

Kanefsky Michael

From: JARC-NF
Sent: Friday, October 07, 2011 1:00 PM
To: Kanefsky Michael
Subject: FW: JARC Application- Lauderhill Shuttle Project

Supplemental to CD#11

Natalie Yesbeck Pustizzi
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From: Jane Sullivan [mailto:jsullivan@lauderhill-fl.gov]
Sent: Monday, October 03, 2011 10:49 AM
To: JARC-NF
Cc: McKeever Carla; Earl Hahn; Irvin Kiffin
Subject: RE: JARC Application- Lauderhill Shuttle Project

The following is in response to your email requesting additional information.

- What are your intentions regarding free fares?

Between 2001 and 2008, the City did not charge any fare box fee. As noted in the response to Question 29, when the City adopted a 25 cent fare box fee in 2009, community shuttle ridership declined and declined even further when the 50 cent fare box fee was adopted in 2010. To encourage the maximum community shuttle ridership, especially for job access and reverse commute riders, the City intends to abolish the 50 cent one-way fare box fee and provide for free ridership.

- Please provide a breakout of the annual ridership of each route mentioned in Question #22.

The table and response in Question 22 showed that the total ridership for the existing five routes averaged over a two-year period was 223,445 persons and that Low Income riders represented 64 percent of all riders while welfare recipients totaled 20.4 percent of all riders. The table below shows that there was an error in the calculation of riders: the two year average was 224,475 riders and not 223,445 riders, an increase of 1,030 riders. The table below also shows the total ridership by route for low income riders and welfare recipient riders.

Route No.	2008	2009	2 Year Total	2 Year Average	64% Low Income	20.4% Welfare
1	55,720	47,822	103,602	51,801	33,153	10,567
2	59,797	37,501	97,298	48,649	31,135	9,924
3	35,764	25,280	61,044	30,522	19,534	6,226
4	39,673	32,392	72,065	36,032	23,060	7,351
5	66,164	46,777	112,941	57,471	36,781	11,724
Total	257,188	189,772	446,950	224,475	143,663	45,792

In preparing the ridership shown in the table and response to Question 22, the City assumed all welfare recipient riders were also Low Income; otherwise, the ridership numbers would be higher.

In the response to Question 22, the City noted that over the three year period when it operated Route 6, all six routes generated an average 334,100 riders. Route 6 totaled 27,090 riders over the three years and averaged 9,030 riders per year. The table below documents the response to Question 22 and, in addition, shows the number of Route 6 low income and welfare recipient riders by year, by three year total, and three year average.

Year	Riders All 6 Routes	Route 6 Riders	64% Low Income	20.4% Welfare Recipients
2005	315,647	1,209	1,145	247
2006	328,304	11,339	7,257	2,313
2007	358,349	14,542	9,307	2,967
Total	1,002,300	27,090	17,709	5,527
Ave	334,100	9,030	11,334	1,842

- Please clarify why both the numbers in your resolution and the explanation in Question #29 do not match the calculations in Question #29.

Section 3 of Resolution No. 11R-08-160 shows that the City proposes to fund for the next two Fiscal Years the community shuttle program at an amount totaling \$453,000.00 annually. The table in Question 29 shows the City proposes to provide during the next two years \$453,000 annually in matching funds. Thus, the funding amount in the adopting resolution matches the funding amount in the table in Question 29.

The instructions on Page 5 of the application state that when calculating the match required, the project revenues (Fare box) should be subtracted from the total operating costs. The response to Question 23 shows that when the \$69,000.00 fare box revenues are subtracted from the \$906,000.00 annual total operating costs, the net project costs is \$837,000.00. A 50 percent match would be \$418,500.00, which amount is identified in the response to Question 29. Since the City proposes to eliminate the 50 cent fare box fee, the City will not be collecting any revenues. Consequently, the matching funds are \$453,000.00 and not \$418,500.00.

- What is the nature of the administrative costs? (\$41,909 mentioned in Question #29) Are they for the operation of the bus or to manage the grant?

Within its Department of Parks and Leisure Services (PALS), the City has a Transportation Coordinator who manages the community shuttle program. The \$41,909.00 in administrative costs is proposed to be used to off-set the costs of managing the JARC grant.

Please advise if this is sufficient clarification.

Thank you.

Jane Sullivan
 Grants Manager
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This email conforms with the City's Privacy and Confidentiality policy: <http://lauderhill-fl.gov/privacyandconfidentiality.html>

From: JARC-NF [mailto:JARC-NF@sfrta.fl.gov]
Sent: Friday, September 30, 2011 11:59 AM
To: Jane Sullivan
Cc: McKeever Carla
Subject: JARC Application- Lauderhill Shuttle Project
Importance: High

Dear Ms. Sullivan,

The South Florida Regional Transportation Authority (SFRTA) has received your JARC application for the Lauderhill Job Access & Reverse Commute Shuttle Project. In order to fully evaluate your application, we ask that you please provide the following information:

- What are your intentions regarding free fares?
- Please provide a breakout of the annual ridership of each route mentioned in Question #22.
- Please clarify why both the numbers in your resolution and the explanation in Question #29 do not match the calculations in Question #29.
- What is the nature of the administrative costs? (\$41,909 mentioned in Question #29) Are they for the operation of the bus or to manage the grant?

This is a time sensitive request. We ask that you please submit this information, **via email only**, by close of business (5 pm) on Tuesday, October 4, 2011.

Sincerely,

Natalie Yesbeck Pustizzi
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