



Planning Technical Advisory Committee Meeting (PTAC)

REGULAR MEETING AGENDA

June 16, 2010
10:30 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

Maria Batista, Miami-Dade Transit
Michael Busha, Treasure Coast Regional Planning Council
William Cross, South Florida Regional Transportation Authority
Carolyn Dekle, South Florida Regional Planning Council
Jose Luis Mesa, Miami-Dade Metropolitan Planning Organization
Barney McCoy, Broward County Transit
Gustavo Schmidt, Florida Department of Transportation, District IV
Phil Steinmiller, Florida Department of Transportation, District VI
Greg Stuart, Broward Metropolitan Planning Organization
Fred Stubbs, Palm Tran
Jeff Weidner, FDOT, District IV
Randy Whitfield, Chairman, Palm Beach Metropolitan Planning Organization

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 southeast 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 16, 2010

The meeting will convene at 10:30 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.
--

C1 – MOTION TO APPROVE: Minutes of PTAC Meeting of May 19, 2010

REGULAR AGENDA

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

R1 – MOTION TO ENDORSE: SFRTA FY 2011-2020 Transit Development Plan (TDP)
Annual Update

INFORMATION / PRESENTATION ITEMS

Action not required, provided for information purposes only.
--

I1 – INFORMATION: South Florida East Coast Corridor (SFECC) Transit Analysis Study

I2 – INFORMATION: Miami-Dade Near-Term Public Transportation Planning

OTHER BUSINESS: “Beyond the Motor City” Movie Screenings

PTAC MEMBER COMMENTS

MEETING ATTENDANCE SUMMARY – Enclosed

NEXT MEETING DATE – TBD

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.

MINUTES
SOUTH FLORIDA REGIONAL TRANSPORTATION AUTHORITY
PLANNING TECHNICAL ADVISORY COMMITTEE (PTAC) MEETING
May 19, 2010

The Planning Technical Advisory Committee (PTAC) meeting was held at 10:30 a.m. on Wednesday, May 19, 2010 in the Boardroom of the South Florida Regional Transportation Authority (SFRTA), Administrative Offices located at 800 NW 33rd Street, Suite 100, Pompano Beach, Florida 33064.

COMMITTEE MEMBERS PRESENT:

Mr. Bob Cambric, South Florida Regional Planning Council (RPC)
Mr. William Cross, South Florida Regional Transportation Authority (SFRTA)
Ms. Kim Delaney, Treasure Coast RPC
Mr. Wilson Fernandez, Miami-Dade Metropolitan Planning Organization (MPO)
Mr. John Garcia, Miami-Dade Transit (MDT)
Ms. Amie Goddeau, Florida Department of Transportation (FDOT) District IV
Mr. Joseph Quinty, SFRTA
Mr. Jonathan Roberson, Broward County Transit (BCT)
Mr. Phil Steinmiller, FDOT District VI
Mr. Greg Stuart, Broward MPO
Mr. Fred Stubbs, Palm Tran
Mr. Jeff Weidner, FDOT District IV
Mr. Randy Whitfield, Palm Beach MPO, Chairman
Mr. Enrique Zelaya, Broward MPO

ALSO PRESENT:

Mr. Stephen Anderson, SFRTA
Ms. Genevieve Bajwa, SFRTA
Mr. James Cromar, Broward MPO
Mr. Victor Garcia, SFRTA
Mr. Greg Kyle, Kimley-Horn
Mr. Mark Ledford, Kimley-Horn
Ms. Elaine Magnum, SFRTA
Ms. Jaclyn Meli, FDOT District IV
Mr. Will Suero, HDR
Mr. Jim Udvardy, South Florida Commuter Services (SFCS)
Ms. Jessica Vargas, Cambridge Systematics
Ms. Lynda Westin, SFRTA
Mr. Ravi Wijesundera, Kimley-Horn
Ms. Natalie Yesbeck, SFRTA
Mr. Eric Zahn, SFRTA

CALL TO ORDER

The Chair called the meeting to order at 10:40 a.m.

ROLL CALL

The Chair requested the roll call.

PLEDGE OF ALLEGIANCE

AGENDA APPROVAL – Additions, Deletions, Revisions

A motion was made by Mr. Jeff Weidner to approve the agenda. The motion was seconded by Mr. Fred Stubbs. The motion was called to a vote and carried unanimously.

DISCUSSION ITEMS

MATTERS BY THE PUBLIC – None

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

C1 – MOTION TO APPROVE: Minutes of Planning Technical Advisory Committee Meeting of April 20, 2010.

A motion was made by Mr. Fred Stubbs to approve the meeting minutes. The motion was seconded by Mr. Greg Stuart. 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: Tri-Rail Parking Management Study

Mr. Greg Kyle of project consultant Kimley-Horn and Associates gave a presentation on the Tri-Rail Parking Management Study. Mr. Kyle began by giving a brief overview of the study’s past efforts, which included a peer review and focus groups with current Tri-Rail passengers. He then shared recent study activities and findings, including model results and new parking management strategies. Mr. Kyle also

discussed an elasticity model that showed Tri-Rail ridership would drop 15% if a fee was charged for parking. He also noted that a financial model found that new parking revenues would not be enough to overcome the loss in SFRTA revenue due to the drop in Tri-Rail ridership. This has resulted in the study's recommendation that parking management strategies be implemented. Mr. Kyle shared short-term study recommendations for better enforcement and a vehicle registration program. Mid-term recommendations include preferred parking for certain segments of station users, including those arriving in a carpool/vanpool, monthly pass holders, and low emissions vehicles. Another mid-term strategy is to encourage non Tri-Rail carpool/vanpoolers to use our larger park-and-ride facilities. Mr. Kyle said that parking fees are still suggested as a long-term strategy, but noted that gasoline prices of \$4.50 to \$6.00 per gallon would be necessary to not cause associated Tri-Rail ridership loss. He also commented that some recommendations were also made specifically for the new parking garage set to open later this year at the Fort Lauderdale-Hollywood International Airport at Dania Beach Station. It is suggested that there be restricted entry to the garage after the last Tri-Rail train of the day departs and that no overnight parking be allowed at this location.

Mr. John Garcia asked if the policies to be implemented at the FLL Station would also be applied to the MIC in the future. Mr. Kyle replied that it would be likely, since similar conditions exist. Mr. Jeff Weidner asked if the new FLL parking garage would allow park-and-ride users other than Tri-Rail passengers. Mr. Kyle said that the new garage would be open to all park-and-ride users. Mr. Greg Stuart commented that restrictions on overnight parking could affect Tri-Rail riders who leave cars at the station for both ends of their trip. Mr. Kyle clarified that FLL will be the only station with overnight parking restrictions. Mr. Bob Cambric cautioned that parking policies shouldn't discourage new and periodic Tri-Rail users.

12. -INFORMATION: SFRTA FY 2011-2020 Transit Development Plan (TDP) Annual Update

Ms. Natalie Yesbeck of SFRTA planning staff gave a brief overview of the Transit Development Plan (TDP) Update status. Ms. Yesbeck informed the committee that work on the SFRTA FY 2011-2020 TDP Annual Update is underway. She noted that the TDP document will be brought to the PTAC for endorsement in June and to the SFRTA Governing Board later that month. Ms. Yesbeck stated that key changes from last year's TDP include funding, shuttle bus, parking, and rolling stock.

13. -INFORMATION: SFRTA Bicycle Locker Program

Mr. Victor Garcia and Ms. Genevieve Bajwa of SFRTA's marketing staff gave a presentation on the upcoming implementation of a systemwide bicycle locker program. Mr. Garcia noted that it is expected to be among the largest bicycle locker programs associated with a rail system in the nation. Ms. Bajwa stated that the program would contribute to safer onboard operations and furthers SFRTA's green initiatives. She said that current plans are for the program to begin at the West Palm Beach Station in June. Pictures of the new lockers at West Palm Beach were shown. It was noted that locker installation and implementation will then follow at other stations, except those where major construction is taking place (such as the MIC and Pompano Beach). Ms. Bajwa explained that the program will be administered by SFRTA's marketing department, registration will be available online, and that a yearly or 6 month rental fee will be charged for the bike lockers, along with a security deposit. She also said that discounts will be offered to passengers seeking to rent bike lockers at multiple stations. It was noted that the rates are consistent with similar programs run across the nation. Mr. William Cross commented that regular bicycle racks will remain at all Tri-Rail stations.

Mr. Cambric asked if online registration would be the only means to sign up. Ms. Bajwa replied that on-site registration will also be available with station ticket agents. Mr. Jeff Weidner asked how the program will be publicized. Ms. Bajwa replied that bike locker posters have been added to the trains and a news release will be done, along with additional passenger outreach. Mr. Weidner also asked if there was any coordination with the new B Cycle program in Broward County. Mr. Eric Zahn of SFRTA stated that he was just recently contacted by representative from B Cycle and that coordination will occur. Mr. John Garcia commented on the importance of the lockers being secure, from MDT's bike locker experiences. Mr. Cross noted that there are many security challenges related to this program and that the fee is more of a function of management and security, rather than a revenue generator. Mr. Jim Udvardy said that in SFCS's management of the Boca Raton bike lockers, getting the locks back from patrons has been a problem. Mr. James Cromar pointed out that there is an appearance of inconsistent policies, with car parking remaining free, but a registration fee being charged for bike lockers.

14. -INFORMATION: Job Access and Reverse Commute (JARC) and New Freedom Process – PTAC Feedback and Lessons Learned

Mr. Joseph Quinty introduced this item, explaining that SFRTA was hoping to get committee feedback on JARC and NF while the process was still fresh in everyone's mind. Mr. Fred Stubbs expressed general satisfaction about the process and praised the inclusion of a SFRTA general planning consultant as part of the review. Mr. Weidner commented that he thought the process generated good, healthy discussion. Chairman Whitfield suggested that some of the voluntary pre-application meetings be changed to mandatory. Mr. Wilson Fernandez expressed frustration that he had reviewed applications that had already been unknowingly declared ineligible or disqualified by the SFRTA review team. He suggested that the PTAC be notified earlier of this. Ms. Yesbeck responded that it was the PTAC's right to reverse the decision of whether certain applications were ineligible or disqualified, so they did not want the committee to get the impression that the SFRTA review team's initial determination was final. SFRTA staff then shared some of its thoughts for improvement of the process. Mr. Cross suggested a further standardized application form, while Ms. Yesbeck suggested a more standardized budget form. Chairman Whitfield agreed, but noted that an area for extra information still needs to be included. Ms. Yesbeck strongly encouraged that further recommendations can be submitted to SFRTA staff via e-mail. Mr. Weidner reminded the PTAC that any projects seeking JARC and NF funds need to be included in the individual county human services plans.

OTHER BUSINESS: WTS South Florida Luncheon (Regional Transportation Planning)

Mr. Quinty noted that information on the upcoming WTS South Florida luncheon (May 25 in Boca Raton) was in the meeting packet. Chairman Whitfield commented that he would be giving a presentation at the luncheon on the Regional Long Range Transportation Plan. He added that Mr. Weidner would also be giving a presentation on the Regional Freight Plan at the luncheon and Jeremy Mullings from FDOT District 4 would be presenting on regional express bus initiatives.

PTAC MEMBER COMMENTS

Ms. Amie Goddeau stated that FDOT District 4 was working with CUTR to host a BRT workshop sometime in July. She expressed hope that such an event would assist in the development of the potential east-west BRT corridors previously discussed by the PTAC.

ADJOURNMENT

The meeting was adjourned at 11:27 am.

SOUTH FLORIDA REGIONAL TRANSPORTATION AUTHORITY
PLANNING TECHNICAL ADVISORY COMMITTEE (PTAC)
MEETING: JUNE 16, 2010

AGENDA ITEM REPORT

Consent Regular Public Hearing

SFRTA FY 2011-2020 TRANSIT DEVELOPMENT PLAN (TDP) ANNUAL UPDATE

REQUESTED ACTION:

MOTION TO ENDORSE: SFRTA FY 2011-2020 Transit Development Plan (TDP) Annual Update

SUMMARY EXPLANATION AND BACKGROUND:

In 2008, SFRTA completed a TDP Major Update that met the new requirements to use a ten year planning horizon. This year, SFRTA has developed the second update to this document, the FY 2011-2020 TDP Annual Update, which incorporates the changes and activities that occurred during the past fiscal year. The enclosed draft TDP Annual Update document includes revised goals & objectives, accomplishments, challenges, capital work program, and financial plan.

Following PTAC review, the draft TDP Annual Update document is scheduled to be on the agenda of the meeting of the SFRTA Governing Board on June 25, 2010. With Governing Board endorsement, it would then be officially submitted to the Florida Department of Transportation (FDOT) before September 1, 2010.

SFRTA staff will present this item.

EXHIBITS ATTACHED: Draft SFRTA FY 2011-2020 TDP Annual Update document

PTAC Action:

Approved: _____ Yes _____ No

Vote: _____ Unanimous

Amended Motion:

South Florida Regional Transportation Authority

**Draft Transit Development Plan
FY 2011-2020 Annual Update**

February 2010

Table of Contents

Introduction	1
Chapter One: Goals and Objectives	2
Chapter Two: Existing Conditions	20
FY 2009-2010 Accomplishments	
FY 2009-2010 Challenges	
Chapter Three: Capital Improvements	28
Chapter Four: Fiscal Plan	30
Capital Budget	
Operating Budget	
Appendix	34

Table of Figures

Figure 2-1 End to End On Time Performance	20
Figure 2-2 Tri-Rail Monthly Ridership	27
Figure A-1 Tri-Rail System Map.....	35
Figure A-2 New Shuttle Route Map: Ft. Lauderdale/Downtown	38
Figure A-3 New Shuttle Route Map: Ft. Lauderdale/Hospital	39
Figure A-4 New Shuttle Route Map: Opa-Locka Station South	40
Figure A-5 New Shuttle Route Map: Hollywood Station/Downtown.....	41
Figure A-6 New Shuttle Route Map: Ft. Lauderdale TMA NW Community Link.....	42
Figure A-7 New Shuttle Route: Ft. Lauderdale TMA NW Community Link Extension Map	43
Figure A-8 New Shuttle Route: Lake Worth.....	44
Figure A-9 SFRTA FY 2010-2011 Adopted Budget.....	45

List of Tables

Table 3-1 Programmed and Planned Capital Project Improvements List 28

Table 4-1 SFRTA Budget Summary 30

Table 4-2 Capital Revenues 30

Table 4-3 Capital Expenditures..... 31

Table 4-4 Operating Revenues..... 32

Table 4-5 Operating Expenditures 33

Table A-1 Tri-Rail Weekday Train Schedule..... 36

Table A-2 Tri-Rail Weekend/Holiday Train Schedule 37

Introduction

In July 2005, The South Florida Regional Transportation Authority (SFRTA) completed its first Transit Development Plan (TDP), a major update covering the period FY 2006-2010. The completion of this first TDP made the SFRTA eligible for block grants administered by the Florida Department of Transportation (FDOT). In order to continue eligibility for these block grants, annual updates of the TDP must be completed. This document is the second update to the most recent TDP Major Update, covering FY 2009-2018. It will address the authority's operational and capital improvement needs and a ten year implementation program.

FDOT requires that all TDPs contain the following information:

- (a) Past year's accomplishments compared to the original implementation program;
- (b) Analysis of any discrepancies between the plan and its implementation for the past year and steps that will be taken to attain original goals and objectives;
- (c) Any revisions to the implementation program for the coming year;
- (d) Revised implementation program for the tenth year;
- (e) Added recommendations for the new tenth year of the updated plan;
- (f) A revised financial plan; and
- (g) A revised list of projects or services needed to meet the goals and objectives, including projects for which funding may not have been identified.

This TDP FY 2011-2020 will be broken into the following chapters:

1. Review of Goals and Objectives
2. FY 2009-2010 Accomplishments and Challenges
3. Capital Improvements
4. Fiscal Plan

Chapter One: Goals and Objectives

In accordance with State requirements, a set of Goals and Objectives were developed as a part of SFRTA's TDP Major Update (FY 2009-2018). Since the publication of these goals and objectives, several changes have occurred. Below, the original goals and objectives have been stated, along with any updates for this Fiscal Year.

1.1 Goal 1: Develop Cost Effective Transit System Objectives:

- 1.1 Maintain performance measurement system for Tri-Rail trains, feeder bus operations, and new line-haul bus operations to continuously monitor and assess service performance for the improvement of Tri-Rail and feeder bus operations.

2011-

Using National Transit Database (NTD) data from 2007, additional performance measures were developed as a part of the SFRTA Shuttle Bus Service and Financial Assessment Study, Phase II, which began in October 2009. It is anticipated that this study will be completed during the beginning of the next fiscal year. The existing set of performance measures was expanded to include:

- Annual Revenue Miles
- Annual Passenger Miles
- Operating Cost per Passenger Trip
- New Periodic Performance Measures:
 - Potential Duplication of Service
 - Transit Supportive Area Coverage
 - Parking Supply/Demand by Station
 - Annual Revenue Hours – removed

- 1.2 Establish a preventive maintenance program for SFRTA facilities and vehicles to maximize operating efficiency.

2011-

During the past year, modifications were made to West Palm Beach Yard, including the removal of a fence that allows extra storage of trains. This helped to increase efficiency by reducing the amount of deadhead train movements.

- 1.3 Identify strategies to employ cost saving measures related to daily SFRTA operations.

2011-

Since summer 2009, the SFRTA has been using compressed air and stand-by electric power sources for the train engines when they are not in service. It is

estimated that the procedure saves the agency 150 gallons of fuel per locomotive on the weekends and holidays.

The SFRTA currently is negotiating cost-of-operation partnerships for shuttle bus service with cities and private operators in the tri-county area. Low-performing shuttle routes will stand to be modified to save costs while maintaining the needs of our passengers.

In order to remain sensitive to the economic slowdown in our region, as of Fiscal Year 2009, the agency has restricted all non-essential out of State travel. In addition, the SFRTA will continue to see a savings in fuel costs, due to the stable cost of biodiesel used to power the locomotive fleet.

- 1.4 Implement intelligent technologies associated with SFRTA operations and facilities, to include integration with local and regional ITS system developments.

2011-

Recently, the SFRTA initiated a report that highlighted different options for an enhanced Train Tracking system. This new system has already been allocated in the FY 2011 budget. In the future, the new Global Positioning System will provide more accurate location details, including track location and real time messaging to our passengers at the stations. This system will also likely be able to receive data from our transit agency partners in the region.

- 1.5 Explore locomotive replacement, solar parking lots, alternative fuels and other strategies to potentially reduce energy costs and increase flexibility in the use of fuels and other energy sources.

2011-

In October of 2008, the SFRTA announced its transition to biodiesel fuels to power its locomotives. This will not only reduce the amount of emissions, but will allow for a savings in fuel costs, due to the stable price of biodiesel.

The SFRTA has also begun to install light emitting diode (LED) lighting at the Ft. Lauderdale Airport, Cypress Creek, West Palm Beach, and Lake Worth Stations. The Pompano Station will receive LED lighting as a part of its near term station area improvements.

- 1.6 Seek opportunities to employ high school and college students as cost-effective staff and to provide students with learning opportunities in rail and transit-related fields.

- 1.7 Identify strategies to reduce fare evasion, including examination of mobile ticket sales and other ticket sales and fare policy strategies.

2011-

With the new Smart Card Technology nearing implementation, Tri-Rail riders will need to authenticate eligibility for monthly products. It is anticipated this will have a significant reduction on fare evasion as the SFRTA transitions to paperless ticketing in the future.

- 1.8 Identify and pursue opportunities to increase revenues from system facilities and operations.

2011

The SFRTA has investigated opportunities to implement a charge for parking at Tri-Rail stations. However, analysis showed that this would cause a negative impact on ridership, which negates any new parking revenue.

Goal 2: Expand System Facilities and Operations

Objectives:

- 2.1 Lengthen AM and PM peak travel periods for Tri-Rail trains and feeder bus peak headways on high demand routes.

2011-

The SFRTA is in the process of modifying its shuttle bus routes. All shuttle routes will be evaluated based on ridership, established performance measures, and cost and in the hopes of better serving our passengers. Shuttle service to destinations such as downtown Fort Lauderdale/ Hospital District will also improve headways/service.

- 2.2 Expand Tri-Rail feeder bus service coverage to improve the interconnections between Tri-Rail stations and major South Florida land uses, including the downtown areas, airports, employers, colleges and beaches.

2011-

The aforementioned SFRTA Shuttle Bus Service and Financial Assessment Study identified new routes to better serve major destinations. New routes are being planned to serve the South Florida Water Management District, downtown Fort Lauderdale/ Hospital District, Hollywood Central Business District, Casinos, and the Aventura Mall seven days a week. These new routes are anticipated to begin service in fall 2010.

- 2.3 Improve service and schedule coordination between SFRTA and the three local bus operators (Miami-Dade Transit, Broward County Transit, and Palm Tran) to improve timed connections between Tri-Rail stations and major activity centers and attractions.

2011-

Continued coordination takes place with SFRTA Operations staff and the three local bus operators.

- 2.4 Expand Tri-Rail feeder bus service hours to include weekday evenings and weekends as warranted by demand and within funding constraints

2011-

In addition to a new shuttle bus route that will operate on weekends in Downtown Fort Lauderdale, there will likely be a Hollywood-to-Aventura route that serves the major destinations of the area (Downtown Hollywood, Casinos, and Aventura Mall) that will operate on the weekends as well as weekdays.

- 2.5 Seek opportunities to expand the Tri-Rail system to serve additional rail corridors, to include planning/engineering for the Jupiter extension.

2011-

The SFRTA has been involved in a number of plans and studies that include the expansion of the Tri-Rail system. These include:

- The Palm Beach Gardens Charrette Citizens Master Plan.
- Funded and participated in the West Palm Beach Crossover Charrette, which developed consensus on the location of a FEC/CSX crossover location and locations of future FEC stations within the City of West Palm Beach.
- Developing plans to expand track and storage facilities at the Hialeah Yard.
- The Northern Layover/ Maintenance Facility Location Study has been initiated.

- 2.6 Continue to participate in local and regional transit development efforts considering expansion of rail service, including the South Florida East Coast Corridor and SR-710 PD&E studies corridor being conducted by FDOT.

2011-

The SFRTA has participated in various planning efforts to coordinate regional transportation. These efforts include the South Florida East Coast Corridor Study, Technical Advisory Group (TAG) for the Central Broward East-West Transit Study, support of Amtrak expansion project (between West Palm Beach and Jacksonville), Miami River-Miami Intermodal Center Capacity Improvement (MR MICCI) and coordination with the Broward County MPO and FDOT regarding BRT service on Broward Blvd. between SR 7 and US1, connecting Tri-Rail and future Ft. Lauderdale Streetcar service.

- 2.7 Develop a strategy for implementation of regional "premium" bus service, including express freeway based bus service and accompanying operating and

passenger facilities serving corridors spanning County boundaries and not served by potential Tri-Rail rail transit services.

2011-

The SFRTA has coordinated in FDOT's development of the I-95 Express service between Broward Boulevard and Downtown Miami and the Martin County Express service between Stuart and West Palm Beach. The agency also has participated in conference calls for the FDOT I-595 Express routes being planned in Broward County. Two of these routes are complimentary to the Tri-Rail service, but the portion of the trips along I-95 seems to take away ridership.

Past SFRTA analysis as a part of the Strategic Regional Transit Plan showed that the I-75, Palmetto, and the Sawgrass Expressways would be effective for similar regional premium bus service.

- 2.8 Establish new operation and maintenance facilities to enhance Tri-Rail's performance capabilities.

2011-

SFRTA has scheduled its customer service representative call center to be relocated to the Central Agency location this summer. By all being housed in one building, the Agency's capacity to handle call volume will be increased. Also, by being able to cross-train more Agency employees, the customer service emergency response time will be enhanced.

In summer of 2009, the SFRTA installed CSX dispatch screens and a redundant radio. These enhancements allow the SFRTA to more specifically locate track location for our trains with regards to the New River Bridge corridor.

Lastly, the Hialeah Yard storage tracks and inspection pit will receive enhancements. In anticipation of the purchase of new locomotives and rail cars, SFRTA will be installing four new rail tracks, which total about 3,300 linear feet, and a 340-foot inspection pit. The new rail tracks will be utilized for storage of the new locomotives and rail cars while they get prepared for operation. Design documents have been completed, and project is scheduled to be advertised in June 2010. Contract award is expected in August 2010, with an estimated construction completion in March 2011.

- 2.9 Identify and pursue opportunities to increase station parking lot capacity or reduce parking demand by providing shuttle bus service improvements.

2011-

Parking improvements to various Tri-Rail parking lots are underway.

Design/Build construction of a 402-space, 3-level parking garage on the west side of the Ft. Lauderdale Airport Station began on January 16, 2010.

Construction of the parking garage will end in August 2010, and will add 222 parking spaces, and 12 motorcycle spaces to the west parking lot of the station. With the completion of this project, SFRTA will provide a total of 467 parking spaces, and surpass the projected 2025 parking demand of 370 spaces. The contract amount for this project is \$5.23M, and contract was awarded to Finrock Construction in June 26, 2009.

The Cypress Creek station will be receiving upgrades to increase parking capacity and passenger amenities. A new west parking lot will include an additional 365 spaces, bicycle racks, sidewalks, ADA ramps, and motorcycle parking. It will also include bus lanes and canopies. In keeping with SFRTA's efforts to be environmentally sensitive, LED lighting will be used. The estimated construction completion date is September 2010.

Plans are being finalized for Tri-Rail's Pompano Beach Station to be upgraded with enhanced passenger safety. These plans include a redesign of the Pompano East lot, which will result in improved circulation and 36 additional parking spaces. Contract award is expected by July 2010, with an estimated construction completion in March 2012.

The SFRTA Shuttle Bus Service and Financial Assessment Study identified new routes to better serve major destinations. These new shuttle routes will help the SFRTA better serve its customers by reducing parking demand at its Tri-Rail stations. New routes are being planned to serve the South Florida Water Management District, downtown Fort Lauderdale/ Hospital District, Hollywood Central Business District, Casinos, and the Aventura Mall seven days a week.

2.10 Participate in the development of improved "east-west" connectivity with Tri-Rail commuter rail service.

2011-

SFRTA participated in numerous efforts in FY 2009-10 that seek to improve east-west transit and connectivity with Tri-Rail stations. In Broward County, SFRTA led the early phase of an analysis of new premium transit on Broward Boulevard (between SR 7/US 441, and downtown Fort Lauderdale). This Broward Boulevard effort included extensive data collection, stakeholder outreach, and a corridor workshop held on February 5. This project will be continued by FDOT in late 2010, in an attempt to implement improved premium transit on Broward Boulevard in a two to three year timeframe.

During this fiscal year SFRTA also participated in a similar effort for the Oakland Park Boulevard corridor. As part of the multi-agency study of this corridor, SFRTA has committed to study the feasibility of a new Tri-Rail station at Oakland Park Boulevard. SFRTA staff has also participated on the Technical Advisory Group (TAG) for the Central Broward East-West Transit Study, attending multiple meetings during this fiscal year. In Miami-Dade County, SFRTA staff has

participated in meetings of the Miami-Dade MPO Near-Term Public Transportation Planning Committee. This committee is investigating short term bus solutions for some of the corridors previously considered for Metrorail expansion, including east-west bus connections to the Miami Intermodal Center (MIC).

All of these efforts are in addition to SFRTA's Shuttle Bus Service & Financial Assessment Study, which has performed a comprehensive evaluation of existing SFRTA shuttles and potential new shuttle routes.

- 2.11 Provide increased Tri-Rail capacity by adding railcars to existing trains in order to accommodate the existing and projected rapid growth in ridership.

2011-

As of May 2010, four trailer and ten cab cars are being procured. The first installment will include two cab cars, to be delivered in November of 2010.

- 2.12 Increase parking capacity at Tri-Rail stations consistent with demand and cost-effective opportunities.

2011-

In addition to the improvements made at the Ft. Lauderdale Airport and Cypress Creek stations (please see objective 2.9), improvements to the West Palm Beach Station were completed in August of 2009. These improvements included a new parking lot, which provided 163 parking spaces (118 public and 45 employee spaces), dedicated parking spaces for motorcycles and scooters, 20 bike lockers, sidewalks and a drop-off lane.

1.3 Goal 3: Improve Intergovernmental Coordination Objectives:

- 3.1 Continue to work with local governments and public and private transit providers to coordinate the development of local regional transit services with the ongoing development of Tri-Rail operations, to include feeder bus and paratransit services.

2011-

The SFRTA has worked with the local transit providers to coordinate the development of regional services. Examples of such participation include the ongoing construction initiatives for the Miami Intermodal Center (MIC) and the SFRTA Shuttle Bus Service and Financial Assessment Phase II.

In February of 2009, the SFRTA agreed to become the Designated Recipient for the Job Access and Reverse Commute Program -Section 5316 (JARC) and the New Freedom Program-Section 5317 (NF) for the Miami Urbanized Area. In doing this, the SFRTA ensured that the region would be able to receive millions of dollars in funding for eligible transportation projects. The SFRTA is in the process of completing the process for fiscal years 2008 and 2009.

3.2 Work with local governments to improve multi-modal facilities, local land use and development plans and connections to Tri-Rail stations.

2011-

The SFRTA has worked with the three local MPOs, service providers, and FDOT to improve facilities and connections to the Tri-Rail system. In Palm Beach County, the agency funded and participated in the West Palm Beach Crossover Charrette, which developed consensus on the location of a FEC/CSX crossover and locations of future FEC stations within the City of West Palm Beach. The SFRTA also participated in the selection committee for the Palm Beach County TOD RFP seeking developers for the “wedge” parcel the vicinity of the West Palm Beach Tri-Rail station.

The SFRTA has issued a work order to Treasure Coast Regional Planning Council (TCRPC) for developing a bicycle and pedestrian access plan for Tri-Rail stations in Palm Beach County. The SFRTA is also studying the feasibility of developing a northern layover and maintenance facility in Palm Beach County, with TCRPC and Consultant Support. Outreach to local governments is involved.

The SFRTA has begun to study the development of three new Tri-Rail stations in the vicinity of the Palm Beach International Airport, Glades Road, and the Broward/Miami-Dade County line. The agency is in the process of consulting with county and local governments and private landowners to evaluate the feasibility of station locations.

SFRTA was one of multiple partners who sponsored the *Broward Boulevard Livable Mobility Plan* application, which is seeking funds through Section 5309 Bus and Bus Facilities Livability Initiative Program Grants. The plan’s ten elements include some enhancements to the Fort Lauderdale Tri-Rail Station, such as new sidewalk connections, five hybrid-electric cars for a car-sharing program, and nine energy efficient hybrid-electric buses for BCT’s Route 22, which provides connecting service to/from the station.

In Miami-Dade County, the agency has had extensive coordination with the City of Opa-Locka to develop two new shuttle bus routes that will connect to the Opa-Locka Tri-Rail station.

On a State level, the SFRTA has provided the Department of Community Affairs (DCA) with comments on proposed new comprehensive planning requirements required by the Florida House to promote energy conservation.

- 3.3 Coordinate with other rail users including CSX and Amtrak to make Tri-Rail operations more efficient.

2011-

The SFRTA, in concert with CSX and Amtrak, have recently begun implementing designs for a standardized Training and Organization Report for all incidents that occur on the CSX Corridor.

- 3.4 Coordinate with local governments and work with SFRPC and TCRPC to develop and apply economic development and land use initiatives to attract transit-oriented development around Tri-Rail stations.

2011-

Land use categories supporting Transit Oriented Development types are in place in Miami-Dade, Broward, and Palm Beach Counties. However, implementation has been on a project by project basis, which has slowed due to economic conditions.

Economic development incentives are not in place surrounding Tri-Rail stations.

- 3.5 Coordinate with local governments to identify and endeavor to meet the transportation needs of disadvantaged populations.

2011-

In February of 2009, the SFRTA agreed to become the Designated Recipient for the Job Access and Reverse Commute Program -Section 5316 (JARC) and the New Freedom Program-Section 5317 (NF) for the Miami Urbanized Area. In doing this, the SFRTA ensured that the region would be able to receive millions of dollars in funding for eligible transportation projects. The SFRTA is in the process of completing the cycle for fiscal years 2008 and 2009, which will result in the region receiving up to \$10.8 Million in funding.

- 3.6 Coordinate with the Workforce Development Boards of the three counties to ensure Tri-Rail service is supportive of their workforce development programs.

2011-

Aside from being the Designated Recipient, the SFRTA is also permitted to submit applications for the JARC and NF programs. For this cycle, the SFRTA submitted a JARC application for transit vouchers. The aim of this program was to provide access to transportation for the workforce, and those who are trying to

get a job. In order to facilitate such a program, the SFRTA worked with the three county Workforce Development Boards. The Workforce Boards were to serve as the link between the SFRTA and the recipients of the vouchers. Individuals that were qualified by the Workforce Boards would be eligible to receive the vouchers. The application submitted by the SFRTA requested \$1,486,260 to fund the project for two years. Unfortunately, this project was not selected for funding. The agency will continue to pursue joint opportunities with the Workforce Boards in the future.

1.4 Goal 4: Expand Funding Opportunities for the SFRTA System Objectives:

- 4.1 Pursue and secure a dedicated funding source to provide SFRTA with a stable and independent source of operating funds for existing transit services, future initiatives, and matching funds for state and federal funding programs.

2011-

In December of 2009, during a special session of the Legislature of the State of Florida, HB 1 B was passed, which was then signed into law by Governor Crist on December 16, 2009. This bill covers a number of statewide passenger rail issues, including the provision for Operating funds for the Tri-Rail system. While the bill did not establish any new net funding; it filled the gap between what is statutorily required of the Counties, and what is needed to run the Tri-Rail service. This is a positive step for the SFRTA and can be counted as a designated source of funding as the State's Full Funding Grant Agreement with the Federal Government.

The intent of dedicated funding for the SFRTA is to expand transportation dollars to implement/operate new transit services within the region. This was not accomplished during the special session.

- 4.2 Identify additional financial resources to permit further expansion of Tri-Rail commuter rail and feeder bus services, reduce headways on high demand routes, inter-county express bus services, and new operations and maintenance facilities.

2011-

The new Legislation passed by the State Legislature and signed by the Governor will provide for the SFRTA's operating funds. The SFRTA will coordinate with FDOT, the Florida Rail Enterprise, and the Federal Government as necessary to expand Tri-Rail and other regional transit initiatives.

4.3 Pursue participation in all future local, regional, and state transit or transportation funding initiatives.

4.4 Pursue participation in state and federal funding programs, including Federal Transit Administration (FTA) funding and the federal transportation reauthorization.

2011-

As the Designated Recipient for JARC and NF funds, the SFRTA will continue to participate with the FTA to direct more funding to the region. In addition, the SFRTA will also continue to seek JARC and NF funds by continuing to submit applications for appropriate projects.

4.5 Seek public-private joint ventures to expand the Tri-Rail system, including employer participation in Tri-Rail feeder bus service and local government participation in station development.

4.6 Identify opportunities to create joint ventures with local community and economic development initiatives.

1.5 Goal 5: Increase Customer Safety, Convenience and Comfort Objectives:

5.1 Provide safety and security on Tri-Rail at stations and on feeder buses.

2011-

The SFRTA is continuing to work on a station camera project. Using Department of Homeland Security (DHS) funds from 2006 and 2009, the agency is now moving ahead with the project. Additionally, in 2009, the SFRTA conducted a full scale drill at the Ft. Lauderdale station which included an evacuation of the station. In an effort to prevent trespassing at stations and along the right of way, no trespassing signs were installed along the right of way in WPB and at the WPB inner track fence where high levels of trespassing incidents occur.

5.2 Provide improved station amenities including restrooms, drinking fountains, comfort-controlled interior spaces and other amenities that encourage ridership, passenger safety and security, and comfort.

2011-

In November of 2009, the SFRTA completed the Bicycle Lockers at Tri-Rail Stations Report. This plan outlines the implementation schedule to provide

storage for 526 bikes in new bike lockers system wide. However, some stations including Pompano Beach, Cypress Creek, Dania Beach, and Miami Airport will not have bike lockers installed at this time due to construction plans in the near future. It is anticipated that the installation of these lockers will be complete in fall of 2010.

- 5.3 Identify new marketing opportunities highlighting key improvements to the service, such as improved headways and service reliability and key benefits to using Tri-Rail service such as; cost savings due to higher auto fuel costs, and environmental benefits.

2011-

In September 2009, Tri-Rail launched the “Go Green & Save” consumer campaign promoting the benefits of public transportation as a great way to “go green,” while saving money. Starting the New Year off right, Tri-Rail partnered with Miami Subs Pizza & Grill to offer additional service for Pro Bowl 2010 and Super Bowl XLIV, both being hosted in South Florida. This extra service not only offered residents an alternative way to get to two of the largest sporting events, but introduced Tri-Rail to the tourism market by providing service to South Florida visitors. The start of the year also brought about a new American Public Transportation Association initiative, “Telling Our Story,” of which Tri-Rail started a monthly column in the Onboard Newsletter dedicated to illustrating the many benefits of public transportation from the passenger perspective.

In April, Tri-Rail launched “Rail Rewards” - an exciting new program providing Monthly Ticket purchasers with value-added special offers and coupons from South Florida restaurants, attractions and retailers. With the special offers varying from month to month, initial partners included McDonald’s, the Florida Marlins, Discovery Cruise Line, Muvico and many more. An ongoing and long-term program aimed at incentivizing Monthly Ticket purchases, generating increased revenue and creating “buzz” about Tri-Rail, the program explains that, “Now, you can get even more for your money with Tri-Rail!”

- 5.4 Expand and improve customer service programs to include Google Transit.

2011-

A complete Tri-Rail schedule is now featured on Google Trip Planner in an effort to expand and improve customer service on the internet. The expected time of trip, the Tri-Rail route(s), and all necessary intermodal connections are also provided for would be passengers.

- 5.5 Provide additional and improved opportunities for public input and evaluation in the provision and expansion of SFRTA operations and facilities.

2011-

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

Meet and Greet events were held throughout the year to give passengers an opportunity to interact with SFRTA members of senior staff, as well as agency contractors. Recent Meet and Greet events include:

- August 2009, West Palm Beach Station
- November 2009, Metrorail Transfer Station
- February 2010, Fort Lauderdale/Hollywood International Airport Station at Dania Beach
- May 2010, Boca Raton Station

Additionally, public comments and input are always welcome through the agency's websites (www.tri-rail.com and www.sfrta.fl.gov), customer service telephone number (1-800-TRI-RAIL and 1-800-GO-SFRTA), and at all SFRTA Governing Board and Committee Meetings.

- 5.6 Provide consistent system-wide wayfinding signage to guide potential customers to Tri-Rail park-and-ride lots and from Tri-Rail park-and-ride lots to adjacent Tri-Rail Stations.

2011-

The Tri-Rail Signage and Wayfinding Plan was completed in June of 2009 as a way to identify deficiencies in the Tri-Rail wayfinding signage. As a result, the SFRTA has expanded Tri-Rail's wayfinding signage to provide more informative and strategic signage at station areas and surrounding vicinities. SFRTA has also expanded and updated an electronic database to ensure signage maintenance and efficiency.

- 5.7 Identify opportunities to improve non-vehicular access to stations from adjacent areas and transit stop connections.

2011-

The SFRTA, through coordination with FDOT and local MPO's, have identified possible pedestrian and bicycle connection improvements that enhance accessibility to our stations. The SFRTA has also issued a work order to the

TCRPC for developing a bicycle and pedestrian access plan for Tri-Rail stations in Palm Beach County.

1.6 Goal 6: Stimulate Transit-Oriented Development (TOD) at or near Tri-Rail Station Areas

Objectives:

6.1 Promote Tri-Rail facilities as a catalyst for regional smart growth initiatives.

2011-

SFRTA funded preliminary work on a regional vision plan sponsored by SFRPC and TCRPC. Deliverables received include regional maps, economic and population forecasts, modeling of the baseline land use alternative, and completion of a Tri-Rail station area baseline land use analysis. The regional maps include critical environmental features, housing and employment mismatch, sea level rise, existing land use and transportation features, future land use, and new and improved regional transportation features.

SFRTA is also participating in the Sustainable Communities Initiative grant development process managed jointly by the TCRPC and SFRPC, which will be seeking funding for a developing a seven county regional vision plan. Existing work may be incorporated into the plan, which could include SFRTA's *Strategic Regional Transit Plan*.

The SFRTA Governing Board sponsored a regional transportation planning workshop, in which FDOT and the Broward, Palm Beach, and Miami-Dade MPO's participated.

SFRTA Participated in a regional transportation planning event sponsored by the SE Florida/Caribbean chapter of the Urban Land Institute.

6.2 Work with local governments in their efforts to amend their land use, rezoning, and overlay districts to permit TOD initiatives.

2011-

The SFRTA continues to participate in the SFEC study, which is evaluating transit supportive land use and zoning along the FEC corridor.

Due to existing market conditions, municipalities and developers have not been pursuing new initiatives to support transit oriented development.

- 6.3 Identify and pursue joint development opportunities with the private sector at existing and future Tri-Rail stations.

2011-

The SFRTA continues to monitor joint development opportunities at the four Tri-Rail stations with SFRTA owned sites large enough to have joint development potential. The agency also monitors development opportunities at sites under private sector ownership and FDOT owned sites, and participates in discussions as opportunity arises.

SFRTA funded and participated in the Palm Beach Gardens and West Palm Beach Crossover charrettes, which proposed station and crossover locations. Future private sector TOD's may be based on these studies.

However, due to existing market conditions many potential projects are currently on hold.

- 6.4 Identify existing TOD opportunities in close proximity to the Tri-Rail corridor where enhanced park-and-ride lot facilities may be incorporated.

2011-

The SFRTA is continuing to monitor the Deerfield and Sheridan station TOD's for park and ride opportunities. These projects are in the predevelopment stages.

1.7 Goal 7: Pursue opportunities to maximize on Transportation Demand Management (TDM) strategies being implemented throughout the Region

Objectives:

- 7.1 Continue to coordinate with South Florida Commuter Services program to assure Tri-Rail participation in Employer Discount Programs (EDP) for qualified places of employment.

2011-

The SFRTA Marketing Department continues to manage the successful EDP. The number of new EDP members registered with this program has risen over the past year to include 171 in May of 2010, up from 159 members enrolled during May 2009. However, the number of EDP employers has seen a slight decrease, with 20 employers enrolled in 2010 versus 22 employers enrolled in 2009. The SFRTA will continue its efforts to expand its EDP participation.

- 7.2 Identify additional park-and-ride lot facilities, including private joint-use facilities, for Tri-Rail rail services and inter-county bus services as warranted by potential demand and availability of land.

2011-

The SFRTA has taken the lead on the PGA Boulevard Park and Ride Due Diligence Study. This study is examining the possibility of creating a park-and-ride lot, or a private joint-use facility. Both the Martin County Express and PalmTran Route 1 could potentially be served by this facility. This could also eventually become a station site for a future Tri-Rail Jupiter Extension and Amtrak service.

- 7.3 Coordinate with local governments who have adopted ride-share ordinances and/or TDM ordinances to promote Tri-Rail opportunities as part of an integrated TDM strategy.

2011-

The SFRTA is interested in car-sharing opportunities at its Tri-Rail stations. The Ft. Lauderdale station could be the first location for such a program, pending the outcome of FDOT's *Broward Boulevard Livable Mobility Plan*.

1.8 Goal 8: Pursue Opportunities to Promote Sustainability and Environmental Goals for the South Florida Region.

Objectives:

- 8.1 Promote Tri-Rail commuter rail and bus services to the public and the regional political and business leadership as an environmentally friendly alternative to driving and a key element of a regional strategy for reducing traffic congestion and air pollution.

2011-

Besides attending the regularly scheduled meetings for Clean Cities and the Southeastern Air Coalition for Outreach (SEACO), SFRTA Marketing and Customer Service Department representatives also participated in various "green events" or events where a green theme was prominent, throughout the three counties, as mentioned below:

In September 2009, the "Go Green & Save" Marketing Campaign was launched and representatives participated in "Green" events at City Place in West Palm Beach and Hines Corporate Building in Coral Gables.

In November 2009, representatives participated in, 2009 South Florida Living Green Fair, Hines Annual Green Day, and Florida Atlantic University's Greenfest.

In January 2010, representatives began partnership activities (passenger testimonials) for the American Public Transportation Association's initiative, "Telling Our Story," and hosted the 2010 APTA Marketing and Communications Workshop. Representatives also worked with the National Football League and Super Bowl Transportation Committee to provide extra train and shuttle bus service and promote Tri-Rail as the "green and efficient" way to go to both the Pro Bowl and Super Bowl.

In February 2010, representatives participated in the 24.7.365 Green Conference, Florida Atlantic University College of Engineering and Computer Science's "E-week the Green Way" and the City of Plantation's Green Day at Liberty Tree Park.

In March 2010, representatives participated in Hogan's and Taylor & Mathis' "Green" events, and in April 2010 participated in the City of West Palm Beach "E4" Sustainability Summit.

- 8.2 Consider and begin to implement "green building" techniques and elements into new and existing SFRTA facilities, towards eventual LEED certification for all new facilities.

2011-

The SFRTA is committed to the implementation of "green building" techniques at SFRTA facilities. To date, the agency has incorporated the use of LED lighting at the Ft. Lauderdale Airport, Cypress Creek, West Palm Beach, and Lake Worth stations. The proposed Pompano station area improvements will also include LED lighting. Opportunities to use these lights at other stations are being identified.

Upon its completion, the new parking garage at the Ft. Lauderdale Airport Station will have machine room-less elevators. These new elevators are designed to consume less energy.

The proposed Pompano station area improvements incorporate energy saving components and will serve as a demonstration of the SFRTA's emphasis on green building techniques to promote sustainable transportation. These improvements will be eligible for LEED certification.

In October 2008, the SFRTA announced its transition to biodiesel fuels. The fuel consists of palm or soy, depending on availability, and is used on all of Tri-Rail's

traditional locomotives. The DMUs will continue to run on traditional diesel, due to warranty restrictions.

The SFRTA would also like to implement a pilot solar parking program. The agency applied for funding through the TIGGER program, but was not selected. The SFRTA will continue to pursue other funding options.

- 8.3 Consider Clean Diesel and alternative fuels vehicles as part of fleet expansion, and requiring all vendors to use Clean Diesel or alternative fuels vehicles to reduce fuel consumption and pollution and to promote the use and development of alternative fuel technologies.

- 8.4 Evaluate ZTR Smartstart, Kim Hotstart or other engine preheating technologies to reduce idling on Tri-Rail trains to reduce fuel consumption and pollution.

2011-

Since summer 2009, the SFRTA has been using compressed air and stand-by electric power sources for its train engines when they are not in service. It is estimated that the procedure saves the agency 150 gallons of fuel per locomotives on the weekends and holidays.

- 8.5 Evaluate and implement a solar parking demonstration project at a Tri-Rail station.

2011-

The SFRTA will continue to pursue solar parking lot lighting opportunities as grant funding becomes available.

Chapter Two: Existing Conditions

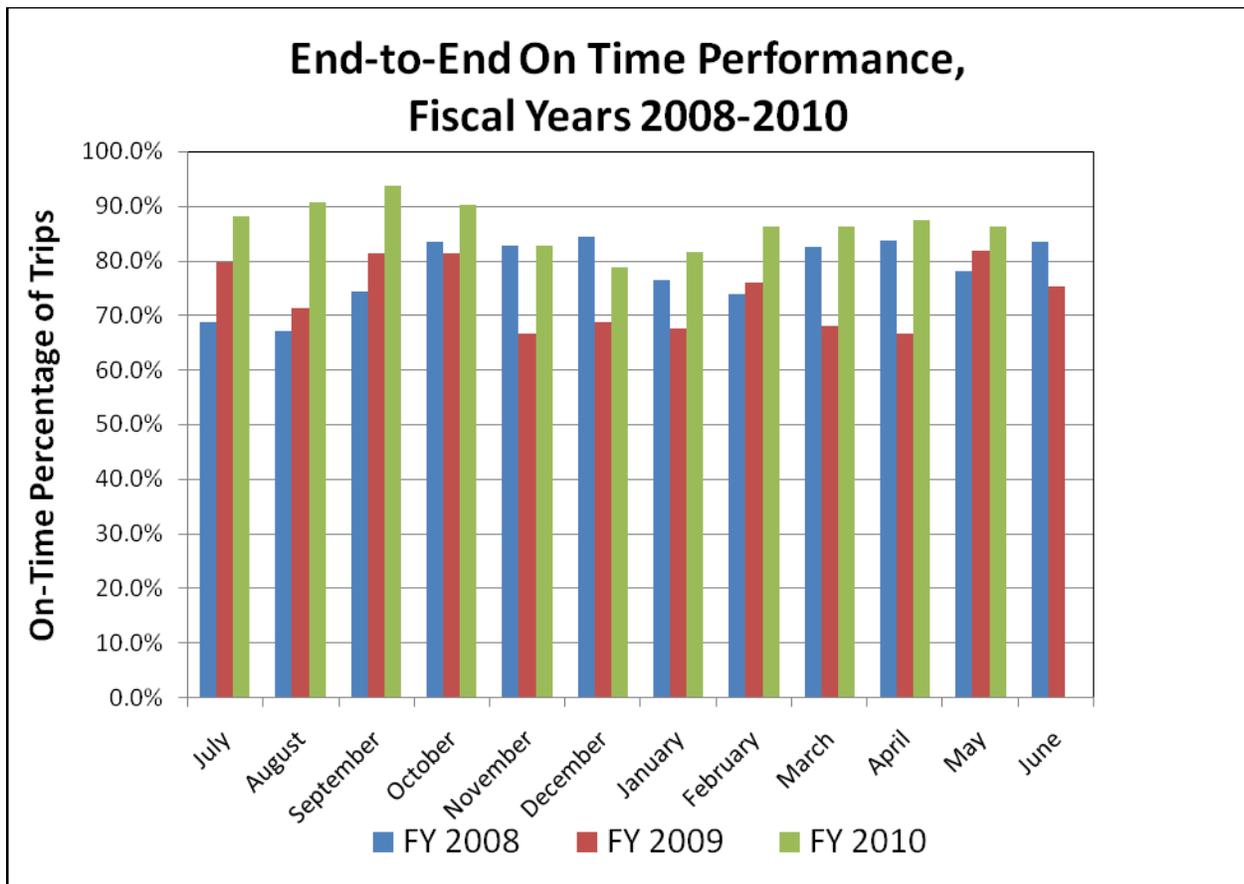
This chapter outlines the changes that have occurred at SFRTA since the TDP 2008-2018 Major Update, including accomplishments and challenges for the fiscal year.

2.1 SFRTA Accomplishments for Fiscal Year 2009-2010

On-Time Performance

As of May 4, 2009, the SFRTA implemented a new schedule change to better serve our passengers. Previously shorter turnaround times at the ends of the corridor increased the chance for cascading delays throughout the service day. The new schedule has allowed for greater operational flexibility, and as shown in Figure 2-1, On-Time Performance (OTP) has improved greatly. For FY 2009, eight out of the eleven months recorded trains ran an OTP of 85 percent or better, a significant improvement over FY 2008.

Figure 2-1: Tri-Rail On-Time Performance



Emissions/Biodiesel

In October 2008, SFRTA announced its transition to biodiesel fuels. Use of biodiesel continued through the entire fiscal year. The goal is to operate trains on a 99% biodiesel blend, whenever possible. The transition to biodiesel fuel has resulted in significant environmental and economical benefits and has not caused any operational or performance difficulties. This initiative is supported by the Federal Transit Administration (FTA).

Regional Coordination

SFRTA staff has participated in various aspects of FDOT's SFECC Study and coordinated with its study team throughout the project's duration. This participation has increased during the past fiscal year, as SFRTA staff has participated in SFECC project management meetings and numerous other coordination meetings, covering topics such as service planning, modeling, and other technical details.

SFRTA staff has been part of a multi agency initiative to develop Oakland Park Blvd as a premium transit corridor. As part of this effort, SFRTA attended and participated in the planning for the Oakland Park Blvd Corridor stakeholder workshop on February 12, as well as being part of the scope development process for the upcoming Oakland Park Blvd Corridor Study. SFRTA has committed to investigate the feasibility of a new Tri-Rail station at Oakland Park Blvd to complement this new corridor initiative.

The West Palm Beach FEC Corridor Charrette was held in January 2010. The report will result in community direction on station locations along the FEC in the City of West Palm Beach, as well as the location of a rail connection between the FEC and the South Florida Rail Corridor. This rail connection would allow for the Tri-Rail Jupiter Extension and the addition of direct intercity rail service on the FEC between South Florida and Jacksonville.

SFRTA participates in the Southeast Florida Transportation Council (SEFTC) processes. SEFTC is a regional organization created to foster regional transportation planning among the Southeast Florida counties of Palm Beach, Broward and Miami-Dade. The Council was created by an agreement among respective MPOs and its membership consists of the chairs from each MPO. The SFRTA also hosts and participates in SEFTCs Regional Transportation Technical Advisory Committee.

SFRTA participates in the annual development of the Regional Long Range Transportation Plan (RLRTP), which is coordinated by SEFTC. The RLRTP is a summary of the Long Range Transportation Plans (LRTP) prepared by Miami-Dade, Broward, and Palm Beach Counties. The SFRTA priorities are contained in the LRTP of the county in which the improvement is located.

The Broward Boulevard Transit Study is an effort to build upon the transit emphasis of the recently adopted Broward MPO LRTP and work towards quickly implementing a demonstration transit project. This study is a partnership among Broward County Transit, Broward MPO, FDOT, and the SFRTA.

SFRTA staff has participated in multiple meetings of the Miami-Dade MPO Near-Term Transit Planning Committee. This committee is investigating near term alternatives for corridors previously identified for Metrorail Extension and is considering multiple new premium bus routes that would connect to the Miami Intermodal Center (MIC) and Tri-Rail service.

SFRTA staff has participated in meetings of ULI Southeast Florida/Caribbean's Infrastructure Committee and Transportation Subcommittee and provided support to various ULI activities. This ULI committee/subcommittee contributed to the development of ULI's "Connecting Florida: Transit and Florida's Economy" document and the planning of the ULI Southeast Florida/Caribbean Transportation Event held in Fort Lauderdale on April 30.

On April 23, 2010, the SFRTA Governing Board held a Transportation Planning Workshop. This informative workshop was held after the Governing Board's monthly meeting and was an informative session for SFRTA Board Members and the public. The focus of the workshop was on the transportation plans of the on for each Metropolitan Planning Organization (MPO) in the tri-county area, the South East Florida Transportation Council (SEFTC), the Florida Department of Transportation (FDOT) Districts 4 and 6, and the SFRTA.

SFRTA staff has attended coordination meetings for the Central Broward East-West Transit Study and steering committee meetings for the construction of the Miami Intermodal Center. Staff also hosts and participates in the SFRTA's Planning Technical Advisory Committee (PTAC), a committee of the SFRTA Board. During the past year, meetings were held on a frequent basis to discuss and present transportation initiatives within the tri-county region. The committee consists of representatives from local transit, transportation, and social service agencies.

Federal Funding

The SFRTA has submitted applications for projects under the FTA's TIGER and TIGGER funding programs. Unfortunately, these applications were not successful. SFRTA received \$16.2 Million under the American Recovery and Reinvestment Act of 2009 (AARA) program. This funding will be applied towards the purchase of 3 new locomotives. The agency will be handling its own procurement of these locomotives. SFRTA will continue to monitor federal grants and apply or coordinate with regional partners for funding.

Industry Involvement

Rail~volution is a national conference focused on building livable communities through land use and transit. SFRTA is a national partner and participates in the National Steering Committee. SFRTA helped plan and organize the Boston conference, which was held in October 2009. Planning efforts for the Portland Conference, scheduled for October 18-21, 2009, are currently in progress.

Job Access and Reverse Commute/ New Freedom

In 2008, the FTA informed Miami-Dade Transit that the Miami Urbanized Area would lose its FY 2007 Job Access and Reverse Commute (JARC) and New Freedom (NF) funds unless they received applications by July 15, 2009. In February of 2009, the SFRTA agreed to become the Designated Recipient for the Job Access and Reverse Commute Program -Section 5316 (JARC) and the New Freedom Program-Section 5317 (NF) for the Miami Urbanized Area. In doing this, the SFRTA ensured that the region would be able to receive millions of dollars in funding for eligible transportation projects. Since then, SFRTA has advertised the request for applicants and used its Planning Technical Advisory Committee (PTAC) to review and approve applicants. The SFRTA is in the process of completing the funding cycle, fiscal years 2008 and 2009, which will result in the region receiving up to \$10.8 Million in funding.

Shuttle Bus

SFRTA is coordinating with FDOT for the second phase of the SFRTA Shuttle Bus Service and Financial Assessment Study. The aim of this study is to further refine the evaluation methodology and examine potential changes (such as route changes, route elimination, or new routes) to the shuttle system. Existing routes will be evaluated based on the minimum threshold of 7 passengers per hour. Preliminary results indicate that the following routes will be eliminated due to poor performance:

- Deerfield Beach Shuttle 1
- Pompano Beach Shuttle
- Cypress Creek Shuttle 1
- Sheridan Street Shuttle

The study has also identified new routes which are to be implemented for two year demonstration period. These new routes include:

- Opa-Locka South Route (weekday operation)
- Lake Worth Palm Beach Community College/School Board/Water Management District Route (weekday peak operation)
- Ft. Lauderdale-Downtown/Hospital Route (weekend operation)
- Ft. Lauderdale-Hospital Route (weekday peak operation)
- Hollywood Downtown/Casinos/Aventura Mall Route (weekday and weekend operation)
- Collaboration with the Downtown Ft. Lauderdale Transportation Management Association (TMA) to expand of their Northwest Circulator Route to connect to the Ft. Lauderdale Tri-Rail station (weekday operation)

The results of this study are still in draft format, and it is anticipated that they will receive SFRTA Board approval by September 2010. Please see the Appendix for new route maps.

Customer Outreach

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

Meet and Greet events were held throughout the year to give passengers an opportunity to interact with SFRTA members of senior staff, as well as agency contractors. Recent Meet and Greet events include:

- August 2009, West Palm Beach Station
- November 2009, Metrorail Transfer Station
- February 2010, Fort Lauderdale/Hollywood International Airport Station at Dania Beach
- May 2010, Boca Raton Station

In January 2010, the SFRTA organized the "Food Train" initiative –a massive food drive. With the help of Tri-Rail employees and riders, the agency collected more than 3,286 pounds of food for Feeding South Florida, an organization which distributes food to more than 800 non-profit organizations in the South Florida area.

In early 2010, the SFRTA successfully organized special train and connecting shuttle bus service to the 2010 Pro Bowl and Super Bowl XLIV events hosted at Sun Life Stadium on January 31st and February 7th, respectively. Working closely with the Super Bowl and National Football League's Transportation Committees, Tri-Rail transported approximately 706 passengers for the Pro Bowl and 1,847 passengers for the Super Bowl.

The SFRTA continued its annual participation in Train Safety Awareness Week (TSAW), as declared by Florida Governor Crist for the week of April 18-24, 2010. SFRTA worked with Operation Lifesaver, Amtrak, Bombardier, CSX Transportation, the FTA, FDOT, Veolia, and the Wackenhut Corporation, as well as various law-enforcement agencies and first-responder teams throughout the tri-county area. TSAW efforts included the issuance of warnings and citations to drivers and pedestrians who did not adhere to the laws relating to trains and railroad tracks by law-enforcement personnel.

Station Improvements

The SFRTA is currently examining the feasibility of new stations on the Tri-Rail corridor. The following locations are being examined: Palm Beach International Airport, Boca South/Military Trail, and Ives Dairy Road.

The West Palm Beach Intermodal Center was completed in August of 2009. This included a new parking lot which added 163 parking spaces (118 public and 45 employee spaces), motorcycle and scooter parking, 20 bicycle lockers, sidewalks and a drop-off lane.

A new parking garage has been designed for the Ft. Lauderdale/Hollywood International Airport Station at Dania Beach. This project will add 400 spaces to the station. It is anticipated that this project will be completed in July 2010.

A new parking lot at the Cypress Creek Tri-Rail Station is under construction. Once complete, 345 new parking spaces will be available to the public. The new parking lot will also include new sidewalks, bicycle racks, ADA ramps, motorcycle parking, and a bus lane and canopy. It is anticipated that this project will be completed in September 2010.

The Lake Worth Tri-Rail Station recently received parking enhancements. The parking lot received new bus drop off lanes to improve bus circulation and was rewired for LED lighting.

Awards

The Florida Association of Public Purchasing Officers (FAPPO) has awarded the SFRTA Procurement Department with the 2010 Award for Excellence in Public Procurement. The Excellence in Public Procurement and Best Practices Awards program was established to recognize organizational excellence in procurement. It recognizes agencies that meet and exceed benchmarks and best practices in the Procurement Profession and is achieved by those organizations that obtain a high score on a rating of standardized criteria. The program is designed to measure innovation, professionalism, e-procurement, productivity, and leadership attributes of the procurement function. The SFRTA Procurement Department is one of only twelve (12) Florida agencies to receive this state-wide award.

The Government Finance Officers Association (GFOA) has awarded the SFRTA with the Certificate of Achievement for Excellence in Financial Reporting (CAEFR) Award. This award is designed to encourage governments to go beyond the minimum requirements and prepare comprehensive annual financial reports that further the spirit of full disclosure. This is the 17th CAEFR Award for the Agency.

2.2 SFRTA Challenges during Fiscal Year 2009-2010

Funding

As previously discussed, the Legislature of the State of Florida held a special session in December of 2009. During this special session, HB 1 B passed and was signed into law by Governor Crist on December 16, 2009. The bill covered various statewide passenger rail issues, including funding for the Tri-Rail system. This funding is intended to fill the gap between what is statutorily required of the three counties and what is required to run Tri-Rail, resulting in a zero net gain in funding for the agency. While this helped to alleviate the strain on the local counties, the SFRTA is still in need of funding to expand its current service. The SFRTA will continue to pursue different funding options.

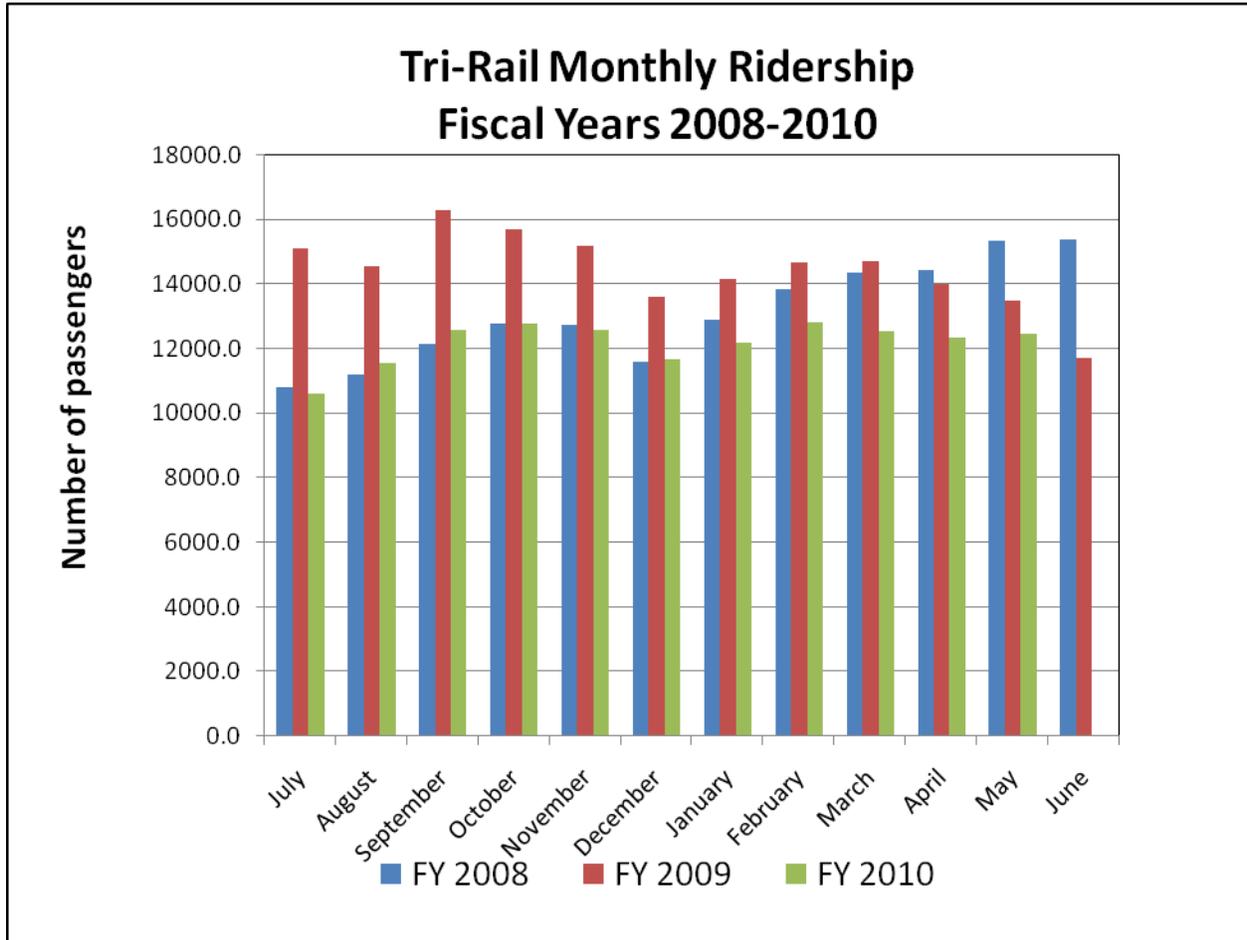
Regional Coordination

SFRTA staff conducted extensive coordination with all of its transportation partner agencies as part of the development of its *Strategic Regional Transit Plan* (SRTP). The SRTP provided valuable data and information that SFRTA regularly uses to guide internal project development and assist in SFRTA's participation in studies conducted by other agencies. However, the SFRTA Governing Board never adopted the SRTP and the South Florida region still does not have a coordinated regional transit system plan. This shortcoming is frequently cited by the FTA when South Florida's individual transit projects seek federal funds. The SFRTA Governing Board has expressed an interest in revisiting this issue and FDOT District 4 staff has also noted the importance of having such a plan in order to increase the chances of new regional transit projects receiving FTA New Starts matching funds. It is hoped that a regional transit system plan or an updated version of the SRTP will be pursued in FY 2011.

Ridership

Tri-Rail has experienced a dip in ridership below FY 2008 and 2009 levels. This trend is seen nationwide, as transit ridership has decreased due to deteriorating economic conditions and lower gas prices. However, Florida's unemployment rate and other economic indicators are worse than national levels. As gas prices were falling, home prices fell greatly and home foreclosures increased at an alarming rate. These developments uniquely impacted the region's employment picture. According to the Bureau of Labor Statistics, since May 2009, monthly unemployment for South Florida has fluctuated between ten and twelve percent. It is safe to say that FY 2009 was a time of critical economic flux, for the South Florida urbanized region and more specifically, Tri-Rail passengers. These developments are partly responsible for the ten to fifteen percent drop in daily weekday ridership for FY2009. A fare increase implemented in June 2009 is another suspected cause of Tri-Rail ridership decline. It is hoped that improved economic conditions will result in improved ridership in FY 2011.

Figure 2-2: Tri-Rail Monthly Ridership



Chapter Three: Capital Improvements

The Programmed and Planned Capital Budget List contained as a part of the 2010 TDP Annual Update was only able to one year out of the SFRTA Capital Budget. During the past year, the SFRTA has been able to secure a dedicated revenue source from the State of Florida. This revenue, in addition to the statutory minimum required funding from Miami-Dade, Broward, and Palm Beach Counties, provides the agency with the amount required to run Tri-Rail at its current level of service. As a result, this year, funding for the first five years comes directly out of the SFRTA Capital Budget for FY 2010-2011. The remaining five years reflect the funding forecasting completed as a result of the 2009-2018 TDP Major Update. SFRTA's Capital and Operating Budgets for FY 2010-2011 are attached in full in the appendix.

There have been several changes to the Programmed and Planned Capital Project Improvements List over the past few years. There is a major emphasis on the purchase of ten new locomotives and ten additional Rotem cars. These two purchases alone total over \$71 Million. This accounts for 70% of the Capital Budget. Other important capital projects include station and parking improvements, preventative maintenance, and the replacement of the agency's current GPS Tracking and Passenger Information System. Improvements will also be made to the Hialeah Yard.

The chart shown is similar to the chart shown in the Programmed and Planned Capital Project List submitted as a part of the SFRTA 2009-2018 TDP Major Update. A column representing FY 2020 has been added as the new tenth year, and FY 2010 has been removed.

Table 3.1: Programmed and Planned Capital Project Improvements List

Programmed and Proposed Projects	FY 10/11						Total Project Cost (in Thousands)	SFRTA Goal and Objective
	FY 10/11	FY 11/12	FY 12/13	FY 13/14	FY 14/15	FY 15-20		
<i>Autos</i>								
Support Vehicles		\$ 75		\$ 50		\$ 50	\$ 175	2
<i>Preventative Maintenance</i>								
Preventative Maintenance	\$ 10,700	\$ 13,000	\$ 13,991	\$ 15,000	\$ 15,450	\$ 15,900	\$ 84,041	2
<i>Smart Card and Ticket Vending Machines (TVM)</i>								
Smart Card Technology						\$ 3,000	\$ 3,000	1,5
TVM Procurement*							\$ -	1,5
<i>Locomotives and Rolling Stock</i>								
Ten (10) New Locomotives	\$ 53,153						\$ 53,153	1,2
Ten (10) Additional Rotem Cars	\$ 18,700						\$ 18,700	1
New Rolling Stock (Rotem Cars)*							\$ -	1
Segment 5 Rail Cars (2 Coaches)*							\$ -	1
<i>Rolling Stock Overhaul/Spare Parts</i>								
Positive Train Control				\$ 4,000			\$ 4,000	2
Rolling Stock Overhaul/Rehab		\$ 250	\$ 250	\$ 250	\$ 262	\$ 325	\$ 1,337	2
Spare Parts						\$ 1,000	\$ 1,000	2
Decolocstat*							\$ -	2
HEP Unit							\$ -	2
Locomotive Generator*							\$ -	2
Coach Wraps	\$ 1,900						\$ 1,900	2

* Carryover funds will be used from FY 2009-2010

Table 3.1: Programmed and Planned Capital Project Improvements List (continued)

Programmed and Proposed Projects							Total Project Cost (in Thousands)	SFRTA Goal and Objective
	FY 10/11	FY 11/12	FY 12/13	FY 13/14	FY 14/15	FY 15-20		
Station and Parking Improvements								
Pompano & Lake Worth Park & Ride*							\$ -	2
Dania Beach Parking*							\$ -	2
Pompano & Delray Station Improvements*							\$ -	2
Golden Glades Station*							\$ -	2
79th Street Station	\$ 4,027						\$ 4,027	2
Cypress Creek west parking lot*							\$ -	2,5
Parking Lot Improvements						6000/yr	\$ 30,000	2,5
Bike Lockers*							\$ -	2,5
Urban Areas Security Initiative*							\$ -	2,5
General Engineering Consultants								
General Engineering Consultants	\$ 750	\$ 750	\$ 750	\$ 750	\$ 750	\$ 550	\$ 4,300	
Planning and Capital Development								
General Planning & Capital Development		\$ 2,100	\$ 2,100	\$ 2,100	\$ 2,100	\$ 2,283	\$ 10,683	3
FEC Jupiter AA Extension						\$ 1,200	\$ 1,200	2,3
FEC Jupiter EIS/New Starts						\$ 5,000	\$ 5,000	2,3
Miami Extension Evaluation						\$ 2,000	\$ 2,000	2,3
Miami River MIC Capacity Improvements	\$ 400						\$ 400	2,3
New Tri-Rail Stations*							\$ -	2
TOD Planning	\$ 200	\$ 175	\$ 175	\$ 175	\$ 175	\$ 175	\$ 1,075	2,5
West Palm Beach Intermodal								
West Palm Beach Intermodal Facility *							\$ -	2,5
Planning and Program Support								
Program Support						\$ 7,525	\$ 7,525	1
Operations Department Projects-Hialeah Yard Projects								
Hialeah Yard Layup Track	\$ 3,085						\$ 3,085	2
Hialeah Yard Improvements		\$ 300	\$ 300	\$ 300	\$ 300	\$ 319	\$ 1,519	2
Hialeah Yard Rewire	\$ 1,405						\$ 1,405	2
Operations Department -Station Repairs/Improvements								
Station Repairs and Improvements	\$ 1,370						\$ 1,370	2
Station Elevator Monitoring System*							\$ -	5
New River Bridge Cameras*							\$ -	
Passenger Information System	\$ 5,075						\$ 5,075	
ADA Improvements*							\$ -	5
Computer/Office Equipment								
Phone Room Relocation*							\$ -	2
Computer/Office Equipment	\$ 100	\$ 50	\$ 225	\$ 100	\$ 225	\$ 70	\$ 770	2

* Carryover funds will be used from FY 2009-2010

Chapter Four: Fiscal Plan

The final requirement of the TDP annual update is to include an updated financial plan. Due to the difficult financial circumstances, last year's TDP Annual Update only included a financial plan outlining SFRTA's capital and operating budget for FY 2009-2010. Due to a slightly improved situation, this chapter will include Capital and Operating Budget information for the FY 2010-2011, and ten year projections for revenues/expenditures through FY 2019-2020.

The 2009-2010 SFRTA budget totals at approximately \$166 Million. Consistent with past years, the Capital Budget accounts for the majority of the overall budget.

Table 4-1 SFRTA Budget Summary

SFRTA Budget Summary	
Capital Budget	\$ 101,915,000
Operating Budget	\$ 64,523,774
Total	\$ 166,438,774

4.1 Capital Budget

The proposed FY 2010-2011 Capital Budget totals \$101,915,000. The Budget consists of state, federal (both formula and stimulus funds), and SFRTA funds, which will be used to fund the SFRTA new capital projects. The greatest portion of the Capital Budget is set aside for the purchase of ten new locomotives and ten additional Rotem cars. The SFRTA's strategy is to make capital expenditures that result in lower operating costs in the long term. The following tables reflect Capital Revenue (Table 4-2) and Capital Expenditures (Table 4-3).

Table 4-2: Capital Revenues

FY 2010-2011 Funding	
FTA Section 5307- Formula Funds	\$ 12,400,000
FTA Section 5309- Rail Mod	\$ 9,100,000
SFRTA Matching Funds (County Contributions)	\$ -
SFRTA Unallocated	\$ 8,010,000
Total FY 2010-2011 Funding	\$ 29,510,000
Previously Secured Funding	
Previously secured Federal Funding	\$ 25,462,500
Previously secured County Gas Tax	\$ 27,600,000
Previously secured State Funding	\$ 2,848,000
Total Previously Secured Funding	\$ 55,910,500
Future Funding	
Future County Gas Tax Funding	\$ 6,006,500
Future FTA Formula Funding	\$ 10,488,000
Total Future Funding	\$ 16,494,500
Total Funding	\$ 101,915,000

Table 4-3: Capital Expenditures

	FY 2010-2011	FY 2011-2012	FY 2012-2013	FY 2013-2014	2014-2015	FY 2015-2020
Ten (10) New Locomotives	53,153,000					
Ten (10) Additional Rotem Cars	18,700,000					
New Rolling Stock (Rotem Cars)						
Segment 5 Rail Cars (2 Coaches)						
Hialeah Yard Layup Track	3,085,000					
Station Elevator Monitoring System						
Positive Train Control				4,000,000		
Passenger Information System	5,075,000					
Preventive Maintenance	10,700,000	13,000,000	13,991,000	15,000,000	15,540,000	15,900,000
Planning & Program Support	1,450,000	1,075,000	1,250,000	1,250,000	1,250,000	1,250,000
Planning & Capital Development		2,100,000	2,100,000	2,100,000	2,100,000	2,283,000
General Engineering Consultants	750,000	750,000	750,000	750,000	750,000	550,000
Cypress Creek West Parking Lot						
Office/Computer Equipment	100,000	50,000	225,000	100,000	225,000	70,000
Ticket Vending Machines						
Decolocstat						
Station Repairs & Improvements	1,370,000					
ADA Improvements						
Golden Glades Station						
West Palm Beach Intermodal						
Hialeah Yard Improvements		300,000	300,000	300,000	300,000	319,000
Hialeah Yard Rewiring	1,405,000					
Rolling Stock Overhaul/Rehab		250,000	250,000	250,000	262,000	325,000
Coach Wraps	1,900,000					
Locomotive Generator						
Support Vehicles		75,000		50,000		50,000
Pompano Beach/Lake Worth Park & Ride						
79th Street Station	4,027,000					
Transit Oriented Development	200,000	175,000	175,000	175,000	175,000	175,000
Urban Area Security Initiative						
Dania Beach Parking						
Pompano & Delray Station Improvement						
Bike Lockers						
New River Bridge Cameras						
Phone Room Relocation						
Total Capital Expenditures	\$ 101,915,000	\$ 17,775,000	\$ 19,041,000	\$ 23,975,000	\$ 20,602,000	\$ 20,922,000

4.2 Operating Budget

As previously mentioned, SFRTA faced a \$9 Million shortfall last year due to a lack of a dedicated revenue source, and a cut in county level funding. This year, the SFRTA has been able to recover the gap in funding in order to continue Tri-Rail service. SFRTA will continue to provide Tri-Rail's 50 train schedule, which is consistent with commitments made as a part of the Segment 5 Double Tracking Project FFGA.

The SFRTA Operating Budget for FY 2009-2010 is \$64,523,774 in total. This is an increase of \$7,191,658 over the FY 2009-2010 Amended Operating Budget. The highest costs included in this budget are associated with Tri-Rail. These costs include fuel, maintenance, and the personnel needed to run the Tri-Rail system, which is consistent with past years.

Table 4-4: Operating Revenues

TRAIN REVENUE	
Train Service Revenue	\$ 10,426,659
Interest Income/Other Income	\$ 172,000
TOTAL TRAIN REVENUE	\$ 10,598,659
OPERATING ASSISTANCE	
Dedicated Funding	\$ 13,300,000
FTA Planning Grant	\$ 1,500,000
FTA Preventive Maintenance	\$ 10,376,001
FTA Designated Recipient Fees	\$ 63,700
FTA JARC/NF Program Fee	\$ 1,084,839
FTA JARC/NF Program Match	\$ 425,425
FHWA	\$ 4,000,000
FDOT Operating Assistance	\$ 12,705,000
FDOR JPA-Marketing Go Green	\$ -
FDOT JPA-Smart Card	\$ 250,000
FDOT Contracted Dispatch Service	\$ 800,000
FDOT Maintenance of NRB	\$ 500,000
FDOT Contracted Dispatch Service	\$ 900,000
FDOT Feeder Service Pass Through	\$ 1,776,044
FDOT Feeder Service Block Grant	\$ 1,359,106
Miami-Dade Operating Assistance	\$ 1,565,000
Broward Operating Assistance	\$ 1,565,000
Palm Beach Operating Assistance	\$ 1,565,000
Other Local Funding	\$ 190,000
Recurring annual County Funding SS 343.58	\$ -
TOTAL ASSISTANCE	\$ 53,925,115
TOTAL REVENUE	\$ 64,523,774

Table 4-5: Operating Expenditures

	FY 2009-2010		FY 2010-2011	
	Approved Budget		Budget	Change % Change
Maintenance Contract	10,334,438		12,061,410	1,726,972 16.71%
Operating Contract	8,839,725		10,343,086	1,449,361 16.30%
Station Maintenance Contract	2,231,329		3,370,195	1,138,866 51.04%
APTA Peer Review	19,000		19,000	
Electronic Messaging Boards	140,000		140,000	
Uniforms	2,400		3,000	600 25.00%
Alarm Systems	17,500		18,000	500 2.86%
Feeder Systems	4,486,632		5,376,606	889,974 19.84%
Special Trains	3,600		3,600	
Emergency Feeder Service	25,900		30,000	4,100 0.16%
Security Contract	5,196,600		5,770,500	573,900 11.04%
Insurance-Liability/Property/Auto	2,000,000		2,000,000	
Train Fuel Contract	6,342,000		6,423,230	81,230 1.28%
CSX Dispatch	370,000		370,000	
NRB Dispatch	2,469,068		2,483,622	14,554 0.59%
ROW Maintenance	500,000		500,000	
Station Utilities	707,000		710,000	3,000 0.42%
Revenue Collection	308,500		437,000	128,500 41.65%
Marketing Expenses	1,320,088		1,082,588	-237,500 -17.99%
Legal Expenses			568,211	568,211 100%
Personnel Services	9,061,251		10,246,788	1,185,537 13.08%
Business Travel/Conferences	146,825		222,400	75,575 51.47%
Dues & Subscriptions	140,390		145,359	4,969 3.54%
Seminars & General Training	84,860		116,220	31,360 36.95%
Professional Fees	1,266,090		718,737	-547,353 -43.23%
Office Business Expense	1,034,920		1,110,390	75,470 7.29%
Office Rent	705,000		728,832	23,832 3.38%
Reserve	500,000		500,000	
Transfer to Capital Program	(975,000)		(975,000)	
Total Expenses	57,332,116		64,523,774	7,191,658 12.54%

Appendix

Figure A-1 Tri-Rail System Map

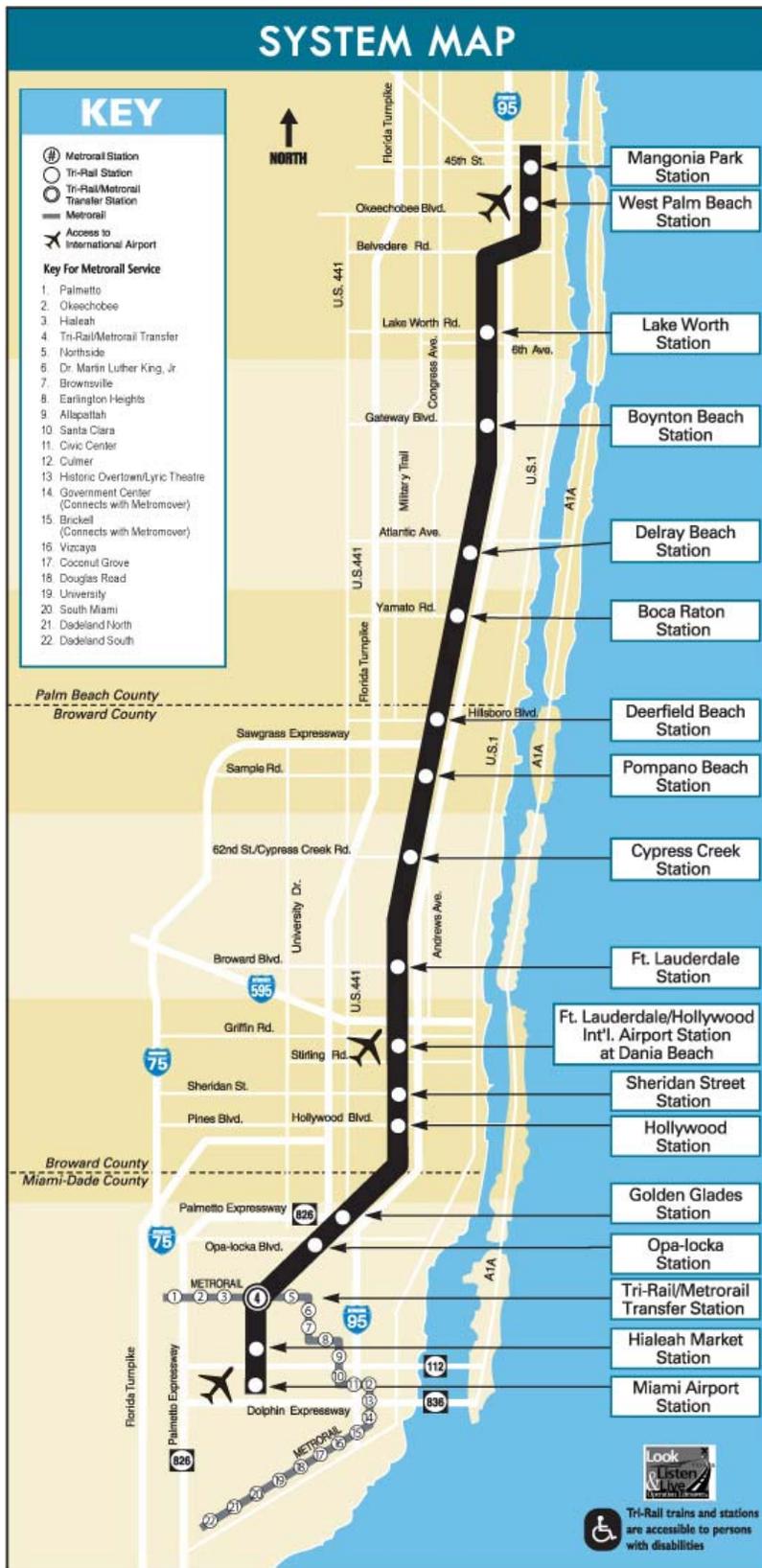


Table A-1: Tri-Rail Weekday Schedule



CURRENT TRI-RAIL TRAIN SCHEDULE - EFFECTIVE 2009

Weekdays-Southbound	P601	P603	P605	P607	P609	P611	P613	P615	P617	P619	P621	P623	P625	P627	P629	P631	P633	P635	P637	P639	P641	P643	P645	P647	P649
MANGONIA PARK	4:00	4:40	5:20	6:00	6:20	6:40	7:00	7:30	8:00	9:00	10:00	11:00	12:00	1:00	2:00	3:00	3:30	4:00	4:30	5:00	5:30	6:15	6:45	7:40	8:40
WEST PALM BEACH	4:06	4:46	5:26	6:06	6:26	6:46	7:06	7:36	8:06	9:06	10:06	11:06	12:06	1:06	2:06	3:06	3:36	4:06	4:36	5:06	5:36	6:21	6:51	7:46	8:46
LAKE WORTH	4:15	4:56	5:36	6:16	6:36	6:56	7:16	7:46	8:16	9:16	10:16	11:16	12:16	1:16	2:16	3:16	3:46	4:16	4:46	5:16	5:46	6:31	7:01	7:56	8:56
BOYNTON BEACH	4:20	5:02	5:42	6:22	6:42	7:02	7:22	7:52	8:22	9:22	10:22	11:22	12:22	1:22	2:22	3:22	3:52	4:22	4:52	5:22	5:52	6:37	7:07	8:02	9:02
DELRAY BEACH	4:29	5:11	5:51	6:31	6:51	7:11	7:31	8:01	8:31	9:31	10:31	11:31	12:31	1:31	2:31	3:31	4:01	4:31	5:01	5:31	6:01	6:46	7:16	8:11	9:11
BOCA RATON	4:35	5:17	5:57	6:37	6:57	7:17	7:37	8:07	8:37	9:37	10:37	11:37	12:37	1:37	2:37	3:37	4:07	4:37	5:07	5:37	6:07	6:52	7:22	8:17	9:17
DEERFIELD BEACH	4:42	5:24	6:04	6:44	7:04	7:24	7:44	8:14	8:44	9:44	10:44	11:44	12:44	1:44	2:44	3:44	4:14	4:44	5:14	5:44	6:14	6:59	7:29	8:24	9:24
POMPANO BEACH	4:48	5:30	6:10	6:50	7:10	7:30	7:50	8:20	8:50	9:50	10:50	11:50	12:50	1:50	2:50	3:50	4:20	4:50	5:20	5:50	6:20	7:05	7:35	8:30	9:30
CYPRESS CREEK	4:54	5:37	6:17	6:57	7:17	7:37	7:57	8:27	8:57	9:58	10:58	11:58	12:58	1:58	2:58	3:58	4:28	4:58	5:28	5:58	6:27	7:12	7:42	8:37	9:37
FORT LAUDERDALE	5:01	5:45	6:25	7:05	7:25	7:45	8:05	8:35	9:05	10:08	11:08	12:08	1:08	2:08	3:08	4:08	4:38	5:08	5:38	6:08	6:35	7:20	7:50	8:45	9:45
FT LAUD. AIRPORT	5:08	5:53	6:33	7:13	7:33	7:53	8:13	8:43	9:13	10:17	11:17	12:17	1:17	2:17	3:17	4:17	4:47	5:17	5:47	6:17	6:43	7:28	7:58	8:53	9:53
SHERIDAN ST.	5:12	5:57	6:37	7:17	7:37	7:57	8:17	8:47	9:17	10:21	11:21	12:21	1:21	2:21	3:21	4:21	4:51	5:21	5:51	6:21	6:47	7:32	8:02	8:57	9:57
HOLLYWOOD	5:18	6:01	6:41	7:21	7:41	8:01	8:21	8:51	9:21	10:26	11:26	12:26	1:26	2:26	3:26	4:26	4:56	5:26	5:56	6:26	6:51	7:36	8:06	9:01	10:01
GOLDEN GLADES	5:25	6:10	6:50	7:30	7:50	8:10	8:30	9:00	9:30	10:35	11:35	12:35	1:35	2:35	3:35	4:35	5:05	5:35	6:05	6:35	7:00	7:45	8:15	9:10	10:10
OPA LOCKA	L 5:31 L 6:16	6:56	7:36	7:56	8:16	8:36	9:06	9:36	10:41	11:41	12:41	1:41	2:41	3:41	4:41	5:11	5:41	6:11	6:41	7:06	7:51	8:21	L 9:16 L 10:16		
METRO RAIL	L 5:38 L 6:23	7:03	7:43	8:03	8:23	8:43	9:13	9:43	10:48	11:48	12:48	1:48	2:48	3:48	4:48	5:18	5:48	6:18	6:48	7:13	7:58	8:28	L 9:23 L 10:23		
HALEAH MARKET	L 5:44 L 6:29	7:09	7:49	8:09	8:29	8:49	9:19	9:49	10:54	11:54	12:54	1:54	2:54	3:54	4:54	5:24	5:54	6:24	6:54	7:19	8:04	8:34	L 9:29 L 10:29		
MIAMI AIRPORT	5:50	6:35	7:15	7:55	8:15	8:35	8:55	9:25	9:55	11:00	12:00	1:00	2:00	3:00	4:02	5:02	5:32	6:02	6:32	7:02	7:25	8:10	8:40	9:35	10:35
Weekdays-Northbound	P600	P602	P604	P606	P608	P610	P612	P614	P616	P618	P620	P622	P624	P626	P628	P630	P632	P634	P636	P638	P640	P642	P644	P646	P648
MIAMI AIRPORT	4:15	4:45	5:10	5:35	6:00	6:20	7:00	7:40	8:20	9:20	10:20	11:20	12:20	1:20	2:20	3:10	3:50	4:30	4:50	5:20	5:50	6:20	6:50	7:50	9:40
HALEAH MARKET	4:18	4:48	5:13	5:38	6:03	6:23	7:03	7:43	8:23	9:23	10:23	11:23	12:23	1:23	2:23	3:13	3:53	4:33	4:53	5:23	5:53	6:23	6:53	7:53	9:43
METRO RAIL	4:23	4:54	5:19	5:49	6:09	6:29	7:09	7:49	8:29	9:30	10:30	11:30	12:30	1:30	2:30	3:20	4:09	4:39	4:59	5:29	5:59	6:29	6:59	7:59	9:49
OPA LOCKA	4:29	5:00	5:25	5:55	6:15	6:35	7:15	7:55	8:35	9:36	10:36	11:36	12:36	1:36	2:36	3:26	4:15	4:45	5:05	5:35	6:05	6:35	7:05	8:05	9:55
GOLDEN GLADES	4:35	5:06	5:31	6:01	6:21	6:41	7:21	8:01	8:41	9:43	10:43	11:43	12:43	1:43	2:43	3:33	4:21	4:51	5:11	5:41	6:11	6:41	7:11	8:11	10:01
HOLLYWOOD	4:43	5:15	5:40	6:10	6:30	6:50	7:30	8:10	8:50	9:52	10:52	11:52	12:52	1:52	2:52	3:42	4:30	5:00	5:20	5:50	6:20	6:50	7:20	8:20	10:10
SHERIDAN ST.	4:47	5:19	5:44	6:14	6:34	6:54	7:34	8:14	8:54	9:56	10:56	11:56	12:56	1:56	2:56	3:46	4:34	5:04	5:24	5:54	6:24	6:54	7:24	8:24	10:14
FT LAUD. AIRPORT	4:51	5:23	5:48	6:18	6:38	6:58	7:38	8:18	8:58	10:00	11:00	12:00	1:00	2:00	3:00	3:50	4:38	5:08	5:28	5:58	6:28	6:58	7:28	8:28	10:18
FORT LAUDERDALE	5:00	5:32	5:57	6:27	6:47	7:07	7:47	8:27	9:07	10:09	11:09	12:09	1:09	2:09	3:09	3:59	4:47	5:17	5:37	6:07	6:37	7:07	7:37	8:37	10:27
CYPRESS CREEK	5:06	5:39	6:04	6:34	6:54	7:14	7:54	8:34	9:14	10:16	11:16	12:16	1:16	2:16	3:16	4:06	4:54	5:24	5:44	6:14	6:44	7:14	7:44	8:44	10:34
POMPANO BEACH	5:12	5:45	6:10	6:40	7:00	7:20	8:00	8:40	9:20	10:23	11:23	12:23	1:23	2:23	3:23	4:13	5:00	5:30	5:50	6:20	6:50	7:20	7:50	8:50	10:40
DEERFIELD BEACH	5:18	5:51	6:16	6:46	7:06	7:26	8:06	8:46	9:26	10:29	11:29	12:29	1:29	2:29	3:29	4:19	5:06	5:36	5:56	6:26	6:56	7:26	7:56	8:56	10:46
BOCA RATON	5:25	5:59	6:24	6:54	7:14	7:34	8:14	8:54	9:34	10:36	11:36	12:36	1:36	2:36	3:36	4:26	5:14	5:44	6:04	6:34	7:04	7:34	8:04	9:04	10:54
DELRAY BEACH	5:30	6:04	6:29	6:59	7:19	7:39	8:19	8:59	9:39	10:44	11:44	12:44	1:44	2:44	3:44	4:34	5:19	5:49	6:09	6:39	7:09	7:39	8:09	9:09	10:59
BOYNTON BEACH	L 5:38 L 6:13	6:38	7:08	7:28	7:48	8:28	9:08	9:48	10:53	11:53	12:53	1:53	2:53	3:53	4:43	5:28	5:58	6:18	6:48	7:18	7:48	8:18	L 9:18 L 11:08		
LAKE WORTH	L 5:44 L 6:19	6:44	7:14	7:34	7:54	8:34	9:14	9:54	10:59	11:59	12:59	1:59	2:59	3:59	4:49	5:34	6:04	6:24	6:54	7:24	7:54	8:24	L 9:24 L 11:14		
WEST PALM BEACH	L 5:55 L 6:30	6:55	7:25	7:45	8:05	8:45	9:25	10:05	11:10	12:10	1:10	2:10	3:10	4:10	5:00	5:45	6:15	6:35	7:05	7:35	8:05	8:35	L 9:35 L 11:25		
MANGONIA PARK	6:05	6:40	7:05	7:35	7:55	8:15	8:55	9:35	10:15	11:20	12:20	1:20	2:20	3:20	4:20	5:10	5:55	6:25	6:45	7:15	7:45	8:15	8:45	9:45	11:35

L STOP - TRAIN MAY DEPART STATION AS MUCH AS FIVE (5) MINUTES AHEAD OF SCHEDULE

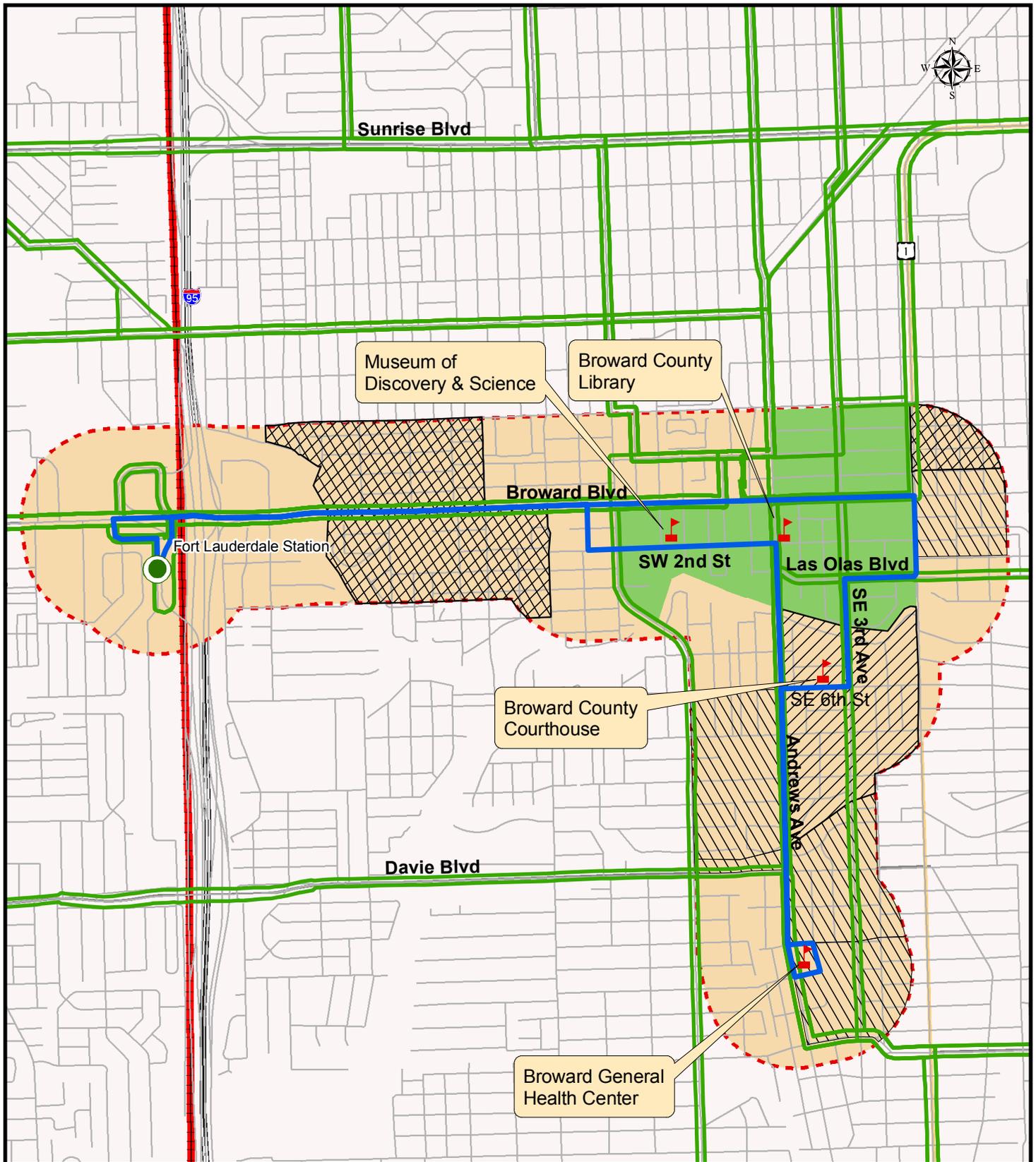
Table A-2: Tri-Rail Weekend/Holiday Schedule



CURRENT TRI-RAIL TRAIN SCHEDULE - EFFECTIVE 2007

Saturday/Sunday/Holiday

Weekend-South bound	P661	P663	P665	P667	P669	P671	P673	P675
MANGONIA PARK	8:00	8:00	10:00	12:00	2:00	4:00	6:00	8:30
WEST PALM BEACH	8:06	8:06	10:06	12:06	2:06	4:06	6:06	8:36
LAKE WORTH	8:14	8:14	10:14	12:14	2:14	4:14	6:14	8:44
BOYNTON BEACH	8:19	8:19	10:19	12:19	2:19	4:19	6:19	8:49
DELRAY BEACH	8:27	8:27	10:27	12:27	2:27	4:27	6:27	8:57
BOCA RATON	8:32	8:32	10:32	12:32	2:32	4:32	6:32	9:02
DEERFIELD BEACH	8:39	8:39	10:39	12:39	2:39	4:39	6:39	9:09
POMPANO BEACH	8:43	8:43	10:43	12:43	2:43	4:43	6:43	9:13
CYPRESS CREEK	8:49	8:49	10:49	12:49	2:49	4:49	6:49	9:19
FORT LAUDERDALE	8:56	8:56	10:56	12:56	2:56	4:56	6:56	9:26
FT LAUD. AIRPORT	9:03	9:03	11:03	1:03	3:03	5:03	7:03	9:33
SHERIDAN ST.	9:07	9:07	11:07	1:07	3:07	5:07	7:07	9:37
HOLLYWOOD	9:11	9:11	11:11	1:11	3:11	5:11	7:11	9:41
GOLDEN GLADES	9:20	9:20	11:20	1:20	3:20	5:20	7:20	9:50
OPA LOCKA	9:26	9:26	11:26	1:26	3:26	5:26	7:26	9:56
METRO RAIL	9:33	9:33	11:33	1:33	3:33	5:33	7:33	10:03
HIALEAH MARKET	9:39	9:39	11:39	1:39	3:39	5:39	7:39	10:09
MIAMI AIRPORT	9:45	9:45	11:45	1:45	3:45	5:45	7:45	10:15
Weekend-North bound	P660	P662	P664	P666	P668	P670	P672	P674
MIAMI AIRPORT	8:00	8:00	10:00	12:00	2:00	4:00	6:00	8:30
HIALEAH MARKET	8:03	8:03	10:03	12:03	2:03	4:03	6:03	8:33
METRO RAIL	8:07	8:07	10:07	12:07	2:07	4:07	6:07	8:37
OPA LOCKA	8:13	8:13	10:13	12:13	2:13	4:13	6:13	8:43
GOLDEN GLADES	8:18	8:18	10:18	12:18	2:18	4:18	6:18	8:48
HOLLYWOOD	8:26	8:26	10:26	12:26	2:26	4:26	6:26	8:56
SHERIDAN ST.	8:29	8:29	10:29	12:29	2:29	4:29	6:29	8:59
FT LAUD. AIRPORT	8:32	8:32	10:32	12:32	2:32	4:32	6:32	9:02
FORT LAUDERDALE	8:40	8:40	10:40	12:40	2:40	4:40	6:40	9:10
CYPRESS CREEK	8:46	8:46	10:46	12:46	2:46	4:46	6:46	9:16
POMPANO BEACH	8:52	8:52	10:52	12:52	2:52	4:52	6:52	9:22
DEERFIELD BEACH	8:57	8:57	10:57	12:57	2:57	4:57	6:57	9:27
BOCA RATON	9:04	9:04	11:04	1:04	3:04	5:04	7:04	9:34
DELRAY BEACH	9:09	9:09	11:09	1:09	3:09	5:09	7:09	9:39
BOYNTON BEACH	9:17	9:17	11:17	1:17	3:17	5:17	7:17	9:47
LAKE WORTH	9:23	9:23	11:23	1:23	3:23	5:23	7:23	9:53
WEST PALM BEACH	9:34	9:34	11:34	1:34	3:34	5:34	7:34	10:04
MANGONIA PARK	9:45	9:45	11:45	1:45	3:45	5:45	7:45	10:15



Map C-3 Fort Lauderdale Station - Downtown

Legend

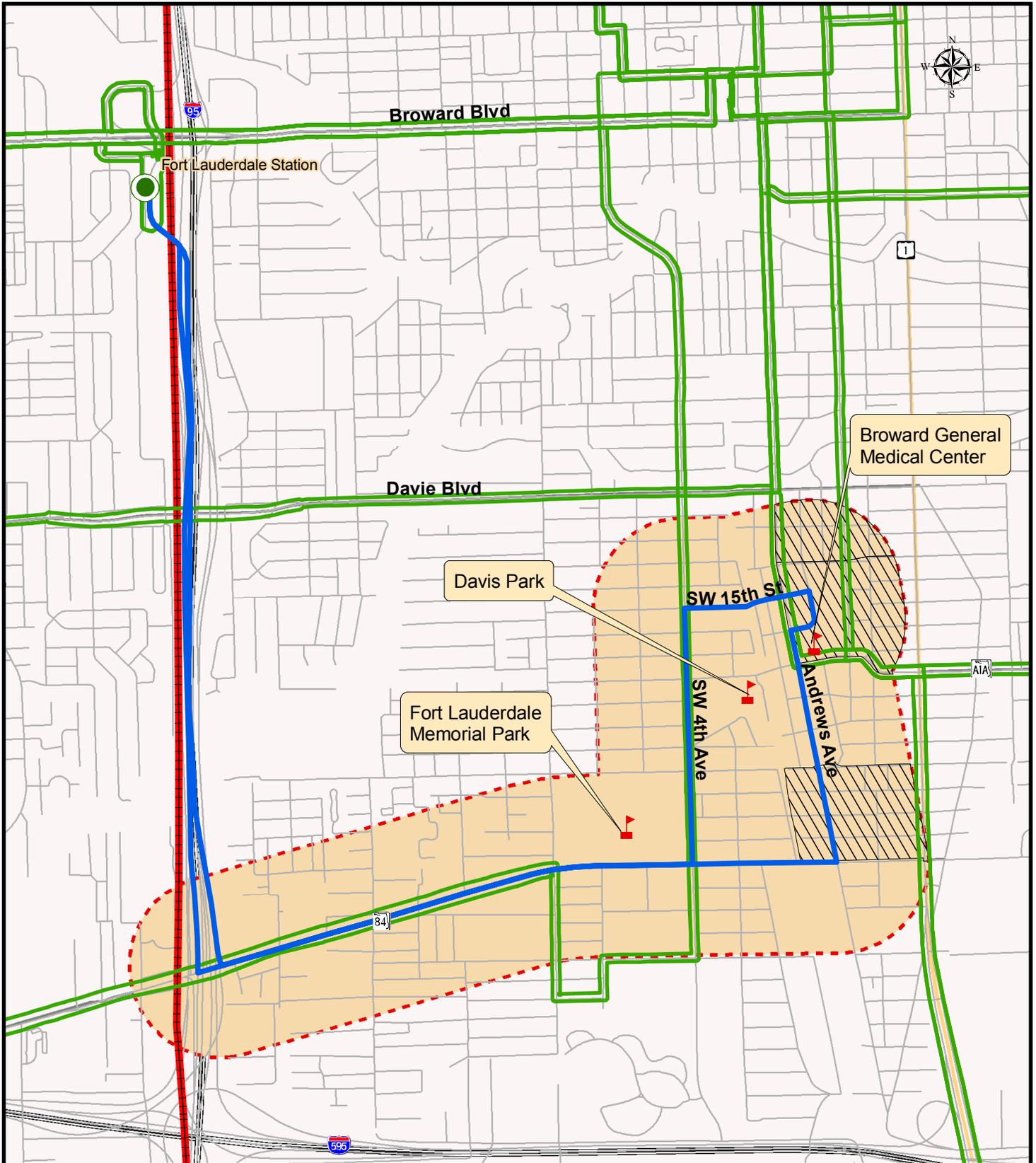
- Tri-Rail Stations
- Fort Lauderdale Downtown Shuttle
- BCT
- Tri-Rail

Transit Supportive Variables

- Population
- Employment
- Elderly
- Low-Income
- Shuttle 1/4 - Mile Service Area

Sources: 2009 ESRI Demographic Data and BCT.

Figure A-3 New Shuttle Route: Ft. Lauderdale Station/Hospital



Map C-4 Fort Lauderdale Station - Hospital

Legend

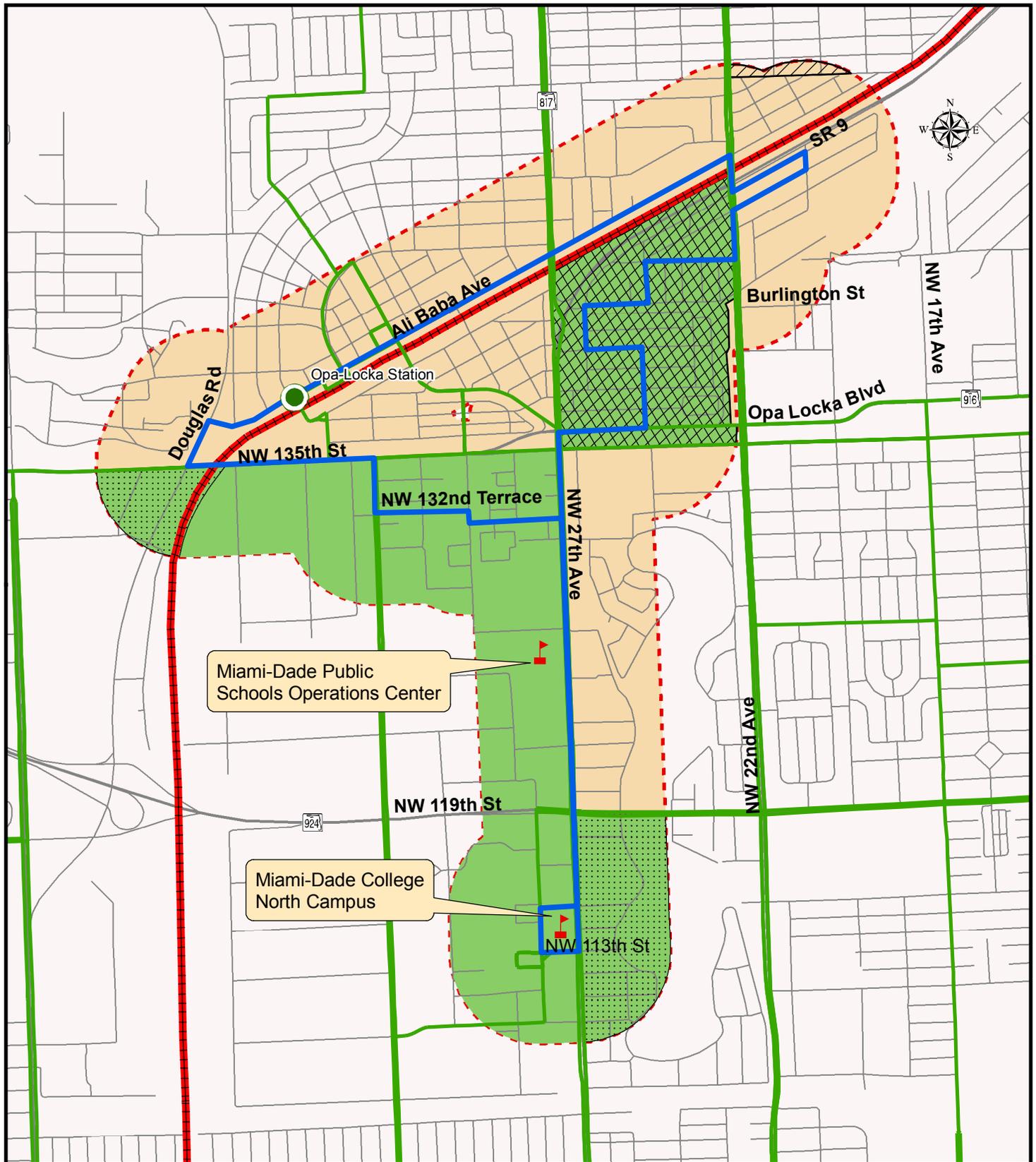
- Tri-Rail Stations
- Fort Lauderdale Hospital Shuttle
- BCT
- Tri-Rail

Transit Supportive Variables

- Population
- Employment
- Elderly
- Low-Income
- Shuttle 1/4 Mile - Service Area

Sources: 2009 ESRI Demographic Data and BCT.

Figure A-4 New Shuttle Route: Opa-Locka Station South



Map C-5 Opa-Locka Station - South

Legend

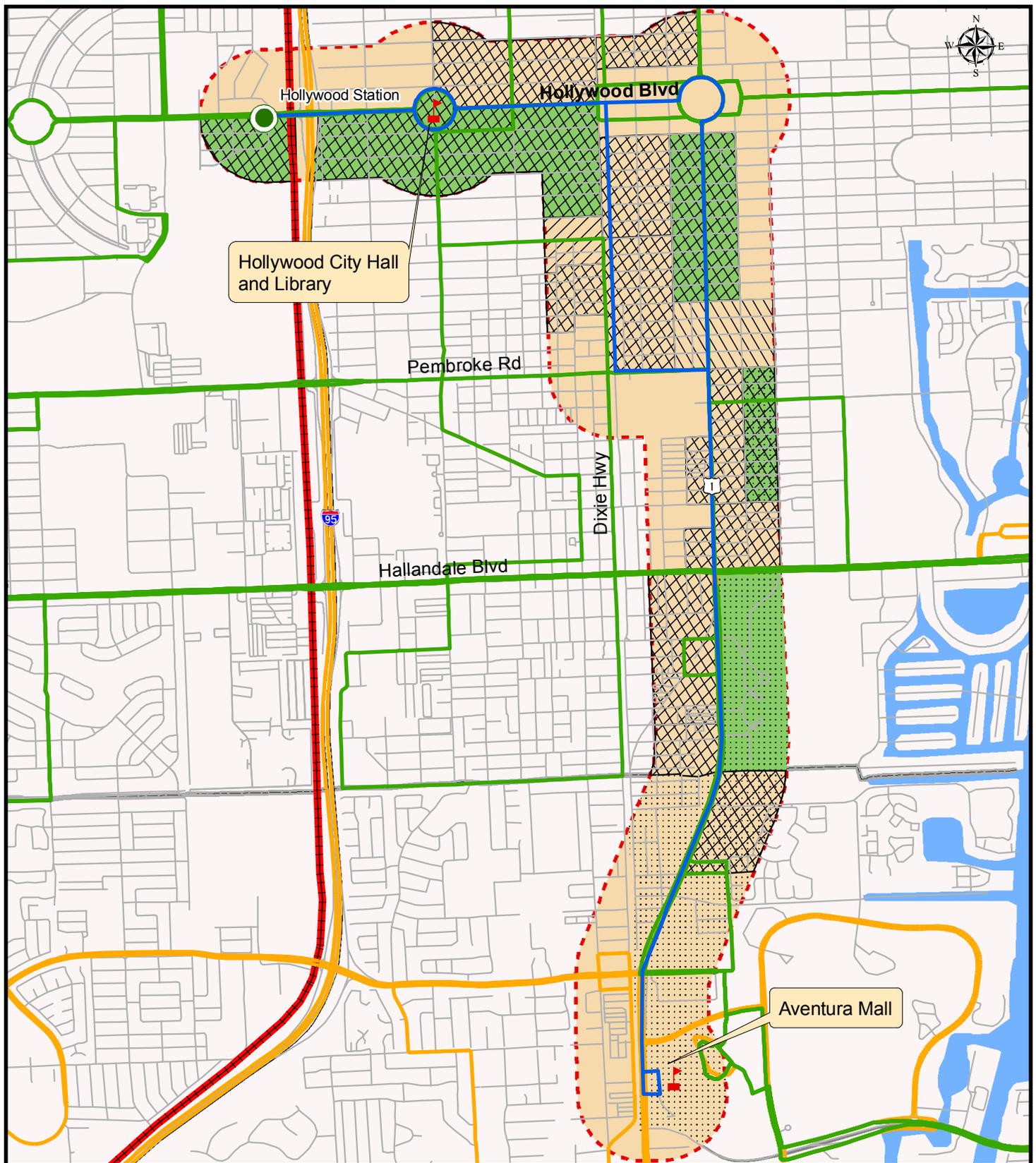
-  Tri-Rail Stations
-  Opa-Locka South Shuttle
-  MDT
-  Tri-Rail

Transit Supportive Variables

-  Population
-  Employment
-  Elderly
-  Low-Income
-  Shuttle 1/4 - Mile Service Area

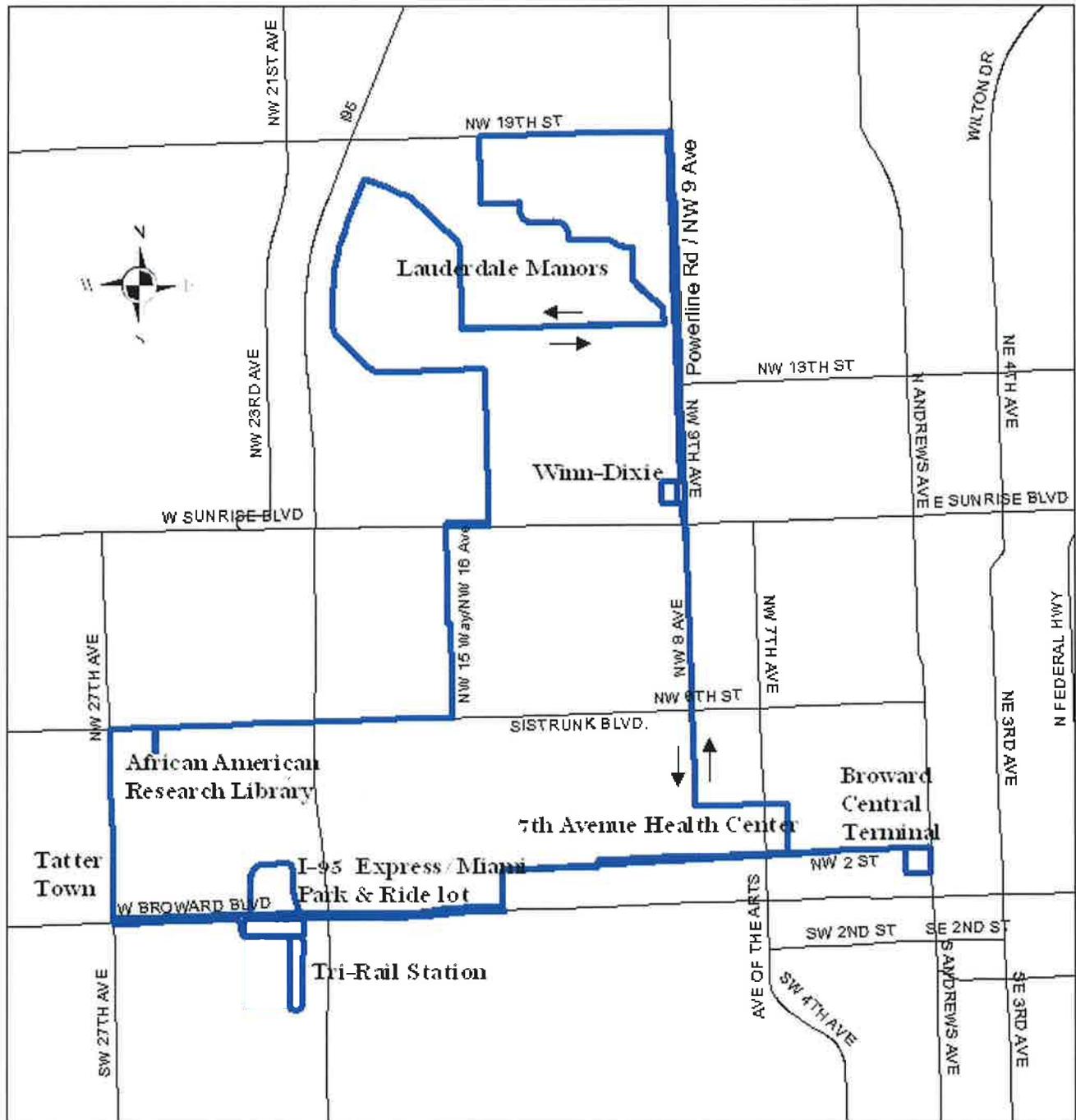
Sources: 2009 ESRI Demographic Data and MDT.

Figure A-5 New Shuttle Route: Hollywood Station/Downtown



<h2 style="text-align: center;">Map C-16 Hollywood Station - Downtown</h2>	<p>Legend</p> <ul style="list-style-type: none"> Tri-Rail Stations Hollywood Downtown Route BCT Tri-Rail 	<p>Transit Supportive Variables</p> <ul style="list-style-type: none"> Population Employment Elderly Low-Income Shuttle 1/4 Mile Service Area
--	---	--

Fort Lauderdale - TMA Northwest Community Link Route



February 16, 2010

Northwest Circulator Extension Trolley Route Map

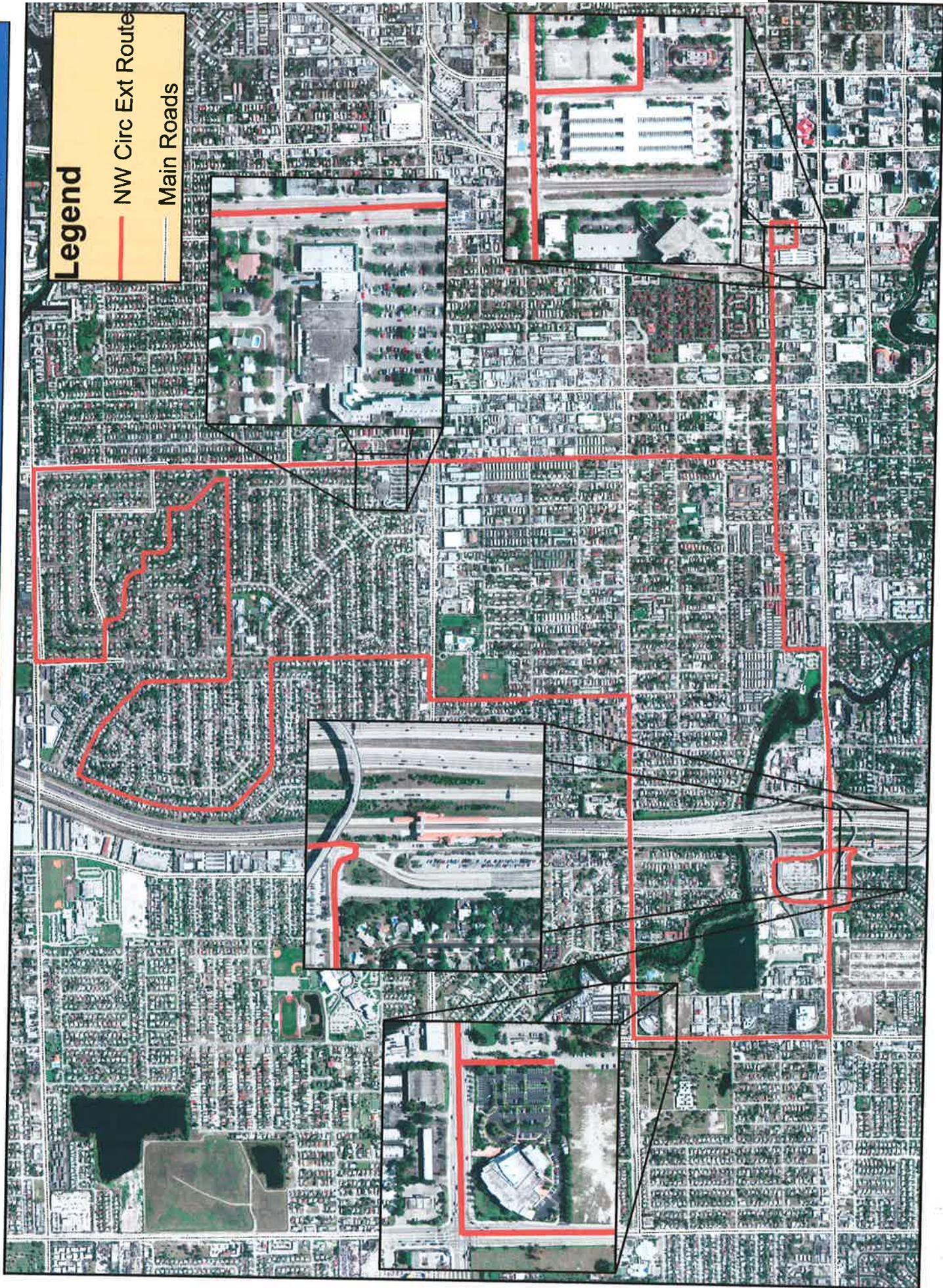


Figure A-8: New Shuttle Route Lake Worth

Map not ready at time of publication.

This route will provide a one-seat ride from the Lake Worth Tri-Rail Station to the Palm Beach County School Board administrative offices, South Florida Water Management District, US Post Office, and Palm Beach County Sherriff's Office, as well as providing connections to many destinations in between. The route is proposed to travel along Lake Worth Road, Congress Avenue, Forrest Hill Boulevard, and Gun Club Road during the weekday peak periods.

SOUTH FLORIDA REGIONAL TRANSPORTATION AUTHORITY
PLANNING TECHNICAL ADVISORY COMMITTEE (PTAC)
MEETING: JUNE 16, 2010

INFORMATION ITEM REPORT

Information Item

Presentation

SOUTH FLORIDA EAST COAST CORRIDOR (SFECC) TRANSIT ANALYSIS STUDY

SUMMARY EXPLANATION AND BACKGROUND:

A representative from the Florida Department of Transportation's (FDOT) Consultant Team will present the short list of alternatives currently being considered for implementing transit in the Florida East Coast Railway corridor. The presentation will provide a brief update on Phase 2 of the project, and a preview of the information to be presented to the public at hearings scheduled for September 2010. PTAC comments are being sought.

The South Florida East Coast Corridor (SFECC) Transit Analysis Study is studying how to best develop high performance passenger transit service within the 85-mile study corridor that extends from Downtown Miami to Jupiter and approximately one mile on either side of the Florida East Coast railway (FECR) right-of-way. This corridor serves numerous existing and planned transit system hubs and activity centers including the three major seaports, international airports, State and private universities as well as downtowns and employment destinations. The Federal Transit Administration (FTA) and National Environmental Policy Act (NEPA) processes are being followed, meaning that reasonable transit alternatives (alignments and technologies) within the study corridor are being identified and evaluated. The objective of the study is to develop passenger transit service in the corridor through an environmental decision making process, allowing for resolution and documentation of key issues.

FDOT District 4 is the lead agency managing the study. Collaboration on this effort includes the three MPOs (Broward, Miami-Dade and Palm Beach) who are the principal sponsors of the study, the three counties' transit agencies, the South Florida Regional Transportation Authority (SFRTA), and FDOT District 6.

Phase 2 Study activities have included significant ridership modeling and analysis, service planning, conceptual engineering and cost estimating, station area and land use planning, environmental screening and extensive public outreach. Public workshops conducted in October 2009 yielded public preferences for certain alternatives that have since undergone additional refinement. This item is for information and comments. A set of transit alternatives will be offered during a series of Public Hearings scheduled for September 2010. A preview of these alternatives is being presented to the three MPO Governing Boards and the SFRTA Governing Board in May and June 2010, and the South East Florida Transportation Council (SEFTC) in July 2010 at which time Board comments will be sought. After the Phase 2 Public Hearings in September, the results of the Public Hearings and a recommended Locally-Preferred Alternative will be presented for approval to the Boards in October/November 2010.

EXHIBITS ATTACHED: SFECC Study Slideshow



SOUTH FLORIDA EAST COAST
CORRIDOR TRANSIT ANALYSIS STUDY

WWW.SFECCSTUDY.COM

*Presentation to SFRTA Board
June, 2010*

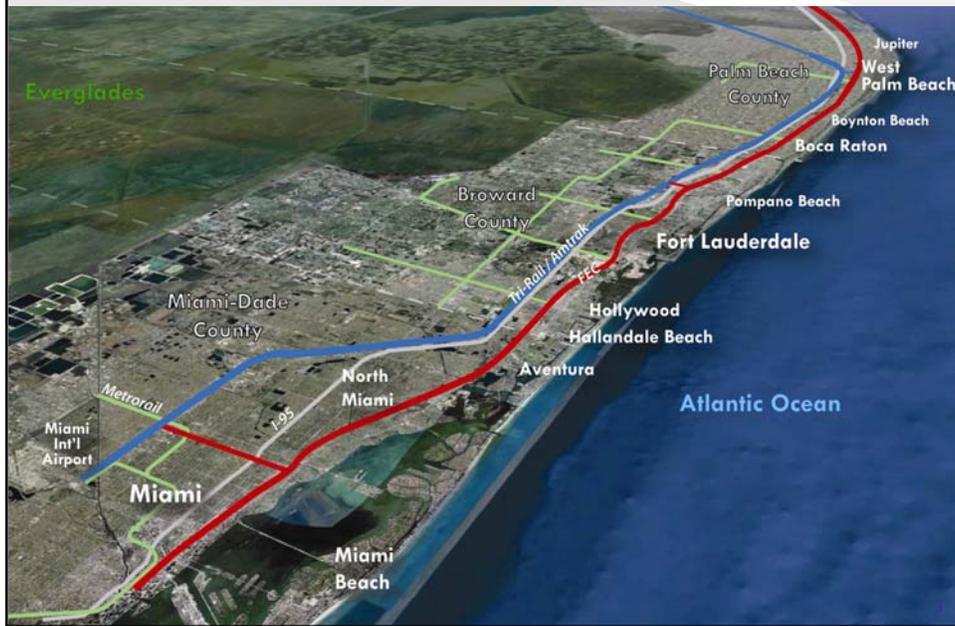


Why Are We Here?

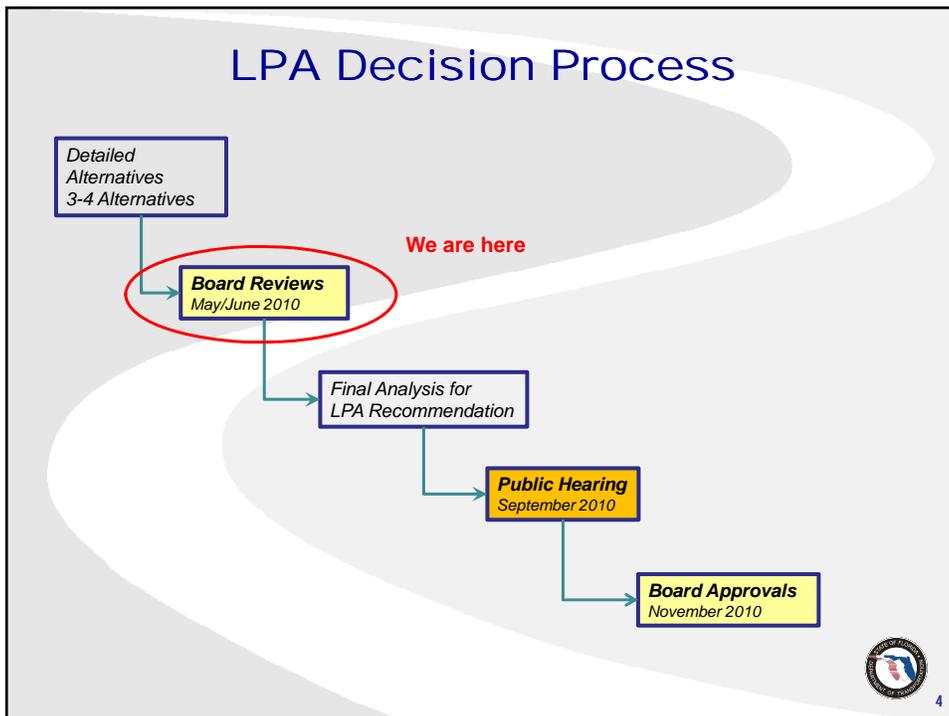
- Purpose of this Presentation:
 - Introduce Transit Vision for the 21st Century
 - Solicit regional decision-maker feedback before finishing study
- Requested feedback:
 - Comments regarding alternative refinement
 - Help in maximizing Public Hearing attendance



Regional Context



LPA Decision Process



Project Purpose

- Increase North-South mobility
- Directly serve downtown employment centers and traditional town centers
- Reinforce regional and local land use policies
- Attract economic development and TOD
- Serve transit dependent populations
- Reintroduce passenger service to the FEC corridor
- Increase local tax base

5

Previously Approved

- Last action by MPOs, approved:
 - FEC Corridor for Premium Transit service
 - Limited number of technologies to consider:
 - Light Rail (non-compliant)
 - Regional Rail (compliant)
 - Rapid Rail (MetroRail)
 - Bus Rapid Transit
 - Regional Bus
 - Approved Phase 2 Study

6



Phase 2 Work Accomplished

- Tested regional model
- Developed alternative service plans
- Analyzed ridership characteristics
- Developed alternate cross sections
- Prepared corridor-length alignments
- Estimated capital costs
- Screened alternatives (environmental screen)
- Determined station locations
- Refined technologies
- Solicited public input



7

Public Outreach

- **Activities:**
 - Two rounds of public meetings (January/October) (1,274 attendees)
 - Website
 - Newsletters
 - Municipal meetings (Staff & Elected Officials) (180+)
 - Business, civic group, homeowner meetings (30+)
- **Feedback:**
 - Overwhelming support for project
 - Public wants it now!
 - Some concerns on noise & vibration



8

October Workshop Preliminary Alternatives

A. Conventional Commuter Rail

- Service similar to Tri-Rail
- 17 Stations, 5 miles apart on average
- Fast service (under 2 hours from end-to-end)
- Least impact to vehicular traffic
- Modeled with push-pull equipment

9

October Workshop Preliminary Alternatives

B. Urban Mobility

- Most frequent service
- 56 Stations, 1-2 miles apart on average
- Modeled as Light Rail but could run as DMU
- Faster than bus, slower than commuter rail

10

October Workshop Preliminary Alternatives

C. Local and Express

- Combines Conventional Commuter Rail and Urban Mobility
- 56 Stations, 17 of which have added express service
- Combined Local/Express stations require additional right-of-way
- Most impact on roadway traffic
- Mix of push-pull and DMU

11

October Workshop Preliminary Alternatives

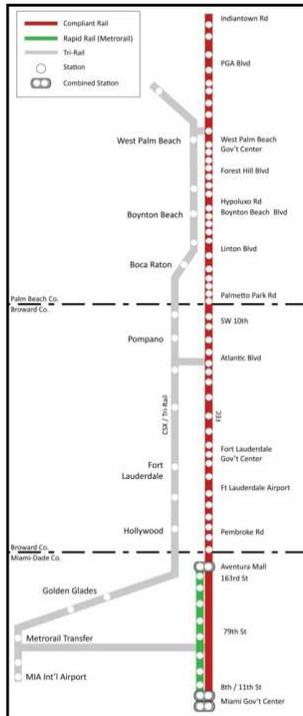
D. Integrated Network

- Combines Tri-Rail and FEC service into one alternative
- Extends Tri-Rail to Jupiter and Downtown Miami
- 57 Stations (1 added Tri-Rail station downtown)
- Travel through Pompano would require a transfer
- DMU equipment

12

October Workshop Preliminary Alternatives

E. Metrorail & Local Comm. Rail



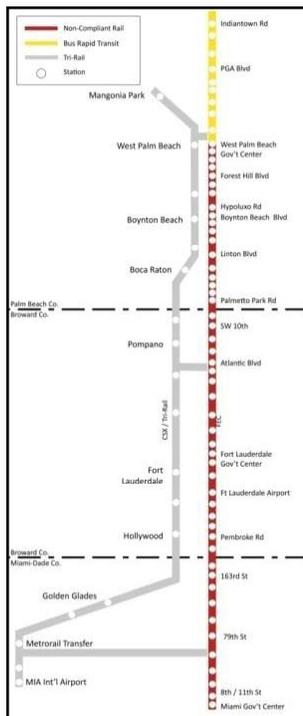
- Extends Metrorail service north to Miami
- Metrorail segment has high frequency and high capacity
- DMU service on entire corridor
- Highest capital cost of conceptual alternatives;
\$5.2 – \$6.4 billion



13

October Workshop Preliminary Alternatives

F. BRT & Local Comm. Rail



- Lower-cost solution for areas of lower transit demand
- BRT from West Palm Beach to Jupiter
- DMU West Palm Beach to Miami
- 56 stations (BRT and Rail)
- Lowest capital cost among build alternatives



14

Screening Matrix

	Commuter Rail	Urban Mobility	Express & Local	Integrated Network	Metro rail and RGR	BRT and RGR	TSM with Regional Bus
Positive							
Neutral							
Negative							
Measure							
EFFECTIVENESS							
Total SFECC ridership	Neutral	Positive	Neutral	Neutral	Positive	Neutral	Neutral
Total SFRTA ridership	Neutral	Negative	Negative	Positive	Neutral	Neutral	Positive
New track miles available for use by freight & Amtrak	Neutral	Negative	Positive	Neutral	Neutral	Neutral	Neutral
Number of Stations	Negative	Neutral	Neutral	Neutral	Neutral	Neutral	Neutral
Grade crossing closures (gate down time) in peak hour	Positive	Neutral	Negative	Neutral	Neutral	Neutral	Neutral
PROJECT IMPACTS							
Community Preference Score	Neutral	Positive	Positive	Positive	Neutral	Negative	Negative
Number of grade crossings	Neutral	Neutral	Neutral	Neutral	Neutral	Neutral	Positive
Buff strength of vehicles	Positive	Negative	Positive	Positive	Positive	Negative	Negative
COST-EFFECTIVENESS							
<i>Change in Tri-Rail ridership relative to baseline</i>	Neutral	Negative	Negative	Neutral	Negative	Neutral	Neutral
Capital cost per weekday passenger	Negative	Positive	Neutral	Positive	Positive	Neutral	Positive
Capital cost per passenger mile	Negative	Positive	Neutral	Positive	Negative	Neutral	Positive
Operating cost per annual passenger	Negative	Positive	Negative	Neutral	Neutral	Positive	Neutral
Operating cost per passenger mile	Neutral	Positive	Negative	Neutral	Neutral	Positive	Neutral
FINANCIAL FEASIBILITY							
Capital costs (billions)	Positive	Neutral	Neutral	Neutral	Negative	Neutral	Positive
New operating costs (millions)	Positive	Neutral	Neutral	Positive	Neutral	Positive	Positive

17

Screening Matrix

	Commuter Rail	Urban Mobility	Express & Local	Integrated Network	Metro rail and RGR	BRT and RGR	TSM with Regional Bus
Positive							
Neutral							
Negative							
Measure							
EFFECTIVENESS							
Total SFECC ridership	Neutral	Positive	Neutral	Neutral	Positive	Neutral	Neutral
Total SFRTA ridership	Neutral	Negative	Negative	Positive	Neutral	Neutral	Positive
New track miles available for use by freight & Amtrak	Neutral	Negative	Positive	Neutral	Neutral	Neutral	Neutral
Number of Stations	Negative	Neutral	Neutral	Neutral	Neutral	Neutral	Neutral
Grade crossing closures (gate down time) in peak hour	Positive	Neutral	Negative	Neutral	Neutral	Neutral	Neutral
PROJECT IMPACTS							
Community Preference Score	Neutral	Positive	Positive	Positive	Neutral	Negative	Negative
Number of grade crossings	Neutral	Neutral	Neutral	Neutral	Neutral	Neutral	Positive
Buff strength of vehicles	Positive	Negative	Positive	Positive	Positive	Negative	Negative
COST-EFFECTIVENESS							
<i>Change in Tri-Rail ridership relative to baseline</i>	Neutral	Negative	Negative	Neutral	Negative	Neutral	Neutral
Capital cost per weekday passenger	Negative	Positive	Neutral	Positive	Positive	Neutral	Positive
Capital cost per passenger mile	Negative	Positive	Neutral	Positive	Negative	Neutral	Positive
Operating cost per annual passenger	Negative	Positive	Negative	Neutral	Neutral	Positive	Neutral
Operating cost per passenger mile	Neutral	Positive	Negative	Neutral	Neutral	Positive	Neutral
FINANCIAL FEASIBILITY							
Capital costs (billions)	Positive	Neutral	Neutral	Neutral	Negative	Neutral	Positive
New operating costs (millions)	Positive	Neutral	Neutral	Positive	Neutral	Positive	Positive

18

Screening Matrix

	Commuter Rail	Urban Mobility	Express & Local	Integrated Network	Metro rail and RGR	BRT and RGR	TSM with Regional Bus
Positive							
Neutral							
Negative							
Measure							
EFFECTIVENESS							
Total SFCEC ridership	Neutral	Positive	Neutral	Neutral	Positive	Neutral	Neutral
Total SFRTA ridership	Neutral	Negative	Negative	Positive	Neutral	Neutral	Positive
New track miles available for use by freight & Amtrak	Neutral	Negative	Positive	Neutral	Neutral	Neutral	Neutral
Number of Stations	Negative	Neutral	Neutral	Neutral	Neutral	Neutral	Neutral
Grade crossing closures (gate down time) in peak hour	Positive	Neutral	Negative	Neutral	Neutral	Neutral	Neutral
PROJECT IMPACTS							
Community Preference Score	Neutral	Positive	Positive	Positive	Neutral	Negative	Negative
Number of grade crossings	Neutral	Neutral	Neutral	Neutral	Neutral	Neutral	Positive
Buff strength of vehicles	Positive	Negative	Neutral	Positive	Positive	Negative	Negative
COST-EFFECTIVENESS							
Change in Tri-Rail ridership relative to baseline							
Capital cost per weekday passenger	Negative	Positive	Neutral	Positive	Neutral	Positive	Positive
Capital cost per passenger mile	Negative	Positive	Neutral	Positive	Negative	Neutral	Positive
Operating cost per annual passenger	Neutral	Positive	Negative	Neutral	Neutral	Positive	Neutral
Operating cost per passenger mile	Neutral	Positive	Negative	Neutral	Neutral	Positive	Neutral
FINANCIAL FEASIBILITY							
Capital costs (billions)	Positive	Neutral	Neutral	Neutral	Negative	Neutral	Positive
New operating costs (millions)	Positive	Neutral	Neutral	Positive	Neutral	Positive	Positive

19

Screening Matrix

	Commuter Rail	Urban Mobility	Express & Local	Integrated Network	Metro rail and RGR	BRT and RGR	TSM with Regional Bus
Positive							
Neutral							
Negative							
Measure							
EFFECTIVENESS							
Total SFCEC ridership	Neutral	Positive	Neutral	Neutral	Positive	Neutral	Neutral
Total SFRTA ridership	Neutral	Negative	Negative	Positive	Neutral	Neutral	Positive
New track miles available for use by freight & Amtrak	Neutral	Negative	Positive	Neutral	Neutral	Neutral	Neutral
Number of Stations	Negative	Neutral	Neutral	Neutral	Neutral	Neutral	Neutral
Grade crossing closures (gate down time) in peak hour	Positive	Neutral	Negative	Neutral	Neutral	Neutral	Neutral
PROJECT IMPACTS							
Community Preference Score	Neutral	Positive	Positive	Positive	Neutral	Negative	Negative
Number of grade crossings	Neutral	Neutral	Neutral	Neutral	Neutral	Neutral	Positive
Buff strength of vehicles	Positive	Negative	Neutral	Positive	Positive	Negative	Negative
COST-EFFECTIVENESS							
Change in Tri-Rail ridership relative to baseline							
Capital cost per weekday passenger	Negative	Positive	Neutral	Positive	Neutral	Positive	Positive
Capital cost per passenger mile	Negative	Positive	Neutral	Positive	Negative	Neutral	Positive
Operating cost per annual passenger	Neutral	Positive	Negative	Neutral	Neutral	Positive	Neutral
Operating cost per passenger mile	Neutral	Positive	Negative	Neutral	Neutral	Positive	Neutral
FINANCIAL FEASIBILITY							
Capital costs (billions)	Positive	Neutral	Neutral	Neutral	Negative	Neutral	Positive
New operating costs (millions)	Positive	Neutral	Neutral	Positive	Neutral	Positive	Positive

20

Screening Matrix

	Commuter Rail	Urban Mobility	Express & Local	Integrated Network	Metro rail and RGR	BRT and RGR	TSM with Regional Bus
<div style="display: flex; justify-content: space-between;"> <div style="width: 20%;"> <p>■ Positive</p> <p>■ Neutral</p> <p>■ Negative</p> </div> </div>							
Measure							
EFFECTIVENESS							
Total SFECC ridership	Neutral	Positive	Neutral	Neutral	Positive	Neutral	Neutral
Total SFRTA ridership	Neutral	Negative	Negative	Positive	Neutral	Neutral	Positive
New track miles available for use by freight & Amtrak	Neutral	Negative	Positive	Neutral	Neutral	Neutral	Neutral
Number of Stations	Negative	Neutral	Neutral	Neutral	Neutral	Neutral	Neutral
Grade crossing closures (gate down time) in peak hour	Positive	Neutral	Negative	Neutral	Neutral	Neutral	Neutral
PROJECT IMPACTS							
Community Preference Score	Neutral	Positive	Positive	Positive	Neutral	Negative	Negative
Number of grade crossings	Neutral	Neutral	Neutral	Neutral	Neutral	Neutral	Positive
Buff strength of vehicles	Positive	Negative	Positive	Positive	Positive	Negative	Negative
COST-EFFECTIVENESS							
<i>Change in Tri-Rail ridership relative to baseline</i>	Neutral	Negative	Negative	Neutral	Negative	Neutral	Neutral
Capital cost per weekday passenger	Negative	Positive	Neutral	Positive	Positive	Neutral	Positive
Capital cost per passenger mile	Negative	Positive	Neutral	Positive	Negative	Neutral	Positive
Operating cost per annual passenger	Negative	Positive	Negative	Positive	Positive	Neutral	Positive
Operating cost per passenger mile	Neutral	Positive	Negative	Positive	Positive	Neutral	Positive
FINANCIAL FEASIBILITY							
Capital costs (billions)	Positive	Neutral	Neutral	Neutral	Negative	Neutral	Positive
New operating costs (millions)	Positive	Neutral	Neutral	Positive	Neutral	Positive	Positive

21

Screening Matrix

	Commuter Rail	Urban Mobility	Express & Local	Integrated Network	Metro rail and RGR	BRT and RGR	TSM with Regional Bus
<div style="display: flex; justify-content: space-between;"> <div style="width: 20%;"> <p>■ Positive</p> <p>■ Neutral</p> <p>■ Negative</p> </div> </div>							
Measure							
EFFECTIVENESS							
Total SFECC ridership	Neutral	Positive	Neutral	Neutral	Positive	Neutral	Neutral
Total SFRTA ridership	Neutral	Negative	Negative	Positive	Neutral	Neutral	Positive
New track miles available for use by freight & Amtrak	Neutral	Negative	Positive	Neutral	Neutral	Neutral	Neutral
Number of Stations	Negative	Neutral	Neutral	Neutral	Neutral	Neutral	Neutral
Grade crossing closures (gate down time) in peak hour	Positive	Neutral	Negative	Neutral	Neutral	Neutral	Neutral
PROJECT IMPACTS							
Community Preference Score	Neutral	Positive	Positive	Positive	Neutral	Negative	Negative
Number of grade crossings	Neutral	Neutral	Neutral	Neutral	Neutral	Neutral	Positive
Buff strength of vehicles	Positive	Negative	Positive	Positive	Positive	Negative	Negative
COST-EFFECTIVENESS							
<i>Change in Tri-Rail ridership relative to baseline</i>	Neutral	Negative	Negative	Neutral	Negative	Neutral	Neutral
Capital cost per weekday passenger	Negative	Positive	Neutral	Positive	Positive	Neutral	Positive
Capital cost per passenger mile	Negative	Positive	Neutral	Positive	Negative	Neutral	Positive
Operating cost per annual passenger	Negative	Positive	Negative	Positive	Positive	Neutral	Positive
Operating cost per passenger mile	Neutral	Positive	Negative	Positive	Positive	Neutral	Positive
FINANCIAL FEASIBILITY							
Capital costs (billions)	Positive	Neutral	Neutral	Neutral	Negative	Neutral	Positive
New operating costs (millions)	Positive	Neutral	Neutral	Positive	Neutral	Positive	Positive

22

Transit Technologies Under Consideration for Phase 2



Regional rail

Light rail transit

Regional bus



Rail rapid transit



Bus rapid transit



Transit Technologies Under Consideration for Phase 2



Regional rail

Light rail transit

Regional bus



Rail rapid transit



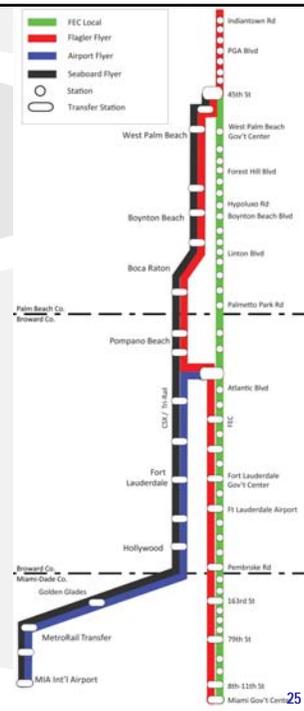
Bus rapid transit



Regional Rail DMU Alternative



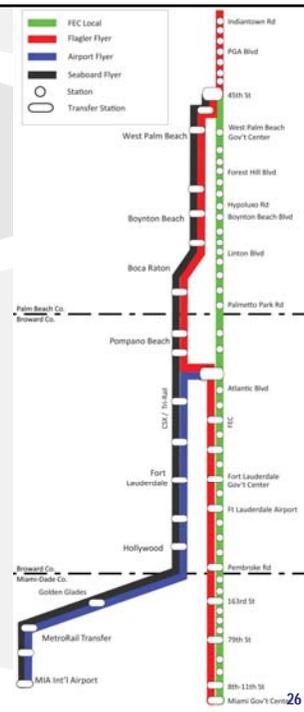
- 15/30 minute service headways
- End to end travel time 2 hours
- Quieter and lighter than Push-Pull
- Faster acceleration and braking



Regional Rail Push-Pull Alternative



- 15/30 minute service
- End to end travel time 2.3 hours
- Noisier and heavier than DMU
- Slower acceleration and braking



Bus Rapid Transit Alternative



- Runs in FEC ROW (requires track relocation)
- A bus every five minutes (peak)



Low Cost Alternative (Transportation System Management)



Commuter Bus



Articulated Bus

- Over the Road commuter bus from West Palm Beach to Jupiter
- Articulated 'Rapid' Bus running on parallel surface streets (Jupiter to Miami)
- A bus every five minutes (peak)
- End to end travel time 5½ hours



Economic Characteristics of Alternatives

<i>Economic Characteristics of Alternatives</i>	TSM Rapid Bus	Bus Rapid Transit	Regional Rail DMU	Regional Rail Push-Pull
Weekday Premium Transit Passenger Trips <i>incl. Tri-Rail</i> (thousands)	48-60	69-90	60-95	52-83
End-to-End Run Time	5:30	4:00	2:00	2:30
Capital Cost (millions)	\$350	\$2,106	\$2,274 - \$2,518	\$2,272 - \$2,342
Additional Annual Operating and Maintenance Cost (beyond Tri-Rail Costs) (millions)	\$107	\$53	\$89 - \$116	\$108 - \$112
Economic Development Potential	Low	Medium	High	High
Transit Oriented Development	Low	Medium	High	High



Project Stations

- Stations are a gateway to communities:
 - Fill gaps in the urban fabric
 - Attract people to transit
 - Affect traffic circulation
 - Pedestrian & vehicular
- Station goals:
 - Address new transit needs
 - ‘Good fit’ for community
 - Support development needs
 - Encourage/shape redevelopment
 - Contribute life & vitality



30

Station Location Evaluation

Met with all 28 communities on the corridor to identify station locations.

- Step 1: Initial evaluation
 - Determined if 97 possible locations have a feasible station type
 - FINDING: Eliminated 19
- Step 2: Secondary evaluation
 - Determined recommended station location and type
 - FINDING: 56 stations recommended
- Step 3: Operational evaluation
 - Evaluated locations based on station spacing
 - FINDING: 4 stations eliminated for a total of 52 locations

Station Types

- City Center
- Local Park-Ride
- Town Center
- Regional Park-Ride
- Neighborhood
- Airport/Seaport
- Employment Center
- Special Event Venue

City Center Stations

STATION TYPE DESCRIPTION
 Located in dense urban areas, these stations locate large numbers of people within the area. For dedicated parking, sit in close proximity to transit and provide the maximum station efficiency. These stations also function as multi-modal centers, providing services to local buses or other transit modes.

STATION TYPE DATA

Parking Requirements	
Source / Services	No dedicated parking. Shared parking structures a possibility.
Station Access	
Transit Connections	All bus services (Streetcar, Express, Local)
Prohibition Areas	Primary means of access, contingent on station type.
Transfer Access	Level board
Land and Land Use	
Size of station site	<1 acre
zoning	Commercial (C-1) or Neighborhood - T-2 (Urban) Residential - T-3 (Urban)

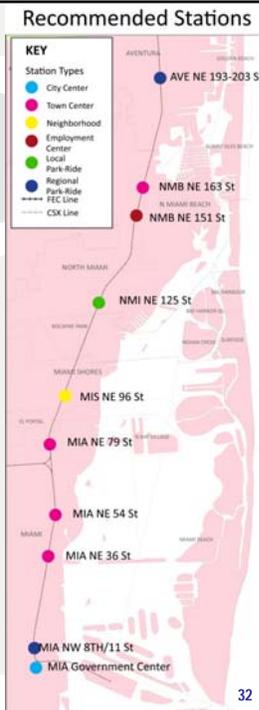
Station type data is for informational purposes only. Station type data is not a guarantee of station type.

Example typology data



Miami-Dade County Station Locations

- 10 recommended stations in Miami-Dade County

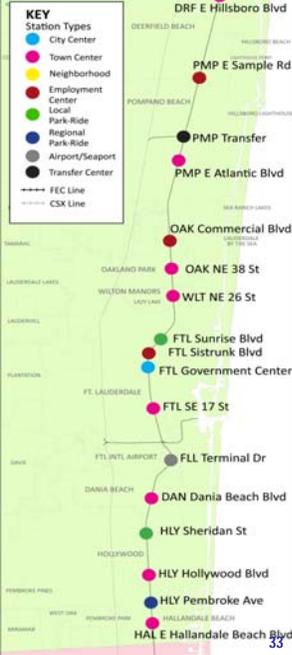


Broward County Station Locations

- 17 recommended stations in Broward County



Recommended Stations



Palm Beach County Station Locations

- 25 recommended stations in Palm Beach County



Recommended Stations



Project Benefits

- Creates 900 annual construction jobs
- Creates 26,500 permanent jobs
- Stimulates economic development in the three counties - \$3.2B total new earnings
- Increases the tax base
- Reduces energy consumption and improves air quality

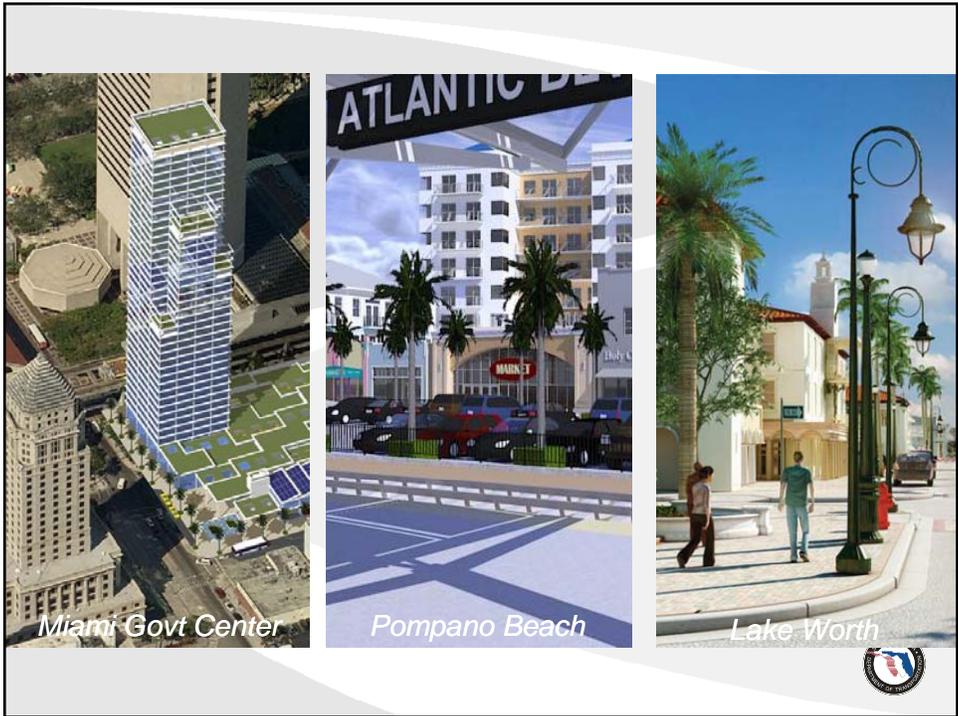
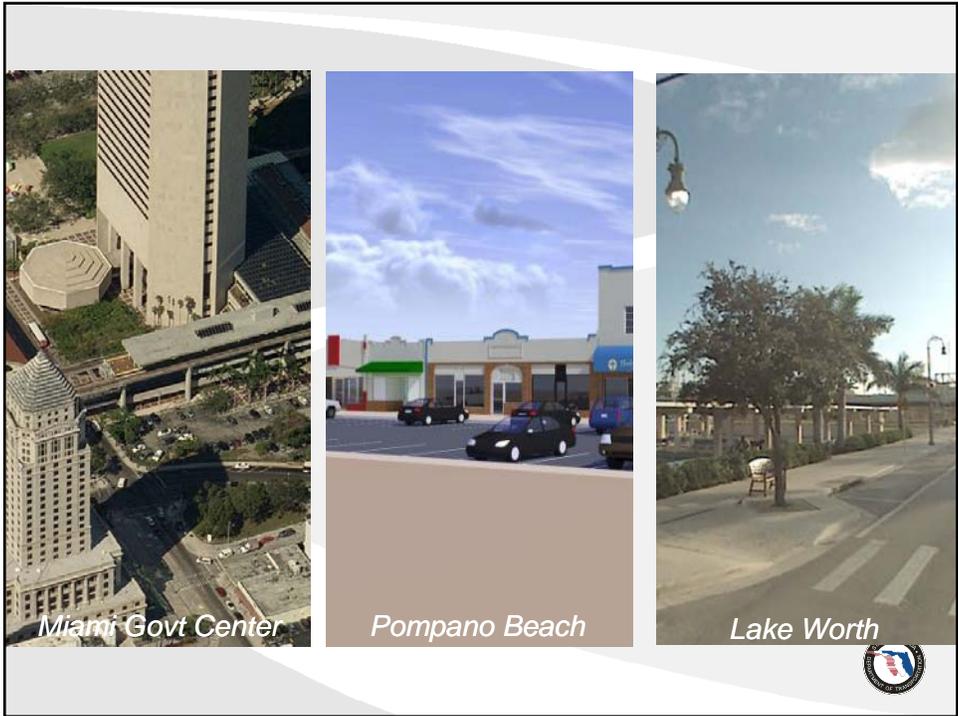


35

Economic Characteristics of Alternatives

<i>Economic Characteristics of Alternatives</i>	TSM Rapid Bus	Bus Rapid Transit	Regional Rail DMU	Regional Rail Push-Pull
Weekday Premium Transit Passenger Trips <i>incl. Tri-Rail</i> (thousands)	48-60	69-90	60-95	52-83
End-to-End Run Time	5:30	4:00	2:00	2:30
Capital Cost (millions)	\$350	\$2,106	\$2,274 - \$2,518	\$2,272 - \$2,342
Additional Annual Operating and Maintenance Cost (beyond Tri-Rail Costs) (millions)	\$107	\$53	\$89 - \$116	\$108 - \$112
Economic Development Potential	Low	Medium	High	High
Transit Oriented Development	Low	Medium	High	High





SOUTH FLORIDA REGIONAL TRANSPORTATION AUTHORITY
PLANNING TECHNICAL ADVISORY COMMITTEE (PTAC)
MEETING: JUNE 16, 2010

INFORMATION ITEM REPORT

Information Item

Presentation

MIAMI-DADE NEAR-TERM PUBLIC TRANSPORTATION PLANNING

SUMMARY EXPLANATION AND BACKGROUND:

For the last 6 months the Miami-Dade Metropolitan Planning Organization (MPO) has been working with Miami-Dade Transit to develop a very detailed implementation plan for the next five years. Efforts have concentrated on improving transit operations and service in the heaviest traveled transit corridors, which are also Miami-Dade's future premium transit corridors. The improvements have called for enhanced bus, straightening routes, finding park and ride locations, improving headways and running times, and planned development of transit stations as a step up from just shelters. Additionally, following the success of the implementation of 95 Express, further development of express bus service is taking place. Ridership is being modeled and operating costs are being estimated for each of the improvements.

Miami-Dade MPO staff will present this item, sharing further details of these activities with the PTAC.

EXHIBITS ATTACHED: None

SOUTH FLORIDA REGIONAL TRANSPORTATION AUTHORITY
PLANNING TECHNICAL ADVISORY COMMITTEE (PTAC)
MEETING: JUNE 16, 2010

OTHER BUSINESS

“BEYOND THE MOTOR CITY” MOVIE SCREENINGS

Two free screenings of the critically acclaimed film “Beyond the Motor City” will be occurring in South Florida in the coming weeks. The first screening will take place on June 22, from 8:00 AM to 10:30 AM in the Broward County Health Department Auditorium. This screening is sponsored by the Broward County Health Department, the Smart Growth Partnership, S. Mark Graphics, and Miller Legg.

The second screening will take place in the SFRTA Boardroom on June 29, from 6:00 PM to 8:00 PM. This screening is sponsored by the Institute of Transportation Engineers (ITE), American Planning Association (APA) Florida Broward Section, Women’s Transportation Seminar (WTS) South Florida, and the South Florida Bike Coalition. Food, beverage, and a complimentary Tri-Rail ticket will be provided.

Further event details and registration information are provided in the attached flyers.

EXHIBITS ATTACHED: June 22 Screening Flyer
June 29 Screening Flyer

Join the debate about the future of mass transit in America!

THE BLUEPRINT AMERICA SCREENING TOUR

is a community initiative that raises questions about the future of transportation in America. Thanks to generous support from the Rockefeller Foundation and local sponsors, you are invited to the only scheduled film screening in Broward and Dade Counties.

EVENT: Screening of

BEYOND THE MOTOR CITY

by acclaimed filmmaker Aaron Woolf (King Corn)

DATE:

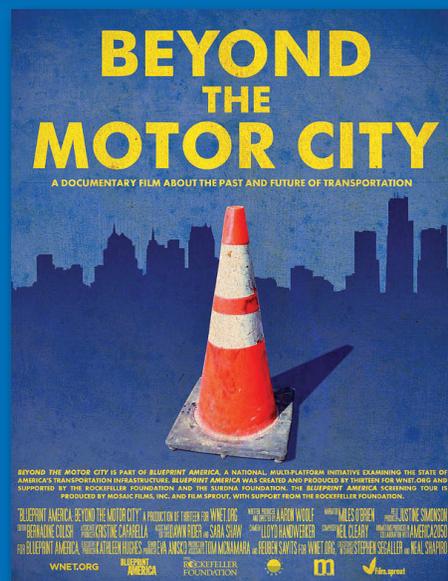
June 22, 2010, 8 am - 10:30 am

LOCATION:

BROWARD COUNTY HEALTH DEPARTMENT
780 SW 24th Street, Fort Lauderdale, FL 33315

FREE EVENT RSVP by June 21:

To reserve your seat contact
Pat at Miller Legg at 954-628-3654
or PLegue@MillerLegg.com



THE BLUEPRINT AMERICA TOUR energizes debate on:

- New hopes for accessible, clean, and modern mass transit in America
- The role of cities and consumers in shaping the next generation of transportation systems
- A roadmap for revitalizing the way we move through our cities and neighborhoods

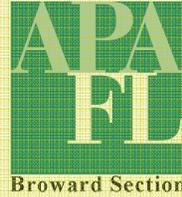
Directions to Broward County Health Department Administrative Building: *I-95 or I-595 to SR-84 exit and go East; take SR 84 East to SW 6th Avenue pass traffic lights at 15th, and 9th Avenues; turn Right onto SW 6th Avenue (no traffic light); continue to SW 26th Street, turn Right on to SW 26th Street, turn Right into the last BCHD parking lot entrance - Administrative Center.

*US Route 1 (Federal Highway) to State Road 84; take State Road 84 West pass traffic light at Andrews Ave. and RR tracks. At traffic light at SW 4th Avenue turn left onto 4th Ave and continue to SW 26th Street, turn Right onto SW 26th Street, turn Right into the last BCHD parking lot entrance.

Administrative Center Phone: 954-467-4723 or 954-467-4807

CO-SPONSORED BY:





JOIN THE DEBATE ABOUT THE FUTURE OF MASS TRANSIT IN AMERICA!

For the first time ever, the following local organizations:

**Institute of Transportation Engineers (ITE)
American Planning Association (APA)
Women's Transportation Seminar (WTS)
South Florida Bike Coalition (SFBC)**

are teaming together in support of the PBS [Blueprint America](#) initiative by sponsoring a local screening of the film ***Beyond the Motor City***.

Beyond the Motor City is a new PBS documentary directed by acclaimed filmmaker Aaron Woolf (*King Corn*) and produced as part of BLUEPRINT AMERICA, the precedent-setting, multi-platform initiative—produced by Thirteen/WNET and funded by the Rockefeller Foundation—that shines a spotlight on one of our country's most critical issues: America's decaying and neglected infrastructure.

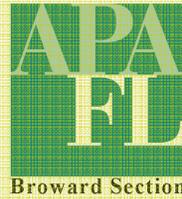
Beyond the Motor City examines how Detroit, a grim symbol of America's diminishing status in the world, may come to represent the future of transportation and progress in this country. The film explores Detroit's historic investments in infrastructure—from early 19th-century canals to the urban freeways that gave The Motor City its name and made America's transportation system the envy of the world. But it also reveals that over the last 30 years, much of the world has left Detroit—and America—behind, choosing faster, cleaner, more modern transportation.

In a journey that takes us into the neighborhoods of Detroit and then beyond to Spain, California, and our nation's capital, *Beyond the Motor City* urges us to ask how a symbol of America's urban decay might transform itself into a model of urban revitalization. Can we finally push America's transit system into the 21st century?

So come one, come all to this great event. We encourage you to bring friends and family as well so they too can start to understand what affect transportation has on our quality of life and how our industry can make a difference.

Join us for a viewing of the film at our very own *South Florida Transportation Authority's* headquarters in Pompano Beach, FL. Food, beverages, and a train ride are on us!

Next Page for Event Details→



SOUTH FLORIDA BIKE COALITION

Event Description: Screening of the film *Beyond the Motor City*

Event Location: South Florida Regional Transportation Authority
BOARD ROOM
800 NW 33rd St, Suite 100
Pompano Beach, FL 33064

Event Date and Time: Tuesday evening, June 29th
6:00PM to 8:00PM

Event Fee:  FREE!

Attendees: ALL are welcome – we encourage you to bring friends and family*

Specials: Food and beverages provided
Attendees will receive a free ride with Tri-Rail!
Attention AICP's – CM Credits are being applied for

Directions: *By Rail*
<http://www.tri-rail.com/>
By Bus
<http://www.broward.org/bct/Pages/Default.aspx>
By Car

- Take I-95
- Take the COPANS RD Exit 38
- Head WEST on COPANS RD
- Turn RIGHT onto N ANDREWS AVENUE EXT/MILITARY
- Turn RIGHT onto NW 33RD ST
- Turn RIGHT into SFRTA Headquarter's Parking Lot

RSVP: RSVP by June 25th – [RSVP HERE](#)

*Event not suitable for small children

