



Planning Technical Advisory Committee (PTAC) Meeting

REGULAR MEETING AGENDA

Wednesday, June 17, 2015

10:00 a.m.

MIAMI-DADE EXPRESSWAY AUTHORITY

3790 NW 21st Street

Miami, Florida 33142

www.sfrta.fl.gov

FOR FURTHER INFORMATION CALL NATALIE YESBECK PUSTIZZI AT (954) 788-7957

Members

Steve Braun, Florida Department of Transportation, District IV

Michael Busha, Treasure Coast Regional Planning Council

Monica Cejas, Miami-Dade Transit

Lisa Colmenares, Florida Department of Transportation, District VI

William Cross, South Florida Regional Transportation Authority

Jesus Guerra, Miami-Dade Metropolitan Planning Organization

Larry Merritt, FDOT, District IV

James Murley, South Florida Regional Planning Council

Barney McCoy, Broward County Transit

Greg Stuart, Broward Metropolitan Planning Organization

Fred Stubbs, Palm Tran

Nick Uhren, Palm Beach Metropolitan Planning Organization

Directions to Miami-Dade Expressway Authority: I-95 to FL 112 W. Go west on FL 112 and exit on Le Jeune Road South. Take Le Jeune Road to NW 21st Street. Go East on NW 21st Street. The MDX offices are on the right. Free parking is available across the street from MDX at the Tri-Rail Miami Airport Station. The MDX offices are also accessible by taking Tri-Rail to the Miami Airport Station and crossing NW 21st Street.

PLANNING TECHNICAL ADVISORY COMMITTEE (PTAC)
MEETING OF JUNE 17, 2015

The meeting will convene at 10:00 a.m., and will be held at the Miami-Dade Expressway Authority, 3790 NW 21st Street, Miami, FL 331424.

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.

<u>CONSENT AGENDA</u>

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 April 15, 2015

<u>REGULAR AGENDA</u>

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

R1- MOTION TO APPROVE- SFRTA FY 2016-2025 Transit Development Plan (TDP) Annual Update

<u>INFORMATION / PRESENTATION ITEMS</u>

Action not required, provided for information purposes only.

I1 – INFORMATION: New SFRTA Palm Beach International Airport Shuttle

I2 – INFORMATION: Miami River- Miami Intermodal Center Capacity Improvement (MR MICCI) Project

I3 – INFORMATION: CSX East-West Rail Feasibility Study

I4 – INFORMATION: South U.S.1 (Broward County) Transit Corridor Improvements Study

(Agenda Continues on Next Page)

I5 – INFORMATION: SFRTA South Florida Transit Resource Guide, 2nd Edition

OTHER BUSINESS:

OB1- Florida Department of Transportation upcoming Florida Transportation Plan (FTP) and Strategic Intermodal System (SIS) regional workshops

PTAC MEMBER COMMENTS

MEETING ATTENDANCE SUMMARY – Enclosed

NEXT MEETING DATE – Wednesday, September 15, 2015

ADJOURNMENT

In accordance with the Americans with Disabilities Act and Section 286.26, Florida Statutes, persons with disabilities needing special accommodation to participate in this proceeding, must at least 48 hours prior to the meeting, provide a written request directed to the Executive Office at 800 NW 33rd Street, Pompano Beach, Florida, or telephone (954) 942-RAIL (7245) for assistance; if hearing impaired, telephone (800) 273-7545 (TTY) for assistance.

Any person who decides to appeal any decision made by the Governing Board of the South Florida Regional Transportation 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
APRIL 15, 2015

The Planning Technical Advisory Committee (PTAC) meeting was held at 10:00 A.M. on Wednesday, April 15, 2015 in the South Florida Regional Transportation Authority Training Room, located at 800 NW 33rd Street Pompano Beach, Florida 33064.

COMMITTEE MEMBERS/ALTERNATES PRESENT:

Ms. Nilia Cartaya, Miami Dade Transit
Ms. Kim DeLaney, Treasure Coast Regional Planning Council (RPC), Committee Chair
Mr. Ken Jeffries, FDOT, District VI
Mr. Larry Merritt, FDOT District IV
Mr. James Murley, South Florida RPC
Ms. Valerie Neilson, Palm Beach MPO
Mr. Joseph Quinty, SFRTA Committee Vice-Chair
Mr. Jonathan Roberson, Broward County Transit
Mr. Fred Stubbs, Palm Tran

ALSO PRESENT:

Ms. Loraine Cargill, SFRTA
Mr. Ian Debnam, Jacobs
Ms. Odalys Delgado, HNTB
Mr. Victor Garcia, SFRTA
Ms. Vicki Gatanis, SFRTA
Ms. Abra Horne, Jacobs
Ms. Brittany Hubbard, SFRTA
Mr. Vikas Jain, T.Y. Lin
Ms. Jill Quigley, HDR
Mr. Ian Rairden, Kimley-Horn & Associates
Mr. Jordan Rockwell, FDOT District IV
Mr. Vincent, Scullo, SFRTA
Ms. Jessica Vargas-Astaiza, SFRTA
Mr. Jeff Weidner, Marlin Engineering
Ms. Marianne Winfield, Smart Growth Partnership
Ms. Natalie Yesbeck-Pustizzi, SFRTA

CALL TO ORDER

Vice-Chairperson Joe Quinty called the meeting to order at 10:13 A.M.

ROLL CALL

The Chair requested the roll call. After a quorum was established, Chairperson DeLaney introduced Ms. Valerie Nielson, the new Transit Coordinator for the Palm beach MPO, to the committee.

PLEDGE OF ALLEGIANCE

AGENDA APPROVAL – Additions, Deletions, Revisions

Mr. Ken Jeffries made a motion to approve the agenda. The motion was seconded by Mr. Roberson. The motion was called to a vote and carried unanimously.

DISCUSSION ITEMS:

MATTERS BY THE PUBLIC – None

CONSENT AGENDA

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

C1 – MOTION TO APPROVE: Minutes of Planning Technical Advisory Committee Meeting of February 18, 2015.

Mr. Merritt had a minor revision. A sentence in the second paragraph should be amended to read: “Mr. Merritt and Mr. William then discussed whether the changes to State funding for the SFRTA (due to the new rail bill a few years back) now blend the block grant funds with other state sources”. Mr. Larry Merritt made a motion to approve the meeting minutes. The motion was seconded by Mr. Joseph Quinty. The motion was called to a vote and carried unanimously.

REGULAR AGENDA

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

R1 – MOTION TO ENDORSE:

INFORMATION / PRESENTATION ITEMS

Action not required, provided for information purposes only.

I1 – INFORMATION: Regional Express Bus Planning

Mr. Jordan Rockwell with FDOT District IV gave his presentation on Regional Express Bus Planning. He explained that there is an upward trend in ridership, although there is usually a dip in December and the summer months. He explained that MDX currently has two routes and there are plans for another two when 95 Express opens. Broward County Transit has a total of seven (7) routes, for a total of nine (9) routes funded by FDOT. Mr. Rockwell also explained the challenges of the Park and Ride system. There are currently three (3) temporary Park and Ride lots operating in Miramar, all of which are regularly filled to capacity. Mr. Rockwell elaborated that the office of OMD is currently working on a Park and Ride Master Plan. FDOT will look to purchase land for future Park and Ride lots as a result of the Master Plan.

I2 – INFORMATION: Tri- Rail Downtown Miami Link (on the FEC Railway Corridor)

Mr. Joseph Quinty of SFRTA presented this item. Mr. Quinty began by giving a brief overview of the existing Tri-Rail system's initiatives, trends, and ridership markets. He then explained the new Tri-Rail Downtown Miami Link effort, which is an 8 mile extension to Downtown Miami on the FEC Railway corridor. Mr. Quinty noted that the cost of the Downtown Miami link is only \$68 million, due to leveraging the TIGER grant freight rail investment in the Iris rail connection as well as the new rail infrastructure and station that will soon be constructed by All Aboard Florida. One of the project elements that Mr. Quinty highlighted is the one-time, \$1 Million access fee for a perpetual public commuter rail easement from between the Iris rail connection and into the new Downtown Miami station. He also noted that this is a near-term initiative, with the target of opening service into Downtown Miami within two years. Mr. Quinty pointed out that the project has led to increased interest in Miami-Dade of all of the existing freight rail corridors. He closed by saying that numerous funding agreements and approvals are required by the end of June in order for the Downtown Miami Link project to move forward.

I3 – INFORMATION: Tri-Rail Coastal Link Survey Results

Ms. Abra Horne presented this item, which intended to gauge public opinion on key factors. It was a statistically valid survey with 1000 surveys conducted. Participants were contacted via landline and cell phone. 30% of raw data came from cell respondents. The study was conducted from December 9, 2014 through February 2015. The largest segment of respondents were retirees. The data revealed that convenience is an important factor for both riders and non-riders. TRCL was viewed favorably, but more education is needed about funding. Out of 1000 respondents, 24% of responders used public transportation within the past 3 months. Ms. Horne explained that the raw data will be further analyzed. The overall conclusion was that support for public transportation was high. This survey was based more on Tri-Rail Coastal Link, however, the 2009 survey focused on a broader spectrum to gauge public opinion on public transportation. Ms. Yesbeck Pustizzi notified the committee that the SFRTA will conduct a second survey in coming months that will more closely relate to the 2009 survey. These results, as well as a detailed analysis of both survey efforts, will be brought to the PTAC in coming months. Chairperson DeLaney suggested adding two new fields to the survey: occupation and political party affiliation. She agreed that the data is informative, but the sample may have been too small, which may not have encompassed the entire demographic. She further suggested that a larger sample could be surveyed or a different method could be used.

I4 – INFORMATION: SFRTA FY 2016-2025 Transit Development Plan (TDP) Annual Update

Ms. Vicki Gatanis presented this item. The TDP Major Update adopted in 2013 covers a 10 year planning horizon. The Annual update contains Operational and Capital improvements, which are measured against goals and objectives that were adopted as a part of the Major Update. The preparation schedule spans from June 2015 –July 2015 to present a draft to PTAC; August 2015 to present to the SFRTA Governing Board; and September 2015 to transmit to FDOT. Recent notable actions include: the takeover of dispatch and the opening of the MIC on April 5th. Ms. Gatanis added that the construction of the SFRTA Operation Center is scheduled to begin in May 2015 and continue until May 2016. Chairperson DeLaney asked Mr. Quinty about progress on the Northern Layover. Mr. Quinty responded that there was a slight delay in schedule because the Capital and Operating budget was pushed back to the May Board Meeting. Staff will bring updates to June PTAC meeting. There was discussion of hosting the June PTAC Meeting at MDX with a MIC Tour immediately following.

I5 – INFORMATION: SFRTA Social Media Launch

Mr. Vincent Sciullo, SFRTA staff, gave a brief update. He explained that SFRTA has recently launched Tri-Rail onto Social Media. Six brand new social media pages including Facebook, Twitter, Instagram, YouTube, LinkedIn, and Google+ went live on January 28th, 2015. The goal was to target more of the millennial demographic, those 18-34 years old, since studies show they get most of their information digitally. Facebook is the largest forum. In just under three months, the Tri-Rail page received 6900 “likes”. Twitter is the most active and there has been positive feedback and updates. The picture-sharing application, Instagram, is the most popular with the Millennial demographic. When articles and press releases are uploaded to Google +, the article goes higher up on the Google search engine, which helps to promote good news about Tri-Rail. LinkedIn is geared more toward professional connections, and job postings. An example of the positive impact of Social Media can be illustrated with the Lake Worth Street Painting Festival, which was promoted on Facebook. Compared with the previous year, ridership increased 500 people with just one Facebook post. Social Media allows the agency to connect with riders through platforms they visit at all hours of the day, and reach out to new riders, a younger demographic, and businesses with information about Tri-Rail.

OTHER BUSINESS:

Mr. Quinty invited all to attend the COMTO Luncheon immediately following the PTAC Meeting. He also mentioned the ULI Event and offered to take questions if any one needed clarity. He asked all to please advise Natalie Yesbeck Pustizzi in the future of any flyers or Agency events to include in the PTAC Agenda package. Chairperson DeLaney reminded those participating that the next TRCL meeting would be held on April 29th, 2015. The Next PTAC meeting was confirmed for June 17th with the location to be confirmed at a later date.

PTAC MEMBER COMMENTS:

Mr. Larry Merritt commented that two historic events transpired within the past three weeks. He commented that the new South Florida Transportation icon is the Miami Intermodal Center and that Tri-

Rail took over Maintenance and Dispatch of the corridor; a challenging feat that took 20 years to achieve. He was complimentary toward all those who worked diligently to bring this accomplishment to fruition.

NEXT MEETING DATE: June 17, 2015.

ADJOURNMENT: The meeting was adjourned at 12:18 pm.

SOUTH FLORIDA REGIONAL TRANSPORTATION AUTHORITY
 PLANNING TECHNICAL ADVISORY COMMITTEE (PTAC)
 MEETING: June 17, 2015

AGENDA ITEM REPORT

Consent Regular Public Hearing

SFRTA TRANSIT DEVELOPMENT PLAN (TDP) FY 2016-2025 ANNUAL UPDATE

REQUESTED ACTION:

MOTION TO ENDORSE: SFRTA TDP 2016-2025

SUMMARY EXPLANATION AND BACKGROUND:

The State of Florida Public Transit Block Grant Program was enacted by the Florida Legislature to provide a stable source of state funding for public transportation. The Block Grant Program requires public transit providers to develop and adopt a TDP on an annual basis, with a major update completed every five years and minor updates in the intervening years. In 2013, SFRTA completed extensive outreach, coordination, and technical analysis to develop its Transit Development Plan (TDP) Major Update, titled "SFRTA: Moving Our Region Forward". The TDP presented today is the second annual, minor update following the 2013 Major Update.

Both major and annual TDP updates have a ten year planning horizon. Consistent with past SFRTA TDPs, the first five years shown in the document match with SFRTA's recently adopted capital and operating budgets, while years six through ten represent SFRTA's vision, containing planned projects and unfunded needs. Adopted TDPs must be submitted to the Florida Department of Transportation (FDOT) by September 1st of each year.

Some of the key elements of the draft TDP Annual Update are:

- Documentation of changes since adoption of last year's TDP Major Update. These include:
 - SFRTA Control of Dispatch and Maintenance for the South Florida Rail Corridor
 - Tri-Rail Station Service at the Miami Intermodal Center (MIC)
 - Tri-Rail Downtown Miami Link Initiative
 - New Operations Center and Pompano Station Construction
 - Social Media Launch
 - New PBIA Shuttle Funding and other Shuttle Bus Expansions
- Tracking of recent activities in relation to the TDP Major Update Goals and Objectives
- Latest ridership and on-time performance trends for SFRTA's services
- Inclusion of the recently adopted SFRTA Five Year Capital and Operating Budgets
- Documentation of SFRTA's overall needs and projected costs over a full ten year period

SOUTH FLORIDA REGIONAL TRANSPORTATION AUTHORITY
PLANNING TECHNICAL ADVISORY COMMITTEE (PTAC)
MEETING: June 17, 2015

AGENDA ITEM REPORT

At the June 17 PTAC meeting, SFRTA staff will provide an overview of the draft TDP Annual Update document. Feedback and recommendations will be sought from the committee. PTAC endorsement of the SFRTA TDP FY 2016-2025 Annual Update is requested.

The current project schedule anticipates PTAC endorsement of the draft TDP Annual Update on June 17 and then seeking SFRTA Governing Board approval in August. This allows for submittal to the Florida Department of Transportation by the September 1, 2015 deadline.

EXHIBITS ATTACHED: Draft *SFRTA TDP FY 2015-2016 Annual Update* document

PTAC Action:

Approved: _____Yes _____No

Vote: _____ Unanimous

Amended Motion:

2015 UPDATE



FY 2016-2025

SFRTA FORWARD PLAN

Transit Development Plan



1. INTRODUCTION

The South Florida Regional Transportation Authority (SFRTA) presents this annual update to its Transit Development Plan (TDP), *SFRTA: Moving Our Region Forward (SFRTA Forward)*. The TDP documents this agency's vision and strategic guide over a ten-year planning horizon.

Adopted in 2013, *SFRTA Forward* focuses on reinvigorating SFRTA's identity, mission and leadership role in developing premium regional transit services. Key to achieving its mission, SFRTA seeks to work with public and private sector partners to provide improved transit and associated economic development benefits.

This update describes accomplishments for the past year, evaluates the agency's efforts against the TDP's Goals and Objectives, and documents investment commitments for the next five years. Many exciting *SFRTA Forward* transit projects and concepts are presented, including some near-term projects that are poised to have a significant positive impact. These include:

- ◇ SFRTA Control of Dispatch and Maintenance for the South Florida Rail Corridor
- ◇ Tri-Rail Miami Airport Station at the Miami Intermodal Center (MIC)
- ◇ Tri-Rail Downtown Miami Link Initiative
- ◇ SFRTA Social Media Launch
- ◇ Tri-Rail Pompano Beach Station Improvements and a New SFRTA Operations Center
- ◇ Completion of West Palm Beach Station Improvements, East Side
- ◇ SFRTA New Northern Layover Facility
- ◇ Tri-Rail Coastal Link
- ◇ Provision of Additional Parking Spaces at Lake Worth Station
- ◇ New and Expanded Shuttle Bus Routes
- ◇ New Bicycle Cars

At the same time, SFRTA continues important work with regional agency partners and the private sector to advance other transformational projects, such as region-wide Tri-Rail expansion onto the Florida East Coast (FEC) Railway corridor (known as the Tri-Rail Coastal Link) and The WAVE modern streetcar in downtown Fort Lauderdale.

TDP REQUIREMENTS

SFRTA Forward is consistent with the requirements for the State of Florida Public Transit Block Grant (PTBG) Program, a program enacted by the Florida Legislature to provide a stable source of funding for public transit. The PTBG requires public transit service providers to develop and adopt a 10-Year TDP per the Florida Department of Transportation (FDOT) requirements adopted on February 20, 2007. Major requirements of the rule include the following:

- Major updates must be completed every 5 years, covering a 10-year planning horizon.
- A public involvement plan must be developed and approved by FDOT or be consistent with the approved Metropolitan Planning Organization (MPO) public involvement plan.
- FDOT, the Regional Workforce Development Board, and the MPO must be advised of all public meetings where the TDP is presented and discussed, and these entities must be given the opportunity to review and comment on the TDP during the development of the mission, goals, objectives, alternatives, and 10-year implementation program.
- Estimation of the community’s transit service demand (10-year annual projections) must be made using the planning tools provided by FDOT or a demand estimation technique approved by FDOT.
- Consistency with approved local government comprehensive plans and the MPO’s Long Range Transportation Plans.

TDP ANNUAL UPDATE COMPLIANCE CHECKLIST

Rule 14-73.001(4) Florida Administrative Code for TDP Annual Update Requirements	Pro-vided	TDP Section Reference
Past year’s accomplishments compared to original Implementation Plan	✓	Section 2.3 SFRTA Efforts and Accomplishments
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 if discrepancies exist	✓	Section 2 generally, and Section 2.3 specifically
Any revisions to the implementation program for the coming year	✓	Section 2.3, implementation updates; Section 4 and 4.3, 10-Year Capital Plan
Revised 10 th year implementation plan	✓	Section 4.3, 10-Year Capital Plan
New recommendations for the 10 th year	✓	Section 4.3, 10-Year Capital Plan
Revised financial Plan	✓	Section 4.3, 10-Year Capital Plan
Revised list of projects or services needed to meet goals and objectives, including projects for which funding may not have been identified.	✓	Section 4 and 4.3, 10-Year Capital Plan
Summary report on fare box recovery ratio, and strategies to improve it, per 341.071 F.S.	✓	<i>To be included in final draft Appendices.</i>

ORGANIZATION OF *SFRTA Forward*

SFRTA Forward is organized into four major sections (including Section 1, Introduction).

Section 2: Overview of SFRTA services and a summary of accomplishments and challenges since last year's TDP Minor Update (2014).

Section 3: Evaluation and update to the goals and objectives developed by SFRTA staff as a part of the SFRTA TDP Major Update in 2013. These goals and objectives were developed to reinforce SFRTA's vision to promote transit growth and improvement over the next decade

Section 4: The ***SFRTA Forward*** 10-year transit plan, including the 10-year implementation program and finance plan for SFRTA's operating and capital programs. The 10-year financial plan includes a cost feasible plan and a needs plan to reflect unfunded project needs.

In summary, this update continues the mission of the ***SFRTA Forward***, a plan that thinks big and focuses on reinvigorating the identity of SFRTA and evolving and expanding the leadership role of SFRTA to provide premium transit services throughout the South Florida region.

TRANSIT AGENCY CONTACT INFORMATION

Agency: South Florida Regional Transportation Authority
Contact: Vicki Gatanis
Transportation Planner
Telephone Number: (954) 788-7977
Mailing Address: 800 NW 33rd Street
Pompano Beach, FL 33064



2 SFRTA OVERVIEW AND EXISTING SERVICES

2.1.: HISTORY OF SFRTA

In January 1989, the Tri-Rail was established to provide interim commuter rail service along a 67-mile corridor between the West Palm Beach Station in Palm Beach County and the Hialeah Market Station in Miami-Dade County, following the 1988 FDOT purchase of the South Florida Rail Corridor (SFRC) from CSX Transportation, Inc. Between 1997 and 1998, Tri-Rail service was extended to the Mangonia Park Station in Palm Beach County and to the Miami Airport Station in Miami-Dade County.

In 2003, SFRTA, a tri-county federal public transit authority, was created by the Florida Legislature and enacted by the Florida Department of Transportation, transforming Tri-Rail into SFRTA. The purpose for creating SFRTA was to expand cooperation between Tri-Rail commuter rail services and county transit operators and planning agencies within Miami-Dade, Broward, and Palm Beach counties, with a vision to coordinate, develop, and implement a viable transportation system in South Florida that improves the quality of life and promotes sustainable growth for future generations.

2.2: SFRTA EXISTING TRANSPORTATION SERVICES

SFRTA operates Tri-Rail commuter rail service in Miami-Dade, Broward, and Palm Beach counties. The rail line goes as far south as Miami International Airport/Intermodal Center (MIA/MIC), and as far north as Mangonia Park in Palm Beach County. There are currently eighteen Tri-Rail stations open for service—six in Palm Beach County (Mangonia Park, West Palm Beach, Lake Worth, Boynton Beach, Delray Beach, and Boca Raton), seven in Broward County (Deerfield Beach, Pompano Beach, Cypress Creek, Fort Lauderdale, Fort Lauderdale/Hollywood International (FLL) Airport at Dania Beach, Sheridan Street, and Hollywood), and five in Miami-Dade County (Golden Glades, Opa-locka, Metrorail Transfer, Hialeah Market, and the new Miami Airport station at the MIC, which opened for service on April 5, 2015.) This station has been rebuilt and is connected to the airport via an escalator and people mover. SFRTA also operates a free shuttle bus program to and from select Tri-Rail stations, providing connecting service for Tri-Rail riders to numerous destinations in South Florida.

Map 2-1 displays the existing network of SFRTA's services, including Tri-Rail's commuter rail line and station locations and the SFRTA shuttle bus service network. Table 2-1 summarizes shuttle bus routes currently operated and/or funded by SFRTA.

Map 2-1: SFRTA Existing Service



COMMUTER RAIL SCHEDULE

Weekday southbound Tri-Rail service operates from approximately 4:00 AM until 10:35 PM, with morning peak frequency of approximately 30 minutes and evening peak frequency of around 30 minutes.

Weekday northbound service runs from approximately 4:15 AM to 11:35 PM, with morning peak frequency of approximately 30 minutes and evening peak frequency of 20-40 minutes (Table 2-1).

Weekend and holiday service operates from 5:50 AM to 11:00 PM, and northbound service runs from 5:17 AM to 11:45 PM (Table 2-2).

Day of Travel	Operating Times	Peak Frequency
Southbound Weekday	4:00 AM - 10:35 PM	20-30 min AM and 25-30 min PM
Northbound Weekday	4:15 AM – 11:35 PM	20-40 min AM and 20-40 min PM
Southbound Weekend/Holiday	5:50 AM – 11:00 PM	60 min
Northbound Weekend/Holiday	5:17 AM – 11:45 PM	60 min

DRAFT

Table 2-1: Commuter Rail Weekday Operating Schedule

SOUTHBOUND TO MIAMI AIRPORT - WEEKDAYS AM												
Train No.	P601	P603	P605	P607	P609	P611	P613	P615	P617	P619	P621	P623
Mangonia Park	4:00	4:40	5:20	6:00	6:20	6:40	7:00	7:30	8:00	9:00	10:00	11:00
West Palm Beach ✕	4:06	4:46	5:26	6:06	6:26	6:46	7:06	7:36	8:06	9:06	10:06	11:06
Lake Worth	4:15	4:56	5:36	6:16	6:36	6:56	7:16	7:46	8:16	9:16	10:16	11:16
Boynton Beach	4:20	5:02	5:42	6:22	6:42	7:02	7:22	7:52	8:22	9:22	10:22	11:22
Delray Beach	4:29	5:11	5:51	6:31	6:51	7:11	7:31	8:01	8:31	9:31	10:31	11:31
Boca Raton	4:35	5:17	5:57	6:37	6:57	7:17	7:37	8:07	8:37	9:37	10:37	11:37
Deerfield Beach	4:42	5:24	6:04	6:44	7:04	7:24	7:44	8:14	8:44	9:44	10:44	11:44
Pompano Beach	4:48	5:30	6:10	6:50	7:10	7:30	7:50	8:20	8:50	9:50	10:50	11:50
Cypress Creek	4:54	5:37	6:17	6:57	7:17	7:37	7:57	8:27	8:57	9:58	10:58	11:58
Fort Lauderdale	5:01	5:45	6:25	7:05	7:25	7:45	8:05	8:35	9:05	10:08	11:08	12:08
Fort Lauderdale Airport ✕	5:08	5:53	6:33	7:13	7:33	7:53	8:13	8:43	9:13	10:17	11:17	12:17
Sheridan Street	5:12	5:57	6:37	7:17	7:37	7:57	8:17	8:47	9:17	10:21	11:21	12:21
Hollywood	5:16	6:01	6:41	7:21	7:41	8:01	8:21	8:51	9:21	10:26	11:26	12:26
Golden Glades	5:25	6:10	6:50	7:30	7:50	8:10	8:30	9:00	9:30	10:35	11:35	12:35
Opa-locka	5:31	6:16	6:56	7:36	7:56	8:16	8:36	9:06	9:36	10:41	11:41	12:41
Metrorail Transfer	5:38	6:23	7:03	7:43	8:03	8:23	8:43	9:13	9:43	10:48	11:48	12:48
Hialeah Market	5:44	6:29	7:09	7:49	8:09	8:29	8:49	9:19	9:49	10:54	11:54	12:54
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

SOUTHBOUND TO MIAMI AIRPORT - WEEKDAYS PM													
Train No.	P625	P627	P629	P631	P633	P635	P637	P639	P641	P643	P645	P647	P649
Mangonia Park	12:00	1:00	2:00	3:00	3:30	4:00	4:25	5:00	5:30	6:15	6:45	7:40	8:40
West Palm Beach ✕	12:06	1:06	2:06	3:06	3:36	4:06	4:31	5:06	5:36	6:21	6:51	7:46	8:46
Lake Worth	12:16	1:16	2:16	3:16	3:46	4:16	4:41	5:16	5:46	6:31	7:01	7:56	8:56
Boynton Beach	12:22	1:22	2:22	3:22	3:52	4:22	4:47	5:22	5:52	6:37	7:07	8:02	9:02
Delray Beach	12:31	1:31	2:31	3:31	4:01	4:31	4:56	5:31	6:01	6:46	7:16	8:11	9:11
Boca Raton	12:37	1:37	2:37	3:37	4:07	4:37	5:02	5:37	6:07	6:52	7:22	8:17	9:17
Deerfield Beach	12:44	1:44	2:44	3:44	4:14	4:44	5:09	5:44	6:14	6:59	7:29	8:24	9:24
Pompano Beach	12:50	1:50	2:50	3:50	4:20	4:50	5:15	5:50	6:20	7:05	7:35	8:30	9:30
Cypress Creek	12:58	1:58	2:58	3:58	4:28	4:58	5:23	5:58	6:27	7:12	7:42	8:37	9:37
Fort Lauderdale	1:08	2:08	3:08	4:08	4:38	5:08	5:33	6:08	6:35	7:20	7:50	8:45	9:45
Fort Lauderdale Airport ✕	1:17	2:17	3:17	4:17	4:47	5:17	5:42	6:17	6:43	7:28	7:58	8:53	9:53
Sheridan Street	1:21	2:21	3:21	4:21	4:51	5:21	5:46	6:21	6:47	7:32	8:02	8:57	9:57
Hollywood	1:26	2:26	3:26	4:26	4:56	5:26	5:51	6:26	6:51	7:36	8:06	9:01	10:01
Golden Glades	1:35	2:35	3:35	4:35	5:05	5:35	6:00	6:35	7:00	7:45	8:15	9:10	10:10
Opa-locka	1:41	2:41	3:41	4:41	5:11	5:41	6:06	6:41	7:06	7:51	8:21	9:16	10:16
Metrorail Transfer	1:48	2:48	3:48	4:48	5:18	5:48	6:13	6:48	7:13	7:58	8:28	9:23	10:23
Hialeah Market	1:54	2:54	3:56	4:56	5:26	5:56	6:21	6:56	7:19	8:04	8:34	9:29	10:29
Miami Airport ✕	2:00	3:00	4:02	5:02	5:32	6:02	6:27	7:02	7:25	8:10	8:40	9:35	10:35

L STOP - Train may depart station as much as five (5) minutes ahead of schedule

NORTHBOUND TO MANGONIA PARK - WEEKDAYS AM

Train No.	P600	P602	P604	P606	P608	P610	P612	P614	P616	P618	P620	P622
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
Hialeah 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
Metrorail Transfer	4:23	4:54	5:19	5:49	6:09	6:29	7:09	7:49	8:30	9:30	10:30	11:30
Opa-locka	4:29	5:00	5:25	5:55	6:15	6:35	7:15	7:55	8:36	9:36	10:36	11:36
Golden Glades	4:35	5:06	5:31	6:01	6:21	6:41	7:21	8:01	8:43	9:43	10:43	11:43
Hollywood	4:43	5:15	5:40	6:10	6:30	6:50	7:30	8:10	8:52	9:52	10:52	11:52
Sheridan Street	4:47	5:19	5:44	6:14	6:34	6:54	7:34	8:14	8:56	9:56	10:56	11:56
Fort Lauderdale Airport ✕	4:51	5:23	5:48	6:18	6:38	6:58	7:38	8:18	9:00	10:00	11:00	12:00
Fort Lauderdale	5:00	5:32	5:57	6:27	6:47	7:07	7:47	8:27	9:09	10:09	11:09	12:09
Cypress Creek	5:06	5:39	6:04	6:34	6:54	7:14	7:54	8:34	9:16	10:16	11:16	12:16
Pompano Beach	5:12	5:45	6:10	6:40	7:00	7:20	8:00	8:40	9:23	10:23	11:23	12:23
Deerfield Beach	5:18	5:51	6:16	6:46	7:06	7:26	8:06	8:46	9:29	10:29	11:29	12:29
Boca Raton	5:25	5:59	6:24	6:54	7:14	7:34	8:14	8:54	9:38	10:38	11:38	12:38
Delray Beach	5:30	6:04	6:29	6:59	7:19	7:39	8:19	8:59	9:44	10:44	11:44	12:44
Boynton Beach	5:38	6:13	6:38	7:08	7:28	7:48	8:28	9:08	9:53	10:53	11:53	12:53
Lake Worth	5:44	6:19	6:44	7:14	7:34	7:54	8:34	9:14	9:59	10:59	11:59	12:59
West Palm Beach ✕	5:55	6:30	6:55	7:25	7:45	8:05	8:45	9:25	10:10	11:10	12:10	1:10
Mangonia Park	6:05	6:40	7:05	7:35	7:55	8:15	8:55	9:35	10:20	11:20	12:20	1:20

NORTHBOUND TO MANGONIA PARK - WEEKDAYS PM

Train No.	P624	P626	P628	P630	P632	P634	P636	P638	P640	P642	P644	P646	P648
Miami Airport ✕	12:20	1:20	2:20	3:10	3:50	4:30	4:50	5:20	5:48	6:20	6:50	7:50	9:40
Hialeah Market	12:23	1:23	2:23	3:13	3:53	4:33	4:53	5:23	5:51	6:23	6:53	7:53	9:43
Metrorail Transfer	12:30	1:30	2:30	3:20	4:09	4:39	4:59	5:29	5:57	6:29	6:59	7:59	9:49
Opa-locka	12:36	1:36	2:36	3:26	4:15	4:45	5:05	5:35	6:03	6:35	7:05	8:05	9:55
Golden Glades	12:43	1:43	2:43	3:33	4:21	4:51	5:11	5:41	6:09	6:41	7:11	8:11	10:01
Hollywood	12:52	1:52	2:52	3:42	4:30	5:00	5:20	5:50	6:18	6:50	7:20	8:20	10:10
Sheridan Street	12:56	1:56	2:56	3:46	4:34	5:04	5:24	5:54	6:22	6:54	7:24	8:24	10:14
Fort Lauderdale Airport ✕	1:00	2:00	3:00	3:50	4:38	5:08	5:28	5:58	6:26	6:58	7:28	8:28	10:18
Fort Lauderdale	1:09	2:09	3:09	3:59	4:47	5:17	5:37	6:07	6:35	7:07	7:37	8:37	10:27
Cypress Creek	1:16	2:16	3:16	4:06	4:54	5:24	5:44	6:14	6:42	7:14	7:44	8:44	10:34
Pompano Beach	1:23	2:23	3:23	4:13	5:00	5:30	5:50	6:20	6:48	7:20	7:50	8:50	10:40
Deerfield Beach	1:29	2:29	3:29	4:19	5:06	5:36	5:56	6:26	6:54	7:26	7:56	8:56	10:46
Boca Raton	1:38	2:38	3:38	4:28	5:14	5:44	6:04	6:34	7:02	7:34	8:04	9:04	10:54
Delray Beach	1:44	2:44	3:44	4:34	5:19	5:49	6:09	6:39	7:07	7:39	8:09	9:09	10:59
Boynton Beach	1:53	2:53	3:53	4:43	5:28	5:58	6:18	6:48	7:16	7:48	8:18	9:18	11:08
Lake Worth	1:59	2:59	3:59	4:49	5:34	6:04	6:24	6:54	7:22	7:54	8:24	9:24	11:14
West Palm Beach ✕	2:10	3:10	4:10	5:00	5:45	6:15	6:35	7:05	7:33	8:05	8:35	9:35	11:25
Mangonia Park	2:20	3:20	4:20	5:10	5:55	6:25	6:45	7:15	7:43	8:15	8:45	9:45	11:35

L STOP - Train may depart station as much as five (5) minutes ahead of schedule

Southbound trains board on Track 1 and northbound trains board on Track 2, unless otherwise announced at train station.

Table 2-2: Commuter Rail Weekend and Holiday Operating Schedule

SOUTHBOUND TO MIAMI AIRPORT - WEEKEND/HOLIDAYS AM/PM															
Train No.	AM SOUTHBOUND					PM SOUTHBOUND									
	P661	P663	P665	P667	P669	P671	P673	P675	P677	P679	P681	P683	P685	P687	P689
Mangonia Park	5:50	6:50	7:50	8:50	9:50	10:50	11:50	12:50	1:50	2:50	3:50	4:50	5:50	6:50	9:00
West Palm Beach ✕	5:58	6:58	7:58	8:58	9:58	10:58	11:58	12:58	1:58	2:58	3:58	4:58	5:58	6:58	9:08
Lake Worth	6:08	7:08	8:08	9:08	10:08	11:08	12:08	1:08	2:08	3:08	4:08	5:08	6:08	7:08	9:18
Boynton Beach	6:14	7:14	8:14	9:14	10:14	11:14	12:14	1:14	2:14	3:14	4:14	5:14	6:14	7:14	9:24
Delray Beach	6:23	7:23	8:23	9:23	10:23	11:23	12:23	1:23	2:23	3:23	4:23	5:23	6:23	7:23	9:33
Boca Raton	6:29	7:29	8:29	9:29	10:29	11:29	12:29	1:29	2:29	3:29	4:29	5:29	6:29	7:29	9:39
Deerfield Beach	6:36	7:36	8:36	9:36	10:36	11:36	12:36	1:36	2:36	3:36	4:36	5:36	6:36	7:36	9:46
Pompano Beach	6:41	7:41	8:41	9:41	10:41	11:41	12:41	1:41	2:41	3:41	4:41	5:41	6:41	7:41	9:51
Cypress Creek	6:48	7:48	8:48	9:48	10:48	11:48	12:48	1:48	2:48	3:48	4:48	5:48	6:48	7:48	9:58
Fort Lauderdale	6:56	7:56	8:56	9:56	10:56	11:56	12:56	1:56	2:56	3:56	4:56	5:56	6:56	7:56	10:06
Fort Lauderdale Airport ✕	7:03	8:03	9:03	10:03	11:03	12:03	1:03	2:03	3:03	4:03	5:03	6:03	7:03	8:03	10:13
Sheridan Street	7:07	8:07	9:07	10:07	11:07	12:07	1:07	2:07	3:07	4:07	5:07	6:07	7:07	8:07	10:17
Hollywood	7:11	8:11	9:11	10:11	11:11	12:11	1:11	2:11	3:11	4:11	5:11	6:11	7:11	8:11	10:21
Golden Glades	7:20	8:20	9:20	10:20	11:20	12:20	1:20	2:20	3:20	4:20	5:20	6:20	7:20	8:20	10:30
Opa-locka	7:25	8:25	9:25	10:25	11:25	12:25	1:25	2:25	3:25	4:25	5:25	6:25	7:25	8:25	10:35
Metrorail Transfer	7:32	8:32	9:32	10:32	11:32	12:32	1:32	2:32	3:32	4:32	5:32	6:32	7:32	8:32	10:42
Hialeah Market	7:38	8:38	9:38	10:38	11:38	12:38	1:38	2:38	3:38	4:38	5:38	6:38	7:38	8:38	10:48
Miami Airport ✕	7:50	8:50	9:50	10:50	11:50	12:50	1:50	2:50	3:50	4:50	5:50	6:50	7:50	8:50	11:00

NORTHBOUND TO MANGONIA PARK - WEEKEND/HOLIDAYS AM/PM															
Train No.	AM NORTHBOUND					PM NORTHBOUND									
	P660	P662	P664	P666	P668	P670	P672	P674	P676	P678	P680	P682	P684	P686	P688
Miami Airport ✕	5:17	6:17	7:17	8:17	9:17	10:17	11:17	12:17	1:17	2:17	3:17	4:17	5:17	6:17	9:42
Hialeah Market	5:20	6:20	7:20	8:20	9:20	10:20	11:20	12:20	1:20	2:20	3:20	4:20	5:20	6:20	9:45
Metrorail Transfer	5:27	6:27	7:27	8:27	9:27	10:27	11:27	12:27	1:27	2:27	3:27	4:27	5:27	6:27	9:52
Opa-locka	5:33	6:33	7:33	8:33	9:33	10:33	11:33	12:33	1:33	2:33	3:33	4:33	5:33	6:33	9:58
Golden Glades	5:39	6:39	7:39	8:39	9:39	10:39	11:39	12:39	1:39	2:39	3:39	4:39	5:39	6:39	10:04
Hollywood	5:49	6:49	7:49	8:49	9:49	10:49	11:49	12:49	1:49	2:49	3:49	4:49	5:49	6:49	10:14
Sheridan Street	5:53	6:53	7:53	8:53	9:53	10:53	11:53	12:53	1:53	2:53	3:53	4:53	5:53	6:53	10:18
Fort Lauderdale Airport ✕	5:57	6:57	7:57	8:57	9:57	10:57	11:57	12:57	1:57	2:57	3:57	4:57	5:57	6:57	10:22
Fort Lauderdale	6:05	7:05	8:05	9:05	10:05	11:05	12:05	1:05	2:05	3:05	4:05	5:05	6:05	7:05	10:30
Cypress Creek	6:12	7:12	8:12	9:12	10:12	11:12	12:12	1:12	2:12	3:12	4:12	5:12	6:12	7:12	10:37
Pompano Beach	6:19	7:19	8:19	9:19	10:19	11:19	12:19	1:19	2:19	3:19	4:19	5:19	6:19	7:19	10:44
Deerfield Beach	6:25	7:25	8:25	9:25	10:25	11:25	12:25	1:25	2:25	3:25	4:25	5:25	6:25	7:25	10:50
Boca Raton	6:33	7:33	8:33	9:33	10:33	11:33	12:33	1:33	2:33	3:33	4:33	5:33	6:33	7:33	10:58
Delray Beach	6:39	7:39	8:39	9:39	10:39	11:39	12:39	1:39	2:39	3:39	4:39	5:39	6:39	7:39	11:04
Boynton Beach	6:48	7:48	8:48	9:48	10:48	11:48	12:48	1:48	2:48	3:48	4:48	5:48	6:48	7:48	11:13
Lake Worth	6:54	7:54	8:54	9:54	10:54	11:54	12:54	1:54	2:54	3:54	4:54	5:54	6:54	7:54	11:19
West Palm Beach ✕	7:05	8:05	9:05	10:05	11:05	12:05	1:05	2:05	3:05	4:05	5:05	6:05	7:05	8:05	11:30
Mangonia Park	7:20	8:20	9:20	10:25	11:20	12:20	1:20	2:20	3:20	4:20	5:20	6:20	7:20	8:20	11:45

L STOP - Train may depart station as much as five (5) minutes ahead of schedule

Table 2-3 Commuter Rail Passenger Activity

Source: Operations/Monthly Reports

	Total Daily Boardings	On Time Performance
Fiscal Year 2015	<i>Pending May/June '15 data</i>	
Fiscal Year 2014	4,400,977	86.2%
% Change		

	Weekday Boardings	On Time Performance
Fiscal Year 2015	<i>Pending May/June '15 data</i>	
Fiscal Year 2014	3,725,466	84.5%
% Change		

	Saturday Boardings	On Time Performance
Fiscal Year 2015	<i>Pending May/June '15 data</i>	
Fiscal Year 2014	344,166	93.7%
% Change		

	Sunday Boardings	On Time Performance
Fiscal Year 2015	<i>Pending May/June '15 data</i>	
Fiscal Year 2014	330,642	92.2%
% Change		

Table 2-4: SFRTA Shuttle Bus Routes

Tri-Rail Station	Shuttle Bus Routes	Start Time	End Time	Peaks Only Service	Week-end Service	2013/14 Annual Ridership May 2013-April 2014	2014/15 Annual Ridership May 2014-April 2015	Percent Change 2014-2015
Lake Worth	LKW-1	5:50	18:45	No	No	32,612	31,720	-2.7
Boca Raton	BR-1	6:05	19:25	Yes	No	30,456	38,512	26.5
Deerfield Beach	DB-1	5:35	19:25	Yes	No	32,077	40,907	27.5
Deerfield Beach	DB-2	5:30	19:45	Yes	No	28,941	29,387	1.5
Pompano Beach	PB-1	4:55	19:45	Yes	No	26,511	25,625	-3.3
Cypress Creek	CC-1	5:11	19:20	Yes	No	37,994	40,986	7.9
Cypress Creek	CC-2	5:11	19:20	Yes	No	53,828	50,960	-5.3
Cypress Creek	CC-3	5:11	19:20	Yes	No	38,292	41,228	7.7
Ft. Lauderdale	FL-1	5:15	22:45	No	Yes	129,003	149,904	16.2
Ft. Lauderdale	FL-2	6:05	19:15	No	No	31,597	38,299	21.2
Ft. Lauderdale	FL-3	6:10	23:00	No	Yes (only)	49,857	50,699	1.7
FLL at Dania Beach	FLA-1	4:55	23:05	No	Yes	287,866	301,266	4.7
FLL at Dania Beach	FLA-2			No	Yes (only)	65,632	71,303	8.6
Sheridan Street	SS-1	6:00	19:10	Yes	No	16,441	15,952	-3.0
Opa-locka South	South Link	5:45	18:30	No	No	121,937	127,762	4.8
Total Ridership						983,044	1,054,510	7.27%

SHUTTLE BUS RIDERSHIP

The SFRTA Shuttle Bus System ridership increased 7.27% overall for the year for routes operated by SFRTA. Five other shuttle routes are operated by other agencies and funded via partnership with SFRTA:

- Boca Raton APOC East and Boca Raton APOC West Routes (50% partially funded by SFRTA)
- Ft. Lauderdale Northwest Neighborhood Community Link (50% partially funded by SFRTA)
- South Florida Educational Center (SFEC) Shuttle (50% partially funded by SFRTA)
- Delray Beach Roundabout (25% partially funded by SFRTA)

All SFRTA-operated routes are meeting the agency's minimum threshold of seven (7) passengers per hour and several routes set all-time highs in monthly ridership in the last year.

DRAFT

Park-and-Ride Facilities

Free parking at Tri-Rail stations is provided as a convenience to riders. Table 2-5 provides the inventory of available parking capacity at each SFRTA park-and-ride facility.

Table 2-5: SFRTA Park-and-Ride Location and Capacity

Tri-Rail Parking Capacity	
Tri-Rail Station	Total Parking Spaces
Mangonia Park	272
West Palm Beach	231
Lake Worth	234
Boynton Beach	324
Delray Beach	129
Boca Raton	159
Deerfield Beach	236
Pompano Beach	Parking currently closed for Operations Center construction and Station Improvements. Parking scheduled to reopen Fall of 2016.
Cypress Creek	345
Fort Lauderdale	325
FLL at Dania Beach	450
Sheridan Street	470
Hollywood	110
Golden Glades	205
Opa-locka	72
Metrorail Transfer	44
Hialeah Market	164
Miami International Airport	250
TOTAL	4,020

2.3: SFRTA EFFORTS AND ACCOMPLISHMENTS SINCE LAST TDP

Since adoption of the 2014 SFRTA TDP Update, the SFRTA completed several key initiatives, and continues to make headway on goals and objectives that support the agency's vision and mission.

Major achievements for the year include:

- SFRTA Control of Dispatch and Maintenance for the South Florida Rail Corridor
- Opening of the Tri-Rail Miami Airport Station at the MIC
- Tri-Rail Downtown Miami Link Initiative
- Tri-Rail Pompano Beach Station Improvements and a new SFRTA Operations Center
- Completion of West Palm Beach Station Improvements, East Side
- SFRTA Northern Layover Facility funding
- New Palm Beach International Airport (PBI) Shuttle Funding and other Shuttle Bus Expansions
- Private Sector Procurement Contracts
- Social Media Launch

Updates on these and other significant initiatives for the past year are summarized below:

Premium Transit Implementation

South Florida Rail Corridor (SFRC) – Dispatch and Maintenance

On March 29, 2015, SFRTA assumed control of dispatch and maintenance-of-way on the CSX tracks, over the entire the South Florida Rail Corridor (SFRC). This milestone achievement gives SFRTA the authority to prioritize all train movements, passenger and freight, on the SFRC, and gives SFRTA the ability to resolve service issues more readily when incidents occur.

Challenges and Corrective Actions: SFRTA experienced a number of transitional difficulties during the first weeks of assuming corridor control, resulting in an increase of Tri-Rail train delays. SFRTA immediately committed to resolving these issues and to regaining rider's confidence and trust. The SFRTA Executive Director pledged to regain the agency's on-time performance and deliver the best possible train service. Within two weeks, on-time performance rose to 74 percent from an initial low of 58%, with a goal of 90 percent. The following measures were enacted:

- On May 4, 2015, trains were scheduled to depart exactly as scheduled.
- Live announcements about delays were instituted at all stations during rush hour, replacing automated messages.
- The 10 busiest stations were staffed with uniformed Tri-Rail Ambassadors at rush hour to answer questions and respond to problems, with the same planned for all 18 stations.
- More SFRTA staff was assigned to oversee daily operations. The agency's operations director relocated to work from SFRTA's Hialeah Yard to directly oversee contractors maintaining trains.
- Tri-Rail committed to a stringent maintenance program and to incorporating 11 new locomotives into service by June 2015.

Tri-Rail Station Service at the Miami Intermodal Center (MIC)

Marking a milestone achievement, on April 5, 2015, Tri-Rail opened its new Miami Airport Station at the Miami Intermodal Center (MIC). With this historic opening, Tri-Rail passengers can enjoy a seamless connection to the Miami International Airport and connect there with a range of transit services including direct access to airport terminals, Miami-Dade Transit's Metrorail and Metrobus service, the MIC's car-rental complex and taxi services; and in the future, to Amtrak, Greyhound and on-site bicycle lockers.

Tri-Rail Coastal Link: The TRCL project is planned to introduce new commuter rail service along 85 miles of the FEC rail corridor and provide new mobility, economic development and transportation choice to the traveling public. TRCL is planned to fully integrate its existing system with the FEC rail corridor to connect to and access the eastern FEC corridor and the region's most populous eastern cities between downtown Miami and Jupiter.

Update: Tri-Rail Downtown Miami Link

SFRTA was presented with a unique public-private opportunity to bring Tri-Rail service to downtown Miami at the All Aboard Florida (AAF) MiamiCentral Station on the FEC. SFRTA mobilized quickly, working with multiple partners to advance this shared goal. To date, formal funding commitments are pending with various public agencies, including the Citizens Independent Transportation Trust (CITT), City of Miami, FDOT, Miami Downtown Development Authority, Miami-Dade County, OMNI CRA, SEOPW/Park West CRA, and SFRTA. A \$68.9 million capital cost estimate was identified for all public sector infrastructure to implement the Tri-Rail Downtown Miami Link project.

Bi-weekly coordination conference calls continued with focus on operational issues and design of the shared AAF and TRCL downtown stations, with emphasis on the shared AAF/TRCL Downtown Miami station and processes necessary to implement an interim "Tri-Rail Downtown Miami Link" service.

Other TRCL updates for the past year

SFRTA participated in TRCL coordination meetings among SFRTA, FECI/AAF/FECR, and FDOT key senior staff to review infrastructure needs, develop cost estimates, and address implementation steps for an interoperable positive train control (PTC) system on FEC and SFRC corridors.

- The start of the TRCL Project Development Phase is scheduled to begin by the end of 2015.
- SFRTA and the South Florida and Treasure Coast Regional Planning Councils applied to the FTA TOD Pilot Program in November 2014, for grant funds to implement the Seven50 regional prosperity plan and advance activities supporting the Tri-Rail Coastal Link commuter rail project including comprehensive station area planning for six potential Tri-Rail Coastal Link (TRCL) stations; corridor-wide infrastructure assessment, station area bicycle and pedestrian plan, an affordable housing analysis, and regional TOD Fund business plan.

- The Palm Beach MPO's 2015 Transportation Improvement Program included full funding for SFRTA's Northern Layover and Light Maintenance Facility. Critical for TRCL expansion, this facility will

increase capacity and efficiency for the Tri-Rail system. This year, SFRTA completed a property purchase needed to advance the project.

- The Palm Beach Northwood and Miami-Dade Iris projects are budgeted in FY 16 for construction/upgrade of the two rail connections to link the South Florida Rail Corridor to the FEC.
- TRCL technical refinements have resulted in updated estimated capital and right-of-way costs. Requests and strong interest from some jurisdictions have resulted in updated costs for some project segments, (such as Jupiter extension and Miami-Aventura). Further coordination AAF and continued refinements during the Project Development phase may result in additional changes in the coming years.
- Extensive technical coordination continues between the AAF and TRCL project teams, with detailed analysis performed for train operations (AAF, FEC freight, and TRCL) and shared downtown stations in Miami, Fort Lauderdale, and West Palm Beach.

DRAFT

Map 2-2: TRCL System Map



Map 2-3: TRCL Downtown Miami Link



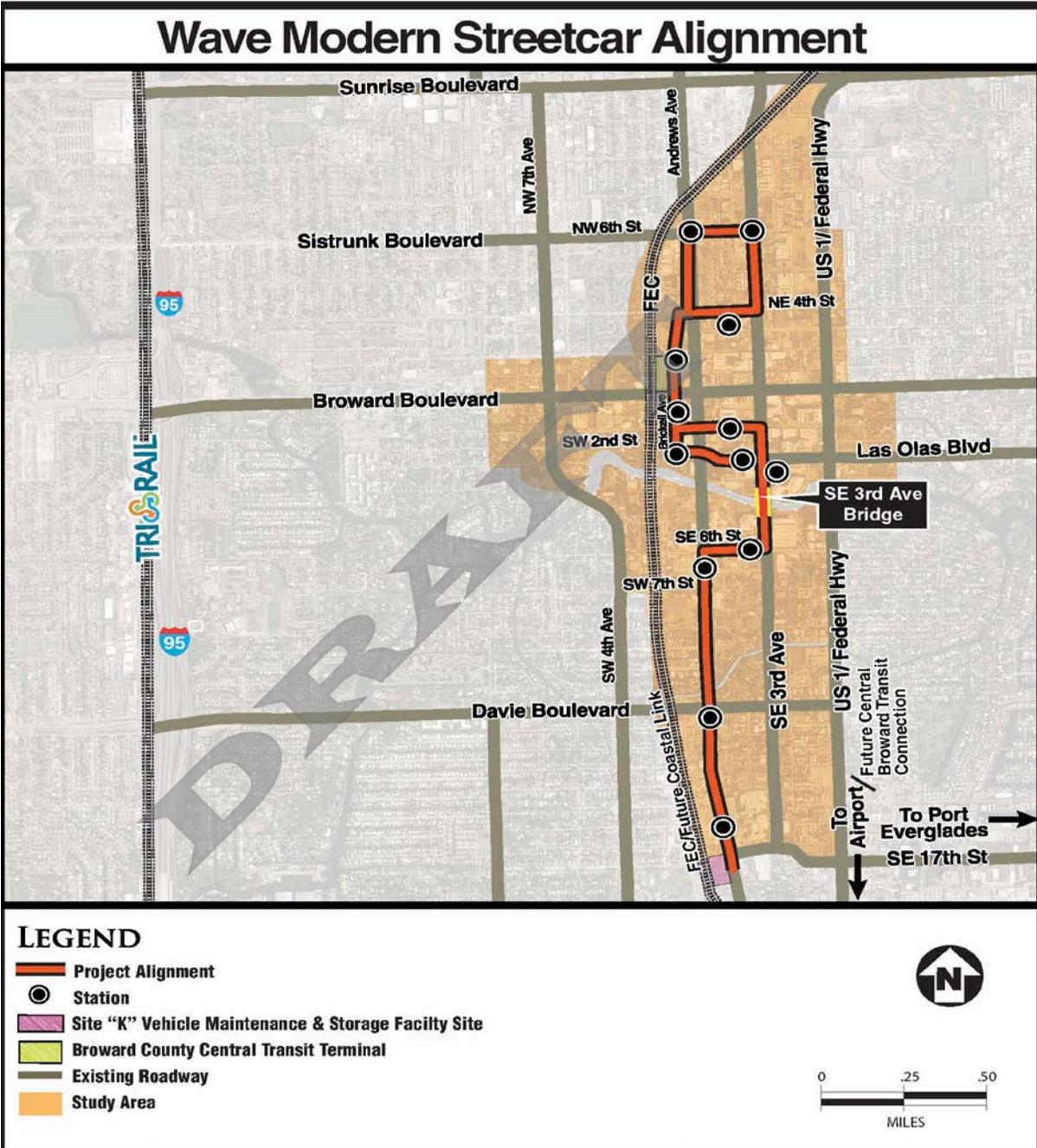
The WAVE, Downtown Fort Lauderdale Modern Streetcar: The WAVE is a 2.7 mile north/south streetcar line that will serve downtown Fort Lauderdale with auto-alternative premium transit to the area's growing residential and tourist populations, and to employment, commerce, government and entertainment venues. It will increase mobility, connect to regional bus and rail systems planned for the area, relieve congestion, and reduce air pollution in the city's most densely developed area. Projected to bring private investment, growth, and jobs to downtown Fort Lauderdale, the WAVE has broad support among local leaders and is considered to be the first link in a regional system for improved east/west and north/south connections. The proposed route is shown in Map 2-4 below.

SFRTA is the sponsoring, implementing agency for the WAVE and responsible to administer the \$18 million Federal Transit Administration (FTA) grant awarded to this agency for the project. In 2013, SFRTA sponsored an FTA Small Starts Discretionary Grant application for an additional \$50 million in project capital funds. This funding is in the President's current proposed budget and pending Congressional approval.

Project partners with SFRTA are the Fort Lauderdale Downtown Development Authority (DDA), the Broward MPO, Broward County, Broward County Transit, the City of Fort Lauderdale, and FDOT. The partnership agreement, signed April 2013, allows FTA to release grant funds to SFRTA for project use.

WAVE Update: SFRTA procured the Project Management Consultant Team, and the project Final Designer. Vehicle bid documents for procurement are in the final stages of completion, with construction expected as early as winter 2016, and revenue service in 2017. In January 2015, WAVE partners met with FTA to discuss funding and project system specification issues, following which the partners took formal actions on project aspects under their purview that will advance the project. Additionally, minor refinements were made at several stations along the route, and alternative routing, named "The Flagler Loop", was incorporated at the northern end of the project. The site for the Vehicle Maintenance and Storage Facility was relocated, necessitating extension of the route to the south. See updated Map 2-4.

Map 2-4: The WAVE Streetcar Route



New Tri-Rail Railcars and Locomotives

In 2014, SFRTA procured 12 new locomotives; four new Brookville locomotives were placed in revenue service during that period. Currently, six additional new locomotives which are undergoing testing and two new locomotives have been integrated into service. Eleven of the twelve locomotives will be integrated into service by the end of FY 2015.

Regional Leadership and Coordination

SFRTA continues to work and coordinate with partner agencies and develop new public-private partnerships. This year, SFRTA forged new partnerships with both public and private groups with the goal to bring Tri-Rail service to downtown Miami via the Tri-Rail Downtown Miami Link project. Table 2-6 summarizes the studies/committees throughout the South Florida region in which the SFRTA planning staff has participated over the past year. Partnership development and expansion actions taken this year include:

- **New Partnership Collaboration: AAF, FEC Railway, Local Municipalities, Local Business and Civic Associations, and FDOT:** SFRTA worked with multiple partners in a shared goal to fund and construct the Tri-Rail Downtown Miami Link to bring Tri-Rail service to Downtown Miami at AAF's MiamiCentral Station.
- **Miami-Dade Rail Opportunities:** In May 2015, SFRTA published "Miami-Dade Rail Opportunities" as a resource to help Miami-Dade County officials consider existing freight rail corridors for passenger service as part of a transportation investment strategy.
- **Multi-Agency Transportation Event:** SFRTA, Miami Dade Transit, and FDOT, in solidarity with transportation agencies nationwide, held a local "Stand Up 4 Transportation Day" event April 9, 2015 at the new Tri-Rail Miami Airport Station in the new MIC.
- **New Private Sector Contracting:** SFRTA signed major new private sector contracts for:
 - Dispatch (ten-year contract, \$10-12M)
 - Maintenance of Way (seven year contract, \$236M)
 - Environmental (\$3M)
- **Ongoing Partnerships:** SFRTA renewed contracts with both the South Florida and Treasure Coast Regional Planning Councils (SFRPC and TCRPC), and continues participating with the three local MPOs, as well as with the regional Southeast Florida Transportation Council (SEFTC) which this year adopted its 2040 Regional Long Range Transportation Plan.
 - SFRTA, SFRPC, and TCRPC applied to the FTA TOD Pilot Program in November 2014 for funding to implement the Seven50 Regional Prosperity Plan and advance activities supporting the Tri-Rail Coastal Link, including comprehensive station area planning for six potential TRCL stations; corridor-wide infrastructure assessment, station area bicycle and pedestrian plan, an affordable housing analysis, and regional TOD Fund business plan.

Table 2-6: SFRTA Participation in Transportation Studies/Committees

Regional Project Studies/Committees	SFRTA Participation/Involvement
Southeast Florida Transportation Council (SEFTC)	Regional Transportation Technical Advisory Committee
Tri-Rail Coastal Link	Multiple Miami-Dade public and private agencies; Project Steering Committee and Finance, Technical and Public Involvement/Outreach Sub-Committees
Miami-Dade MPO	Transportation Planning Council, Transportation Planning Technical Advisory Committee and LRTP Steering Committee
Broward MPO	Technical Coordinating Committee and LRTP Steering Committee
Palm Beach MPO	Technical Advisory Committee and LRTP Steering Committee
University Drive Mobility Improvements Planning Study	Project Advisory Committee
Hollywood/Pines Boulevard Corridor Project	Project Advisory Committee
Urban Land Institute – Southeast Florida/ Caribbean	Infrastructure Committee and Transportation Subcommittee

Shuttle Bus Program

SFRTA’s Shuttle Bus program efficiency and productivity continues to increase. With over one million riders system-wide last year, the shuttle bus program staff have fostered successful partnerships, implemented route modifications, and increased visibility through improved marketing, new route maps and website improvements. The SFRTA Planning and Operations departments actively monitor shuttle bus system performance to ensure all routes meet the SFRTA Planning Technical Advisory Committee’s established minimum standard of seven passengers-per-hour. In February 2015, SFRTA’s Governing Board approved the Five Year Shuttle Bus Service and Financial Plan for FY 2016 through FY 2020. This Plan maintains all routes at the current funding level for FY 2016.

New and expanded shuttle bus routes were implemented this year:

- The Boca Raton (BR1) shuttle was expanded with the addition of one bus. Previously operated with one bus, a second bus was added to the route during peak times, increasing from 15 to 28 runs daily, for an 87% service increase overall.
- Funding was approved in May 2015 for a new shuttle to run between the West Palm Beach Tri-Rail Station and the PBI. Addition of this service will now provide direct connection to all three regional international airports to and from corresponding Tri-Rail stations.
- The SFRTA Governing Board extended funding partnerships for one more year with the City of Delray Beach for the partially-funded Delray Beach CRA Roundabout Shuttle, and with the City of Opa-Locka for the South Route shuttle bus.
- A new five-year funding partnership agreement to continue partially funding the South Florida Educational Center (SFEC) was also approved by the SFRTA Governing Board.

Station Improvements

SFRTA has continued to perform heavy maintenance at all of its Tri-Rail stations. These activities include the regular repairs, painting, and upkeep of the parking lots and station platforms.

The following activities were accomplished this year:

New Operations and Dispatch Center and Tri-Rail Pompano Beach Station Project

A construction contract for the new Operations Center and Parking Garage was executed and includes the Tri-Rail Pompano Beach Station project under the same design-build contract. The 75,000 square foot Operations Center will be sited on the east parcel of the Pompano Beach Tri-Rail Station. The Center will consist of a 3-story office building with a 150 seat boardroom, a customer service and dispatch operations center, and loading and receiving areas. A four-level, 400 parking space parking garage will support the Operations Center and parking for Tri-Rail passengers.

The new Operations Center has an aggressive development schedule, with construction scheduled to begin in May 2015 and be completed in March 2016. Construction includes substantial improvements to the adjacent Tri-Rail Pompano Station which is designed to Silver LEED standards. The new Operations Center and parking garage complement and are consistent with previously funded improvement plans at the Tri-Rail Pompano Beach station.

West Palm Beach Station Improvements

SFRTA worked with the City of West Palm Beach to complete numerous east side station improvements including enhancements to the parking lot entrance and north lot, together with new landscaping, irrigation, lighting, and clock tower/fountain features.

Lake Worth Surplus Parking Lot Acquisition

SFRTA purchased the supplemental Lake Worth Tri-Rail Station parking lot in April 2015 from the Florida Department of Transportation. Ownership of this parcel ensures adequate Tri-Rail parking capacity, and may make future transit oriented development near the station possible in the future. Tri-Rail recently realigned fencing on the east side lot, thereby increasing parking capacity.

Wayfinding Project

This project was initiated to evaluate existing station signage and develop, procure and install an updated signage system. The project currently has 90% design approval and is anticipated to be completed within 16 months of vendor selection for fabrication and installation.

Customer Support and Outreach

Social Media Launch

Tri-Rail is now on Social Media. Six new social media pages went live on January 28th, including Facebook, Twitter, Instagram, YouTube, LinkedIn, and Google+. SFRTA can now connect with riders through these platforms at all hours of the day, and can reach out to new riders and businesses with information about Tri-Rail. The SFRTA Corporate and Community Outreach staff monitors and posts across these accounts.

New Safety Coordination Center

SFRTA established the Public Safety Coordination Center to coordinate with all first responders, contractors and the public to resolve safety issues and hazards along the rail right-of-way and at-grade crossings.

Train Safety Awareness Week

From May 31-June 6, 2015, SFRTA continued its annual participation in Train Safety Awareness Week (TSAW), working with Operation Lifesaver, Amtrak, Bombardier, CSX Transportation, FTA, FDOT, Veolia, and the Wackenhut Corporation, as well as various law-enforcement agencies and first-responder teams throughout the region.

Employer Discount Program

To enhance commuter benefits and to meet the needs of employees of area businesses throughout the tri-county region, SFRTA continues to utilize the Employer Discount Program (EDP). The EDP enables employees of registered companies to save 25 percent off Tri-Rail fares on monthly and 12-trip passes. More than 3,000 companies are registered to receive benefits under the EDP.

Industry Involvement

SFRTA participates as a partner/sponsor of relevant groups in the transportation industry, including the Conference of Minority Transportation Officials (COMTO) and the Women in Transportation (WTS) organization, as well as regional transportation summits and other related collaborative opportunities.

Stand Up 4 Transportation Day

Together with Miami Dade Transit, SFRTA participated in this local multi-agency transportation event held on April 9, 2015. In solidarity with transit agencies nationwide, the event was held at the new Tri-Rail Miami Airport Station in the new Miami Intermodal Center (MIC).

Rail-Volution Conference

SFRTA staff helped plan and organize the national Rail-Volution conferences in September 2014 and for October 2015. Rail-Volution is a national conference that focuses on building livable communities through activities that coordinate land use and transit. SFRTA is a national partner and participates on the National Steering Committee.

APTA Sustainability and Public Transportation Conference

SFRTA staff presented on South Florida's transportation and climate change initiatives at the 2014 APTA Sustainability and Public Transportation Conference in Boston, MA.

Awards

SFRTA Received the Federal Transit Agency SuperSTAR Award

In May 2015, SFRTA received the SuperSTAR award from the FTA. This award is given to recognize outstanding agency achievement. FTA noted that SFRTA "consistently demonstrated the technical capacity to implement and deliver complex construction projects, and has been a great partner to FTA and its regional agencies. Most remarkably, it has shown exemplary business practices resulting in three Triennial Reviews in a row with zero findings."

SFRTA's Finance Department received the following awards:

The Certificate of Achievement for Excellence in Financial Reporting Program (CAFR Program), awarded by the Government Finance Officers Association (GFOA) to encourage and assist government agencies to go beyond minimum accounting requirements to prepare comprehensive annual financial reports with transparency and full disclosure, and to recognize agencies that succeed in achieving that goal.

The Distinguished Budget Presentation Award, awarded to recognize agencies that prepare budget documents of the very highest quality which reflect the guidelines established by the National Advisory Council on State and Local Budgeting, and the GFOA's best practices on budgeting.

SFRTA's Procurement Department received the following awards:

The Florida Association of Public Purchasing Officers (FAPPO), awarded for Excellence in Public Procurement in 2014. This award is given for organizational excellence in procurement and recognizes agencies that meet and exceed benchmarks and best practices in the Procurement Profession. The program is designed to measure innovation, professionalism, e-procurement, productivity, and leadership attributes of the procurement function.

The 2014 National Procurement Institute (NPI) Achievement of Excellence in Public Procurement: this prestigious annual award program recognizes organizational excellence in public procurement. This award is earned by those organizations that demonstrate excellence in innovation, professionalism, productivity, e-procurement, and leadership attributes of the procurement organization.

3. GOALS & OBJECTIVES

The strategic framework of *SFRTA FORWARD*'s Goals and Objectives guide the agency's work to plan for and implement transit growth and improvement over the next decade. This section reviews SFRTA's progress relative to its Goals and Objectives, and contains work done in the past year to achieve them.

VISION

SFRTA's core Vision goal is to take an active leadership role to expand regional premium transit. This year, SFRTA marked several milestone achievements in advancing this goal as it engaged with regional leaders and agencies to plan, fund, and develop new facilities and services. At the same time, the agency continued in its leadership role as FTA project sponsor for The Wave Modern Streetcar in Downtown Fort Lauderdale; and to lead various aspects of the Tri-Rail Coastal Link Study

The SFRTA participated in several planning efforts this year, including:

- ◇ *Expanded Regional Premium Transit:* SFRTA conducted extensive work to plan, fund and develop the Tri-Rail Downtown Miami Link to bring Tri-Rail service to downtown Miami in less than two years.
- ◇ *Education and Advocacy:* SFRTA and Miami Dade Transit, in solidarity with transit agencies nationwide, held a local "Stand Up 4 Transportation Day" event April 9, 2015 at the new Tri-Rail Miami Airport Station in the new Miami Intermodal Center (MIC).
- ◇ *FHWA Climate Resilience Pilot Project:* SFRTA presented on regional transit and land use initiatives at the Southeast Florida Regional Climate Compact's Transportation Workshop and served as chair for the Technical Advisory Committee .
- ◇ *The Urban Land Institute:* SFRTA serves on the ULI Infrastructure Committee and has co-sponsored transportation related events with ULI.
- ◇ *South Florida Transit Resource Guide:* In June 2015 SFRTA published the 2nd Edition of the South Florida Transit Resource Guide. This publication demonstrates the vital connection between transportation and land use in Palm Beach, Broward, and Miami-Dade Counties.

PARTNERSHIPS

The SFRTA works to maintain, improve, and form new, strong partnerships in both public and private sectors. This year, SFRTA built upon existing partnerships while forging new ones to advance transformational projects that include Tri-Rail expansion onto the Florida East Coast (FEC) Railway corridor (known as the Tri-Rail Coastal Link) and The WAVE modern streetcar in downtown Fort Lauderdale.

- **New Partnership Collaboration.** All Aboard Florida, Local Municipalities, Local Business and Civic Associations, and the Florida Department of Transportation partnered with SFRTA to identify funding for the Tri-Rail Downtown Miami Link.
- **Ongoing Partnerships.** SFRTA renewed contracts with the South Florida and Treasure Coast Regional Planning Councils, and continues participating with the three local MPOs and the Southeast Florida Transportation Council (SEFTC).
- **New Private Sector Contracting and Maximizing Efficiency.** SFRTA signed major, new private sector contracts year, with contracts currently privatized at 91%.
- **Transit-Oriented Development Planning.** Together with local and regional partners, SFRTA initiated the Cypress Creek Mobility Hub Master Plan process in December 2014.
- SFRTA and South Florida and Treasure Coast Regional Planning Council applied to the FTA TOD Pilot Program on November 3, 2014, for grant funds to implement the Seven50 regional prosperity plan and advance activities supporting the Tri-Rail Coastal Link commuter rail project.

QUALITY/PERFORMANCE

The SFRTA continues to evaluate ways to maximize performance, reliability, efficiency and capacity of the existing Tri-Rail system; and to plan and develop strategic capital investments. Major work accomplished this year to advance these aims includes:

- **SFRTA Control and Management of the South Florida Rail Corridor (SFRC).** In a pivotal accomplishment, on March 29, 2015, SFRTA assumed control of, and now directly manages dispatch and maintenance of way on the SFRC. This gives SFRTA control for scheduling all rail traffic on the SFRC for Tri-Rail's passenger trains, CSX's Transportation freight trains, and Amtrak intercity passenger trains.
- **New Miami Airport Tri-Rail Station and Service at the Miami Intermodal Center (MIC).** This new station opened on April 5, 2015 and provides a seamless connection to the airport via a short ride on the MIA Mover.
- **Tri-Rail Downtown Miami Link Initiative.** SFRTA conducted extensive work to plan, fund and develop the Tri-Rail Downtown Miami Link to bring Tri-Rail service to downtown Miami.
- **New Station and Facilities Identified and Funded.** The Northern Layover and Maintenance facility in Palm Beach County was adopted in the FY16 Palm Beach MPO Draft ten year work program includes full funding in the outer years.

- **SFRTA New Operations and Dispatch Center and Tri-Rail Pompano Beach Green Station Demonstration Project.** Construction commenced in May 2015 for both projects on the existing Pompano Beach Station site and completion is projected for March 2016.
- **New Safety Coordination Center.** SFRTA established the Public Safety Coordination Center to coordinate with all first responders, contractors and the public to resolve safety issues and hazards along the rail right-of-way and at-grade crossings.
- **SFRTA Social Media.** In January 2015, six new SFRTA social media pages including Facebook, Twitter, Instagram, YouTube, LinkedIn, and Google+ went live. SFRTA now connects with riders through these platforms at all hours of the day, and can reach out to new riders and businesses with Tri-Rail information.
- **Wayfinding.** New station signage design was approved. SFRTA will next develop, procure and install the new signage.

Other improvements furthering SFRTA's quality and performance include:

- **Miami River-Miami Intermodal Center Capacity Improvement (MR MICC) Project.** Project development and extensive coordination continues with the Army Corps of Engineers, South Florida Water Management District, Miami River Community, and others to advance this project.
- **New Bicycle Cars and Lockers.** Bicycle cars are being readied for test runs in summer of 2015. Ten Bombardier passenger cars will be adapted for first floor bicycle parking of 18 bicycle cars.
- **Wi-Fi testing** is in final process to implement for the fleet of vehicles by the end of 2015.
- **Large scale passenger announcement system** is currently being planned. This will allow for a new, real time messaging system.

SUSTAINABLE FUNDING

The SFRTA continues to work with numerous partners to secure funding to support and expand premium transit in the region. Funding options are under evaluation to support both the existing Tri-Rail system and the planned TRCL expansion. SFRTA continues to pursue participation in further funding and grant initiatives.

ECONOMIC GROWTH

Through its role in operating the Tri-Rail system and facilitating its expansion onto the FEC Railway Corridor, the SFRTA works with the private sector and private agencies to identify ways to facilitate economic growth, particularly as it relates to transit. The SFRTA also works with partner agencies on various projects to better the region's growth opportunities. These efforts include, but are not limited to:

- **The Florida Freight and Mobility Plan (FMTP):** The purpose of this FDOT-initiated plan was to “define policies and investments that will enhance Florida’s economic development efforts into the future”. The FMTP contains a Policy and an Investment Element. The Investment Element, adopted in September 2014, includes projects for the Miami River –Miami Intermodal Center Capacity Improvement (MR MICCI) and Northwood Connector.
- **Florida Transportation Plan (FTP) and Strategic Intermodal System Policy Plan (SIS):** SFRTA participated in a FDOT workshop to develop a new State of Florida FTP and SIS policy plan. These plans will define a long-range policy guidance and expenditure framework for state and federal transportation funding.
- **WAVE Streetcar:** Actions were taken this year to advance this project. Streetcar lines have been shown to foster economic competitiveness and increase land values as they generate access to job centers, reduce travel times and thereby improve productivity, for commuters and business users. Research has shown that streetcars can be a sustainable and permanent transportation investment that anchors future growth, provides a major regional transportation component, and spurs economic development by enhancing mobility options as population grows. SFRTA continues to study the feasibility of new streetcar lines for the region and their related potential for economic development.
- **Miam-Dade Rail Opportunities:** In May 2015 SFRTA published “Miami-Dade Rail Opportunities” as a resource to help Miami-Dade County select targeted, strategic transportation investment to assist the County to reach its fullest economic potential.

ENVIRONMENTAL SUSTAINABILITY

The SFRTA has made it a goal to maximize environmentally sustainable practices for both the current SFRTA/Tri-Rail system and for future projects. The following efforts are underway:

- ***The Pompano Beach Green Station Demonstration Project at the Tri-Rail Pompano Beach Station and the New Operations Center:*** A contract was let in May 2015 for construction of both a new Operations Center and the new station at the Tri-Rail Pompano Beach station site. SFRTA seeks a LEED Certification for the Center and station improvements which will be constructed with energy saving features. The Center will house administrative staff, a customer service call center, and a dispatch center to handle the agency's newly assumed corridor dispatch functions. This combined construction project incorporates sustainable energy features which meet the Silver LEED Certification standard. These features include solar panels, LED lighting, and electric car charging stations in the Center garage.
- ***Participation in Regional Planning Efforts:***
 - **FHWA Climate Resilience Pilot Project.** SFRTA chaired the grant's Technical Advisory Committee and also presented on regional transit and land use initiatives at the Southeast Florida Regional Climate Compact's Transportation Workshop.
 - **Southeast Florida Regional Climate Change Compact:** SFRTA attended the 2014 Regional Climate Change Conference organized by the Compact, and presented on regional transit and land use initiatives at the Compact's Transportation Workshop on May 2014. SFRTA also initiated discussions with the Compact on incorporating environmental performance measures into South Florida's Long Range Transportation Plans.





4. SFRTA FORWARD PLAN

4.1 INTRODUCTION

This section presents an updated 10-year implementation program and finance plan for *SFRTA Forward* based on current and projected operating and capital budgets.

As documented in the 2013 TDP Major Update, the Great Recession created uncertainty regarding the funding available for public transportation at the federal, state, and local levels. As the economy continues to gradually improve and demands and needs increase, the SFRTA recognizes that expanding the agency's role and responsibilities beyond operating the existing Tri-Rail System (i.e. SFRC Dispatch, The WAVE, Tri-Rail Coastal Link, etc.) will require additional capital and operating funds to fully implement these initiatives.

SFRTA is committed to expanding Tri-Rail service to the FEC corridor with its proposed Tri-Rail Coastal Link (TRCL). Per the terms of the multi-party Tri-Rail Coastal Link MOU approved in May 2013, SFRTA is tasked with developing the project's finance plan. As part of this effort, SFRTA has led the activities of the Tri-Rail Coastal Link Finance Subcommittee investigated a wide variety of funding options to cover both capital and operating and maintenance costs. This year, SFRTA forged new partnerships to assemble public-private support and funding for an initial, critical component of TRCL. As planned, the Downtown Miami Link will extend service onto the FEC corridor and into the new All Aboard Florida MiamiCentral station.

At the same time, a sustainable dedicated funding source remains a pressing need in order to fund the recommended initiatives and alternatives in the *SFRTA Forward* plan. A combination of federal funds, state assistance, and local contributions, particularly from partnering local governments, will be crucial in meeting the unfunded needs. FDOT and SFRTA will cooperate in identifying and implementing a dedicated local funding source before July 1, 2019 when the dedicated funding from the State to SFRTA is scheduled to sunset.

4.2 OPERATING FORECAST

Operating Expenses

SFRTA's operating costs for FY 2016, based on the adopted operating budget, total \$105.7 million. The majority of this is dedicated to the operation of the Tri-Rail system (operating contract, train maintenance contract, station maintenance contract, fuel, and New River Bridge dispatch). The major difference in the new FY 2016 budget is the costs associated with a full year of rail corridor Right of Way (ROW) maintenance. This expense increased greatly as the agency took over ROW maintenance and dispatch of the corridor in April 2015, and will continue to perform these duties in the years ahead.

Table 4-1: SFRTA Operating Expenses

	Adopted FY 2015-16
OPERATING EXPENSES	
Operating Contract	12,282,872
Train Maintenance Contract	17,216,912
Station Maintenance Contract	2,706,000
Station Safety Improvements	-
Feeder Service	6,049,897
Emergency Feeder Service	55,000
Security Contract	6,732,143
Insurance - Liability/Property/Auto	2,500,000
Train Fuel Contract	9,882,500
CSX Dispatch	-
SFRC Dispatch	3,999,207
Station & Office Utilities	700,000
Corridor Utilities	1,169,610
Revenue Collection	648,000
Corporate & Community Outreach	598,500
Legal Expenses	826,956
Personnel Services	11,294,866
SFRC Maintenance	26,851,339
Office Business Expense	1,138,400
Business Travel/Conferences	219,130
Dues & Subscriptions	150,793
General Training & Seminars	132,805
Professional Fees	1,037,900
Office Rent	792,700
Technical Support	55,000
Electronic Messaging Boards	120,000
Smart Card	78,000
APTA Peer Review	19,000
Alarm Systems	3,000
Uniforms	4,000
Reserve	-
Transfer to Capital Program	(1,575,000)
TOTAL EXPENSES	\$ 105,689,530

Operating Revenues

SFRTA's operating revenues for FY 2015-2016, based on the adopted operating budget, total \$105.7 million. SFRTA's operating train revenues are generated through Tri-Rail fares. The remainder of the operating revenues is a combination of federal, State, and local funds received from each of the three counties in the South Florida region (Palm Beach, Broward, and Miami-Dade).

The SFRTA is committed to working with FDOT and other partners to identify a new dedicated revenue source that will cover continued operations for the existing Tri-Rail system and the Coastal Link expansion on the FEC Railway. The intent is to identify and secure a new dedicated revenue source prior to FY 2019, so that Tri-Rail Coastal Link service on the FEC can be implemented in an accelerated manner. By FY 2020, the State dedicated operating assistance now received by is scheduled to sunset per the terms of HB 599 (signed into law in 2012). Per HB 599, a new dedicated revenue source must replace this state statutory operating assistance by FY 2020.

Table 4-2: SFRTA Operating Revenues

OPERATING REVENUES	Adopted FY 2015-2016
TRAIN REVENUE	
Train Service Revenue	13,272,273
Interest Income/ Other Income	325,000
TOTAL TRAIN REVENUE	\$ 13,597,273
OPERATING ASSISTANCE	
Statutory Dedicated Funding	13,300,000
Statutory Operating Assistance	17,300,000
Statutory Maintenance of Way	25,722,054
FTA Planning Grant	1,100,000
FTA Preventive Maintenance	19,922,912
FTA Designated Recipient Fees	150,000
FTA JARC/NF Program Fee	10,000
FTA JARC/NF Program Match	375,890
FHWA	4,000,000
FDOT JPA-Hialeah Station	-
FDOT JPA-MIC Safety Improvements	-
FDOT JPA-MIC Security	129,344
FDOT Flagging Reimbursement Agreement	500,000
City of Boca Raton-Shuttle Service	110,734
Miami-Dade Statutory Operating Assistance	1,565,000
Broward Statutory Operating Assistance	1,565,000
Palm Beach Statutory Operating Assistance	1,565,000
Other Local Funding	279,535
Gas Tax Transfer	1,896,895
SFRTA Reserves	2,599,893
TOTAL ASSISTANCE	92,092,257
TOTAL REVENUE	\$ 105,689,530

4.3 10-YEAR CAPITAL PLAN

The 10-year Capital Plan for FY 2016-2025 is provided below. It is based on the demand and mobility needs documented previously and SFRTA's Adopted Capital Budget and Five-Year Plan.

Capital Expenses: For the purposes of the *SFRTA Forward* plan, the Capital Budget has been expanded into a Capital Program. The first five years of the Capital Program originate directly from the SFRTA FY 2016 Capital Budget and the Five-Year Plan for FY 2017 to FY 2020. The latter years (FY 2021 to FY 2025) contain projects anticipated to receive funding together with a list of additional projects identified as priorities by SFRTA. Projects in this second five years are unfunded but should additional funding become available, projects could then be programmed into the first five years. Table 4-3 summarizes the programmed and planned capital expenses for *SFRTA Forward*.

The largest capital expense in the next decade will be implementing the Tri-Rail Coastal Link expansion at an estimated capital cost of \$700 million in FY 2021. It is important to emphasize that the implementation schedule developed by SFRTA staff and presented in Table 4-4 does not preclude the opportunity to advance or delay any of the projects included in the *SFRTA Forward* 10-year Capital Plan. As capital funding opportunities become available, this capital plan should be adjusted according to SFRTA's priorities during next year's TDP Annual Progress Report.

Notable changes in the capital expenses since last year include:

- *Northwood and Iris:* \$3,848,023 is budgeted in FY 16 for construction/upgrade of these two rail connections to link the South Florida Rail Corridor to the FEC.
- *The Wave Modern Streetcar:* \$66,290,753 is budgeted in FY 16. This amount reflects combined funding from FDOT, FTA, the Broward MPO, and the City of Fort Lauderdale, and Broward County.
- *Northern Loop, Wave Modern Streetcar:* The City of Fort Lauderdale provides \$5,755,581 in FY 16 for construction of the new, added alignment at the northern end of the Wave project.
- *Positive Train Control (PTC):* \$16,223,888 is budgeted in FY 16 for engineering, installation, project management and system testing for the Tri-Rail fleet.
- *MIC Rail Corridor:* \$1,200,000 of FDOT funding is budgeted in FY 16 for grade crossing improvements and construction on NW 25th and NW 28th Streets, near the Miami Airport Station at the MIC.
- *PBIA Shuttle Bus:* \$110,734 (operating funds) was added for this initial new service between the West Palm Beach Station and the PBIA.
- *New Boca Raton Station:* Funding is identified for this project in FY 2017 and 2018.

Table 4-3: SFRTA Forward 10-Year Capital Plan

Project List Yellow Highlight = 2nd 5yr Plan Projections	FY 15-16 ADPT'D CAPITAL	FY 16-17	FY 17-18	FY 18-19	FY 19-20	FY 20-21 PROJECTED	FY 22 PROJECTED	FY 23 PROJECTED	FY 24 PROJECTED	FY 25 PROJECTED
Northern Layover Facility			13,065,944	7,000,000	12,034,056					
Northwood & Iris Crossovers	3,848,023									
Service on FEC-TRCL	908,105	3,613,105	2,425,438	5,803,352		350,000,000	350,000,000			
Boca II		1,500,000	17,000,000							
WAVE	66,290,753	10,328,000								
Northern Loop	5,772,581									
Operations Center	19,300,000									
Dispatch Center	500,000									
New River Draw Bridge	889,000									
MIC Rail Corridor	1,200,000									
MIC TVMs & Networking	205,333		268,000							
MR-MICCI		15,000,000	12,000,000							
Pomp Beach/Delray Beach Sta Improve										
Station Beautification	168,000	168,000	168,000	168,000	168,000	168,000				
Opa Locka Parking Lot Improvements										
SFOMA Transition	455,000									
Transfer to Operating	1,896,895	1,896,895	1,896,895	1,896,895	1,896,895	1,896,895				
New Rolling Stock-TRCL					4,000,000	4,000,000				
New Rolling Stock (Rotem Cars)									25,000,000	
New Locomotives										
Locomotive Spare Parts	300,000		500,000	168,000	468,000	500,000				
TRCL Locomotive Rehab						1,000,000	9,000,000			
Preventive Maintenance	21,400,000	21,400,000	21,400,000	22,300,000	22,300,000	22,300,000				
Passenger Car Spare Parts										
Decolocstat										
Coach Wraps & Cameras										
Lower Door Control										
Rail Yard Improvements	100,000		100,000		300,000					
Hialeah Yard Electric Rewiring										
Heavy Station Maint/Construction	200,000	300,000			100,000					
Station Improvements	100,000			100,000	200,000					
Positive Train Control	16,223,888									
Environmental Mitigation	500,000									
Corridor Flagging	1,200,000	1,200,000	1,200,000	1,200,000	1,200,000	1,200,000				
Passenger Information System	1,500,000									
Passenger Emergency Intercom										
Wayfinding		183,333								
Add Passenger Wi-Fi to Fleet										
Transit Oriented Dev (TOD II)	225,000	300,000		200,000	300,000					
Broward Mobility Hub										
Cypress Creek Mobility Hub			7,000,000							
West Palm Beach Intermodal										
Project Support/Administration	\$ -	\$ 1,200,000	\$ 1,200,000	\$ 1,200,000	\$ 1,200,000	\$ 1,200,000				
Computer/Office Equipment/Software	500,000	500,000	200,000	200,000	300,000	150,000				
Planning & Capital Development		697,000		1,100,000	1,100,000	1,000,000				
General Engineering Consultants	1,250,000	1,500,000	1,500,000	1,000,000	1,000,000	1,000,000				
Non-Revenue Fleet Vehicles	100,000		100,000		100,000					
Mold Mitigation										
Boardroom Audio-visual Equipment	25,444									
Debt Service	3,535,117	3,699,945	3,216,667	3,379,799	3,326,308	771,936				
Locomotive & Railcar Rehab						10,000,000				
New Rolling Stock									25,000,000	
Broward Mobility Hubs						12,720,000	12,720,000	12,720,000	12,720,000	12,720,000
Station Area Pedestrian Plan						2,500,000	2,500,000	2,500,000	2,500,000	2,500,000
Bike Storage Cars						1,000,000				
WPB Additional Parking (250)						3,000,000				
PBI Airport Station*		250,000*							5,100,000	11,900,000
Miami Freight Rail Corridors						7,500,000		125,000,000		
V. A. Hospital Extension									500,000	
Streetcar Feasibility Studies						800,000				
Federal Funds Unallocated		250,000			412,334	2,930,334				
County Gas Tax Funds Unallocated	3,431,550	3,266,722		1,458,954	1,803,463	2,057,835				
TOTAL 2015 Adopted Capital Budget Fund										
Allocation by Project	\$ 152,024,689	\$ 67,003,000	\$ 83,240,944	\$ 47,175,000	\$ 52,209,056	\$ 40,175,000				
TOTAL of Projected Costs for 2nd Five Years						\$ 387,520,000	\$ 374,220,000	\$ 140,220,000	\$ 70,820,000	\$ 27,120,000
Total Prior Year Funds Expended										
Remaining Prior Year Funds										

*PBI Airport Station funding in Palm Beach TIP; will be added into the SFRTA FY16-17 Capital Budget

Yellow Highlighting Indicates Projected Funding



Table 4-4 SFRTA Capital Revenues

	ADOPTED FY 2015-16	FY 2016-2017 PROJECTED	FY 2017-2018 PROJECTED	FY 2018-2019 PROJECTED	FY 2019-2020 PROJECTED	FY 2020-2021 PROJECTED	TOTAL
CAPITAL REVENUES							
FTA Section 5307 - Formula Funds	\$16,915,000	\$16,915,000	\$16,915,000	\$16,915,000	\$16,915,000	\$16,915,000	\$101,490,000
FTA Section 5307 - STP Flex Funds							\$0
FTA Section 5309 - Rail Mod.							\$0
FTA Section 5309 - Safetea (Earmark)							\$0
FTA Section 5337 - State of Good Repair	14,050,000	14,050,000	14,050,000	14,050,000	14,050,000	14,050,000	\$84,300,000
FTA Section 5308 - Tigger Funds							\$0
FTA Section - Tiger Funds							\$0
FTA Section 5317 - New Freedom							\$0
FTA Small Starts	49,650,000						\$49,650,000
American Recovery & Reinvestment Act							\$0
FDOT GMR Funds				5,900,000			\$5,900,000
FDOT Urbanized Flex Funds			7,000,000				\$7,000,000
FDOT PTO Funds	500,000						\$500,000
FDOT JPA'S	27,721,355	15,000,000					\$42,721,355
FDOT Grade Crossing Agreement	1,200,000						\$1,200,000
FDOT Flagging Agreement	1,200,000	1,200,000	1,200,000	1,200,000	1,200,000	1,200,000	\$7,200,000
FDOT Trip Funds			14,500,000				\$14,500,000
FDOT FHWA Flex Funds				1,100,000			\$1,100,000
PBMPO Funds		1,500,000	21,565,944		12,034,056		\$35,100,000
BMPO Funds	1,800,000						\$1,800,000
City of Ft. Lauderdale	90,753						\$90,753
City of Ft. Lauderdale-Northern Loop	5,772,581						\$5,772,581
Taxing District							\$0
Broward County	5,815,000						\$5,815,000
Rotem Credit							\$0
SIB Loan	19,300,000						\$19,300,000
Unidentified WAVE Funding Source		10,328,000					\$10,328,000
County Gas Tax	8,010,000	8,010,000	8,010,000	8,010,000	8,010,000	8,010,000	\$48,060,000
Total Capital Revenues	\$ 152,024,689	\$ 67,003,000	\$ 83,240,944	\$ 47,175,000	\$ 52,209,056	\$ 40,175,000	\$ 441,827,689

Source: SFRTA Adopted Budget FY 2015-2016 and Five Year Plan, and TDP Analysis by SFRTA staff.

4.4 CONCLUSION

SFRTA's FY 2016–2025 Transit Development Plan Annual Update documents the investments that SFRTA is committed to making over the next five years, as well as its vision for additional priorities and improvements through FY 2025. As summarized in the **SFRTA Forward** Capital Plan presented earlier, many exciting transit projects and concepts are included throughout the 10-year period of **SFRTA Forward**, including some near-term projects that are poised to have a pivotal impact in the South Florida region.

These immediate improvements include the shift of rail corridor dispatch and maintenance duties to SFRTA, and the opening of the new Miami Airport Tri-Rail Station at the MIC, and construction of SFRTA's new Operations and Dispatch Center together with significant improvements to the Pompano Beach Station. Concurrently, SFRTA is working diligently with multiple partners to advance other premium transit projects, such as Tri-Rail expansion onto the FEC Railway corridor (Tri-Rail Coastal Link) and The WAVE modern streetcar in downtown Fort Lauderdale, which are poised to transform the transportation landscape in the South Florida region.

SFRTA is committed to expanding premium transit in the South Florida region. As capital and operating funding opportunities become available, the **SFRTA Forward** Capital Plan will be adjusted and these transformational projects advanced. In conclusion, **SFRTA Forward** is an ambitious plan that is responsive to the project's extensive outreach activities, addresses the mobility needs of South Florida's growing and dynamic region, identifies a need for continued partnerships, and shows a commitment to expanded premium transit and associated economic development.



SOUTH FLORIDA REGIONAL TRANSPORTATION AUTHORITY
PLANNING TECHNICAL ADVISORY COMMITTEE (PTAC)
MEETING: JUNE 17, 2015

INFORMATION ITEM REPORT

Information Item

Presentation

PALM BEACH INTERNATIONAL AIRPORT (PBIA) SHUTTLE BUS SERVICE

SUMMARY EXPLANATION AND BACKGROUND:

On May 22, 2015, the South Florida Regional Transportation Authority (SFRTA) Governing Board approved funding in SFRTA's Operating Budget for FY 2016-2017 for a new shuttle bus route to run non-stop between the Palm Beach International Airport (PBIA) and the West Palm Beach Tri-Rail Station.

The Miami International Airport (MIA) is linked to Tri-Rail Miami Airport Station via the MIA Mover at the Miami Intermodal Center (MIC). A dedicated Tri-Rail shuttle connects the Fort Lauderdale/Hollywood International (FLL) Airport at Dania Beach Tri-Rail Station with the FLL Airport. With the PBIA shuttle bus service, all three regional international airports will now have a direct connection to and from corresponding Tri-Rail stations.

A presentation will be given to PTAC members to describe the proposed PBIA shuttle bus service plan and the coordination to take place in order to implement the service in time to coincide with the start of the tourist season.

EXHIBITS ATTACHED: PBIA Shuttle Presentation to be provided at the meeting.

SOUTH FLORIDA REGIONAL TRANSPORTATION AUTHORITY
PLANNING TECHNICAL ADVISORY COMMITTEE (PTAC)
MEETING: JUNE 17, 2015

INFORMATION ITEM REPORT

Information Item Presentation

MIAMI RIVER-MIAMI INTERMODAL CENTER CAPACITY IMPROVEMENT
(MR-MICCI)

SUMMARY EXPLANATION AND BACKGROUND:

The 72-mile Tri-Rail corridor traverses the tri-county region of Miami-Dade, Broward, and Palm Beach counties. The Double Track Corridor Improvement Program, completed in 2006, added a second mainline track to all but the southernmost 1.25 miles of the Tri-Rail corridor, which is the subject of this effort. The South Florida Regional Transportation Authority (SFRTA), in cooperation with the Florida Department of Transportation (FDOT) and consistent with the Miami-Dade Metropolitan Planning Organization (MPO) Long Range Transportation Plan, has identified this section of single track for additional rail capacity, to improve access and connectivity to the Miami Intermodal Center (MIC).

SFRTA is managing a multi-year Project Development and Environment (PD&E) Study, commonly referred to by its acronym - MR-MICCI, to evaluate potential corridor improvements, including track, signals, the Miami River Bridge and connections with the new MIC Tri-Rail Station. Benefits of the MR-MICCI Project include: improved connectivity to the Miami International Airport; improved passenger access to the numerous transit connections at the Miami Central Station; and relieving bottlenecks for Tri-Rail, Amtrak, and freight services in the area, resulting in improved operational efficiencies.

SFRTA staff and its consultants will inform about the progress of the PD&E activities since the last update presented to the group on June 10, 2014. Since then, the Draft Environmental Assessment (EA) report was submitted to the Federal Transit Administration (FTA) as the lead agency, and to the US Coast Guard (USCG), as cooperating agency, for their review. A public hearing is tentatively scheduled for Fall 2015 after FTA approves the Draft EA for public availability. In addition, given the single-track bridge over the Miami River is eligible for the National Register of Historic Places (NRHP), a Cultural Resources Committee (CRC) was formed to kick-off the Section 106 of the National Historic Preservation Act (NHPA) and the potential Section 4(f) of the Department of Transportation Act of 1966 determination process. The CRC includes the required consulting agencies and stakeholders including the FTA, the USCG, the State Historic Preservation Office (SHPO), and the Florida Department of Transportation (FDOT). An update on the recent and upcoming CRC meetings will be presented.

EXHIBITS ATTACHED: MR-MICCI Presentation



Miami River – Miami Intermodal Center Capacity Improvement Project

PTAC Meeting

June 17, 2015



Presented by:

**PARSONS
BRINCKERHOFF**

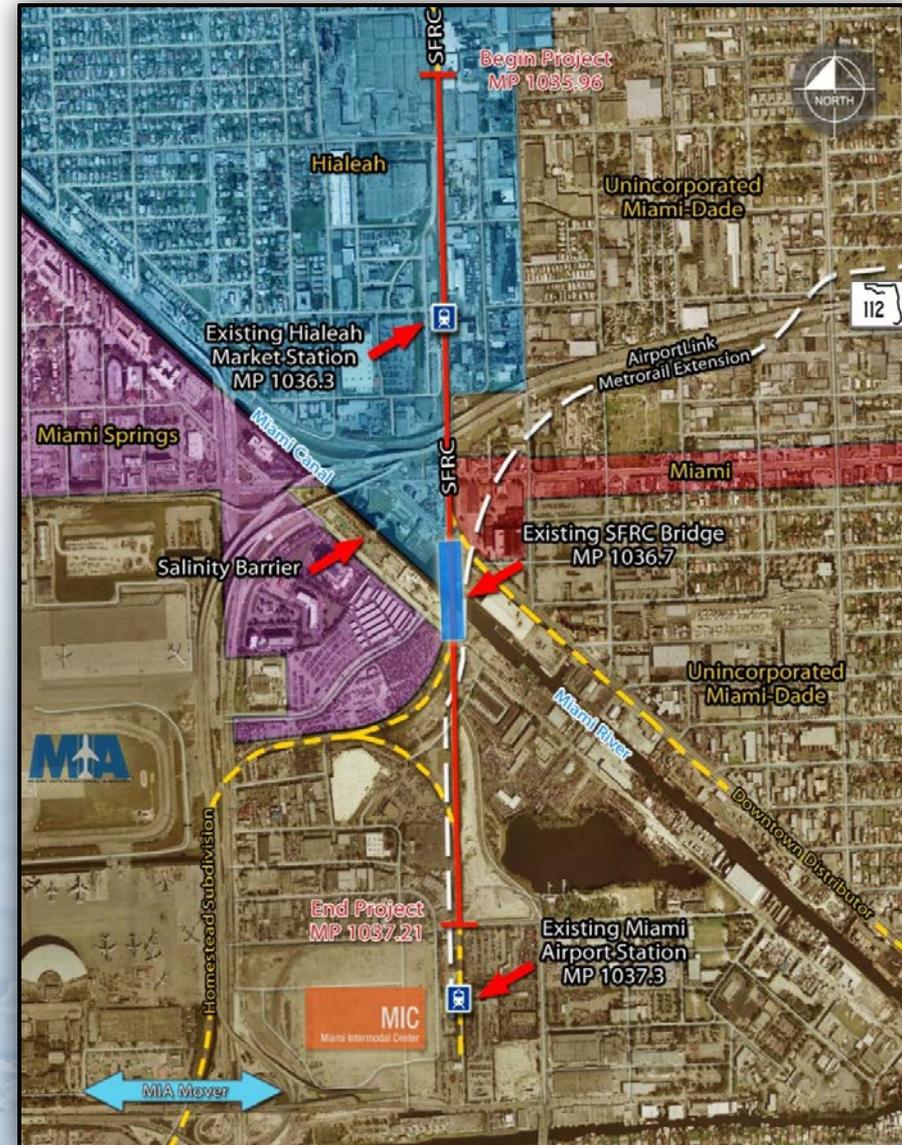
Kimley»Horn

Agenda



- Project Information
- Existing Conditions
- Conceptual Alternatives
- Environmental Documents
- Agency Coordination/
Public Involvement
- Project Schedule
- Questions/Discussion

- Complete **missing double-track** section of Tri-Rail system (SFRC).
- Improve Tri-Rail **travel time and schedule adherence**.
- Improve **system connection** into the Miami Intermodal Center (MIC).
- Address **operational bottleneck** (Tri-Rail/Amtrak/Freight).
- Project is included in Miami-Dade's **Long Range Transportation Plan**.



Existing Conditions: Corridor

- **Single-Track Section**
 - Rail corridor right-of-way is ~60 ft.
- **Hialeah Market Station**
 - Single platform on the west side of track.
 - Adjacent Hialeah Seaboard Air Line Railway Station building is NRHP listed.
- **Miami Airport Station**
 - End of the Tri-Rail System.
 - Recently reopened – April 5, 2015.
 - Connects to Miami Intermodal Center.



Hialeah Market Station – Preferred Alternative: Center Platform At-Grade Access



Existing Conditions: Miami River Bridge



- **Scherzer Rolling Lift Bridge**
 - Constructed in 1920s.
 - NRHP eligible historic structure.
- **Limited Bridge Openings**
 - On-Call bridge tender.
 - 48 hour notice required.
- **AirportLink Metrorail Extension**
 - New fixed bridge with 40-foot vertical clearance in close proximity to SFRC.
- **Navigable Section of Miami River**
 - Extends approximately 1,000 feet upstream of SFRC to the Flood Control Structure.
- **Completed Bridge Inspection**

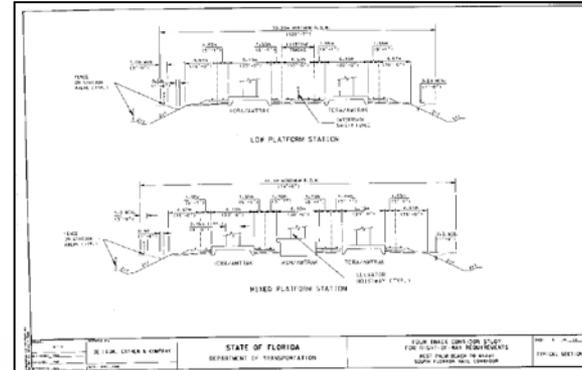
NEPA: Environmental Assessment (EA)

- **FTA Lead Federal Agency**
 - USCG as Cooperating Agency
- **Completed Support Documents**
 - Wetland Evaluation
 - Contamination Screening Assessment
 - Noise
 - Air Quality
 - Endangered Species Biological Assessment (ESBA)
- **Schedule/Submittals:**
 - ✓ Final Draft EA (to FTA) – November 2014
 - ✓ FTA Comments Received – March 2015
 - Public Hearing – Targeting September 2015



■ Rail Corridor Options:

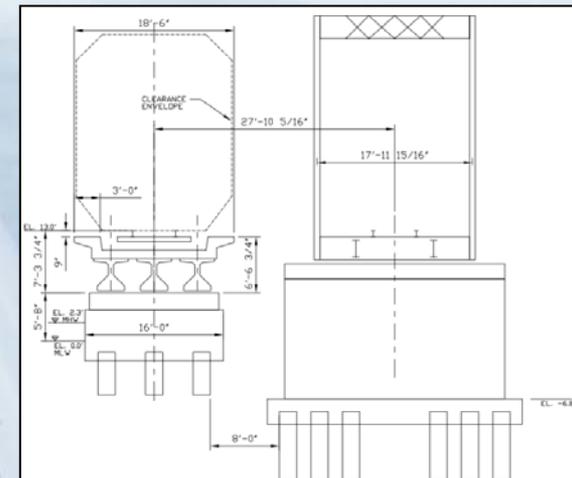
- Two-track
- Three-track
- Four-track



- Operational Analysis determined that 2-Track Alternative will accommodate future demand

■ Miami River Bridge Options:

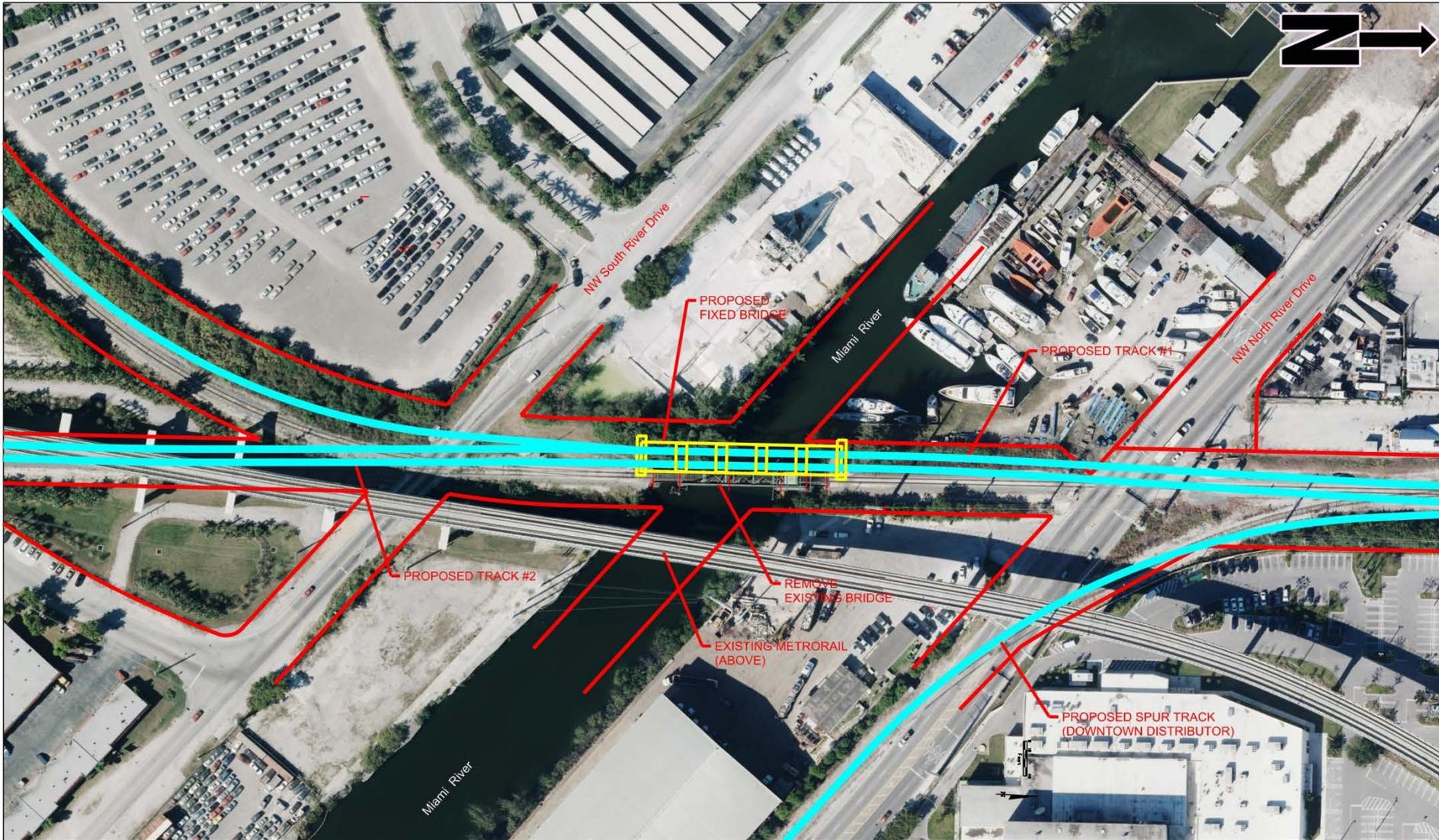
- Rehabilitate/Maintain existing Moveable Bridge
 - A. Add New Movable Bridge
 - B. Add New Fixed Bridge
- Remove Existing Moveable Bridge
 - C. Construct New Fixed Bridge
 - D. Construct New Movable Bridge



Bridge Alternatives: (1) Rehab Existing, New Fixed

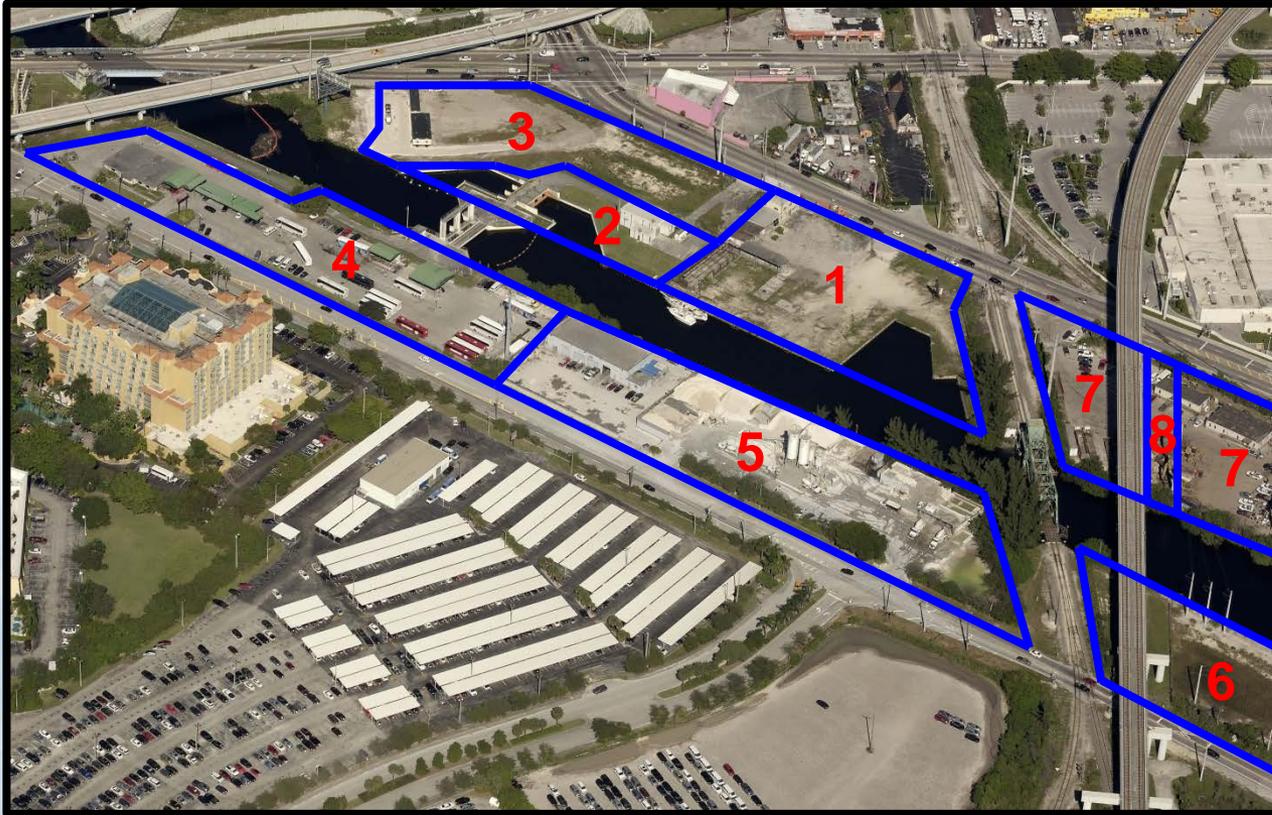


Bridge Alternatives: (2) Remove Existing, New Fixed



SUMMARY OF IMPACTS			
Evaluation Measure	No-Build Rehabilitate Existing Bridge and Track	Alternative 1 Rehabilitate Existing Bridge Add Fixed Bridge	Alternative 2 Remove Existing Bridge Add Fixed Bridge
ENGINEERING			
No. of Tracks	1	2	
Min. Train Design Speed	45 mph	45 mph	40 mph
Existing Miami River Bridge	Rehab	Rehab	Remove
ENVIRONMENTAL			
Floodplains	None	Low	
Wetlands	None	Low (0.3 acres)	
Essential Fish Habitat	None	Low (sand bottom, no HAPC)	
Water Quality	Low	Low	
Threatened/Endangered Species	None	Low (West Indian Manatee)	
Air Quality	None	Low	
Hazardous Materials	None	Moderate	Low
Noise and Vibration	None	None	
SOCIO-CULTURAL			
Historical and Archaeological Resources	None	Low	High (Adverse effect)
Section 4(f) Resources	None	None	High
Parks and Recreation Lands	None	None	
Other Sociocultural Impacts	None	Low	
OTHER			
Right-of-Way Impacts	None	Low	Low
Utility Impacts (FPL)	None	High	Low
Navigation (Miami River Properties)	None	High	High
FINANCIAL			
Bridge Capital Cost	\$4,200,000	\$6,400,000	\$2,600,000
Other Capital Costs	None	\$15,400,000	\$14,200,000
ROW Acquisition/Business Impacts	None	\$10,100,000 to \$13,100,000	\$10,100,000 to \$13,100,000
Total Capital Costs (Current Year)	\$4,200,000	\$31,900,000 to \$33,900,000	\$26,900,000 to \$29,900,000
O&M Costs (Annual)	\$180,000	\$36,000	\$4,000
O&M Costs (Life Cycle - 75 years)	\$32,650,000	\$37,300,000	\$2,700,000

Miami River Bridge: Adjacent Property Owners



1. Eugene Eisenberg TRS
 - Vacant Marina
2. SFWMD
 - Flood Control Structure
3. MDX
4. River Properties Inc.
 - Red Coach Bus
5. BRACUSA LLC
 - SuperMix Concrete Batch Plant
6. MDT
7. FPT Florida Land LLC
8. Miami-Dade County GSA

Meetings Recap: USCG and USACE

- USCG to serve as a cooperating agency on the EA
 - NEPA must be complete prior to USCG reviewing bridge permit
- USACE has jurisdiction over Federal Channel
 - Section 408 permit required for impact to federal flood program or navigation
- Low level fixed bridge is a possibility
 - Requires redefining the limits of the Federal Channel
 - USACE lead for de-authorization
 - Processed via Water Resources Reform and Development Act (WRRDA)
 - USCG requires no further navigation interests



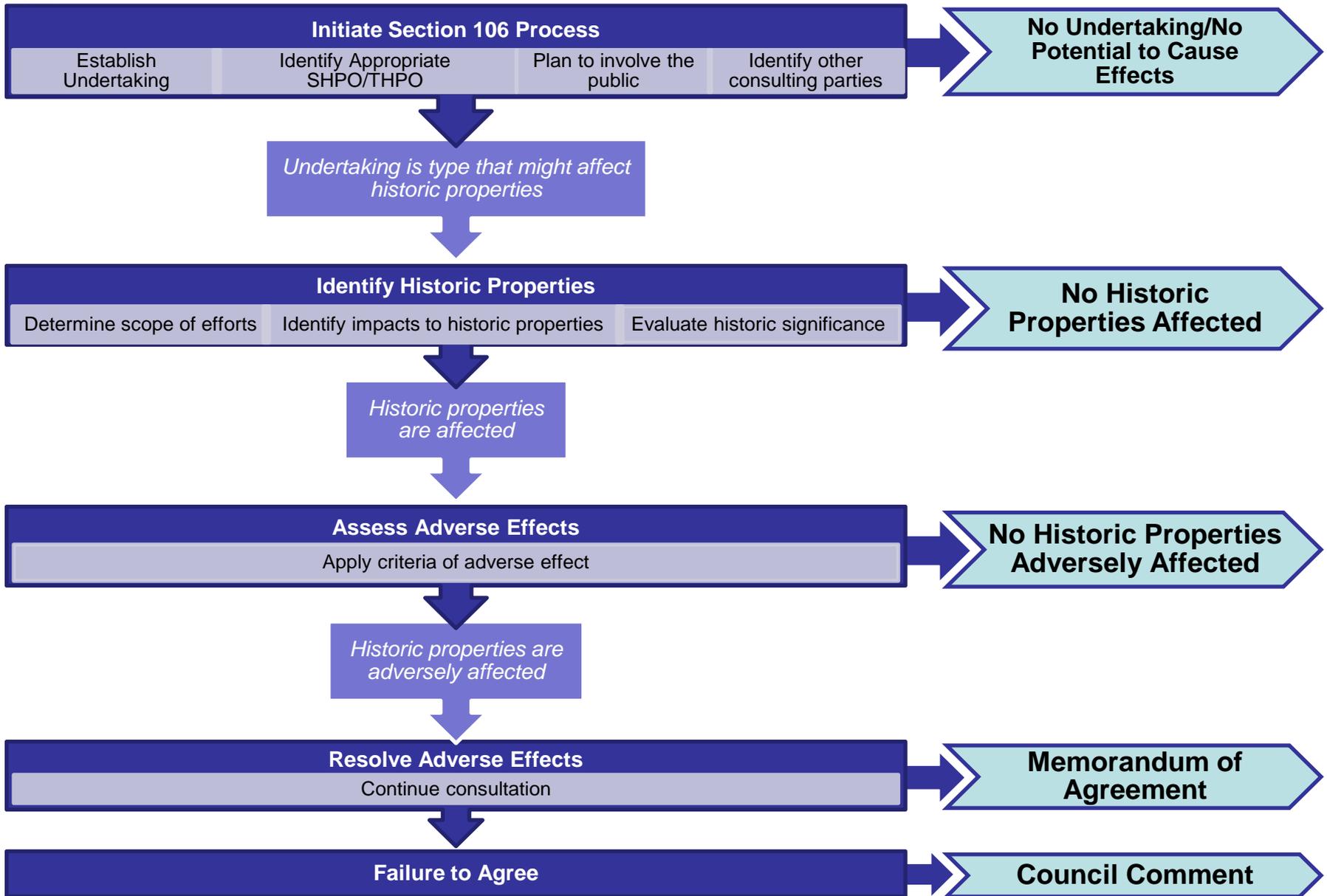
Meetings Recap: Miami River Stakeholders

- Met with Miami River Commission (MRC) and Miami River Marine Group (MRMG)
 - Both support the removal of existing bridge and a new fixed bridge alternative
 - Requested some considerations:
 - Limit ROW impacts to west side of river and compensate for loss of river access upstream
 - ROW obtained for project but not utilized to be sold/leased for marine-related usage
 - Better maintenance of the Downtown Distributor rail spur
 - Minimize impacts to adjacent property owners (FPT) and traffic congestion and traffic impacts during construction



Environmental Documents – Cultural Resources

- **Cultural Resource Assessment Survey (CRAS)**
 - SHPO concurrence: February 24, 2014
 - Tribal Letters
 - Submitted March 5, 2014
 - Received request from Muscogee Tribe to be a consulting party
- **National Register of Historic Places (NRHP) eligible**
 - Section 106 consultation required
 - Section 4(f) required
 - Requires demonstration that:
 - No feasible and prudent alternative exists
 - All possible planning to minimize harm



Cultural Resources Committee (CRC) Meeting Highlights

- **January 21st Cultural Resources Committee Meeting**
 - CRC requested analysis of double-track along corridor except keeping existing single-track bridge.
 - CRC requested analysis of adding a new single-track bridge next to existing bridge.
 - More information requested for Hialeah Market Station improvement.
 - Section 106 and Section 4(f) processes to be conducted concurrently.

- **Next meeting – July 1st, 2015**
 - Draft Determinations of Effects to be discussed.

Agency Coordination



US Army Corps of Engineers

- FDOT District Four
- FDOT District Six
- Federal Transit Administration
- Miami-Dade County Regulatory & Economic Resources
- Miami-Dade Expressway Authority
- Miami-Dade Metropolitan Planning Organization
- Miami-Dade Transit
- Miami River Commission
- Miami River Marine Group
- South Florida Water Management District
- State Historic Preservation Officer
- US Army Corps of Engineers
- US Coast Guard



United States Coast Guard
U.S. Department of Homeland Security



Next Steps

- Public Hearing → September 2015
- Section 106 and Section 4(f) → May 2016
- FTA Approval of EA/FONSI → June 2016
- Complete 30% Design → End of 2016



SOUTH FLORIDA REGIONAL TRANSPORTATION AUTHORITY
PLANNING TECHNICAL ADVISORY COMMITTEE (PTAC)
MEETING: JUNE 17, 2015

INFORMATION ITEM REPORT

Information Item Presentation

CSX EAST-WEST RAIL FEASIBILITY STUDY

SUMMARY EXPLANATION AND BACKGROUND:

The Miami-Dade Metropolitan Planning Organization (MPO) recently embarked on the *CSX East-West Rail Feasibility Study*, an analysis of the existing rail line (which parallels SR 836) for potential passenger use. The easternmost 4-mile portion of this CSX corridor (also known as the “Lehigh Spur”) is part of the South Florida Rail Corridor and is already under state ownership.

The CSX East-West Rail Feasibility Study has performed preliminary technical analysis and conducted its first Study Advisory Committee meeting on May 14. Key stakeholders who participated in the first Study Advisory Committee meeting include CSX, FDOT, Miami-Dade County, and SFRTA/Tri-Rail.

Mr. Wilson Fernandez of the Miami-Dade MPO will present this item. Information will be shared on existing corridor conditions, preliminary passenger service concepts, and the study schedule.

EXHIBITS ATTACHED: None.

SOUTH FLORIDA REGIONAL TRANSPORTATION AUTHORITY
PLANNING TECHNICAL ADVISORY COMMITTEE (PTAC)
MEETING: JUNE 17, 2015

INFORMATION ITEM REPORT

Information Item

Presentation

SOUTH U.S. 1 (BROWARD COUNTY)
TRANSIT CORRIDOR IMPROVEMENTS STUDY

SUMMARY EXPLANATION AND BACKGROUND:

Broward County Transit (BCT) is now completing a study of a 12.5 mile segment of the U.S. 1 Corridor between Downtown Fort Lauderdale and Aventura. The South US 1 Transit Corridor Improvements Study has identified a series of near and longer-term investments that will: improve transit travel time; increase ridership; improve transit service reliability; meet existing and projected transit capacity needs; enhance the overall transit passenger experience; and encourage sustainability, livability and transit-oriented development concepts and efforts along the corridor.

An overview of the study and its preliminary findings has previously been presented to the PTAC. BCT staff and project consultant Kimley-Horn and Associates will be in attendance at the June 17 committee meeting to provide a presentation covering the study's conclusions and recommendations.

EXHIBITS ATTACHED: None.

SOUTH FLORIDA REGIONAL TRANSPORTATION AUTHORITY
PLANNING TECHNICAL ADVISORY COMMITTEE (PTAC)
MEETING: JUNE 17, 2015

INFORMATION ITEM REPORT

Information Item Presentation

SOUTH FLORIDA TRANSIT RESOURCE GUIDE, 2nd EDITION

SUMMARY EXPLANATION AND BACKGROUND:

SFRTA has completed the South Florida Transit Resource Guide, 2nd Edition. At this meeting, SFRTA will thank PTAC members for their assistance in updating the document, and provide a link to the 2015 edition.

The first South Florida Transit Resource Guide was printed in 2008. The document received an Honorable Mention in the 2010 Transportation Planning Excellence Award Program sponsored jointly by FTA, FHWA and the American Planning Association.

The intent of the document is to be a useful reference for the region, to clarify the critical relationship between land use and transportation, and facilitate greater coordination among numerous stakeholders.

The 2015 South Florida Transit Resource Guide will be available online at the SFRTA website.

EXHIBITS ATTACHED: None.

Join the conversation...



Florida Transportation Plan Strategic Intermodal System Policy Plan

Regional Workshops

At the December 2014 Transportation Summit and the Regional Forums held earlier this year, we heard from you about long-term transportation needs in Florida. Now, we need your ideas on state, regional, and local transportation policy that will support these long-term needs.

Please take advantage of this opportunity to share your thoughts about Florida's transportation system.



Monday, June 22, 2015

Lake City

FDOT District Two Office - Madison Conference Room
1109 South Marion Avenue
Lake City, Florida 32025
1:30 PM - 4:30 PM

Tuesday, June 23, 2015

Ft. Myers

Lee Tran
3401 Metro Parkway
Ft. Myers, Florida 33916
1:30 PM - 4:30 PM

Wednesday, June 24, 2015

Ft. Lauderdale

FDOT District Four Office
3400 W. Commercial Blvd.
Ft. Lauderdale, Florida 33309
1:30 PM - 4:30 PM

Thursday, June 25, 2015

The Villages

The Villages Sumter County Service Center
7375 Powell Road
Wildwood, Florida 34785
1:30 PM - 4:30 PM

For more information and to register:
www.FloridaTransportationPlan.com



Public participation is solicited without regard to race, color, national origin, age, sex, religion, disability, or family status. Persons who require special accommodations under the American with Disabilities Act or persons who require translation services (free of charge) should contact Paula San Gregorio at Toll Free 1-866-374-3368, extension 4800 or 850-414-4811 at least seven days prior to the meeting.

SAVE THE DATE
August 25, 2015

FTP

Florida Transportation Plan



SIS

Strategic Intermodal System

OPEN HOUSE

Hyatt Regency Grand Cypress Hotel, Orlando, Florida

SAVE THE DATE
August 25, 2015

FTP

Florida Transportation Plan



SIS

Strategic Intermodal System

OPEN HOUSE

Hyatt Regency Grand Cypress Hotel, Orlando, Florida

Join the conversation...



During the December 2014 Transportation Summit and the Regional Forums/ Workshops held this year, we heard from you about long-term transportation needs and ideas. These focused on potential state, regional, and local transportation strategies for Florida.

At this Open House FDOT will share preliminary concepts for the Florida Transportation Plan (FTP) and Strategic Intermodal System (SIS) Policy Plan.

Please take advantage of this opportunity to **share your thoughts and ideas** about policies that will shape Florida's transportation system in the future. You may also provide comments online.



www.FloridaTransportationPlan.com

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