

TRANSPORTATION AUTHORITY MONITORING AND OVERSIGHT

FISCAL YEAR 2018 REPORT

**A Report by the
Florida Transportation
Commission**



Commission Members



Ronald Howse
Chairman



Jay Trumbull
Vice Chairman



John Browning



Richard Burke



Julius Davis



David Genson



Teresa Sarnoff

www.ftc.state.fl.us

605 Suwannee Street, Tallahassee, Florida 32399-0450, MS 9
(850) 414-4105 * Fax (850) 414-4234

FLORIDA TRANSPORTATION COMMISSION

Ron Howse, Chairman
Jay Trumbull, Vice-Chairman
John Browning
Richard Burke
Julius Davis
David Genson
Teresa Sarnoff



Ron DeSantis
Governor

February 11, 2020

Honorable Ron DeSantis, Governor
State of Florida
The Capitol
400 South Monroe Street
Tallahassee, Florida 32399-0001

Dear Governor DeSantis:

The Florida Transportation Commission's (FTC) annual *Transportation Authority Monitoring and Oversight, Fiscal Year 2018 Report*, was adopted at our public meeting on January 14, 2020. This annual report is produced in fulfillment of the FTC's oversight role that encompasses the monitoring and evaluation of the Mid-Bay Bridge Authority and transportation authorities created under Chapters 343, 348 and 349, Florida Statutes. In addition, this is the sixth year that Florida's Turnpike System is included in this report as a result of implementing a recommendation contained in the *FTC Study of Cost Savings for Expressway Authorities Report* issued in December 2012.

The FTC, in concert with the statutorily designated authorities, adopted performance measures and objectives to assess the overall responsiveness of each authority in meeting their responsibilities to their customers. High standards were set for the authorities with the expectation that long-term improvements would be implemented. Performance results presented herein are based on FY 2018 financial and operational data. We believe the authorities will continue to utilize the findings within this report to more efficiently and effectively operate their respective expressway, toll and transit systems.

If you have any questions regarding this report, please do not hesitate to contact me or the FTC staff at (850) 414-4105. Your comments are always welcomed.

With regards,

A handwritten signature in blue ink, appearing to be "RH", representing Ron Howse.

Ron Howse, Chairman
Florida Transportation Commission

cc: Honorable Bill Galvano, President, Florida Senate
Honorable Jose Oliva, Speaker, Florida House of Representatives
Honorable Tom Lee, Chair, Senate Infrastructure and Security
Honorable Travis Hutson, Chair, Senate Transportation, Tourism, and Economic Development
Appropriations Subcommittee
Honorable Rob Bradley, Chair, Senate Appropriations Committee
Honorable Brad Drake, Chair, House Transportation & Infrastructure Subcommittee
Honorable Jay Trumbull, Chair, House Transportation & Tourism Appropriations
Subcommittee
Honorable Travis Cummings, Chair, House Appropriations Committee
Mr. Kevin J. Thibault, P.E., Secretary, Florida Department of Transportation
Mr. David Clark, Deputy Chief of Staff, Executive Office of the Governor
Ms. Stephanie Kopelousus, Director of Legislative Affairs, Executive Office of the
Governor
Mr. Chris Spencer, Policy Director, Executive Office of the Governor
Mr. James Christian, Florida Division Administrator, Federal Highway Administration

Florida Transportation Commission Transportation Authority Monitoring and Oversight Fiscal Year 2018 Annual Report



This page intentionally left blank.

Table of Contents

Executive Summary	1
Background	2
FY 2018 Report Changes	2
Established Toll Authorities	3
Transit Authorities	3
Conclusion	4
Office of Inspector General	4
Introduction	5
Background	6
Authorities under Commission Oversight	7
Legislative Update	7
Table 1 Authorities under Commission Oversight	7
Performance Measures	10
Figure 1 Authority Performance Measures Results FY 2018	11
Established Toll Authorities	13
Introduction	14
Table 2 Toll Authority Performance Measures FY 2018	15
Table 3 Toll Authorities Operating Indicators FY 2018	16
Central Florida Expressway Authority (CFX)	17
Background	17
Table 4 Board Members as of June 30, 2018	18
Figure 2 Wekiva Parkway Schedule	20
Table 5 Long-Term Debt Payable to the Department (in millions) Year Ended June 30, 2018	21
Table 6 Summary of Performance Measures FY 2018	22
Florida's Turnpike System (Turnpike)	23
Background	23
Table 7 Executive Staff as of June 30, 2018	24
Table 8 Long-Term Debt Payable to the Department Year Ended June 30, 2018	26
Table 9 Traffic/Transactions and Gross Toll Revenue FY 2018	27
Figure 3 Florida's Turnpike System Map	28
Table 10 Summary of Performance Measures FY 2018	29
Miami-Dade Expressway Authority (MDX)	31
Background	31
Table 11 Board Members as of June 30, 2018	31
Table 12 Summary of Performance Measures FY 2018	33
Mid-Bay Bridge Authority (MBBA)	35
Background	35
Table 13 Board Members as of September 30, 2018	35
Table 14 Long-Term Debt Payable to the Department Year Ended September 30, 2018	36
Table 15 Summary of Performance Measures FY 2018	37

Table of Contents (Continued)

Osceola County Expressway Authority (OCX)	39
Background	39
Figure 4 OCX Master Plan 2040 Projects	42
Table 16 Long-Term Debt Year Ended June 30, 2018	44
Figure 5 Poinciana Parkway Weekday Average Daily Traffic	45
Table 17 Summary of Performance Measures FY 2018	46
Tampa-Hillsborough County Expressway Authority (THEA)	47
Background	47
Table 18 Board Members as of June 30, 2018	48
Table 19 Long-Term Debt Payable to the Department Year Ended June 30, 2018	48
Table 20 Summary of Performance Measures FY 2018	51
Transit Authorities	53
Introduction	54
Table 21 Transit Authority Performance Measures Bus, Automated Guideway and Rail	56
Table 22 Transit Authority Operating Indicators Bus, Automated Guideway and Rail	57
Table 23 Transit Authority Performance Measures and Operating Indicators JTA Highway Operations	58
Central Florida Regional Transportation Authority (CFRTA/LYNX)	59
Background	59
Table 24 Board Members as of September 30, 2018	60
Table 25 Summary of Performance Measures FY 2018	64
Jacksonville Transportation Authority (JTA)	65
Background	65
Table 26 Board Members as of September 30, 2018	66
Table 27 Summary of Performance Measures-Bus FY 2018	67
Table 28 Summary of Performance Measures-Skyway FY 2018	68
Table 29 Summary of Performance Measures-Highways FY 2018	69
South Florida Regional Transportation Authority (SFRTA/Tri-Rail)	71
Background	71
Table 30 Board Members as of September 30, 2018	72
Table 31 Summary of Performance Measures FY 2018	74
Tampa Bay Area Regional Transit Authority (TBARTA)	75
Background	75
Table 32 Board Members as of September 30, 2018	76
Table 33 Summary of Performance Measures-Bus FY 2018	78
Appendix A – Authority Data	83

EXECUTIVE SUMMARY

Executive Summary

Background

The Florida Transportation Commission (Commission) was charged with an expanded oversight role as a result of provisions contained in House Bill (HB) 985 that was passed by the 2007 legislature. This legislation amended Section 20.23, Florida Statutes, requiring the Commission to monitor the transportation authorities established in Chapters 343 and 348, Florida Statutes. HB 1213, passed by the 2009 legislature, expanded Commission oversight responsibilities to include the Jacksonville Transportation Authority (JTA), established in Chapter 349, Florida Statutes. HB 1271, passed by the 2010 legislature, created the Osceola County Expressway Authority (OCX) under a new Part of Chapter 348, Florida Statutes. Florida's Turnpike System (Turnpike) falls under Commission oversight being part of the Florida Department of Transportation (FDOT).

A significant recommendation contained in the Commission's legislatively mandated report, *FTC Study of Cost Savings for Expressway Authorities* (December 2012), was to add the Turnpike reporting to the Commission reporting for authorities. As such, Turnpike has been included in this authority report since fiscal year (FY) 2013. Senate Bill (SB) 606, passed by the 2013 legislature, created the Northeast Florida Regional Transportation Commission as a new part of Chapter 343, Florida Statutes. In addition, HB 7175, passed by the 2014 legislature, further amended Section 20.23, Florida Statutes, requiring the Commission to monitor the Mid-Bay Bridge Authority (MBBA), re-created pursuant to Chapter 2000-411, Laws of Florida, effective July 1, 2014.

The organization of each of the ten transportation authorities in this FY 2018 report, is summarized under the "Established Toll Authorities" and "Transit Authorities" on page 4 .

The Commission, in concert with the designated authorities, adopted performance measures and objectives, operating indicators, and governance criteria to assess the overall responsiveness of each authority in meeting their responsibilities to their customers.

In addition to gathering, analyzing and reporting performance and operating data, Commission staff reviewed agendas, public meeting notices, conflict of interest disclosures, bond documents, and audits. Commission staff also attended public board meetings with various authorities in order to obtain documentation and gain first-hand exposure to the workings and cultures of the individual authorities.

FY 2018 Report Changes

The FY 2018 Report does not include three authorities that were included in prior reports:

- Santa Rosa Bay Bridge Authority (SRBBA) has defaulted on its bonds by failing to meet toll covenants relating to debt service coverage and reserve account requirements and for failure to make required debt service payments.
- The Northwest Florida Transportation Corridor Authority (NFTCA), an agency of the State of Florida, created in 2005 pursuant to Chapter 343, Part IV, Florida Statutes, met on September 20, 2018. During the September 2018 meeting, the NFTCA Board voted unanimously, approving a resolution, to become inactive as an authority. NFTCA

Chairman Bob Montgomery has since expressed an interest in seeking dissolution of the NFTCA.

- Northeast Florida Regional Transportation Commission (NEFRTC) has dissolved, per the legislation that created it. The enabling legislation has a sunset provision that repealed NEFRTC on November 30, 2018, if certain provisions were not met.

A fourth authority, the Osceola County Expressway Authority (OCX), is included in this report but is no longer independent. Governance and control of all OCX assets and liabilities transferred to the Central Florida Expressway Authority (CFX) in late 2018.

Established Toll Authorities

Central Florida Expressway Authority (CFX) owns and operates 118 centerline-miles of roadway in Orange County. The toll facilities include: 22 miles of the East-West Expressway (SR 408); 23 miles of the Beachline Expressway (SR 528); 32 miles of the Central Florida GreeneWay (SR 417); 31 miles of the Western Beltway (SR 429); 6 miles of the John Land Apopka Expressway (SR 414); 2 miles of SR 451; and 2 miles of SR 453.

Florida's Turnpike System (Turnpike) consists of 483 miles of limited-access toll facilities. The 320-mile Mainline extends from Florida City in Miami-Dade County northward to Wildwood in Sumter County and includes SR 821 (HEFT), Southern Coin System, Ticket System, Northern Coin System and the Beachline West Expressway. Expansion projects include the 23-mile Sawgrass Expressway, the 18-mile Seminole Expressway, the 15-mile Veterans Expressway, the 6-mile Southern Connector Extension, the 25-mile Polk Parkway, the 42-mile Suncoast Parkway, the 11-

mile Western Beltway, Part C, the 1-mile I-4 Connector, and the 22-mile Beachline East Expressway.

Miami-Dade Expressway Authority (MDX) oversees, operates and maintains five expressways constituting 34 centerline-miles and 228 lane-miles of roadway in Miami-Dade County. The five toll facilities include: Dolphin Expressway (SR 836); Airport Expressway (SR 112); Don Shula Expressway (SR 874); Gratigny Parkway (SR 924); and Snapper Creek Expressway (SR 878).

Mid-Bay Bridge Authority (MBBA) owns the 3.6-mile Mid-Bay Bridge (SR 293), the 11-mile Walter Francis Spence Parkway, and the 0.8-mile Danny Wuerffel Way in southeast Okaloosa County. Toll operations are provided by Florida's Turnpike Enterprise and maintenance functions are provided by FDOT, District Three.

Osceola County Expressway Authority (OCX) was reclassified from an "emerging authority" to an "established toll authority" in the FY 2017 report and is reporting performance measures and operating indicators as a result of the full opening of the Poinciana Parkway. OCX developed a 2040 Master Plan and transferred the lead for the Master Plan development to CFX who began conducting feasibility studies on the unbuilt Master Plan projects. In March 2018, CFX voted to move the Osceola Parkway Extension and the Poinciana Parkway Extension forward to a PD&E Study.

Tampa-Hillsborough County Expressway Authority (THEA) owns the Selmon Expressway, a 15-mile limited access toll road that crosses the City of Tampa from Gandy Boulevard and MacDill Air Force Base in the south, through downtown Tampa and east to Brandon. Elevated and at-grade reversible express lanes within the existing

facility opened in 2006 and connect to the THEA-owned and maintained Brandon Parkway and Meridian Avenue.

Transit Authorities

Central Florida Regional Transportation Authority (CFRTA, dba LYNX) provides public transportation services to the general public in the Orlando metropolitan area and throughout Orange, Seminole, and Osceola Counties in the form of fixed route bus service, bus rapid transit, paratransit service, flex service and carpools/vanpools.

Jacksonville Transportation Authority (JTA) provides public transportation services to the general public in the Jacksonville metropolitan area and throughout Duval County in the form of fixed route bus service, community shuttle, paratransit service, an automated people mover, trolleys, stadium shuttle service and St. Johns River Ferry operations. JTA also implements roadway projects under its own authority and work plans.

South Florida Regional Transportation Authority (SFRTA, Tri-Rail) coordinates, develops, and implements a regional transportation system in South Florida that provides commuter rail service (Tri-Rail) and offers a shuttle bus system in Broward County for residents and visitors. Bus connections to Tri-Rail stations in Palm Beach, Miami-Dade and Broward counties are provided by Palm Tran, Miami-Dade Transit and Broward County Transit through fixed route service.

Tampa Bay Area Regional Transit Authority (TBARTA) is not currently operating any facilities. Effective July 1, 2017, legislation changed the composition of the Board and refocused TBARTA's purpose and designated service area shifting from a 25-year long-range transportation master plan

for seven counties to a 10-year regional transit development plan for five counties (Hernando, Hillsborough, Manatee, Pasco and Pinellas Counties). TBARTA is currently developing a Regional Transit Development Plan.

Conclusion

The Commission is committed to carrying out its designated responsibilities in a deliberative fashion and encourages input, feedback or suggestions to help improve the report and monitoring process. Performance monitoring is a dynamic process, and the Commission continually considers any enhancements or changes to performance measures, management objectives, reportable indicators, governance areas, or reporting format that would yield a more thorough review.

The Commission acknowledges with appreciation the assistance of the boards and staff of all transportation authorities for providing the resources necessary to conduct this review and to complete this report.

We believe the authorities will continue to utilize the findings within this report to more efficiently and effectively operate their respective expressway, toll and transit systems.

Office of Inspector General

The Florida Department of Transportation's Office of Inspector (OIG) assisted FTC staff in the creation of this report. An OIG is established in each state agency to provide a central point for coordination of and responsibility for activities that promote accountability, integrity, and efficiency in government. The OIG compiled the report's information, including the performance measures, from the authorities but did not review for validity or reliability.

INTRODUCTION

Introduction

Background

Transportation authorities have played a vital role over the years in helping to deliver transportation services to the citizens of Florida. New transit service has been provided and innovative toll projects have flourished as a result of the authorities. Public authorities have long been used in the United States to develop revenue producing projects and programs that general government has not been able to deliver for various reasons. In general, it is accepted that single purpose authorities are well equipped to remain singularly focused, resulting in a positive track record of delivering services and projects.

Some level of autonomy is required to insulate authorities from political forces sometimes associated with general purpose government, and that autonomy can and has led to policy questions of public accountability. In an effort to ensure public accountability of the authorities, the 2007 Florida Legislature amended Section 20.23, Florida Statutes, expanding the role of the Florida Transportation Commission (Commission) to monitor the efficiency, productivity and management of the authorities created under Chapters 343 and 348, including any authority formed using the provisions of Part 1 of Chapter 348. In 2009, that responsibility was expanded to include Chapter 349 and was further expanded in 2014 to include the Mid-Bay Bridge Authority re-created pursuant to Chapter 2000-411, Laws of Florida. Florida's Turnpike System (Turnpike) is part of the Florida Department of Transportation (FDOT) and has been included in this report since fiscal year (FY) 2013 pursuant to a recommendation contained in the Commission's

legislatively mandated report, *FTC Study of Cost Savings for Expressway Authorities*.

The Commission was also required to conduct periodic reviews of each authority's operations and budget, acquisition of property, management of revenue and bond proceeds, and compliance with applicable laws and Generally Accepted Accounting Principles (GAAP). Nonetheless, the Commission was specifically restricted not only from entering into the day-to-day operations of a monitored authority, but also from taking part in:

- Awarding of contracts;
- Selection of a consultant or contractor or the prequalification of any individual consultant or contractor;
- Selection of a route for a specific project;
- Specific location of a transportation facility;
- Acquisition of rights-of-way;
- Employment, promotion, demotion, suspension, transfer, or discharge of any department personnel;
- Granting, denial, suspension, or revocation of any license or permit issued by FDOT.

The Commission may, however, recommend standards and policies governing the procedure for selection and prequalification of consultants and contractors.

Since July 2007, when Commission oversight commenced, a number of workshops and teleconferences have been held with the designated authorities to establish and fine tune measures of performance, clarify objectives for the measures, and evaluate governance criteria. The meetings allowed for input from the authorities relating to organization, operations, revenues, financial provisions, and statutory requirements. Through these meetings, the Commission gained consensus and established performance measures for the authorities, recognizing toll

authority measures would differ from transit authority measures. The Commission issued its first FY 2007 report on transportation authority oversight in March 2008. Annual reports have subsequently been issued by the Commission. The Commission, in concert with the designated authorities, periodically considers any enhancements or changes to performance measures and operating indicators.

Authorities under Commission Oversight

Table 1 shows the ten authorities created under Chapters 343, 348 and 349, Florida Statutes, the Mid-Bay Bridge Authority re-created pursuant to Chapter 2000-411, Laws of Florida, and Florida's Turnpike System that are subject to Commission monitoring and oversight and are included in this FY 2018 report.

Legislative Update

2017 Legislature

HB 865 was passed by the 2017 Legislature and signed into law by Governor Scott, effective July 1, 2017. HB 865 requires the Department of Transportation to undertake an economic feasibility study relating to the acquisition of the Garcon Point Bridge (owned by the Santa Rosa Bay Bridge Authority). FDOT must submit the completed study to the Governor, the President of the Senate, and the Speaker of the House of Representatives by January 1, 2018.

HB 299 was signed into law by Governor Scott, effective July 1, 2017. HB 299 incorporates Brevard County into the CFX; increases the number of members of CFX's board by one person to include a member appointed by the Brevard County Board of County Commissioners; allows the

Table 1
Authorities under Commission Oversight

Central Florida Expressway Authority (CFX)
Florida's Turnpike System ¹ (Turnpike)
Miami-Dade Expressway Authority (MDX)
Mid-Bay Bridge Authority (MBBA)
Osceola County Expressway Authority (OCX)
Tampa-Hillsborough County Expressway Authority (THEA)
Central Florida Regional Transportation Authority (CFRTA)
Jacksonville Transportation Authority (JTA)
South Florida Regional Transportation Authority (SFRTA)
Tampa Bay Area Regional Transit Authority ² (TBARTA)

¹ The Turnpike is part of the Florida Department of Transportation and is being reported in this authority report as a result of a recommendation contained in the Commission's legislatively mandated report, *FTC Study of Cost Savings for Expressway Authorities*, published December 2012.

² Senate Bill 1672, passed by the 2017 legislature, significantly amended the Tampa Bay Area Regional Transportation Authority enabling legislation, effective July 1, 2017 (FY 2017). The legislation changed TBARTA into the Tampa Bay Area Regional *Transit* Authority, refocused its purpose and its designated service area, and changed the composition of the Board.

Governor to appoint a citizen member of the CFX board from Brevard County; revises the quorum and vote requirements to conform to the increase in the number of board members; and provides that the area served by CFX includes Brevard County.

HB 1049 was signed into law by Governor Scott, effective July 1, 2017. HB 1049 amends Chapter 348, Part 1, Florida Statutes (the Florida Expressway Authority Act) regarding certain expressway authorities, which currently includes only MDX. HB 1049 places restrictions on the toll-setting process, including requiring an independent traffic and revenue study for toll increases (except for increases tied to inflation), and a two-thirds majority vote of the authority board to approve a toll increase; limits the amount of toll revenue that can be used for administrative expenses (requires the Commission to determine the annual state average of administration costs); requires a distance of at least five miles between main through-lane tolling points on transportation facilities constructed after July 1, 2017; requires a

reduction in SunPass toll rates of between 5 and 10 percent; dedicates at least 20 percent, but not more than 50 percent, of annual surplus revenues to transportation and transit related expenses for projects in the area served by the authority; and requires certain measures relating to accountability, including a financial audit requirement and required website posting of meeting agendas, financial audit, bond covenants, budget, contracts, expenditures and other information. The legislation includes clauses that make the amendments related to the operation, maintenance and finances of the System subject to the requirements contained in outstanding debt obligations.

HB 695 was passed by the 2017 Legislature and signed into law by Governor Scott, effective July 1, 2017. HB 695 amended SFRTA's enabling legislation (Chapter 343, Part II, Florida Statutes) and requires SFRTA to obtain FDOT's prior review and written approval of SFRTA's proposed expenditures before SFRTA enters into, extends, or renews any contract or other agreement that may be funded, in whole or in part, with funds provided by FDOT. HB 695 further specifies that funds provided to SFRTA by FDOT constitute state financial assistance for the purpose of carrying out certain state projects. FDOT must provide the funds in accordance with a written agreement that will allow FDOT to review, approve, and audit SFRTA's expenditure of the funds. FDOT is authorized to advance SFRTA 25 percent of the total funding provided in Section 343.58(4), Florida Statutes, at the beginning of each state fiscal year, with monthly payments over the fiscal year on a reimbursement basis and a reconciliation of the advance against remaining invoices in the last quarter of the fiscal year.

SB 1672 was signed into law by Governor Scott, effective July 1, 2017. SB 1672 significantly amended TBARTA's enabling legislation (Chapter

343, Part V, Florida Statutes) and renames the Tampa Bay Area Regional Transportation Authority to the Tampa Bay Area Regional *Transit* Authority; amends the composition of the TBARTA Board and membership; requires the Board to evaluate and submit its recommendations to the Legislature, before the start of the 2018 Regular Session, regarding the abolishment, continuance, modification, or establishment of various committees; requires TBARTA to develop and adopt a regional transit development plan, rather than a transportation master plan, that integrates the transit development plans of participant counties and prioritizes regionally significant transit projects and facilities; and requires TBARTA to conduct a feasibility study before development of any rail project and submit the study to the Governor, Legislature and the various Boards of County Commissioners.

2018 Legislature

HB 141 was signed into law by Governor Scott, effective July 1, 2018. HB 141 amends Chapter 348, Part 1, Florida Statutes (the Florida Expressway Authority Act) regarding certain expressway authorities, which currently includes only MDX. HB 141 requires MDX to submit to the Governor, by October 1, 2018, information regarding its compliance with the minimum five percent toll reduction prescribed in Section 348.0004(6), Florida Statutes. If the required toll reduction has not taken place, effective October 1, 2018, the existing board shall be dissolved and, except for the district secretary of FDOT, a new board shall be appointed by that date. No member of the board on October 1, 2018, may be appointed to the new board. The legislation prescribes for appointment of new board members.

2019 Legislature

SB 7068 was signed into law by Governor DeSantis, effective July 1. It creates the Multi-use Corridors of Regional Economic Significance Program within the department. The purpose of the program is to revitalize rural communities, encourage job creation, and provide regional connectivity by building three new toll roads:

1. Southwest-Central Florida Connector (Collier County to Polk County),
2. Suncoast Connector (Citrus County to Jefferson County).
3. Northern Turnpike Connector (northern terminus of the Florida Turnpike northwest to the Suncoast Parkway).

Projects will be subject to requirements relating to economic and environmental feasibility and specified environmental and other evaluation requirements. Decisions on matters such as corridor configuration, project alignment, and interchange locations must be determined in accordance with the FDOT's rules, policies, and procedures.

During project development, the FDOT must convene a task force for each corridor comprised of representatives from state agencies and other stakeholders to evaluate and coordinate corridor analysis, environmental and land use impacts, and other pertinent impacts of the corridors. The task force must issue a written report by October 1, 2020. To the maximum extent feasible, construction of the projects must begin no later than December 31, 2022, and be open to traffic no later than December 31, 2030.

HB 311 was signed into law by Governor DeSantis, effective July 1. The bill removes the requirement that a person possess a valid driver license to operate a fully autonomous vehicle and

provides that the automated driving system, rather than a person, is deemed the operator of an autonomous vehicle when operating with the automated driving system engaged.

The bill requires autonomous vehicles to comply with applicable federal laws and regulations and allows an on-demand autonomous vehicle network to operate pursuant to state laws with the same insurance requirements applicable to a transportation network company. The bill also establishes insurance requirements for fully autonomous vehicles for personal use.

The bill prohibits local governments from imposing a tax, fee, or other requirement on automated driving systems or autonomous vehicles, and clarifies that this prohibition does not exempt autonomous vehicles from a tax or fee applied to non-autonomous vehicles. The bill authorizes airports and seaports to charge autonomous vehicles providing passenger transportation services reasonable pickup fees.

Finally, the bill authorizes the Florida Turnpike Enterprise to fund, construct, and operate facilities for the advancement of autonomous and connected innovative transportation technologies and enter into agreements with private entities to provide services and concessions to benefit the traveling public.

HB 385 was signed into law by Governor DeSantis, effective July 1. The bill repeals Chapter 348, Part 1, repealing the Florida Expressway Authority Act, and transfers certain statutory provisions for certain expressway, bridge, and regional transportation authorities to new sections of law due to the repeal of the Act.

The bill creates the Greater Miami Expressway Agency (GMX) and transfers all of Miami-Dade

County Expressway Authority's (MDX) liabilities and assets, including its toll facilities, to GMX. The bill establishes the governance structure and operational requirements of GMX. Except under specified circumstances, the bill prohibits GMX from increasing toll rates until 2029 and requires a two-thirds vote of GMX's governing body prior to implementing any new toll rate increases.

The bill also creates a monthly toll rebate program for certain SunPass users. The bill:

- Revises the authorized uses for the Charter County and Regional Transportation System Surtax in Miami-Dade County.
- Reenacts, revises, and makes permanent the Rebuilt Motor Vehicle Inspection Program in Miami-Dade County.
- Requires the Department of Transportation to approve certain design plans for transportation projects.
- Repeals the Osceola County Expressway Authority.
- Authorizes the use of electronic rental car agreements and revises requirements for rental car transactions.

Performance Measures

In 2016 the Commission formed an Authority Oversight Committee (Committee) to gain input from the authorities and to consider any enhancements or changes to FY 2016 performance measures, management objectives, and operating indicators. The Commission solicited any proposed changes from each authority and synthesized the proposed changes into a master document that also contained actual performance results for each of the authorities for the prior 10 years. The master document was then shared with all authorities for any further comments.

The Commission retained senior staff from the Center for Urban Transportation Research (CUTR) at the University of South Florida to review the master document and to provide their recommendations for any changes. CUTR played an integral role in establishing the original measures that were adopted for the inaugural oversight report. The Commission convened a Charrette on Transportation Authority Performance Measures in October 2016 to discuss CUTR recommendations and any concerns expressed by the authorities. The Committee, CUTR and the authorities reached a general consensus on most of the issues and the Committee agreed to specific changes that were presented to the full Commission for a formal vote at its November 2016 meeting.

The Commission adopted significant revisions to FY 2016 performance measures and operating indicators for both toll and transit authorities that were identified in last year's report. Figure 1 summarizes the FY 2018 performance measures.

While annual reporting will be the main focus of the Commission's monitoring effort, authorities have been alerted that they are expected to notify the Commission, in a timely fashion, of any externally prompted audits or investigations. It is the Commission's intent to provide an annual report at one of its public meetings and to issue an annual document for distribution to the Governor and legislative leadership.

The report is organized by authority and the authorities are grouped by "Established Toll Authorities," and "Transit Authorities." The Florida Transportation Commission is committed to carrying out its statutorily authorized responsibilities in a deliberative fashion and encourages input, feedback or suggestions to help improve the report and the monitoring process.

Authority Performance Measures Results - FY 2018

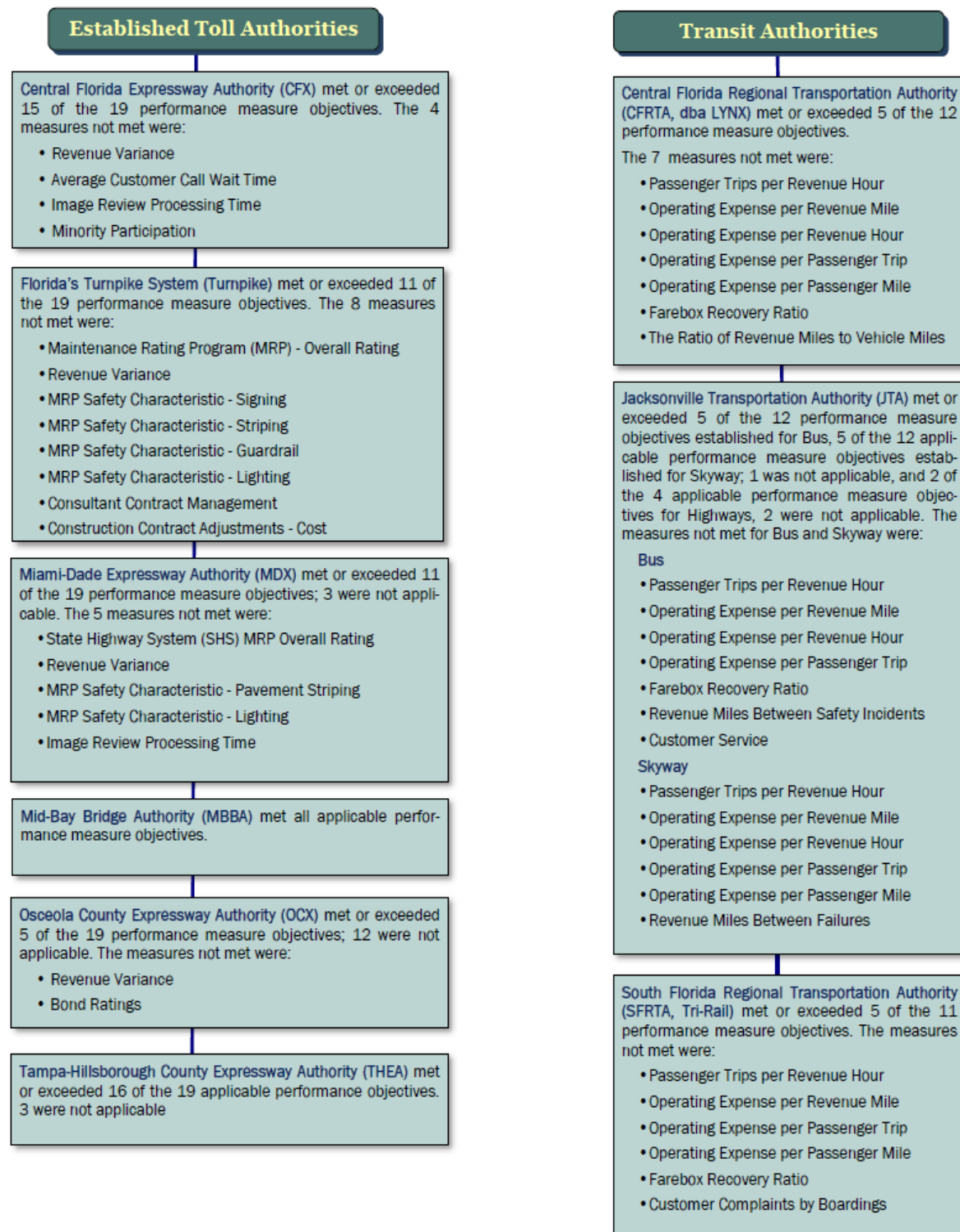


Figure 1: Authority Performance Measures Results - FY 2018

This page intentionally left blank.

ESTABLISHED TOLL AUTHORITIES

Established Toll Authorities

Introduction

There are numerous authorities in Florida that operate toll facilities and collect and reinvest toll revenues. Aside from Florida's Turnpike Enterprise, which is a part of FDOT, most, but not all, are established under Chapter 348, Florida Statutes (Expressway and Bridge Authorities). Part I of Chapter 348 details the authority for any county or counties to establish an expressway authority and prescribes the conditions under which these entities will be governed. Parts II through V authorize specific authorities and designate the powers, duties and requirements applicable to each individual authority. The Mid-Bay Bridge Authority was re-created pursuant to Chapter 2000-411, Laws of Florida, and was placed under Florida Transportation Commission (Commission) oversight by the 2014 Legislature.

Other authorities that are not limited to the construction and operation of expressways are established in Florida Statutes under Chapter 343 (Regional Transportation) and Chapter 349 (Jacksonville Transportation Authority).

Florida's Turnpike System is part of FDOT and has been included in this report since FY 2013 pursuant to a recommendation contained in the Commission's legislatively mandated report, *FTC Study of Cost Savings for Expressway Authorities*.

Of the authorities that fall under Commission oversight, six are designated in this report as "Established Toll Authorities," and four as "Transit Authorities." This section of the report pertains to Established Toll Authorities that include:

- Central Florida Expressway Authority (CFX)
- Florida's Turnpike System (Turnpike)
- Miami-Dade Expressway Authority (MDX)
- Mid-Bay Bridge Authority (MBBA)
- Osceola County Expressway Authority (OCX)
- Tampa-Hillsborough County Expressway Authority (THEA)

As discussed in the Introduction section of this report, performance measures have been established for all authorities under Commission review. For the six Established Toll Authorities, all performance measures are the same, given that nearly all the toll authorities are well established and have been operating for a considerable amount of time. Reporting for these six authorities is presented in the following format that includes:

- Background of the authority
- Performance measures results for FY 2018

The 19 performance measures and objectives adopted by the Commission for toll authorities are included in Table 2. These measures attempt to set standards for the efficient and effective operation, maintenance, and management of the toll facilities and their respective organizations.

In addition to performance measures, the Commission established a set of operating indicators reported by each authority for the last five fiscal years. The 29 operating indicators adopted by the Commission are presented in Table 3. The full five-year accounting of the operating indicators for each authority is included in Appendix A. The indicators are grouped by the various areas for which the statute requires monitoring (e.g., operations, budget, property acquisition, revenue management and bond proceeds).

The individual reports for the six Established Toll Authorities are presented in the following pages, beginning with the Central Florida Expressway Authority (CFX).

Table 2
Florida Transportation Commission
Toll Authority Performance Measures
FY 2018

<i>Performance Measure</i>	<i>Detail</i>	<i>Objective</i>
Operations		
SHS Maintenance Rating Program (MRP) Overall Rating	Condition rating of at least 90	> 90
Pavement Condition - Rating	% SHS lane miles rated "excellent or good"	> 85%
Bridge Condition - Rating	% bridge structures rated "excellent or good"	> 95%
Bridge Condition - Weight Restrictions	% SHS bridge structures with posted limit	0%
Revenue Variance	Variance from indicated revenue (without fines - 3 year moving avg.)	< 4%
MRP Safety Characteristic - Signing	Condition rating of at least 90	> 90
MRP Safety Characteristic - Striping	Condition rating of at least 95	> 95
MRP Safety Characteristic - Guardrail	Condition rating of at least 80	> 80
MRP Safety Characteristic - Lighting	Condition rating of at least 85	> 85
Average Customer Call Wait Time	> 80% of calls answered within 1 minute	> 80%
Image Review Processing Time	> 90% of license plate images reviewed in < 2 weeks	> 90%
Operations and Budget		
Consultant Contract Management	Final cost % increase above original award	< 5%
Construction Contract Adjustments - Time	% contracts completed within 20% above original contract time	≥ 80%
Construction Contract Adjustments - Cost	% projects completed within 10% above original contract amount	≥ 90%
Toll Collection Expense as a Percentage of Toll Revenue	Toll collection expense (net of exclusions)/toll revenue	< 12%
Annual Operating, Maintenance and Administrative (OM&A) Forecast Variance	Actual OM&A to annual budget	< 110%
Applicable Laws		
Minority Participation	M/WBE and SBE utilization as % of total expenditures (each agency establishes goal/target)	> 90%
Revenue Management and Bond Proceeds		
Debt Service Coverage - Compliance with Bond Covenants	Debt service coverage meets or exceeds minimum Bond Covenant requirements	Yes
Bond Ratings	Bond ratings ≥ BBB (S&P), Baa (Moody's), BBB (Fitch) and no downgrade from previous year	Yes

Table 3
Florida Transportation Commission
Toll Authority Operating Indicators
FY 2018

<i>Indicator</i>	<i>Detail</i>
Operations	
Growth in Value of Transportation Assets	Land Acquisition
	Infrastructure Assets
	Construction in Progress
	Total Value of Transportation Assets
Preservation of Transportation Assets	Renewal & Replacement of Infrastructure
	Routine Maintenance of Infrastructure
	Total Preservation Costs
Toll Collection Transactions	Electronic Transactions
	Revenue from Electronic Transactions
Annual Revenue Growth	Toll and Operating Revenue
Revenue Variance	Actual Revenue with "Recovery of Fines"
	Actual Revenue without "Recovery of Fines"
Safety	Fatalities per 100 Million Vehicle Miles Traveled
Operations and Budget	
Cost to Collect a Toll Transaction	Total Toll Collection Costs (Net of Exclusions) / Number of Transactions
Operating Efficiency	Toll Collection Expense as % of Operating Expense
	Routine Maintenance Expense as % of Operating Expense
	Administrative Expense as % of Operating Expense
	Operating Expense as % of Operating Revenue
Rating Agency Performance	Toll Operations and Maintenance Expense as % of Operating Revenue
Property Acquisition	
Right-of-Way (ROW)	# Projects Requiring ROW Acquisition
	# Parcels Needed to be Acquired for Projects
	# Parcels Acquired via Negotiations
	# Parcels Acquired via Condemnation
	# Parcels Acquired with Final Judgements ≤ one half the Range of Contention
Revenue Management and Bond Proceeds	
Debt Service Coverage - Bonded/Commercial Debt	[(Rev - interest) - (toll operating & maintenance expense)] / commercial debt service expense
Debt Service Coverage - Comprehensive Debt	[(Rev - interest) - (toll operating & maintenance expense)] / all scheduled debt service expense
Underlying Bond Ratings (Uninsured)	Standard & Poor's Bond Rating
	Moody's Bond Rating
	Fitch Bond Rating

Central Florida Expressway Authority (CFX)



Background

The Central Florida Expressway Authority (CFX) is an agency of the State of Florida, created in 2014 pursuant to Chapter 348, Part III, Florida Statutes, for the purpose to construct, operate, and maintain roads, bridges, and avenues for the expressway and any rapid transit, trams, or fixed guideways located within the right-of-way of an expressway in Orange, Seminole, Lake, Brevard, and Osceola Counties. CFX is an Independent Special District of the State of Florida and subject to the provisions of Chapter 189, Florida Statutes (Uniform Special District Accountability Act), and other applicable Florida Statutes.

CFX assumed all assets, liabilities, duties, responsibilities and obligations of the Orlando-Orange County Expressway Authority (OOCEA) under its existing contracts and agreements, including, without limitation, the duties, responsibilities and obligations under the Amended and Restated Master Bond Resolution (Bond Resolution). CFX must operate and maintain the expressway system in accordance with the Bond Resolution and the Lease-Purchase Agreement entered into between OOCEA and the FDOT.

The governing body of CFX consists of ten members as depicted in Table 4. The chairs of the county commissions of Seminole, Lake, Brevard, and Osceola Counties each appoints one member from his or her respective county, who must be a commission member or chair or the county mayor. The Mayor of Orange County appoints a member

Highlights

- CFX met or exceeded 15 of the 19 performance measure objectives. The objectives not met were Average Customer Call Wait Time and Image Review, Actual Revenue and M/WBE & SBE Utilization as a % of Total Expenditures.
- FY 2017 operating revenue increased \$33.1 million, or 8.3 percent, over FY 2016 while operating expenses increased \$16.1 million, or 17.2 percent.
- In July 2015, CFX issued \$194 million in Senior Lien Revenue Bond Anticipation Notes (BANs) to advance construction of its respective sections of the Wekiva Parkway. CFX plans to use \$194 million from a low interest federal loan (TIFIA), secured by CFX in March 2015, to pay for the BANs after CFX's portion of the Wekiva Parkway is constructed.
- CFX's first section of the Wekiva Parkway opened to traffic in July 2017 (FY 2018). The remaining five-mile section opened March 2018, one year ahead of schedule.
- Governance and control of the Osceola County Expressway Authority (OCX), including all OCX assets and liabilities, transferred to CFX December 31, 2018. CFX began PD&E studies on two projects identified in the OCX master plan.
- During and subsequent to FY 2017, CFX issued two series of bonds: Series 2016B issued in November 2016 for \$631.3 million and Series 2017 issued in December 2017 (FY 2018) for \$341.2 million. Bond proceeds were used to refund/advance refund various outstanding CFX bonds to achieve net present value savings of \$105.2 million.

from the Orange County Commission. Subject to confirmation by the Senate during the next regular session of the Legislature. The Governor appoints three citizen members, each of whom must be a

Transportation Authority Monitoring and Oversight

resident of either Orange, Seminole, Lake, Brevard, or Osceola Counties. The Mayor of Orange County and the Mayor of the City of Orlando also serve as members. The Executive Director of the Florida Turnpike Enterprise (Turnpike) serves as a nonvoting advisor. Each member appointed by the governor serves for four years and each county-appointed member serves for two years.

Table 4
Central Florida Expressway Authority
Board Members as of June 30, 2018

<i>Name</i>	<i>Affiliation</i>	<i>Position</i>
Fred Hawkins, Jr.	Osceola County Commissioner	Chairman
Jay Madara	Governor's Appointee	Vice Chairman
Brenda Carey	Seminole County Commissioner	Treasurer
Jim Barfield	Brevard County Commissioner	Board Member
Buddy Dyer	Orlando Mayor	Board Member
Andria Herr	Governor's Appointee	Board Member
Teresa Jacobs	Orange County Mayor	Board Member
Sean Parks	Lake County Commissioner	Board Member
S. Michael Scheeringa	Governor's Appointee	Board Member
Jennifer Thompson	Orange County Commissioner	Board Member

CFX adopted its first Master Plan (CFX 2040 Master Plan) in May 2016 at which time the Osceola County Expressway Authority Master Plan projects were included. In September 2016, the CFX board unanimously approved an interlocal agreement with Osceola County (OC) and OCX transferring the lead for the OCX Master Plan development to CFX. CFX began conducting concept, feasibility and mobility studies on the unbuilt OCX Master Plan projects in April 2017.

In December 2018, CFX, Osceola County Expressway Authority (OCX) and Osceola County entered into interlocal agreements transferring the assets and liabilities of OCX to CFX. As prescribed in CFX's enabling legislation, the Poinciana Parkway transferred to CFX as non-system project.

CFX owns and operates 118 center-line miles of limited access expressways. The expressways

include 22 miles of State Road 408, 23 miles of State Road 528, 32 miles of the State Road 417, 31 miles of State Road 429, 6 miles of the State Road 414, 2 miles of State Road 451 and 2 miles of State Road 453. CFX reported toll revenue of \$441 million in FY 2018 based on 449 million toll transactions.

E-PASS, established in 1994 as Florida's first electronic pre-paid toll collection system, is owned and operated by CFX. In 2018, CFX continued to expand its customer focus programs which included the toll discount programs that returned more than \$16 million to its customers.

CFX capital projects are budgeted and planned for in its Five-Year Work Plan. Renewal and replacement projects, intelligent transportation systems projects and projects from the 2040 Master Plan among others are prioritized according to critical need. CFX's first regional master plan, The 2040 Master Plan, was approved by the Board in May 2016. In June 2018, the CFX Board approved another record \$1.9 billion Five-Year Work Plan (FY 2019 through FY 2023). Highlights of this Five-Year Work Plan include:

- \$740 million allocated for capacity improvement projects for widening SR 408, SR 417, SR 429 and SR 528 (44 centerline miles);
- Resurfacing 49 centerline miles;
- Contribution to FDOT to fund SR 408/I-4 interchange reconstruction;
- Completing upgrades to SR 408/SR 417 interchange;
- Toll Collection System Upgrade that will replace or upgrade current system with state-of-the-art technology and equipment; and
- Identifying transportation needs of the region through multiple concept, feasibility and

mobility studies and Project, Development and Evaluation (PD&E) studies.

Wekiva Parkway Project: A Partnership with FDOT and FTE

The much-anticipated Wekiva Parkway (SR 429) is currently under design and construction. The project is a 25-mile tolled expressway that will traverse Orange, Seminole and Lake Counties and connect to SR 417, completing the beltway around northwest metropolitan Orlando. The project is estimated to cost \$1.6 billion, which includes approximately \$500 million of non-toll road improvements, and will feature all electronic tolling. In February 2012, a Memorandum of Understanding (MOU) delineated the plan to fund, design, construct, own, operate and maintain the Wekiva Parkway. The Wekiva Parkway Interlocal Agreement approved on May 9, 2014, contains specific terms and provisions governing the project that are consistent with the MOU.

In July 2015, CFX issued \$193.7 million in Senior Lien Revenue Bond Anticipation Notes (BANs), Series 2015, to provide short-term financing for a portion of the Wekiva Parkway project. Interest is paid biannually and the BANs mature on January 1, 2019, in the principal amount. CFX secured a \$193.7 million USDOT Transportation Infrastructure Finance and Innovation Act (TIFIA) loan in March 2015 at a historically low interest rate of 1.23 percent, accelerating CFX's Wekiva Parkway construction schedule of Sections 2A, 2B, and 2C.

On July 27, 2017, CFX opened its first five-mile section (Sections 1A and 1B) of the Wekiva Parkway, from SR 429 at US 441 to the Kelly Park Road Interchange. Construction costs for this five-

mile section totaled \$102.6 million. CFX's remaining five-mile section (Sections 2A, 2B, and 2C) just north of the Kelly Park Road interchange between Round Lake Road, Mount Plymouth Road (County Road 435) and State Road 46, opened to traffic in March 31, 2018, one year ahead of schedule.

Lease-Purchase Agreement

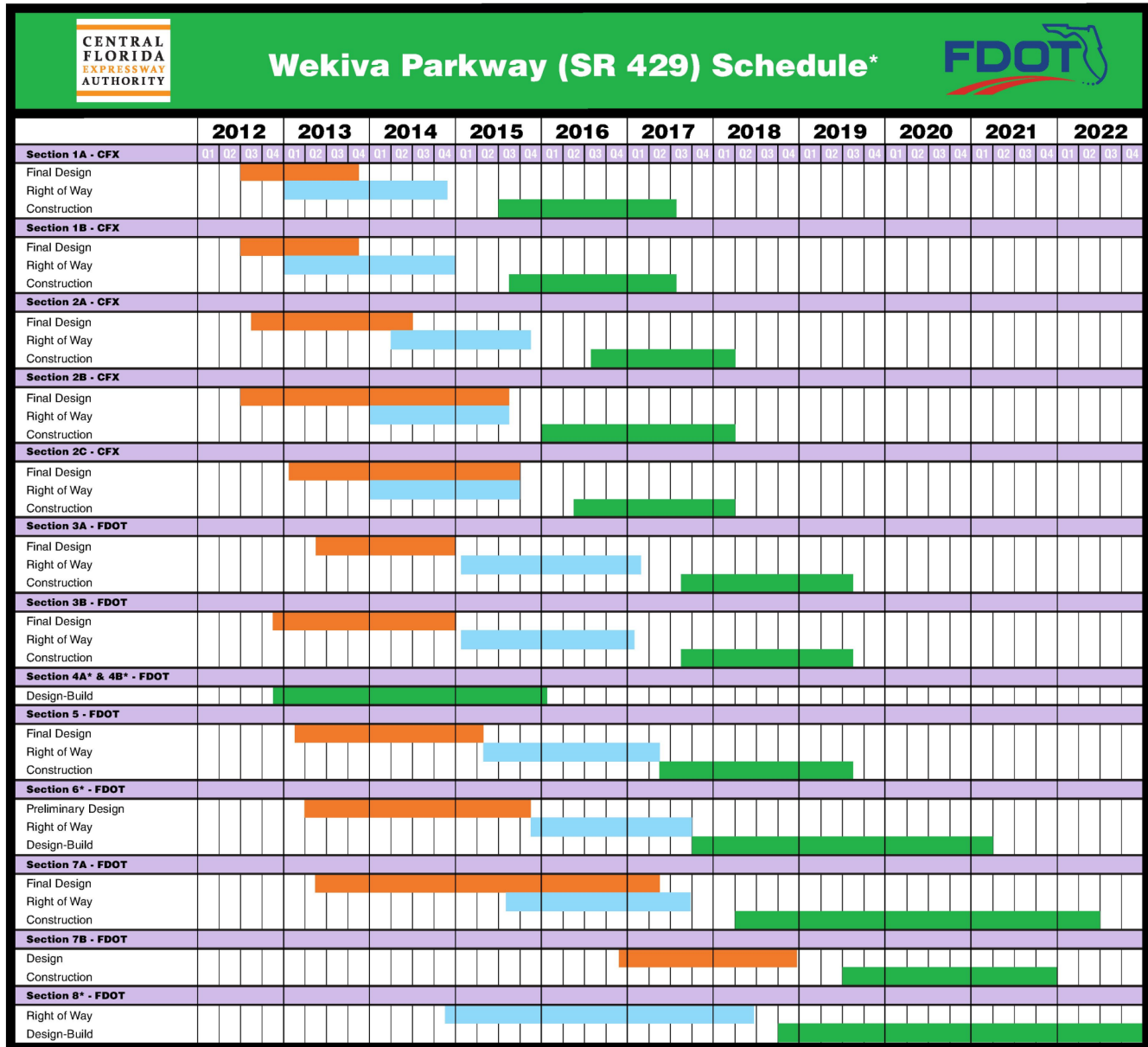
Under the requirements of a Lease-Purchase Agreement (LPA) between CFX and FDOT, CFX is reimbursed by FDOT for a portion of the operating and maintenance costs of SR 408 and SR 528. CFX and FDOT entered into a Memorandum of Agreement (LPA MOA) on February 14, 2013. The LPA MOA stated that FDOT will make all operations and maintenance payments to CFX as provided in the LPA. CFX will then exercise its right under the bond resolution to fully reimburse FDOT within 60 days of receipt by CFX.

CFX entered into the Wekiva Interlocal Agreement with FDOT effective June 11, 2014, in which the parties agreed to discontinue the obligations of FDOT under the existing Lease-Purchase Agreement after July 1, 2028. The parties also agreed to terminate the Lease-Purchase Agreement upon the earlier of the defeasance, redemption or payment in full of CFX's bonds issued and outstanding as of the effective date of the Wekiva Interlocal Agreement or the receipt of sufficient bondholder consents to such termination. Upon the termination of the Lease-Purchase Agreement, title to CFX System shall remain vested in CFX.

CFX Advances Two Projects to Project Development and Environment (PD&E) Study Phase

CFX advanced its plans on March 8, 2018, to further study and potentially build the Poinciana

Parkway Extension and Osceola Parkway Extension. CFX's Board voted to conduct Project Development and Environment (PD&E) studies on the two corridors as part of a state-mandated plan that called for CFX to transition control of projects included in Osceola County Expressway Authority's Master Plan. The move was precipitated by the same legislation, Senate Bill 230, that created CFX



*Schedule Subject to Change
 *For more information, visit www.wekivaparkway.com

Figure 2: Wekiva Parkway Schedule Depicting CFX and FDOT Segments. (12/3/19)

in 2014. The Poinciana Parkway Extension study, a 9 to 12-month project, looks to extend the Poinciana Parkway to County Road 532 at the Osceola County/Polk County line. A later phase coordinated with FDOT will provide a connection to I-4, either at State Road 429 or at CR 532. Meanwhile, the 12 to 15-month long Osceola Parkway Extension study looks to build a new expressway connection between State Road 417 near Boggy Creek Road in Orange County and the proposed Sunbridge Parkway in Osceola County. Both proposed corridor extensions share the same goals — enhance mobility of the area’s growing population and economy, relieve congestion on local roads, provide for the incorporation of transit options and promote regional connectivity.

CFX Partners with Tax Collector Offices

In 2018, as part of its customer-first commitment, CFX created partnerships with the county tax collector’s offices within the agency’s five county jurisdiction to implement a simplified, more convenient process for customers to resolve tag-registration holds related to unpaid toll notices. Vehicle owners can pay delinquent “Pay by Plate” invoices while renewing tags or driver’s licenses at numerous locations within each county. The new process saves customers time and lessens frustrations when customers were confronted with holds on their tag renewals.

Table 5 Central Florida Expressway Authority Long-Term Debt Payable to the Department (in millions) Year Ended June 30, 2018	
<i>Transaction</i>	<i>(millions)</i>
Advances for Operating and Maintenance Expenses ¹	\$1.4
Total Due Department	\$1.4
Source: CFX Notes to Audited Financial Statements and CFX Management. ¹ CFX repaid the Department \$10 million in July 2012 and has repaid \$20 million each subsequent year until FY 2017. In FY 2017, CFX exercised its discretionary authority to prepay the outstanding balance of its long term indebtedness owed to the Department in the amount of \$150.9 million.	

Transportation Authority Monitoring and Oversight

Table 6
Central Florida Expressway Authority
Summary of Performance Measures
FY 2018

<i>Performance Measure</i>	<i>Detail</i>	<i>Objective</i>	<i>Actual Results</i>	<i>Meets Objective¹</i>
Operations				
SHS Maintenance Rating Program (MRP) Overall Rating	Condition rating of at least 90	> 90	92	✓
Pavement Condition - Rating	% SHS lane miles rated "excellent or good"	> 85%	92.0%	✓
Bridge Condition - Rating	% bridge structures rated "excellent or good"	> 95%	98.8%	✓
Bridge Condition - Weight Restrictions	% SHS bridge structures with posted limit	0%	0.0%	✓
Revenue Variance	Variance from indicated revenue (without fines - 3 year moving avg.)	< 4%	4.4%	X
MRP Safety Characteristic - Signing	Condition rating of at least 90	> 90	95	✓
MRP Safety Characteristic - Striping	Condition rating of at least 95	> 95	95	✓
MRP Safety Characteristic - Guardrail	Condition rating of at least 80	> 80	86	✓
MRP Safety Characteristic - Lighting	Condition rating of at least 85	> 85	90	✓
Average Customer Call Wait Time	> 80% of calls answered within 1 minute	> 80%	63.5%	X
Image Review Processing Time	> 90% of license plate images reviewed in < 2 weeks	> 90%	75.0%	X
Operations and Budget				
Consultant Contract Management	Final cost % increase above original award	< 5%	-7.3%	✓
Construction Contract Adjustments - Time	% contracts completed within 20% above original contract time	≥ 80%	100.0%	✓
Construction Contract Adjustments - Cost	% projects completed within 10% above original contract amount	≥ 90%	100.0%	✓
Toll Collection Expense as a Percentage of Toll Revenue	Toll collection expense (net of exclusions)/toll revenue	< 12%	11.6%	✓
Annual Operating, Maintenance and Administrative (OM&A) Forecast Variance	Actual OM&A to annual budget	< 110%	94.8%	✓
Applicable Laws				
Minority Participation ²	M/WBE and SBE utilization as % of total expenditures (each agency establishes goal/target)	> 90%	78.6%	X
Revenue Management and Bond Proceeds				
Debt Service Coverage - Compliance with Bond Covenants	Debt service coverage meets or exceeds minimum Bond Covenant requirements	Yes	Yes	✓
Bond Ratings	Bond ratings ≥ BBB (S&P), Baa (Moody's), BBB (Fitch) and no downgrade from previous year	Yes	Yes	✓

¹ Performance Measure Objective Key: ✓ - Meets X - Does Not Meet N/A - Not Applicable

² The Authority has a 15 percent goal for RFPs and ITNs and reported achieving 11.08 percent, or 78.6 percent of the goal.

Florida's Turnpike System (Turnpike)



Background

Florida's Turnpike Enterprise (Enterprise) is responsible for the management of Florida's Turnpike System (Turnpike) and the collection of tolls on nine other facilities owned or operated by the Florida Department of Transportation (FDOT), an agency of the State of Florida. Of the nine other toll facilities, seven are FDOT-owned (Alligator Alley, Pinellas Bayway System, Sunshine Skyway Bridge, 75 Express, 95 Express, 595 Express, and Wekiva Parkway), and two are FDOT-operated (Garcon Point Bridge and Mid-Bay Bridge/Spence Parkway) under lease-purchase agreements entered into with the respective authorities that own the facilities.

The Florida State Turnpike Authority, created in 1953, became part of FDOT in 1969. The Turnpike was reorganized as an Office within FDOT in 1988 and as a District in 1994. In 2002, the Turnpike became an Enterprise within FDOT and conducts its operations as an enterprise fund for financial reporting purposes.

FDOT operates under the Florida Transportation Code, which includes Chapter 338, Florida Statutes (Limited Access and Toll Facilities). In addition to the powers granted to FDOT, the legislature provided additional powers and authority to the Enterprise to enable autonomy and flexibility in order to more easily pursue innovations, as well as best practices found in the private sector in management, finance, organization and operations. Sections 338.22 through 338.241, Florida Statutes (Florida Turnpike Enterprise Law), authorize the Enterprise to plan, develop, own, purchase, lease, or otherwise acquire, demolish, construct, improve, relocate, equip, repair, maintain, operate, and

Highlights

- FY 2018 operating revenues were \$1.1 billion, an increase of \$19.2 million, or 1.8%, compared to the previous fiscal year. The increase was primarily a result of toll rate indexing and traffic growth, offset by an estimated \$44.6 million of toll suspensions in response to Hurricane Irma.
- Capital assets grew by \$0.5 billion during FY 2018 as the Turnpike continued to make investments to add capacity and access to the System. Additionally, \$130 million was expended to maintain and preserve the System to ensure the condition of the roadway met or exceeded FDOT standards.
- During FY 2018, construction continued on the First Coast Expressway from I-10 to Blanding Boulevard, which was opened to traffic in 2019. Another Turnpike Expansion Project, the Suncoast Parkway 2, was let for construction in October 2017. Additionally, major widening projects continued on the Veterans Expressway, Beachline West Expressway, and SR 821 Homestead Extension of Florida's Turnpike during FY 2018, which will bring much needed capacity to these major commuter facilities.
- FY 2018 was also marked by the construction of Phase One of the SunTrax tolling technology test track in Polk County.
- In FY 2018, the State of Florida issued \$131.9 million State of Florida, Department of Transportation Turnpike Revenue Bonds, Series 2017A ("2017A Bonds"), to refund the outstanding State of Florida, Department of Transportation Turnpike Revenue Bonds Series 2008A, and a portion of the outstanding State of Florida, Department of Transportation Turnpike Revenue Bonds Series 2010A, in order to achieve interest cost savings.
- The Turnpike achieved a routine maintenance rating of 87 for FY 2018, well above the standard of 80. Further, 99% of the Turnpike's pavement, as well as 99% of the Turnpike's bridges, met FDOT standards.

Transportation Authority Monitoring and Oversight

manage the Turnpike; to expend funds to publicize, advertise and promote the advantages of using the Turnpike and its facilities; and to cooperate, coordinate, partner, and contract with other entities, public and private, to accomplish these purposes. FDOT may also fix, adjust, charge, and collect tolls, and is further authorized to issue Turnpike bonds.

Diane Gutierrez-Scaccetti became the Executive Director and Chief Executive Officer of the Enterprise in August 2011 and served in that capacity until December 2017 (FY 2018) when she was appointed as the Transportation Commissioner of New Jersey. Paul Wai, P.E., was appointed to the position in January 2018, having served the Enterprise since 1993 in various roles including Construction Engineer, Maintenance Engineer, and the Director of Transportation Operations. The Turnpike's organizational structure is depicted in Table 7.

Table 7
Florida's Turnpike System
Executive Staff as of June 30, 2018

<i>Name</i>	<i>Position</i>
Paul Wai, P.E.	Executive Director/Chief Executive Officer
Bren Dietrich, CPA	Chief Financial Officer
Christy Alexander	General Counsel
Laura Doran	Human Resources
Brett Hartzog	Director of Administration
Vacant	Director of Transportation Operations
Vacant	Director of Transportation Development
Floyd Holland	Director of Toll Systems
Kim Poulton	Communication and Marketing
Vacant	Intergovernmental Affairs

The first four facilities are contiguous in a north-south direction. The Beachline West Expressway intersects with the Northern Coin System and has an east-west orientation. Expansion Projects include the 23-mile Sawgrass Expressway (SR 869), the 18-mile Seminole Expressway (SR 417), the 15-mile Veterans Expressway (SR 589), the 6-mile Southern Connector Extension (SR 417), the 25-mile Polk Parkway (SR 570), the 42-mile Suncoast Parkway (SR 589), the 11-mile Western Beltway Part C (SR 429), the one-mile I-4

Connector, and the 22-mile Beachline East Expressway. The entire Turnpike System, financed primarily by toll and concession revenues, consists of 483 centerline miles of limited-access toll facilities that generated nearly 906 million transactions and \$1.0 billion in gross toll revenues in FY 2018. A map of the Turnpike System, including existing and planned expansion projects, is presented in Figure 3 (see page 28).

Eight service plazas are located along the Turnpike Mainline providing services such as food and beverage, fuel and other conveniences. The Turnpike's concessionaire began construction and renovation of the service plazas in November 2010 and completed work on all eight of the service plazas by the end of FY 2018. Other Turnpike facilities that support daily operations are also located on the Mainline, and include the Turnpike Headquarters, the SunWatch Operations Center, and the Pompano Operations Center. The primary toll operations facilities include the Boca Data Center and the Orlando SunPass Service Center. The two Transportation Management Centers (TMCs) are located at the Turnpike Headquarters complex and the Pompano Operations Center.

Over the next several years, the Turnpike will invest in new revenue-generating projects and continue to provide safe, well-maintained roadways for greater ease of travel and toll collection efficiency. The Turnpike's Five-Year Work Program includes various All-Electronic Tolling (AET) facility conversions, expansions, widenings, resurfacings, interchange improvements, and other safety initiatives.

Two major planned and ongoing projects include SR 23 First Coast Expressway and the extension of SR 589 Suncoast Parkway. SR 23 First Coast Expressway is a multi-lane, AET, limited-access toll road that, once all segments are completed, will cross parts of Duval, Clay, and St. Johns Counties. The first segment was completed in 2019 and

extends 15 miles from I-10 in Duval County to Blanding Boulevard in Clay County. Construction of the second segment, which will run from Blanding Boulevard to the St. Johns River, began in 2019, and is expected to be complete in 2026. The southeastern, third segment is expected to begin construction in 2023. The total length of the proposed roadway after the completion of all segments is approximately 46 miles.

With an expected completion date in 2022, SR 589 Suncoast Parkway will be extended northward for 13 miles from US 98 to SR 44 in Lecanto. This four-lane AET project will include full interchanges at US 98 and W. Cardinal Street and a partial interchange at SR 44, a wildlife corridor, and the extension of the Suncoast Trail to SR 44.

In connection with roadway improvements, the Turnpike continues to invest in current tolling technologies to provide customers with a more convenient travel experience while ensuring that toll transactions are captured efficiently. Within Florida, the Turnpike partners with independent toll agencies and private enterprise to incorporate SunPass-compatible toll technology for electronic toll collection. Additionally, the Turnpike works with toll agencies in North Carolina and Georgia to allow customers from those states to use their Quick Pass or Peach Pass, respectively, on the Turnpike. Likewise, SunPass is accepted on toll roads in North Carolina and Georgia. Interoperability agreements have also been executed with the South Carolina Department of Transportation and the Greenville Southern Connector, in addition to the US Central Hub, encompassing Texas, Oklahoma, and Kansas tolling agencies. These partnerships provide value to customers and are pivotal to preparing for national interoperability as required in the Moving Ahead for Progress in the 21st Century Act. In FY 2018, the Turnpike launched a Southeast US Toll Processing Hub to provide for transaction processing for other transportation agencies in the southeast.

In November 2015, the Enterprise executed a contract to develop and implement a Centralized Customer Service System (CCSS). The CCSS provides electronic toll collection and SunPass customer support to many toll agencies in Florida, including SunPass account management, TOLL-BY-PLATE invoicing, and violation enforcement, under a single operation. In 2016, the Miami-Dade Expressway Authority (MDX) Board approved a Master Agreement to be the first participating agency member of the CCSS, followed by the Tampa-Hillsborough Expressway Authority (THEA). All three agencies share in the cost of operating the CCSS.

On June 5, 2018, the Enterprise suspended SunPass toll transaction processing to transition from the legacy toll transaction processing system to the new CCSS back-office toll system. The Enterprise reported in July 2018 that issues encountered during the transition to the new CCSS resulted in a backlog of unprocessed transactions. By August 2018, the CCSS vendor had substantially eliminated the backlog of toll transactions and had improved operations of the SunPass call center, website interface, and the functionality of its mobile application. By Governor DeSantis' order, FDOT advised SunPass customers that it would not impose administrative fees, late fees, or penalties, related to the system transition.

Florida is leading the way in the testing of Connected and Autonomous Vehicles (CAV). Centrally located between Tampa and Orlando in Polk County, Florida, SunTrax is a large-scale, state-of-the-art facility being developed by the Enterprise, dedicated to the research, development, and testing of emerging transportation technologies in safe and controlled environments. A 2.25-mile-long test track will provide an opportunity for high-speed testing, while a 200-acre infield will allow for the testing of a multitude of different technologies. SunTrax is being developed in two phases. The construction of Phase One will allow the Enterprise to continue

testing all types of current and future toll technology. Construction began in 2017, and was completed in 2019. Phase Two includes the infield, which will focus on CAV testing features that have been designed based on extensive input from potential users and industry partners. Construction of the infield is expected to begin in 2019, and conclude in 2021.

In the past, the Turnpike has received loans from FDOT's State Transportation Trust Fund (STTF), Toll Facilities Revolving Trust Fund (TFRTF) and State Infrastructure Bank (SIB) to fund various projects and provide for operations and maintenance subsidies. Table 8 indicates that approximately \$32.4 million in outstanding debt is due to FDOT as of June 30, 2018.

As previously noted, the Enterprise is responsible for management of the Turnpike System and collection of tolls on nine other facilities owned or operated by FDOT. For this report, only financial and operating data for the Turnpike System is presented. Table 9 provides a summary of the various components of the Turnpike including transactions, toll revenue, centerline miles, average toll and year opened. Florida's Turnpike Mainline is a 320-mile, multi-lane facility extending from Florida City in Miami-Dade County northward to Wildwood in Sumter County. This contiguous roadway consists of the 47-mile SR 821 Homestead Extension of Florida's Turnpike (HEFT); the 43-mile Southern Coin System, the 155-mile Ticket System, the 67-mile Northern Coin System (collectively SR 91); and the 8-mile Beachline West Expressway (SR 528).

Table 8
Florida's Turnpike System
Long-Term Debt Payable to the Department (in millions)
Year Ended June 30, 2018

<i>Transaction</i>	<i>(millions)</i>
Toll Facilities Revolving Trust Fund Loans ⁽¹⁾	\$3.0
State Infrastructure Bank Loans ⁽²⁾	\$29.4
Total Due Department	\$32.4

Source: Turnpike Notes to Audited Financial Statements and CAFR Statistical Section.

- (1) TFRTF loans used for advances related to acquisition of Seminole County Expressway, design costs of Western Beltway C, and two interchange modifications on the Mainline. SB 1998 repealed the TFRTF and requires the cash balance in the TFRTF and all future payments obligated to the trust fund be deposited in the STTF, effective July 1, 2012. This loan will be fully repaid by 2020.
- (2) SIB loans used for Seminole Expressway II project, interest subsidy for the Series 2003C Bond issue and construction of southern Mainline ramps at SR 50 and SR 429.

Table 9
Florida's Turnpike System
Traffic/Transactions and Gross Toll Revenue
FY 2018

<i>Component</i>	<i>Centerline Miles</i>	<i>Transactions</i>		<i>Gross Toll Revenue</i>		<i>Average Toll</i>	<i>Year Opened</i>
		<i>Volume (000)</i>	<i>Percent of Total</i>	<i>Amount (\$000)</i>	<i>Percent of Total</i>		
SR 821 (HEFT)	47	201,103	22.2%	\$170,216	16.7%	\$0.85	1974
Southern Coin System	43	170,582	18.8	173,999	17.1	1.02	1957
Ticket System	155	57,458	6.3	176,191	17.3	3.07	1957 ¹
Northern Coin System	67	94,482	10.4	157,042	15.4	1.66	1963 ²
Beachline West Expressway	8	34,422	3.8	28,984	2.8	0.84	1973
Total Mainline	320	558,047	61.6%	\$706,432	69.4%	\$1.27	
Sawgrass Expressway	23	93,614	10.3	86,650	8.5	0.93	1986 ³
Seminole Expressway	18	44,558	4.9	58,308	5.7	1.31	1989 ⁴
Veterans Expressway	15	65,238	7.2	53,670	5.3	0.82	1994
Southern Connector Extension	6	17,932	2.0	14,409	1.4	0.80	1996
Polk Parkway	25	37,279	4.1	35,482	3.5	0.95	1999
Suncoast Parkway	42	34,976	3.9	27,620	2.7	0.79	2001
Western Beltway, Part C	11	14,753	1.6	15,106	1.5	1.02	2005 ⁵
I-4 Connector	1	18,907	2.1	13,856	1.4	0.73	2014 ⁶
Beachline East Expressway	22	20,226	2.2	5,770	0.6	0.29	1974 ⁷
Total Expansion Projects	163	347,483	38.4%	\$310,871	30.6%	\$0.89	
Total System	483	905,530	100.0%	\$1,017,303	100.0%	\$1.12	

Source: Traffic Engineer's Annual Letter Report and Florida's Turnpike System Comprehensive Annual Financial Report.

¹ The Mainline opened from Miami to Fort Pierce in 1957 and from Fort Pierce to Orlando South in 1963.

² The Mainline opened from Fort Pierce to Orlando South in 1963 and Orlando South to Wildwood in 1964.

³ Originally constructed by Broward County Expressway Authority and opened to traffic in 1986, Sawgrass Expressway was acquired by the Department in 1990. With the defeasance of all outstanding bonds in 2000, title to the facility now vests with the Turnpike.

⁴ The southerly half-mile of Seminole Expressway, which opened in 1989, was acquired from Seminole County Expressway Authority in 1990. The next 11.5 miles opened to traffic in 1994, and the 6-mile extension was completed in 2002.

⁵ Five miles of the Western Beltway, Part C opened in 2005 and the remaining six miles opened in 2006.

⁶ The I-4 Connector, built through a partnership with the Department and the Turnpike, opened to traffic in January 2014.

⁷ Originally constructed by the Department and opened to traffic in 1974, Beachline East Expressway was acquired by the Turnpike in July 2014.



Figure 3: Florida's Turnpike System Map.

Florida's Turnpike System (Turnpike)

Table 10
Florida's Turnpike System
Summary of Performance Measures
FY 2018

<i>Performance Measure</i>	<i>Detail</i>	<i>Objective</i>	<i>Actual Results</i>	<i>Meets Objective¹</i>
Operations				
SHS Maintenance Rating Program (MRP) Overall Rating	Condition rating of at least 90	> 90	87	X
Pavement Condition - Rating	% SHS lane miles rated "excellent or good"	> 85%	95.7%	✓
Bridge Condition - Rating	% bridge structures rated "excellent or good"	> 95%	99.3%	✓
Bridge Condition - Weight Restrictions	% SHS bridge structures with posted limit	0%	0.0%	✓
Revenue Variance	Variance from indicated revenue (without fines - 3 year moving avg.)	< 4%	5.9%	X
MRP Safety Characteristic - Signing	Condition rating of at least 90	> 90	86	X
MRP Safety Characteristic - Striping	Condition rating of at least 95	> 95	94	X
MRP Safety Characteristic - Guardrail	Condition rating of at least 80	> 80	76	X
MRP Safety Characteristic - Lighting	Condition rating of at least 85	> 85	68	X
Average Customer Call Wait Time	> 80% of calls answered within 1 minute	> 80%	83.8%	✓
Image Review Processing Time	> 90% of license plate images reviewed in < 2 weeks	> 90%	99.5%	✓
Operations and Budget				
Consultant Contract Management	Final cost % increase above original award	< 5%	11.8%	X
Construction Contract Adjustments - Time	% contracts completed within 20% above original contract time	≥ 80%	100.0%	✓
Construction Contract Adjustments - Cost	% projects completed within 10% above original contract amount	≥ 90%	80.0%	X
Toll Collection Expense as a Percentage of Toll Revenue	Toll collection expense (net of exclusions)/toll revenue	< 12%	10.3%	✓
Annual Operating, Maintenance and Administrative (OM&A) Forecast Variance	Actual OM&A to annual budget	< 110%	104.8%	✓
Applicable Laws				
Minority Participation ²	M/WBE and SBE utilization as % of total expenditures (each agency establishes goal/target)	> 90%	100.0%	✓
Revenue Management and Bond Proceeds				
Debt Service Coverage - Compliance with Bond Covenants	Debt service coverage meets or exceeds minimum Bond Covenant requirements	Yes	Yes	✓
Bond Ratings	Bond ratings ≥ BBB (S&P), Baa (Moody's), BBB (Fitch) and no downgrade from previous year	Yes	Yes	✓

¹ Performance Measure Objective Key: ✓ - Meets X - Does Not Meet N/A - Not Applicable

² Turnpike's objective is to increase MBE expenditures year over year and reported achieving 189.9 million in MBE expenditures in FY 2018, compared to MBE expenditures of \$141.3 million in FY 2017, a 34.4 percent increase.

This page intentionally left blank

Miami-Dade Expressway Authority (MDX)

Background



Miami-Dade Expressway Authority (MDX or Authority) is an agency of the State of Florida, created in 1994 pursuant to Chapter 348, Part I, Florida Statutes, for the purposes of and having the power to acquire, hold, construct, improve, maintain, operate, own and lease an expressway system located in Miami-Dade County. The Authority may also fix, alter, change, establish and collect tolls, rates, fees, rentals, and other charges for the services and facilities of such system and is further authorized to issue bonds. MDX is reported as an Independent Special District of the State of Florida and subject to the provisions of Chapter 189, Florida Statutes (Uniform Special District Accountability Act), and other applicable Florida Statutes.

The composition of the governing body of MDX consists of nine voting members. Five members are appointed by the Miami-Dade County Commission, three members are appointed by the Governor, and the ninth member is the District Six Secretary of FDOT, who is an ex-officio voting member of the Board as depicted in Table 11. Except for the District Six Secretary, all members must be residents of Miami-Dade County and each serves a four-year term or a remaining part of an

Table 11
Miami-Dade Expressway Authority
Board Members as of June 30, 2018

Name	Affiliation	Position
Shelly Smith Fano	Miami-Dade College	Chair
Audrey M. Edmonson	Commissioner, Miami-Dade County	Vice Chair
Leonard Boord	Slon Capital	Treasurer
James A. Wolfe, P.E.	District Six Secretary	Ex-Officio
Carlos A. Gimenez	Mayor, Miami-Dade County	Board Member
Maritza Gutierrez	Creative Ideas Advertising, Inc.	Board Member
Louis V. Martinez, Esq.	Of Counsel, Diaz Reus, LLP	Board Member
Arthur J. Meyer	ANF Group	Board Member
Luz Weinberg	Consultant	Board Member

Highlights

- MDX met 11 of the 19 performance measure objectives and 3 performance measures were not applicable. The measures not met were Maintenance Rating Program (MRP) Overview, Revenue Variance, two MRP Safety Characteristics: Striping and Lighting, and Review Processing Time.
- FY 2018 total operating revenue increased \$15.5 million, or 6.5 percent, over FY 2017 while total operating expenses increased \$5.6 million, or 6.4 percent.
- In February 2016, MDX approved a Master Agreement to be the first participating agency member of the Centralized Customer Service System which became operational May 2018.
- HB 141, effective July 1, 2018 (FY 2019), requires MDX to provide information to the Governor, by October 1, 2018, regarding its compliance with the minimum five percent toll reduction for designated SunPass registrants. If the toll reduction has not taken place, effective October 31, 2018, the existing Board shall be dissolved and a new MDX Board shall be appointed. MDX reduced tolls by 6 percent at a cost of \$15.6 million annually as required and notified the Governor's Office.

appointed term. A person may not be appointed to or serve as a member of the MDX Board if that person currently represents, or has in the previous four years represented, any client for compensation before the Authority or has represented any person or entity that is doing business with, or in the previous four years has done business with the Authority.

Pursuant to an MDX/FDOT Transfer Agreement, in December 1996 FDOT transferred operational and financial control of five roadways and certain physical assets to MDX. Including projects completed after the transfer, MDX currently

Transportation Authority Monitoring and Oversight

oversees, operates and maintains five tolled expressways, constituting approximately 34 centerline-miles and 228 lane-miles of roadway in Miami-Dade County. The five toll facilities include: Dolphin Expressway (SR 836); Airport Expressway (SR 112); Don Shula Expressway (SR 874); Gratigny Parkway (SR 924) and Snapper Creek Expressway (SR 878).

MDX transitioned to all electronic tolling for all five of its expressway by the end of fiscal year 2016. Open Road Tolling (ORT) enables MDX to equitably fund the System by ensuring that users pay only their fair share for the portion of the expressway that they use. In FY 2018, MDX reported toll and fee revenues of \$252.4 million based on 490 million transactions.

In September 2012, MDX entered into a Memorandum of Understanding (MOU) with Florida's Turnpike Enterprise (Enterprise), Central Florida Expressway Authority (CFX), and Tampa-Hillsborough County Expressway Authority (THEA) to develop and implement a Centralized Customer Service System (CCSS). This system is expected to provide a single point of contact for all non-cash toll collection customers, improve and simplify customer service, reduce the cost of non-cash toll collection, and provide a single centralized customer service center with regional satellite offices. An Interlocal Agreement (ILA) will address specific issues including the establishment and

maintenance of customer accounts, distribution of transponders, violations processing and enforcement, common business rules, and interoperability with non-participants. The ILA is subject to approval by the Board of Directors of each participating agency.

In November 2015, the Enterprise executed the contract to develop and implement the CCSS and in February 2016 the MDX Board voted to approve a Master Agreement (formerly ILA) to be the first participating agency member of the CCSS. The Customer Service Center will provide all electronic tolling customer support functions which includes billing, invoicing, customer account management and violation enforcement under a single operation. Regional customer facilities will be located in Miami, Orlando and Tampa and will operate under the SunPass brand. The new Customer Service Center became operational May 2018. See Florida Turnpike Enterprise for operational issues.



SR 836 Wing ORT Gantry.

Table 12
Miami-Dade Expressway Authority
Summary of Performance Measures
FY 2018

<i>Performance Measure</i>	<i>Detail</i>	<i>Objective</i>	<i>Actual Results</i>	<i>Meets Objective¹</i>
Operations				
SHS Maintenance Rating Program (MRP) Overall Rating	Condition rating of at least 90	> 90	89.4	X
Pavement Condition - Rating	% SHS lane miles rated "excellent or good"	> 85%	94.5%	✓
Bridge Condition - Rating	% bridge structures rated "excellent or good"	> 95%	99.3%	✓
Bridge Condition - Weight Restrictions	% SHS bridge structures with posted limit	0%	0.0%	✓
Revenue Variance	Variance from indicated revenue (without fines - 3 year moving avg.)	< 4%	8.5%	X
MRP Safety Characteristic - Signing	Condition rating of at least 90	> 90	95	✓
MRP Safety Characteristic - Striping	Condition rating of at least 95	> 95	83	X
MRP Safety Characteristic - Guardrail	Condition rating of at least 80	> 80	81	✓
MRP Safety Characteristic - Lighting	Condition rating of at least 85	> 85	74	X
Average Customer Call Wait Time	> 80% of calls answered within 1 minute	> 80%	86.4%	✓
Image Review Processing Time	> 90% of license plate images reviewed in < 2 weeks	> 90%	87.8%	X
Operations and Budget				
Consultant Contract Management	Final cost % increase above original award	< 5%	N/A	N/A
Construction Contract Adjustments - Time	% contracts completed within 20% above original contract time	≥ 80%	N/A	N/A
Construction Contract Adjustments - Cost	% projects completed within 10% above original contract amount	≥ 90%	N/A	N/A
Toll Collection Expense as a Percentage of Toll Revenue	Toll collection expense (net of exclusions)/toll revenue	< 12%	9.2%	✓
Annual Operating, Maintenance and Administrative (OM&A) Forecast Variance	Actual OM&A to annual budget	< 110%	96.0%	✓
Applicable Laws				
Minority Participation ²	M/WBE and SBE utilization as % of total expenditures (each agency establishes goal/target)	> 90%	101.0%	✓
Revenue Management and Bond Proceeds				
Debt Service Coverage - Compliance with Bond Covenants	Debt service coverage meets or exceeds minimum Bond Covenant requirements	Yes	Yes	✓
Bond Ratings	Bond ratings ≥ BBB (S&P), Baa (Moody's), BBB (Fitch) and no downgrade from previous year	Yes	Yes	✓

¹ Performance Measure Objective Key: ✓ - Meets X - Does Not Meet N/A - Not Applicable

² MDX has a Small Business participation goal of 10 percent and reported achieving 10.1 percent (101.0 percent of the goal).

This page intentionally left blank.

Mid-Bay Bridge Authority (MBBA)



Background

The Mid-Bay Bridge Authority (MBBA) was created in 1986 pursuant to Chapter 86-465, Laws of Florida, as amended by Chapter 88-542, Laws of Florida, and having been recodified as Chapter 2000-411, Laws of Florida (the Act). MBBA was established for the purpose of and having the power to plan, construct, operate, and maintain a bridge traversing Choctawhatchee Bay and other transportation facilities that become part of its system. MBBA also has the power to fix, charge, and collect fees, tolls, rents and charges for the use of the system and facilities, and is further authorized to issue bonds and exercise eminent domain powers. MBBA is reported as a Dependent Special District of the State of Florida established in Okaloosa County and subject to the provisions of Chapter 189, Florida Statutes (Uniform Special District Accountability Act) and other applicable Florida Statutes.

As provided in Table 13, the governing body of MBBA consists of five voting members appointed by the Governor. The District Three Secretary of FDOT, or a designated representative, is an ex-officio non-voting member of the Board.

Table 13
Mid-Bay Bridge Authority
Board Members as of September 30, 2018

<i>Name</i>	<i>Affiliation</i>	<i>Position</i>
James D. Neilson, Jr.	Retired Insurance Broker	Chair
Gordon E. Fornell	Retired General, USAF	Vice-Chair
Dewey "Parker" Destin	Restaurateur	Secretary-
Victoria Harker	Retired FBI	Board Member
T. Patterson Maney	Retired Judicial Officer	Board Member
Bryant Paulk	District Three Secretary Designee	Ex-Officio

Except for the District Three Secretary, all members serve three-year terms and may be reappointed. A quorum consists of three voting Board members and action shall be taken by a majority vote. MBBA employs only two staff members, an Executive Director and an Administrative Assistant, and utilizes limited outside consultants for support such as Legal Counsel, accounting and auditing for MBBA business.

Highlights

- MBBA met all applicable performance measure objectives.
- In the area of governance, the FY 2018 independent financial statement audit reflected an unmodified opinion. Board members and the Executive Director completed annual ethics training.
- MBBA entered into a Lease-Purchase Agreement with FDOT, whereby FDOT maintains and operates the System and remits all tolls collected to MBBA. When MBBA bonds are fully paid, FDOT will acquire full ownership of the System.

The MBBA System (System) is designated as SR 293 and comprises the Mid-Bay Bridge, Danny Wuerffel Way and the Walter Francis Spence Parkway (Spence Parkway). The System includes all additions, improvements, connections, extensions, approaches, streets, roads, avenues of access, and transportation facilities appurtenant thereto. The Mid-Bay Bridge is an approximately 3.6-mile, limited access, two-lane, fixed span toll bridge that traverses Choctawhatchee Bay, connecting Niceville and Destin in southeast Okaloosa County. The bridge opened to traffic in June 1993 with one mainline toll plaza located on the north side of the bay. The approximately 0.8-mile Danny Wuerffel Way connects the south end of the Mid-Bay Bridge to US 98/SR 30. The approximately 11-mile Spence

Transportation Authority Monitoring and Oversight

Parkway connects the north end of the Mid-Bay Bridge to SR 85. MBBA reported toll revenue of \$27 million in FY 2018 based on 10.6 million toll transactions.

MBBA entered into a Lease-Purchase Agreement (LPA) with FDOT whereby FDOT maintains and operates the System and remits all tolls to MBBA. The payment of operations and maintenance by FDOT, from sources other than tolls, constitute FDOT's rental and purchase payments for the System. The term of the LPA runs concurrently with the bonds. When the bonds mature and are fully paid, FDOT will acquire full ownership of the System, subject to pre-existing easements and leases. Toll operations for MBBA are provided by the Turnpike, and maintenance functions are



Mid-Bay Bridge.

performed through FDOT's District Three and its Asset Maintenance Contractor.

After administrative expenses and debt service payments, current year budgeted costs of operations and maintenance are paid back to FDOT. If funds are available at the end of the year, MBBA pays FDOT back for any actual prior year costs. MBBA then shares 50 percent of its remaining toll revenues with FDOT to address its long-term debt with FDOT. In addition, MBBA has previously received loans from the Toll Facility Revolving Trust Fund (TFRTF) and State Transportation Trust Fund (STTF) used for construction of the Southern Approach. Table 14

indicates that approximately \$4.6 million in long-term debt was due to FDOT as of September 30, 2018.

Table 14
Mid-Bay Bridge Authority
Long-Term Debt Payable to the Department
Year Ended September 30, 2018

<i>Transaction</i>	<i>(millions)</i>
Advances for Operating, Maintenance and R&R Expenses ¹	\$0.2
Loan from State Transportation Trust Fund ²	\$4.4
Total Due Department	\$4.6

Source: MBBA Notes to Audited Financial Statements.

¹ After debt service payments, current O&M budgeted costs and any actual prior year O&M not reimbursed are being paid back to the Department.

² STTF loan in 2001 used for construction of the Southern Approach.

Table 15
Mid-Bay Bridge Authority
Summary of Performance Measures
FY 2018

<i>Performance Measure</i>	<i>Detail</i>	<i>Objective</i>	<i>Actual Results</i>	<i>Meets Objective¹</i>
Operations				
SHS Maintenance Rating Program (MRP) Overall Rating	Condition rating of at least 90	> 90	94	✓
Pavement Condition - Rating	% SHS lane miles rated "excellent or good"	> 85%	100.0%	✓
Bridge Condition - Rating	% bridge structures rated "excellent or good"	> 95%	100.0%	✓
Bridge Condition - Weight Restrictions	% SHS bridge structures with posted limit	0%	0.0%	✓
Revenue Variance	Variance from indicated revenue (without fines - 3 year moving avg.)	< 4%	3.3%	✓
MRP Safety Characteristic - Signing	Condition rating of at least 90	> 90	100	✓
MRP Safety Characteristic - Striping	Condition rating of at least 95	> 95	97	✓
MRP Safety Characteristic - Guardrail	Condition rating of at least 80	> 80	100	✓
MRP Safety Characteristic - Lighting	Condition rating of at least 85	> 85	100	✓
Average Customer Call Wait Time	> 80% of calls answered within 1 minute	> 80%	N/A	N/A
Image Review Processing Time	> 90% of license plate images reviewed in < 2 weeks	> 90%	N/A	N/A
Operations and Budget				
Consultant Contract Management	Final cost % increase above original award	< 5%	N/A	N/A
Construction Contract Adjustments - Time	% contracts completed within 20% above original contract time	≥ 80%	N/A	N/A
Construction Contract Adjustments - Cost	% projects completed within 10% above original contract amount	≥ 90%	N/A	N/A
Toll Collection Expense as a Percentage of Toll Revenue	Toll collection expense (net of exclusions) / toll revenue	< 12%	10.6%	✓
Annual Operating, Maintenance and Administrative (OM&A) Forecast Variance	Actual OM&A to annual budget	< 110%	105.6%	✓
Applicable Laws				
Minority Participation ¹	M/WBE and SBE utilization as % of total expenditures (each agency establishes goal/target)	> 90%	N/A	N/A
Revenue Management and Bond Proceeds				
Debt Service Coverage - Compliance with Bond Covenants	Debt service coverage meets or exceeds minimum Bond Covenant requirements	Yes	Yes	✓
Bond Ratings	Bond ratings ≥ BBB (S&P), Baa (Moody's), BBB (Fitch) and no downgrade from previous year	Yes	Yes	✓

¹ Performance Measure Objective Key: ✓ - Meets X - Does Not Meet N/A - Not Applicable

This page intentionally left blank.

Osceola County Expressway Authority (OCX)

Background



The Osceola County Expressway Authority (OCX) is an agency of the State of Florida, created in 2010 pursuant to Chapter 348, Part V, Florida Statutes. OCX has the right to acquire, hold, construct, improve, maintain, operate, own and lease an expressway system. Additional rights and powers are provided to OCX including the right to establish and collect tolls and other charges for services on the facilities, to sue and be sued, to have eminent domain powers and to issue bonds through the Division of Bond Finance of the State Board of Administration (SBA). OCX may also enter into public-private partnership agreements for the building, operation, ownership or financing of a transportation facility pursuant to the provisions of the Florida Expressway Authority Act (Section 348.0004(9), Florida Statutes).

OCX is considered an Independent Special District of the State of Florida and subject to the provisions of Chapter 189, Florida Statutes (Uniform Special District Accountability Act). Compliance with governance of OCX is being assessed primarily in accordance with Chapters 348 and 189, Florida Statutes, although it will include other applicable statutes.

The governing Board of OCX is comprised of six members. Five members, at least one of whom must be a member of a racial or ethnic minority group, must be residents of Osceola County. Three of the five members are appointed by the Osceola County Board of County Commissioners and two members are appointed by the Governor. The sixth Board member is the FDOT District Five Secretary who serves as an ex-officio, non-voting member. The term of each appointed member is four years, except that the first term of the initial members appointed by the Governor are two years each. The

Highlights

- Osceola County advanced funds to OCX to provide for operation and startup costs until OCX has a revenue producing project. OCX must repay the County within 15 years of receiving the funds.
- In April 2014, Osceola County issued \$69.7 million in Bonds to pay for Poinciana Parkway project costs incurred by OCX. OCX entered into a Lease-Purchase Agreement with Osceola County, whereby OCX will design, construct, operate and maintain the Poinciana Parkway.
- The first segment of the Poinciana Parkway opened to traffic on April 30, 2016 and the remaining segment opened to traffic on November 19, 2016, on-time and within budget.
- OCX has been classified in this FY 2018 report as an established toll authority and is reporting performance measures and operating indicators. OCX met five of the seven applicable performance measure objectives. The measures not met were Revenue Variance and Bond Ratings.
- Operating revenues increased \$2.3 million (from \$3.6 million in FY 2017 to \$5.9 million in 2018). Total operating expenses increased \$0.9 million (from \$2.1 million in FY 2017 to \$3.0 million in FY 2017) due to a combination of depreciation, administration, and maintenance.
- Per Statute, governance and control of OCX will transfer to the Central Florida Expressway Authority sometime after December 31, 2018. In September 2016, the CFX Board approved an Interlocal Agreement with Osceola County and OCX transferring the lead for the OCX 2040 Master Plan development to CFX. CFX began conducting concept, feasibility and mobility studies on the unbuilt OCX Master Plan projects in April 2017. In March 2018, the CFX Board voted to move the Osceola Parkway Extension and the Poinciana Parkway Extension to the next phase of evaluation, a Project Development and Environment (PD&E) Study. The PD&E studies for both the Osceola Parkway Extension and the Poinciana Parkway Extension are expected to be complete in 2019.

OCX Board met for the very first time on June 21, 2011 at which time the current officers were elected. The officers were subsequently re-elected, most recently in November 2016, to serve in the same capacity. Three members of the Board constitute a quorum, and the vote of three members is necessary for any action taken by the authority.

Authority Activities

On July 1, 2010, the newly created OCX became subject to Commission oversight. On September 13, 2010, Commission staff made a presentation to a joint meeting with the Osceola County Board of County Commissioners and the Cities of Kissimmee and St. Cloud regarding the Commission and its oversight role of OCX. Various “start-up” challenges relating to funding, policies and procedures, administrative issues and statutory compliance were discussed.

Pursuant to Section 348.9952(4)(c), Florida Statutes, FDOT is not required to grant funds for startup costs to the authority. However, the governing body of the county may provide funds for such startup costs. Osceola County has elected to provide staff assistance and other support to OCX during the startup period. Osceola County established a website for OCX (www.osceolaxway.com) and utilized the website to solicit applications for Board appointments. Jeffery Jones, the Strategic Initiatives Director for Osceola County, was the registered agent for OCX under the Special District Program of the Department of Economic Opportunity (Chapter 189, Florida Statutes) and served as the OCX Executive Director and primary liaison with Osceola County until February 2017. In February 2017, Tawny Olore assumed Jeffery Jones’ responsibilities regarding OCX. Osceola County hired her as Executive Director of its new Transportation and Transit Department, effective January 2017.

As previously noted, the OCX Board met for the first time on June 21, 2011. Generally, regular Board meetings are held on the second Tuesday of

each month at the Osceola County Administration Building in Kissimmee, Florida. OCX has adopted a Vision Statement and Mission Statement and approved an OCX logo based on logos submitted through an Authority sponsored local contest. Legal services related to construction of the Poinciana Parkway are provided by Broad & Cassel who is under contract with Osceola County. OCX adopted its own task authorization for services by Broad & Cassel and the County is no longer paying for this. Frank Kruppenbacher, PA, is legal counsel for OCX. OCX adopted Bylaws at the August 9, 2011 Board meeting that include the following articles: the authority, purposes and powers, officers, employees and agents, authority meetings, committees, policies and resolutions, books and records, amendments and the effective date of the Bylaws. OCX also adopted a Procurement Policy on November 8, 2011 (amended on June 26, 2012 and November 13, 2012), and a Policy Regarding Public-Private Partnership (P3) Proposals on March 13, 2012.

OCX began creating its first long-range expressway master plan which identified OCX policies, direction and capital projects through the year 2040, based on OCX’s vision and values. In creating the OCX 2040 Master Plan, the Authority utilized the results of various studies and analysis that had already been completed, or are currently underway, by Osceola County or other local partners. Both Osceola County staff and consultants were used to create the OCX 2040 Master Plan. AECOM, already working on the Osceola County Transportation Plan, was used as the design and planning consultant for the OCX 2040 Master Plan. The consultant was paid out of county funds. Through a series of workshops, the OCX Board developed a framework which formed the basis for short-term actions and provides a mechanism to measure the success of projects. The OCX 2040 Master Plan calls for significant improvements to the existing system and construction of new expressways. These improvements will be funded through revenues generated by the toll system and through partnerships with other public agencies and

private entities.

OCX conducted two Board workshops on the OCX 2040 Master Plan on March 26, 2012, and met with the public at large and the various affected jurisdictions and organizations such as federal, state, regional, and local agencies. The purpose of these workshops was to coordinate with all the stakeholders on the OCX 2040 Master Plan and to solicit input on where the expressway corridors should be located. On April 10, 2012, the OCX Board reviewed the comments received at the March 2012 workshops. The OCX Board scheduled a public hearing on May 8, 2012 to hear final comments on the draft OCX 2040 Master Plan at which time the Board adopted the plan.

At the August 13, 2013 public hearing, the OCX Board amended the OCX 2040 Master Plan to include two alternatives for the I-4 segment of the Poinciana Parkway Alternative Analysis and eliminated the original “broad brush lines.” On August 12, 2014, the 2040 Master Plan was again amended to add a two-mile extension to the Osceola Parkway Extension project, pursuant to Senate Bill (SB) 230.

Osceola County and OCX have endorsed the concept of a limited access expressway system capable of servicing the County’s urban growth area and connecting to the larger regional expressway system. As envisioned in the OCX 2040 Master Plan and the County Comprehensive Plan, the expressway system will provide for a seamless connection from I-4 east to the Turnpike and north to SR 417.

The MetroPlan Orlando 2030 Long Range Transportation Plan was amended to change the descriptions and funding source of the Southport Connector Expressway and Poinciana Parkway. This action was necessary to access federal funds for the Project Development and Environment (PD&E) studies for the Southport Connector Expressway and the I-4 Segment of Poinciana Parkway. The following is a description of three of

the four expressway components contained in the Master Plan and the current status of these projects. A separate section will be devoted to the Poinciana Parkway (the fourth expressway in the Master Plan) which fully opened to traffic on November 19, 2016.

- **Southport Connector Expressway** - The Southport Connector Expressway is located between Cypress Parkway and Canoe Creek Road, covering a distance of approximately 13 miles. The alignment passes through the South Lake Toho Mixed Use District forming the southern edge of the Urban Growth Area and connects the Poinciana Parkway to Florida’s Turnpike. This project is being planned as a limited access toll road with a system to system interchange with the Turnpike, and combines roadway and transit elements. Studies completed on the project to date include a Concept Development and Evaluation Study for the SR 417 Southern Extension in May 2008 (Orlando-Orange County Expressway Authority), and a Preliminary Alignment and Feasibility Study for Southport Connector from Cypress Parkway to Canoe Creek Road in November 2009 (Orange County Smart Growth Office). The corridor was adopted as part of the 2011 Osceola County Comprehensive Plan. Funding has been allocated for the PD&E Study through STP-SU federal funds. FDOT’s District Five is the project manager and Inwood Consultants Engineers, Inc. has been selected as the project consultants. The Central Florida Expressway Authority (CFX), through an Interlocal Agreement with Osceola County and OCX, conducted concept, feasibility and mobility studies on the unbuilt OCX Master Plan projects to determine which, if any, meet CFX requirements for viability and funding. The study reports were accepted by the CFX Board at their March 8, 2018 meeting. The CFX Board voted to move the Osceola Parkway Extension and the Poinciana Parkway Extension to the next phase of evaluation, a PD&E Study. The Southport Connector Expressway and the

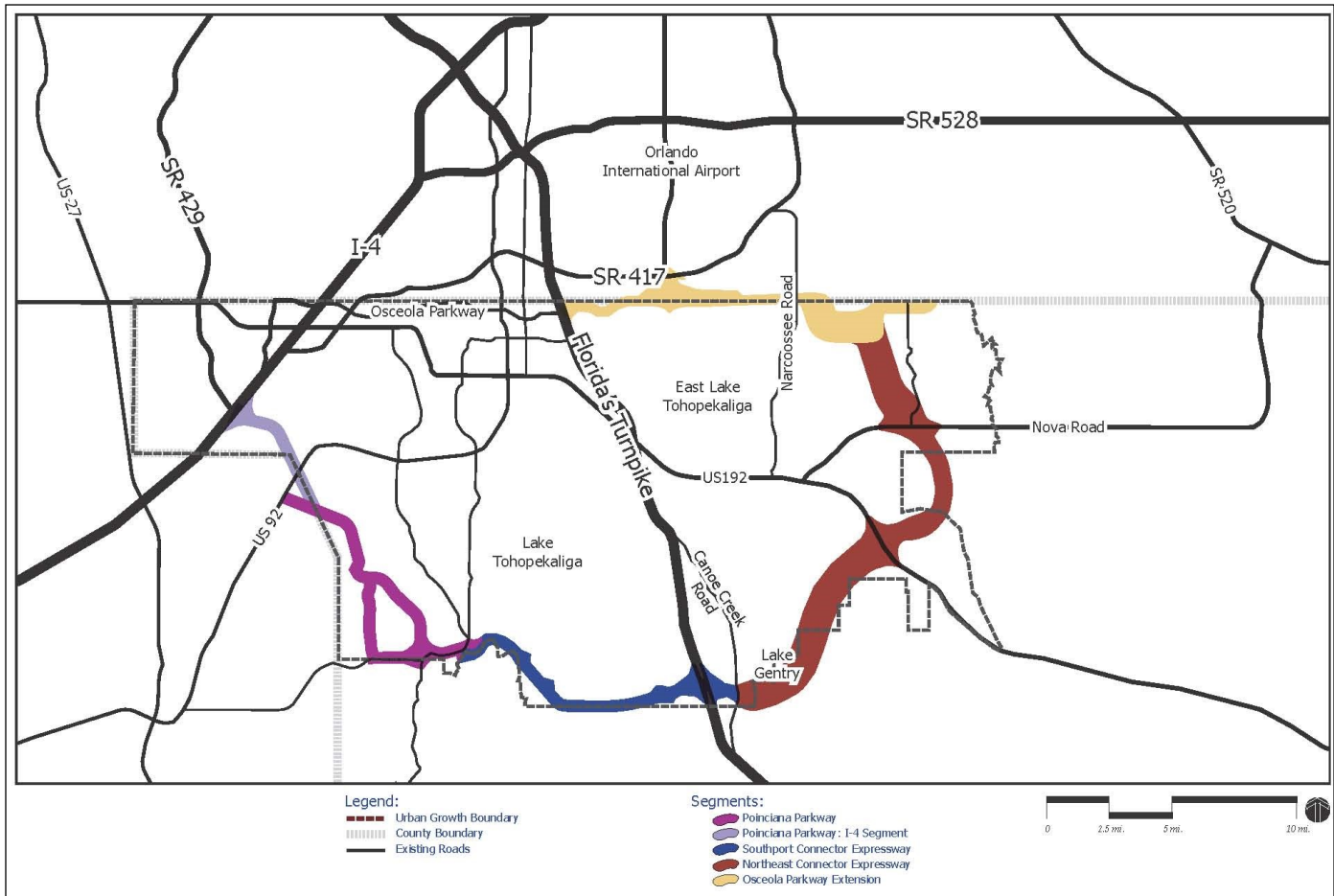


Figure 4: OCX Master Plan 2040 Projects (August 12, 2014).

Northeast Connector Expressway were determined not to be currently viable projects.

- **Northeast Connector Expressway** - The Northeast Connector Expressway extends from the Southport Connector Expressway at Canoe Creek Road, northeast to the Osceola/Orange County line, for a length of approximately 25 miles. (The Northeast Connector Expressway has been known as the Southport Connector East and the SR 417 Southern Extension in studies and discussions.) The roadway is proposed as a limited access toll facility and combines roadway and transit elements. The Northeast Connector will allow for a system-to-system connection to the Osceola Parkway Extension. Potential corridors for this project

were originally studied by the Orlando-Orange County Expressway Authority (OOCEA) in 2006. These studies were expanded through a feasibility study conducted by Osceola County in 2009 and 2010. Additional studies conducted include a Concept Development and Evaluation Study for the SR 417 Southern Extension in May 2008 (OOCEA) and a Preliminary Alignment Evaluation for Southport Connector East from Canoe Creek Road to SR 528 in 2010 (Osceola County and Smart Growth Office). Two possible corridors were adopted as part of the 2011 Osceola County Comprehensive Plan. OCX adopted a preferred corridor in the 2040 Master Plan. To date, no funding has been allocated to conduct a PD&E Study for this project. As previously noted, CFX

determined through its concept, feasibility and mobility study of the Northeast Connector Expressway that it is not currently a viable project.

- **Osceola Parkway Extension** - The Osceola Parkway Extension is a nine-mile road segment beginning approximately one mile west of the Simpson Road and Osceola Parkway intersection, and continuing to the Northeast Connector Expressway. This project includes roadway and transit elements that are combined in a common surface transportation corridor. The roadway section is limited access roadway within a 400 foot right-of-way. The road is anticipated to be built as a four-lane roadway with the ability to be expanded to six lanes to include a dedicated transit corridor. Because of the potential for a large part of the roadway to be located in Orange County, there is on-going coordination with Orange County, the City of Orlando, the Greater Orlando Aviation Authority (GOAA), CFX, as well as businesses and homeowners that may be impacted. A number of feasibility studies have been completed that include a Traffic Analysis Report in December 2010 (Osceola County), Financial Analysis in January 2011 (Osceola County), Environmental Analysis in January 2011 (Osceola County) and a Feasibility Study in January 2011 (Osceola County) with a report being issued in March 2012.

OCX and Florida's Turnpike Enterprise (Turnpike) have finalized a PD&E Study for the Extension. This is through a funding agreement with FDOT and OCX. The study area includes a limited access connection between the Extension and SR 417, to include a system-to-system interchange in the vicinity of the SR 417/Boggy Creek Intersection. In August 2014, the OCX Board added a two-mile extension to the project that would further extend Osceola Parkway from the Northeast Connector Expressway two miles to the east in order to eventually connect a north-south connector up

to SR 528. The public kick-off meeting for the study was held in March 2013. The OCX PD&E Study was completed in January 2017, with the adoption of a Build Alternative by OCX. Osceola County has secured additional funding from FDOT and private property owners that will allow design and right-of-way acquisitions. As previously noted, CFX determined through its concept, feasibility and mobility study of the Osceola Parkway Extension that it is a viable project and moved forward with conducting a PD&E study. Currently, the PD&E study is ongoing and is expected to be complete in 2019.

Poinciana Parkway

The Poinciana Parkway is a four-lane toll facility approximately 10 miles in length, beginning at Cypress Parkway (CR 580) in the far northwest corner of the Poinciana community and terminating at the intersection of CR 54 and US 17/92. It provides an additional outlet from this community to the rest of Central Florida via the regional road network. The Poinciana Parkway consists of six segments. In October 2012, an Agreement for Development of Poinciana Parkway was reached between Osceola County, Polk County, Avatar Properties and OCX that formally outlines duties and responsibilities of each party. Osceola County agreed to provide planning, engineering, procurement and other staff support to facilitate the design and construction of Poinciana Parkway.

Through the Request for Proposals (RFP) process, in April 2013, the OCX Board selected AECOM, formerly URS Corporation-Southern (URS), as its Construction Management/Construction Engineering and Inspection (CM/CEI) Team to assist in managing the design and construction of the Poinciana Parkway. AECOM prepared the Final Engineering Report and Jacobs Engineering Group, Inc. prepared the Toll Traffic and Gross Toll Revenue Study included in the Official Statement for the Series 2014 Bonds. The OCX Board also selected Jr. Davis Construction Company/UIG

Transportation Authority Monitoring and Oversight

Poinciana Parkway, LLC as the Poinciana Parkway Design-Build Contractor in July 2013. In October 2013, OCX entered into a contract with the Design-Build Contractor with a guaranteed price of \$68.8 million. In December 2013, OCX provided the contractor with a notice to proceed on the first phase of design and construction in order to take advantage of the winter and early spring dry season. A protest was received regarding the RFP selection process, however, a settlement agreement was reached between OCX and the contractor.

In April 2014, Osceola County issued \$69.7 million in Expressway System Senior Lien Series 2014 Bonds to fund the Poinciana Parkway Project: \$34.8 million in Revenue Bonds, Series 2014A; \$7.4 million in Revenue Capital Appreciation Bonds, Series 2014B-1; and \$27.6 million in Revenue Convertible Capital Appreciation Bonds, Series 2014B-2. The Series 2014 Bonds are secured by a pledge upon the net revenues of the expressway system (after operating and maintenance expenses) and neither the full faith and credit of Osceola County, OCX, or the State of Florida is pledged for the payment of the bonds. Sources of funding for the Poinciana Parkway include net proceeds from the Series 2014 Bonds; \$37.8 million in developer contributions for right of way, design, engineering and permitting pursuant to the Development Agreement; \$20 million from the Osceola County State Infrastructure Bank Loan from FDOT (subordinate debt); \$6 million contribution from both Osceola and Polk Counties; and a \$2 million deposit from Osceola County to the General Reserve Fund. Prior to the issuance of the Series 2014 Bonds, Osceola County and OCX entered into a Contribution Agreement whereby the County agreed to advance funds to OCX to provide for operation and startup costs until OCX has a revenue producing project. Any funding provided to OCX by the County, including interest, must be repaid by OCX within 15 years of receiving the funds. Series 2014 Bond proceeds will be used to reimburse Osceola County for all or a portion of the amounts it has advanced for initial project

costs. OCX entered into a Lease-Purchase Agreement with Osceola County whereby OCX leased the Osceola County right-of-way from the county and is responsible for designing, constructing, operating and maintaining the tolled portions of the project. Upon expiration of the term of the Lease-Purchase Agreement, Osceola County will convey the Osceola right-of-way to OCX. Standard and Poor's Rating Services has assigned its rating of BBB- (stable outlook) to the Series 2014 Bonds.

As indicated in Table 16, the OCX long-term debt, as of June 30, 2018, totaled approximately \$93.2 million. The \$3.6 million loan payable is the amount owed to Osceola County pursuant to the August 2012 Contribution Agreement for operation and startup costs advanced to OCX. The \$88.7 million is the authority's obligation under the Lease -Purchase Agreement between Osceola County and OCX.

Table 16
Osceola County Expressway Authority
Long-Term Debt (in millions)
Year Ended June 30, 2018

<i>Transaction</i>	<i>(millions)</i>
Loan Payable ¹	\$3.7
Lease Payable ²	\$88.4
Total Long-Term Debt Payable	\$92.1

Source: OCX Notes to Audited Financial Statements.

¹ Amounts owed to Osceola County pursuant to an August 2012 Contribution Agreement whereby the County provided OCX funding for operation and startup costs.

² In April 2014 OCX entered into a Lease-Purchase Agreement with Osceola County in which the County issued its Series 2014 Bonds to pay a portion of the costs of the Poinciana Parkway and make proceeds available for requisition by OCX. The County also entered into a SIB Loan agreement with the Department and made the loan proceeds available to OCX. OCX leased right-of-way from the County and is responsible for design, construction, operation, and maintenance of the tolled portions of the project. Series 2014 Bonds are secured by a pledge of net revenues of the expressway system.

On December 3, 2018, the County approved the signing of the Amended and Restated Lease-Purchase Agreement with the Central Florida Expressway Authority (CFX). This agreement transfers of all assets, liabilities, facilities, tangible and intangible property, and other legal rights of the Authority to CFX as of December 31, 2018.

Groundbreaking on the Poinciana Parkway occurred in December 2013. The first segment of the toll facility, from US 17/92 to Marigold Avenue, opened to traffic on April 30, 2016, and the remaining segment from Marigold Avenue to Cypress Parkway opened to traffic on November 19, 2016. The facility features All Electronic Tolling (AET) with travelers paying tolls with a prepaid E-PASS account or Pay-by-Plate (no transponder). Cash is not accepted on the facility. The toll gantry for the first segment is located north of Marigold Avenue with the two-axle vehicle toll rate for E-PASS set at \$1.75 and the Pay-by-Plate rate set at \$1.95. In accordance with the Official Statement for the Poinciana Parkway bonds, the two-axle toll rate at the Marigold Avenue Toll Plaza was increased to \$2.00 for E-Pass and to \$2.20 for Pay-by-Plate on January 31, 2017.

The toll gantry for the second segment is located north of KOA Street with toll rates set at \$0.50 and \$0.70 for E-PASS and Pay-by-Plate, respectively. The OCX Board approved a contract whereby CFX provides for all toll collection activities for the Poinciana Parkway and approved toll-free use of the facility until June 1, 2016 (30 days) to allow customers to get used to the facility. The project was completed on-time and within budget. OCX

indicated that a new traffic and revenue report for the Poinciana Parkway is currently being prepared and will consider the need for any toll increase at the Marigold Avenue Toll Plaza to comply with bond documents.

As previously noted, tolling of the first segment of the Poinciana Parkway commenced on June 1, 2016, which represents only 30 days of OCX's FY 2016. The facility was not fully opened to traffic until November 19, 2016. Figure 5 provides traffic counts from when the Poinciana Parkway first opened to traffic until the end of FY 2017. As indicated, actual traffic volumes (weekday average vehicles per day) at the Marigold toll gantry increased from a low of 5,726 for the week ending July 15, 2016, to a high of 10,664 for the week ending April 18, 2018, whereby traffic leveled off. Actual traffic volumes (weekday average vehicles per day) at the KOA toll gantry increased from a low of 1,661 the week ending July 29, 2017, to a high of 4,165 for the week ending April 18, 2017.

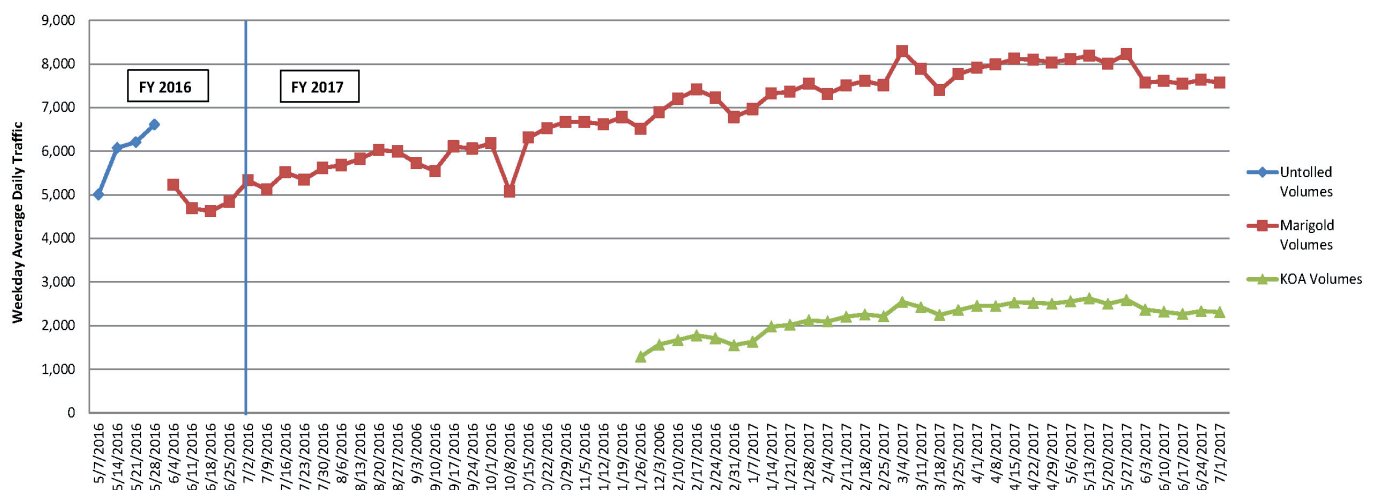


Figure 5: Poinciana Parkway Weekday Average Daily Traffic (May 7, 2016 - July 1, 2017).

Transportation Authority Monitoring and Oversight

Table 17
Osceola County Expressway Authority
Summary of Performance Measures
FY 2018

<i>Performance Measure</i>	<i>Detail</i>	<i>Objective</i>	<i>Actual Results</i>	<i>Meets Objective¹</i>
Operations				
SHS Maintenance Rating Program (MRP) Overall Rating	Condition rating of at least 90	> 90	N/A	N/A
Pavement Condition - Rating	% SHS lane miles rated "excellent or good"	> 85%	100.0%	✓
Bridge Condition - Rating	% bridge structures rated "excellent or good"	> 95%	100.0%	✓
Bridge Condition - Weight Restrictions	% SHS bridge structures with posted limit	0%	0.0%	✓
Revenue Variance	Variance from indicated revenue (without fines - 3 year moving avg.)	< 4%	86.2%	X
MRP Safety Characteristic - Signing	Condition rating of at least 90	> 90	N/A	N/A
MRP Safety Characteristic - Striping	Condition rating of at least 95	> 95	N/A	N/A
MRP Safety Characteristic - Guardrail	Condition rating of at least 80	> 80	N/A	N/A
MRP Safety Characteristic - Lighting	Condition rating of at least 85	> 85	N/A	N/A
Average Customer Call Wait Time	> 80% of calls answered within 1 minute	> 80%	N/A	N/A
Image Review Processing Time	> 90% of license plate images reviewed in < 2 weeks	> 90%	N/A	N/A
Operations and Budget				
Consultant Contract Management	Final cost % increase above original award	< 5%	N/A	N/A
Construction Contract Adjustments - Time	% contracts completed within 20% above original contract time	≥ 80%	N/A	N/A
Construction Contract Adjustments - Cost	% projects completed within 10% above original contract amount	≥ 90%	N/A	N/A
Toll Collection Expense as a Percentage of Toll Revenue	Toll collection expense (net of exclusions)/toll revenue	< 12%	0.0%	N/A
Annual Operating, Maintenance and Administrative (OM&A) Forecast Variance	Actual OM&A to annual budget	< 110%	18.8%	✓
Applicable Laws				
Minority Participation	M/WBE and SBE utilization as % of total expenditures (each agency establishes goal/target)	> 90%	N/A	N/A
Revenue Management and Bond Proceeds				
Debt Service Coverage - Compliance with Bond Covenants	Debt service coverage meets or exceeds minimum Bond Covenant requirements	Yes	Yes	✓
Bond Ratings	Bond ratings ≥ BBB (S&P), Baa (Moody's), BBB (Fitch) and no downgrade from previous year	Yes	No	X

¹ Performance Measure Objective Key: ✓ - Meets X - Does Not Meet N/A - Not Applicable

Tampa-Hillsborough County Expressway Authority (THEA)



Background

The Tampa-Hillsborough County Expressway Authority (THEA) is an agency of the State of Florida and was created in 1963 pursuant to Chapter 348, Part II, Florida Statutes, for the purposes of and having the power to construct, reconstruct, improve, extend, repair, maintain and operate the expressway system within Hillsborough County, Florida. THEA is reported as an Independent Special District of the State of Florida and subject to the provisions of Chapter 189, Florida Statutes (Uniform Special District Accountability Act), and other applicable Florida Statutes. The Authority is also authorized to issue revenue bonds to finance improvements or extension of the Expressway System and other authorized capital projects. The Legislature revised THEA's enabling legislation permitting THEA to also construct, operate and maintain transportation facilities within the jurisdictional boundaries of counties contiguous to Hillsborough County, with the consent of the respective county.

As provided in Table 18, the governing body of THEA consists of seven members. Four members are appointed by the Governor and serve four-year terms. Serving as ex-officio members are: the Mayor of the City of Tampa, or the mayor's designate, who is Chair of the City Council; one member of the Board of County Commissioners of Hillsborough County, selected by such board; and, the District Seven Secretary of FDOT.

THEA owns and operates the Selmon Expressway (officially named the Lee Roy Selmon Expressway), a 15-mile, four-lane, limited-access toll road that crosses the city of Tampa from Gandy Boulevard and MacDill Air Force Base in the south, through

Highlights

- THEA met or exceeded 16 of the 19 applicable performance measure objectives and 3 were not applicable.
- FY 2018 total operating revenues increased \$1.5 million, or 1.7 percent, over FY 2017 and total operating expenses decreased \$3.8 million, or 19 percent.
- The increase in FY 2017 revenue is due to a system-wide 2.5 percent toll indexing on July 1, 2016, and increased traffic attributed to an upswing in the economy and corresponding population growth in the area.
- The I-4 Connector is owned and operated by Florida's Turnpike Enterprise (Turnpike) and THEA receives a 20 percent share of the "S" toll movement on the facility.
- In March 2016, the THEA Board approved a Master Agreement with the Turnpike becoming a participating agency member of the Centralized Customer Service System (CCSS).
- In September 2015, USDOT awarded THEA a contract to fund a pilot demonstration of connected vehicle technology.
- In September 2017 (FY 2018), THEA issued \$157.8 million in Series 2017 Revenue Bonds to finance a portion of the cost of the Selmon West Extension. In addition, in December 2017 (FY 2018), THEA issued \$152.4 million in Series 2017B Refunding Revenue Bonds to refund their Series 2012B Bonds and \$36.2 million in Series 2017C Revenue Bonds to finance Selmon Expressway and Meridian Avenue improvement projects.
- In 2012, THEA adopted a toll indexing policy. This incorporated an annual base adjustment of 2.5 percent for inflation. Rates have been adjusted by 2.5 percent annually since 2013.

Table 18
Tampa-Hillsborough Expressway Authority
Board Members as of June 30, 2018

<i>Name</i>	<i>Affiliation</i>	<i>Position</i>
Vincent Cassidy	Majesty Title Services	Chairman
Bennett Barrow	Barrow Asset Management, Inc.	Vice Chairman
Daniel Alvarez	The Alvarez Group	Secretary
Shaun Oxtal	Capright	Board Member
Robert Buckhorn	City of Tampa Mayor	Board Member
Lesley Miller	Hillsborough County Commissioner	Board Member
David Gwynn, P.E.	District Seven Secretary	Board Member

downtown Tampa and east to Brandon. A combination of 15 full and partial interchanges are spaced at varying intervals along the facility. The Selmon Expressway connects St. Petersburg (via the Gandy Bridge and a short segment of Gandy Boulevard) with Tampa and Brandon.

In 2006, THEA opened the Reversible Express Lanes (REL) within the Selmon Expressway corridor between Meridian Avenue in the Tampa Central Business District and Town Center Boulevard in Brandon. The REL is 10 miles in length and added approximately 45 lane-miles. The REL was constructed in the median of the existing Selmon Expressway and connects to the THEA-owned and maintained Brandon Parkway and Meridian Avenue. The REL operates in the peak travel direction with all tolls collected electronically. The REL is the first reversible all electronic toll road in the world and Florida's first all-electronic toll facility.

The Selmon Expressway converted to All Electronic Tolling (AET) in 2010. With AET, the toll is collected electronically through an overhead gantry allowing for at-speed toll collection. Tolls are collected via a SunPass Transponder, or by using cameras to record license plate images where a bill for the tolls is sent to the registered owner of the vehicle.

In December 2012, THEA issued \$404.3 million in fixed rate Refunding Revenue Bonds (Series 2012A, 2012B and 2012D, of which \$70.1 million is taxable) and \$40.4 million in fixed rate Taxable Revenue Bonds (Series 2012C). THEA attained

financial independence from the State of Florida and the Lease-Purchase Agreement (LPA) between THEA and FDOT was terminated. FDOT confirmed THEA's absolute ownership of the Lee Roy Selmon Expressway and other assets. The LPA had required FDOT to pay, from sources other than revenues, the costs of operations, routine maintenance and renewals and replacements on the facility, if needed. Since FY 2001, the Authority had reimbursed FDOT for its annual operating and routine maintenance expenses pursuant to the adopted budget. Pursuant to other agreements with FDOT, renewal and replacement costs were added to THEA's long term debt until 2013. Table 19 indicates that as of June 30, 2018, \$213.9 million is owed to FDOT for operating, maintenance, and renewal and replacement expense advances, and FDOT STTF loans to facilitate expansion of the Selmon Expressway. THEA agreed to a repayment schedule of 20 annual installments of \$10.7 million to be paid by THEA to FDOT beginning in 2025.

Table 19
Tampa-Hillsborough Expressway Authority
Long-Term Debt Payable to the Department (in millions)
Year Ended June 30, 2018

<i>Transaction</i>	<i>(millions)</i>
Advances for Operating, Maintenance and R&R Expenses	\$200.1
State Transportation Trust Fund Loans	\$13.8
Total Due Department	\$213.9

Source: THEA Notes to Audited Financial Statements.

The I-4/Selmon Expressway Connector was completed in 2014. The Connector is a one-mile, 12-lane, elevated interchange between Interstate 4 and the Selmon Expressway which utilizes AET and provides a limited-access route to and from downtown Tampa. The facility also provides an exclusive truck lane for direct access to and from the Port of Tampa, thereby allowing for the removal of trucks from the local roads. The facility was constructed through a partnership with FDOT, THEA, Turnpike, the City of Tampa, and Hillsborough County. Turnpike owns and operates the Connector, while THEA receives a 20 percent share of the "S" movement toll on the facility. This

mutually agreed toll sharing was in exchange for use of two miles of the Selmon Expressway that is not tolled and that directly feeds and receives “S” movement traffic.

The Selmon Greenway opened in early 2015. The Greenway is a 1.7 mile multi-use trail built under the Selmon Expressway in downtown Tampa that was completed in March 2015 and utilized Federal (TIGER Grant) and matching THEA funds. The completed trail, at a cost of \$1.9 million, is the first phase of the project. Other phases include signage, public art, way finding, lighting, and the design and development of ten pocket parks and two trail head locations.

In May 2015, the THEA Board approved and adopted a Strategic Blueprint to define primary goals and objectives upon which to focus and execute in the short, mid, and long-term. It provides guidance and helps to set direction for THEA. The Blueprint does not commit THEA to costs for each goal or objective. Financial commitment is accomplished through the THEA budgeting and work program processes. THEA uses the Florida Transportation Commission performance measures as one method to evaluate the effectiveness of the Blueprint.

Using the Blueprint, THEA created its Six Year Work Program. The THEA FY 18-23 Work Program includes capital enhancements, and preservation projects to maximize lifespan and efficiency. The most significant project in the \$333 million THEA Five-Year Work Program is the Selmon West Extension. Approximately \$250 million is programmed for development and construction of the Selmon West Extension. The project is a two-lane, two-way elevated express lane structure in the median of existing Gandy Boulevard from just east of the Gandy Bridge to the Selmon Expressway.

Other significant projects include initial planning for a phased development of a new toll facility (East - West Expressway) with planning scheduled



Selmon Expressway - Downtown at Night.

to begin in FY 2020. The project will be evaluated as a tollway and as a Bus Toll Lane concept to provide enhanced mobility options as well as providing additional capacity. The project would provide a controlled access roadway starting at the intersection of Commerce Park Boulevard and New Tampa Boulevard, extending west 2.9 miles to a new interchange with I-275.

Other capital projects included in the FY 18-23 Work Program include: the Selmon East Capacity Project, Selmon Greenway Pocket Parks, Connected Vehicle Pilot Deployment Program, the Meridian Ultimate Study, South Selmon Capacity Study, and resurfacing Selmon Expressway. These projects are a combination of mobility, capacity and technology projects and studies intended to increase THEA's operational footprint and ability to deliver transportation options for Tampa Bay. Preservation projects include resurfacing of Meridian Avenue, Traffic Management Center Video Wall upgrade, and replacement of THEA's in-lane toll equipment.

As part of its innovation culture, THEA joined the United States Department of Transportation (USDOT) Affiliated Test Bed Program for Autonomous Vehicle Technology in 2014. The REL

is the only test bed in the United States that has the ability to do testing in both real-time traffic and a closed course environment on the same roadway. This initiative has grown from being a member of the USDOT Affiliated Test Bed Program to being awarded a \$17 million contract (\$22 million including the THEA local match) as part of its Connected Vehicle Pilot Deployment Program, one of three in the United States. In 2015, USDOT authorized THEA and its partners to proceed with design, testing and deployment. The final phase of the project, which is expected to begin in mid-2018, involves the full-scale operation of connected vehicle technology throughout downtown Tampa.

The Tampa Connected Vehicle Pilot will equip buses, streetcars and privately-owned vehicles with connected vehicle technology enabling them to communicate vital information with each other and elements of the transportation infrastructure. Pedestrians may also participate by downloading a smartphone app. Drivers, transit riders, and pedestrians in the connected vehicle environment are expected to benefit from a range of safety and mobility improvements.

As part of its strategic planning efforts, THEA contracted with the Center for Urban Transportation Research (CUTR) at the University of South Florida to research the economic impact and benefits of the Tampa Hillsborough Expressway Authority. The CUTR study found that THEA's capital infrastructure investments and operations contribute substantially to economic growth in Hillsborough County and the state of Florida. THEA's strategic investments increased business clustering and specialization, resulting in 14.1 percent more business establishments than in comparable areas within Hillsborough County over the past 10 years.

The Selmon Expressway produces substantial benefits in terms of travel time reductions, increased safety, and decreased harmful emissions. This study finds that the Selmon

Expressway saves its users \$274 million annually, of which \$142 million consists of travel time and out-of-pocket cost savings. Each person saves on average 3.8 hours in travel time per year. This represents a 7.4 percent reduction in the 52 hours of travel time spent annually in congested conditions.

Improved transport mobility positively affected the property prices of both residential and commercial parcels located in proximity to the Selmon Expressway. During the period 2002 through 2016, single-family residential units exhibit on average 14.9 percent higher property sale prices than comparable parcels not located in proximity to the Selmon Expressway. Commercial properties exhibit 16.2 percent higher sale prices than comparable parcels located in the control areas

Undertaking both strategic and innovative projects has allowed THEA to grow and stay relevant in an increasingly competitive environment.

Tampa-Hillsborough County Expressway Authority (THEA)

Table 20
Tampa-Hillsborough Expressway Authority
Summary of Performance Measures
FY 2018

<i>Performance Measure</i>	<i>Detail</i>	<i>Objective</i>	<i>Actual Results</i>	<i>Meets Objective¹</i>
Operations				
SHS Maintenance Rating Program (MRP) Overall Rating	Condition rating of at least 90	> 90	94	✓
Pavement Condition - Rating	% SHS lane miles rated "excellent or good"	> 85%	100.0%	✓
Bridge Condition - Rating	% bridge structures rated "excellent or good"	> 95%	100.0%	✓
Bridge Condition - Weight Restrictions	% SHS bridge structures with posted limit	0%	0.0%	✓
Revenue Variance	Variance from indicated revenue (without fines - 3 year moving avg.)	< 4%	3.5%	✓
MRP Safety Characteristic - Signing	Condition rating of at least 90	> 90	95	✓
MRP Safety Characteristic - Striping	Condition rating of at least 95	> 95	98	✓
MRP Safety Characteristic - Guardrail	Condition rating of at least 80	> 80	96	✓
MRP Safety Characteristic - Lighting	Condition rating of at least 85	> 85	95	✓
Average Customer Call Wait Time	> 80% of calls answered within 1 minute	> 80%	N/A	N/A
Image Review Processing Time	> 90% of license plate images reviewed in < 2 weeks	> 90%	100.0%	✓
Operations and Budget				
Consultant Contract Management	Final cost % increase above original award	< 5%	N/A	N/A
Construction Contract Adjustments - Time	% contracts completed within 20% above original contract time	≥ 80%	100.0%	✓
Construction Contract Adjustments - Cost	% projects completed within 10% above original contract amount	≥ 90%	100.0%	✓
Toll Collection Expense as a Percentage of Toll Revenue	Toll collection expense (net of exclusions)/toll revenue	< 12%	4.9%	✓
Annual Operating, Maintenance and Administrative (OM&A) Forecast Variance	Actual OM&A to annual budget	< 110%	85.5%	✓
Applicable Laws				
Minority Participation	M/WBE and SBE utilization as % of total expenditures (each agency establishes goal/target)	> 90%	N/A	N/A
Revenue Management and Bond Proceeds				
Debt Service Coverage - Compliance with Bond Covenants	Debt service coverage meets or exceeds minimum Bond Covenant requirements	Yes	Yes	✓
Bond Ratings	Bond ratings ≥ BBB (S&P), Baa (Moody's), BBB (Fitch) and no downgrade from previous year	Yes	Yes	✓

¹ Performance Measure Objective Key: ✓ - Meets X - Does Not Meet N/A - Not Applicable

This page intentionally left blank

TRANSIT AUTHORITIES

Transit Authorities

Introduction

Legislation passed in 2007, amended Section 20.23, Florida Statutes, expanding the role of the Florida Transportation Commission (Commission) to monitor the efficiency, productivity and management of the authorities created under Chapters 343 and 348, Florida Statutes. The Commission is required to conduct periodic reviews of each authority's operations and budget, acquisition of property, management of revenue and bond proceeds, and compliance with applicable laws and generally accepted accounting principles. In 2009, the Commission's responsibility was further expanded to include the authority created under Chapter 349, Florida Statutes, and was further expanded in 2014 to include the Mid-Bay Bridge Authority re-created pursuant to Chapter 2000-411 Laws of Florida. Of the 10 authorities in this report, four are transit authorities: the Central Florida Regional Transportation Authority (CFRTA, dba LYNX), Jacksonville Transportation Authority (JTA), South Florida Regional Transportation Authority (SFRTA), and Tampa Bay Area Regional Transit Authority (TBARTA).

Performance measures have been developed specifically with and for the transit authorities (except TBARTA). Reporting for transit authorities is presented in the following format that includes:

- Background of the authority; and
- Performance measures results for fiscal year (FY) 2018.

As with the toll authorities, performance measures for transit attempt to set standards for efficient and effective operation, maintenance, and management of the transit systems and the



JTA Compressed Natural Gas (CNG) Bus.

respective organizations.

While CFRTA, JTA, and SFRTA share identical performance measures, several of the measures are specific to one of the authorities due to the nature of the transit service the authority provides. One example of performance measures unique to a transit authority relates to safety. CFRTA and JTA provide fixed-route bus service and are required to track safety incidents, while SFRTA provides commuter rail service and is mandated to track reportable incidents as defined by the Federal Railroad Administration (FRA). Based on those differences, the performance measure established for CFRTA and JTA is "revenue miles between safety incidents," and for SFRTA the performance measure is "major incidents." Both measures address safety performance; however, the measures themselves differ.

JTA directly operates an automated guideway (Skyway) in addition to fixed-route bus service. Although JTA does not currently operate toll roads, pursuant to the Better Jacksonville Plan and JTAMobilityWorks Program, the Authority constructs roads, bridges and interchanges that are then turned over to FDOT or to the City of Jacksonville for maintenance and operation.



Tri-Rail Train.

Therefore, a subset of toll authorities' performance measures and operating indicators was adopted for JTA. For those performance measures that were applicable, JTA performance measure objectives mirror those of the toll authorities.

In addition to performance measures, the Commission established a set of operating indicators reported by each authority for the last five fiscal years. As with the performance measures, a summary is included in each authority's section of the report, with a full five-year accounting included in Appendix A.

Performance measures and operating indicators established by the Commission for CFRTA, JTA, and SFRTA are presented in Tables 19, 20 and 21.

In addition to performance measures and operating indicators, the Commission established seven broad areas of governance that are monitored in order to provide an assessment of the on-going management of all of the authorities covered by the current law.

The individual reports for four "Transit Authorities" are presented after Table 23, beginning with the Central Florida Regional Transportation Authority (CFRTA, dba, LYNX).

Table 21
Florida Transportation Commission
Transit Authority Performance Measures
Bus, Automated Guideway and Rail
FY 2018

<i>Performance Measure</i>	<i>Detail</i>
Unlinked Passenger Trips per Revenue Hour	Passenger trips divided by revenue hours
Operating Expense per Revenue Mile	Operating expenses divided by revenue miles
Operating Expense per Revenue Hour ¹	Operating expenses divided by revenue hours
Operating Expense per Passenger Trip	Operating expenses divided by annual ridership
Operating Expense per Passenger Mile	Operating expenses divided by passenger miles
Farebox Recovery Ratio	Passenger fares divided by operating expenses
Revenue Miles between Safety Incidents ¹	Annual revenue miles divided by safety incidents
Major Incidents ²	FRA reportable incidents
Revenue Miles between Failures	Revenue miles divided by revenue vehicle system failures ³
Revenue Miles versus Vehicle Miles	Revenue miles divided by vehicle miles ⁴
Customer Service	Average time from complaint to response
Customer Service	Customer complaints divided by boardings
On-time Performance	% trips end to end on time ⁵

1 Performance measures specific to CFRTA and JTA (bus and Skyway).

2 Performance measure specific to SFRTA (rail).

3 A failure is classified as breakdown of a major or minor element of a revenue vehicle's mechanical system.

4 Vehicle miles include: deadhead miles, miles from end of service to yard or garage, driver training, and other miscellaneous miles not considered to be in direct revenue service.

5 Defined as: "departures < 5 minutes late and 1 minute early" for CFRTA; "departures < 6 minutes late and 1 minute early" for JTA's Bus; "successful cycles divided by scheduled cycles" for JTA's Skyway; and "< 6 minutes late" for SFRTA.

Table 22
Florida Transportation Commission
Transit Authority Operating Indicators
Bus, Automated Guideway and Rail
FY 2018

<i>Operating Indicator</i>	<i>Detail</i>
Operating Expense per Capita (Potential Customer)	Annual operating budget divided by service area population
Average Headway	Average time (minutes) for vehicle to complete its portion of total route miles one time
Service Area Population	Approximation of overall market size for comparison of relative spending and service levels among communities in the absence of actual service area population
Service Area Population Density	Persons per square mile based on service area population and service area size reported in the National Transit Database (NTD)
Operating Expense	Reported total spending on operations, including administration, maintenance, and operation of service vehicles
Operating Revenue	All revenue generated through the operation of the transit authority
Total Annual Revenue Miles	Number of annual miles of vehicle operation while in active service
Total Annual Revenue Hours	Total hours of operation by revenue service vehicles in active revenue service
Vehicle Miles Between Failures	Vehicles miles divided by revenue vehicle system failures
Total Revenue Vehicles	Number of vehicles available for use by the transit authority to meet the annual maximum service requirement
Operating Expense per Revenue Hour ¹	Cost of operating an hour of revenue service
Peak Vehicles	Number of vehicles operated in maximum (peak) service. Represents the number of revenue vehicles operated to meet the annual maximum service requirements.
Ratio of Revenue Vehicles to Peak Vehicles (spare ratio)	Total revenue vehicles, including spares, out-of-service vehicles, and vehicles in or awaiting maintenance, divided by the number of vehicles operated in maximum service
Annual Passenger Trips	Annual number of passenger boardings on the transit vehicles
Average Trip Length	A number typically derived based on sampling and represents the average length of a passenger trip
Annual Passenger Miles	Number of annual passenger trips multiplied by the system's average trip length (in miles)
Weekday Span of Service (hours)	Number of hours that transit service is provided on a representative weekday from first service to last service for all modes
Average Fare	Passenger fare revenues divided by the total number of passenger trips
Passenger Trips per Revenue Mile	The ratio of annual passenger trips to total annual revenue miles of service
Passenger Trips per Revenue Hour	Ratio of annual passenger trips to total annual revenue hours of operation
Passenger Trips per Capita	Passenger trips divided by service area population
Average Age of Fleet	Age of fleet (years) average for bus and years since rebuild for locomotives and coaches for rail
Unrestricted Cash Balance	End of year cash balance from financial statement
Weekday Ridership	Average weekday ridership
Capital Commitment to System Preservation	% of capital spent on system preservation
Capital Commitment to System Expansion	% of capital spent on system expansion
Intermodal Connectivity	Number of Intermodal transfer points available

¹Operating indicator specific to SFRTA.

Table 23
Florida Transportation Commission
Transit Authority Performance Measures and Operating Indicators
JTA Highway Operations
FY 2018

<i>Performance Measure</i>	<i>Detail</i>	<i>Objective</i>
Operations and Budget		
Consultant Contract Management	Final cost % increase above original award	< 5%
Construction Contract Adjustments - Time	% contracts completed within 20% above original contract time	≥ 80%
Construction Contract Adjustments - Cost	% projects completed within 10% above original contract amount	≥ 90%
Applicable Laws		
Minority Participation	M/WBE and SBE utilization as % of total expenditures (each agency establishes goal/target)	> 90%
<i>Operating Indicator</i>	<i>Detail</i>	
Property Acquisition		
Right-of-Way	# Projects requiring ROW acquisition	
	# Parcels needed to be acquired for projects	
	# Parcels acquired via negotiations	
	# Parcels acquired via condemnation	
	# Parcels acquired with final judgements	
	≤ one half the range of contention	

Central Florida Regional Transportation Authority (CFRTA/LYNX)



Background

The Central Florida Regional Transportation Authority (CFRTA) (doing business as (dba) LYNX) is an agency of the State of Florida, created in 1989 by Chapter 343.61, Florida Statutes. Amended legislation in 1993 enabled CFRTA to assume the former Central Florida Commuter Rail Authority's operations and provided an opportunity for a merger with the Orange-Seminole-Osceola Transportation Authority (OSOTA), commonly known as LYNX. The CFRTA/OSOTA merger became effective in October 1994 after the two agencies ratified the merger through formal action in March 1994. CFRTA chose to continue the use of the LYNX name in its business operations.

CFRTA is authorized to “own, operate, maintain, and manage a public transportation system in the area of Seminole, Orange, and Osceola Counties.” CFRTA is empowered to formulate the manner in which the public transportation system and facilities are developed through construction, purchase, lease or another type of acquisition in addition to development of policies necessary for the operation and promotion of the public transportation system and adoption of rules necessary to govern operation of the public transportation system and facilities.

CFRTA is authorized to issue revenue bonds through the Division of Bond Finance of the State Board of Administration. In addition, the 2010 Legislature amended Section 343.64(2)(q), Florida Statutes, that allows CFRTA to borrow up to \$10 million in any calendar year to refinance all or part

of the costs or obligations of the authority, including, but not limited to, obligations of the authority as a lessee under a lease.

Highlights

- LYNX met or exceeded 5 of the 12 fixed route objectives established for performance measures. The seven measures not met were Passenger Trips per Revenue Hour, Operating Expense per Revenue Mile, Operating Expense per Revenue Hour, Operating Expense per Passenger Trip, Operating Expense per Passenger Mile, Farebox Recovery Ratio, and Revenue Miles versus Vehicle Miles.
- The 2.9 percent decrease in passenger trips (ridership) in FY 2018 negatively impacted performance results. LYNX attributed this decrease in ridership to the continued effect of the decline in fuel prices, general improving economic conditions in Florida, and the competition from ridesharing services.
- FY 2018 operating expenses decreased \$1.9 million, or 1.8 percent, while operating revenues increased \$0.5 million, or 1.2 percent, over FY 2017.
- Phase 1 (32.5 miles) of the SunRail commuter rail system opened for service on May 1, 2014. LYNX is providing fixed route feeder bus service and complementary paratransit service to the 12 SunRail stations. The Phase 2 South 17-mile segment began service July 30, 2018.

CFRTA is an Independent Special District of the State of Florida and subject to the provisions of Chapter 189, Florida Statutes (Uniform Special District Accountability Act) and other applicable Florida Statutes.

As provided in Table 24, the governing body of LYNX, consists of five voting members. The chairs of the county commissions of Orange, Osceola, and Seminole Counties, or another member of the commission designated by the county chair, each serves on the board for the full extent of his or her term. The mayor of the City of Orlando, or a member of the Orlando City Council designated by the mayor, serves on the board for the full extent of his or her term. The District Five Secretary FDOT, or his or her designee, also serves on the Board as a voting member. A vacancy during a term must be filled in the same manner as the original appointment and only for the balance of the unexpired term. The board of directors (Board) generally meets monthly to conduct Authority business. Responsibility for managing day-to-day operations rests with the Chief Executive Officer (CEO).

Table 24
Central Florida Regional Transportation Authority
Board Members as of September 30, 2018

<i>Name</i>	<i>Appointment</i>	<i>Position</i>
Lee Constantine	Seminole County Commissioner	Chairman
Buddy Dyer	Mayor City of Orlando	Vice Chairman
Mike Shannon, P.E.	District Five Secretary	Secretary
Teresa Jacobs	Orange County Mayor	Board Member
Viviana Janer	Osceola County Commissioner	Board Member

LYNX provides transportation services to the general public in the Orlando metropolitan area and throughout Orange, Osceola, and Seminole Counties in the form of fixed route bus service, bus rapid transit, paratransit service, NeighborLink (Flex) service and carpools/vanpools. In FY 2018, LYNX also provided fixed route service on one route in Lake County and fixed route service on two routes in Polk County. LYNX operates within a service area of 2,500 square miles that is home to approximately 2.2 million residents. The FY 2018 annual operating budget totaled approximately \$136.2 million, an increase of 2.6 percent from

the previous year. Approximately 24.1 million passenger trips were provided for LYNX fixed route services in FY 2018.

LYNX receives significant financial support from its funding partners. For FY 2018 operating funding, the Orange County Commission approved \$43.3 million for LYNX (a 3.6 percent increase from FY 2017), the Seminole County Commission approved \$7.2 million for LYNX (a 2.9 percent increase from FY 2017), and the Osceola County Commission approved \$7.1 million in funding for LYNX (a 2.9 percent increase from FY 2017).

Over the past few fiscal years, LYNX, through the effective leadership of its Governing Board, has continued to enhance public transportation in Central Florida. In FY 2017, LYNX purchased excess property that is contiguous to the LYNX Operations Center on John Young Parkway and is currently in design and phasing work to address capacity constraints and will ultimately relocate its paratransit and NeighborLink operations and maintenance to this new site.

In FY 2017, LYNX kicked off the 23-mile SR 436 Transit Corridor Study that will evaluate application of several premium transit service options, such as Bus Rapid Transit (BRT) to potentially serve the corridor from Orlando International Airport to SR 434 in Seminole County.

LYNX contracted with Nopetro for a Compressed Natural Gas (CNG) bus maintenance facility retrofit. Nopetro designed, built, operates and maintains a fast-fill CNG fueling station on land owned by Nopetro adjacent to the LYNX facility on John Young Parkway. The CNG fueling facility opened in April 2016. LYNX has placed into revenue service 70 CNG buses and anticipates purchasing a total of 150 CNG buses over the first five-year period pursuant to the terms of the agreement.

LYNX continued to provide several human service agencies with operating funding from the Federal Transit Administration Job Access and Reverse Commute and New Freedom grant programs to pay for fifty percent of new or expanded transportation service or service for job access. Agencies receiving funding under these programs included the Opportunity Center, Quest, Osceola Mental Health, Osceola Council on Aging, Primrose Center, Bright Start Pediatrics and Meals on Wheels.

Projects completed by LYNX in FY 2018 include: Issuance of a Request for Information (RFI) for autonomous vehicles to learn about the industry capabilities in preparation for a Request for Proposals (RFP) for implementation of an autonomous vehicle demonstration on the LYNX LYMMO BRT line; consolidation of the paratransit and fixed route call center into a new Mobility Services Department; Major Update of the LYNX Transit Development Plan (TDP) which include a Route Optimization Study (ROS) called LYNX Forward, a vision plan for future transit services; the release of the LYNX “See Something Say Something and Paw Pass” mobile applications whereby customers can inform emergency responders and LYNX of any issues at bus stops and stations and pay for their transit passes via their smart phones, respectively; and continued installation of bus shelters throughout the tri-county service area.

LYNX submitted, and FDOT approved, its Transit Development Plan (TDP) minor update in December 2018. The TDP serves as the strategic guide for public transit services throughout the LYNX service area. The document directs public transportation over the next 10 years (FY 2018 through FY 2027) and is posted on the Authority’s website, www.golynx.com. LYNX is currently working on a Route Optimization Study (ROS) to optimize transit service and ensure user travel



LYNX Downtown LYMMO Service.

patterns are served effectively while minimizing total system operating costs. The ROS will identify new route alignments, changes to existing route alignments and schedules, and advanced integration with other travel modes. Mobility options designed to speed regional travel such as regional express, commuter-based express and limited stop services will ensure faster travel times through the service area. Once the ROS is complete, LYNX will prepare the TDP annual update to include the ROS capital and operating improvements. Collectively, the TDP and ROS are called *LYNX FORWARD*.

SunRail

By law, CFRTA must develop and adopt a plan for the development of the Central Florida Commuter Rail that includes CFRTA’s plan for the development of public and private revenue sources, funding of capital and operating costs, the service to be provided, and the extent to which counties within the area of operation of the Authority are to be served. An Interlocal Governance Agreement establishing the creation of the Central Florida Commuter Rail Commission (CFCRC) was approved and recorded in July 2007. The CFCRC consists of a five-member governing board: Chair Viviana Janer, Osceola County

Commissioner; Vice-Chair Buddy Dyer, Mayor of the City of Orlando; Secretary Bob Dallari, Seminole County Commissioner; Pat Patterson, Volusia County Council Member; and Teresa Jacobs, Mayor of Orange County. Pursuant to an Interlocal Operating Agreement, the duties of the governing board are in an advisory capacity to FDOT for the first seven years of system operation and will include assisting FDOT with policy direction as FDOT moves forward with planning, design, construction, and implementation of the system. After the first seven years of operation, FDOT will turn the system over to the Governing Board. Detailed information about the CFCRC and CFCRC's commuter rail transit project, SunRail, including meeting minutes, current status, and contractual documents can be found on the following website: www.corporate.sunrail.com.

SunRail is a 61.5 mile commuter rail system that will extend from the DeLand station in Volusia County to the Poinciana station in Osceola County. Phase 1, a 32.5-mile segment from the DeBary station in Volusia County to the Sand Lake station in Orange County, opened for service on May 1, 2014, and features 12 stations. Phase 2 South, a 17-mile segment from Sand Lake Road to Poinciana, features four additional stations and began operations on July 30, 2018. The Phase 2 North expansion is a 12-mile segment that will extend service from the City of DeBary to the City of Deland and will add one station to the existing rail system. Because Federal funding has not yet been committed to Phase 2 North, construction has not yet started. SunRail currently runs 36 train trips per day, Monday through Friday excluding holidays, on 30 minute intervals during the morning and evening peak hours, and less frequently during the mid-day.

LYNX will be responsible for the provision of fixed route feeder bus service and complementary

paratransit service to SunRail stations, while FDOT will assist in funding additional fleet buses as well as providing an incremental operating subsidy for the first seven years of service. LYNX has worked closely with FDOT and Votran to develop a SunRail Fare Policy, Equipment, and Implementation Plan to assist with the seamless operation and implementation of the SunRail project. LYNX has collaborated with FDOT on the SunRail Feeder Plan, which generally outlines how certain existing routes will change to serve SunRail stations within the LYNX service area, how schedules will likely change, how operating costs will be affected, and how many additional buses will be necessary to meet the needs as outlined in the Plan. In order to avoid duplicative procurement efforts and to assure consistency and interoperability between LYNX and SunRail systems, a joint solicitation between LYNX and FDOT was released for the purchase of Fare Collection System Equipment.

In November 2012, the CFRTA Board authorized an agreement with Rida Development Corporation for the joint use and/or development of a 60-foot strip of CFRTA land located adjacent to the LYNX Central Station (LCS) in Orlando and to the east side of the new SunRail station at the LCS. The LCS will be incorporated into the design and construction of Rida's proposed multiuse Transit



SunRail Station Adjacent to LYNX Central Station.

Oriented Development (TOD) project that will occupy an entire city block. In addition to the connectivity to public transportation, the development will include a mix of residential, retail, office, hotel and meeting space, and will include green space and a pedestrian breezeway for easy access for SunRail and LYNX patrons.

In April 2014, the CFRTA Board approved to enter into an Interlocal Agreement with FDOT to use the Smart Card System as a method of cashless fare collection on the LYNX fixed route services and paratransit services; FDOT's SunRail commuter rail service; and for patron transfer among both transportation systems. FDOT is responsible for operation of the central system and the clearinghouse that will recognize revenue when a fare is presented to a fare device and transmit the necessary data in order to properly deposit revenue to the appropriate FDOT or LYNX bank accounts. However, each party is responsible for the provision of fare card customer service, including managing card sales, customer inquiries, account management, refunds, and other services that may be provided to their customers. The Board also approved to enter into a Joint Participation Agreement with FDOT for feeder bus service that will provide access to SunRail stations.

Unless otherwise indicated, all statistics and performance measures in Table 25 refer only to LYNX fixed route service and do not include LYNX paratransit services, NeighborLink (Flex) services or commuter services.

Table 25
Central Florida Regional Transportation Authority
Summary of Performance Measures
FY 2018¹

<i>Performance Measure</i>	<i>Detail</i>	<i>Objective</i>	<i>Actual Results</i>	<i>Meets Objective⁴</i>
Unlinked Passenger Trips per Revenue Hour	Passenger trips divided by revenue hours	>26.9	21.3	X
Operating Expense per Revenue Mile	Operating expenses divided by revenue miles	<\$6.31	\$6.80	X
Operating Expense per Revenue Hour	Operating expenses divided by revenue hours	<\$89.29	\$91.33	X
Operating Expense per Passenger Trip	Operating expenses divided by annual ridership	<\$3.57	\$4.28	X
Operating Expense per Passenger Mile	Operating expenses divided by passenger miles	<\$0.56	\$0.75	X
Farebox Recovery Ratio	Passenger fares divided by operating expenses	>27.6%	21.2%	X
Revenue Miles between Safety Incidents	Annual revenue miles divided by safety incidents	>124,513	125,504	✓
Revenue Miles between Failures	Revenue miles divided by revenue vehicle system failures ²	>10,500	13,644	✓
Revenue Miles versus Vehicle Miles	Revenue miles divided by vehicle miles ³	>.90	0.897	X
Customer Service	Average time from complaint to response	14 days	7 days	✓
Customer Service	Customer complaints divided by boardings	<2 per 5,000 boardings	0.5	✓
On-time Performance	% trips end to end on time "departures < 5 minutes late and 1 minute early"	>80%	81.2%	✓

¹ Fiscal Year 2017 represents 12 months of data from October 1, 2017, through September 30, 2018.

² A failure is classified as the breakdown of either a major or minor element of the revenue vehicle's mechanical system.

³ Total annual vehicle miles include: deadhead miles, vehicle miles from the end of service to the garage, driver training and other miscellaneous miles not considered to be in direct revenue service.

⁴ Performance Measure Objective Key: ✓ - Meets X - Does Not Meet N/A - Not Applicable

Jacksonville Transportation Authority (JTA)

Background



JACKSONVILLE
TRANSPORTATION
AUTHORITY

The Jacksonville Transportation Authority (JTA or Authority) is an agency of the State of Florida, created under Chapter 349, Florida Statutes. Originally created to construct and operate tolled limited access and bridge facilities, in 1971, JTA became a multimodal transportation agency, with the authority to plan, design, construct, maintain and operate transportation facilities in Duval County, including highways and bridges on the State Highway System, mass transit facilities, and appurtenances to both highway and transit functions. The 2009 Florida Legislature further authorized the Authority to expand its service area outside of Duval County with the respective county's consent.

JTA provides public transportation services to the general public in the Jacksonville metropolitan area and throughout Duval County in the form of fixed route bus service, community shuttle, paratransit service, an automated people mover, trolleys, *Game Day Xpress* stadium shuttle service and St. Johns River Ferry operations. JTA also implements roadway projects under its own authority and work plans. JTA's current road program, JTAMobilityWorks, is a \$100.6 million work program consisting of 13 roadway projects and 14 mobility corridors, as defined by the Local Option Gas Tax (LOGT) ordinance. The mobility corridors include multiple projects broken into Transit Enhancements and Complete Streets programs. Previously, pursuant to its role under the Better Jacksonville Plan, JTA was responsible for 32 roadway projects totaling more than \$800 million.

Highlights

- JTA met or exceeded 5 of the 12 objectives established for performance measures for bus. The seven measures not met were Passenger Trips per Revenue Hour, Operating Expense per Revenue Mile, Operating Expense per Revenue Hour, Operating Expense per Passenger Trip, Farebox Recovery Ratio, Revenue Miles Between Safety Incidents and Customer Service.
- JTA's Skyway met or exceeded 5 of the 12 applicable performance measures and 1 was not applicable. The six measures not met were Passenger Trips per Revenue Hour, Operating Expense per Revenue Mile, Operating Expense per Revenue Hour, Operating Expense per Passenger Trip, Operating Expense per Passenger Mile, and Revenue Miles between Failures.
- For Highways, JTA met two of the four of the applicable performance measures and two were not applicable.
- JTA suspended fares on the Skyway system beginning January 2012. A Skyway/Ultimate Urban Circulator (U2C) program is currently underway to examine capital, operating and financial plans for the continued operation of the Skyway.
- The City of Jacksonville extended the existing six cent Local Option Gas Tax (LOGT) set to expire on August 31, 2016, for another 20 years. Through an Interlocal Agreement (ILA), the City dedicated five cents to JTA projects and services. In January 2015, JTA issued \$97.5 million (par value) in Senior Lien Local Option Gas Tax Revenue Bonds payable from a pledge of the five cent LOGT.
- JTA started construction on the bus transfer facility, JTA administrative offices and completed the intercity bus terminal for the new Jacksonville Regional Transportation Center. In addition, JTA has implemented three lines of the First Coast Flyer Bus Rapid Transit system.

Chapter 349, Florida Statutes, provides that JTA has the “right to plan, develop, finance, construct, own, lease, purchase, operate, maintain, relocate, equip, repair, and manage those public transportation projects, such as express bus services; rapid transit services; light rail, commuter rail; heavy rail, or other transit services; ferry services; transit stations; park-and-ride lots; transit-oriented development nodes; or feeder roads, reliever roads, connector roads, bypasses, or appurtenant facilities, that are intended to address critical transportation needs or concerns in the Jacksonville, Duval County, metropolitan area. These projects may also include all necessary approaches, roads, bridges, and avenues of access that are desirable and proper with the concurrence of FDOT, as applicable, if the project is to be part of the State Highway System.”

The governing body of JTA consists of seven voting members, three members appointed by the Governor and confirmed by the Senate, three members appointed by the Mayor of the City of Jacksonville (the City) subject to confirmation by the Council of the City of Jacksonville, and the District Secretary of FDOT serving in the district that contains the City of Jacksonville (see Table 26). All members with the exception of the District Secretary shall be residents and qualified electors of Duval County. Appointed members serve four-year terms that commence on June 1 during the year in which they are appointed, and each

member holds office until a successor is appointed and qualified. A vacancy during a term must be filled by the respective appointing authority for the balance of the unexpired term. Any member appointed to the Authority for two consecutive full terms is ineligible for appointment to the next succeeding term.

On an annual basis, Board members select one member as chair of the Authority, one member as vice chair of the Authority, one member as secretary of the Authority, and one member as treasurer of the Authority. The members of the Authority are not entitled to compensation, but may be reimbursed for travel expenses or other expenses actually incurred in their duties as provided by law. Four members of the Authority constitute a quorum, and no resolution adopted by the Authority becomes effective unless with the affirmative vote of at least four members.

The Authority employs a Chief Executive Officer (CEO) who may hire staff, permanent or temporary and may organize the staff of the Authority into departments and units. The CEO may appoint Vice Presidents, Directors, Managers, Supervisors and other staff as he finds to be in the best interests of the Authority for providing transportation facilities and services to Northeast Florida. The Board establishes the compensation of the CEO, who serves at the pleasure of the Board. JTA indicated that all employees of the Authority are exempt from the provisions of Florida Statutes, Chapter 110, Part II (Career Service System). The Authority may employ such financial advisers and consultants, legal counsel, technical experts, engineers, and agents and employees, permanent or temporary, as it may require and may fix the compensation and qualifications of such persons, firms or corporations.

Table 26
Jacksonville Transportation Authority
Board Members as of September 30, 2018

<i>Name</i>	<i>Appointment</i>	<i>Position</i>
Isaiah Rumlin	Mayor's Appointee	Chairman
Kevin Holzendorf	Mayor's Appointee	Vice Chairman
Ari Jolly	Governor's Appointee	Secretary
Denise Wallace	Governor's Appointee	Treasurer
Greg Evans, P.E.	District Two Secretary	Board Member
Scott McCaleb	Governor's Appointee	Board Member
Jeanne Miller	Mayor's Appointee	Board Member

Table 27
Jacksonville Transportation Authority
Summary of Performance Measures - Bus
FY 2018¹

<i>Performance Measure</i>	<i>Detail</i>	<i>Objective</i>	<i>Actual Results</i>	<i>Meets Objective⁴</i>
Unlinked Passenger Trips per Revenue Hour	Passenger trips divided by revenue hours	>19.1	16.2	X
Operating Expense per Revenue Mile	Operating expenses divided by revenue miles	<\$7.74	\$8.64	X
Operating Expense per Revenue Hour	Operating expenses divided by revenue hours	<\$108.34	\$121.03	X
Operating Expense per Passenger Trip	Operating expenses divided by annual ridership	<\$6.31	\$7.47	X
Operating Expense per Passenger Mile	Operating expenses divided by passenger miles	<\$1.19	\$1.21	✓
Farebox Recovery Ratio	Passenger fares divided by operating expenses	>17.6%	13.7%	X
Revenue Miles between Safety Incidents	Annual revenue miles divided by safety incidents	>227,975	205,133	X
Revenue Miles between Failures	Revenue miles divided by revenue vehicle system failures ²	>10,500	12,659	✓
Revenue Miles versus Vehicle Miles	Revenue miles divided by vehicle miles ³	>.90	0.90	✓
Customer Service	Average time from complaint to response	14 days	7 days	✓
Customer Service	Customer complaints divided by boardings	<2 per 5,000 boardings	2.2	X
On-time Performance	% trips end to end on time "departures < 6 minutes late and 1 minute early"	>80%	81.0%	✓

¹ Fiscal Year 2018 represents 12 months of data from October 1, 2017, through September 30, 2018.

² A failure is classified as the breakdown of either a major or minor element of the revenue vehicle's mechanical system.

³ Total annual vehicle miles include: deadhead miles, vehicle miles from the end of service to the garage, driver training and other miscellaneous miles not considered to be in direct revenue service.

⁴ Performance Measure Objective Key: ✓ - Meets X - Does Not Meet N/A - Not Applicable

Transportation Authority Monitoring and Oversight

Table 28
Jacksonville Transportation Authority
Summary of Performance Measures - Skyway
FY 2018¹

<i>Performance Measure</i>	<i>Detail</i>	<i>Objective</i>	<i>Actual Results</i>	<i>Meets Objective⁴</i>
Unlinked Passenger Trips per Revenue Hour	Passenger trips divided by revenue hours	>70.7	57.3	X
Operating Expense per Revenue Mile	Operating expenses divided by revenue miles	<\$27.38	\$42.52	X
Operating Expense per Revenue Hour	Operating expenses divided by revenue hours	<\$369.06	\$427.96	X
Operating Expense per Passenger Trip	Operating expenses divided by annual ridership	<\$4.30	\$7.46	X
Operating Expense per Passenger Mile	Operating expenses divided by passenger miles	<\$6.00	\$7.86	X
Farebox Recovery Ratio	Passenger fares divided by operating expenses	N/A	N/A	N/A
Revenue Miles between Safety Incidents	Annual revenue miles divided by safety incidents	>41,348	74,099	✓
Revenue Miles between Failures	Revenue miles divided by revenue vehicle system failures ²	>10,500	9,880	X
Revenue Miles versus Vehicle Miles	Revenue miles divided by vehicle miles ³	>.90	0.99	✓
Customer Service	Average time from complaint to response	14 days	2	✓
Customer Service	Customer complaints divided by boardings	<2 per 5,000 boardings	0.02	✓
On-time Performance	Successful cycles divided by scheduled cycles	>98%	98.3%	✓

¹ Fiscal Year 2017 represents 12 months of data from October 1, 2017, through September 30, 2018.

² A failure is classified as the breakdown of either a major or minor element of the revenue vehicle's mechanical system.

³ Total annual vehicle miles include: deadhead miles, vehicle miles from the end of service to the garage, driver training and other miscellaneous miles not considered to be in direct revenue service.

⁴ Performance Measure Objective Key: ✓ - Meets X - Does Not Meet N/A - Not Applicable

Table 29
Jacksonville Transportation Authority
Summary of Performance Measures - Highways
FY 2018

<i>Performance Measure</i>	<i>Detail</i>	<i>Objective</i>	<i>Actual Results</i>	<i>Meets Objective¹</i>
Operations and Budget				
Consultant Contract Management	Final cost % increase above original award	< 5%	0.0%	✓
Construction Contract Adjustments - Time	% contracts completed within 20% above original contract time	≥ 80%	0.0%	N/A
Construction Contract Adjustments - Cost	% projects completed within 10% above original contract amount	≥ 90%	0.0%	N/A
Applicable Laws				
Minority Participation ²	M/WBE and SBE utilization as % of total expenditures (each agency establishes goal/target)	> 90%	100.1%	✓

¹ Performance Measure Objective Key: ✓ - Meets X - Does Not Meet N/A - Not Applicable

² JTA has established an agency-wide goal of 19.27 percent; and reported achieving 19.3 percent of the agency-wide goal (100.1 percent of the goal).

This page intentionally left blank

South Florida Regional Transportation Authority (SFRTA/Tri-Rail)

Background



The South Florida Regional Transportation Authority (SFRTA) is an agency of the state of Florida, created in 2003 by Chapter 343, Florida Statutes, as the successor to the Tri-County Commuter Rail Authority (TCRA). SFRTA and its predecessors have operated the Tri-Rail commuter rail passenger service with funding provided by state, county and federal sources. FDOT owns the South Florida Rail Corridor (SFRC), on which SFRTA operates the Tri-Rail commuter rail passenger service.

Pursuant to Chapter 343, Florida Statutes, SFRTA is authorized to own, operate, maintain, and manage a transit system in the tri-county area of Broward, Miami-Dade, and Palm Beach counties. SFRTA is also empowered to “plan, develop, own, purchase, lease or otherwise acquire, demolish, construct, improve, relocate, equip, repair, maintain, operate, and manage a transit system and transit facilities.” SFRTA is authorized to adopt rules necessary to govern operation of a transit system and facilities and to “coordinate, develop, and operate a regional transportation system within the area served.” Each county served by SFRTA must dedicate and transfer to SFRTA not less than \$2.670 million before October 31st of each fiscal year (FY). These funds may be used for capital, operations, and maintenance. In addition, each county must provide an amount not less than \$1.565 million for SFRTA’s operations annually before October 31st of each fiscal year. SFRTA must develop and adopt a plan for the operation, maintenance, and expansion of the transit system

Highlights

- Tri-Rail met or exceeded 5 of the 11 objectives established for performance measures. The six measures not met were Passenger Trips per Revenue Hour, Operating Expense per Revenue Mile, Operating Expense per Passenger Trip, Operating Expense per Passenger Mile and Farebox Recovery Ratio and Customer Complaints by Boardings.
- SFRTA achieved the highest on-time performance (OTP) in its 29-year history of operations in July 2018, when a record of 96.59 percent of all trains arrived at their final destination within 5 minutes of their scheduled time. The agency topped this record during its 30-year anniversary, 1-year later in July 2019 with 96.64 percent OTP.
- SFRTA successfully met all 2018 PTC statutory requirements as defined in 49 U.S.C. § 20157(a)(3) (B). These included the following:
 - ◊ Installation of all positive train control system hardware consistent with our implementation plan, on or before December 31, 2018;
 - ◊ Acquisition of all spectrum necessary for implementation of a positive train control system, consistent with our implementation plan, on or before December 31, 2018;
 - ◊ Completed employee training required under the applicable positive train control system regulations; and
 - ◊ Received approval of our alternative schedule and sequence per regulations by meeting all other required criteria.
- SFRTA has successfully entered into Revenue Service Demonstration (RSD) on the entire South Florida Rail Corridor. RSD consists of incrementally running revenue trains with the PTC system enabled which provides enforcement and protection against train-to-train collisions, over speed derailments, incursions into established work zone limits, incursions into established work zone limits. SFRTA continues to add additional daily PTC enabled trains and is working with tenants on the corridor to ensure interoperability testing is completed in a timely manner.

that is reviewed and updated annually. The FY 2014-2023 Transit Development Plan (TDP), adopted in August 2013, is a major update that serves as the strategic guide for public transportation for SFRTA over the next 10 years. This TDP (referred to as “SFRTA Forward Plan”), 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 2023. The FY 2018-2027 TDP serves as the fourth update to the SFRTA Forward Plan. TDP’s are posted on SFRTA’s website www.sfrta.fl.gov/transit-development-plan.aspx. SFRTA is authorized to borrow money as provided by the State Bond Act, and bonds must be authorized by SFRTA resolution after approval of the issuance of bonds at a public hearing. However, SFRTA has never issued any bonds.

The governing body of SFRTA consists of ten voting members, including one County Commissioner elected by the County Commission from each of the following counties: Broward, Miami-Dade and Palm Beach (three members), one citizen appointed by each County Commission who is not a member of the County Commission (three members), a FDOT District Secretary or his or her designee appointed by the Secretary of Transportation, and three citizens appointed by the Governor. The three citizen appointees must all reside in different counties within the SFRTA service area. Members are appointed to serve four year terms, except that the terms of the appointees of the Governor must be concurrent. A vacancy during a term is filled by the respective appointing authority in the same manner as the original appointment and only for the balance of the unexpired term. In June 2019, the SFRTA Board elected a new Chair and Vice-Chair for FY 2020. Current SFRTA Board members are presented in Table 30.

Table 30
South Florida Regional Transportation Authority
Board Members as of June 30, 2018

<i>Name</i>	<i>Appointment</i>	<i>Position</i>
Esteban Bovo, Jr.	Commissioner, Miami-Dade County	Chair
Tim Ryan	Commissioner, Broward County	Vice-Chair
Hal R. Valeche	Commissioner, Palm Beach County	Board Member
Andrew Frey	Governor's Appointee	Board Member
Frank Frione	Governor's Appointee	Board Member
Nick A. Inamdar	Representative, Miami-Dade County	Board Member
Gerry O'Reilly, P.E.	District Four Secretary	Board Member
F. Martin Perry	Representative, Palm Beach County	Board Member
James A. Scott	Governor's Appointee	Board Member
Robert C. L. Vaughan	Representative, Broward County	Board Member

Steven Abrams has served as the SFRTA Executive Director since December 2018. He previously served for eight years on the SFRTA governing board, including three terms as chairman. Mr. Abrams has a public service record spanning 30 years at the municipal, county, and regional levels in South Florida, and he has also been a regular Tri-Rail commuter for ten years.

SFRTA is authorized by Chapter 343, Florida Statutes, to coordinate, develop, and implement a regional transportation system in South Florida. Pursuant to its statutory authority, SFRTA provides commuter rail service (Tri-Rail) and offers a free shuttle bus system in Broward County for residents and visitors. Bus connections to Tri-Rail stations in Palm Beach, Miami-Dade and Broward counties are provided by Palm Tran, Miami-Dade Transit, and Broward County Transit through fixed routes. SFRTA operates service in Broward, Miami-Dade, and Palm Beach counties within a service area of 5,128 square miles that is home to 5.5 million residents. North-south daily service along a 72-mile commuter rail corridor with 18 stations connects the region’s three major downtown areas and three international airports. Weekday service that begins at 4:00 a.m. provides 20 and 30-minute headways during morning and afternoon peak periods and is available until 11:35 p.m. Ten train sets operate service that includes 50 one-way

trips each weekday, and 30 one-way trips on weekends and holidays. SFRTA provides hourly service on the weekends. SFRTA typically operates three-car trains, but does operate some four-car sets during various times of the service day.

Tri-Rail Downtown Miami Link Service

Tri-Rail Downtown Miami Link (TRDML) is a new service planned to bring 26 Tri-Rail trains per weekday directly into downtown Miami at the new Brightline MiamiCentral Station on the Florida East Coast (FEC) rail corridor. This service will travel on approximately 8.5-miles of the FEC Corridor between the current Tri-Rail Metrorail Transfer Station on the South Florida Rail Corridor (SFRC), and the new Brightline MiamiCentral Station in Downtown Miami on the FEC corridor.

TRDML will link the two rail corridors and bring Tri-Rail onto the FEC corridor for the first time, allowing for a one-stop ride from Tri-Rail's northernmost station in Palm Beach County to the MiamiCentral Station in downtown Miami. By collocating with Brightline in the new station, SFRTA will leverage committed freight rail improvements, as well as the station infrastructure improvements.



Tri-Rail Miami Airport Station.

The start of TRDML service has been delayed due to the installation of PTC by Brightline on the FEC Corridor. The Federal Railroad Administration (FRA) requires PTC to be installed on all railroads by December 2020. As such, Tri-Rail service into the Miami Central Station could be delayed until PTC installation is completed by Brightline.

MiamiCentral Station

On April 26, 2018, the Miami-Dade Transportation Planning Organization (TPO) unanimously approved Resolution #14-18 endorsing the identification and implementation of demonstration projects that advance elements of the Strategic Miami Area Rapid Transit (SMART) Plan. SMART Plan demonstration project eligibility is categorized as follows: 1) new routes with connectivity to the SMART Plan; 2) new stations with connectivity to the SMART Plan; and 3) new transit facilities with connectivity to the SMART Plan that advance elements of the SMART Plan and increase service to the traveling public. The Midtown/Design District Demonstration Station was selected through this process.

The Demonstration Station, proposed to be sited near the intersection of 36th Street and Interstate 95, would be the second Tri-Rail station on the TRDML connection. The Demonstration Station is currently on hold as SFRTA has recently engaged in preliminary discussions with the Miami-Dade TPO regarding a permanent station, to be located at or around the Midtown/Design District area, or further south near the Wynwood neighborhood.

Table 31
South Florida Regional Transportation Authority
Summary of Performance Measures
FY 2018

<i>Performance Measure</i>	<i>Detail</i>	<i>Objective</i>	<i>Actual Results</i>	<i>Meets Objective⁴</i>
Unlinked Passenger Trips per Revenue Hour	Passenger trips divided by revenue hours	>39.3	34.8	X
Operating Expense ¹ per Revenue Mile	Operating expenses divided by revenue miles	<\$21.43	\$26.49	X
Operating Expense per Passenger Trip	Operating expenses divided by annual ridership	<\$17.86	\$22.09	X
Operating Expense per Passenger Mile	Operating expenses divided by passenger miles	<\$0.54	\$0.79	X
Farebox Recovery Ratio	Passenger fares divided by operating expenses	>22.5%	13.8%	X
Major Incidents	FRA reportable incidents for rail	Zero	0	✓
Revenue Miles between Failures	Revenue miles divided by revenue vehicle system failures ²	>41,863	50,808	✓
Revenue Miles versus Vehicle Miles	Revenue miles divided by vehicle miles ³	>.93	0.96	✓
Customer Service	Average time from complaint to response	14 days	14 days	✓
Customer Service	Customer complaints divided by boardings	<2 per 5,000 boardings	2.4	X
On-time Performance	% trips end to end on time < 6 minutes late	>80%	91.0%	✓

¹ Operating expenses do not include the cost of feeder bus service or capital planning.

² A failure is classified as the breakdown of either a major or minor element of the revenue vehicle's mechanical system.

³ Total annual vehicle miles include: deadhead miles, vehicle miles from the end of service to the yard, driver training and other miscellaneous miles not considered to be in direct revenue service.

⁴ Performance Measure Objective Key: ✓ - Meets X - Does Not Meet N/A - Not Applicable

Tampa Bay Area Regional Transit Authority (TBARTA)

Background



The Tampa Bay Area Regional Transit Authority (TBARTA) is an agency of the State of Florida, created in 2007 pursuant to Chapter 343, Part V, Florida Statutes. The purposes of TBARTA are to plan, develop, fund implement, and operate mobility improvements and expansions of multimodal transportation options for passengers and freight throughout the designated region covering Hernando, Hillsborough, Manatee, Pasco, and Pinellas Counties and any other contiguous county that is party to an agreement of participation.

TBARTA has the ability to plan, develop, finance, construct, own, purchase, operate, maintain, relocate, equip, repair, and manage public transportation projects, such as: express bus services; bus rapid transit services; light rail, commuter rail, heavy rail, or other transit services; ferry services; transit stations; park-and-ride lots; transit-oriented development nodes; feeder roads, reliever roads, bypasses, or appurtenant facilities that are intended to address critical transportation needs or concerns in the region as identified by TBARTA. TBARTA also has eminent domain powers and can issue its own revenue bonds to finance construction or improvements to the system or can alternatively issue bonds through the Division of Bond Finance of the State Board of Administration.

Senate Bill (SB) 1672, passed by the 2017 Legislature, became effective on July 1, 2017 and significantly amended TBARTA's enabling legislation (Chapter 343, Part V, Florida Statutes). SB 1672 renames the Tampa Bay Area Regional

Transportation Authority to the Tampa Bay Area Regional Transit Authority; amends the composition of the TBARTA Board and

Highlights

- Senate Bill (SB) 1672, passed by the 2017 Legislature, significantly amended TBARTA's enabling legislation, effective July 1, 2017. The legislation changed TBARTA into the Tampa Bay Area Regional Transit Authority and changed the composition of the TBARTA Board. The reconstituted Board held their first meeting on August 25, 2017 (no later than 60 days after creation of the authority).
- SB 1672 refocuses TBARTA's purpose and its designated service area, shifting from a 25-year long-range transportation master plan for seven counties to a 10-year regional transit development plan for five counties.
- As required, on January 8, 2018, TBARTA timely confirmed to the Legislature that all TBARTA committees listed in SB 1672 should be established or continued. In addition, TBARTA submitted the required Plan to Produce the Regional Transit Development Plan (RTDP) which will integrate the individual transit development plans of participant counties and prioritize regionally significant transit projects and facilities for investment.
- TBARTA selected Tindale Oliver through a competitive procurement process in late 2018 and is currently in the process of developing the Envision 2030 RTDP with an estimated completion date of June 2020. The 2018 Legislature provided a \$1 million appropriation to TBARTA to develop the RTDP. Funding became available in July 2018.
- TBARTA concluded its study of MPO regional coordination best practices from other MPOs around the nation under a contract with Stantec Consulting. A third and final public workshop on the short and long-term recommendations of the research was held in mid-October 2018, and results were submitted to the Bay Area Legislative Delegation (BALD) in March of 2019.
- In the 2019 legislative session, TBARTA worked with the lobbyist firm RSA to secure nonrecurring funding in the amount of \$1.5 million for agency operations and administration and an additional \$1 million to conduct high-level research and feasibility studies. The funding became available in July 2019.

Transportation Authority Monitoring and Oversight

membership; requires the Board to evaluate and submit its recommendations to the Legislature, before the start of the 2018 Regular Session, regarding the abolishment, continuance, modification, or establishment of various committees (Planning, Policy, Finance, Citizens Advisory, TBARTA MPOs CCC, Transit Management, and Technical Advisory Committees); requires TBARTA to develop and adopt a regional transit development plan, rather than a transportation master plan, that integrates the transit development plans of participant counties and prioritizes regionally significant transit projects and facilities; and requires TBARTA to conduct a feasibility study before development of any rail project and submit the study to the Governor, Legislature and the various Boards of County Commissioners. Because these statutory changes became effective on July 1, 2017 (during FY 2017), compliance and operational results reported in this TBARTA chapter of the report are based on the new statutory requirements passed by the 2017 Legislature.

TBARTA is considered an Independent Special District of the state of Florida and subject to the provisions of Chapter 189, Florida Statutes (Uniform Special District Accountability Act). Compliance with governance of TBARTA is being assessed primarily in accordance with Chapters 343 and 189, Florida Statutes, although it will include other applicable statutes.

The current governing Board of TBARTA is comprised of 15 members (13 voting members and two non-voting advisors) as depicted in Table 32. The voting members consist of the following:

- One county commissioner appointed by the respective County Commissions from Hernando, Hillsborough, Manatee, Pasco, and Pinellas Counties; One county commissioner appointed by the respective County

Commissions from Hernando, Hillsborough, Manatee, Pasco, and Pinellas Counties;

- Two members are the mayors of the largest municipality within the area served by the Pinellas Suncoast Transit Authority (PSTA) and the Hillsborough Area Regional Transit Authority (HART);
- PSTA and HART each appoint one member of their respective boards to serve on the TBARTA Board;
- Also on the Board are four members from the regional business community appointed by the Governor, each of whom must reside in one of the counties governed by TBARTA and may not be an elected official; and
- The two non-voting advisors are appointed by the Secretary of the Florida Department of Transportation who must be the District Secretary for each of FDOT districts within the designated area of TBARTA.

The Executive Director is responsible to the Board in carrying out its governance and fiduciary responsibilities, which include performance and

Table 32
Tampa Bay Area Regional Transit Authority
Board Members as of September 30, 2018

<i>Name</i>	<i>Representing</i>	<i>Position</i>
Jim Holton	Governor Appointee	Chairman
Cliff Manuel, Jr.	Governor Appointee	Vice Chairman
Commissioner Janet Long	PSTA	Secretary-Treasurer
Melanie Griffin	Governor Appointee	Board Member
Michael Millett	Governor Appointee	Board Member
Mayor Bob Buckhorn	City of Tampa	Board Member
Commissioner Betsy Benac	Manatee County	Board Member
Commissioner John Mitten	Hernando County	Board Member
Commissioner Patricia Kemp	Hillsborough County	Board Member
Commissioner Kathryn Starkey	Pasco County	Board Member
Commissioner Karen Seel	Pinellas County	Board Member
Kathleen Shanahan	HART	Board Member
Mayor Rick Kriseman	City of St. Petersburg	Board Member
Secretary David Gwynn, P.E.	District Seven Secretary	Non-Voting Advisor
Secretary L. K. Nandam, P.E.	District One Secretary	Non-Voting Advisor

management oversight of all administrative, financial, and planning duties. The Executive Director leads the executive team, directs the budget preparation process, and is responsible for TBARTA's compliance with all state and federal laws, rules and regulations. Ray Chiaramonte resigned as Executive Director, effective June 22, 2018. Also, at its June 22, 2018, meeting, the Board selected Michael Case to be TBARTA's Interim Executive Director in addition to his current responsibilities as TBARTA's Principal Planner and Project Manager. The TBARTA Board revised the Executive Director position description and approved a nationwide search for a permanent Executive Director, led by an executive recruiting firm. An ad hoc search committee of Board members was assembled to guide the search firm, review candidates, and make recommendations to the board for a selection. In their September 2018 meeting, the TBARTA Governing Board selected David Green, previously the Chief Executive Officer (CEO) of the Greater Richmond Transit Company (GRTC).

Shortly after creation in 2007, TBARTA received \$40,000 in combined contributions from area Metropolitan Planning Organizations, \$10,000 from private contributions, and \$50,000 was matched by the Tampa Bay Partnership (a non-profit organization promoting the Tampa Bay region). TBARTA used these funds to pay for legal services, audits, and the cost of travel and expenses related to conducting Board and Committee meetings. Accounting for these funds was provided by FDOT's District Seven Office until December 2008. As a result of an appropriation from the 2008 legislature, TBARTA entered into a Joint Participation Agreement (JPA) with FDOT, whereby in FY 2009 FDOT advanced \$500,000 thousand of the \$2 million appropriated to TBARTA to pay initial administrative expenses. Although the original JPA required TBARTA to return any funds not expended by June 30, 2009, the 2009 and

2010 legislature appropriated unspent funds, and two other JPA's were entered into, whereby the funding was extended to June 30, 2011. The 2011 legislature approved funds to TBARTA in FY 2012 but was vetoed by the Governor. For the cumulative period ending June 30, 2011, TBARTA expended approximately \$1.3 million of the original \$2 million appropriation primarily for salaries and benefits, legal services, and expenses related to conducting Board meetings and public outreach efforts. Accounting for these funds was provided by the Tampa Bay Regional Planning Council, utilizing the Accounting Policies and Procedures Manual adopted by the Board in June 2009.

In the 2018 legislative session, TBARTA successfully pursued a funding earmark to cover the costs of developing its first Regional Transit Development Plan. House Bill 2451 incorporated a non-recurring sum of \$1 million from the State Transportation (primary) Trust Fund in to the 2018-2019 state budget, which was signed by the Governor in March 2018.

TBARTA utilized an outside CPA firm to perform financial and accounting services since 2011. This agreement has been renewed annually and continues during the period of this report. In mid-2018 TBARTA also executed a contract with the Pinellas Suncoast Transit Authority (PSTA) to obtain assistance with managing its federal grants, development of its annual operating and capital budget, and general accounting oversight. TBARTA's Accounting Manual was updated in March 2012, August 2012, and September 2017. A Procurement Policy and Guidelines document was developed and approved by the board in late 2018, providing detailed guidance for purchasing thresholds and competitive solicitation procedures consistent with the regulations of the Federal Transit Administration (FTA), FDOT and other applicable rules, regulations and laws.

Transportation Authority Monitoring and Oversight

Table 33
Tampa Bay Area Regional Transit Authority
Statutory Requirements FY 2018

<i>Subject Area</i>	<i>Requirement</i>	<i>Status</i>
Board Meeting	The first meeting of TBARTA shall be held no later than 60 days after the creation of the authority. (Section 343.92 (7), Florida Statutes)	Completed. The reconstituted Board met for the first time on August 25, 2017 (within 60 days).
Evaluate Committees	Beginning July 1, 2017, evaluate the abolishment, continuance, modification, or establishment of the following committees: Planning, Policy, Finance, Citizens Advisory, TBARTA MPOs Chairs Coordinating, Transit Management, and Technical Advisory. (Section 343.92 (9), Florida Statutes)	Completed.
	Submit recommendations to the President of the Senate and the Speaker of the House of Representatives before the beginning of the 2018 Regular Session. (Section 343.92 (9), Florida Statutes)	Completed. In a letter dated January 8, 2018, the TBARTA Chairman advised the Senate President and House Speaker that all committees be established or continued as listed.
Regional Transit Development Plan (RTDP)	Provide to the President of the Senate and the Speaker of the House of Representatives, on or before the beginning of the 2018 Regular Session, a plan to produce the Regional Transit Development Plan (RTDP). (Section 343.922 (1)(b)1., Florida Statutes)	Completed. The plan to produce the RTDP, approved by the Board on December 8, 2017, was submitted to the Senate President and House Speaker on January 8, 2018.
	Before adoption of the RTDP, hold at least one public meeting in each of the counties within the designated region. At least one public hearing must be held before the TBARTA Board. (Section 343.922 (3)(c), Florida Statutes)	TBARTA is in the process of developing the RTDP. Anticipated completion is June 2020.
	Present original RTDP and updates to the governing bodies of the counties within the designated region, to the TBARTA MPO Chairs Coordinating Committee, and to the legislative delegation members representing those counties within 90 days after adoption. (Section 343.922 (3)(e), Florida Statutes)	TBARTA is in the process of developing the RTDP. Anticipated completion is June 2020.
	After adoption, the RTDP shall be updated every five years before July 1. (Section 343.922 (3)(d), Florida Statutes)	TBARTA is in the process of developing the RTDP. Anticipated completion is June 2020.
Federal Funds Support of Capital Project	An express purpose of TBARTA is to serve as the recipient of federal funds supporting an intercounty project or an intracounty capital project that represents a phase of an intercounty project that exists in a single county within the designated region. (Section 343.922 (1)(c), Florida Statutes)	TBARTA anticipates that documentation will be complete in December 2019 to enable TBARTA to become a designated recipient of Federal Transit Administration funding.
Commuter Rail, Heavy Rail Transit and Light Rail Transit	An action by TBARTA regarding state funding of commuter rail, heavy rail transit, or light rail transit, requires approval by a majority vote of each MPO serving the counties where such rail transit investment will be made and requires the approval by an act of the Legislature. (Section 343.922 (9)(a), Florida Statutes)	Currently, no action has been taken by TBARTA regarding funding or development of any rail project.
	Conduct feasibility study for any rail project before development of the project or any related contract is issued. The study must be submitted to the Governor, President of the Senate, Speaker of the House of Representatives, and the BOCC of Hernando, Hillsborough, Manatee, Pasco and Pinellas Counties. (Section 343.922 (10), Florida Statutes)	Currently, no action has been taken by TBARTA regarding funding or development of any rail project.
	TBARTA may not engage in any advocacy regarding a referendum, ordinance, legislation, or proposal under consideration by any governmental entity or the Legislature which seeks to approve funding of rail. (Section 343.922 (9)(b), Florida Statutes)	TBARTA indicated that it has not engaged in any prohibited advocacy regarding rail funding.

Statutory Requirements

As previously noted, compliance and operational results reported in this TBARTA chapter of the report are based on the new statutory requirements passed by the 2017 Legislature (SB 1672, effective July 1, 2017). TBARTA, previously tasked with developing the seven-county Regional Transportation Master Plan, is now required to develop a Regional Transit Development Plan (RTDP) for the five-county area. The RTDP is intended to prioritize regional transit projects and provide a 10-year plan for transit projects in the five-county region.

Section 343.922 (1)(c), Florida Statutes, provides that one of the express purposes of TBARTA is to serve as the recipient of federal funds supporting an intercounty project or an intracounty capital project that represents a phase of an intercounty project that exists in a single county within the designated region. The 2017 updates to the agency's enabling legislation also requires TBARTA to conduct specific activities with prescribed deadlines. These requirements include meetings, evaluating committees, developing a RTDP, becoming a recipient of federal funds supporting a project, and other various requirements and restrictions related to rail projects. Table 33 lists those statutory requirements and indicates whether those requirements have been met.

A required Plan to Produce the RTDP (Plan) was timely submitted to the President of the Senate and the Speaker of the House of Representatives on January 8, 2018. The plan was assembled in coordination with stakeholders and partners to ensure the planning process meets the region's public transportation planning needs. The Plan was reviewed by the TBARTA Citizens Advisory Committee and individual members of the TBARTA Transit Management Committee, as well as transit agencies and MPOs in the region. Comments from

each agency and TBARTA committees were addressed in the finalized Plan, which was reviewed and approved for submission by the TBARTA Governing Board on December 8, 2017.

TBARTA is currently in the process of developing the RTDP with an estimated completion date of May-June 2020. As such, the RTDP statutory requirements related to public meetings, public hearings, presentations to affected parties, and plan updates are being addressed as part of the RTDP.

TBARTA's first RTDP, branded Envision 2030: The Future of Transit in Tampa Bay, is a strategic guide for TBARTA and its partner agencies, representing the regional vision for transit in Tampa Bay over the next 10 years. Envision 2030 must meet the requirements of the TBARTA Act, Chapter 14-73.001, Florida Administrative Code (F.A.C.), and other relevant state and federal requirements and will include the following major elements:

- Public involvement plan and process;
- Baseline data compilation and analysis (review of regional demographic and travel behavior characteristics);
- Performance evaluation of existing services
- Situation appraisal (agency strengths and weaknesses; external barriers and opportunities; estimation of demand for transit);
- Vision, mission, and goals;
- Transit demand and mobility needs;
- Regional transit needs and enhancements (funded and unfunded);
- 10-year implementation and financial plan (projected costs and revenues); and
- Organizational structure and role of TBARTA.

There are several statutory requirements that can impact TBARTA regarding commuter rail, heavy rail transit and light rail transit projects (Rail Projects). An action by TBARTA regarding state funding of Rail Projects requires approval by a majority vote of each MPO serving the counties where such rail transit investments will be made and requires the approval by an act of the Legislature. TBARTA must also conduct a feasibility study for any rail project before development of the project or any related contract is issued. The study must be submitted to the Governor, President of the Senate, Speaker of the House of Representatives, and the BOCC of Hernando, Hillsborough, Manatee, Pasco, and Pinellas Counties. No action has been taken by the authority regarding funding or development of any rail projects.

Subject to the requirements of Section 106.113, Florida Statutes, TBARTA is also prohibited from engaging in any advocacy regarding a referendum, ordinance, legislation, or proposal under consideration by any governmental entity or the Legislature which seeks to approve funding of rail. In response to an inquiry by Commission staff, TBARTA indicated that it has not engaged in any prohibited advocacy regarding rail funding.

TBARTA is authorized by statute to receive federal funds to support an intercounty project or an intracounty capital project within its designated region and is working to complete the process of becoming a New Grantee of 5307 Federal Transit Administration (FTA) funding allocated through reporting its vanpool miles to the FTA National Transit Database. The documentation is expected to be completed in December 2019.

BACS Merger with TBARTA

In December 2009, TBARTA and Bay Area Commuter Services, Inc. (BACS) entered into a Memorandum of Understanding (MOU), whereby BACS would merge with TBARTA with the intent of

combining the two agencies into one under the auspices of TBARTA. On April 30, 2010, TBARTA and BACS executed a Memorandum of Agreement (MOA) that incorporated the MOU and served as a contract and agreement for the dissolution of BACS and distribution of its assets and assumptions of its liabilities to TBARTA.

On May 1, 2010, the assets and liabilities of BACS were merged into TBARTA at fair market value, leaving a net contribution of approximately \$283 thousand. BACS is a non-profit, regional commuter assistance program agency serving FDOT's District Seven since 1992. Its purpose is to promote and encourage transportation alternatives to driving alone in the single occupant vehicle within the five-county area of West Central Florida (Hillsborough, Pinellas, Pasco, Hernando and Citrus Counties). The merger increased program effectiveness, decreased overall costs, and took advantage of efficiencies, accomplished through the co-location and combination of programs and operations. The agreement provided for the continued employment of BACS staff and the relocation of TBARTA to BACS' leased premises at the University of South Florida. Due to the scheduled expiration of the office space lease at the University of South Florida, TBARTA executed a new lease in October 2014. The new five-year lease, in the Meridian One office building in Westshore, provides cost savings due to some rent abatement and provides an out clause at the end of three years. TBARTA transitioned to its new offices in January 2015.

The organization within TBARTA (renamed TBARTA Commuter Services) sustains itself with its available financing and provides additional staff support. Various agreements have been executed that assign funding previously provided to BACS to TBARTA to continue operating commuter assistance programs including carpool and vanpool services.

Current Activities

Since 2010, TBARTA has continued to build the Commuter Assistance Program (CAP) as an effective “right-now” solution to congestion, air quality, and health and safety issues in the counties within FDOT’s District Seven. As a group of services, including ridematching for carpool, vanpool, bike buddy and telework, TBARTA has helped the region save over 7,290,000 miles of travel over Tampa Bay’s roadways in 2018, contributing to significant reductions in congestion and cost savings for commuters and the environment. The agency has added additional members to the account executive team under the program, as well as a department director, providing a more closely managed program and accountability for its outreach activities.

For vanpool, the program went from 126 vans at the end of last year, to a current fleet count of 150 vehicles operating in maximum service. TBARTA staff is currently working to promote expansion throughout the region and is exploring opportunities to expand its staff and serve all seven TBARTA-member counties. They are joined in the effort by their private-sector program partner, Enterprise Rideshare, whom acquired vRide, Inc. in 2017.



Commuter Vanpool - Community Outreach.

TBARTA also continues to report operational and financial statistics for vanpool to the National Transit Database (NTD), which ultimately enables TBARTA to collect Federal Urbanized Area Formula Funds (Section 5307) each year.

TBARTA has continued its partnership with PikMyKid through a grant from FDOT District 7 to help incentivize growth of the agency’s Regional School Commute (RSC) Program. Currently, 77 total schools are fully participating, and TBARTA and PikMyKid staff are currently working on new marketing campaigns to promote use of both the application and the RSC Program.

In 2017, the Florida Legislature changed the mission and geographic scope of TBARTA in ways that eliminated the alignment in purpose between TBARTA and the TBARTA MPO Chairs Coordinating Committee (CCC). TBARTA staff and the CCC staff directors agreed that a transition of MPO regional coordination responsibilities back to the MPOs would be beneficial to both entities. Previously, TBARTA provided administrative support and direction to the CCC via a \$30,000 staff services agreement that was signed annually on a rotating basis with one of the member MPOs. Under the new arrangement, TBARTA will continue to post meeting notices, agendas, and meeting materials for the CCC on the TBARTA website, and TBARTA will continue to make its conference room available for the CCC staff directors meeting and other committee meetings. TBARTA will also attend these meetings to provide direction on regional transit issues. The CCC staff directors will resume responsibility for preparing meeting agendas, materials and summaries of all CCC committee and board meetings. This new arrangement allows TBARTA to fully focus its staff resources on regional transit, and it lets the MPOs be directly responsible for work products that fall under the realm of MPO authority outlined in federal and state laws.

TBARTA is currently in the process of developing the Envision 2030 RTDP with an estimated completion date of May-June 2020. The 2018 Legislature provided a \$1 million appropriation to TBARTA to develop the RTDP and that funding became available on July 1, 2018. TBARTA worked with the Pinellas Suncoast Transit Authority (PSTA) procurement department to issue a competitive consultant solicitation in late 2018 and awarded Tindale Oliver with a contract in early 2019. TBARTA has assembled a Technical Advisory Group (TAG) to assist in the technical review of the project elements, and is currently preparing materials for a board workshop to determine the future direction of the agencies across several key focus areas identified through examination of similar regional transit authorities across the country.

The Envision RTDP will fit within an overlapping and coordinated transit planning process, which will also consider the results of the Regional Transit Feasibility Plan (RTFP), which the agency took leading role in promoting in 2018 and adopted as the agency responsible for implementation. As a direct outcome of this action, TBARTA secured a \$5 million grant from FDOT District Seven to conduct a Project Development and Environment (PD&E) study for the top performing project from the RTFP, a 41-mile Bus Rapid Transit (BRT) service operating primarily on the future managed lanes I-275 between Wesley Chapel in Pasco County and Downtown St. Petersburg in Pinellas County. The study commenced in May 2019 and is expected to be completed by Summer 2021.

In the 2019 legislative session, TBARTA worked with the lobbyist firm, RSA, to secure nonrecurring funding in the amount of \$1.5 million for agency operations and administration and an additional \$1 million to conduct high-level research and feasibility studies, including a study on the technical, financial, and regulatory feasibility of

implementing hyperloop, air taxi, and urban aerial gondolas. The feasibility study will cover route types, corridor profiles and connections, travel demand, environmental considerations, safety considerations, regulatory considerations, an overview of the technologies alongside comparable technologies and innovations, costs, and sector financing opportunities. The portion of the study related to hyperloop will focus on its applicability to the State of Florida. The portion of the study related to air taxis and aerial gondolas will focus on Tampa Bay opportunities.

APPENDIX A—AUTHORITY DATA

Transportation Authority Monitoring and Oversight

Performance Measures Florida Transportation Commission 2018

Five Year Trend for Toll Authority Performance Measures and Reportable Indicators

Toll Authority Name:

CENTRAL FLORIDA EXPRESSWAY AUTHORITY (CFX)

Official Reporting Period: July 1 through June 30

Operations:

	Objective	2014	2015	2016	2017	2018
Growth in Value of Transportation Assets		\$ 3,423,945,000	\$ 3,597,288,000	\$ 3,799,865,000	\$ 4,088,061,000	\$ 4,404,980,000
Land Acquisition		658,362,000	657,301,000	657,379,000	704,091,000	905,374,000
Infrastructure Assets		2,535,425,000	2,610,985,000	2,707,363,000	2,768,014,000	3,268,030,000
Construction in Progress		230,158,000	329,002,000	435,123,000	615,956,000	231,576,000
Preservation of Transportation Assets		\$ 14,770,000	\$ 18,394,000	\$ 29,566,000	\$ 37,565,000	\$ 51,443,000
Renewal & Replacement of Infrastructure		468,000	3,975,000	15,964,000	22,447,000	33,837,000
Routine Maintenance of Infrastructure		14,302,000	14,419,000	13,602,000	15,118,000	17,606,000
SHS Maintenance Rating Program (MRP) Rating	> 90	90.0	90.0	89.0	92.0	92.0
Pavement Condition Rating						
SHS Lane Miles rated "excellent or good"	> 85%	98.0%	98.0%	93.0%	93.9%	92.0%
Bridge Condition Rating						
Bridge Structures rated "excellent or good"	> 95%	99.3%	99.3%	98.6%	98.7%	98.8%
SHS Bridge Structures with posted weight restrictions	0%	0.0%	0.0%	0.0%	0.0%	0.0%
Toll Collection Transactions						
Electronic Transactions		80.3%	81.4%	82.8%	84.5%	86.0%
Revenue from Electronic Transactions		76.9%	78.1%	79.4%	81.1%	82.4%
Annual Revenue Growth						
Toll & Operating Revenue		7.2%	10.3%	11.6%	8.3%	4.3%
Revenue Variance						
Actual Revenue with "recovery of fines"		98.9%	98.7%	98.1%	99.0%	95.2%
Actual Revenue without "recovery of fines"		97.6%	97.1%	96.2%	97.3%	93.6%
Actual Revenue without "recovery of fines" (3-year moving average)	< 4% (96%)	97.9%	97.5%	96.9%	96.9%	95.6%
Safety						
MRP Safety Characteristic - Signing	> 90	94	90	93	94	95
MRP Safety Characteristic - Striping	> 95	98	98	98	98	95
MRP Safety Characteristic - Guardrail	> 80	87	94	89	86	86
MRP Safety Characteristic - Lighting	> 85	89	95	92	97	90
Fatalities per 100 million vehicle miles traveled		0.201	0.261	0.343	0.434	N/A
Customer Service						
Average Customer Call Wait Time	> 80% within 1 min.	N/A	N/A	52.8%	78.8%	63.5%
Image Review Processing Time	> 90% reviewed in < 2 weeks	100.0%	100.0%	100.0%	100.0%	75.0%

Operations & Budget:

	Objective	2014	2015	2016	2017	2018
Consultant Contracts						
Final Cost % increase above Original Award	< 5%	16.3%	-2.6%	8.9%	-6.1%	-7.3%
Construction Contracts						
Completed within 20% above original contract time	≥ 80%	100.0%	100.0%	100.0%	100.0%	100.0%
Completed within 10% above original contract amount	≥ 90%	100.0%	100.0%	100.0%	100.0%	100.0%
Cost to Collect a Toll Transaction						
Cost to Collect a Transaction (net of exclusions)		\$0.10	\$0.10	\$0.09	\$0.10	\$0.11
Operating Efficiency						
Toll Collection Expense as a % of Operating Expense		46.3%	46.2%	43.6%	42.4%	38.9%
Routine Maintenance Expense as a % of Operating Expense		18.7%	17.8%	14.6%	13.8%	12.8%
Administrative Expense as a % of Operating Expense		6.6%	6.9%	6.9%	6.5%	5.6%
Operating Expense as a % of Operating Revenue		23.5%	22.5%	23.3%	25.2%	30.3%
Toll Collection Expense (net of exclusions) as a % of Toll Revenue	< 12%	11.0%	10.5%	9.7%	10.5%	11.6%
Annual OM&A Forecast Variance						
Actual OM&A Expenses to Annual Budget	< 110%	95.3%	95.8%	89.5%	89.0%	94.8%
Rating Agency Performance						
Operations & Maintenance Expense as a % of Total Revenue		15.3%	14.4%	13.6%	14.2%	15.7%

Performance Measures Florida Transportation Commission 2018

Five Year Trend for Toll Authority Performance Measures and Reportable Indicators

Toll Authority Name:

CENTRAL FLORIDA EXPRESSWAY AUTHORITY (CFX)

Official Reporting Period: July 1 through June 30

Applicable Laws:

	Objective	2014	2015	2016	2017	2018
Minority Participation						
M/WBE & SBE Utilization as a % of Total Expenditures	> 90% of agency target:	20.0%	8.2%	21.4%	17.0%	11.8%

Revenue Management & Bond Proceeds:

	Objective	2014	2015	2016	2017	2018
Debit Service Coverage						
Bonded/Commercial Debt ((Rev-Interest)-(Toll+Maint))/Comm Debt		1.98	2.19	2.41	2.26	2.32
Comprehensive Debt ((Rev-Interest)-(Toll+Maint))/All Debt		1.62	1.81	2.08	2.00	2.32
Authority Compliance with Bond Covenants for Debt Service Coverage	Yes	Yes	Yes	Yes	Yes	YES
Bond Rating ≥ BBB, Baa, and BBB and No Downward Rating from Previous Year	Yes	Yes	Yes	Yes	Yes	Yes
Underlying Bond Ratings from Agencies						
S&P Bond Rating		A	A	A	A	A+
Moody's Bond Rating		A2	A2	A2	A2	A1
Fitch Bond Rating		A	A	A	A	A

Property Acquisition:

	Objective	2014	2015	2016	2017	2018
Right-of-Way						
# Projects Requiring ROW Acquisition		1	3	3	1	1
# Parcels Needed to be Acquired for Projects		114	39	2	1	1
# Parcels Acquired via Negotiations		4	9	6	1	1
# Parcels Acquired via Condemnation		29	80	24	-	-
# Parcels Acquired with Final Judgements at or Less than one half the range of contention		1	16	23	18	24

Transportation Authority Monitoring and Oversight

Performance Measures Florida Transportation Commission 2018

Five Year Trend for Toll Authority Performance Measures and Reportable Indicators

Toll Authority Name:

FLORIDA'S TURNPIKE SYSTEM (TURNPIKE)

Official Reporting Period: July 1 through June 30

Operations:

	Objective	2014	2015	2016	2017	2018
Growth in Value of Transportation Assets		\$ 8,782,318,000	\$ 9,138,235,000	\$ 9,540,757,000	\$ 10,038,736,000	\$ 10,507,915,000
Land Acquisition		892,855,000	903,572,000	924,181,000	951,869,000	951,101,000
Buildings		60,367,000	60,367,000	68,753,000	68,753,000	82,687,000
Infrastructure Assets		6,878,491,000	7,224,909,000	7,629,841,000	7,811,666,000	7,945,131,000
Construction in Progress		950,605,000	949,387,000	917,982,000	1,206,448,000	1,528,996,000
Preservation of Transportation Assets		\$ 98,925,000	\$ 98,352,000	\$ 107,453,000	\$ 123,129,000	\$ 130,442,000
Renewal & Replacement of Infrastructure		62,684,000	59,249,000	64,578,000	76,839,000	77,251,000
Routine Maintenance of Infrastructure		36,241,000	39,103,000	42,875,000	46,290,000	53,191,000
SHS Maintenance Rating Program (MRP) Rating	> 90	89.0	88.0	88.0	88.0	87.0
Pavement Condition Rating						
SHS Lane Miles rated "excellent or good"	> 85%	99.9%	99.9%	98.4%	97.1%	95.7%
Bridge Condition Rating						
Bridge Structures rated "excellent or good"	> 95%	98.6%	98.8%	99.2%	99.2%	99.3%
SHS Bridge Structures with posted weight restrictions	0%	0.0%	0.0%	0.0%	0.0%	0.0%
Toll Collection Transactions						
Electronic Transactions		86.5%	89.9%	91.2%	91.9%	92.6%
Revenue from Electronic Transactions		82.0%	85.4%	87.2%	88.9%	89.5%
Annual Revenue Growth						
Toll & Operating Revenue		5.5%	9.5%	10.3%	5.8%	1.8%
Revenue Variance						
Actual Revenue with "recovery of fines"		95.8%	94.6%	94.1%	95.1%	93.2%
Actual Revenue without "recovery of fines"		95.3%	94.4%	93.9%	95.1%	93.2%
Actual Revenue without "recovery of fines" (3-year moving average)	< 4% (96%)	95.1%	94.8%	94.5%	94.5%	94.1%
Safety						
MRP Safety Characteristic - Signing	> 90	89	88	90	83	86
MRP Safety Characteristic - Striping	> 95	96	98	92	94	94
MRP Safety Characteristic - Guardrail	> 80	71	77	78	75	76
MRP Safety Characteristic - Lighting	> 85	75	71	62	63	68
Fatalities per 100 million vehicle miles traveled		0.462	0.493	0.589	0.446	N/A
Customer Service						
Average Customer Call Wait Time	> 80% within 1 min.	N/A	N/A	N/A	67.2%	83.8%
Image Review Processing Time	> 90% reviewed in < 2 weeks	N/A	N/A	N/A	100.0%	99.5%

Operations & Budget:

	Objective	2014	2015	2016	2017	2018
Consultant Contracts						
Final Cost % increase above Original Award	< 5%	22.6%	40.9%	24.9%	20.0%	11.8%
Construction Contracts						
Completed within 20% above original contract time	≥ 80%	100.0%	100.0%	100.0%	100.0%	100.0%
Completed within 10% above original contract amount	≥ 90%	100.0%	80.0%	100.0%	100.0%	80.0%
Cost to Collect a Toll Transaction						
Cost to Collect a Transaction (net of exclusions)		\$0.129	\$0.117	\$0.114	\$0.113	\$0.109
Operating Efficiency						
Toll Collection Expense as a % of Operating Expense		49.1%	50.8%	48.8%	44.2%	43.9%
Routine Maintenance Expense as a % of Operating Expense		13.7%	14.4%	14.0%	12.6%	13.6%
Administrative Expense as a % of Operating Expense		0.0%	0.0%	0.0%	0.0%	0.0%
Operating Expense as a % of Operating Revenue		32.3%	30.4%	31.0%	35.0%	36.8%
Toll Collection Expense (net of exclusions) as a % of Toll Revenue	< 12%	12.0%	11.0%	10.6%	10.4%	10.3%
Annual OM&A Forecast Variance						
Actual OM&A Expenses to Annual Budget	< 110%	97.6%	107.1%	101.9%	102.9%	104.8%
Rating Agency Performance						
Operations & Maintenance Expense as a % of Total Revenue		20.3%	19.8%	19.5%	19.9%	21.2%

Performance Measures Florida Transportation Commission 2018

Five Year Trend for Toll Authority Performance Measures and Reportable Indicators

Toll Authority Name:

FLORIDA'S TURNPIKE SYSTEM (TURNPIKE)

Official Reporting Period: July 1 through June 30

Applicable Laws:

Minority Participation

M/WBE & SBE Utilization as a % of Total Expenditures

Objective	2014	2015	2016	2017	2018
> 90% of agency target:	8.7%	6.6%	7.6%	11.0%	10.3%

Revenue Management & Bond Proceeds:

Debit Service Coverage

Bonded/Commercial Debt ((Rev-Interest)-
(Toll+Maint))/Comm DebtComprehensive Debt ((Rev-Interest)-
(Toll+Maint))/All DebtAuthority Compliance with Bond Covenants for
Debt Service CoverageBond Rating ≥ BBB, Baa, and BBB and No
Downward Rating from Previous Year

Objective	2014	2015	2016	2017	2018
	2.72	2.83	3.04	3.25	3.27
	2.61	2.69	2.87	2.53	3.21
Yes	Yes	Yes	Yes	Yes	Yes
Yes	Yes	Yes	Yes	Yes	Yes

Underlying Bond Ratings from Agencies

S&P Bond Rating

Moody's Bond Rating

Fitch Bond Rating

AA-	AA-	AA	AA	AA
Aa3	Aa3	Aa2	Aa2	Aa2
AA-	AA-	AA-	AA	AA

Property Acquisition:

Right-of-Way

Projects Requiring ROW Acquisition

Parcels Needed to be Acquired for Projects

Parcels Acquired via Negotiations

Parcels Acquired via Condemnation

Parcels Acquired with Final Judgements at or
Less than one half the range of contention

Agency Appraisals

Initial Offers

Owners Appraisals

Final Settlements

Objective	2014	2015	2016	2017	2018
	2	3	4	6	6
	-	-	191	100	10
	9	16	60	68	1
	-	-	9	32	9
	-	-	-	14	-
	\$ 2,530,000	\$ 2,507,000	\$ 2,507,000	\$ 2,507,000	\$ 2,507,000
	\$ 2,090,000	\$ 2,238,000	\$ 2,238,000	\$ 2,238,000	\$ 2,238,000
	\$ -	\$ -	\$ -	\$ -	\$ -
	\$ 2,176,000	\$ 2,799,000	\$ 2,799,000	\$ 2,799,000	\$ 2,799,000

Transportation Authority Monitoring and Oversight

Performance Measures Florida Transportation Commission 2018

Five Year Trend for Toll Authority Performance Measures and Reportable Indicators

Toll Authority Name:

MIAMI-DADE EXPRESSWAY AUTHORITY (MDX)

Official Reporting Period: July 1 through June 30

Operations:

	Objective	2014	2015	2016	2017	2018
Growth in Value of Transportation Assets		\$ 1,383,016,309	\$ 1,490,859,958	\$ 1,579,534,220	\$ 1,759,393,394	\$ 1,835,354,448
Land Acquisition		324,145,357	484,223,266	495,900,171	585,882,837	601,830,807
Infrastructure Assets		496,325,419	588,263,886	615,416,142	865,705,147	834,764,799
Construction in Progress		562,545,533	418,372,806	468,217,907	307,805,410	398,758,841
Preservation of Transportation Assets		\$ 6,396,521	\$ 6,843,241	\$ 7,001,683	\$ 6,773,420	\$ 9,229,110
Renewal & Replacement of Infrastructure		-	-	-	-	-
Routine Maintenance of Infrastructure		6,396,521	6,843,241	7,001,683	6,773,420	9,229,110
SHS Maintenance Rating Program (MRP) Rating	≥ 90	92.6	91.0	92.3	91.3	89.4
Pavement Condition Rating						
SHS Lane Miles rated "excellent or good"	> 85%	95.6%	92.9%	95.2%	94.5%	95.2%
Bridge Condition Rating						
Bridge Structures rated "excellent or good"	> 95%	98.3%	99.1%	99.1%	99.3%	99.3%
SHS Bridge Structures with posted weight restrictions	0%	0.0%	0.0%	0.0%	0.0%	0.0%
Toll Collection Transactions						
Electronic Transactions		97.9%	99.6%	100.0%	100.0%	100.0%
Revenue from Electronic Transactions		92.9%	90.1%	100.0%	100.0%	100.0%
Annual Revenue Growth						
Toll & Operating Revenue		-4.0%	41.2%	28.3%	1.0%	6.5%
Revenue Variance						
Actual Revenue with "recovery of fines"		88.5%	92.7%	95.3%	91.1%	93.2%
Actual Revenue without "recovery of fines"		88.3%	90.6%	90.3%	91.0%	93.1%
Actual Revenue without "recovery of fines" (3-year moving average)	< 4% (96%)	93.5%	92.0%	89.9%	90.7%	91.5%
Safety						
MRP Safety Characteristic - Signing	> 90	97	90	92	95	95
MRP Safety Characteristic - Striping	> 95	89	88	90	84	83
MRP Safety Characteristic - Guardrail	> 80	91	86	84	82	81
MRP Safety Characteristic - Lighting	> 85	85	79	81	78	74
Fatalities per 100 million vehicle miles traveled		0.266	0.781	0.086	N/A	N/A
Customer Service						
Average Customer Call Wait Time	> 80% within 1 min.	N/A	N/A	81.0%	89.4%	86.4%
Image Review Processing Time	> 90% reviewed in < 2 weeks	N/A	N/A	99.3%	64.5%	87.8%

Operations & Budget:

	Objective	2014	2015	2016	2017	2018
Consultant Contracts						
Final Cost % increase above Original Award	< 5%	N/A	3.5%	0.0%	20.8%	N/A
Construction Contracts						
Completed within 20% above original contract time	≥ 80%	N/A	100.0%	80.0%	0.0%	N/A
Completed within 10% above original contract amount	≥ 90%	N/A	100.0%	100.0%	50.0%	N/A
Cost to Collect a Toll Transaction						
Cost to Collect a Transaction (net of exclusions)		\$0.06	\$0.06	\$0.05	\$0.04	\$0.04
Operating Efficiency						
Toll Collection Expense as a % of Operating Expense		35.6%	43.7%	46.8%	43.5%	42.2%
Routine Maintenance Expense as a % of Operating Expense		9.7%	9.2%	8.4%	7.7%	9.9%
Administrative Expense as a % of Operating Expense		10.2%	8.0%	9.2%	8.6%	6.5%
Operating Expense as a % of Operating Revenue		50.9%	40.7%	35.2%	37.0%	36.9%
Toll Collection Expense (net of exclusions) as a % of Toll Revenue	< 12%	11.3%	10.4%	10.5%	9.9%	9.2%
Annual OM&A Forecast Variance						
Actual OM&A Expenses to Annual Budget	< 110%	91.6%	95.2%	96.6%	95.5%	96.0%
Rating Agency Performance						
Operations & Maintenance Expense as a % of Total Revenue		23.0%	21.5%	19.4%	18.9%	19.2%

Performance Measures Florida Transportation Commission 2018

Five Year Trend for Toll Authority Performance Measures and Reportable Indicators

Toll Authority Name:

MIAMI-DADE EXPRESSWAY AUTHORITY (MDX)

Official Reporting Period: July 1 through June 30

Applicable Laws:

Minority Participation

M/WBE & SBE Utilization as a % of Total Expenditures

Objective	2014	2015	2016	2017	2018
> 90% of agency target:	13.6%	12.3%	10.9%	9.9%	11.8%

Revenue Management & Bond Proceeds:

Debit Service Coverage

Bonded/Commercial Debt ((Rev-Interest)-
(Toll+Maint))/Comm DebtComprehensive Debt ((Rev-Interest)-
(Toll+Maint))/All DebtAuthority Compliance with Bond Covenants for
Debt Service CoverageBond Rating ≥ BBB, Baa, and BBB and No
Downward Rating from Previous Year

Objective	2014	2015	2016	2017	2018
Bonded/Commercial Debt ((Rev-Interest)- (Toll+Maint))/Comm Debt	1.59	2.27	2.20	2.01	2.06
Comprehensive Debt ((Rev-Interest)- (Toll+Maint))/All Debt	1.42	2.10	1.86	2.01	2.06
Authority Compliance with Bond Covenants for Debt Service Coverage	Yes	Yes	Yes	Yes	Yes
Bond Rating ≥ BBB, Baa, and BBB and No Downward Rating from Previous Year	Yes	Yes	Yes	Yes	Yes

Underlying Bond Ratings from Agencies

S&P Bond Rating

Moody's Bond Rating

Fitch Bond Rating

A-	A-	A	A	A
A3	A3	A2	A2	A1
A-	A	A	A	A

Property Acquisition:

Right-of-Way

Projects Requiring ROW Acquisition

Parcels Needed to be Acquired for Projects

Parcels Acquired via Negotiations

Parcels Acquired via Condemnation

Parcels Acquired with Final Judgements at or
Less than one half the range of contention

Objective	2014	2015	2016	2017	2018
# Projects Requiring ROW Acquisition	N/A	N/A	3	3	3
# Parcels Needed to be Acquired for Projects	N/A	N/A	20	44	11
# Parcels Acquired via Negotiations	N/A	N/A	19	11	2
# Parcels Acquired via Condemnation	N/A	N/A	1	33	9
# Parcels Acquired with Final Judgements at or Less than one half the range of contention	N/A	N/A	-	8	15

Transportation Authority Monitoring and Oversight

Performance Measures Florida Transportation Commission 2018

Five Year Trend for Toll Authority Performance Measures and Reportable Indicators

Toll Authority Name: **MID-BAY BRIDGE AUTHORITY (MBBA)**

Official Reporting Period: October 1 through September 30

Operations:

	Objective	2014	2015	2016	2017	2018
Growth in Value of Transportation Assets		\$ 234,866,228	\$ 235,169,835	\$ 235,448,713	\$ 235,871,551	\$ 235,920,368
Land Acquisition		663,168	663,168	663,168	663,168	663,170
Infrastructure Assets		230,687,186	233,568,246	234,247,883	234,589,139	234,589,139
Construction in Progress		3,515,874	938,421	537,662	619,244	668,059
Preservation of Transportation Assets		\$ 2,238,398	\$ 385,721	\$ 880,806	\$ 1,377,001	\$ 242,683
Renewal & Replacement of Infrastructure		1,868,725	66,024	644,249	1,100,568	383
Routine Maintenance of Infrastructure		369,673	319,697	236,557	276,433	242,300
SHS Maintenance Rating Program (MRP) Rating	> 90	94.0	86.0	83.0	85.0	94.0
Pavement Condition Rating						
SHS Lane Miles rated "excellent or good"	> 85%	100.0%	100.0%	100.0%	100.0%	100.0%
Bridge Condition Rating						
Bridge Structures rated "excellent or good"	> 95%	92.3%	92.3%	100.0%	100.0%	100.0%
SHS Bridge Structures with posted weight restrictions	0%	0.0%	0.0%	0.0%	0.0%	0.0%
Toll Collection Transactions						
Electronic Transactions		64.1%	74.1%	75.9%	76.1%	77.3%
Revenue from Electronic Transactions		61.6%	64.3%	67.0%	66.8%	66.7%
Annual Revenue Growth						
Toll & Operating Revenue		14.3%	14.2%	32.3%	-3.7%	2.4%
Revenue Variance						
Actual Revenue with "recovery of fines"		98.3%	98.7%	97.2%	97.2%	95.7%
Actual Revenue without "recovery of fines"		98.2%	98.7%	97.1%	97.2%	95.7%
Actual Revenue without "recovery of fines" (3-year moving average)	< 4% (96%)	98.8%	98.6%	97.9%	97.6%	96.7%
Safety						
MRP Safety Characteristic - Signing	> 90	97	81	74	77	100
MRP Safety Characteristic - Striping	> 95	60	67	77	73	97
MRP Safety Characteristic - Guardrail	> 80	84	91	89	86	100
MRP Safety Characteristic - Lighting	> 85	78	100	67	100	100
Fatalities per 100 million vehicle miles traveled		0.000	3.395	0.000	0.000	N/A
Customer Service						
Average Customer Call Wait Time	> 80% within 1 min.	N/A	N/A	N/A	N/A	N/A
Image Review Processing Time	> 90% reviewed in < 2 weeks	N/A	N/A	N/A	N/A	N/A

Operations & Budget:

	Objective	2014	2015	2016	2017	2018
Consultant Contracts						
Final Cost % increase above Original Award	< 5%	-2.0%	-35.1%	N/A	-3.2%	N/A
Construction Contracts						
Completed within 20% above original contract time	≥ 80%	100.0%	N/A	N/A	100.0%	N/A
Completed within 10% above original contract amount	≥ 90%	100.0%	N/A	N/A	100.0%	N/A
Cost to Collect a Toll Transaction						
Cost to Collect a Transaction (net of exclusions)		\$0.24	\$0.23	\$0.24	\$0.25	\$0.27
Operating Efficiency						
Toll Collection Expense as a % of Operating Expense		42.4%	63.7%	60.5%	59.3%	76.0%
Routine Maintenance Expense as a % of Operating Expense		6.7%	7.7%	5.3%	5.7%	5.8%
Administrative Expense as a % of Operating Expense		14.6%	16.1%	13.8%	12.4%	14.4%
Operating Expense as a % of Operating Revenue		30.6%	20.1%	16.2%	18.5%	15.5%
Toll Collection Expense (net of exclusions) as a % of Toll Revenue	< 12%	11.1%	11.4%	8.7%	9.7%	10.6%
Annual OM&A Forecast Variance						
Actual OM&A Expenses to Annual Budget	< 110%	104.3%	99.7%	97.9%	95.3%	105.6%
Rating Agency Performance						
Operations & Maintenance Expense as a % of Total Revenue		15.0%	14.4%	10.7%	12.0%	12.7%

Performance Measures Florida Transportation Commission 2018

Five Year Trend for Toll Authority Performance Measures and Reportable Indicators

Toll Authority Name:

MID-BAY BRIDGE AUTHORITY (MBBA)

Official Reporting Period: October 1 through September 30

Applicable Laws:

Minority Participation

M/WBE & SBE Utilization as a % of Total Expenditures

Objective	2014	2015	2016	2017	2018
> 90% of agency target:	N/A	N/A	N/A	N/A	N/A

Revenue Management & Bond Proceeds:

Debit Service Coverage

Bonded/Commercial Debt ((Rev-Interest)-
(Toll+Maint))/Comm DebtComprehensive Debt ((Rev-Interest)-
(Toll+Maint))/All DebtAuthority Compliance with Bond Covenants for
Debt Service CoverageBond Rating ≥ BBB, Baa, and BBB and No
Downward Rating from Previous Year

Objective	2014	2015	2016	2017	2018
Bonded/Commercial Debt ((Rev-Interest)- (Toll+Maint))/Comm Debt	1.16	1.47	1.43	1.35	1.33
Comprehensive Debt ((Rev-Interest)- (Toll+Maint))/All Debt	1.16	1.47	1.43	1.35	1.33
Authority Compliance with Bond Covenants for Debt Service Coverage	Yes	Yes	Yes	Yes	Yes
Bond Rating ≥ BBB, Baa, and BBB and No Downward Rating from Previous Year	Yes	Yes	Yes	Yes	Yes

Underlying Bond Ratings from Agencies

S&P Bond Rating

Moody's Bond Rating

Fitch Bond Rating

BBB+	BBB+	BBB+	BBB+	BBB+
Not Rated	Not Rated	Not Rated	Not Rated	Not Rated
BBB+	BBB+	BBB+	BBB+	BBB+

Property Acquisition:

Right-of-Way

Projects Requiring ROW Acquisition

Parcels Needed to be Acquired for Projects

Parcels Acquired via Negotiations

Parcels Acquired via Condemnation

Parcels Acquired with Final Judgements at or

Less than one half the range of contention

Objective	2014	2015	2016	2017	2018
# Projects Requiring ROW Acquisition	-	-	-	-	-
# Parcels Needed to be Acquired for Projects	-	-	-	-	-
# Parcels Acquired via Negotiations	-	-	-	-	-
# Parcels Acquired via Condemnation	-	-	-	-	-
# Parcels Acquired with Final Judgements at or Less than one half the range of contention	-	-	-	-	-

Transportation Authority Monitoring and Oversight

Performance Measures Florida Transportation Commission 2018

Five Year Trend for Toll Authority Performance Measures and Reportable Indicators

Toll Authority Name: OSCEOLA COUNTY EXPRESSWAY AUTHORITY (OCX)

Official Reporting Period: July 1 through June 30

Operations:

	Objective	2014	2015	2016	2017	2018
Growth in Value of Transportation Assets		\$ 19,779,425	\$ 58,998,802	\$ 81,611,878	\$ 84,032,278	\$ 83,242,330
Land Acquisition		-	-	-	-	-
Infrastructure Assets		-	-	55,526,884	81,732,278	83,020,056
Construction in Progress		19,779,425	58,998,802	26,084,994	2,300,000	222,274
Preservation of Transportation Assets		\$ -	\$ -	\$ 11,250	\$ 128,984	\$ 371,218
Renewal & Replacement of Infrastructure		-	-	-	-	-
Routine Maintenance of Infrastructure		-	-	11,250	128,984	371,218
SHS Maintenance Rating Program (MRP) Rating	> 90	N/A	N/A	N/A	N/A	N/A
Pavement Condition Rating						
SHS Lane Miles rated "excellent or good"	> 85%	N/A	N/A	100.0%	100.0%	100.0%
Bridge Condition Rating						
Bridge Structures rated "excellent or good"	> 95%	N/A	N/A	100.0%	100.0%	100.0%
SHS Bridge Structures with posted weight restrictions	0%	N/A	N/A	0.0%	0.0%	0.0%
Toll Collection Transactions						
Electronic Transactions		N/A	N/A	100.0%	100.0%	100.0%
Revenue from Electronic Transactions		N/A	N/A	100.0%	100.0%	100.0%
Annual Revenue Growth						
Toll & Operating Revenue		N/A	N/A	100.0%	2181.6%	60.7%
Revenue Variance						
Actual Revenue with "recovery of fines"		N/A	N/A	99.4%	86.3%	85.9%
Actual Revenue without "recovery of fines"		N/A	N/A	99.4%	86.3%	85.9%
Actual Revenue without "recovery of fines" (3-year moving average)	< 4% (96%)	N/A	N/A	N/A	N/A	86.2%
Safety						
MRP Safety Characteristic - Signing	> 90	N/A	N/A	N/A	N/A	N/A
MRP Safety Characteristic - Striping	> 95	N/A	N/A	N/A	N/A	N/A
MRP Safety Characteristic - Guardrail	> 80	N/A	N/A	N/A	N/A	N/A
MRP Safety Characteristic - Lighting	> 85	N/A	N/A	N/A	N/A	N/A
Fatalities per 100 million vehicle miles traveled		N/A	N/A	0.000	0.000	0.000
Customer Service						
Average Customer Call Wait Time	> 80% within 1 min.	N/A	N/A	N/A	N/A	N/A
Image Review Processing Time	> 90% reviewed in < 2 weeks	N/A	N/A	N/A	N/A	N/A

Operations & Budget:

	Objective	2014	2015	2016	2017	2018
Consultant Contracts						
Final Cost % increase above Original Award	< 5%	N/A	N/A	N/A	N/A	N/A
Construction Contracts						
Completed within 20% above original contract time	≥ 80%	N/A	N/A	100.0%	N/A	N/A
Completed within 10% above original contract amount	≥ 90%	N/A	N/A	100.0%	N/A	N/A
Cost to Collect a Toll Transaction						
Cost to Collect a Transaction (net of exclusions)		N/A	N/A	\$0.15	\$0.09	\$0.00
Operating Efficiency						
Toll Collection Expense as a % of Operating Expense		N/A	N/A	1.6%	9.0%	8.2%
Routine Maintenance Expense as a % of Operating Expense		N/A	N/A	1.5%	6.2%	12.4%
Administrative Expense as a % of Operating Expense		9.8%	10.8%	76.9%	11.5%	13.0%
Operating Expense as a % of Operating Revenue		N/A	N/A	482.0%	56.7%	51.1%
Toll Collection Expense (net of exclusions) as a % of Toll Revenue	< 12%	N/A	N/A	7.8%	5.1%	0.0%
Annual OM&A Forecast Variance						
Actual OM&A Expenses to Annual Budget	< 110%	N/A	N/A	114.3%	15.4%	18.8%
Rating Agency Performance						
Operations & Maintenance Expense as a % of Total Revenue		N/A	N/A	14.8%	8.7%	10.5%

Performance Measures Florida Transportation Commission 2018

Five Year Trend for Toll Authority Performance Measures and Reportable Indicators

Toll Authority Name:

OSCEOLA COUNTY EXPRESSWAY AUTHORITY (OCX)

Official Reporting Period: July 1 through June 30

Applicable Laws:

	Objective	2014	2015	2016	2017	2018
Minority Participation						
M/WBE & SBE Utilization as a % of Total Expenditures	> 90% of agency target:	N/A	N/A	N/A	N/A	N/A

Revenue Management & Bond Proceeds:

	Objective	2014	2015	2016	2017	2018
Debit Service Coverage						
Bonded/Commercial Debt ((Rev-Interest)-(Toll+Maint))/Comm Debt		N/A	N/A	1.87	1.32	1.95
Comprehensive Debt ((Rev-Interest)-(Toll+Maint))/All Debt		N/A	N/A	1.87	1.32	1.95
Authority Compliance with Bond Covenants for Debt Service Coverage	Yes	Yes	Yes	Yes	Yes	Yes
Bond Rating ≥ BBB, Baa, and BBB and No Downward Rating from Previous Year	Yes	No	No	No	No	No
Underlying Bond Ratings from Agencies						
S&P Bond Rating		BBB-	BBB-	BBB-	BBB-	BBB-
Moody's Bond Rating		N/A	N/A	N/A	N/A	N/A
Fitch Bond Rating		N/A	N/A	N/A	N/A	N/A

Property Acquisition:

	Objective	2014	2015	2016	2017	2018
Right-of-Way						
# Projects Requiring ROW Acquisition		-	-	-	-	-
# Parcels Needed to be Acquired for Projects		-	-	-	-	-
# Parcels Acquired via Negotiations		-	-	-	-	-
# Parcels Acquired via Condemnation		-	-	-	-	-
# Parcels Acquired with Final Judgements at or Less than one half the range of contention		-	-	-	-	-

Transportation Authority Monitoring and Oversight

Performance Measures Florida Transportation Commission 2018

Five Year Trend for Toll Authority Performance Measures and Reportable Indicators

Toll Authority Name:

TAMPA-HILLSBOROUGH EXPRESSWAY AUTHORITY (THEA)

Official Reporting Period: July 1 through June 30

Operations:

	Objective	2014	2015	2016	2017	2018
Growth in Value of Transportation Assets		\$ 732,549,211	\$ 734,636,444	\$ 738,393,702	\$ 757,526,584	\$ 927,524,947
Land Acquisition		91,037,064	91,037,064	91,037,064	91,037,064	91,037,064
Infrastructure Assets		608,438,947	639,706,213	639,731,641	639,731,641	730,720,312
Construction in Progress		33,073,200	3,893,167	7,624,997	26,757,879	105,767,571
Preservation of Transportation Assets		\$ 2,992,131	\$ 4,069,533	\$ 3,795,988	\$ 8,438,064	\$ 3,924,909
Renewal & Replacement of Infrastructure		224,878	1,150,214	870,896	5,498,870	1,175,786
Routine Maintenance of Infrastructure		2,767,253	2,919,319	2,925,092	2,939,194	2,749,123
SHS Maintenance Rating Program (MRP) Rating	> 90	94.0	94.0	94.0	94.0	94.0
Pavement Condition Rating						
SHS Lane Miles rated "excellent or good"	> 85%	100.0%	100.0%	100.0%	100.0%	100.0%
Bridge Condition Rating						
Bridge Structures rated "excellent or good"	> 95%	100.0%	100.0%	100.0%	100.0%	100.0%
SHS Bridge Structures with posted weight restrictions	0%	0.0%	0.0%	0.0%	0.0%	0.0%
Toll Collection Transactions						
Electronic Transactions		100.0%	100.0%	100.0%	100.0%	100.0%
Revenue from Electronic Transactions		100.0%	100.0%	100.0%	100.0%	100.0%
Annual Revenue Growth						
Toll & Operating Revenue		7.9%	51.2%	17.5%	8.7%	1.7%
Revenue Variance						
Actual Revenue with "recovery of fines"		96.5%	96.8%	97.7%	96.6%	97.5%
Actual Revenue without "recovery of fines"		96.5%	96.8%	97.7%	96.6%	95.3%
Actual Revenue without "recovery of fines" (3-year moving average)	< 4% (96%)	97.0%	96.8%	97.1%	97.0%	96.5%
Safety						
MRP Safety Characteristic - Signing	> 90	94	88	91	90	95
MRP Safety Characteristic - Striping	> 95	91	91	90	100	98
MRP Safety Characteristic - Guardrail	> 80	93	91	89	89	96
MRP Safety Characteristic - Lighting	> 85	89	88	86	75	95
Fatalities per 100 million vehicle miles traveled		0.000	0.298	0.558	0.531	N/A
Customer Service						
Average Customer Call Wait Time	> 80% within 1 min.	N/A	N/A	N/A	N/A	N/A
Image Review Processing Time	> 90% reviewed in < 2 weeks	N/A	N/A	100.0%	100.0%	100.0%

Operations & Budget:

	Objective	2014	2015	2016	2017	2018
Consultant Contracts						
Final Cost % increase above Original Award	< 5%	-0.2%	-8.5%	-27.2%	N/A	#DIV/0!
Construction Contracts						
Completed within 20% above original contract time	≥ 80%	100.0%	100.0%	100.0%	N/A	100.0%
Completed within 10% above original contract amount	≥ 90%	100.0%	100.0%	100.0%	N/A	100.0%
Cost to Collect a Toll Transaction						
Cost to Collect a Transaction (net of exclusions)		\$0.08	\$0.08	\$0.08	\$0.08	\$0.07
Operating Efficiency						
Toll Collection Expense as a % of Operating Expense		34.4%	34.7%	34.8%	25.4%	28.5%
Routine Maintenance Expense as a % of Operating Expense		23.9%	21.9%	20.5%	15.0%	17.4%
Administrative Expense as a % of Operating Expense		27.5%	25.5%	26.4%	23.0%	35.5%
Operating Expense as a % of Operating Revenue		25.6%	19.5%	17.8%	22.5%	17.8%
Toll Collection Expense (net of exclusions) as a % of Toll Revenue	< 12%	6.8%	5.3%	5.4%	5.2%	4.9%
Annual OM&A Forecast Variance						
Actual OM&A Expenses to Annual Budget	< 110%	95.4%	99.4%	93.9%	93.1%	85.5%
Rating Agency Performance						
Operations & Maintenance Expense as a % of Total Revenue		15.0%	11.1%	9.9%	9.1%	8.2%

Performance Measures Florida Transportation Commission 2018

Five Year Trend for Toll Authority Performance Measures and Reportable Indicators

Toll Authority Name:

TAMPA-HILLSBOROUGH EXPRESSWAY AUTHORITY (THEA)

Official Reporting Period: July 1 through June 30

Applicable Laws:

	Objective	2014	2015	2016	2017	2018
Minority Participation						
M/WBE & SBE Utilization as a % of Total Expenditures	> 90% of agency target:	15.0%	15.4%	17.8%	18.0%	1.2%

Revenue Management & Bond Proceeds:

	Objective	2014	2015	2016	2017	2018
Debit Service Coverage						
Bonded/Commercial Debt ((Rev-Interest)-(Toll+Maint))/Comm Debt		1.94	2.81	3.10	3.18	2.50
Comprehensive Debt ((Rev-Interest)-(Toll+Maint))/All Debt		1.76	2.68	2.86	3.00	2.41
Authority Compliance with Bond Covenants for Debt Service Coverage	Yes	Yes	Yes	Yes	Yes	Yes
Bond Rating ≥ BBB, Baa, and BBB and No Downward Rating from Previous Year	Yes	Yes	Yes	Yes	Yes	Yes
Underlying Bond Ratings from Agencies						
S&P Bond Rating		A	A	A	A	A+
Moody's Bond Rating		A3	A3	A2	A2	A2
Fitch Bond Rating		-	-	-	-	0

Transportation Authority Monitoring and Oversight

Performance Measures Florida Transportation Commission 2018

Five Year Trend for Transit Authority Performance Measures and Reportable Indicators

Transit Authority Name:

CENTRAL FLORIDA REGIONAL TRANSPORTATION AUTHORITY (LYNX)

Official Reporting Period: October 1 through September 30

Performance Measures

	Objective	2014	2015	2016	2017	2018
Unlinked Passenger Trips Per Revenue Hour (Passenger trips divided by revenue hours)	>26.9	27.2	26.0	23.7	22.1	21.3
Operating Expense Per Revenue Mile Operating expense divided by revenue miles	<\$6.44	\$ 6.67	\$ 6.51	\$ 6.41	\$ 6.96	\$ 6.80
Operating Expense Per Revenue Hour Operating expense divided by revenue hours	<\$91.19	\$ 91.07	\$ 88.43	\$ 87.59	\$ 93.40	\$ 91.33
Operating Expense Per Passenger Trip Operating expenses divided by annual ridership	<\$3.65	\$ 3.34	\$ 3.40	\$ 3.69	\$ 4.23	\$ 4.28
Operating Expense Per Passenger Mile Operating expenses divided by passenger miles	<\$0.57	\$ 0.60	\$ 0.59	\$ 0.65	\$ 0.74	\$ 0.75
Farebox Recovery Ratio Passenger fares divided by operating expenses	>27.6%	28.3%	27.5%	25.5%	21.9%	21.2%
Revenue Miles Between Safety Incidents Revenue miles divided by safety incidents	>5% above 2009 (124,513)	131,498	132,067	134,915	188,889	125,504
Revenue Miles Between Failures Revenue miles divided by revenue vehicle system failures. A failure is classified as the breakdown of either a major or minor element of the revenue vehicle's mechanical system	>10,500	8,912	12,055	11,833	14,123	13,644
Revenue Miles versus Vehicle Miles Revenue miles divided by vehicle miles	>.90	0.90	0.898	0.896	0.885	0.897
Customer Service Average time from complaint to response	14 days	16	20	6	6	7
Customer complaints divided by boardings	<2 per 5,000 boardings	0.6	0.8	0.8	0.9	0.5
On-time Performance % trips end to end on time based on departures < 5 minutes late and < 1 minute early	>80%	78.1%	80.8%	78.8%	79.0%	81.2%

Reportable Indicators

	2014	2015	2016	2017	2018
Operating Expense Per Capita (Potential Customer) Annual operating budget divided by the service area population	\$ 49.22	\$ 48.08	\$ 47.21	\$ 49.29	\$ 47.69
Average Headway (minutes) Average time for vehicle to complete its portion of total route miles one time	27.3	26.7	25.6	25.3	24.3
Service Area Population Approximation of overall market size	1,960,634	2,003,626	2,052,373	2,134,411	2,165,653
Service Area Population Density Persons per square mile based on the service area population and size	772.5	789.5	808.7	841.0	853.3
Operating Expense Spending on operations, including administration, maintenance, and operation of service vehicles	\$ 96,499,805	\$ 96,340,963	\$ 96,893,730	\$ 105,206,408	\$ 103,283,186
Operating Revenue Revenue generated through the operation of the transit authority	\$ 41,301,500	\$ 42,734,827	\$ 39,742,629	\$ 39,307,646	\$ 39,792,190
Total Annual Revenue Miles Vehicle miles operated in active service (available to pick up revenue passengers)	14,464,800	14,791,484	15,110,465	15,111,138	15,185,974
Total Annual Revenue Hours Vehicle hours operated in active service	1,059,575	1,089,453	1,106,199	1,126,406	1,130,905
Vehicle Miles Between Failures Vehicle miles divided by revenue vehicle system failures. A failure is classified as the breakdown of either a major or minor element of the revenue vehicle's mechanical system	9,883	13,424	13,210	15,949	15,203
Total Revenue Vehicles Vehicles available to meet annual maximum service requirements	296	308	319	322	306
Peak Vehicles Vehicles operated to meet annual maximum (peak) service requirements	248	252	265	259	260

Performance Measures Florida Transportation Commission 2018

Five Year Trend for Transit Authority Performance Measures and Reportable Indicators

Transit Authority Name:

CENTRAL FLORIDA REGIONAL TRANSPORTATION AUTHORITY (LYNX)

Official Reporting Period: October 1 through September 30

Reportable Indicators

	2014	2015	2016	2017	2018
Ratio of Revenue Vehicles to Peak Vehicles (spare ratio)					
Revenue vehicles, including spares, out-of-service vehicles, and vehicles in/awaiting maintenance, divided by the number of vehicles operated in maximum service	16.2%	18.2%	16.9%	19.6%	15.0%
Annual Passenger Trips					
Passenger boardings on transit vehicles	28,868,418	28,327,951	26,259,736	24,845,029	24,126,901
Average Trip Length					
Average length of passenger trip, generally derived through sampling	5.6	5.7	5.7	5.7	5.7
Annual Passenger Miles					
Passenger trips multiplied by average trip length	161,663,141	162,035,880	149,680,495	141,865,116	137,523,336
Weekday Span of Service (hours)					
Hours of transit service on a representative weekday from first service to last service for all modes	23.0	23.0	23.0	23.0	23.0
Average Fare					
Passenger fare revenues divided by passenger trips	\$ 0.95	\$ 0.94	\$ 0.94	\$ 0.93	\$ 0.91
Passenger Trips Per Revenue Mile					
Passenger trips divided by revenue miles	2.00	1.92	1.74	1.64	1.59
Passenger Trips Per Revenue Hour					
Passenger trips divided by revenue hours	27.2	26.0	23.7	22.1	21.3
Passenger Trips Per Capita					
Passenger trips divided by service area population	14.7	14.1	12.8	11.6	11.1
Average Age of Fleet in Years					
Average age of fleet in years	5.9	5.6	5.8	5.9	6.8
Unrestricted Cash Balance - Financial Indicator					
End of year cash balance from financial statement	\$ 35,228,849	\$ 42,316,042	\$ 37,237,563	\$ 41,248,462	\$ 27,025,094
Weekday Ridership					
Average ridership on weekdays	92,049	88,600	82,353	79,723	76,298
Capital Commitment to System Preservation and System Expansion					
% of capital spent on system preservation	51%	77%	43%	86%	81%
% of capital spent on system expansion	49%	23%	57%	14%	19%
Intermodal Connectivity					
Number of intermodal transfer points available	6	6	6	21	24

Transportation Authority Monitoring and Oversight

Performance Measures Florida Transportation Commission 2018

Five Year Trend for Transit Authority Performance Measures and Reportable Indicators

Transit Authority Name:

JACKSONVILLE TRANSPORTATION AUTHORITY (JTA) Bus

Official Reporting Period: October 1 through September 30

Performance Measures

	Objective	2014	2015	2016	2017	2018
Unlinked Passenger Trips Per Revenue Hour (Passenger trips divided by revenue hours)	>19.1	18.1	18.8	18.5	17.1	16.2
Operating Expense Per Revenue Mile Operating expense divided by revenue miles	<\$7.90	\$ 7.48	\$ 8.06	\$ 7.99	\$ 8.24	\$ 8.64
Operating Expense Per Revenue Hour Operating expense divided by revenue hours	<\$110.64	\$ 107.20	\$ 111.60	\$ 112.35	\$ 116.31	\$ 121.03
Operating Expense Per Passenger Trip Operating expenses divided by annual ridership	<\$6.44	\$ 5.92	\$ 5.93	\$ 6.08	\$ 6.79	\$ 7.47
Operating Expense Per Passenger Mile Operating expense divided by passenger miles	<\$1.22	\$ 0.87	\$ 0.98	\$ 1.01	\$ 1.13	\$ 1.21
Farebox Recovery Ratio Passenger fares divided by operating expenses	>17.6%	17.1%	15.8%	15.5%	14.2%	13.7%
Revenue Miles Between Safety Incidents Revenue miles divided by safety incidents for bus	>5% above 2009 (227,975)	124,812	105,651	146,023	136,960	205,133
Revenue Miles Between Failures Revenue miles divided by revenue vehicle system failures. A failure is classified as the breakdown of either a major or minor element of the revenue vehicle's mechanical system	>10,500	14,370	12,908	11,104	12,047	12,659
Revenue Miles versus Vehicle Miles Revenue miles divided by vehicle miles	>.90	0.94	0.91	0.91	0.91	0.90
Customer Service Average time from complaint to response	14 Days	10	7	6	7	7
Customer complaints divided by boardings	<2 per 5,000 boardings	2.7	1.7	1.7	1.8	2.2
On-time Performance % trips end to end on time based on departures < 6 minutes late and < 1 minute early	>80%	73.1%	75.0%	78.5%	80.0%	81.0%

Reportable Indicators

	2014	2015	2016	2017	2018
Operating Expense Per Capita (Potential Customer) Annual operating budget divided by the service area population	\$ 66.34	\$ 68.91	\$ 68.55	\$ 70.72	\$ 73.93
Average Headway (minutes) Average time for vehicle to complete its portion of total route miles one time	29.2	23.4	23.9	23.2	24.2
Service Area Population Approximation of overall market size	985,050	1,001,311	1,021,375	1,036,907	1,054,770
Service Area Population Density Persons per square mile based on the service area population and size	1,231.3	1,254.8	1,280.0	1,299.4	1,323.4
Operating Expense Spending on operations, including administration, maintenance, and operation of service vehicles	\$ 65,350,740	\$ 69,004,946	\$ 70,011,559	\$ 73,333,011	\$ 77,977,067
Operating Revenue Revenues generated through the operation of the transit authority	\$ 12,078,657	\$ 12,078,038	\$ 12,029,681	\$ 11,448,776	\$ 11,547,800
Total Annual Revenue Miles Vehicle miles operated in active service (available to pick up revenue passengers)	8,736,870	8,557,699	8,761,357	8,902,390	9,025,832
Total Annual Revenue Hours Vehicle hours operated in active service	609,595	618,327	623,183	630,492	644,293
Vehicle Miles Between Failures Vehicle miles divided by revenue vehicle system failures. A failure is classified as the breakdown of either a major or minor element of the revenue vehicle's mechanical system	15,291	14,245	12,209	13,267	14,048
Total Revenue Vehicles Vehicles available to meet annual maximum service requirements	171	175	190	192	201
Peak Vehicles Vehicles operated to meet annual maximum (peak) service requirements	158	150	150	153	152

Performance Measures Florida Transportation Commission 2018

Five Year Trend for Transit Authority Performance Measures and Reportable Indicators

Transit Authority Name:

JACKSONVILLE TRANSPORTATION AUTHORITY (JTA) Bus

Official Reporting Period: October 1 through September 30

Reportable Indicators

	2014	2015	2016	2017	2018
Ratio of Revenue Vehicles to Peak Vehicles (spare ratio)					
Revenue vehicles, including spares, out-of-service vehicles, and vehicles in/awaiting maintenance, divided by the number of vehicles operated in maximum service	7.6%	14.3%	21.1%	20.3%	24.4%
Annual Passenger Trips					
Passenger boardings on transit vehicles	11,037,817	11,634,258	11,508,138	10,794,798	10,436,309
Average Trip Length					
Average length of passenger trip, generally derived through sampling	6.8	6.1	6.0	6.0	6.2
Annual Passenger Miles					
Passenger trips multiplied by average trip length	75,053,198	70,387,261	69,048,828	64,694,247	64,705,116
Weekday Span of Service (hours)					
Hours of transit service on a representative weekday from first service to last service for all modes	22.5	22.5	22.5	21.0	21.0
Average Fare					
Passenger fare revenues divided by passenger trips	\$ 1.01	\$ 0.94	\$ 0.94	\$ 0.96	\$ 1.02
Passenger Trips Per Revenue Mile					
Passenger trips divided by revenue miles	1.26	1.36	1.31	1.21	1.16
Passenger Trips Per Revenue Hour					
Passenger trips divided by revenue hours	18.1	18.8	18.5	17.1	16.2
Passenger Trips Per Capita					
Passenger trips divided by service area population	11.2	11.6	11.3	10.4	9.9
Average Age of Fleet in Years					
Average age of fleet in years	7.3	6.3	6.7	6.4	6.6
Unrestricted Cash Balance - Financial Indicator					
End of year cash balance from financial statement	\$ 8,300,473	\$ 7,161,530	\$ 3,623,334	\$ 4,199,814	\$ 2,881,653
Weekday Ridership					
Average ridership on weekdays	37,015	38,116	37,522	36,036	34,425
Capital Commitment to System Preservation and System Expansion					
% of capital spent on system preservation	100%	100%	100%	100%	100%
% of capital spent on system expansion	0%	0%	0%	0%	0%
Intermodal Connectivity					
Number of intermodal transfer points available	3	3	3	3	3

Transportation Authority Monitoring and Oversight

Performance Measures Florida Transportation Commission 2018

Five Year Trend for Transit Authority Performance Measures and Reportable Indicators

Transit Authority Name:

JACKSONVILLE TRANSPORTATION AUTHORITY (JTA) Skyway

Official Reporting Period: October 1 through September 30

Performance Measures

	Objective	2014	2015	2016	2017	2018
Unlinked Passenger Trips Per Revenue Hour (Passenger trips divided by revenue hours)	>70.7	75.4	87.6	75.9	74.0	57.3
Operating Expense Per Revenue Mile Operating expense divided by revenue miles	<\$27.97	\$ 32.75	\$ 34.60	\$ 39.56	\$ 39.06	\$ 42.52
Operating Expense per Revenue Hour Operating expense divided by revenue hours	<\$376.92	\$ 357.98	\$ 387.70	\$ 418.39	\$ 423.93	\$ 427.96
Operating Expense Per Passenger Trip Operating expenses divided by annual ridership	<\$4.39	\$ 4.75	\$ 4.43	\$ 5.51	\$ 5.73	\$ 7.46
Operating Expense Per Passenger Mile Operating expense divided by passenger miles	<\$6.13	\$ 6.68	\$ 5.21	\$ 6.72	\$ 8.19	\$ 7.86
Farebox Recovery Ratio Passenger fares divided by operating expenses	N/A	0.0%	0.0%	0.0%	0.0%	0.0%
Revenue Miles Between Safety Incidents Revenue miles divided by safety incidents for bus	>5% above 2009 (41,348)	43,032	56,114	15,020	51,539	74,099
Revenue Miles Between Failures Revenue miles divided by revenue vehicle system failures. A failure is classified as the breakdown of either a major or minor element of the revenue vehicle's mechanical system	>10,500	8,196	8,417	16,522	25,770	9,880
Revenue Miles versus Vehicle Miles Revenue miles divided by vehicle miles	>.90	0.99	0.99	0.99	0.99	0.99
Customer Service Average time from complaint to response	14 Days	5	7	19	16	2
Customer complaints divided by boardings	<2 per 5,000 boardings	0.1	0.02	0.04	0.06	0.02
On-time Performance Successful cycles divided by scheduled cycles	>98%	99.0%	99.3%	99.3%	98.4%	98.3%

Reportable Indicators

	2014	2015	2016	2017	2018
Operating Expense Per Capita (Potential Customer) Annual operating budget divided by the service area population	\$ 5.72	\$ 5.82	\$ 6.40	\$ 5.82	\$ 5.97
Average Headway (minutes) Average time for train to complete its portion of total route miles one time	5.9	5.8	6.2	6.0	6.4
Service Area Population Approximation of overall market size	985,050	1,001,311	1,021,375	1,036,907	1,054,770
Service Area Population Density Persons per square mile based on the service area population and size	1,231.3	1,254.8	1,280.0	1,299.4	1,323.4
Operating Expense Spending on operations, including administration, maintenance, and operation of service vehicles	\$ 5,637,497	\$ 5,825,143	\$ 6,535,724	\$ 6,039,723	\$ 6,301,300
Operating Revenue Revenues generated through the operation of the transit authority	\$ 195,511	\$ 195,721	\$ 195,811	\$ 47,185	\$ 34,236
Total Annual Revenue Miles Vehicle miles operated in active service (available to pick up revenue passengers)	172,126	168,341	165,218	154,618	148,197
Total Annual Revenue Hours Vehicle hours operated in active service	15,748	15,025	15,621	14,247	14,724
Vehicle Miles Between Failures Vehicle miles divided by revenue vehicle system failures. A failure is classified as the breakdown of either a major or minor element of the revenue vehicle's mechanical system	8,260	8,483	16,654	25,991	9,970
Total Revenue Vehicles Vehicles available to meet annual maximum service requirements	10	10	6	6	6
Peak Vehicles Vehicles operated to meet annual maximum (peak) service requirements	5	5	5	5	5

Performance Measures Florida Transportation Commission 2018

Five Year Trend for Transit Authority Performance Measures and Reportable Indicators

Transit Authority Name:

JACKSONVILLE TRANSPORTATION AUTHORITY (JTA) Skyway

Official Reporting Period: October 1 through September 30

Reportable Indicators

	2014	2015	2016	2017	2018
Ratio of Revenue Vehicles to Peak Vehicles (spare ratio)					
Revenue vehicles, including spares, out-of-service vehicles, and vehicles in/awaiting maintenance, divided by the number of vehicles operated in maximum service	50.0%	50.0%	16.7%	16.7%	16.7%
Annual Passenger Trips					
Passenger boardings on transit vehicles	1,188,007	1,315,833	1,186,358	1,053,621	844,267
Average Trip Length					
Average length of passenger trip, generally derived through sampling	0.7	0.9	0.8	0.7	1.0
Annual Passenger Miles					
Passenger trips multiplied by average trip length	843,485	1,118,458	972,814	737,535	802,054
Weekday Span of Service (hours)					
Hours of transit service on a representative weekday from first service to last service for all modes	15.0	15.0	15.0	15.0	15.0
Average Fare					
Passenger fare revenues divided by passenger trips	\$ -	\$ -	\$ -	\$ -	\$ -
Passenger Trips Per Revenue Mile					
Passenger trips divided by revenue miles	6.90	7.82	7.18	6.81	5.70
Passenger Trips Per Revenue Hour					
Passenger trips divided by revenue hours	75.4	87.6	75.9	74.0	57.3
Passenger Trips Per Capita					
Passenger trips divided by service area population	1.2	1.3	1.2	1.0	0.8
Average Age of Fleet in Years					
Average age of fleet in years	15.6	16.6	17.6	18.6	19.6
Unrestricted Cash Balance - Financial Indicator					
End of year cash balance from financial statement	\$ 112,325	\$ 318,123	\$ 208,950	\$ 196,131	\$ 224,383
Weekday Ridership					
Average ridership on weekdays	4,459	4,945	4,484	4,007	3,255
Capital Commitment to System Preservation and System Expansion					
% of capital spent on system preservation	100%	100%	100%	100%	100%
% of capital spent on system expansion	0%	0%	0%	0%	0%
Intermodal Connectivity					
Number of intermodal transfer points available	3	3	3	3	3

Transportation Authority Monitoring and Oversight

Performance Measures Florida Transportation Commission 2018

Five Year Trend for Transit Authority Performance Measures and Reportable Indicators

Transit Authority Name:

JACKSONVILLE TRANSPORTATION AUTHORITY (JTA) Highways

Official Reporting Period: October 1 through September 30

Operations & Budget:

	Objective	2014	2015	2016	2017	2018
Consultant Contracts						
Final Cost % increase above Original Award	< 5%	N/A	0.0%	-14.9%	0.0%	0.0%
Construction Contracts						
Completed within 20% above original contract time	≥ 80%	N/A	N/A	100.0%	100.0%	0.0%
Completed within 10% above original contract amount	≥ 90%	N/A	N/A	100.0%	100.0%	0.0%

Applicable Laws:

	Objective	2014	2015	2016	2017	2018
Minority Participation						
M/WBE & SBE Utilization as a % of Total Expenditures	> 90% of agency target:	22.3%	24.9%	23.6%	20.3%	19.3%

Property Acquisition:

	Objective	2014	2015	2016	2017	2018
Right-of-Way						
# Projects Requiring ROW Acquisition		N/A	N/A	1	1	4
# Parcels Needed to be Acquired for Projects		N/A	N/A	24	47	247
# Parcels Acquired via Negotiations		N/A	N/A	18	39	9
# Parcels Acquired via Condemnation		N/A	N/A	-	-	-
# Parcels Acquired with Final Judgements at or Less than one half the range of contention		N/A	N/A	-	-	-

Performance Measures Florida Transportation Commission 2018

Five Year Trend for Transit Authority Performance Measures and Reportable Indicators

Transit Authority Name:

SOUTH FLORIDA REGIONAL TRANSPORTATION AUTHORITY (SFRTA/Tri-Rail)

Official Reporting Period: July 1 through June 30

Performance Measures

	Objective	2014	2015	2016	2017	2018
Unlinked Passenger Trips Per Revenue Hour (Passenger trips divided by revenue hours)	>39.3	38.6	36.4	34.0	35.0	34.8
Operating Expense Per Revenue Mile Operating expense divided by revenue miles	<\$21.89	\$ 17.88	\$ 20.84	\$ 25.07	\$ 25.79	\$ 26.49
Operating Expense Per Passenger Trip Operating expenses divided by annual ridership	<\$18.24	\$ 13.91	\$ 17.02	\$ 21.25	\$ 21.34	\$ 22.09
Operating Expense Per Passenger Mile Operating expenses divided by passenger miles	<\$0.55	\$ 0.51	\$ 0.63	\$ 0.77	\$ 0.72	\$ 0.79
Farebox Recovery Ratio Passenger fares divided by operating expenses	>22.5%	20.9%	17.5%	14.6%	14.1%	13.8%
Revenue Miles Between Major Incidents Revenue miles divided by FRA reportable incidents for rail	Zero	0	0	0	0	0
Revenue Miles Between Failures Revenue miles divided by revenue vehicle system failures. A failure is classified as the breakdown of either a major or minor element of the revenue vehicle's mechanical system	>41,863	106,964	53,113	69,145	83,931	50,808
Revenue Miles versus Vehicle Miles Revenue miles divided by vehicle miles	>.93	0.97	0.97	0.97	0.97	0.96
Customer Service Average time from complaint to response	14 days	14	12	10	9	14
Customer complaints divided by boardings	<2 per 5,000 boardings	1.6	1.1	1.2	1.9	2.4
On-time Performance % trips end to end on time < 6 minutes late	>80%	86.2%	83.5%	83.5%	84.7%	91.0%

Reportable Indicators

	2014	2015	2016	2017	2018
Operating Expense Per Capita (Potential Customer) Annual operating budget divided by the service area population	\$ 11.13	\$ 13.27	\$ 16.38	\$ 16.52	\$ 17.37
Average Headway (minutes) Average time for train to complete its portion of total route miles one time	28.3	28.6	29.5	28.2	29.5
Service Area Population Approximation of overall market size	5,502,379	5,502,379	5,502,379	5,502,379	5,502,379
Service Area Population Density Persons per square mile based on the service area population and size	1,238	1,238	1,238	1,238	1,238
Operating Expense Spending on operations, including administration, maintenance, and operation of service vehicles	\$ 61,213,969	\$ 73,042,631	\$ 90,135,130	\$ 90,925,787	\$ 95,569,801
Operating Revenue Revenue generated through the operation of the transit authority	\$ 13,100,115	\$ 13,199,536	\$ 13,562,478	\$ 14,091,406	\$ 13,790,701
Total Annual Revenue Miles Vehicle miles operated in active service (available to pick up revenue passengers)	3,422,858	3,505,483	3,595,531	3,525,108	3,607,386
Total Annual Revenue Hours Vehicle hours operated in active service	113,915	117,914	124,669	121,880	124,457
Vehicle Miles Between Failures Vehicle miles divided by revenue vehicle system failures. A failure is classified as the breakdown of either a major or minor element of the revenue vehicle's mechanical system	109,970	54,670	71,323	86,408	52,840
Total Revenue Vehicles Vehicles available to meet annual maximum service requirements	50	50	50	50	50
Operating Expense Per Revenue Hour Cost of operating an hour of revenue service	\$ 537.37	\$ 619.46	\$ 723.00	\$ 746.03	\$ 767.89
Peak Vehicles Vehicles operated to meet annual maximum (peak) service requirements	42	42	42	42	42

Transportation Authority Monitoring and Oversight

Performance Measures Florida Transportation Commission 2018

Five Year Trend for Transit Authority Performance Measures and Reportable Indicators

Transit Authority Name:

SOUTH FLORIDA REGIONAL TRANSPORTATION AUTHORITY (SFRTA/Tri-Rail)

Official Reporting Period: July 1 through June 30

Reportable Indicators

	2014	2015	2016	2017	2018
Ratio of Revenue Vehicles to Peak Vehicles (spare ratio)					
Revenue vehicles, including spares, out-of-service vehicles, and vehicles in/awaiting maintenance, divided by the number of vehicles operated in maximum service	16.0%	16.0%	16.0%	16.0%	16.0%
Annual Passenger Trips					
Passenger boardings on transit vehicles	4,400,977	4,292,705	4,241,486	4,261,113	4,325,856
Average Trip Length					
Average length of passenger trip, generally derived through sampling	27.2	27.2	27.7	29.7	28.0
Annual Passenger Miles					
Passenger trips multiplied by average trip length	119,706,574	116,761,576	117,277,088	126,555,056	121,123,968
Weekday Span of Service (hours)					
Hours of transit service on a representative weekday from first service to last service for all modes	19.5	19.5	19.5	19.5	19.5
Average Fare					
Passenger fare revenues divided by passenger trips	\$ 2.91	\$ 2.98	\$ 3.09	\$ 3.00	\$ 3.04
Passenger Trips Per Revenue Mile					
Passenger trips divided by revenue miles	1.29	1.22	1.18	1.21	1.20
Passenger Trips Per Revenue Hour					
Passenger trips divided by revenue hours	38.6	36.4	34.0	35.0	34.8
Passenger Trips Per Capita					
Passenger trips divided by service area population	0.80	0.78	0.77	0.77	0.79
Average Years Since Last Rebuild					
Locomotives (9)	12.2	13.2	14.2	15.2	16.2
Coaches (12)	13.2	14.2	15.2	16.2	17.2
Unrestricted Cash Balance - Financial Indicator					
End of year cash balance from financial statement	\$ 18,870,967	\$ 18,129,966	\$ 18,344,503	\$ 10,570,264	\$ 28,605,873
Weekday Ridership					
Average ridership on weekdays	14,609	14,176	13,894	13,999	14,615
Capital Commitment to System Preservation and System Expansion					
% of capital spent on system preservation	100%	100%	82%	56%	35%
% of capital spent on system expansion	0%	0%	18%	44%	65%
Intermodal Connectivity					
Intermodal transfer points available through Tri-Rail	18	18	18	18	18



Florida Transportation Commission
605 Suwannee Street, MS 9
Tallahassee, Florida 32399-0450
Telephone: (850) 414-4105 | Facsimile: (850) 414-4234
www.ftc.state.fl.us