2006

Geography	1990	2000	Percent Growth (1990-2000)	2006 Population Estimate	Percent Growth (2000-2006)
Broward County	1,018,200	1,623,018	37.3%	1,787,636	9.2%
Miami-Dade County	1,625,781	2,253,362	27.9%	2,402,208	6.2%
Palm Beach County	578,531	1,131,184	48.9%	1,274,013	11.2%

Source: 1990 Census, 2000 Census, 2006 American Community Survey

1.3.1 Race and Ethnicity

Racial and ethnic diversity in the service area is presented in Table 1-2. Persons of Hispanic and Latino heritage are well established and form a strong presence throughout South Florida. In 2006, 61 percent of the Miami-Dade County population was reported as being of Hispanic heritage while in Broward and Palm Beach Counties this heritage accounted for 20 percent and 16 percent of the population, respectively. In the county subdivision of Miami, 69 percent of the population reported being Hispanic.

In Broward County, the percentages of non-white and hispanic heritage populations were highest in Fort Lauderdale and Pompano Beach. Palm Beach County is the least diverse of the three counties, having the fewest percentages of Hispanics and non-whites. However, race and ethnic estimates revealed a high percentage of non-whites in cities such as Boynton Beach and West Palm Beach. Diversity in race and ethnicities are particularly high in these areas as compared to the overall region.

Table 1-2: Race and Ethnicity, 2006

Geography	2006 Population Estimate	Percent White	Percent Non-white	Percent Hispanic
County				
Broward County	1,787,636	65.3%	34.7%	22.8%
Miami-Dade County	2,402,208	71.4%	28.6%	61.3%
Palm Beach County	1,274,013	73.5%	26.5%	16.7%
County Subdivision				
Boca Raton	74,623	89.3%	10.7%	10.7%
Boynton Beach	63,267	58.8%	41.2%	-
Deerfield Beach	82,272	72.4%	27.6%	-
Fort Lauderdale	174,107	59.1%	40.9%	11.2%
Hollywood	144,092	75.6%	24.4%	28.8%
Miami	358,091	70.5%	29.5%	69.0%
Pompano Beach	105,941	67.9%	32.1%	19.1%
West Palm Beach	92,686	60.0%	40.0%	-

Source: US Census, American Community Survey 2006

Notes: Non-white persons include: Black/African American, American Indian/Alaskan Native, Asian, Native Hawaiian, other single race, and two or more races. Hispanic includes persons of any race with Hispanic or Latino family heritage. Not all cities reported Hispanic estimate counts.

1.3.2 Household Characteristics

Household characteristics for the region reflect that a majority of single family households in Broward and Miami-Dade Counties have children (Table 1-3). Miami-Dade County has the greatest amount of one person households, households with children, and households with elderly as compared to the other counties.

Miami-Dade County reported having a substantially high number of households with elderly persons as compared to the other counties. The City of Miami County had the largest amount of one person households. This amount was closely followed by Fort Lauderdale in Broward County. The concentration of this type of household may be attributed to the primarily urban environment of both cities with a lifestyle that tends to attract more one person households than single family households with children. Within Broward County, Deerfield Beach had the highest number of one person households and least number of households with children which indicates a trend of a more urbanized population.

Table 1-3: Household Characteristics, 2006

Geography	Total HH 2006	1-Person HH	HH with children	HH with Elderly Householders
County				
Broward County	796,535	205,526	219,202	152,524
Miami-Dade County	953,031	215,423	291,498	182,207
Palm Beach County	631,146	154,287	135,338	165,983
County Subdivision				
Boca Raton	32,121	9,853	7,201	5,198
Boynton Beach	26,379	9,393	7,105	3,811
Deerfield Beach	34,474	14,092	6,354	4,419
Fort Lauderdale	74,440	30,136	17,001	7,168
Hollywood	59,862	20,561	17,463	5,330
Miami	135,153	45,312	39,934	17,057
Pompano Beach	41,584	15,221	11,649	4,536
West Palm Beach	36,754	13,791	9,215	3,665

Source: US Census 2006 American Community Survey. Notes: HH=household. HH with Elderly Householders include the population 65 years and over as a householder.

1.4 Transit Dependent Populations

The following tables illustrate a special population that would most benefit from improved and expanded transit services. This group is known as the transit dependent. Transit dependent persons are commonly defined as those individuals who possess characteristics that negatively impact or prevent them from driving. This population usually relies on public transit as the major motorized form of transportation. The Census provides four categories that describe transit dependent populations. These include the following:

- Persons below Poverty Level
- Mobility Limited ¹
- Zero vehicle Population²
- Elderly persons age 65 and older

¹ Introduced in Census 2000 and refers to limited individuals with a “Go Outside home disability for civilians not institutionalized over 16 years.”

² Households reporting zero automobiles at home for personal use.

1.4.1 Income

Table 1-4 presents household income characteristics for the South Florida region. Results from the 2006 ACS indicate that the median household income for cities within the Tri-Rail service area ranges from \$27,088 to \$66,052. Within this range of median household incomes there are still many households living below the poverty level or utilizing some form of public assistance. Among the individual counties, Palm Beach County has the highest median income. Broward County follows behind closely with a slightly lower median income while the income disparity is most evident in Miami-Dade County. Miami-Dade County has the lowest median income, highest percentage of families living below the poverty level, and households receiving public assistance.

Table 1-4: Household Income Characteristics, 2006

Geography	Median HH Income	HH Total	HH Below Poverty	HH with Public Assistance
County				
Broward County	\$50,499	796,535	8.1%*	7.7%
Miami-Dade County	\$41,237	953,031	12.8%*	16.4%
Palm Beach County	\$51,677	631,146	7.1%*	6.0%
County Subdivision				
Boca Raton	\$66,052	32,121	9.8%	0.2%
Boynton Beach	\$42,562	26,379	10.6%	1.8%
Deerfield Beach	\$43,336	34,474	12.3%	1.3%
Fort Lauderdale	\$48,759	74,440	15.1%	1.5%
Hollywood	\$44,883	59,862	10.8%	1.7%
Miami	\$27,088	135,153	27.9%	2.1%
Pompano Beach	\$42,409	41,584	15.1%	1.0%
West Palm Beach	\$45,250	36,754	16.1%	3.2%

Source: US Census, 2006 American Community Survey.

Notes: Notes: HH refers to households. Median Household (HH) income refers to income estimates in the past 12 months in 2006 inflation-adjusted dollars. Percent of the population below poverty refers to household (HH) income estimated in the past 12 months.

* Indicates "families" below poverty level. Households data was not available or applicable. Public assistance refers to households receiving public assistance income or food stamps in the past 12 months.

1.4.2 Mobility Limited and Zero Vehicle Populations

Two related categories of transit dependency are the mobility limited and populations who do not own a vehicle. For the mobility limited, the transit dependence stems from the inability to go outside of the home. This category does not include persons that are institutionalized and would otherwise not leave the home without assistance (Example, persons in a nursing home).

Table 1-5 presents data that suggests areas such as Deerfield Beach, Miami and Boynton Beach have high percentages of disabled individuals that could potentially rely on transit. Looking at countywide data, Miami-Dade County has the largest percentage of disabled individuals. Both Broward County and Palm Beach County have a slightly lower number of disabled residents.

Table 1-5: Mobility Limited Populations, 2006

Geography	Disabled Individuals	Percent of Total Population
County		
Broward County	73,828	4.1%
Miami-Dade County	123,485	5.1%
Palm Beach County	51,144	4.0%
County Subdivision		
Boca Raton	2,346	3.1%
Boynton Beach	3,491	5.5%
Deerfield Beach	5,309	6.5%
Fort Lauderdale	9,016	5.2%
Hollywood	6,443	4.5%
Miami	22,321	6.2%
Pompano Beach	3,777	3.6%
West Palm Beach	3,405	3.7%

Source: US Census, 2006 American Community Survey Notes: HH=household. Disabled individuals include persons 16 years or older who have difficulty going outside by themselves. These individuals have mobility disabilities.

The zero vehicle population households are illustrated in Table 1-6. This population represents households that do not have access to a personal vehicle. Households in this category may be the result of personal choice not to own a vehicle, physical ability to operate a vehicle, or the lack of economic means by which to own a vehicle. Cities with the greatest amount of households with no available vehicles are in Miami, West Palm Beach, and Deerfield Beach respectively. Miami-Dade County

had the highest amount of zero vehicle households, followed by Broward County. These areas appear to have greater residents who may be more dependent on transit for their mobility.

Table 1-6: Vehicles Available per Household, 2006

Geography	Number of Vehicles per household			
	0	1	2-3	4+
County				
Broward County	6.1%	34.5%	42.0%	2.9%
Miami-Dade County	9.9%	33.0%	40.6%	3.4%
Palm Beach County	5.1%	34.2%	38.2%	2.5%
County Subdivision				
Boca Raton	3.8%	38.0%	55.1%	3.1%
Boynton Beach	7.7%	48.3%	40.9%	3.1%
Deerfield Beach	11.2%	44.9%	41.0%	2.9%
Fort Lauderdale	7.9%	49.0%	40.2%	3.0%
Hollywood	11.0%	41.2%	45.3%	2.6%
Miami	21.6%	43.1%	33.7%	1.7%
Pompano Beach	8.4%	47.0%	41.7%	2.9%
West Palm Beach	11.6%	44.5%	42.1%	1.8%

Notes: Census, 2006 American Community Survey. Households (HH) with no personal vehicles available means the members of the household have no access to a vehicle for use.

1.4.3 Age Distribution

The age distribution for the South Florida region is presented in Table 1-7. As shown, elderly persons have the strongest presence in Palm Beach County in cities such as Boca Raton and Boynton Beach. Palm Beach County has the highest percentage of elderly persons than any other county. Miami-Dade County and Broward County trail this amount by nearly eight percent. As the elderly population in these areas continues to age this group is least likely to drive as frequently and instead develop a higher reliance on public transportation for their mobility needs.

Table 1-7: Age Distribution Characteristics, 2006

Geography	2006 Population Estimate	Under 18 Years	18-64 Years	Over 64 Years
County				
Broward County	1,787,636	26.1%	59.8%	14.0%
Miami-Dade County	2,402,208	26.7%	59.0%	14.2%
Palm Beach County	1,274,013	23.3%	55.3%	21.3%
County Subdivision				
Boca Raton	74,623	16.8%	63.1%	20.1%
Boynton Beach	63,267	22.7%	56.4%	20.9%
Deerfield Beach	82,272	17.0%	61.2%	21.8%
Fort Lauderdale	174,107	20.4%	65.8%	13.8%
Hollywood	144,092	22.3%	62.9%	14.9%
Miami	358,091	21.6%	61.8%	16.5%
Pompano Beach	105,941	24.2%	58.6%	17.2%
West Palm Beach	92,686	21.5%	62.8%	15.7%

Source: US Census, American Community Survey 2006. The assumption is that individuals younger than 16 years at a minimum would have assistance from either a parent or a guardian.

1.5 South Florida Commuting Patterns

The commuting patterns within the South Florida region are presented in the tables to follow. Trends are evaluated considering patterns from 2000-2006 such as commute time to work, county to county workflow exchange patterns, and tri-county workflows.

1.5.1 Travel time to work

Trends in South Florida reveal that workers in the region experience increasingly longer commute times going to and from work daily. Residents now live further away from their workplaces and spend longer periods in traffic commuting through the counties. Throughout the region a majority of workers travel between 30 to 34 minutes to arrive at work. It is notable that trips taking between 60 and 89 minutes experienced the largest increase at 80 percent. When assessing relative travel times in the three counties, it is important to notice that a larger population leads to longer commutes to work. Miami-Dade, with the largest workforce population, experiences the longest commuting times, while Palm Beach, with the smallest workforce, experiences shorter travel times relative to Miami-Dade and Broward Counties (Table 1-8 and Table 1-9).

Table 1-8: South Florida Region Commute Time to Work, 2006

Travel Time to Work (Minutes)	Broward	Miami-Dade	Palm Beach
< 5	2%	1%	3%
5 to 9	6%	5%	8%
10 to 14	9%	8%	12%
15 to 19	12%	10%	14%
20 to 24	13%	14%	14%
25 to 29	5%	6%	6%
30 to 34	16%	18%	14%
35 to 39	3%	4%	3%
40 to 44	3%	6%	4%
45 to 59	6%	10%	8%
60 to 89	4%	10%	5%
90+	1%	3%	2%

Source: 2006 American Community Survey

Table 1-9: South Florida Region Change in Commute Time to Work, 2000-2006

Travel Time to Work (Minutes)	2000	2006	Percent Change
< 5	1%	2%	73%
5 to 9	2%	6%	67%
10 to 14	4%	9%	66%
15 to 19	5%	12%	67%
20 to 24	5%	14%	70%
25 to 29	2%	5%	68%
30 to 34	6%	16%	70%
35 to 39	1%	3%	73%
40 to 44	1%	4%	73%
45 to 59	3%	8%	69%
60 to 89	2%	7%	80%
90+	1%	2%	73%
Total			70%

Source: U.S. Census 2000 and 2006 American Community Survey

1.5.2 County to County Workflows

County to County workflows represents the flow of workers from where they live to the location of their jobs. For the most part, a strong majority of residents work within

their own county, especially in Miami-Dade, where 92 percent of residents work locally. Commuters crossing county lines typically constitute between seven and eight percent of the counties workforce, with the exception of Broward, which sends 15 percent of its workforce to Miami-Dade. Furthermore, the cross-county commutes normally involve traversing to a neighboring county.

The figures comparing county of workplace to county of residence for the 2006 ACS indicates that certain aspects of tri-county commutes remain the same. Broward is still a net exporter of workers, being as how the percentage of residence working outside of the county remained unchanged from 2000. Figures from Miami-Dade County indicate that levels of workers who had jobs elsewhere compared to those that worked in the county remained the same. Palm Beach County, however, had a four percent decrease in workers who traveled outside county lines to their jobs.

As the travel to work commute in the region continues to increase it is important to understand where workers are traveling to. U.S. Census data for 2000 reveals that county to county workflows occur in each county but are most prevalent in Broward County (Table 1-10 and Table 1-11 **Error! Reference source not found.**). Broward County is known as a “Donor County” in that it is a net exporter of labor. Miami-Dade County had the largest percentage of residents working within the county. In 2006, Broward County had 23 percent (199,553) of the population working outside of the county, which is the highest percentage of all of the counties in the area (Table 1-11).

Table 1-10: County to County Workflows, 2000

Place of Employment	County of Residence		
	Broward	Miami-Dade	Palm Beach
Broward	565,812 (76%)	60,096 (7%)	37,685 (8%)
Miami-Dade	115,044 (15%)	823,642 (92%)	5,560 (1%)
Palm Beach	52,712 (7%)	3,843 (0%)	421,811 (89%)
Total Workers	743,543	899,323	475,572
Total Population	1,623,018	2,253,362	1,131,184

Source: U.S. Census 2000

Table 1-11: Tri-County Workflows, 2000

Place of Employment	County of Residence		
	Broward	Miami-Dade	Palm Beach
Worked in County of Residence	565,812 (76%)	82,3642 (92%)	421,811 (89%)
Worked outside County of Residence	167,756 (23%)	63,939 (7%)	43,245 (9%)
Total Workers	743,543	899,323	475,572
Total Population	1,623,018	2,253,362	1,131,184

Table 1-12: Tri-County Workflows, 2006

Place of Employment	County of Residence		
	Broward	Miami-Dade	Palm Beach
Worked in County of Residence	656,110 (77%)	986,303 (92%)	486,930 (87%)
Worked outside County of Residence	199,553 (23%)	87,348 (8%)	724,77 (13%)
Total Workers	855,663	1,073,651	559,407
Total Population	1,787,636	2,402,208	1,274,013

Source: 2006 American Community Survey

2.0 EXISTING HIGHWAY AND ROADWAY CONDITIONS

The Florida Department of Transportation (FDOT) has established statewide minimum acceptable level of service (LOS) standards. Adopting LOS standards ensure professionally accepted measurement techniques which serve as priority tools for FDOT and act as criteria in preparing land-use plans for local governments and the Department of Community Affairs. These standards were later updated in rule chapter 14-94, Florida Administrative Code to reflect the changes in Section 163.180 Florida Statutes.

Definition: "Level of Service (LOS)" for highways means a quantitative stratification of the quality of service to a typical traveler on a facility into six letter grade levels with "A" describing the highest quality and "F" describing the lowest quality.

- LOS A describes primarily a free -flow traffic condition; vehicles are unimpeded in their ability to maneuver within traffic stream.

- LOS B describes reasonably unimpeded traffic operations; the ability to maneuver within traffic stream is slightly restricted.
- LOS C describes stable operations; the ability to maneuver and change lanes in mid-block of traffic stream may be more restricted than LOS B.
- LOS D borders on a range in which small increases in flow may cause substantial decreases in delay and speed.
- LOS E is characterized by significant delay, high volumes, high signal density, and extensive delays at intersections.
- LOS F is characterized by extensive delays, long queues and stop and go traffic.

LOS standards vary by type of facility and functional class. For example, LOS for arterial streets are computed as delay in seconds while LOS for highways are measured as density, however the letter grades from A to F convey the same perception.

Over last two decades, along with population and economic prosperity, traffic congestion has also increased in South Florida resulting in a LOS rating for all major streets to E and F grades. Based on 2007 average annual daily traffic (AADT) data, existing roadway traffic conditions in the tri-county area were graded using general planning LOS tables on I-95 (north-south) and on all east-west streets connecting with Tri-Rail stations.

2.1.1 I-95 (Palm Beach County to Miami-Dade County)

As presented in Table 2-1, the LOS for Interstate 95 (I-95) operates at no better than grade D and most cases LOS E and F within the 72 mile Tri-Rail corridor extending from State Road 112 (SR 112) in Miami-Dade County and north to the Mangonia/West Palm Beach in Palm Beach County. Based on a review of traffic data that was obtained from FDOT for 2005 through 2007, I-95 traffic volumes on various sections of the expressway have increased, while other sections of the facility have experienced a slight decrease.

Table 2-1 I-95 Level of Service

Interstate - 95				
	2005 AADT	2006 AADT	2007 AADT	LOS
Palm Beach County	163,789	164,858	168,161	E
Broward County	244,353	243,008	245,306	F
Miami-Dade County	214,900	225,611	223,611	F

Source: FDOT Average Annual Daily Traffic Data, 2005 - 2007

Moreover, the AADT data remaining unchanged further suggests that the I-95 facility has likely reached and is exceeding capacity. Given the physical constraints and build out condition of I-95 specifically between Broward and Miami-Dade County no additional capacity is anticipated to be added to this facility in the near future. While additional improvements are underway and nearing completion in Palm Beach

County, the LOS levels and AADT will reach a maximum volume in the near future and exceed capacity to further degrade LOS.

This data further demonstrates the high demand of a north south travel pattern within and among the three counties which emphasizes the importance of the travel market that Tri-Rail serves.

2.1.2 East-West Roadways

The east-west arterial streets that connect with Tri-Rail stations and I-95 also provides access to shopping, commercial, residential, entertainment places throughout the South Florida region. The table below summaries AADT levels from 2005 to 2007 on major east-west arterials within a three to five mile distance from I-95 corridor. Overall, Palm Beach County has better LOS compared to all of Miami-Dade and Broward Counties. The existing high densities and less available space are constraints to add additional capacity in all three counties.

Table 2-2 East-West Streets Level of Service

East-West streets connecting Tri-rail Stations				
	2005 AADT	2006 AADT	2007 AADT	LOS
Palm Beach County	38,000	38,250	31,730	E
Broward County	51,411	52,722	51,750	E
Miami-Dade County (North)	37,610	42,290	45,180	D

Source: FDOT Average Annual Daily Traffic Data, 2005 - 2007

The following figures illustrate LOS within each of the three counties of South Florida. In Palm Beach County, the adopted Constrained Roadways at Lower Level of Service (CRALLS) allows the County to control land developments that affects existing roads and this is also depicted with corresponding LOS levels as quantified through AADT data.

Figure 2-1 Palm Beach County Level of Service and CRALLS Map

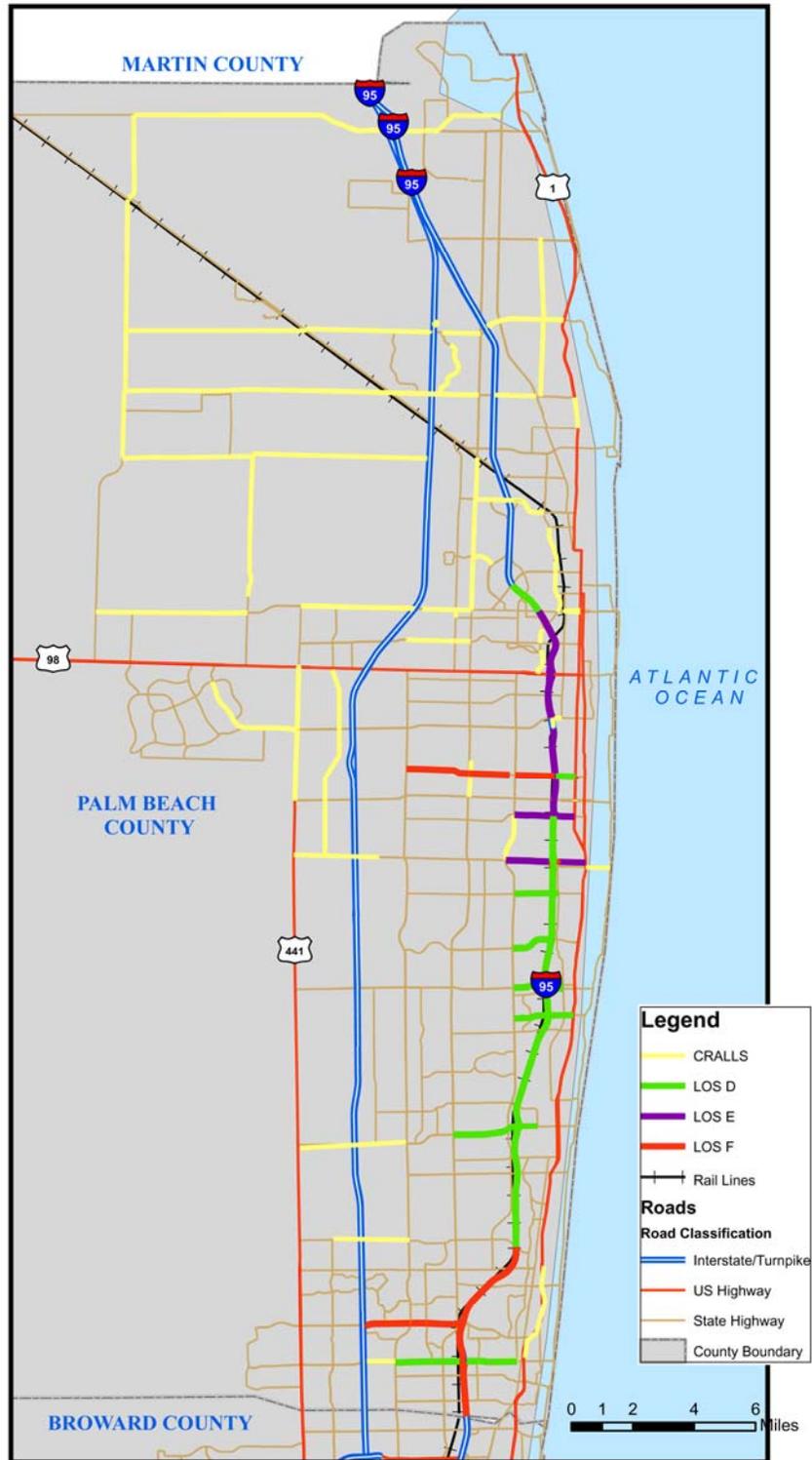
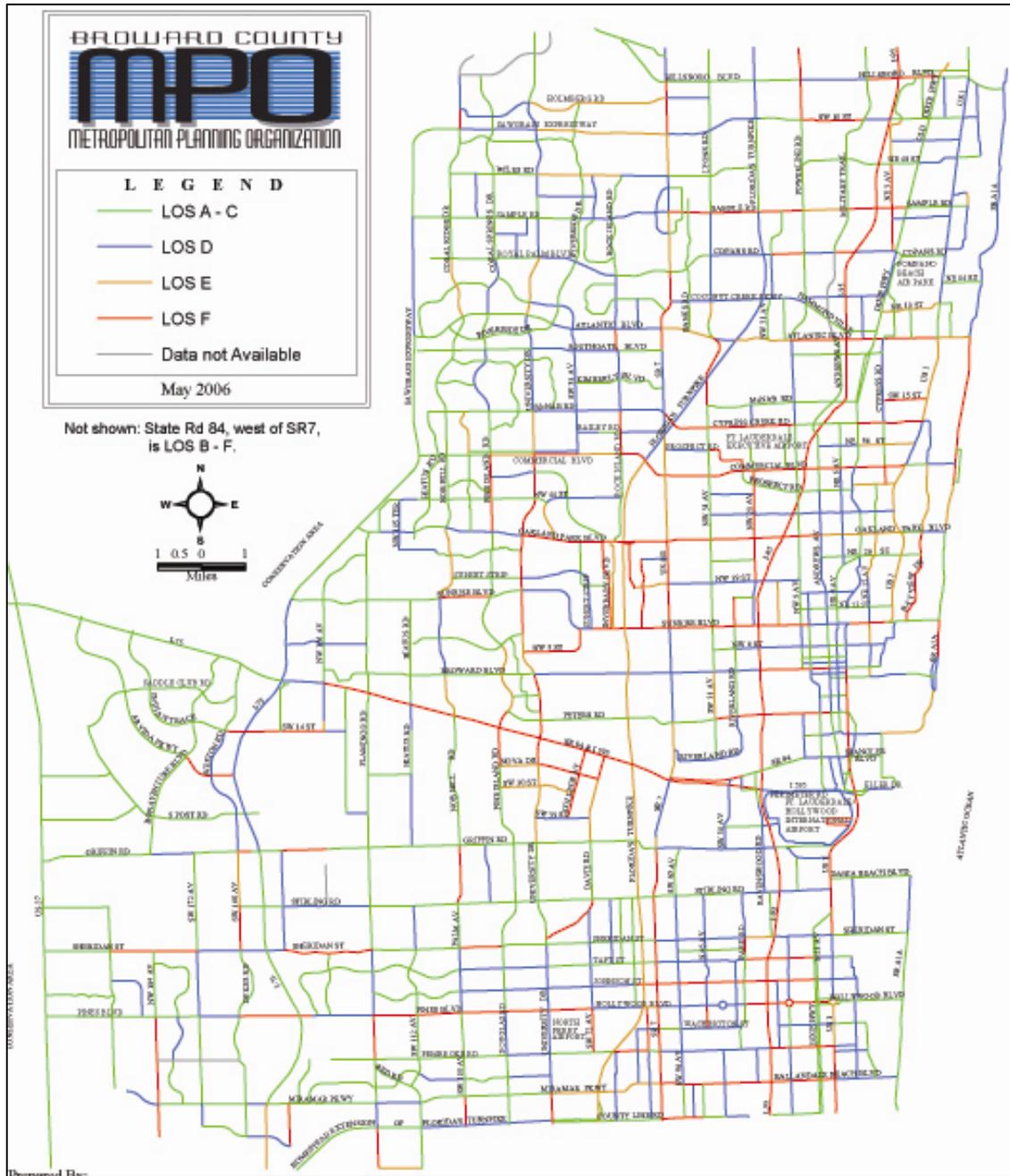
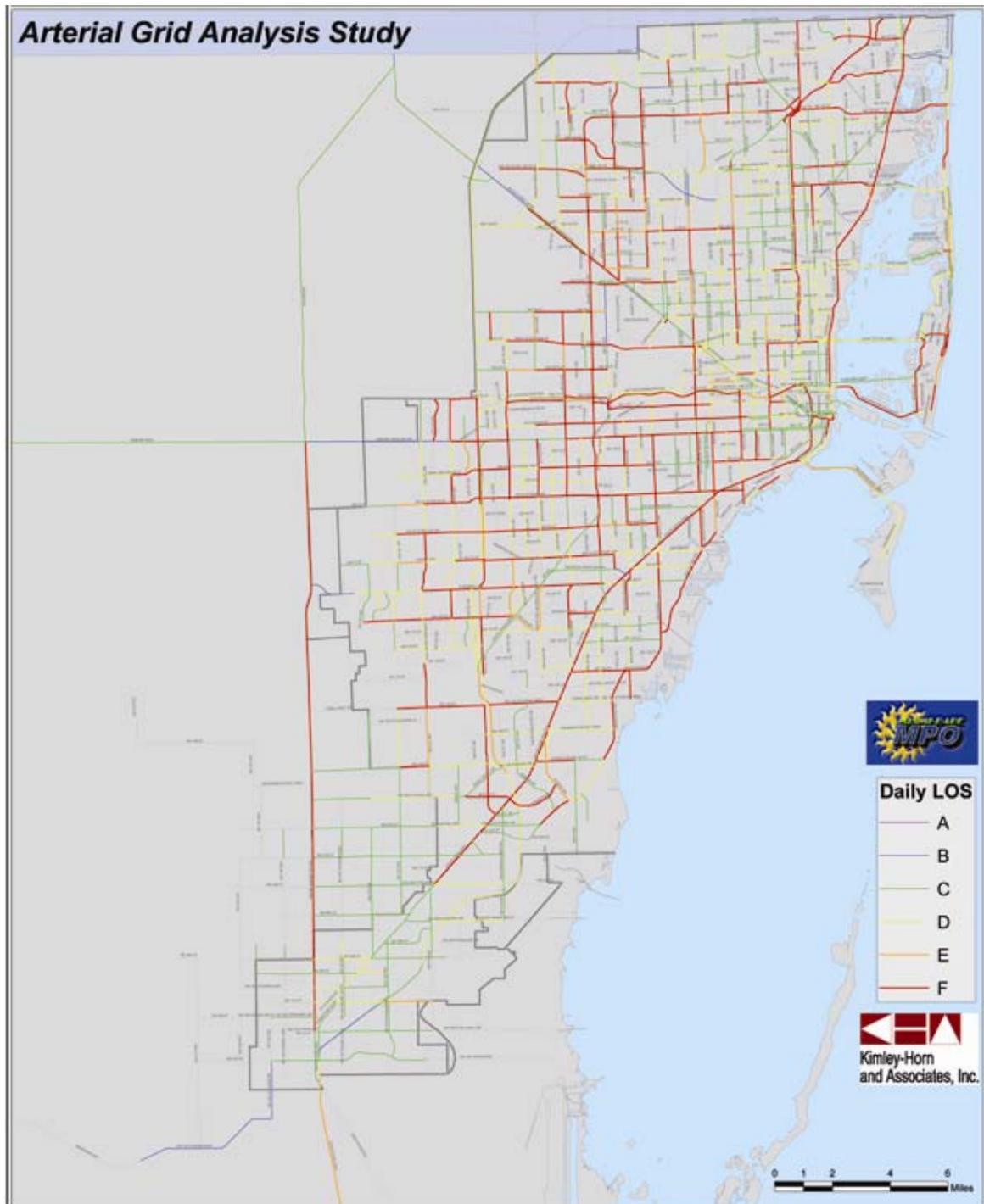


Figure 2-2 Broward County Level of Service Map



Source: Level of Service Analysis 2005 and 2030, Broward County MPO, 2006.

Figure 2-3 Miami-Dade County Level of Service Map



Source: Arterial Grid Analysis Study, Miami-Dade County MPO, March 2007

3.0 EXISTING SOUTH FLORIDA RAILROAD NETWORK

There are three owners of rail networks within South Florida, namely the Florida East Coast Railway (FECR), CSX Transportation (CSXT), and the Florida Department of Transportation (FDOT). Table 3-1 illustrates the number of trains traveling on each rail network by owner in a 24-hour period. A description of the specific rail networks follows.

3.1 Florida East Coast Railway

The entire FECR rail network is approximately 368 miles, of which about 93 miles are within the limits of the tri-county area. FECR is the second largest carrier in terms of Florida mileage accounting for 13 percent of the State rail system. This rail corridor is owned and operated by the FECR, based in Saint Augustine, Florida. Currently, the FECR is strictly used for freight service. The FECR has exclusive rail access to all three ports in the tri-county area, specifically, the Ports of Miami, Everglades, and Palm Beach. The FECR currently operates 23 freight trains per day over a typical 24-hour period. Major commodities handled by the FEC are nonmetallic minerals, vehicles and various commodities moved in containers and trailers (intermodal traffic).

3.2 CSX Transportation

CSXT owns and maintains a 22,000 mile rail network covering 23 states and the District of Columbia. In the Tri-County region, CSXT owns the trackage immediately north of the state-owned SFRC and also the trackage on the western end of the Homestead Subdivision and the entire Lehigh Subdivision, both of which are in Miami-Dade County. As part of the original purchase of the SFRC, several railroad spurs were also included. The two primary spurs include the Homestead Subdivision and the Miami Downtown District. The Homestead Subdivision diverges from the SFRC mainline near the southern terminus and terminates at the Oleander Junction on the south side of Miami International Airport. At this point, CSXT resumes ownership of the rail corridor to the west and south. The Miami Downtown District diverges to the east from the SFRC immediately north of the Miami River and proceeds east. Both of these branches carried freight service exclusively at the time of this writing.

CSXT currently operates six through freights and four local switchers within the tri-county area. Major Florida commodities handled by CSX are nonmetallic minerals, chemicals and allied products, and coal. Amtrak operates two daily round trips to New York on the line. CSXT operates freight rail services focusing on two principal markets in South Florida: 1.) The movement of rock and stone used for construction from quarries in Miami-Dade County to concrete plants and construction depots within the state; and, 2.) The provision of carload freight service to local warehousing facilities along the rail line.

Table 3-1: Railroad Corridor Trains Per Day

Rail Network Owner	Daily Number of Trains
FEC	23
CSX	10
SFRTA	50
Amtrak	4

3.2.1 Florida Department of Transportation

FDOT purchased a portion of the CSXT freight network, initially for maintenance of traffic (MOT) plan for the I-95 widening project in 1989. Later, this corridor was renamed the South Florida Rail Corridor (SFRC). The SFRC runs between the Miami International Airport (MIA), in Miami-Dade County, to Mangonia Park, in Palm Beach County. The SFRTA currently operates Tri-Rail commuter rail service within the SFRC. At the time this writing, the SFRTA operates 50 trains per day. Amtrak also operates 4 trains per day within this corridor. Currently, CSXT performs all track and signal maintenance and operations (dispatching) within the SFRC.

3.3 Freight Patterns and Trends

In 2004, Florida’s freight railroads moved more than 119 million tons of freight, up from 117 million in 2003. For the year 2005, Florida railroads hauled over 2 million carloads carrying 115 million tons of freight. This includes totals of inbound, outbound, through, and local freight tonnage.

Common freight transported across Florida railways includes construction material for road and home building, coal for electric power plants, automobiles, food products and consumer goods for retail. Phosphates and non-metallic minerals comprise the largest percentage of freight material at the local and state-wide levels. Intra-state tonnage accounts for nearly half the freight that moves through Florida. Approximately 40 percent of the freight activity is inbound, only 12 percent is outbound. These percentages have remained nearly unchanged since 2000. These trends indicate that there will be a need for additional rail freight capacity, along with the anticipated demand for additional passenger rail services.

3.3.1 Local Freight Volume

Miami-Dade and Monroe counties (FDOT District VI), account for 20 percent of originating tonnage for the state of Florida, mainly due to the location of lime-rock mines and the Port of Miami. U.S. demand for rail freight is expected to increase by 69 percent by the year 2035, and Southeast Florida is expected to grow at twice the national average.

The population for Southeast Florida (FDOT Districts VI and IV) is expected to increase by 40 percent by 2030. District IV originated 1,326,040 tons of freight in 2006 while District VI originated 17,888,987 tons. According to FDOT, these levels “present a relatively stable behavior” for the past ten years.

3.3.2 Local Freight Traffic

Recent traffic volumes along the line indicate that there are 14 Northbound Rock Trains moving from Southern Dade County to points north of Palm Beach per week, with an equal amount of Southbound Rock Trains simultaneously traversing the same route in 2000. Between 5 and 7 Merchandise Trains travel from the Hialeah Yard to points north every week. Given these numbers the line typically sees five freight trains passing on any given weekday, as compared to 50 passenger trains, with less activity for both on the weekends. Overall in 2004 CSXT carried 14.9 million gross tons of train equipment on the SFRC. Over the past ten years, freight traffic has increased by over 50 percent.

4.0 TRENDS IN LOCAL TRANSIT USE

4.1 Local Transit Agency Comparison

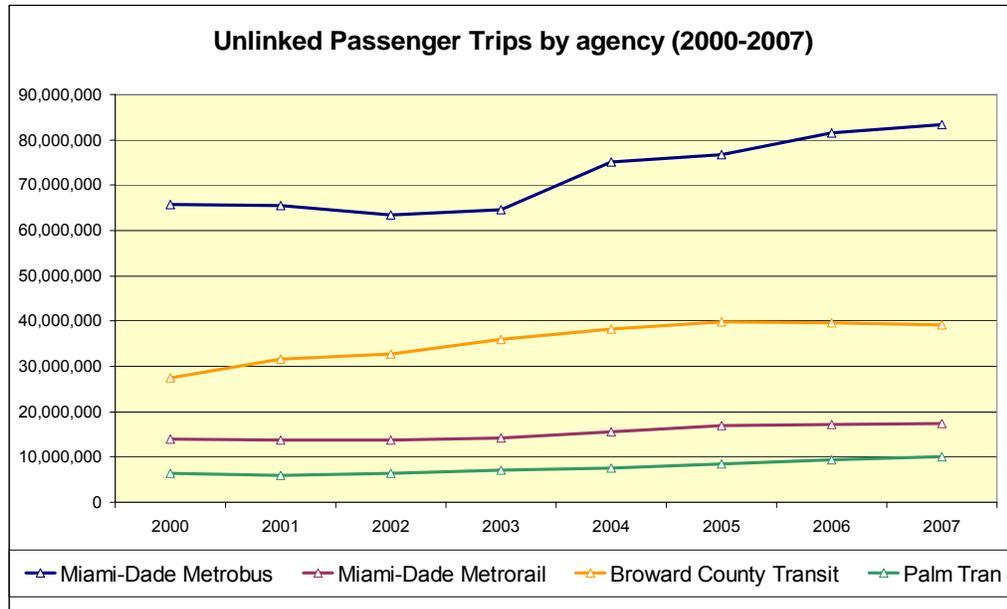
The following figure compares ridership for the three agencies within Tri-Rail’s operating area, Miami-Dade Transit, Broward County Transit, and Palm Tran. There are actually four datasets because ridership for Miami-Dade is broken down into Metrobus and Metrorail ridership. Ridership for Broward County and Palm Tran are for fixed-route bus only. The data shows generally steady gains in ridership on the four systems, a natural outcome of the population and employment gains that the region has experienced in the past decade, and the steady rise in the price of motor fuels, particularly since 2005.

The data shows Miami-Dade Transit (MDT) with a slight decrease in bus unlinked passenger trips in the first part of the decade. A large jump in unlinked passenger trips occurred between 2003 and 2004. This is mostly attributed to the passage of the People’s Transportation Plan (PTP) in 2003 and the corresponding increase in routes and service hours for Metrobus. During the same time period, Metrorail service shows relatively modest growth in unlinked passenger trips, and appears to have stayed the same between 2005 and 2006. Metrorail did not experience the same immediate jump in ridership from the PTP as Metrobus since additional rail service through system expansion take much longer to design and implement than bus routes.

The data for Broward County Transit shows a steady increase in unlinked passenger trips between 2000 and 2005. However, the data also shows that between 2005 and 2006 unlinked passenger trips were relatively unchanged.

Palm Tran also shows steady growth for most of the years between 2000 and 2006, with unlinked passenger trips reported at 9.3 million.

Figure 4-1 Unlinked Passenger Trips by Agency



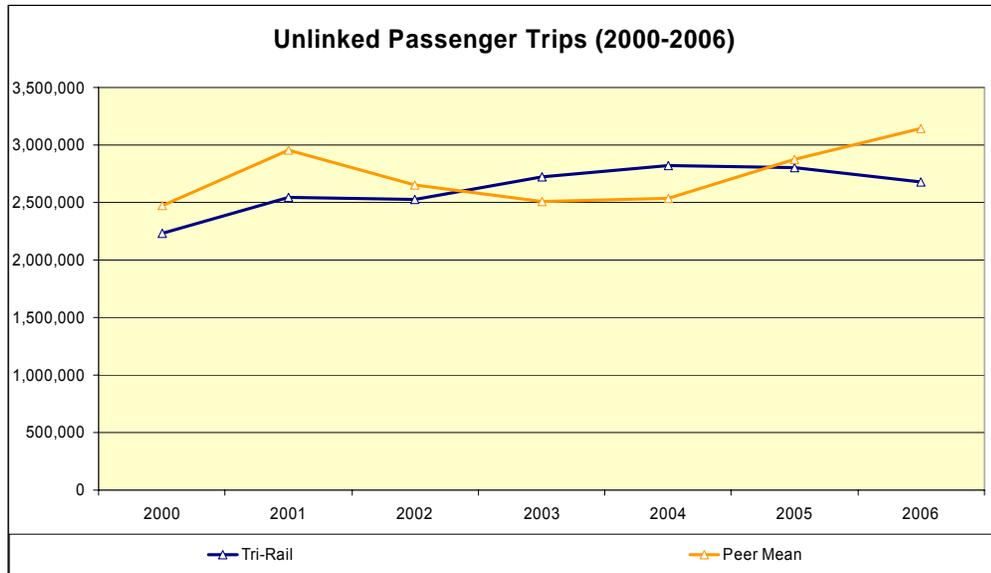
4.3 Tri-Rail and Peer Comparison

The comparison of unlinked passenger trips between Tri-Rail and the commuter rail peer mean shows that unlike the generally steady ridership gains of the local, mostly bus-based transit systems, Tri Rail’s ridership is very volatile, with year-to-year swings of hundreds of thousands of trips, both up and down. Between 2000 and 2004 Tri-Rail showed mostly gains in unlinked passenger trips. However, Tri-Rail has reported decreases in unlinked passenger trips in the last two years of reporting, 2005 and 2006. In 2007, Tri-Rail reported an increase in ridership to approximately 3.5 million which is attributed to the implementation of a 50-car schedule.

In contrast, at the same time that Tri-Rail was reporting gains, the peer mean was showing decreases in ridership. Interestingly, at the same time that Tri-Rail saw ridership decreases in 2005 and 2006, the peer mean was showing an overall increase in unlinked passenger trips. This volatility can be attributed to changes in service level and service reliability related to the Segment 5 double tracking project, construction of the New River Bridge and other capital improvements on the Tri-Rail system over the course of the decade.

The analysis paints a picture of unpredictable unlinked passenger trips when it comes to commuter rail. Unlike the local agencies, where ridership gains were modest and steady, Tri-Rail unlinked passenger trips between 2000 and 2006 are marked by increases and slight decreases. The peer mean confirms that the ridership increases and decreases are not just confined to Tri-Rail, although the changes are mostly opposite the experience of Tri-Rail.

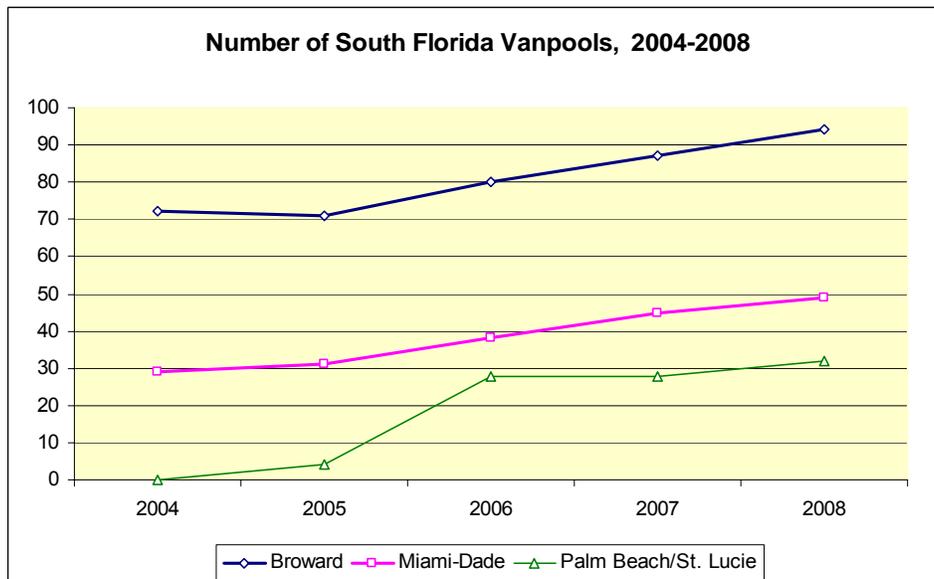
Figure 4-2 Tri-Rail Unlinked Passenger Trips



4.4 Vanpooling

The South Florida Vanpool Program (SFVP) operates the van pool network within Palm Beach, Broward and Miami-Dade counties. Each of the three Metropolitan Planning Organizations (MPO's) contributes towards each vanpool with a \$400 per van subsidy based on origin. As of May 2008, there are 175 vanpools in South Florida. Since 2004, the total number of participating van pools has grown 73 percent from 101 to 175 van pools. The county with the highest number of vanpools is Broward County which is a direct correlation with type of work flow travel patterns as discussed in an earlier section of the report.

Figure 4-3 South Florida Vanpools



5.0 DESCRIPTION OF PLANNING AGENCIES

Planning on the local and regional levels of any major metropolitan area involves an orchestrated collaboration of ideas and policies from a myriad of separate entities. While some organizations remain autonomous, most are interrelated to one another in their missions and objectives. Convergence of goals is an important theme when it comes to transportation planning, especially when focusing on the tri-county region of South Florida.

In order to secure federal funding for transit projects, transportation planning agencies must adhere to the guidelines set forth by the Federal Transit Administration. The FTA provides grants for public transportation projects that meet certain requirements and reporting practices first established under the Federal Aid Highway Act of 1962, and later revised under the Federal Transit Administration amendment of 1991.

The above mentioned legislation requires all urban areas with populations of at least 50,000 to have a transportation planning process to be eligible for federal funds. The act stated that the planning process was to be continuing, cooperative and comprehensive. In addition, the act required all plans and programs produced from the process to be consistent with the area's comprehensive plan.

More recently, three federal transportation re-authorization acts have significantly changed the way planning organizations conduct business. These include the Intermodal Surface Transportation Efficiency Act (ISTEA 1991), the Transportation Equity Act for the 21st Century (TEA-21 1998) and the Safe Accountable Flexible Efficient Transportation Equity Act, A Legacy for Users (SAFETEA-LU 2005). Together these three federal legislative acts have included provisions for the following:

- Local development of air quality conformity plans,
- Established unique differences between local long range transportation plans and shorter transportation improvement plans (TIPS),
- 20 year planning horizons become the norm
- Plans must be fiscally constrained – fully funded
- More emphasis on transit, intermodal connections and multimodal solutions
- Pedestrian and bike users get a stronger voice in planning
- More consultation with public and other stakeholders
- Congestion management plans required in urbanized areas greater than 200,000 population (also known as Transportation Management Areas).

5.1 State and Local Levels

Throughout the South Florida region there are numerous transportation capital improvement projects and transit enhancements currently underway that together can play a valuable role in serving the travel demand between Miami-Dade, Broward, and Palm Beach counties. Many of these project improvements will further enhance the viability of an alternative transportation network and complement Tri-Rail service through better connectivity and access to local and regional activity centers. Agencies of interest for the South Florida Metropolitan area include:

- Florida Department of Transportation (FDOT)
- Metropolitan Planning Organizations (MPO)
 1. Palm Beach County
 2. Broward County
 3. Miami-Dade County
- Regional Planning Councils
 1. South Florida Regional Planning Council
 2. Treasure Coast Regional Planning Council

5.1.1 Florida Department of Transportation (FDOT)

FDOT is a large, decentralized state-wide agency consisting of seven districts and the Florida's Turnpike Enterprise. FDOT employs over 7,400 employees who help administer and maintain 41,000 miles of highway and 29 fixed route transit systems³. Charged with the establishment, maintenance and regulation of state public transportation, the agency was formed in 1969 from the former Florida State Road Department. Each of FDOT's seven districts is managed by a district secretary. Following the 2002 legislation, the Turnpike district secretary became known as an executive director. FDOT is led by a gubernatorial-appointed Secretary of Transportation (Stephanie Kopelousos, appointed by Governor Charlie Crist on January 2nd, 2007).

FDOT matches operating funds for several public transit operations throughout the state, including Tri-Rail. As shown in Table 2, the funds sourced for SFRTA are a match of the three counties' contributing funds through which Tri-Rail operates. FDOT also allocates funds for corridor maintenance and dispatch of the New River Bridge.

5.1.2 Metropolitan Planning Organization

The MPO is responsible for transportation planning and programming within a distinguishable area of population above 50,000. Created by government mandate, MPO organizations make decisions concerning transit modes and transportation planning. These bodies were established by the Federal Highway Act of 1973 in

³ FDOT Fast Facts

order to provide a cooperative, comprehensive, and continuing transportation planning and decision-making process for areas of considerable population. Florida Statutes also have language addressing MPO establishment⁴. The two main products of the MPO are the Long Range Transportation Plan and the Transportation Improvement Program.

The three local MPO's are Miami-Dade MPO, Broward MPO and Palm Beach MPO. The MPO is typically comprised of an MPO Board, an advisory committee, a citizen's interest committee and a pedestrian and bike path advisory committee. Every MPO currently operates under the SAFETEA-LU 2005 Act, signed into law on August 10, 2005 by President Bush. Below is a list of the planning factors which guide the MPOs' efforts:

1. Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency;
2. Increase the safety of the transportation system for motorized and non-motorized users;
3. Increase the security of the transportation system for motorized and non-motorized users
4. Increase the accessibility and mobility options available to people and for freight;
5. Protect and enhance the environment, promote energy conservation, and improve quality of life;
6. Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight;
7. Promote efficient system management and operation;
8. Emphasize the preservation of the existing transportation system

5.1.2.1 Palm Beach County MPO

The Palm Beach MPO is guided by a Board with elected and appointed officials from both the County government and the local municipalities within Palm Beach County. The Board meets monthly and acts upon agendas focused on improving transportation within Palm Beach County.

The MPO organization consists of the MPO Board, the Technical Advisory Committee (TAC), the Citizens Advisory Committee (CAC), and the Bicycle/Pedestrian/Greenways Advisory Committee. The MPO Board is composed of five County Commissioners, 13 elected officials from 11 cities and one official from the Port of Palm Beach.

⁴ Chapter 163 Section .01 Florida Statute

5.1.2.2 Broward County MPO

The mission of the MPO of Broward County is to coordinate a regional transportation system that ensures the safe and efficient mobility of people and goods, optimizes transit opportunities, and enhances our community's environmental and economic well-being. MPO staff members develop the County's transportation plans and programs and serve as staff to the Broward County MPO Board. The MPO also consists of TCC (Technical Coordination Committee) and Citizens Involvement Roundtable.

Division activities include long-range and short-range planning and coordination of multimodal transportation services including transit, pedestrian, bicycle, greenways, roadway, seaport, airport, rail, and freight and goods movement.

5.1.2.3 Miami-Dade County MPO

The MPO for the Miami Urbanized Area was created March 23, 1977 under the authority of Chapter 163 of the Florida Statutes⁵. Section 163.01 of the Statute provides that governmental agencies may enter into Inter-local Agreements permitting the joint exercise of such powers or authority that the agencies share in common or that each might exercise separately.

Voting members are designated by the state governor and include the following: all thirteen county commissioners, five elected officials for each of the cities with populations over 50,000 in the county, a representative from the citizenry of the unincorporated portion of Miami-Dade County, a member of the MDX, and a member of the Miami-Dade School Board. FDOT has two non-voting representatives on the MPO Board.

5.1.2.4 Southeast Florida Transportation Council

The Southeast Florida Transportation Council (SEFTC) is an inter-local association of transportation officials serving mutual transportation interests in Miami-Dade, Broward, and Palm Beach counties. The council was organized in lieu of combining all three county MPO's after the 2000 census illustrated the spread of the Miami Urbanized Area throughout the three counties. The SEFTC was created under Florida Statutes Chapter 334.175(5)(i)(2) to serve as a formal forum for policy coordination and communication required for the implementation of regional initiatives agreed upon by the MPO's from Broward, Miami-Dade, and Palm Beach.

The SEFTC is comprised of five board members who oversee the efforts of working-level subcommittees, such as the Regional Long Range Transportation Committee. Committee members, chosen from each of the three local MPOs, are responsible for documents such as the Regional 2030 Long Range Transportation plan and serve on a rotating basis.

⁵ <http://www.miamidade.gov/MPO/>

5.1.3 Regional Planning Councils

Along with the local county MPO's, there are larger planning bodies known as Regional Planning Councils that extend across county lines. On most matters they work in unison to provide for planning and decision making concerning interconnecting facilities such as I-95, Florida's Turnpike, I-75, Treasure Coast Connector, The Breeze, Tri-Rail and so forth. Every governmental planning organization is accountable to each other as well as local residents. An annual obligation listing is available to the public in compliance with federal mandates which require a listing of all projects that receive federal funds and are in the implementation phase of construction.

When census designated Metropolitan Statistical Areas (MSA) cover multiple counties, the need for a Regional Planning Council (RPC) arises to provide for coordination with interconnecting intermodal facilities. Each RPC is comprised of city commissioners, county commissioners from each county in the region, gubernatorial appointees, and an elected school board member to be nominated by the Florida School Board Association. Local governments and the governor may appoint either elected officials or lay citizens, provided that at least two-thirds of the voting members are locally elected officials.

RPC's are outlined in Florida Statute chapter 186.502 (4) as the only multipurpose regional entity designed for extra-local planning. The local RPC's are the Treasure Coast Regional Planning Council and the South Florida Regional Planning Council.

5.1.3.1 South Florida Regional Planning Council

The South Florida Regional Planning Council is the RPC for the counties of Broward, Miami Dade and Monroe. They coordinate policy and construe planning policy for the most heavily populated area in South Florida. Their missions and objectives include identifying long term challenges, assisting regional leaders with creative solutions and promoting a vibrant, healthy economy for their counties.

SFRPC is composed of 19 voting members including county and municipal elected officials and Governor's appointees. Key areas of interest for the SFRPC include affordable housing, wastewater and stormwater conservation, sustainability issues and stable economic growth.

5.1.3.2 Treasure Coast Regional Planning Council

The Treasure Coast Regional Planning Council, which covers Palm Beach, Martin, St Lucie and Indian River Counties, works to encourage and enable local units of government and citizenry to assemble and cooperate with one another and with representatives of major economic interests toward common planning objectives.

TCRPC is made up of nineteen elected officials and nine gubernatorial appointees. Their current areas of interest include the Palm Beach County Urban Redevelopment

Area, the US 1 Corridor Study through Martin and St Lucie Counties, and a study on sea level rise in the Treasure Coast region⁶.

5.1.4 South Florida Regional Transportation Authority

The SFRTA was created on July 1, 2003 to replace the Tri-County Commuter Rail Authority. SFRTA began its service in September of 1989, initially offered as a temporary alternative to construction-induced lane closures on I-95. FDOT purchased the track from CSX in 1989 to be administered by the TCCRA (SFRTA). Originally a 67 mile long route, the facility was extended in 1998 to Mangonia Park in West Palm Beach at the northern end, and to the new Miami Airport Station at the southern end. The double tracking system was completed in 2007, allowing for an increase of 50 trains per day.

5.2 SFRTA Integration with Agencies

The SFRTA integrates plans and objectives with all five planning bodies within the South Florida region. Tri-Rail, which offers service to eighteen stations throughout the tri-county area, coordinates train scheduling and shuttle service with county-level transit modes in order to provide optimal intermodal connections.

According to passenger surveys collected in 2007, one of the greatest obstacles facing Tri-Rail ridership is coordination and frequency performance of shuttle services. As of 2007 the SFRTA operated a fleet of 16 shuttle busses providing 233,868 unlinked passenger trips; however, the commuter rail itself provided 2,674,552 unlinked trips. Since the majority of stations lie outside the CBD or other centers of population, optimal service should involve increasing the number of unlinked passenger trips provided by the shuttles.

Among the goals listed in the following table, goal 5 dictates coordination with local and county governments. One of the major objectives of this goal, as outlined in the SFRTA Mission Goals and Objectives Overview, is to collaborate with government agencies to develop land use policies consistent with an efficient regional transportation system. All of the three elected officials on SFRTA Board also serve on MPO's. Some of the elected officials also serve on RPC's and SEFTC.

⁶ Treasure Coast Regional Planning Council Special Projects http://www.tcrpc.org/special_projects_.htm

Table 5-1 SFRTA Goals

GOAL 1 – Promote a responsible transportation system supported by transit-oriented, pedestrian-friendly strategies;
GOAL 2 – To coordinate, connect and implement our transportation system within South Florida;
GOAL 3 – Ensure quality customer service and increased ridership by providing greater mobility choices, accessibility, safety and on-time performance;
GOAL 4 – Pursue long-term capital and operating funding sources to leverage local resources, both public and private
GOAL 5 – Coordinate SFRTA activities with local and county governments;
GOAL 6 – Ensure an organization which values its employees.

Source: SFRTA Missions, Goals and Objectives <http://www.sfrta.fl.gov/overview.html>

5.2.1 Regional Transit Supportive Goals

According to SFRTA’s website, the goal of the Strategic Regional Transit Plan is to think creatively to define a bold vision and strategic plan for regional transit’s role in the overall regional transportation system to ensure mobility, economic viability, and quality of life in the South Florida region for the next generation.

The Palm Beach County MPOs goals concerning transit ridership include improving fixed-route service, improving safety and efficiency through pursuit of technology, providing consistency and improving the overall image of public transit viability. These objectives coincide with Goals 1 and 3 in Table 5-1. Palm Beach MPO’s goals concerning inter-level coordination include maintaining a high degree of cooperation with state and local governments and transportation agencies. These objectives match those stated in Goal 5 from Table 5-1.

The Broward County MPO’s goals concerning transit ridership include providing a balance, multimodal, aesthetically pleasing transportation system that is safe and effective. These objectives coincide with Goals 1 and 3 in table 1. Broward County MPO’s goals concerning inter-level coordination include providing a transportation system serving the local and regional movement of people that is coordinated and consistent with Broward County’s constituent communities and neighbors. These objectives coincide with Goals 2 and 5 in Table 5-1.

The Miami-Dade MPO’s goals concerning transit ridership include improving transportation systems and travel while enhancing the social benefits of such a system. These objectives coincide with Goal 3 in Table 5-1. Miami-Dade MPO’s goals concerning inter-level coordination include providing a transportation system that integrates transportation with land use, and development considerations while optimizing sound investment strategies. These objectives coincide with Goals 4 and 5 in Table 5-1.

TCRPC and SFRPC are also active in defining regional transit supportive goals. Pursuant to Chapter 380, Florida Statutes, Regional Planning Councils are charged with the coordination of multi-jurisdictional agency review of large-scale development projects that may impact more than one county. These projects known as Developments of Regional Impact (DRI) are complex and require input from numerous review agencies and local governments.

6.0 OVERVIEW OF LOCAL TRANSIT OPERATORS

This section provides a brief overview of the public and private transportation service providers in Miami-Dade, Broward and Palm Beach Counties.

6.1 Palm Tran

Palm Tran, a department of Palm Beach County, currently operates 37 fixed bus routes. Palm Tran service is provided Monday through Sunday with route schedules spanning from 5:00 a.m. to 11:00 p.m. The standard cash fare to board Palm Tran is \$1.50 (reduced to \$0.75 for seniors, students, eligible Medicare recipients, and disabled citizens). A daily unlimited pass may be purchased for \$3.50 (\$2.25 discounted).

Service covers the entire north-south length of the county, with most routes concentrated in the eastern portion since this is where most of the population of the county resides. Palm Tran service connects with both Broward County Transit and Tri-Rail at points within the county. Palm Tran also coordinates with community-based bus services and circulator routes serving the communities of Jupiter, Boynton Beach and Lake Worth.

According to the 2006 submittal to the National Transit Database (NTD), Palm Tran bus service accounted for more than 53 million annual passenger miles and recorded more than 6.8 million annual revenue vehicle miles. Palm Tran also reported 421,683 revenue vehicle hours, and reported total operating costs for fixed route bus service of about \$41 million. For fiscal year 2007, Palm Tran recorded 10.1 million riders.

In 2006 Palm Tran maintained 159 buses in its fleet, of which 117 were used in peak service. The rolling stock was exclusively diesel buses of varying lengths, with 68 40-foot buses, 57 35-foot buses, and 30 30-foot buses. All Palm Tran buses are equipped with wheelchair ramps, bike racks, surveillance cameras, and automatic stop announcement systems.

In addition to direct route bus service, Palm Tran also provides Palm Tran Connection demand response service. A fleet of 256 small buses and vans provide the service. Standard fares are \$3.00 per one-way trip, and trip reservations are taken daily from 7:00 a.m. to 5:00 p.m. On average, 3,716 scheduled passenger trips take place with Palm Tran Connection each weekday.

There are six Tri-Rail station stops in Palm Beach County, and all are served by at least one Palm Tran route. The following tables present summary and detailed service characteristics of the Palm Tran routes that connect to Tri-Rail service within Palm Beach County.

Table 6-1 Summary of Palm Tran/Tri-Rail Station Connections

Tri-Rail Station	Palm Tran Routes
Mangonia Park	20,31,33
West Palm Beach	40,44,45,50
Lake Worth	61
Boynton Beach	70,71
Delray Beach	2,70,81
Boca Raton	2,94

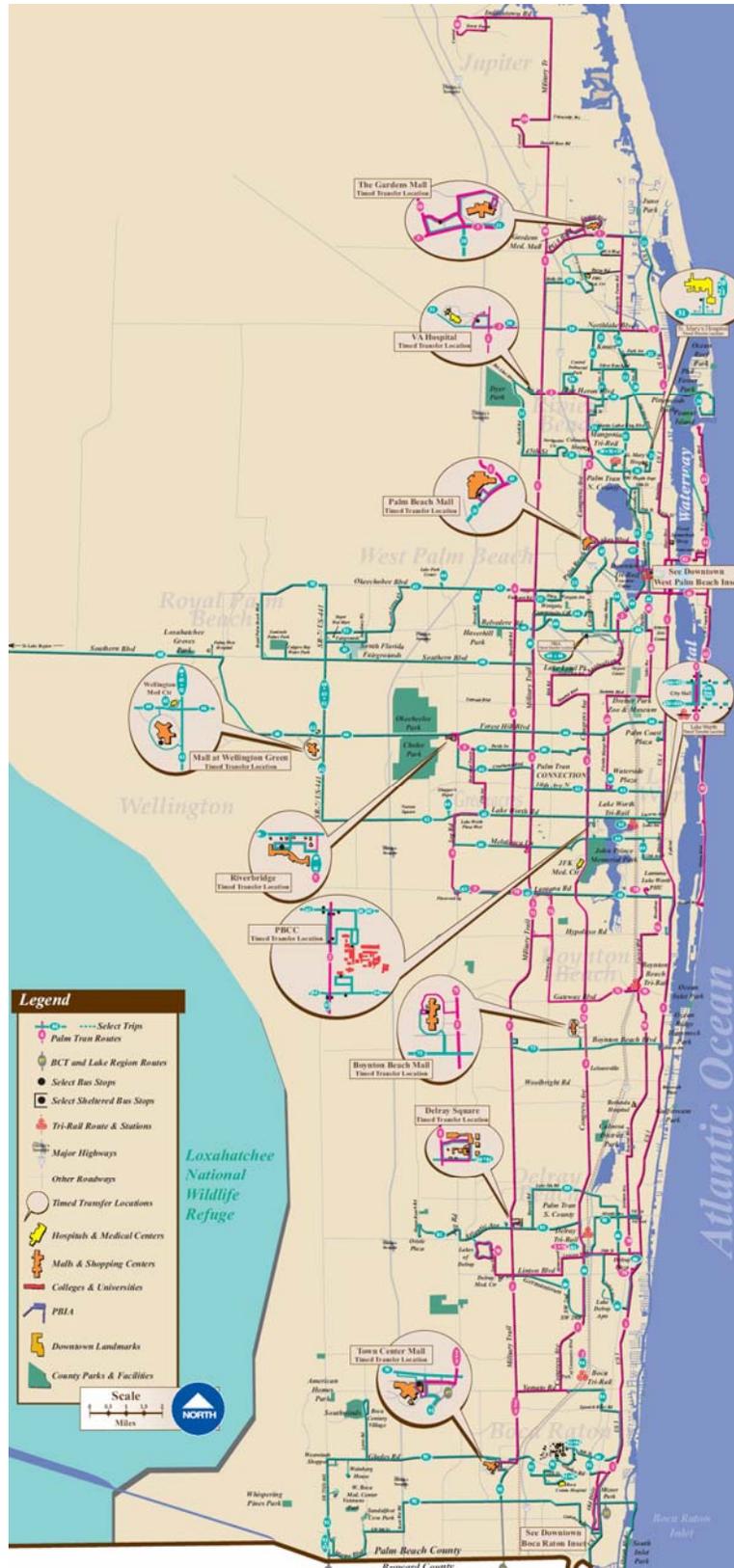
Table 6-2 Detailed Service Characteristics Palm Tran/Tri-Rail Station Connections

Tri-Rail Station	Route Number	Carrier	Time of Day	Headway (minutes) Pk/Off-Pk	Span of Service	Annual Ridership FY 2007	Major Destinations
Palm Beach County							
Mangonia Park	20	Palm Tran	Weekday Peak	60	6:05 a.m. - 6:05 p.m.	111,958	Gardens Medical Plaza, North County Courthouse, North County Regional Hospital, Barry University
			Weekday Off-peak	60	6:05 a.m. - 6:05 p.m.		
			Saturday	60	7:05 a.m. - 5:05 p.m.		
			Sunday	120	11:05 a.m. - 3:05 p.m.		
	31	Palm Tran	Weekday Peak	30	6:40 a.m. - 6:30 p.m.	436,556	Northpoint, Columbia Hospital, West Palm Beach (WPB), Tri-Rail
			Weekday Off-peak	60	6:40 a.m. - 6:30 p.m.		
			Saturday	60	7:55 a.m. - 5:50 p.m.		
			Sunday	60	9:55 a.m. - 4:50 p.m.		
	33	Palm Tran	Weekday Peak	60	5:54 a.m. - 7:19 p.m.	218,978	Cross County Plaza, Greenacres, Palm Beach Mall, Northlake, Tri-Rail
			Weekday Off-peak	60	5:54 a.m. - 7:19 p.m.		
			Saturday	60	8:24 a.m. - 6:24 p.m.		
			Sunday	60	10:24 a.m. - 5:24 p.m.		
West Palm Beach	2	Palm Tran	Weekday Peak	30	5:55 a.m. - 8:55 p.m.	1,146,983	Palm Beach Mall, WPB Airport, Palm Beach Community College (PBCC), Town Center Mall, Tri-Rail
			Weekday Off-peak	30	5:55 a.m. - 8:55 p.m.		
			Saturday	60	7:35 a.m. - 9:30 p.m.		
			Sunday	60	9:30 a.m. - 4:30 p.m.		
	31	Palm Tran	Weekday Peak	30	6:40 a.m. - 6:30 p.m.	436,556	Northpoint, Columbia Hospital, West Palm Beach, Tri-Rail
			Weekday Off-peak	60	6:40 a.m. - 6:30 p.m.		
			Saturday	60	7:55 a.m. - 5:50 p.m.		
			Sunday	60	9:55 a.m. - 4:50 p.m.		
	40	Palm Tran	Weekday Peak	30	NA	275,455	Wellington Medical Center, Western Plaza, Pahoakee Airport
			Weekday Off-peak	60	NA		
			Saturday	60	NA		
			Sunday	60	NA		
	43	Palm Tran	Weekday Peak	30	NA	634,176	Downtown WPB, PB Mall, Fairgrounds, Tri-Rail
			Weekday Off-peak	60	NA		
			Saturday	60	NA		
			Sunday	60	NA		
	44	Palm Tran	Weekday Peak	60	5:45 a.m. - 6:15 p.m.	124,361	Centre Park, Palm Beach International (PBI) Airport, Drexel Park, Tri-Rail
			Weekday Off-peak	60	5:45 a.m. - 6:15 p.m.		
			Saturday	60	6:45 a.m. - 6:35 p.m.		
			Sunday	60	9:45 a.m. - 4:35 p.m.		
	45	Palm Tran	Weekday Peak	60	5:55 a.m. - 6:45 p.m.	56,189	Kravis Center, Palm Beach Government Center, Palm Beach County Convention Center, Science Museum
			Weekday Off-peak	60	5:55 a.m. - 6:45 p.m.		
			Saturday	60	7:15 a.m. - 6:05 p.m.		
			Sunday	60	10:00 a.m. - 3:10 p.m.		
50 Shuttle	Palm Tran	Weekday Peak	20	6:00 a.m. - 5:10 p.m.	26,045	Palm Beach Government Center, Library, Tri-Rail	
		Weekday Off-peak	20	6:00 a.m. - 5:10 p.m.			
		Saturday	NA	NA			
		Sunday	NA	NA			

Table 6-2 (Continued)

Tri-Rail Station	Route Number	Carrier	Time of Day	Headway (minutes) Pk/Off-Pk	Span of Service	Annual Ridership FY 2007	Major Destinations
Lake Worth	61	Palm Tran	Weekday Peak	60	7:20 a.m. - 6:20 p.m.	158,357	PBCC, River Bridge Center, Palm Tran Connection
			Weekday Off-peak	60	7:20 a.m. - 6:20 p.m.		
			Saturday	60	7:20 a.m. - 6:20 p.m.		
			Sunday	60	9:20 a.m. - 3:20 p.m.		
	62	Palm Tran	Weekday Peak	30	6:05 a.m. - 7:05 p.m.	496,510	Mall at Wellington Green, PBCC, Nassau Square, Lake Worth, Tri-Rail
			Weekday Off-peak	60	6:05 a.m. - 7:05 p.m.		
			Saturday	60	7:05 a.m. - 5:05 p.m.		
			Sunday	60	10:11 a.m. - 4:11 p.m.		
Boynton Beach	70	Palm Tran	Weekday Peak	30	6:29 a.m. - 6:29 p.m.	280,651	Lantana City Hall, Boynton Beach City Hall, Atlantic High School, Delray Medical Center
			Weekday Off-peak	60	6:29 a.m. - 6:29 p.m.		
			Saturday	60	8:19 a.m. - 5:19 p.m.		
			Sunday	60	10:00 a.m. - 5:05 p.m.		
	71	Palm Tran	Weekday Peak	60	7:10 a.m. - 7:10 p.m.	71,371	Riverwalk, Tri-Rail, Pinewood Square
			Weekday Off-peak	60	7:10 a.m. - 7:10 p.m.		
			Saturday	60	8:10 a.m. - 6:10 p.m.		
			Sunday	60	11:10 a.m. - 5:10 p.m.		
	Boynton Beach Trolley	Boynton Beach	Weekday Peak	45	7:31 a.m. - 6:46 p.m.	18,877	Boynton Beach Mall, Boynton Beach Tri-Rail Station
			Weekday Off-peak	45	7:31 a.m. - 6:46 p.m.		
			Saturday	45	9:46 a.m. - 5:16 p.m.		
			Sunday	45	9:46 a.m. - 5:16 p.m.		
Delray Beach	Downtown** Shuttle Route 1	Delray Beach	Weekday Peak	30	7:00 a.m. - 8:00 p.m.	39,000	Atlantic Avenue, Congress Avenue, Ocean Boulevard
			Weekday Off-peak	30	7:00 a.m. - 8:00 p.m.		
			Saturday	30	10:00 a.m. - 8:00 p.m.		
			Sunday	30	12:00 p.m. - 8:00 p.m.		
	2	Palm Tran	Weekday Peak	30	5:55 a.m. - 8:55 p.m.	1,146,983	Palm Beach Mall, WPB Airport, PBCC, Town Center Mall, Tri-Rail
			Weekday Off-peak	30	5:55 a.m. - 8:55 p.m.		
			Saturday	60	7:35 a.m. - 9:30 p.m.		
			Sunday	60	9:30 a.m. - 4:30 p.m.		
	70	Palm Tran	Weekday Peak	30	6:29 a.m. - 6:29 p.m.	280,651	Lantana City Hall, Boynton Beach City Hall, Atlantic High School, Delray Medical Center
			Weekday Off-peak	60	6:29 a.m. - 6:29 p.m.		
			Saturday	60	8:19 a.m. - 5:19 p.m.		
			Sunday	60	10:00 a.m. - 5:05 p.m.		
	81	Palm Tran	Weekday Peak	60	7:20 a.m. - 7:10 p.m.	129,511	Tri-Rail, Downtown Delray
			Weekday Off-peak	60	7:20 a.m. - 7:10 p.m.		
			Saturday	60	7:20 a.m. - 6:10 p.m.		
			Sunday	120	10:20 a.m. - 4:10 p.m.		
Boca Raton	Boca Center Shuttle	Palm Tran	Weekday Peak	30	6:35 a.m. - 7:05 p.m.	16,333	Boca Center (north and south), NW 19th Street
			Weekday Off-peak	30	6:35 a.m. - 7:05 p.m.		
			Saturday	NA	NA		
			Sunday	NA	NA		
	2	Palm Tran	Weekday Peak	30	5:55 a.m. - 8:55 p.m.	1,146,983	Palm Beach Mall, WPB International Airport, PBCC, Town Center Mall, Tri-Rail
			Weekday Off-peak	30	5:55 a.m. - 8:55 p.m.		
			Saturday	60	7:35 a.m. - 9:30 p.m.		
			Sunday	60	9:30 a.m. - 4:30 p.m.		
	94	Palm Tran	Weekday Peak	20	6:45 a.m. - 10:25 p.m.	18,877	Park of Commerce, Tri-Rail, Florida Atlantic University (FAU)
			Weekday Off-peak	20	6:45 a.m. - 10:25 p.m.		
			Saturday	NA	NA		
			Sunday	NA	NA		

Figure 6-1 Palm Tran System Map



6.2 Broward County Transit

Broward County is served by Broward County Transit (BCT), which is operated by the Broward County Office of Transportation. BCT operates 43 routes during weekdays, 41 routes on Saturday and 37 routes during Sundays, with varying service schedules spanning from before 4:00 AM to after midnight on weekdays. BCT operates service throughout the county, with routes mostly on evenly spaced arterials and eighteen routes converging at the Broward Central Terminal adjacent to downtown Fort Lauderdale. Several routes connect to either Palm Tran routes or Miami-Dade Transit routes. BCT Route 18 is the only route in the system that makes a connection with both Palm Tran and Miami-Dade Transit. In 2007, BCT initiated the Breeze generation of service that provides limited stop bus service on U.S 1 and S.R. 7/ Hwy 441 which includes free Wi-fi access for these routes.

Regular one-way fare \$1.25 but is scheduled to increase to \$1.50 in October 2009. A reduced one-way fare is \$0.60, and an all day pass costs \$3.00.

According to BCT's NTD submittal, in 2006 BCT reported 168 million annual passenger miles and 16 million annual revenue vehicle miles. For the same year, BCT also operated nearly 1.2 million revenue vehicle hours and had an operating cost of more than \$89 million for fixed route bus service. For fiscal year 2007, BCT reported annual bus ridership at 39.2 million.

BCT reported a fleet of 376 buses, of which 307 were used in peak service. All buses in the BCT fleet are diesel fueled and all are 40 feet in length. With the introduction of the Breeze service, BCT now also operates six 60 foot articulated buses. In 2008, BCT will add new bio-diesel hybrid buses to the vehicle fleet.

BCT also offers a paratransit service known as TOPS – Transportation Options – that provides service to disabled citizens within Broward County. The TOPS service has a fleet of approximately 200 vans and small buses available for transport, and a one-way fare costs \$2.00. Reservations are made over the phone, and service spans the normal hours of BCT bus service. TOPS allows riders to request a “standing order” where the same trip made at regular intervals does not need to be requested each time. TOPS makes an average of 4,350 one-way trips each day.

There are seven Tri-Rail stops within Broward County, and all are served by at least one BCT route. The following table details the BCT routes that serve Tri-Rail stops.

Table 6-3 Summary of Broward County Transit/Tri-Rail Station Connections

Tri-Rail Station	Broward County Transit Routes
Deerfield Beach	92, 93
Pompano Beach	34
Cypress Creek	60, 62
Fort Lauderdale	22
Fort Lauderdale/Hollywood International Airport	4, 6, 15, 16
Sheridan Street	3, 12, 17
Hollywood	7

Table 6-4 Detailed Service Characteristics BCT/Tri-Rail Station Connections

Tri-Rail Station	Route Number	Carrier	Time of Day	Headway (minutes) Pk/Off-Pk	Span of Service	Annual Ridership FY 2007	Major Destinations
Broward County							
Deerfield Beach	DB 1 Shuttle (M-F)	BCT	Weekday Peak	60	8:00 a.m. - 3:50 p.m.	16,295	Newport Center, Federal Highway
			Weekday Off-peak	60	8:00 a.m. - 3:50 p.m.		
			Saturday	NA	NA		
			Sunday	NA	NA		
	DB 2 Shuttle (M-F)	BCT	Weekday Peak	60	8:00 a.m. - 3:50 p.m.	27,054	Newport Center, Military Trail
			Weekday Off-peak	60	8:00 a.m. - 3:50 p.m.		
			Saturday	NA	NA		
			Sunday	NA	NA		
	DB 3 Express Beach Shuttle	BCT	Weekday Peak	60	9:00 a.m. - 5:55 p.m.	19,656	North Broward Regional Medical Center, Newport Center, Hillsboro Square, Deerfield Mall
			Weekday Off-peak	60	9:00 a.m. - 5:55 p.m.		
			Saturday	60	9:00 a.m. - 5:55 p.m.		
			Sunday	60	9:00 a.m. - 5:55 p.m.		
92	BCT	Weekday Peak	45	7:50 a.m. - 3:55 p.m.	115,809	Century Village, Tri-Rail, Focal Point, Howard Johnson Hotel	
		Weekday Off-peak	45	7:50 a.m. - 3:55 p.m.			
		Saturday	45	9:10 a.m. - 3:55 p.m.			
		Sunday	60	12:40 p.m. - 6:40 p.m.			
Pompano Beach	PB 1 Shuttle (Blue Route)	BCT	Weekday Peak	30	8:45 a.m. - 5:00 p.m.	17,966	Broward Community College (BCC) Library, BCT Terminal, Pompano Beach City Hall
			Weekday Off-peak	60	8:45 a.m. - 5:00 p.m.		
			Saturday	NA	NA		
			Sunday	NA	NA		
	PB 1 Shuttle (Green Route)	BCT	Weekday Peak	45	9:00 a.m. - 5:00 p.m.	16,363	Broward Community College (BCC) Library, BCT Terminal, Pompano Beach City Hall
			Weekday Off-peak	60	9:00 a.m. - 5:00 p.m.		
			Saturday	NA	NA		
			Sunday	NA	NA		
	34	BCT	Weekday Peak	30	5:40 a.m. - 9:40 p.m.	831,667	Coral Springs Corporate Park, Tradewinds Park, Festival Flea Market Mall, Tri-Rail
			Weekday Off-peak	30	5:40 a.m. - 9:40 p.m.		
			Saturday	40	5:30 a.m. - 8:11 p.m.		
			Sunday	60	9:11 a.m. - 6:11 p.m.		
	93 (M-W-F)	BCT	Weekday Peak	90	9:55 a.m. - 9:15 p.m.	44,682	Century Village, North Broward Medical Center, Pompano Square
			Weekday Off-peak	90	9:55 a.m. - 9:15 p.m.		
			Saturday	NA	9:55 a.m. - 9:15 p.m.		
			Sunday	NA	11:35 a.m. - 5:35 p.m.		
95 (M-Sat)	BCT	Weekday Peak	90	8:35 a.m. - 5:30 p.m.	44,219	Century Village, Trail Plaza, Towne Center Mall	
		Weekday Off-peak	90	8:35 a.m. - 5:30 p.m.			
		Saturday	90-120	8:35 a.m. - 5:30 p.m.			
		Sunday	NA	NA			
Cypress Creek	Coconut Creek S Shuttle	BCT	Weekday Peak	20	7:21 a.m. - 4:21 p.m.	43,643	Festival Marketplace, Lakewood Plaza, Atlantic Technical Center, Tri-Rail
			Weekday Off-peak	20	7:21 a.m. - 4:21 p.m.		
			Saturday	20	7:21 a.m. - 4:21 p.m.		
			Sunday	NA	NA		
	14	BCT	Weekday Peak	20	5:30 a.m. - 11:23 p.m.	1,401,153	Broward Central Terminal, Oakland Park Boulevard, Hillsboro Boulevard, Sample Road, U.S. 441, Johnson Road
			Weekday Off-peak	20	5:30 a.m. - 11:23 p.m.		
			Saturday	45	5:55 a.m. - 11:10 p.m.		
			Sunday	45	9:40 a.m. - 7:25 p.m.		
	60	BCT	Weekday Peak	20	5:48 a.m. - 11:23 p.m.	1,507,144	Atlantic Boulevard and Dixie Highway, Pompano Beach Medical Center, Tri-Rail, Broward Central Terminal
			Weekday Off-peak	30	5:48 a.m. - 11:23 p.m.		
			Saturday	30-45	5:54 a.m. - 10:54 p.m.		
			Sunday	45	9:54 a.m. - 7:39 p.m.		
	62	BCT	Weekday Peak	45	6:05 a.m. - 8:05 p.m.	646,393	Coral Square Mall, Tamarac, Tri-Rail, Lauderdale-By-The-Sea, Galt Ocean Mile
			Weekday Off-peak	45	6:05 a.m. - 8:05 p.m.		
			Saturday	50	8:00 a.m. - 6:50 p.m.		
			Sunday	50	9:40 a.m. - 6:50 p.m.		

Table 6-5 (Continued)

Tri-Rail Station	Route Number	Carrier	Time of Day	Headway (minutes) Pk/Off-Pk	Span of Service	Annual Ridership FY 2007	Major Destinations
Broward County							
Fort Lauderdale	North-South Downtown Circulator	BCT	Weekday Peak	16	NA	37,697	Broward Central Terminal, Broward Boulevard, SE 3rd Avenue, Andrews Avenue
			Weekday Off-peak	16	NA		
			Saturday	NA	NA		
			Sunday	NA	NA		
	Tri-Rail Weekend Connector	South Florida Sun Trolley Shuttle/ BCT	Weekday Peak	NA	NA	10,635	Beach Place, Central Terminal, Sunrise Boulevard
			Weekday Off-peak	NA	NA		
			Saturday	120	9:00 a.m. - 9:30 p.m.		
			Sunday	120	9:00 a.m. - 9:30 p.m.		
	9	BCT	Weekday Peak	40	5:30 a.m. - 10:00 p.m.	651,782	Broward Community College (BCC), Young Circle, Hallandale Beach Boulevard, Aventura Mall
			Weekday Off-peak	40	5:30 a.m. - 10:00 p.m.		
			Saturday	60	6:18 a.m. - 9:17 p.m.		
			Sunday	60	9:12 a.m. - 7:12 p.m.		
	22	BCT	Weekday Peak	30	5:30 a.m. - 9:50 p.m.	1,471,285	Sawgrass Mills Mall, West Regional Terminal, Broward Mall, Broward Central Terminal
			Weekday Off-peak	30	5:30 a.m. - 9:50 p.m.		
			Saturday	30	NA		
			Sunday	30	NA		
	81	BCT	Weekday Peak	30	6:12 a.m. - 11:12 p.m.	816,623	Broward Central Terminal, Lauderhill Mall
			Weekday Off-peak	30	6:12 a.m. - 11:12 p.m.		
			Saturday	30	6:12 a.m. - 11:12 p.m.		
			Sunday	60	8:40 a.m. - 5:40 p.m.		
Hollywood/ Fort Lauderdale International Airport	Convention Connection Th-Sun	BCT	Weekday Peak	15	NA	43,241	FLL Airport Terminals, Griffin Road, Broward County Convention Center, Port Everglades, Midport Garage
			Weekday Off-peak	15	NA		
			Saturday	NA	NA		
			Sunday	15	NA		
	South Florida Education Center (SFEC)/ Davie Campus	BCT	Weekday Peak	30	7:06 a.m. - 7:50 p.m.	60,862	BCC, Florida Atlantic University (FAU), Nova Southeastern University (NSU), McFatter Technical Center
			Weekday Off-peak	60	7:06 a.m. - 7:50 p.m.		
			Saturday	NA	NA		
			Sunday	NA	NA		
	3	BCT	Weekday Peak	60	5:45 a.m. - 7:35 p.m.	310,407	Tri-Rail, Flamingo Plaza, Century Village, Dania Beach City Hall, Taft Street and U.S. 441.
			Weekday Off-peak	60	5:45 a.m. - 7:35 p.m.		
			Saturday	60	5:45 a.m. - 7:35 p.m.		
			Sunday	NA	NA		
	6	BCT	Weekday Peak	30	5:50 a.m. - 8:30 p.m.	710,963	Young Circle, County Line Road, Dania Beach City Hall, Tri-Rail
			Weekday Off-peak	30	5:50 a.m. - 8:30 p.m.		
			Saturday	40	5:55 a.m. - 8:30 p.m.		
			Sunday	60	9:05 a.m. - 8:45 p.m.		
15	BCT	Weekday Peak	45	5:45 a.m. - 8:45 p.m.	201,008	SW 56 Avenue and Hollywood Boulevard, Pembroke Road and SW 40 Avenue, Hallandale Beach Boulevard and SW 52	
		Weekday Off-peak	45	5:45 a.m. - 8:45 p.m.			
		Saturday	45	5:45 a.m. - 8:45 p.m.			
		Sunday	90	10:15 a.m. - 5:45 p.m.			
18	BCT	Weekday Peak	30	5:25 a.m. - 11:50 p.m.	4,597,692	Broward Central Terminal, Public Health Center, Tri-Rail	
		Weekday Off-peak	30	5:25 a.m. - 11:50 p.m.			
		Saturday	20-40	5:30 a.m. - 10:50 p.m.			
			Sunday	30	7:45 a.m. - 9:15 p.m.		

Table 6-4 (Continued)

Tri-Rail Station	Route Number	Carrier	Time of Day	Headway (minutes) Pk/Off-Pk	Span of Service	Annual Ridership FY 2007	Major Destinations
Broward County							
Sheridan Street	Dania Beach East (Blue)	BCT	Weekday Peak	60	9:00 am - 5:00 p.m.	19,437	Dania Beach City Hall, Dania Beach, Stirling Road, Oakwood Square
			Weekday Off-peak	60	9:00 am - 5:00 p.m.		
			Saturday	NA	NA		
			Sunday	NA	NA		
	3	BCT	Weekday Peak	60	5:45 a.m. - 7:35 p.m.	310,407	Tri-Rail, Flamingo Plaza, Century Village, Dania Beach City Hall, Taft Street and Highway 441.
			Weekday Off-peak	60	5:45 a.m. - 7:35 p.m.		
			Saturday	60	5:45 a.m. - 7:35 p.m.		
			Sunday	NA	NA		
	12	BCT	Weekday Peak	40	6:10 a.m. - 7:35 p.m.	549,748	West Regional Terminal, BCC, Sheridan Street Park and Ride, Sheridan Street/Anne Kolb Nature Center
			Weekday Off-peak	40	6:10 a.m. - 7:35 p.m.		
			Saturday	60	6:50 a.m. - 7:50 p.m.		
			Sunday	60	10:50 a.m. - 6:50 p.m.		
17	BCT	Weekday Peak	40	6:00 a.m. - 8:00 p.m.	121,384	Washington Street and Highway 441, Federal Highway (U.S.1) and Taft Street	
		Weekday Off-peak	40	6:00 a.m. - 8:00 p.m.			
		Saturday	60	6:00 a.m. - 8:00 p.m.			
		Sunday	60	10:00 a.m. - 6:00 p.m.			
Hollywood	7	BCT	Weekday Peak	30	5:00 a.m. - 10:45 p.m.	1,351,283	Young Circle, BCC, Pembroke Lakes Mall, SW 210 Avenue, Dania Beach, US 27 and Pines Boulevard
			Weekday Off-peak	30	5:00 a.m. - 10:45 p.m.		
			Saturday	30-40	5:00 a.m. - 11:00 p.m.		
			Sunday	40	10:00 a.m. - 6:00 p.m.		

6.3 Miami-Dade Transit

Miami-Dade Transit (MDT) is operated by Miami-Dade County, and is the 14th largest public transit system in the U.S. MDT is comprised of an integrated system, including Metrobus, Metrorail (heavy rail), Metromover (elevated people mover). MDT service operates 24 hours a day, seven days a week on numerous service routes. Standard one-way fares for Metrobus are \$1.50 (\$1.85 for express service), \$1.50 for Metrorail, and \$2.00 for the STS Paratransit service. Metromover is free to all patrons.

Service for Miami-Dade Transit covers most of the county. Many of the Metrobus routes, as well as the Metrorail system, are primarily oriented to provide service into and out of downtown Miami. Other activity centers such as Miami Beach, Miami International Airport, and North Miami Beach also have extensive service. In less dense portions of the metro area Metrobus routes are set up to serve main arterials.

According to 2006 NTD submittals for revenue vehicle miles, MDT operated nearly 37 million miles for Metrobus, nearly 9.7 million miles for Metrorail, and 941,678 miles for Metromover. In 2006 MDT reported passenger miles of more than 348 million for Metrobus, about 131.5 million for Metrorail, and 8.2 million for Metromover. In terms of revenue vehicle hours, MDT reported almost 3.0 million hours for Metrobus, 405,539 hours for Metrorail, and 92,321 hours for Metromover. In 2006 operating costs for Metrobus were over \$309 million, costs Metrorail were \$75 million, and for Metromover they were \$19.1 million. For fiscal year 2007, MDT recorded ridership in excess of 83 million for Metrobus, 17.3 million for Metrorail, and 1.6 million for Metromover.

MDT reported a fleet of 1,108 buses and 136 rail cars available for maximum service. For Metrobus service, all buses are diesel fueled. MDT reported 64 60-foot buses, 856 40-foot buses, and 188 30-foot buses. All 136 Metrorail vehicles are 76 feet in length and are electrically powered. All Metromover vehicles are 40 feet in length and are also electrically powered.

In addition to regular bus and rail service, MDT also offers Special Transportation Service (STS), which is designed to meet the needs of disabled persons unable to use the regular transit services. STS has a one-way fare of \$2.50, and operates 24 hours a day, seven days a week, including most holidays. STS daily boardings average more than 4,000 riders. Rides can be requested either by phone or by internet access.

Transit connections to and from Tri-Rail stations form an important component of the MDT system. Every Tri-Rail station within Miami-Dade County is served by at least two fixed-route bus routes. A connection between Tri-Rail and the Metrorail system occurs at the Metrorail Transfer station, and this station has the highest number of boardings on the northern section of the Metrorail system.

Table 6-6 Summary of Miami-Dade Transit Tri-Rail Station Connections

Tri-Rail Station	Miami-Dade Transit Routes
Golden Glades	22, 42, 77, E, V, 246, 241, 277
Opa-locka	32, 42, E
Metrorail Transfer	42, 500, L, Metrorail
Hialeah Market	42, Tri-Rail Shuttle
Miami Airport	37, 236, 238

Table 6-7 Detailed Service Characteristics MDT/Tri-Rail Station Connections

Tri-Rail Station	Route Number	Carrier	Time of Day	Headway (minutes) Pk/Off-Pk	Span of Service	Annual Ridership FY 2007	Major Destinations
Miami-Dade County							
Golden Glades	Route E	MDT	Weekday Peak	30	5:36 a.m. - 7:38 p.m.	574,040	City of Miami Lakes Corporate Center, Opa Locka City Hall, Golden Glades Park and Ride
			Weekday Off-peak	60	5:36 a.m. - 7:38 p.m.		
			Saturday	45	9:01 a.m. - 5:15 p.m.		
			Sunday	45	9:01 a.m. - 5:15 p.m.		
	Route V	MDT	Weekday Peak	60	9:05 a.m. - 4:05 p.m.	110,881	Golden Glades Park and Ride, North Miami Beach, Skylake Mall, Collins Avenue
			Weekday Off-peak	60	9:05 a.m. - 4:05 p.m.		
			Saturday	NA	NA		
			Sunday	NA	NA		
	18	BCT	Weekday Peak	30	5:25 a.m. - 11:50 p.m.	4,597,692	Margate Boulevard and Highway 441, 163 Street Shopping Center, Coconut Creek Parkway and Highway 441
			Weekday Off-peak	30	5:25 a.m. - 11:50 p.m.		
			Saturday	20-40	5:30 a.m. - 10:50 p.m.		
			Sunday	30	7:45 a.m. - 9:15 p.m.		
	22	MDT	Weekday Peak	15	6:06 a.m. - 12:25 a.m.	1,380,818	The Mall at 163rd Street, North Miami Beach, University of Miami/Jackson Memorial Hospital and Clinics
			Weekday Off-peak	30	6:06 a.m. - 12:25 a.m.		
			Saturday	30	5:18 a.m. - 10:38 p.m.		
			Sunday	20-60	5:15 a.m. - 9:34 p.m.		
	42	MDT	Weekday Peak	30	4:38 a.m. - 7:28 p.m.	483,554	Golden Glades Park and Ride, Opa Locka City Hall, City of Hialeah, Douglas Road Metrorail Station, Coral Gables Metrorail
			Weekday Off-peak	60	4:38 a.m. - 7:28 p.m.		
			Saturday	40	5:55 a.m. - 7:33 p.m.		
			Sunday	40	5:55 a.m. - 7:33 p.m.		
	77	MDT	Weekday Peak	10	6:09 a.m. - 5:52 p.m.	3,292,639	Culmer Metrorail Station, Government Center Metrorail Station, Golden Glades Park and Ride, Main Library
			Weekday Off-peak	15	6:09 a.m. - 5:52 p.m.		
			Saturday	15-60	6:41 a.m. - 5:45 p.m.		
			Sunday	30-60	6:41 a.m. - 5:50 p.m.		
	95 Express	MDT	Weekday Peak	5	5:27 a.m. - 6:17 p.m.	454,972	Golden Glades Park and Ride Station, Downtown Civic Center, Earlington Heights Metrorail Station, Downtown Miami
			Weekday Off-peak	15	5:27 a.m. - 6:17 p.m.		
			Saturday	NA	NA		
			Sunday	NA	NA		
	241	MDT	Weekday Peak	30	6:09 a.m. - 6:14 p.m.	65,013	Miami Dade Technical Education Center, Sunshine Industrial Park, Golden Glades Park and Ride
			Weekday Off-peak	60	6:09 a.m. - 6:14 p.m.		
			Saturday	NA	NA		
			Sunday	NA	NA		
246	MDT	Weekday Peak	60	NA	149,460	Government Center Metrorail Station, Civic Center Metrorail Station, Allapattah Metrorail Station, Lincoln Road	
		Weekday Off-peak	60	NA			
		Saturday	60	NA			
		Sunday	60	NA			

Table 6-6 Continued

Tri-Rail Station	Route Number	Carrier	Time of Day	Headway (minutes) Pk/Off-Pk	Span of Service	Annual Ridership FY 2007	Major Destinations
Miami-Dade County							
Opa-Locka	Route E	MDT	Weekday Peak	30	5:36 a.m. - 7:38 p.m.	574,040	City of Miami Lakes Corporate Center, Opa Locka City Hall, Golden Glades Park and Ride
			Weekday Off-peak	60	5:36 a.m. - 7:38 p.m.		
			Saturday	45	9:01 a.m. - 5:15 p.m.		
			Sunday	45	9:01 a.m. - 5:15 p.m.		
	32	MDT	Weekday Peak	20	5:23 a.m. - 11:58 p.m.	1,321,029	Florida Memorial University, St. Thomas University, City of Opa Locka, Northside Metrorail Station, Santa Clara Metrorail Station
			Weekday Off-peak	20	5:23 a.m. - 11:58 p.m.		
			Saturday	30	6:05 a.m. - 10:50 p.m.		
			Sunday	30	6:05 a.m. - 10:50 p.m.		
	42	MDT	Weekday Peak	30	4:38 a.m. - 7:28 p.m.	483,554	Golden Glades Park and Ride, Opa Locka City Hall, City of Hialeah, Douglas Road Metrorail Station, Coral Gables Metrorail
			Weekday Off-peak	60	4:38 a.m. - 7:28 p.m.		
			Saturday	40	5:55 a.m. - 7:33 p.m.		
			Sunday	40	5:55 a.m. - 7:33 p.m.		
Metrorail	Route L	MDT	Weekday Peak	10	5:32 a.m. - 11:51 p.m.	3,474,298	Lincoln Road, Miami Beach Convention Center, Amtrak Terminal, Miami Beach High School
			Weekday Off-peak	12	5:32 a.m. - 11:51 p.m.		
			Saturday	20-30	5:19 a.m. - 12:03 a.m.		
			Sunday	40	5:42 a.m. - 11:32 p.m.		
	42	MDT	Weekday Peak	30	4:38 a.m. - 7:28 p.m.	483,554	Golden Glades Park and Ride, Opa Locka City Hall, City of Hialeah, Douglas Road Metrorail Station, Coral Gables Metrorail
			Weekday Off-peak	60	4:38 a.m. - 7:28 p.m.		
			Saturday	40	5:55 a.m. - 7:33 p.m.		
			Sunday	40	5:55 a.m. - 7:33 p.m.		
	500	MDT	Weekday Peak	60	NA	131,563	Near or at all Metrorail Stations, Coral Way, Downtown Miami Terminal
			Weekday Off-peak	60	NA		
			Saturday	NA	NA		
			Sunday	NA	NA		
Hialeah Market	NW 36 Street Koger Shuttle 132	MDT	Weekday Peak	60	6:50 a.m. - 6:43 p.m.	9,329	Koger Executive Center, Doral Country Club, Hialeah Market
			Weekday Off-peak	80	6:50 a.m. - 6:43 p.m.		
			Saturday	NA	NA		
			Sunday	NA	NA		
	Route J	MDT	Weekday Peak	15	NA	1,578,881	Douglas Road Metrorail Station, Miami International Airport, Allapattah Metrorail Station
			Weekday Off-peak	20	NA		
			Saturday	30	NA		
			Sunday	30	NA		
	1	MDT		24/40	NA	600,268	Dadeland North and Dadeland South Metrorail Stations, The Falls, Perrine Shopping Center
	36	MDT	Weekday Peak	20	NA	960,063	Allapattah Metrorail Station, Doral Center, Biscayne Boulevard
			Weekday Off-peak	30	NA		
			Saturday	30-40	NA		
			Sunday	30-40	NA		
	42	MDT	Weekday Peak	30	4:38 a.m. - 7:28 p.m.	483,554	Golden Glades Park and Ride, Opa Locka City Hall, City of Hialeah, Douglas Road Metrorail Station, Coral Gables Metrorail
			Weekday Off-peak	60	4:38 a.m. - 7:28 p.m.		
			Saturday	40	5:55 a.m. - 7:33 p.m.		
			Sunday	40	5:55 a.m. - 7:33 p.m.		
	46	MDT	Weekday Peak	30	6:00 a.m. - 7:00 p.m.	103,949	Caleb Center, Brownsville Metrorail Station, Miami Northwestern High School, NW 54th Street
Weekday Off-peak			30	6:00 a.m. - 7:00 p.m.			
Saturday			NA	NA			
Sunday			NA	NA			

Table 6-6 Continued

Tri-Rail Station	Route Number	Carrier	Time of Day	Headway (minutes) Pk/Off-Pk	Span of Service	Annual Ridership FY 2007	Major Destinations
Miami-Dade County							
Miami International Airport	133 Airport Shuttle	MDT	Weekday Peak	10	5:35 a.m. - 9:27 p.m.	77,954	Windham Airport Hotel, Miami International Airport, Hertz Car Rental
			Weekday Off-peak	40	5:35 a.m. - 9:27 p.m.		
			Saturday	12-60	7:47 a.m. - 10:17 p.m.		
			Sunday	12-60	7:47 a.m. - 10:17 p.m.		
	East/West (238)	MDT	Weekday Peak	30	5:40am - 8:57pm	172,378	Dolphin Mall, Miami International Mall, Earlington Heights Metrorail Station, Miami International Airport
			Weekday Off-peak	60	5:40am - 8:57pm		
			Saturday	NA	NA		
			Sunday	NA	NA		
	37	MDT	Weekday Peak	30	5:20 a.m. - 11:50 p.m.	1,184,864	Hialeah Metrorail Station, Douglas Road Metrorail Station, South Miami Metrorail Station, Miami International Airport
			Weekday Off-peak	30	5:20 a.m. - 11:50 p.m.		
			Saturday	30	6:24 a.m. - 11:28 p.m.		
			Sunday	30	6:29 a.m. - 10:00p.m.		

* On time performance measures do not distinguish between peak and off peak periods

**4-3-08 Delray Beach has received a grant from FDOT to begin service with 3 shuttles on route 1 that would duplicate service and create a 30/30 headway on route to TriRail/Beaches

† Span of Service indicates time of first departure from first Tri Rail station on route to last departure from same station on same route

NA indicates No Available Tri Rail connection for a particular day or route

7.0 OVERVIEW OF TRANSIT AGENCY TRANSIT DEVELOPMENT PLANS

7.1 Miami-Dade Transit (MDT) 2007 Transit Development Program (TDP) Minor Update for FY 2008-2012

The most recent minor update of the TDP was prepared by MDT to fulfill the State of Florida's statutory requirements, covering the fiscal years 2008 to 2012. The last Major Update was prepared in 2005. The next major update is being prepared in 2008 and will reflect a 10 year time frame, as is now required under the State's regulations. The update presents the operating environment of MDT services, identifies committed improvements that have a high likelihood of implementation within the five year time frame, and provides an amended five year Recommended Service Plan (RSP) and a financial analysis of proposed service improvements. The improvements included in the 2012 RSP are summarized below by transit mode:

7.1.1 Metrobus

- Schedule 159 service improvements to the existing 105 Metrobus Routes (some routes get multiple improvements) at an estimated cumulative operating cost of \$183.1 million for the next five years; operating cost by the fifth year of the TDP will be \$38.8 million.
- Add a total of 27 new routes to the Metrobus system, at an estimated cumulative operating cost of \$140.8 million over the next five years; operating cost in the fifth year of the TDP is \$32.8 million.
- Expand the Metrobus fleet with 474 new buses, which includes 252 full sized buses and 221 minibuses. This includes a peak vehicle requirement of 394 vehicles and a 20% spare ratio.
- Implement a plan to develop various transit terminals or hubs throughout the service area at a cost of \$36.5 million.

7.1.2 Metrorail

- Capital improvement cost for the rail rehabilitation program is estimated at \$237.7 million for the five year RSP period.

7.1.3 Metromover

- Rail Rehabilitation (purchase of new cars) is estimated at 9.6 million for the five year RSP period.

7.1.4 Special Transportation Services (STS):

- No significant service changes are programmed. MDT implemented the Special Transportation System Software Upgrade & Maintenance, which distributes STS trips and centralizes the STS computer Software System, in 2006.

The TDP takes as given the projects included in the Transportation Improvement Plan (TIP), including the North Corridor, MIC-Earlinton Heights and East-West Corridor extensions of the MDT Metrorail system, South Miami-Dade Busway extension, and South Florida East Coast Corridor studies. Transit capital improvements identified in the TIP include ADA improvements, bus acquisition, bus facilities and rehabilitation, information technology and AVL/AVM radio system, fare collection equipment, new rail and bus maintenance facilities.

The TDP identifies a number of on-going projects including development of park-and-ride lots at various locations throughout the county, generally adjacent to existing or proposed Metrorail or Busway stations. The TDP identifies a number of routes started under the state Transit Corridor Development/Service Development grant program that were eliminated when grant funding for the routes ran out. The plan also identifies other bicycle and passenger amenities to be completed soon. The TDP lists a wide variety of ITS improvements, both in development now and planned for the future.

The plan lists a number of bus improvements to be implemented during the duration of the plan, including several to be implemented in 2007. Several of these proposed service improvements have potential inter-county service implications, including the 7th Avenue MAX service to operate from Golden Glades park-and-ride lot to downtown Miami via the 7th Avenue Corridor; and the Red Road MAX/Beach MAX operating a limited stop service connecting Miramar (in Broward County) to the Okeechobee Metrorail Station, and a limited stop service along Collins Avenue in Miami Beach. The 95X route serving Golden Glades would also be extended to the Overtown Village office building and would have some running times adjusted. Route 176 Max will be combined with Route 267 Ludlum Max operating from Pembroke Lakes Mall, CB Smith Park-and-Ride and Miami Gardens drive as the 267 MAX.

Metrorail service improvements, aside from the major expansions listed above, are limited to extension of night owl services and changes in pass and fare policies, as well as a plan to replace the vehicle fleet by 2011.

7.1.5 Proposed Service Improvements for Routes serving Tri-Rail Stations

The RSP calls for the following improvements that impact Tri-Rail stations or potentially impact inter-county services:

7.1.5.1 Routes Serving Miami Airport

- Route 37: Improve peak headway from 30 to 15 minutes; all night service, every 60 minutes, seven days a week. Extend weekday service to Miami Lakes Technical Education Center. All 2008
- Route 57: Improve peak headway from 30 to 15 minutes (2008). Improve midday headway from 30 to 15 minutes and introduce weekday service (no date given)

- Route 238: Improve peak headway from 30 to 15 minutes; improve midday headway from 60 to 30 minutes (2008)

7.1.5.2 Routes Serving Hialeah Market

- Route J All night service, every 60 minutes, seven days a week. 2008.
- Route 36: Extend route south to serve Dolphin Mall. 2008.
- Route 42: Improve peak headway from 30 to 15 minutes. 2008.

7.1.5.3 Routes Serving Metrorail Transfer

- Route L: Improve peak headway from 10 to 7 1/3 minutes. 2008.
- Route 42: Improve peak headway from 30 to 15 minutes. 2008.

7.1.5.4 Routes Serving Opa Locka

- Route E: Improve headway from 30 to 15 minutes. 2008.
- Route 42: Improve peak headway from 30 to 15 minutes. 2008.

7.1.5.5 Routes Serving Golden Glades

- Route E: Improve headway from 30 to 15 minutes. 2008.
- Route V: Improve peak headway from 60 to 15 minutes. 2008.
- Route 2: Realign northern terminus to serve Golden Glades. No date provided. Route will improve from 60 to 15 minutes and run all night service at 60 minute headway beginning in 2008..
- Route 17: Extend route to Golden Glades. Planned for 2009
- Route 21: Extend route from Bunche Park to Golden Glades. Planned for 2009
- Route 22: All night service every 60 minutes, seven days a week. 2008.
- Route 42: Improve peak headway from 30 to 15 minutes. 2008.
- Route 95: Introduce midday service to Civic Center; introduce weekend service (2011)

7.1.5.6 Proposed new routes serving Tri-Rail stations or inter-county routes include:

- 163rd Street Shuttle: Operating from Golden Glades to Collins Avenue along 163rd Street. 2008.
- MIA Connection: New express route connecting Douglas Road Metrorail Station and the Airport. 2010.
- SW Broward-Civic Center Express: operating daily on Pines Boulevard to Civic Center.

- Broward Boulevard to Miami CBD: I-95 Managed Lanes Route.
- Sheridan Street to Miami CBD: I-95 Managed Lanes Route.

MDT routes are operated out of one of nine proposed regional transit hubs. Miami Intermodal Center and Golden Glades are the only ones to be proximate to an existing Tri-Rail Station.

The proposed plan shows operating costs for the proposed improvements rising from about \$61 million in 2008 to \$115 million in 2012. The changes, including both the bus-based improvements and the extensions and other improvements of Metrorail and other services, would increase MDT's total annual operating budget from an estimated \$461 million in 2007 to \$576 million by 2012. The improvements would also require \$405 million in capital costs over the five year period.

7.1.6 Assessment:

Items in the TIP that would directly affect SFRTA operations include the service changes listed above as well as Automated Fare Collection system that MDT is pursuing together with BCT, PalmTran and SFRTA. The service increases, if implemented as indicated by the plan, would greatly improve transit access to Tri-Rail stations in Miami-Dade County. The Metrorail North Corridor Extension, which will reach to the Broward County line and connect with BCT services there, is effectively an inter-county facility and could present opportunities for development of future SFRTA services. The FDOT I-95 managed lanes services represent further cooperation between agencies and dramatically increase the level of inter-county transit service operating in the region. The proposed expansion of the park-and-ride network addresses a key need of Tri-Rail and could provide potential relief for Tri-Rail station parking areas in Miami-Dade County that are currently being used for non-Tri-Rail related (and in some cases, non-transportation related) uses.

7.2 Broward MPO, Broward County TDP Annual Progress Report, FY 2008-2012. New Horizons 2007 (September 2007)

The Broward County Transit Development Plan Progress Report focuses on continuing to improve transit service in Broward County through the promotion and implementation of improvements in the BCT fixed route transit system, including headways, extended operating hours, the Community Bus Program, the development of Limited Stop routes, and regional transportation initiatives.

The plan notes that a number of proposed improvements for 2007 were not implemented due to lack of dedicated sources of revenue being available for BCT service expansion. However, the plan notes that improvements to the transit system remain a goal of the MPO and Broward County Commission. The Progress report lists a number of recommendations, including:

- Expansion of service to areas not served by public transit
- Modification of bus routes to provide more direct service.
- Expansion of limited stop routes

- Continued headway improvements
- Development of New Services
- Implement route extensions
- Expand community bus program
- Define and make route modifications
- Continue span of service improvements.

Associated costs for these new services are listed within the document. According to the plan, approximately \$29.7 million is needed for the 2008-2012 period for service development, while \$27.4 million is needed in the same period for planned fixed route expansion. However, the plan also notes a budget shortfall beyond the 2008 fiscal year.

7.2.1 Proposed Service Improvements for Routes serving Tri-Rail Stations

A number of the service changes to existing fixed bus routes that will directly affect Tri-Rail stops located within Broward County are recommended in the plan.

7.2.1.1 Routes Serving Deerfield Beach Station

- Route 92: Route extension; Weekday, Saturday, and Sunday service span increase. Improvements planned for FY 2009.
- Route 93: Weekday headway improvement to 45 minutes; Saturday headway improvement to 30 minutes; Weekday, Saturday, and Sunday service span increase. Improvements planned for FY 2009.

7.2.1.2 Routes serving Pompano Beach Station

- Route 34: Weekday headway improvement to 20 minutes; Saturday headway improvements to 30 minutes; Weekday, Saturday, and Sunday service span increase. Improvements planned for FY 2010.
- Route 93: see above
- Route 95: no improvements planned

7.2.1.3 Routes serving Cypress Creek Station

- Route 60: Sunday service span increase in FY 2012
- Route 62: Route extension; Weekday and Saturday service span increase. Improvements planned for FY 2009.

7.2.1.4 Routes serving Fort Lauderdale Station

- Route 9: Weekday peak headway improvement to 30 minutes; Saturday service span improvement. Improvements planned for FY 2008.
- Route 22: Sunday service span increase. Improvement planned for FY 2012.

- Route 81: Weekday peak headway improvement to 20 minutes; Weekday and Sunday service span increase. Improvements planned for FY 2011.

7.2.1.5 Routes serving Fort Lauderdale/Hollywood International Airport Station

- Route 4: Saturday headway improvement to 30 minutes; Saturday and Sunday service span improvement. Improvements planned for FY 2012.
- Route 6: Weekday, Saturday, and Sunday service span increase. Improvements planned for FY 2012.
- Route 15: Sunday headway improvement to 60 minutes. Improvement planned for FY 2012.
- Route 16: no improvements planned.

7.2.1.6 Routes serving Sheridan Street Station

- Route 3: New Sunday Service; Weekday and Saturday service span increase. Improvements planned for FY 2012.
- Route 12: Weekday peak headway improvement to 30 minutes; Route extension; Weekday, Saturday, and Sunday service span increase. Improvements planned for FY 2008.
- Route 17: no improvements planned.

7.2.1.7 Routes serving Hollywood Station

- Route 7: Weekday peak headway improvement to 20 minutes; Sunday headway improvement to 30 minutes; Weekday and Sunday service span improvements. Improvements planned for FY 2010.

Beyond proposed improvements to fixed-route bus service, the New Horizons document also makes recommendations on several limited-stop regional bus service routes, including Sample Road, University Drive, Dixie Highway, US1/Federal Highway, Oakland Park Boulevard, Cypress Creek Road, Broward Boulevard, I-595, Sunrise Boulevard, and Hollywood Boulevard/Pines Boulevard. The first of these routes, the Breeze, began operation in 2007 as a limited-stop service on the US 1 corridor running north-south through Broward County. The other limited-stop routes are planned for the FY 2008-2012 period. Of the seven routes planned for FY 2008-2012, three of them will intersect Tri-Rail stations; the routings on Sample Road, Broward Boulevard, and Hollywood Boulevard.

7.2.2 Assessment

Several times throughout the Broward MPO FY 2008-2012 plan the document states the need for coordination and connections between Broward County Transit and Tri-Rail service. BCT appears to intend to follow-through on this goal, as the planned fixed-route service improvements will affect every station and will improve the connections of BCT routes to and from Tri-Rail station stops. Especially important in

these recommendations are the increase in service span, which will better match the Tri-Rail service span, and the increase in headways, which will reduce waiting times in transfers between BCT and Tri-Rail service.

In addition to local fixed-route service improvements, BCT's desire to provide limited-stop regional service will also provide benefit to Tri-Rail. The Pompano Beach, Fort Lauderdale, and Hollywood stations will benefit directly from increased and higher quality service from BCT. The introduction of limited stop service will also benefit Tri-Rail since overall regional mobility will increase, making transit travel on any mode throughout Broward County a more efficient experience.

7.3 Palm Beach County Transit Development Plan, 2006-2016

The most recent transit development plan for Palm Beach County and local transit provider Palm Tran was a major plan update completed in 2007 for the ten-year period from 2006 through 2016.

As the major plan update notes, Palm Beach County has experienced major population growth on the order of 47% between 1990 and 2005, and Palm Tran has also experienced growth in number of passenger trips. Between 2000 and 2004, passenger trips on Palm Tran grew 18%. To this end, focus in the major plan update was on increasing fixed route service improvements on existing routes. Recommendations for service improvements to Palm Tran routes include increasing weekday frequencies, and weekday and weekend span increases.

Criteria used in the major update in order to form the ten-year service plan include:

- Routes that have experienced high growth rates in passengers per revenue hour between 2001 and 2006
- Load factors for routes including those with greater than 30 passengers per revenue hour and 20 to 29.9 passengers per revenue hour in 2006
- Span improvements to match routes that serve Tri-Rail stations with Tri-Rail's service span in Palm Beach County

As a result of the above criteria, improving existing service on fixed bus routes is of high importance for Palm Tran in their major plan update. Very little in the way of new service is mentioned, with a vague mention of bus rapid transit corridor planning sometime after FY 2012.

7.3.1 Proposed Service Improvements for Routes serving Tri-Rail Stations

In addition to service improvements, an emphasis was placed on Palm Tran connections to Tri-Rail stations. The following is a list of proposed improvements for Palm Tran routes intersecting Tri-Rail stations.

7.3.1.1 Routes serving Mangonia Park Station

- Route 20: Increase in weekday span. Improvement scheduled for FY 2012

- Route 31: Increase in weekday frequency and weekday span of service. Improvement scheduled for FY 2008.
- Route 33: Increase in weekday frequency, improvement scheduled for FY 2007. Increase in weekday span of service, improvement scheduled for FY 2008.

7.3.1.2 Routes serving West Palm Beach Station

- Route 2: Increase in weekday frequency. Improvement scheduled for FY 2012.
- Route 31: see above
- Route 40: Increase in weekday frequency. Improvement scheduled for FY 2009.
- Route 43: Increase in weekday frequency and weekday span of service. Improvement scheduled for FY 2009.
- Route 44: Increase in weekday frequency, improvement scheduled for FY 2007. Increase in weekday span of service, improvement scheduled for FY 2008.
- Route 45: no improvements planned.
- Route 50: Increase in weekday span of service. Improvement scheduled for FY 2012.
- Route 55: no improvements planned.

7.3.1.3 Routes serving Lake Worth Station

- Route 61: Increase in weekday frequency and weekday span of service. Improvements scheduled for FY 2010.
- Route 62: Increase in weekday frequency and weekday span of service. Improvements scheduled for FY 2009.

7.3.1.4 Routes serving Boynton Beach Station

- Route 70: Increase in weekday span of service. Improvement scheduled for FY 2013.
- Route 71: Increase in weekday frequency and weekday span of service. Improvements scheduled for FY 2010.
- Routes serving Delray Beach Station
- Route 2: see above
- Route 70: see above
- Route 81: Increase in weekday span of service. Improvement scheduled for FY 2013.

7.3.1.5 Routes serving Boca Raton Station

- Route 2: see above
- Route 94: Increase in weekday span of service and weekday frequency. Improvements scheduled for FY 2010.

According to Palm Tran's Capital and Operating Plan, operating expenses are projected to increase \$37.3 million between FY 2007 and 2016. It is unclear how much of that increase is due to inflation of existing service costs and how much is due to the frequency and span improvements noted above.

7.3.2 Assessment

Unlike service providers in Broward and Miami-Dade counties, the majority of service improvement recommendations in the Palm Beach County Major Plan Update focus on improvements to existing fixed-route bus service. This makes sense, as a lot of the transit service provided in Palm Beach County is skeletal, along major arterials, with low frequencies and short service spans. The plan identifies increasing the service on existing routes to meet growing population and transit trip demand before new service can be implemented.

Coordination between Palm Tran and Tri-Rail service is noted as a vital component of the plan update, since Tri-Rail provides regional connections to Broward and Miami-Dade counties. Thus, many of the service improvements are for routes that will affect Tri-Rail stations. Increasing the service span on Palm Tran routes will directly impact transfers between regional Tri-Rail service and local Palm Tran service, while frequencies will make transfers between the modes more efficient.

Because the Palm Beach County Major Plan Update makes only ambiguous references to bus rapid transit service in FY 2012-2016, and no recommendations on fixed-guideway rail service, it does not appear that high quality regional service will impact Tri-Rail operations in Palm Beach County. Positively for SFRTA, it can be assumed that Tri-Rail will be the best option in Palm Beach County for regional travel. At the same time, a lack of high quality transit options within the county may hamper transfers between Tri-Rail and Palm Tran if congestion increases to the point where mobility within the county decreases.

**FY 2009 – 2018 TRANSIT DEVELOPMENT PLAN
MAJOR UPDATE**

Overview of Other Regional Projects/Efforts

DRAFT

Prepared for:

South Florida Regional Transportation Authority



Prepared by:

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

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1.0 Introduction

Throughout the South Florida region there are numerous transportation capital improvement projects and transit enhancements currently underway that together can play a valuable role in serving the travel demand between Miami-Dade, Broward, and Palm Beach counties. Many of these project improvements will further enhance the viability of an alternative transportation network and complement Tri-Rail service through better connectivity and access to local and regional activity centers.

The following table presents an overview of project improvements categorized by regional and county significance. A more detailed description of these projects is presented in the following section of this report:

Table 1: South Florida Projects with Direct or Indirect Linkage to Tri-Rail

Project	Limits	Lead Agency	Anticipated Opening Year	Relationship to Tri-Rail
South Florida Region				
US 441/SR7 Transit Bridge	From Golden Glades Interchange in Miami-Dade County to I-595 in Broward County	Broward County MPO, Broward County Office of Transportation (BCOT), and Miami Dade Transit (MDT)	TBD	Connection to Tri-Rail Golden Glades station
South Florida East Coast Corridor Study	From Jupiter to Miami	FDOT District IV	TBD	Connects to various Tri-Rail stations; extends Tri-Rail service to Jupiter
South Florida Regional Commuter Services Vanpool	Palm Beach, Broward, and Miami-Dade Counties	Miami-Dade County, Broward County, and the Palm Beach MPO's	Currently in service	Indirect linkage to Tri-Rail stations
Consumer Information Network	Online Transit Trip Planning software	FDOT District IV, BCOT, Palm Tran, and MDT	TBD	Provides information on Tri-Rail service
Managed Lanes and Transit Concepts (I-95, I-595, I-75)	From Palm Beach County to Miami-Dade County	FDOT District IV	TBD	Indirect linkage to Tri-Rail stations
Palm Beach County				
Central Palm Beach County Transportation Corridor Study	From the Mall at Wellington Green to the Tri-Rail West Palm Beach station	SFRTA, MPO	TBD	Connects to Tri-Rail West Palm Beach station
Broward County				
Broward County Transit Breeze	From Northern Broward County to Northern Miami-Dade County	BCOT	Currently in service	Linkage to Tri-Rail Golden Glades station and indirect linkage to other Tri-Rail stations

Table 2: South Florida Projects with Direct or Indirect Linkage to Tri-Rail (continued)

Project	Limits	Lead Agency	Anticipated Opening Year	Relationship to Tri-Rail
Broward County Intermodal Center and People Mover Project	From the Fort Lauderdale-Hollywood International Airport to Port Everglades	BCOT	2016	Indirect link to Fort Lauderdale-Hollywood International Airport Tri-Rail station
Central Broward County East-West Transit Corridor	Sawgrass Expressway to East of I-95 into Downtown Fort Lauderdale	FDOT District IV	2022	Connection to Fort Lauderdale Tri-Rail Station
Fort Lauderdale Downtown Development Authority Downtown Transit Circulator	From NE 6 th Street to SW 17 th Street in downtown Fort Lauderdale	City of Fort Lauderdale, FDOT District IV, Fort Lauderdale Downtown Development Authority, and Broward County	2012	Indirect link to Fort Lauderdale Tri-Rail Station
Miami-Dade County				
City of Miami Downtown Streetcar	From Downtown Miami (Loop) towards NE 2 nd Avenue, through Midtown to the Miami Design District	FDOT District VI, City of Miami,	2012	Linkage to Tri-Rail via Metrorail and Miami Intermodal Center
Miami Intermodal Center/Earlington Heights Metrorail Connector	Earlington Heights Metrorail station to Miami Intermodal Center	MDT	2011	Linkage to Tri-Rail via Metrorail
North Corridor Metrorail Extension	From Dr. Martin Luther King Jr. Metrorail Station to Broward/Miami-Dade County line	MDT	2014	Linkage to Tri-Rail via Metrorail
East-West Metrorail Supplemental Draft Environmental Impact Statement	From Florida International University (FIU) and SR 821/Homestead Extension of the Florida's Turnpike to Miami Intermodal Center	MDT	2016	Linkage to Tri-Rail stations via Metrorail and Miami Intermodal Center
Kendall Corridor Transportation Alternatives Analysis	From along Kendall Drive (SW 88 th Street) and the Dadeland region to SW 157 th Avenue	Miami-Dade County MPO	TBD	Possible linkages to Tri-Rail via Metrorail

2.0 South Florida Region

2.1 US 441/SR7 Transit Bridge

The US 441/SR 7 Transit Bridge study was initiated within the US 441/SR 7 corridor to extend from the Golden Glades Interchange in Miami-Dade County, to I-595 in Broward County. This corridor was identified in the 2030 Broward County Transportation Plan. The transit bridge

concept was intended to implement premium bus rapid transit service to connect Miami-Dade and Broward counties and supplement local transit services in the area.

This effort is lead by the Broward County Office of Transportation, Broward County Metropolitan Planning Organization (MPO) and Miami Dade Transit. The study has been funded for the Preliminary Engineering stage and to date no federal funding has been pursued. The opening year has yet to be determined.

2.2 South Florida East Coast Corridor Study

The South Florida East Coast Corridor (SFECC) study as sponsored by the Florida Department of Transportation District (FDOT) IV is evaluating transportation alternatives to potentially integrate passenger service with existing rail freight along the Florida East Coast (FEC) railroad corridor. This study is currently analyzing various transit technologies and alignment alternatives throughout the railroad corridor from Palm Beach County extending south into Miami-Dade County. Those areas that parallel the FEC (including right-of-way on streets as well as stretches of waterways) are under evaluation as alternative transit route options. The technologies being considered include bus, waterway transit, light-rail, commuter-rail, and heavy-rail. This study is being conducted as a programmatic tier evaluation through a regional analysis followed by a more refined section by section analysis of the corridor.

The proposed transit service along the corridor would connect to Tri-Rail as well as existing local transit (Tri-Rail, Miami-Dade Transit, Broward County Transit, and Palm Tran). This project would improve connectivity between the three major airports; Miami International, Fort Lauderdale-Hollywood International and Palm Beach International and the four regional airports within the tri-county area; as well as connectivity between the three seaports, Port of Miami, Port Everglades and Port of Palm Beach. The anticipated opening year is to be determined and to date no federal funding has been pursued.

South Florida Regional Commuter Services and Vanpool

The South Florida Commuter Vanpool Program is administered by VPSI, Inc., the largest Vanpool Service provider in the country. The Program is sponsored by Miami-Dade County, Broward County, and the Palm Beach Metropolitan Planning Organization, which each provides a \$400 monthly operating subsidy for the cost of each vanpool that originates in their county. Each vanpool is comprised of five to fifteen people who commute together in a passenger van. One or more members of the group volunteers to drive with each rider sharing the cost of operating the van. There is no long term lease and vanpools can be dissolved within thirty days of notice. Currently, there are 165 active vanpools in South Florida with in excess of 1,100 riders.

Consumer Information Network

South Florida Regional Transit Trip Planner is a collaborated effort of all transit agencies in South Florida and FDOT. The online trip planning software allows user to plan their trip and provides detailed route information and schedules based on origin and destination. Currently, the software to run this program is outdated and future funding of the program is uncertain. This project is on hold while the local and regional transit agencies consider integrating other user friendly software such as Google Transit.

Managed Lanes and Transit Concepts (I-95, I-595, I-75)

The managed land and transit concept is an FDOT initiative designed to reduce congestion on major roadways through operational improvements that create additional travel options and encourage the use of public transportation, carpooling and vanpooling. This concept is now being implemented on I-95 (95 Express) through the creation of separate high occupancy vehicle (HOV) lanes with the goal to maintain traffic at an approximate minimum speed of 50 miles per hour, while offering transit riders a seamless connection between Miami-Dade and Broward Counties on 95 Express buses. Re-stripping and limited construction on the shoulders of I-95 to create an additional lane in each direction is underway. The existing HOV lane and the new lane will be used as limited access express lanes separated from the general purpose lanes by plastic poles, called tubular delineators.

A major component of 95 Express will be the implementation of expanded and new Express/Bus Rapid Transit (BRT) services that will provide a direct connection without transfers for commuters riding the bus between Miami-Dade and Broward counties. Five additional bus routes and up to 23 new, low emission buses are included in the 95 Express operational strategy and will originate from a number of locations in Broward and southern Palm Beach counties. Three of these routes will provide direct express service to downtown Miami, making use of the existing HOV lanes at first and ultimately on the express lanes. Two routes will provide express bus service on existing east-west arterial roadways of Broward and Palm Beach counties.

Similar concepts are being considered for implementation on both I-595 and I-95, however at this time very limited information is available on the development and implementation of these operational improvements.

3.0 Palm Beach County

Central Palm Beach County Transportation Corridor Study

The South Florida Regional Transportation Authority (SFRTA) and Palm Beach County MPO initiated the Central Palm Beach County Transportation Corridor Study in 2006. The purpose of this study was to develop a transit service implementation plan within the transportation corridor that extends west from downtown West Palm Beach (including the Tri-Rail Station), between Okeechobee and Southern Boulevards, along US 441 and continuing on to the Mall at Wellington Green.

This study identified “fast bus” service improvement options with estimated costs and ridership potential on the basis of structural and service variables such as schedule frequency, technology, vehicles type, fare collection, and station locations. Descriptions of three levels of “fast bus” service improvements were developed to determine a specific implementation option. The study was completed in September 2007. Limited funding has kept the study’s recommended improvements from being implemented.

4.0 Broward County

4.1 Broward County Transit Breeze

In 2007, Broward County Office of Transportation initiated a new limited stop transit service called the Breeze. Breeze service currently operates two routes (US 441/SR 7 and US 1) to provide service from northern Broward County into Miami-Dade County. New articulated buses transport riders on the US 441/SR 7 route while new 40 foot buses operate on US 1. This limited stop service operates on a 30-minute weekday headway and is branded by buses that

are white or silver with a small light blue arc on the vehicle. Free Wi-Fi access is also available to Breeze riders.

4.2 Broward County Intermodal Center and People Mover Project

The SunPort Project Development & Environment (PD&E) Study is underway and being led by Broward County. The proposed project has two distinct elements to include the People Mover and the Intermodal Center.

The People Mover alternative is an approximately five (5) mile proposed premium transit route with station stops at the Fort Lauderdale-Hollywood International Airport terminals, Broward County Intermodal Center, and the Midport and Northport of Port Everglades cruise terminals. The People Mover alternative options will provide a direct connection and additional capacity between the regional transportation network, the airport and the seaport.

The proposed Intermodal Center will serve as a transit transfer station for the People Mover, local transit connections and the elements of the regional transportation network such as the South Florida East Coast Corridor Transit Analysis (SFCEC) project. The PD&E study is anticipated to be finalized in late 2008 with the projected opening year occurring after 2015.

4.3 Central Broward County East-West Transit Corridor

The Florida Department of Transportation is working to implement Light Rail Transit in Central Broward County that would connect the western communities of the county adjacent to the I-75/Sawgrass Expressway interchange with Downtown Fort Lauderdale by way of the I-595 corridor. A Draft Environmental Impact Statement (DEIS) is currently underway which will evaluate the alternative alignment adopted by the MPO in 2006 as well as identify specific station locations, define land use plans in station areas, estimate construction and right-of-way costs. The DEIS is anticipated to be finished in 2009. This project will pursue 5309 funds from the Federal Transit Administration as a New Starts Project with an anticipated opening year for the project is 2022.

4.4 Fort Lauderdale Downtown Development Authority Downtown Transit Circulator Study

The Fort Lauderdale Downtown Development Authority (DDA) in partnership with FDOT, City of Fort Lauderdale, and Broward County are working on the completion of an Environmental Assessment for the implementation of the Downtown Transit Circulator project. The Downtown Transit Circulator is a fixed rail streetcar system that would serve downtown from NE 6th Street in the north travel through the downtown core and continue past the court complex until reaching the Broward Medical Center at SW 17th Street. The streetcar would operate on the existing roadway network. Currently four alternatives are under evaluation and the Environmental Assessment is anticipated to be complete by summer 2008. This project will pursue 5309 funds from the Federal Transit Administration as a Small Starts project and is projected to be operational in 2012.

5.0 Miami-Dade County

City of Miami Downtown Streetcar

The City of Miami plans to construct a 10.6-mile Miami Streetcar that will originate in Downtown Miami to connect with the Miami Design District and Civic Center/Health District as well as other major activity centers and neighboring residential communities. The Streetcar will operate on a fixed-rail guideway within the existing roadway network. In 2006, the City of Miami completed a

State Environmental Impact Report (SEIR) that evaluated three alternative alignments. Preliminary engineering was completed in 2007 and the City of Miami issued a Request for Qualifications to obtain a program management consultant.

This is a locally and state funded project that will be constructed from City of Miami and FDOT funding sources. The anticipated opening year for operations is 2012.

5.1 Miami Intermodal Center/Earlington Heights Metrorail Connector

The Miami Intermodal Center (MIC)/Earlington Heights (EH) Corridor is a 2.4-mile extension of the Metrorail system from the existing Earlington Heights Station at NW 22nd Avenue and NW 41st Street, along State Road 112, to the MIC near MIA. The project includes one station at the MIC, with connections to Tri-Rail, Metrobus, tour buses, taxi cab service, a future Amtrak station, an automated People Mover to MIA, and the airport rental car center which is currently under construction.

Miami Dade-transit (MDT) completed an Environmental Assessment in April 2006 and received a Finding of No Significant Impact. The project has completed preliminary engineering and is nearing the completion of the final design phase. This is a locally and state funded project that will be constructed from MDT and FDOT funding sources. The anticipated opening year for operation is 2011.

5.2 North Corridor Metrorail Extension

The North Corridor Metrorail Extension is an elevated 9.5-mile double-track, heavy-rail extension of the 22-mile Metrorail system in Miami-Dade County. The extension runs from the existing elevated guideway just north of the Martin Luther King Jr. Metrorail station at NW 62nd Street, serving the communities along the NW 27th Avenue corridor, Miami-Dade College and the sports venues at Dolphins Stadium and Calder Race Course, terminating at NW 215th Street just south of Florida's Turnpike. The termination at NW 215th Street accommodates a future interface into Broward County.

Seven station locations are planned to serve NW 82nd Street/Northside, NW 119th Street/Miami-Dade College, Ali-Baba Avenue/Opa-Locka, NW 163rd Street/Bunche Park, NW 183rd Street/Miami Gardens, NW 199th Street/Dolphin Stadium, and NW 215th Street/Calder Race Course. Provisions will also be made to accommodate a future station at NW 103rd Street. On September 26, 2003 a Locally Preferred Alternative (LPA) was adopted by the Miami-Dade MPO. The Supplemental Final Environmental Impact Statement (FEIS) was completed in 2006 and a Record of Decision was issued April 2007. The project is currently in the preliminary engineering phase and preparing to enter final design. This project is seeking 5309 New Starts funds from the Federal Transit Administration with an anticipated opening year of 2014.

5.3 East-West Metrorail Supplemental Draft Environmental Impact Statement

Miami-Dade Transit is currently undertaking a Supplemental DEIS for the evaluation of alternative alignments that would extend the Metrorail system approximately 10 – 13 miles west of the MIC at MIA and run along SR 836 to connect to Florida International University (FIU) and points west to SW 137th Avenue. Up to ten stations are proposed for this transit extension.

This project will be seeking 5309 New Starts funds from the Federal Transit Administration and the anticipated opening year is in 2016.

5.4 Kendall Corridor Transportation Alternatives Analysis

The Miami-Dade County Metropolitan Planning Organization has completed the Kendall Corridor Alternatives Analysis Study (Kendall-Link) to develop short, medium, and long range rapid transit recommendations into the Kendall area. The study area is bounded by SR 836 to the north, SW 152nd Street in the south, U.S. 1 to the east and SW 157th Avenue to the west. Bus Rapid Transit, Light Trail Transit, Diesel Multiple Unit and Heavy Rail technologies were evaluated as well as various alternative alignment options. This analysis will result in recommendations that identify cost-effective, productive and affordable means to use transit capital investments and service improvements to strengthen mobility connections between the Kendall area and other key regional activity centers throughout Miami-Dade County. The project has completed both the Tier 1 and Tier 2 analysis of technology and alternative alignment options.

Furthermore, the MPO is also under taking a CSX Corridor Evaluation Study that will evaluate the feasibility of re-directing rail freight traffic outside the urbanized Kendall area. Various rapid transit service concepts will also be evaluated along the CSX rail corridor south of the Oleander Junction. This study is anticipated to be completed in 2009.

SOUTH FLORIDA REGIONAL TRANSPORTATION AUTHORITY
PLANNING TECHNICAL ADVISORY COMMITTEE (PTAC)
MEETING: JUNE 18, 2008

INFORMATION ITEM REPORT

Information Item Presentation

DISCUSSION OF TRANSIT DEVELOPMENT PLAN (TDP) PRESENTATIONS
FROM/TO OTHER AGENCIES

SUMMARY EXPLANATION AND BACKGROUND:

In addition to SFRTA, the region's other transit agencies are also currently in the process of completing their TDP updates. SFRTA's participation in the Broward County TDP's Advisory Review Committee (ARC) has sparked the idea of greater sharing of each agency's TDP efforts.

SFRTA planning staff is seeking the committee's direction on whether there is interest in inviting the Broward County Transportation Department and Miami-Dade Transit to make presentations to the PTAC on their TDP major update efforts in the months ahead. Staff would also welcome input on whether there is interest in having SFRTA present its TDP process and findings to the various MPO committees and/or transit agency TDP advisory groups.

EXHIBITS ATTACHED: None

SOUTH FLORIDA REGIONAL TRANSPORTATION AUTHORITY
PLANNING TECHNICAL ADVISORY COMMITTEE (PTAC)
MEETING: JUNE 18, 2008

INFORMATION ITEM REPORT

Information Item Presentation

STRATEGIC INTERMODAL SYSTEM (SIS) DESIGNATION CHANGES
IMPACTING SFRTA FACILITIES

SUMMARY EXPLANATION AND BACKGROUND:

Both SFRTA and Florida Department of Transportation (FDOT) District 4 have recently requested changes to Strategic Intermodal System (SIS) designations relating to SFRTA/Tri-Rail facilities. Some of these requested changes are for the overall status of Tri-Rail stations, while the others are for the SIS highway connectors to Tri-Rail stations. The attached document summarizes the requested actions and status at six locations along the Tri-Rail corridor.

Mr. Eric Goodman of SFRTA Planning & Capital Development staff will present this item.

EXHIBITS ATTACHED: SIS Designation Changes Summary

Strategic Intermodal System (SIS) Designation Changes Impacting SFRTA Facilities
(As of June 2008)

Sheridan Street Tri-Rail – Request: The South Florida Regional Transit Authority (SFRTA) submitted a request to add Sheridan Street Tri-Rail station as a SIS facility because it has surpassed the SIS threshold with 104,034 passengers in Fiscal Year 2007.

Review: FDOT reviewed this request and determined that because the Sheridan Street station has surpassed the SIS threshold it should be designated as a SIS facility. The highway connector for this station is I-95 to Sheridan Street to North 29th Avenue to entrance.

Final Decision as of the SIS Designation Update Final Report: Based on the review of the data, the addition of the Sheridan Street Tri-Rail station as a SIS facility is approved.

Boca Raton Tri-Rail highway connector –

Request: District 4 requested that the Boca Raton Tri-Rail station highway connector be changed to reflect the relocation of this station. A new station was built to replace the old one on Yamato Road. The proposed connector is I-95 to Yamato Road to Congress Avenue to entrance.

Review: FDOT reviewed the proposed changes outlined by District 4 and determined they were accurate clarifications of the SIS network.

Final Decision as of the SIS Designation Update Final Report: Based on the review of the data, the revised highway connector for the Boca Raton Tri-Rail station is approved.

Deerfield Beach Tri-Rail highway connector –

Request: District 4 requested that the highway connector to the Deerfield Beach Tri-Rail station be amended for safety reasons. The existing connector is I-95 to Hillsboro Road to entrance. The proposed connector is I-95 to Hillsboro Boulevard to Goolsby Boulevard to entrance.

Review: The connector currently ends adjacent to the station, requiring that vehicles accessing the station from the east make a u-turn at an unsignalized driveway. This is difficult and hazardous, particularly for transit vehicles. Instead, the connector could be extended to the west and south, providing access via a signalized left-turn movement at Goolsby Boulevard. FDOT reviewed the proposed changes outlined by District 4 and determined they were accurate clarifications of the SIS network.

Final Decision as of the SIS Designation Update Final Report: Based on the review of the data, the revised highway connector for the Deerfield Beach Tri-Rail station is approved.

Lake Worth Tri-Rail highway connector –

Request: District 4 requested that the highway connector to the Lake Worth Tri-Rail station be changed to provide a connector with minimal impact on the fronting streets. The existing connector is I-95 to 6th Avenue to South A Street to Lake Worth Road to the entrance. The proposed connector is I-95 to 10th Avenue North to Boutwell Road to Lake Worth Road to entrance.

Review: Boutwell Road traverses an industrial area with few or no homes fronting the street, and therefore is better suited as the connector. FDOT reviewed the proposed changes outlined by District 4 and determined they were accurate clarifications of the SIS network.

Final Decision as of the SIS Designation Update Final Report: Based on the review of the data, the revised highway connector for the Lake Worth Tri-Rail station is approved.

Pompano Beach Tri-Rail highway connector –

Request: District 4 requested that the highway connector to the Pompano Beach Tri-Rail station be revised for safety reasons. The existing connector is I-95 to SR 834 (Sample Road) to 8th Avenue to entrance. The proposed connector is I-95 to SR 834 (Sample Road) to North Andrews Avenue to NW 33rd Street to entrance.

Review: The unsignalized left-turn access to NW 8th Avenue is hazardous, especially to transit vehicles, and has been the site of fatal crashes. FDOT reviewed the proposed changes outlined by District 4 and determined they were accurate clarifications of the SIS network.

Final Decision as of the SIS Designation Update Final Report: Based on the review of the data, the revised highway connector for the Pompano Beach Tri-Rail station is approved.

Opa-Locka Tri-Rail station –

Request: The South Florida Regional Transit Authority (SFRTA) submitted a request to add Opa-Locka Tri-Rail station as an Emerging SIS facility because it has surpassed the Emerging SIS threshold with 53,284 passengers in Fiscal Year 2007.

Review: FDOT reviewed this request and determined that while the Opa-Locka station does meet the minimum size threshold for an Emerging SIS facility, this station is only 4.3 miles from the nearest SIS hub of the same type. This facility cannot be designated as an Emerging SIS Tri-Rail facility because it does not meet the distance criterion, which states an Emerging SIS hub must be more than 50 miles from a designated SIS hub of the same type.

Final Decision as the SIS Designation Update Final Report: Based on this review, the request to add Opa-Locka Tri-Rail as an Emerging SIS facility is not approved.

SFRTA Position: While we are very pleased that Sheridan Street Station has been added to the SIS and improvements have been made to a number of connectors, the failure to include Opa-Locka Station as an emerging SIS station even after it has met the ridership threshold is disappointing. We believe there is room for improvement in the designation process as it relates to commuter rail since Tri-Rail is a "regional system," with system being the operative word. To exclude from designation a single Tri-Rail station is like excluding one interchange of the I-95 because it doesn't carry enough traffic. We would suggest the commuter rail designation process be revisited during the upcoming designation update to consider the impacts of the proposed Orlando Commuter Rail System and to level the field between highways and transit. The region must maintain a close watch on these threshold levels so that we are not surprised with a new standard that excludes many of our facilities.

SOUTH FLORIDA REGIONAL TRANSPORTATION AUTHORITY
PLANNING TECHNICAL ADVISORY COMMITTEE (PTAC)
MEETING: JUNE 18, 2008

INFORMATION ITEM REPORT

Information Item

Presentation

SFRTA STRATEGIC REGIONAL TRANSIT PLAN – STATUS REPORT

SUMMARY EXPLANATION AND BACKGROUND:

In December 2007, the PTAC endorsed the draft findings of the SFRTA Strategic Regional Transit Plan. Since that time, SFRTA Planning staff has been working with the SFRTA Governing Board to incorporate their recommended changes and gain endorsement of the project's draft findings.

At the May 23 meeting of the Governing Board, the SFRTA Strategic Regional Transit Plan's findings were endorsed and staff was instructed to begin outreach efforts to share the project with the appropriate committees and boards of our partner agencies. Clear Governing Board direction was to share all three transit networks when presenting the plan to the agencies. The Governing Board also expressed a strong desire to hold a regional transit summit in the fall that would incorporate the issues raised in the project.

SFRTA Planning staff has reached out to partner agency staff members to start the scheduling process for the numerous presentations to committees and boards. The outreach effort is expected to officially begin with a presentation to SEFTC on July 9.

EXHIBITS ATTACHED: None.

