

The Challenge: Dedicated Funding



DEDICATED FUNDING
FOR THE FUTURE
— 2009 —

The Story: Ridership Growth



The Environment: Going Green



Presented to:
Florida Transportation Commission

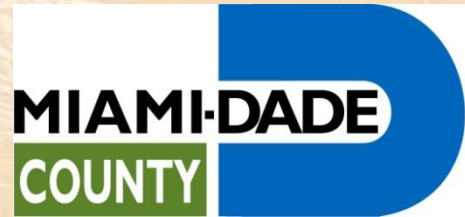
Presented by:
SFRTA Executive Director Joseph Giulietti

Why the SFRTA Needs Dedicated Funding

- To secure current service levels
- Counties are facing funding shortfalls
- Transit programs are already being cut
- Additional cuts pending for FY'09

Why the SFRTA Needs Dedicated Funding

- FDOT has stated that if the counties are to be relieved of their funding responsibilities, FDOT wants to be relieved, as well
- Protects FTA FFGA



Why the SFRTA Needs Dedicated Funding

- Allows for participation in FDOT/CSXT agreement:
 - Dispatch Tri-Rail trains
 - Maintain South Florida Rail Corridor (SFRC)

Agreement Between FDOT and CSXT

- FDOT negotiated with CSXT for SFRTA to assume dispatch and maintenance under the South Florida Operating and Maintenance Agreement
 - Dispatch current cost \$3 million per year
 - Maintenance estimated at \$14 million per year

Agreement Between FDOT and CSXT

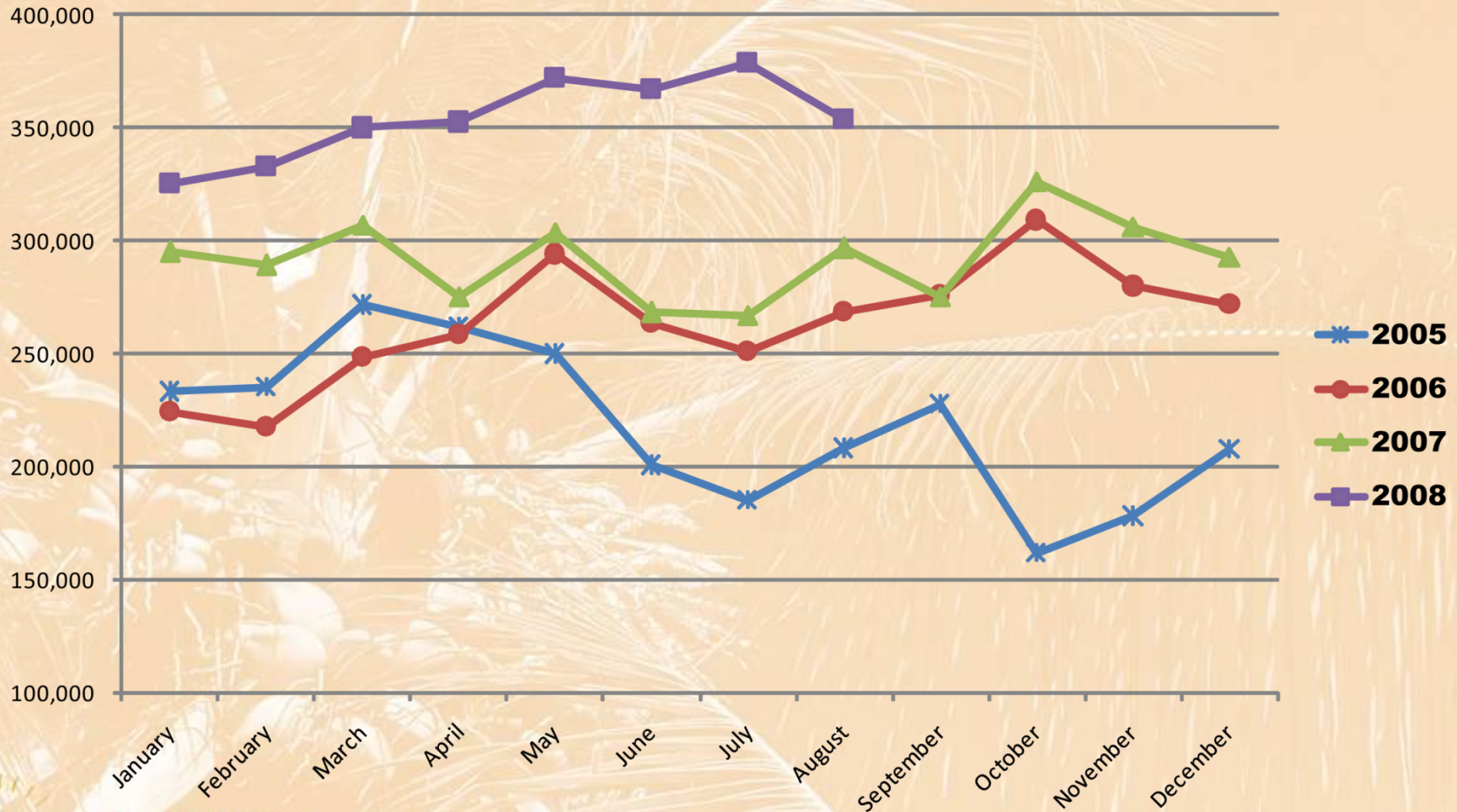
- SFRTA needs a funding “package” to assume the additional costs
- SFRTA Governing Board supports transfer of dispatch as necessary means to serve passengers

Lack of Dedicated Funding Impacts Ability to Grow

- Federal Transit Administration requires local dedicated sources to receive federal funds
- State capacity programs require local match
 - FDOT Transportation Regional Investment Program (TRIP) – 50% match on all projects
- Strategic Intermodal System
 - No match required on highway projects
 - 50% required on transit projects

Ridership Growth

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SFRTA/Tri-Rail Growth

- Daily ridership has more than doubled since '05
- Tri-Rail carries more than 16,000 riders per day
- Tri-Rail carried its 50 millionth passenger the day the SFRTA announced they were converting Tri-Rail locomotives to biodiesel fuel

***17,241 passengers on
September 18, 2008
(Second highest ridership
day in Tri-Rail history)**



Going Green For A Better Tomorrow

- Wednesday, October 29, 2008 - The SFRTA announces that Tri-Rail is converting to biodiesel fuel



Going Green For A Better Tomorrow

- 99 percent blend is one of the purest in use by any commuter rail system in the nation
- Tri-Rail will use either palm or soy oil, depending on availability



Thoughts on Biodiesel

“The switch to biodiesel fuel has been long in coming. It follows in the path of Governor Crist’s mission to ‘green’ the state of Florida and we are pleased that the economies and efficiencies have come to allow us to make this change for the betterment of the environment.”

- *Commissioner Josephus Eggelletion, Chair,
SFRTA Governing Board*

Benefits of Biodiesel

- Can be used year-round due to South Florida's temperate climate
- Has a higher flashpoint than diesel fuel, making it safer to store and transport (300 vs. 125 degrees Fahrenheit)
- Sells at about 30 cents less per gallon than diesel
- Protects soil from pollution in the event of a fuel spill

Benefits of Biodiesel

- Is non-toxic and biodegradable
- Produces lower emissions
- Has comparable power and efficiency to diesel fuel

Department of Energy Report on Biodiesel Compared To Diesel Fuel

- 43% less carbon monoxide
- 56% less hydrocarbons
- 55% less particulates
- 60 to 90% less air toxins
- 78% less carbon dioxide

Things To Consider

Public Transportation Provides Economic Opportunity

Every \$1 invested in public transportation projects generates up to \$9 in local economic activity.

-APTA

Return On Investment

Project	State & Federal Match	SFRTA's County Capital Funds
Segment 5 Double Tracking	\$333M Federal (FTA Full Funding Grant Agreement)	\$7M
Rolling Stock Purchase of 8 Rotem cab cars and 4 trailers	\$6M State (FDOT TRIP program) \$12M Federal (FTA Formula program)	\$6M
Station Improvements at Dania Beach, Pompano Beach and Delray Beach stations	\$6M State (FDOT SIS program)	\$6M
TOTAL	\$357M	\$19M

Note: All values rounded to nearest \$1 million.

$\$357\text{M}/\$19\text{M} = 18.79$ or **1,879 percent return on investment**



South Florida Regional Transportation Authority
800 NW 33rd Street
Pompano Beach, FL 33064
www.sfrta.fl.gov