Commission’s Charge

• In 2007, HB 985 amended Section 20.23, FS, expanding the Commission’s oversight role

• Monitor the efficiency, productivity, and management of the authorities created under Chapters 343 and 348

• In 2009, HB 1213 further expanded the Commission’s role to include the authority created under Chapter 349

• In 2010, HB 1271 added a new Part XI to Chapter 348
Commission’s Charge

• Conduct periodic reviews of each authority’s:
  – Operations and budget
  – Acquisition of property
  – Management of revenue and bond proceeds
  – Compliance with applicable laws and generally accepted accounting principles
Authorities Monitored

• Established Toll Authorities
  – Miami-Dade Expressway Authority (MDX)
  – Orlando-Orange County Expressway Authority (OOCEA)
  – Santa Rosa Bay Bridge Authority (SRBBA)
  – Tampa-Hillsborough County Expressway Authority (THEA)

• Transit Authorities
  – Central Florida Regional Transportation Authority (CFRTA / LYNX)
  – Jacksonville Transportation Authority (JTA)
  – South Florida Regional Transportation Authority (SFRTA / Tri-Rail)

• Emerging Authorities
  – Northwest Florida Transportation Corridor Authority (NFTCA)
  – Osceola County Expressway Authority (OCX)
  – Tampa Bay Area Regional Transportation Authority (TBARTA)
Senate Bill 2152

• Repealed Expressway Authorities
  – Brevard County Expressway Authority
  – Broward County Expressway Authority
  – Pasco County Expressway Authority
  – St. Lucie County Expressway and Bridge Authority
  – Seminole County Expressway Authority
  – Southwest Florida Expressway Authority
Senate Bill 2152

• Repealed Authority to Enter into Lease-Purchase Agreements with the Department
  – Northwest Florida Transportation Corridor Authority
  – Tampa Bay Area Regional Transportation Authority
  – Osceola County Expressway Authority
  – Jacksonville Transportation Authority
  – Any Authority created pursuant to the Florida Expressway Authority Act
Commission’s Approach

• Appointed committee
• Developed “performance measures” and “operating indicators” for all authorities
• Adopted reporting requirements in areas of organizational “governance”
• Staffed by FTC with preliminary support provided by CUTR
• Periodically updated, reviewed and refined
MET 15 OF 17 PERFORMANCE MEASURES
(Measures not met):
  ✔ Safety
  ✔ Minority Participation

OPERATING INDICATORS
  ✔ Revenue increased 8.9%
  ✔ Routine maintenance expenses increased 9.2%
  ✔ Toll transactions increased 87.5%
  ✔ Toll collection expenses increased 3.7%
MIAMI-DADE EXPRESSWAY AUTHORITY

✓ GOVERNANCE

✔ Adopted Ethics, Conflicts of Interest, Public Records and Open Meetings Policies
✔ Public meeting advertising
✔ Ethics training provided to Board and staff
✔ Unqualified Audit - Three management recommendations
✔ Delegated Procurement Authority - Executive Director $2 M

✓ OTHER

✔ Implemented ORT on three MDX facilities in 2010
✔ Issued $413 million in revenue and refunding revenue bonds in August 2010
Javier Rodriguez, P.E.
Executive Director
Florida Transportation Commission FY 2011

Miami-Dade Expressway Authority
Javier Rodriguez, P.E.
Executive Director
MDX – FTC Report FY 2011

- Performance results
- Safety campaign
- Partnering
- Open Road Tolling /Conversion to All Electronic Tolling
- Future projects
FTC Criteria:

- MDX has met 15 of 17 Measures
  - Safety
  - Minority Participation
Traffic Safety: MDX’s Program

Partnerships with Miami-Dade Public Schools and WSVN.

- Poster saying: "YOU HAVE (1) NEW MESSAGE... DON'T TEXT & DRIVE"
- Poster with a phone and the text: "I CAN TXT + DRIVE"
- Poster with the text: "End your CONVERSATION, not your LIFE. PUT DOWN THE PHONE!"

www.mdxway.com
Let's move forward together.
Minority Participation: MDX’s Program

The overall goal of MDX is to obtain an M/WBE and/or DBE participation of twenty-five percent 25% for the aggregate of its projects (“Overall Participation Goal”).

It is the policy of MDX to promote the utilization of small businesses by Prime Consultant/Contractors in the fulfillment of their contractual obligations with MDX.

$62.5 Million to SBE/DBE/LB
Leveraging Partnerships

- **SR 826 / SR 836 Interchange Improvements**
  - Joint Participation Agreement with FDOT
  - MDX contributing $208 Million or 35%
  - Design-Build

- **Central Boulevard Reconstruction at Miami International Airport (MIA)**
  - Partnership with FDOT/MIA for 50/50 cost sharing
  - MDX maximum contribution $35.3M
  - Construction completion in FY 2013
“It’s a GO” for Open Road Tolling

- SR 924, SR 874 and SR 878 Infrastructure Modifications for ORT
  - Includes toll plaza removal (where existing), installation of gantries, shelters and signage
  - Complete/operational since June/July 2010

- Opening Dates
  - SR 924 – June 2010
  - SR 874 / SR 878 – July 2010
  - SR 112 – FY 2014
  - SR 836 – FY 2014

- Launched micro-site for ORT
  - [www.mdxort.com](http://www.mdxort.com)
Future Projects

- SR 874 Ramp Connector
- SR 924 Extension West to HEFT
- SR 924 Extension East to I-95
- U.S. 1 Express Lanes
- Connect 4 Xpress
- SR 836 Southwest Extension

www.mdxway.com
Florida Transportation Commission FY 2011

Thank You!

www.mdxway.com
MET ALL 17 PERFORMANCE MEASURES

- Met Minority Participation objective this year

OPERATING INDICATORS

- Construction in Progress
- Revenue increased 2.7% while toll transactions increased 2.6%
- Total operating expenses increased 4.0%
- Renewal & Replacement expenses increased $1.2 million
- Routine maintenance expenses on par with FY 2010
GOVERNANCE

- Complied with Ethics, Conflicts of Interest, Public Records and Open Meetings requirements
- Ethics Policy amended in July 2010 (FY 2011) and February 2012 (FY 2012)
- Unqualified Audit - No management recommendations
- Implementation of internal audit REVIEW recommendations
- Met Bond Covenants

OTHER

- John Land Apopka Expressway (Phase 2) construction
- FY 2011 Bond Issue
- Wekiva Parkway
Max Crumit, P.E.
Interim Executive Director
Central Florida’s Economic Evolution

Presentation to the Florida Transportation Commission

EXPRESSWAY AUTHORITY
Central Florida 1960s

1963
I-4 opens from Tampa to Orlando

1964
Turnpike opens from Ft. Pierce to Wildwood
Cruise service begins at Port Canaveral

1965
Work begins on SR 528
Kennedy Space Center expansion complete

1967
SR 528 opens to traffic
Valencia Jr. College opens west campus

1968
Florida Technological University (UCF) opens
1971
Disney World opens for business
I-4 from Orlando to I-95 opens
Seminole State opens main campus

1973
SR 408 East-West Expressway opens
SR 528 extends west to Turnpike & I-4
SeaWorld opens for business

1974
SR 528 extends east to Cocoa Beach

1975
Valencia College opens east campus

1976
McCoy Air Force Base becomes Orlando International Airport
Central Florida 1980s

1981
Orlando International Airport Landside Terminal opens

1983
SR 528/Airport interchange opens
Orange County Convention Center opens

1988
SR 417 opens to traffic

1989
SR 408 extends east to Alafaya Trail
Full Sail University moves to its current campus
Central Florida 1990s

1990
SR 417 extends south to 528
SR 408 extends west to Florida’s Turnpike
Universal Studios opens for business

1993
SR 417 extends south to International Drive

1994
SR 417 extends north to US 17/92 in Sanford

1996
SR 417 extends south to I-4
Central Florida 2000s

2000
SR 429 opens between US 441 and SR 50
SR 417 extends north to I-4

2002
SR 429 extends south to CR 535
SR 417 extends north to I-4

2003
SR 408 widening begins

2005
SR 429 extends south to Seidel Rd
SR 429 extends south to I-4

2009
The Medical City’s Sanford Burnham Medical Research Institute opens its doors
SR 414 opens to traffic
SR 417 Moss Park Rd interchange complete
SR 417 Innovation Way interchange complete
Central Florida Today

2010
UCF College of Medicine opens in the Lake Nona Medical City
New Amway Arena opens its doors

2012
FDOT and OOCEA agree to complete the beltway around Orlando
ORLANDO-ORANGE COUNTY EXPRESSWAY AUTHORITY
Major Projects Underway

Design
- SR 408/SR 417 Final Interchange Improvements $5.0M
- SR 417/Florida’s Turnpike System Partial Interchange 2.8M
- SR 528 Airport Mainline Toll Plaza Conversion to Express Lanes 4.0M

Construction
- SR 408 Widening from Oxalis Rd to Chickasaw Trail $41.4M
- SR 408/SR 417 Interchange Improvements 70.6M
- SR 417 Widening from SR 528 to Curry Ford Road 19.2M
- SR 429/SR 414 Systems Interchange 49.0M
- SR 429 Extension from Boy Scout Rd to north of US 441 53.7M

Since 2009, OOCEA projects have supported 10,000 jobs in the central Florida region.
ORLANDO-ORANGE COUNTY EXPRESSWAY AUTHORITY
Major Projects Later This Year…

**Design**
- SR 417 Widening from Curry Ford Rd to Lake Underhill Road
- SR 429 Wekiva Parkway north of US 441 to Ponkan Road
- SR 429 Wekiva Parkway Ponkan Road to north of Kelly Park Rd.
- SR 429 Wekiva Parkway Systems Interchange Mt. Plymouth Road
- SR 429 Wekiva Parkway Systems Interchange SR 46

**Construction**
- SR 417/Boggy Creek Road Interchange Improvements
- SR 528 Airport Mainline Toll Plaza Conversion to Express Lanes

Since 2009, OOCEA projects have supported 10,000 jobs in the central Florida region.
SANTA ROSA BAY BRIDGE AUTHORITY (GARCON POINT BRIDGE)

✓ MET 7 OF 12 APPLICABLE PERFORMANCE MEASURES
(Measures not met):
- ETC Transactions, Cost to Collect a Toll Transaction, and all three Debt Service Coverage measures
- In default on its bonds - failed to make required debt service payments on July 1, 2011 and January 1, 2012

✓ OPERATING INDICATORS
- Toll revenue increased 1.7% while toll transactions decreased 1.3% primarily due to the January 2011 toll rate increase
- FDOT is providing limited funding for administrative expenses
- Total operating expenses increased 44%
- All three rating agencies downgraded SRBBA bonds in FY 2011
GOVERNANCE

- Provisions of various Statutes adopted - public records
- Board did not meet for one year
- Inadequate oversight of Department obligations under the LPA (no Department noncompliance noted)
- Quarterly financial statements not filed with Trustee
- Recommendation for toll schedule revisions not reviewed and no audit performed
- SEC request for documents and testimony
- Reformed active SRBBA Board in December 2011
- July 1, 2011 and January 1, 2012 debt service payments not made - Trustee retained legal counsel and financial advisor
TAMPA-HILLSBOROUGH COUNTY EXPRESSWAY AUTHORITY

✔ MET ALL 16 APPLICABLE PERFORMANCE MEASURES
  ➢ Met the Cost to Collect a Toll Transaction and Debt Service Coverage – (Bonded/Commercial Debt and Comprehensive Debt) measures this year

✔ OPERATING INDICATORS
  ➢ Operating revenue increased 1.1%
  ➢ Operating expenses decreased 10.5%
  ➢ Routine maintenance expenses decreased 6%
  ➢ Administrative expenses increased 9.6%
GOVERNANCE

- Complied with Ethics, Conflicts of Interest, Public Records, and Open Meetings requirements
- Unqualified Audit - No management recommendations
- Delegated procurement authority
- Met Bond Covenants

OTHER

- Memorandum of Agreement modifies LPA
TAMPA-HILLSBOROUGH COUNTY EXPRESSWAY AUTHORITY

Joseph (Joe) Waggoner
Executive Director
THEA Goals
and the FTC Connection

- Position the Authority for the Future
  - Reduce Cost of Toll Collections ✔
  - Provide Future Financing and Toll Rate Flexibility ✔
  - Provide Bonding Capacity for Future Projects ✔
  - Reduce Reliance on FDOT Support ✔

- Improve the Authority’s Financial Position
  - Improve Credit Ratings ✔
  - Improve Debt Service Coverage Levels - meeting the Florida Transportation Commission Goals ✔
  - Reduce Cost of Financing ✔
## Performance Measures

### 2007 vs. 2011

<table>
<thead>
<tr>
<th>Performance Measure</th>
<th>Objective</th>
<th>Results 2007</th>
<th>Results 2011</th>
<th>Meets Objective</th>
</tr>
</thead>
<tbody>
<tr>
<td>Operations</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>SHS Roadway Maintenance Condition</td>
<td>90</td>
<td>86</td>
<td>92</td>
<td>X ✓</td>
</tr>
<tr>
<td>Pavement Condition – Rating</td>
<td>&gt;85%</td>
<td>100%</td>
<td>100%</td>
<td>✓ ✓</td>
</tr>
<tr>
<td>Bridge Condition – Rating</td>
<td>&gt;95%</td>
<td>86.2%</td>
<td>96.9%</td>
<td>X ✓</td>
</tr>
<tr>
<td>Bridge Condition – Weight Restrictions</td>
<td>0%</td>
<td>0%</td>
<td>0%</td>
<td>✓ ✓</td>
</tr>
<tr>
<td>Electronic Toll Collection (ETC) – Transactions</td>
<td>&gt;75% by 06/30/12</td>
<td>64.0%</td>
<td>80%</td>
<td>ON TRACK ✓</td>
</tr>
<tr>
<td>Revenue Variance</td>
<td>&lt;4%</td>
<td>4.1%</td>
<td>2.3%</td>
<td>X ✓</td>
</tr>
<tr>
<td>Safety</td>
<td>&lt;Average 0.53</td>
<td>0.51</td>
<td>0</td>
<td>✓ ✓</td>
</tr>
<tr>
<td>Customer Service</td>
<td>&gt;90</td>
<td>94.8%</td>
<td>96.3%</td>
<td>✓ ✓</td>
</tr>
</tbody>
</table>
## Performance Measures
### 2007 vs. 2011

<table>
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<tr>
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</thead>
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<tr>
<td>Operations and Budget</td>
<td></td>
<td></td>
<td></td>
<td>2007</td>
</tr>
<tr>
<td>Consultant Contract Management</td>
<td>&lt;5%</td>
<td>8.4%</td>
<td>NA</td>
<td>✓</td>
</tr>
<tr>
<td>Contract Adjustments Time</td>
<td>&gt;80%</td>
<td>NA</td>
<td>100%</td>
<td>NA</td>
</tr>
<tr>
<td>Contract Adjustments Cost</td>
<td>&gt;90%</td>
<td>NA</td>
<td>100%</td>
<td>NA</td>
</tr>
<tr>
<td>Cost to Collect per Transaction</td>
<td>&lt;$0.16</td>
<td>$0.19</td>
<td>$0.10</td>
<td>X</td>
</tr>
<tr>
<td>Annual Operating, Maintenance and Administrative forecast Variance</td>
<td>+/- 10% (2007) &lt;110% (2011)</td>
<td>-2.3%</td>
<td>75.4%</td>
<td>✓</td>
</tr>
<tr>
<td>Minority Participation</td>
<td>&gt;90%</td>
<td>1005</td>
<td>97.5%</td>
<td>✓</td>
</tr>
</tbody>
</table>
## Performance Measures

### 2007 vs. 2011

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</thead>
<tbody>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td>2007</td>
</tr>
</tbody>
</table>

#### Applicable Laws

| Minority Participation | >90% | 1005   | 97.5% | ✔  | ✔  |

#### Revenue Management and Bond Proceeds

| Debt Service Coverage – Bonded/Commercial Debt | >1.15 | 1.16 | 2.0 | X  | ✔  |
| Debt Service Coverage – Comprehensive         | >1.2  | 1.15 | 1.38 | X  | ✔  |
| Debt Service Coverage – Compliance with Bond Covenants | YES | Not Measured | YES | NA | ✔  |
Why Toll?

- Need to replace traditional funding sources

- Added Funding Source Based on Users
  - You only pay when you use it, and only users pay.
  - Financing cost is spread over time, so time-of-use matches time-of-benefit, and time-of-payment.

- Benefits
  - Building earlier saves on construction and material cost (inflation)
  - Starts generating “new revenue” earlier
  - Frees demand on tax dollars for other needs
  - Earlier availability facilitates economic growth & development
Regional Toll Authorities

Efficient Alternative

- Florida option to generate local revenue for state projects
- Bonded debt is not state debt
- FDOT loans will be repaid 100%
- Regional Board Toll Partners
  - Determine projects
  - Control the revenue
  - Accountable staff and service providers
THEA’s Mission

Provide the Tampa Bay Region with Needed Transportation Improvements Using Toll Revenues to integrate and enhance the region’s transportation system in a manner that complements Tampa Bay’s natural beauty, utility and functionality.
CENTRAL FLORIDA REGIONAL TRANSPORTATION AUTHORITY - LYNX

✓ MET 6 OF 12 PERFORMANCE MEASURES
(Measures not met):
- Operating Expense per Revenue Mile
- Operating Expense per Revenue Hour
- Operating Expense per Passenger Trip
- Operating Expense per Passenger Mile
- Revenue Miles between Safety Incidents
- Revenue Miles versus Vehicle Miles

✓ OPERATING INDICATORS
- Operating expenses increased 1.9%
- Operating revenue increased 10.4%
- Increased - Passenger Trips, Passenger Miles, Revenue Miles, Farebox Recovery, Average Fare
- Decreased - Average Trip Length
✓ GOVERNANCE

- Complied with Ethics, Conflicts of Interest, Public Records and Open Meetings requirements
- Unqualified financial statement audit - No management recommendations
- Orange County Comptroller’s Office Audit of SFRTA
- Major contracts over $150 K require Board approval

✓ OTHER

- County funding
LYNX
Central Florida Regional Transportation Authority

John M. Lewis, Jr.
Chief Executive Officer

May 9, 2012
# Two Year Trend for Transit Authority Performance Measures and Reportable Indicators

<table>
<thead>
<tr>
<th>Performance Measures</th>
<th>Objective</th>
<th>2010</th>
<th>2011</th>
</tr>
</thead>
<tbody>
<tr>
<td>Average headway (minutes)</td>
<td>&lt;30 Minutes</td>
<td>28.3</td>
<td>25.7</td>
</tr>
<tr>
<td>Operating Expense per Revenue Mile</td>
<td>&lt;$5.30</td>
<td>$5.78</td>
<td>$5.85</td>
</tr>
<tr>
<td>Operating Expense per Revenue Hour</td>
<td>&lt;$75</td>
<td>$82.01</td>
<td>$83.59</td>
</tr>
<tr>
<td>Operating Revenue per Operating Exp.</td>
<td>&gt;30%</td>
<td>39.9%</td>
<td>43.3%</td>
</tr>
<tr>
<td>Operating Exp. Per Passenger Trip</td>
<td>&lt;$3</td>
<td>$3.41</td>
<td>$3.19</td>
</tr>
<tr>
<td>Operating Exp. Per Passenger Mile</td>
<td>&lt;$0.47</td>
<td>$0.63</td>
<td>$0.61</td>
</tr>
<tr>
<td>Revenue Miles between Safety Incidents</td>
<td>&gt;124,513</td>
<td>131,642</td>
<td>108,997</td>
</tr>
</tbody>
</table>
## Two Year Trend for Transit Authority Performance Measures and Reportable Indicators

<table>
<thead>
<tr>
<th>Performance Measures</th>
<th>Objective</th>
<th>2010</th>
<th>2011</th>
</tr>
</thead>
<tbody>
<tr>
<td>Revenue Miles Between Failures</td>
<td>&gt;10,500</td>
<td>9,620</td>
<td>14,041</td>
</tr>
<tr>
<td>Revenue Miles vs. Vehicle Miles</td>
<td>&gt;.90</td>
<td>0.88</td>
<td>0.89</td>
</tr>
<tr>
<td>Customer Service</td>
<td>14 Days</td>
<td>8</td>
<td>11</td>
</tr>
<tr>
<td>Customer Service</td>
<td>&lt;1 per 5,000 boardings</td>
<td>0.6</td>
<td>0.7</td>
</tr>
<tr>
<td>On-Time Performance</td>
<td>&gt;80%</td>
<td>83%</td>
<td>82%</td>
</tr>
</tbody>
</table>
Dealing With Budget Cuts
Three Year Trend

• Reduction in Local Funding in FY2010, FY2011, and status quo for FY2012
• Utilized Stimulus Money in FY2010 and FY2011 – (Exhausted in FY 2011)
• Increased Use of Federal 5307 Capital Funds for Operations in FY2011 and FY2012
• Utilized Reserve Funds in FY2012
• Reduction of Staffing and Overtime in FY2010, FY2011, and FY2012
• No Raises or Step Increases since October 2008, but budgeted for FY2012
• Increased Ridership in FY2010, FY2011, and FY2012
• Implemented Additional Service Efficiencies in FY2010, FY2011, and FY2012
• New Paratransit Contract
New Services

FY 2011
• KnightLYNX
• NL 613 – Pine Hills
• NL 621 – Bithlo Saturday Service
• FastLink 17 – 92
• FastLink 441
• NL 622 Oviedo
• NL 631 – Buena Ventura Lakes
• NL 641 – Williamsburg

FY 2012
• Xpress 212 – Bithlo/Downtown Orlando
• Xpress 213 – Kissimmee/Downtown Orlando
• Xpress 214 – St. Cloud/Downtown Orlando

PUL (PickupLine) becomes NL (NeighborLink) on May 20
Service Efficiencies

- **Link 8**: Changes in travel times between time stops
- **Link 13**: Route realigned between Colonial & Bennett Road
- **Link 15**: All trips, except Sundays & holidays, 15 min. earlier
- **Link 21**: Changes in travel times between time stops
- **Link 24**: Mon – Sat trips from Millenia Mall leave at :26
- **Link 36**: Travel time on last three evening routes reduced
- **Link 37**: Adding one early am northbound trip from VC West
- **Link 41**: Changes in travel times between time stops
- **Link 46W**: Adding three early am trips southbound
- **Link 104**: Additional time added to each trip
- **Link 125**: Route realignment near Florida Hospital
- **NL 621**: Ending point moved from UCF to Colonial Drive
Fixed Route Ridership

Passengers

30,000,000
25,000,000
20,000,000
15,000,000
10,000,000
5,000,000
0


Passengers: 21,158,100 20,505,584 21,879,630 22,700,001 24,042,889 24,583,517 25,302,029 26,402,469 23,764,254 24,866,288 26,996,158 27,162,866

= Increase in Fares

Fiscal Years

LUXNX
Future Goals

- Continue Fuel Hedging Program
- No Proposed Fare Increase in FY 2013
- Use Funding Model for All Funding Partners
- Continue Service Efficiencies
- LYMMO BRT Expansion
- Public Private Partnerships
- Impact of Sun Rail
- Continue Development of LYNX Vision 2030 Plan
THANK YOU!
JACKSONVILLE TRANSPORTATION AUTHORITY

BUS

✓ MET 8 OF 12 PERFORMANCE MEASURES
   (Measures not met):
   ➢ Operating Expense per Revenue Mile
   ➢ Operating Expense per Revenue Hour
   ➢ Ratio of Operating Revenue to Operating Expense
   ➢ Revenue Miles between Safety Incidents

✓ OPERATING INDICATORS
   ➢ Operating expenses decreased 1.3%
   ➢ Operating revenues increased 5.8%
   ➢ Increased - Passenger Trips, Passenger Miles, Revenue Hours, Farebox Recovery, Age of Fleet
   ➢ Decreased - Revenue Miles, Weekday Span of Service
JACKSONVILLE TRANSPORTATION AUTHORITY

SKYWAY

✓ MET 8 OF 12 PERFORMANCE MEASURES
   (Measures met):
   ➢ Met the Operating Expense per Passenger Mile and Revenue Miles between Vehicle System Failures measures this year

   (Measures not met):
   ➢ Operating Expense per Revenue Mile
   ➢ Operating Expense per Revenue Hour
   ➢ Ratio of Operating Revenue to Operating Expense
   ➢ Operating Expense per Passenger Trip

✓ OPERATING INDICATORS
   ➢ Operating expenses increased 6.9%
   ➢ Operating revenues decreased 16.1%
   ➢ Decreased - Farebox Recovery, Average Fare
   ➢ Increased - Revenue Miles, Revenue Hours, Passenger Trips, Passenger Miles
JACKSONVILLE TRANSPORTATION AUTHORITY

HIGHWAYS & GOVERNANCE

✓ MET 4 OF 4 PERFORMANCE MEASURES
✓ OPERATING INDICATOR
  ➢ Parcels totaling $66 thousand acquired through ROW Program
✓ GOVERNANCE
  ➢ Ethics, Conflicts of Interest, Public Records, Open Meetings
  ➢ Unqualified financial statement audit
  ➢ Audit findings and recommendations
  ➢ Department’s review of Skyway safety and security
✓ OTHER
  ➢ Northeast Florida Regional Transportation Study Commission
  ➢ January 2012 fare increase
  ➢ New electronic payment system
Jacksonville Transportation Authority (JTA) Profile

**Number of Fixed Route vehicles in daily service:**
122 (Fixed route)
21 (Community Shuttle)
3 (Commuter bus)
146 TOTAL

**Number of employees:**
453 Union
178 Management/Administrative

**Area served:**
918 square miles

**Area population (per the 2010 census):**
1,065,219

- JTA Operates 35 fixed routes and 14 community shuttle/ride request routes
- Ridership was 11.7 million, fixed route and community shuttle combined in FY 2011
- The Skyway covers 2.5 miles in Downtown Jacksonville and ridership is averaging 85,000 boardings per month as of January, 2012
Focus Areas for JTA:

- **Operational** - Decreasing miles and hours while simultaneously increasing trips. Combine routes, reduce unproductive service and provide market driven services.

- **Financial** - Reduce operating costs by utilizing resources more efficiently and effectively. Incorporate stretch goals and cost reductions into budget submissions.

- **Maintenance** - Reduced breakdowns and vehicle failures through improved preventive and predictive maintenance programs. Implementation of 12-point inspection program. Established internal maintenance task force.
Fixed Route Revenue Miles

- 2007
- 2008
- 2009
- 2010
- 2011

Y-axis:
- 12,000,000
- 10,000,000
- 8,000,000
- 6,000,000
- 4,000,000
- 2,000,000

X-axis:

No data points for revenue miles in the years shown.
Revenue Miles between Failures

- 2007: 14,000
- 2008: 8,000
- 2009: 8,000
- 2010: 12,000
- 2011: 14,000
Revenue Vehicle System Failures

- Sept. 2011
- Oct. 2011
- Nov. 2011
- Dec. 2011
- Jan. 2012
- Feb. 2012
- Mar. 2012
- Apr. 2012
<table>
<thead>
<tr>
<th>Performance Measure</th>
<th>Objective</th>
<th>Fixed Route Only Actual Results</th>
<th>Meets Objective</th>
<th>Fixed Route with CSS Actual Results</th>
<th>Meets Objective</th>
</tr>
</thead>
<tbody>
<tr>
<td>Average Headway</td>
<td>&lt;30 minutes</td>
<td>21.3</td>
<td>✓</td>
<td>15.6</td>
<td>✓</td>
</tr>
<tr>
<td>Operating Expense per Revenue Mile</td>
<td>&lt;$6.50</td>
<td>$6.98</td>
<td>×</td>
<td>$6.48</td>
<td>✓</td>
</tr>
<tr>
<td>Operating Expense per Revenue Hour</td>
<td>&lt;$91</td>
<td>$93.71</td>
<td>×</td>
<td>$95.66</td>
<td>×</td>
</tr>
<tr>
<td>Operating Revenue per Operating Expense</td>
<td>&gt;20%</td>
<td>18.4%</td>
<td>×</td>
<td>17.5%</td>
<td>×</td>
</tr>
<tr>
<td>Operating Expense per Passenger Trip</td>
<td>&lt;$5.30</td>
<td>$4.87</td>
<td>✓</td>
<td>$4.96</td>
<td>✓</td>
</tr>
<tr>
<td>Operating Expense per Passenger Mile</td>
<td>&lt;$1.00</td>
<td>$0.84</td>
<td>✓</td>
<td>$0.86</td>
<td>✓</td>
</tr>
<tr>
<td>Revenue Miles between Safety Incidents</td>
<td>&gt;227,975</td>
<td>204,422</td>
<td>×</td>
<td>236,729</td>
<td>✓</td>
</tr>
<tr>
<td>Revenue Miles between Failures</td>
<td>&gt;10,500</td>
<td>14,124</td>
<td>✓</td>
<td>14,580</td>
<td>✓</td>
</tr>
<tr>
<td>Revenue Miles versus Vehicle Miles</td>
<td>&gt; .90</td>
<td>0.96</td>
<td>✓</td>
<td>0.94</td>
<td>✓</td>
</tr>
<tr>
<td>Customer Service</td>
<td>14 days</td>
<td>8</td>
<td>✓</td>
<td>8</td>
<td>✓</td>
</tr>
<tr>
<td>Customer Service</td>
<td>&lt;1 per 5,000 boardings</td>
<td>0.99</td>
<td>✓</td>
<td>0.98</td>
<td>✓</td>
</tr>
<tr>
<td>On-time Performance</td>
<td>&gt;80.0%</td>
<td>82.2%</td>
<td>✓</td>
<td>82.2%</td>
<td>✓</td>
</tr>
</tbody>
</table>
FY 2012 Major Highlights:

- Contracts with both bargaining units (drivers and mechanics) were settled.

- Implementation of smartcard payment system (STAR card) and installed 14 ticket vending machines throughout the service area.

- Fare increase effective January 30th (base fare from $1.00 to $1.50).

- Fare free status (till the end of the fiscal year) for our downtown monorail system, the Skyway; ridership has doubled.

- Refinanced Series 1997 outstanding bonds, resulting in increased cash flows from sales tax collections, (average sales tax revenues per month increasing from $1.5 million to almost $3.0 million).

- Executive and Senior Team authored an updated JTA Strategic Plan – pending Board adoption.
FY 2012 Major Highlights (continued):

• More than 2500 hours of outreach were conducted introducing STAR resulting in 60% of initial ridership switching to the new card.

• The 2011 Customer Satisfaction Survey was up 16% over 2010 with close to an 80% overall satisfaction level.

• The Highway team substantially completed the $58.4 million Heckscher Drive widening project the end of 2011.

• JTA continued to provide support to the Northeast Florida Regional Transportation Study Commission (RTSC). The report will be submitted to the State Legislature by year end 2012.
Outlook For Next Fiscal Year (2013):

- A proposed budget with lower operating expenses (FY 2013: $81 million vs. FY 2012: $82 million) is pending approval by the Board. Bus system redesign continues to be a priority.

- Anticipate revenue growth in farebox and net sales tax sources (full year effects).

- Engineering workload is transitioning from highway projects to projects supporting mass transit.

- Design and construction of Bus Rapid Transit corridors.

- The work of the Regional Transportation Study Commission (RTSC) is on track for completion by December 31, 2012, as required by Senate Bill 2470 (2010 - 2012).
Thank You!!
MET 9 OF 11 PERFORMANCE MEASURES
(Measures not met):
- Ratio of Operating Revenue to Operating Expense
- Customer Service - Complaints per Boardings

OPERATING INDICATORS
- Operating revenues increased 6.9%
- Operating expenses increased 8.5%
- Increased - Weekday Ridership, Passenger Trips, Passenger Miles, Revenue Hours and Average Fare
- Decreased - Revenue Miles and Farebox Recovery
✓ GOVERNANCE
  - Complied with Ethics, Conflicts of Interest, Public Records and Open Meetings requirements
  - Unqualified financial statement audit
  - Audit findings and recommendations
  - Procurement Policy

✓ OTHER
  - Florida Rail Commission
  - Dedicated funding
  - Automated fare collection system
  - Rolling stock
Joseph (Joe) Giulietti
Executive Director
REPORT TO THE FTC

Presented by Joe Giulietti
Executive Director
South Florida Regional Transportation Authority
Mission Statement

It is the mission of the South Florida Regional Transportation Authority to coordinate, develop and implement a viable regional transportation system in South Florida that endeavors to meet the desires and needs for the movement of people, goods and services.
Overview

- SFRTA operates 50 trains a day on weekdays; 16 trains a day on weekends and holidays.
- Tri-Rail runs 365 days a year.
- Weekday passenger average is 14,000.
- Tri-Rail operates between Miami and West Palm Beach on a 72-mile corridor with 18 stations.
Effective April 27, 2012, SFRTA is now governed by a 10-member board consisting of:

- 3 County Commissioners;
- 3 business members from each County;
- 3 Governor appointees; and
- 1 FDOT representative (appointed by the Secretary)
SFRTA has 104 full and part time employees

SFRTA contracts out 81% of its operations, maintenance and security functions to outside vendors
Significant Legislative Amendment

➔ Alternative Local Funding Source

• FDOT to work with SFRTA to replace 2009 dedicated funding from Legislature with local funding source

• If achieved by July 1, 2019, FDOT will convey to SFRTA a perpetual easement over corridor and FDOT’s rights and interests in equipment (same as for SunRail)
Fare Box Recovery

- FTC Goal 25 % - Actual 23%
- Factors impacting goal:
  - Fare increases not appropriate for the community at this time
  - South Florida economy is still depressed
  - Competing transportation in form of regional buses
20% Increase in Fuel prices is impacting expenses (increase of over $1 million)
Managed lanes are encouraging driving
Jobless rate is impacting ridership
Passengers are facing increased transfer fees at BCT, Palm Tran and MDT
SFRTA did not achieve the performance objective of less than one complaint per 5,000 boarding.

The actual number of complaints per 5,000 boarding was 2.

Although complaints increased, the response time goal of 14 days within receipt was met.
Customer Service Cont’d…

➡️ Reason for more customers complaints?
   • The Implementation of the new Automated Fare Collection System (AFCS)
   • Passengers faced many challenges as they learned how to use the new Ticket Vending Machines, Validators and Easy Cards

➡️ What has SFRTA done to decrease these complaints?
   • Identified areas where additional educational materials were needed for its passengers
   • Kept the lines of communication open with its passengers to assist them through this transition
Positive Developments

- Weekday Ridership still showing increases (currently 6% over previous fiscal year)
- New rolling stock is ordered and has begun to arrive
  - 3 Hyundai Rotem trailers and 2 cab cars on property
  - New locomotives scheduled to begin arriving by the last quarter of 2012
Florida East Coast Corridor
Tri-Rail Coastal Service
Fast Start Plan

• Integrated Service
• Regional service on the FEC between Jupiter and Miami
• A “one-seat” ride to downtown Fort Lauderdale or Miami
• Modest Capital Costs
• Low Operating Costs
• SFRTA’s plan assumes no incremental administrative costs
PERFORMANCE MEASURES – Not yet applicable

OPERATING INDICATORS – Not yet applicable

GOVERNANCE

- Ethics, Conflicts of Interest, Public Records, Open Meetings
- Unqualified Audit - Two findings
- Master Plan Adoption and Annual Update

OTHER

- Feasibility Study for Northwest Florida Bypass
- $2.2 million for administration, professional services and regional transportation planning
Robert B. Montgomery
Chairman of the Board of Directors
✓ PERFORMANCE MEASURES – Not yet applicable
✓ OPERATING INDICATORS – Not yet applicable
✓ GOVERNANCE
  ➢ Ethics, Conflicts of Interest, Public Records and Open Meetings
  ➢ Procurement Policy
  ➢ Audit
  ➢ Osceola County support
✓ OTHER
  ➢ Draft OCX 2040 Master Plan
  ➢ Grant agreements with the Department
Jeffery Jones, AICP
Strategic Initiatives Director - Osceola County
PERFORMANCE MEASURES – Not yet applicable
OPERATING INDICATORS – Not yet applicable
GOVERNANCE
- Adopted polices on Ethics, Conflicts of Interest, Public Records, Open Meetings and Procurement
- Delegated procurement authority - Executive Director $50K
- Unqualified audit opinion
- Audit findings and recommendations
- Regional Master Plan and other statutory requirements
OTHER
- $2 million appropriation for administrative expenses
- Bay Area Commuter Services merger with TBARTA
Robert (Bob) Clifford, AICP
Executive Director
SUMMARY

• Although similarly created, each transportation authority is unique
  – Span of control
  – Bond covenants
  – Lease-purchase agreements

• Each authority does have control over Governance of the organization
FY 2011
TRANSPORTATION AUTHORITY MONITORING AND OVERSIGHT REPORT