Transportation Authority Monitoring and Oversight

Transit Authorities

Fiscal Year 2019 Report

A Report by the Florida Transportation Commission

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Florida Transportation Commission

Transportation Authority Monitoring and Oversight-Transit Authorities

Fiscal Year 2019

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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.

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 prohibited from entering into the day-to-day operations of a monitored authority, and also from taking part in the:

- 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.

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 periodically review agendas, public meeting notices, conflict of interest disclosures, bond documents, and audits.

Authorities under Commission Oversight

Table 1 shows the nine toll and transit authorities created under Chapters 343, 348, and 349, Florida Statutes. The Mid-Bay Bridge Authority as re-created pursuant to Chapter 2000-411, Laws of Florida and Florida's Turnpike System are subject to Commission monitoring and oversight.

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)
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.

St. John's River Ferry

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. 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 continues development of a Regional Transit Development Plan.

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.

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.

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 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. The master document was then shared with all authorities for 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's recommendations and any concerns expressed by the authorities.

Olli-Autonomous Vehicle

Following the Charrette, the Commission adopted revisions to the FY 2016 performance measures and operating indicators for both toll and transit authorities.

Currently, there are 13 performance measure objectives and 29 operating indicators established by the Commission for CFRTA, JTA, and SFRTA. A summary of the performance measures and objectives are presented in Tables 2 and 3. The operating indicators are found in Table 4.

It is important to note that, while some performance measures and objectives are applicable to all transit authorities, others apply only to specific transit authorities. A five-year accounting of the operating indicators for each authority is included in Appendix A. As with the performance measures, a summary is included in each transit authority's section of the report.

Transportation Authority Monitoring and Oversight

While annual reporting remains the 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 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.

Table 2
Florida Transportation Commission
Transit Authority Performance Measures
Bus, Automated Guideway and Rail
FY2019

Performance Measure	*Detail*
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 3
Florida Transportation Commission
Transit Authority Performance Measures and Operating Indicators
JTA Highway Operations
FY 2019

Performance Measure	*Detail*	*Objective*
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%
Operating Indicator	*Detail*	
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	

Table 4
Florida Transportation Commission
Transit Authority Operating Indicators
Bus, Automated Guideway and Rail
FY 2019

Operating Indicator	*Detail*
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

[1]Operating indicator specific to SFRTA.

Legislative Overview

SB 7068 was signed into law by Governor DeSantis, effective July 1, 2019. It created 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 were subject to requirements related 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 in accordance with the FDOT's rules, policies, and procedures.

The FDOT was required to 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 forces were initially required to submit a written report by October 1, 2020. However, HB 5003 revised the submission date and required the written reports be submitted on November 15, 2020. To the maximum extent feasible, construction of the projects are set to begin no later than December 31, 2022, and should be open to traffic no later than December 31, 2030.

HB 311 was signed into law by Governor DeSantis, effective July 1, 2019. The bill removed the requirement that a person must 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.

HB 385 was signed into law by Governor DeSantis, effective July 1, 2019. The bill repealed Chapter 348, Part 1, The Florida Expressway Authority Act, and transferred certain statutory provisions for certain expressway, bridge, and regional transportation authorities to new sections of law.

The bill created the Greater Miami Expressway Agency (GMX) and transferred all of Miami-Dade County Expressway Authority's (MDX) liabilities and assets, including its toll facilities, to GMX. The bill established 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.

In addition to the dissolution of MDX and creation of GMX, the law:

- Changed the Board structure and prohibits past and current MDX Board Members from appointment to GMX

- Prohibits increasing toll rates until July 1, 2024 (except as needed to comply with rate covenants)

- Eliminated the Consumer Price indexing (CPI) of tolls
- Introduced toll rebates up to 25% of tolls starting in January 2020
- Required before October 1, 2019, the State Auditor General to submit a report to the Governor, President of the Senate and Speaker of the House assessing the financial situation and feasibility of a toll rebate and toll rate reduction
- Required that all projects needing financing be approved by the Legislative Budget Commission
- Required a five mile distance between mainline tolling points
- Administrative costs by the agency may not be greater than 10% above the annual state average of administrative costs.

The bill required 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 authorized 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.

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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. HB 1213, passed by the 2009 legislature, expanded Commission oversight responsibilities to include the Jacksonville Transportation Authority (JTA), established in Chapter 349, Florida Statutes.

This section of the report pertains to Transit Authorities that include:

- Central Florida Regional Transportation Authority (CFRTA, dba LYNX)
- Jacksonville Transportation Authority (JTA)
- South Florida Regional Transportation Authority (SFRTA)
- Tampa Bay Area Regional Transit Authority (TBARTA)

Performance measures have been developed specifically with and for the transit authorities, with the exception of TBARTA. TBARTA continues to focus its efforts on prioritizing projects, developing financial strategies for implementation, and developing its Regional Transit Development Plan.

JTA Compressed Natural Gas (CNG) Bus

Reporting for transit authorities is presented in the following format that includes:

- Background of the authority
- Performance measures results for fiscal year FY 2019

As discussed in the Executive Summary, performance measures for transit authorities attempt to set standards for efficient and effective operation, maintenance, and management of the transit systems and the respective organizations. For detailed explanations of performance measures related to CFRTA, JTA, and SFRTA, please see Table 5.

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 provides a fixed-route bus service and are required to track safety incidents, while SFRTA provides a 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. 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.

The Commission also established seven broad areas of governance that are periodically 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" begin with the Central Florida Regional Transportation Authority (CFRTA, dba, LYNX).

Tri-Rail Train

Authority Performance Measures Results - FY 2019

Transit Authorities

Central Florida Regional Transportation Authority (CFRTA/LYNX) met 4 of the 12 performance measure objectives. The 8 measures not met were:

* Unlinked 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
* Revenue Miles between Failures
* Revenue Miles vs. Vehicle Miles

Jacksonville Transit Authority (JTA) met 4 of the 12 performance measure objectives established for Bus, 5 of the 11 performance measure objectives for Skyway; 1 was not applicable. JTA also met all 4 of the performance measure objectives for Highway. The measures not met for Bus and Skyway were:

Bus

* Unlinked 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
* Revenue Miles between Safety Incidents
* Customer Service-Boardings

Skyway

* Unlinked 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
* Revenue Miles between Failures

South Florida Regional Transit Authority (SFRTA, Tri-Rail) met of the 6 of the 11 performance measure objectives. The 5 measures not met were:

* Unlinked Passenger Trips per Revenue Hour
* Operating Expense per Revenue Mile
* Operating Expense per Passenger Trip
* Operating Expense per Passenger Mile
* Farebox Recovery Ratio

Figure 1: Transit Authority Performance Measures Results - FY 2019

Table 5
Florida Transportation Commission
Transit Authority Performance Measures Explanations
FY2019

Performance Measure	*Measure Explanation*
Unlinked Passenger Trips per Revenue Hour	The relationship between passenger trips and revenue hours (commonly referred to as "load factor") and reflects the service effectiveness of the system.
Operating Expense per Revenue Mile	An evaluation of the relationship between operating expenses and revenue miles provides a measure of the general cost efficiency of the service provided over distance.
Operating Expense per Revenue Hour[1]	The relationship between operating expenses and revenue hours provides a measure of the cost efficiency of the service provided relative to the time expended in the provision of the service.
Operating Expense per Passenger Trip	The relationship between operating expenses and passenger trips provides a measure of the cost efficiency to transport passengers.
Operating Expense per Passenger Mile	The relationship between expenses and passenger miles provides a measure of the general cost efficiency of the service provided.
Farebox Recovery Ratio	Measure reflects the proportion of operating expenses covered by passenger fares and is a National Transit Database efficiency measure.
Revenue Miles between Safety Incidents[1]	The span of revenue miles between incidents is a measure of safe customer service.
Major Incidents[2]	The span of revenue miles between major incidents is a measure of safe service operation. Significant revenue miles between major incidents results in frequent exposure of customers to safety hazards.
Revenue Miles between Failures[3]	The span of revenue miles between revenue vehicle system failures is a measure of maintenance effectiveness in keeping the fleet in good condition.
Revenue Miles versus Vehicle Miles[4]	The relationship between revenue miles and vehicle miles provides a measure of the effectiveness of fleet assignment given that vehicle miles include non-revenue miles.
Customer Service-Complaints	Average time from complaint to response.
Customer Service-Boardings	Measures the number of complaints per 5,000 boardings.
On-time Performance[5]	Less than five minutes late and one minute early arriving at a fixed route schedule time point.

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.

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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.

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.

Highlights

- LYNX met four of the performance measure objectives. (See Table 7)
- The 4.3% decrease in passenger trips (ridership) in FY 2019 negatively impacted performance results. LYNX attributed this decrease in ridership to the continued effect of the decline in national fuel prices, general improving economic conditions in Florida, and the use of ridesharing services for first-mile-last-mile trips.
- FY 2019 operating expenses increased $4.2 million, or 4.1%, while operating revenues decreased $0.6 million, or 1.6%, when compared to FY 2018.
- Phase 1 (32.5 miles) of the SunRail commuter rail system opened for service on May 1, 2014. The Phase 2 South (17-mile) segment began service on July 30, 2018. In FY 2019 LYNX began providing regular fixed route and feeder bus service and complementary paratransit service to most of the SunRail stations along the route.

As provided in Table 6, 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 FDOT District Five Secretary, 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 6
Central Florida Regional Transportation Authority
Board Members as of September 30, 2019

Name	*Appointment*	*Position*
Lee Constantine	Seminole County Commissioner	Chairman
Buddy Dyer	Mayor City of Orlando	Vice Chairman
Mike Shannon	District Five Secretary	Secretary
Jerry Demmings	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 2019, 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 2019 annual operating budget totaled approximately $142.3 million, an increase of 4.5 percent from the previous year. Approximately 23 million passenger trips were provided for LYNX fixed route services in FY 2019.

LYNX receives significant financial support from its funding partners. For FY 2019 operating funding, the Orange County Commission approved $44.7 million for LYNX (a 3.3 percent increase from FY 2018), the Seminole County Commission approved $7.2 million for LYNX (no increase from FY 2018),

LYNX Central Station

and the Osceola County Commission approved $7.4 million in funding for LYNX (a 3.8 percent increase from FY 2018).

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 under contract and under construction to address capacity constraints at the agency's leased facility. LYNX will ultimately relocate its ACCESS LYNX and NeighborLink operations and maintenance to this new site.

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 70 CNG buses into revenue service 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 2019 include:

1. 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 a Connected and Autonomous Vehicle (CAV) concept of operations plan for implementing demonstration and permanent services with connected and autonomous buses throughout the LYNX service area.

2. Annual 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.

3. Station Area Analysis for the State Road 50 Bus Rapid Transit (BRT) plan that updated the station designs, identified transit-oriented development potential, and recommended improvements to the bicycle and pedestrian infrastructure to/from the proposed BRT stations; and continued installation of bus shelters throughout the tri-county service area.

LYNX submitted, and FDOT approved, its final Transit Development Plan (TDP) annual 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 2019 through FY 2028) and is posted on the Authority's website www.golynx.com. LYNX is currently working on updates to the Route Optimization Study (ROS) to optimize transit service and ensure user travel patterns are served effectively while minimizing total system operating costs, based on service area changes and subsequent analysis since the ROS was initially completed. The ROS identifies 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 updates to future service plans are complete, LYNX will prepare the FY 2020 TDP annual update to include the relevant capital and operating improvements needed to support future transit service.

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 the Department for the first seven years of system operation and will include assisting the Department with policy direction as the Department moves forward with planning, design, construction, and implementation of the system.

After the first seven years of operation, the Department 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 the Department 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 the Department 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 the Department 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 the Department 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 was incorporated into the design and construction of Rida's proposed multiuse Transit 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.

LYNX Compressed Natural Gas (CNG) Bus

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 the following section of this document refer only to LYNX fixed route service and do not include LYNX paratransit services, NeighborLink (Flex) services or commuter services.

Table 7
Central Florida Regional Transportation Authority
Summary of Performance Measures
FY 2019[1]

Performance Measure	*Detail*	*Objective*	*Actual Results*	*Meets Objective[4]*
Unlinked Passenger Trips per Revenue Hour	Passenger trips divided by revenue hours	>26.9	20.4	X
Operating Expense per Revenue Mile	Operating expenses divided by revenue miles	<$6.44	$7.08	X
Operating Expense per Revenue Hour	Operating expenses divided by revenue hours	<$91.19	$95.04	X
Operating Expense per Passenger Trip	Operating expenses divided by annual ridership	<$3.65	$4.66	X
Operating Expense per Passenger Mile	Operating expenses divided by passenger miles	<$0.57	$0.90	X
Farebox Recovery Ratio	Passenger fares divided by operating expenses	>27.6%	19.9%	X
Revenue Miles between Safety Incidents	Annual revenue miles divided by safety incidents	>124,513	253,024	✓
Revenue Miles between Failures	Revenue miles divided by revenue vehicle system failures[2]	>10,500	9,113	X
Revenue Miles versus Vehicle Miles	Revenue miles divided by vehicle miles[3]	>.90	0.893	X
Customer Service	Average time from complaint to response	14 days	10 days	✓
Customer Service	Customer complaints divided by boardings	<2 per 5,000 boardings	0.4	✓
On-time Performance	% trips end to end on time "departures < 5 minutes late and 1 minute early"	>80%	81.8%	✓

[1] Fiscal Year 19 represents 12 months of data from October 1, 2018, through September 30, 2019.

[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

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Jacksonville Transportation Authority (JTA)

Background

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, Game Day Xpress stadium shuttle service and St. Johns River Ferry operations. JTA also implements roadway projects under its own authority and work plans. Previously, pursuant to its role under the Better Jacksonville Plan, JTA was responsible for 32 roadway projects that totaled more than $800 million.

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.

Highlights

JTA-Bus Performance Measure Objectives

- JTA met four of the applicable performance measure objectives. (See Table 9)

JTA-Skyway Performance Measure Objectives

- JTA met five of the applicable performance measure objectives. (See Table 10)

JTA-Highway Performance Measure Objectives

- JTA met all performance measure objectives. (See Table 11)

- In 2016, the City of Jacksonville extended the existing six cent Local Option Gas Tax (LOGT) for an additional 20 years. Through an Interlocal Agreement (ILA), the City of Jacksonville, dedicated five cents to JTA projects and services.
- JTA's current road program, JTAMobilityWorks, is a $174.7 million work program consisting of 13 roadway projects and 14 mobility corridors, as defined by the Local Option Gas Tax (LOGT) ordinance. The 14 mobility corridors include multiple projects categorized into Transit Enhancements and Complete Streets programs.
- JTA continued construction on the bus transfer facility, JTA administrative offices and recently completed the intercity bus terminal for the "new" Jacksonville Regional Transportation Center.

Dames Point Bridge

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 (Board) 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 8). 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 board 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. 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 8
Jacksonville Transportation Authority
Board Members as of September 30, 2019

Name	*Appointment*	*Position*
Kevin Holzendorf	Mayor's Appointee	Chairman
Ari Jolly	Governor's Appointee	Vice Chair
Debbie Buckland	Governor's Appointee	Secretary
Ray Driver	Governor's Appointee	Treasurer
Greg Evans, P.E.	District Two Secretary	Ex-Officio
Nicole Padgett	Mayor's Appointee	Board Member
Isaiah Rumlin	Mayor's Appointee	Board Member

Table 9
Jacksonville Transportation Authority
Summary of Performance Measures - Bus
FY 2019[1]

Performance Measure	*Detail*	*Objective*	*Actual Results*	*Meets Objective[4]*
Unlinked Passenger Trips per Revenue Hour	Passenger trips divided by revenue hours	>19.1	15.1	X
Operating Expense per Revenue Mile	Operating expenses divided by revenue miles	<$7.90	$9.12	X
Operating Expense per Revenue Hour	Operating expenses divided by revenue hours	<$110.64	$127.78	X
Operating Expense per Passenger Trip	Operating expenses divided by annual ridership	<$6.44	$8.48	X
Operating Expense per Passenger Mile	Operating expenses divided by passenger miles	<$1.22	$1.39	X
Farebox Recovery Ratio	Passenger fares divided by operating expenses	>17.6%	11.5%	X
Revenue Miles between Safety Incidents	Annual revenue miles divided by safety incidents	>227,975	86,185	X
Revenue Miles between Failures	Revenue miles divided by revenue vehicle system failures[2]	>10,500	14,212	✓
Revenue Miles versus Vehicle Miles	Revenue miles divided by vehicle miles[3]	>.90	0.91	✓
Customer Service	Average time from complaint to response	14 days	2 days	✓
Customer Service	Customer complaints divided by boardings	<2 per 5,000 boardings	2.3	X
On-time Performance	% trips end to end on time "departures < 6 minutes late and 1 minute early"	>80%	80.0%	✓

[1] Fiscal Year 2019 represents 12 months of data from October 1, 2018, through September 30, 2019.

[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 10
Jacksonville Transportation Authority
Summary of Performance Measures - Skyway
FY 2019[1]

Performance Measure	*Detail*	*Objective*	*Actual Results*	*Meets Objective[4]*
Unlinked Passenger Trips per Revenue Hour	Passenger trips divided by revenue hours	>70.7	55.2	X
Operating Expense per Revenue Mile	Operating expenses divided by revenue miles	< $27.97	$53.40	X
Operating Expense per Revenue Hour	Operating expenses divided by revenue hours	< $376.92	$514.66	X
Operating Expense per Passenger Trip	Operating expenses divided by annual ridership	<$4.39	$9.32	X
Operating Expense per Passenger Mile	Operating expenses divided by passenger miles	<$6.13	$11.23	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	69,454	✓
Revenue Miles between Failures	Revenue miles divided by revenue vehicle system failures[2]	>10,500	8,171	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	0.03	✓
On-time Performance	Successful cycles divided by scheduled cycles	>98%	98.0%	✓

[1] Fiscal Year 2019 represents 12 months of data from October 1, 2018, through September 30, 2019.

[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 11
Jacksonville Transportation Authority
Summary of Performance Measures - Highways
FY 2019[1]

Performance Measure[2]	*Detail*	*Objective*	*Actual Results*	*Meets Objective*[1]
Operations and Budget				
Consultant Contract Management	Final cost % increase above original award	< 5%	-6.6%	✓
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%	✓
Applicable Laws				
Minority Participation[3]	M/WBE and SBE utilization as % of total expenditures (each agency establishes goal/target)	> 90%	91.3%	✓

[1] Fiscal Year 2019 represents 12 months of data from October 1, 2018, through September 30, 2019.

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

[3] JTA has estabilised an agency-wide goal of 19.27 percent; and reported 17.6 percent of the agency-wide goal.

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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 $2.6 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 $1.5 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 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.

Highlights

- Tri-Rail met six of the performance measure objectives. (See Table 13)
- SFRTA achieved the highest on-time performance (OTP) in its 29-year history of operations in July 2018, when a record of 96.59% of all trains arrived at their final destination within five 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 entered into Revenue Service Demonstration (RSD) on the entire South Florida Rail Corridor. RSD consists of incrementally running revenue trains with the Positive Train Control (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.

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 12.

Table 12
South Florida Regional Transportation Authority
Board Members as of June 30, 2019

Name	*Appointment*	*Position*
Tim Ryan	Commissioner, Broward County	Chair
Hal R. Valeche	Commissioner, Palm Beach County	Vice Chair
Esteban Bovo, Jr.	Commissioner, Miami-Dade 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

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.

The start of TRDML service has been delayed due to the installation of PTC by Brightline on the FEC Corridor. Tri-Rail trains are currently equipped with PTC technology, and construction of the Tri-Rail Station at MiamiCentral is substantially completed. TRDML service start is projected for late 2021 pending Brightline's installation of PTC.

MidTown/Design District 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
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. SFRTA and its partners in Miami-Dade have now agreed that a permanent station would be preferable. The proposed station is to be located at or around the Midtown/Design District area, or farther south near the Wynwood neighborhood. SFRTA placed the environmental clearance of the Midtown/Design District station on hold, pending negotiations between Miami Dade County and Brightline for commuter rail service on the Northeast Corridor.

Ridership and Further Improvements

Tri-Rail began the fiscal year having the highest on-time performance (OTP) month in the history of the system on July 2019 with 96.64%, breaking the record set just one year prior. The agency ended the calendar year 2019 announcing its highest calendar year ridership ever with 4,495,039 passengers, and on pace to receive the system's 100 millionth rider in fall 2020.

SFRTA replaced over three miles of track and 40,000 railed ties, including 172 ties on the 94-year old Miami Canal Bridge in December 2019, improving the safety for all services that operate in that corridor.

Sheridan Street Station

Table 13
South Florida Regional Transportation Authority
Summary of Performance Measures
FY 2019

Performance Measure	*Detail*	*Objective*	*Actual Results*	*Meets Objective*[4]
Unlinked Passenger Trips per Revenue Hour	Passenger trips divided by revenue hours	>39.3	35.1	X
Operating Expense[1] per Revenue Mile	Operating expenses divided by revenue miles	<$21.89	$26.65	X
Operating Expense per Passenger Trip	Operating expenses divided by annual ridership	<$18.24	$22.09	X
Operating Expense per Passenger Mile	Operating expenses divided by passenger miles	<$0.55	$0.82	X
Farebox Recovery Ratio	Passenger fares divided by operating expenses	>22.5%	13.6%	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	43,943	✓
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	13 days	✓
Customer Service	Customer complaints divided by boardings	<2 per 5,000 boardings	0.9	✓
On-time Performance	% trips end to end on time < 6 minutes late	>80%	91.5%	✓

[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

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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 five-county region. 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 renamed the Tampa Bay Area Regional

Highlights

- SB 1672, passed by the 2017 Legislature, significantly amended TBARTA's enabling legislation, effective July 1, 2017. The legislation changed TBARTA to 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).
- TBARTA selected Tindale Oliver, through a competitive procurement process in late 2018, to develop 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 October 2018. 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 Consulting Group 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.
- As of September 30, 2019, the carrying amounts of TBARTA's deposits were $176,878 and the bank balance was $262,561.

Transportation Authority to the Tampa Bay Area Regional Transit Authority; amended the composition of the TBARTA Board and membership; required 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); required 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 required 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 14. The voting members consist of the following:

- 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 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.

Table 14
Tampa Bay Area Regional Transit Authority
Board Members as of September 30, 2019

Name	*Representing*	*Position*
Jim Holton	Governor Appointee	Chairman
Cliff Manuel, Jr.	Governor Appointee	Vice Chair
Commissioner Janet C. Long	Pinellas Suncoast Transit Authority	Secretary-Treasurer
Vacant	Governor Appointee	Board Member
Vacant	Governor Appointee	Board Member
Commissioner John Mitten	City of Tampa	Board Member
Commissioner Patricia Kemp	Hillsborough County	Board Member
Commissioner Reggie Bellamy	Manatee County	Board Member
Kathryn Starkey	Pasco County	Board Member
Commissioner Karen Seel	Pinellas County	Board Member
Mayor Rick Kriseman	City of St. Petersburg	Board Member
Mayor Jane Castor	City of Tampa	Board Member
Rich McClain	Hillsborough Area Regional Transit	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

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 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. HB 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.

Hyperloop Transportation Technologies

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 intra-county 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 required TBARTA to conduct specific activities with prescribed deadlines. These requirements included 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 15 lists those statutory requirements and indicates whether those requirements have been met.

A required Plan to Produce the RTDP (Plan) was 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.

As a part of developing the RTDP, TBARTA met statutory requirements related to public meetings, public hearings, presentations to affected parties, and plan updates.

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.

TBARTA is authorized by statute to receive federal funds to support an intercounty project or an intra-county 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.

Cable Propelled Transit

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 $283,000. 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 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 more than 7.2 million 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.

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's District Seven to help incentivize growth of the agency's Regional School Commute (RSC) Program. Currently, 77 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.

During FY 2019, TBARTA began developing Envision 2030 RTDP. 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.

During 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 the Tampa Bay area opportunities.

Table 15
Tampa Bay Area Regional Transit Authority
Statutory Requirements

Subject Area	*Requirement*	*Status*
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 held five public outreach during April and May of 2019. 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 completed documentation December 2019 and received a letter from FTA in June 2020 informing that TBARTA is a New Grantee 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.

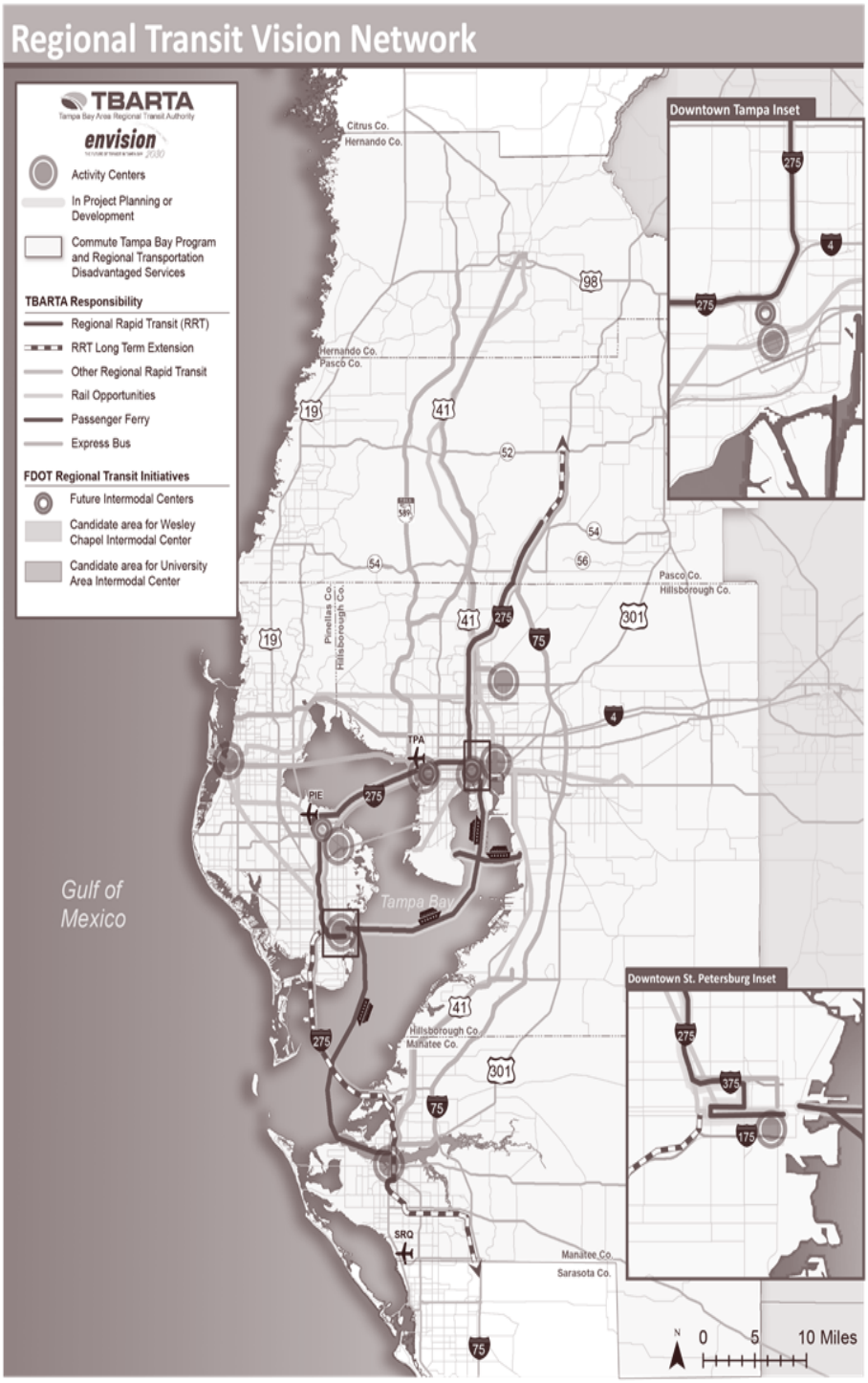

Figure 2 TBARTA's Regional Transit Vision Network

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APPENDIX A—TRANSIT AUTHORITY DATA

Performance Measures Florida Transportation Commission 2019

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	2015	2016	2017	2018	2019
Unlinked Passenger Trips Per Revenue Hour (Passenger trips divided by revenue hours)	>26.9	26.0	23.7	22.1	21.3	20.4
Operating Expense Per Revenue Mile Operating expense divided by revenue miles	<$6.44	$ 6.51	$ 6.41	$ 6.96	$ 6.80	$ 7.08
Operating Expense Per Revenue Hour Operating expense divided by revenue hours	<$91.19	$ 88.43	$ 87.59	$ 93.40	$ 91.33	$ 95.04
Operating Expense Per Passenger Trip Operating expenses divided by annual ridership	<$3.65	$ 3.40	$ 3.69	$ 4.23	$ 4.28	$ 4.66
Operating Expense Per Passenger Mile Operating expenses divided by passenger miles	<$0.57	$ 0.59	$ 0.65	$ 0.74	$ 0.75	$ 0.90
Farebox Recovery Ratio Passenger fares divided by operating expenses	>27.6%	27.5%	25.5%	21.9%	21.2%	19.9%
Revenue Miles Between Safety Incidents Revenue miles divided by safety incidents	>5% above 2009 (124,513)	132,067	134,915	188,889	125,504	253,024
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	12,055	11,833	14,123	13,644	9,113
Revenue Miles versus Vehicle Miles Revenue miles divided by vehicle miles	>.90	0.898	0.896	0.885	0.897	0.893
Customer Service Average time from complaint to response	14 days	20	6	6	7	10
Customer complaints divided by boardings	<2 per 5,000 boardings	0.8	0.8	0.9	0.5	0.4
On-time Performance % trips end to end on time based on departures < 5 minutes late and < 1 minute early	>80%	80.8%	78.8%	79.0%	81.2%	81.8%

Reportable Indicators

	2015	2016	2017	2018	2019
Operating Expense Per Capita (Potential Customer) Annual operating budget divided by the service area population	$ 48.08	$ 47.21	$ 49.29	$ 47.69	$ 48.65
Average Headway (minutes) Average time for vehicle to complete its portion of total route miles one time	26.7	25.6	25.3	24.3	25.1
Service Area Population Approximation of overall market size	2,003,626	2,052,373	2,134,411	2,165,653	2,210,910
Service Area Population Density Persons per square mile based on the service area population and size	789.5	808.7	841.0	853.3	871.2
Operating Expense Spending on operations, including administration, maintenance, and operation of service vehicles	$ 96,340,963	$ 96,893,730	$ 105,206,408	$ 103,283,186	$ 107,558,165
Operating Revenue Revenue generated through the operation of the transit authority	$ 42,734,827	$ 39,742,629	$ 39,307,646	$ 39,792,190	$ 39,149,551
Total Annual Revenue Miles Vehicle miles operated in active service (available to pick up revenue passengers)	14,791,484	15,110,465	15,111,138	15,185,974	15,181,428
Total Annual Revenue Hours Vehicle hours operated in active service	1,089,453	1,106,199	1,126,406	1,130,905	1,131,724
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	13,424	13,210	15,949	15,203	10,208
Total Revenue Vehicles Vehicles available to meet annual maximum service requirements	308	319	322	306	308
Peak Vehicles Vehicles operated to meet annual maximum (peak) service requirements	252	265	259	260	255

Performance Measures Florida Transportation Commission 2019

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

	2015	2016	2017	2018	2019
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	18.2%	16.9%	19.6%	15.0%	17.2%
Annual Passenger Trips					
Passenger boardings on transit vehicles	28,327,951	26,259,736	24,845,029	24,126,901	23,089,017
Average Trip Length					
Average length of passenger trip, generally derived through sampling	5.7	5.7	5.7	5.7	5.2
Annual Passenger Miles					
Passenger trips multiplied by average trip length	162,035,880	149,680,495	141,865,116	137,523,336	118,908,438
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	$ 0.94	$ 0.94	$ 0.93	$ 0.91	$ 0.93
Passenger Trips Per Revenue Mile					
Passenger trips divided by revenue miles	1.92	1.74	1.64	1.59	1.52
Passenger Trips Per Revenue Hour					
Passenger trips divided by revenue hours	26.0	23.7	22.1	21.3	20.4
Passenger Trips Per Capita					
Passenger trips divided by service area population	14.1	12.8	11.6	11.1	10.4
Average Age of Fleet in Years					
Average age of fleet in years	5.6	5.8	5.9	6.8	7.1
Unrestricted Cash Balance - Financial Indicator					
End of year cash balance from financial statement	$ 42,316,042	$ 37,237,563	$ 41,248,462	$ 27,025,094	$ 19,531,850
Weekday Ridership					
Average ridership on weekdays	88,600	82,353	79,723	76,298	69,222
Capital Commitment to System Preservation and System Expansion					
% of capital spent on system preservation	77%	43%	86%	81%	92%
% of capital spent on system expansion	23%	57%	14%	19%	8%
Intermodal Connectivity					
Number of intermodal transfer points available	6	6	21	24	24

Performance Measures Florida Transportation Commission 2019

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	2015	2016	2017	2018	2019
Unlinked Passenger Trips Per Revenue Hour (Passenger trips divided by revenue hours)	>19.1	18.8	18.5	17.1	16.2	15.0
Operating Expense Per Revenue Mile Operating expense divided by revenue miles	<$7.90	$ 8.06	$ 7.99	$ 8.24	$ 8.64	$ 9.07
Operating Expense Per Revenue Hour Operating expense divided by revenue hours	<$110.64	$ 111.60	$ 112.35	$ 116.31	$ 121.03	$ 127.67
Operating Expense Per Passenger Trip Operating expenses divided by annual ridership	<$6.44	$ 5.93	$ 6.08	$ 6.79	$ 7.47	$ 8.54
Operating Expense Per Passenger Mile Operating expense divided by passenger miles	<$1.22	$ 0.98	$ 1.01	$ 1.13	$ 1.21	$ 1.40
Farebox Recovery Ratio Passenger fares divided by operating expenses	>17.6%	15.8%	15.5%	14.2%	13.7%	11.5%
Revenue Miles Between Safety Incidents Revenue miles divided by safety incidents for bus	>5% above 2009 (227,975)	105,651	146,023	136,960	205,133	86,185
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	12,908	11,104	12,047	12,659	14,212
Revenue Miles versus Vehicle Miles Revenue miles divided by vehicle miles	>.90	0.91	0.91	0.91	0.90	0.91
Customer Service Average time from complaint to response	14 Days	7	6	7	7	2
Customer complaints divided by boardings	<2 per 5,000 boardings	1.7	1.7	1.8	2.2	2.3
On-time Performance % trips end to end on time based on departures < 6 minutes late and < 1 minute early	>80%	75.0%	78.5%	80.0%	81.0%	80.0%

Reportable Indicators

	2015	2016	2017	2018	2019
Operating Expense Per Capita (Potential Customer) Annual operating budget divided by the service area population	$ 68.91	$ 68.55	$ 70.72	$ 73.93	$ 75.98
Average Headway (minutes) Average time for vehicle to complete its portion of total route miles one time	23.4	23.9	23.2	24.2	21.9
Service Area Population Approximation of overall market size	1,001,311	1,021,375	1,036,907	1,054,770	1,121,744
Service Area Population Density Persons per square mile based on the service area population and size	1,254.8	1,280.0	1,299.4	1,323.4	1,407.4
Operating Expense Spending on operations, including administration, maintenance, and operation of service vehicles	$ 69,004,946	$ 70,011,559	$ 73,333,011	$ 77,977,067	$ 85,235,079
Operating Revenue Revenues generated through the operation of the transit authority	$ 12,078,038	$ 12,029,681	$ 11,448,776	$ 11,547,800	$ 13,343,381
Total Annual Revenue Miles Vehicle miles operated in active service (available to pick up revenue passengers)	8,557,699	8,761,357	8,902,390	9,025,832	9,394,158
Total Annual Revenue Hours Vehicle hours operated in active service	618,327	623,183	630,492	644,293	667,646
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	14,245	12,209	13,267	14,048	15,680
Total Revenue Vehicles Vehicles available to meet annual maximum service requirements	175	190	192	201	215
Peak Vehicles Vehicles operated to meet annual maximum (peak) service requirements	150	150	153	152	165

Performance Measures Florida Transportation Commission 2019

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

	2015	2016	2017	2018	2019
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	14.3%	21.1%	20.3%	24.4%	23.3%
Annual Passenger Trips					
Passenger boardings on transit vehicles	11,634,258	11,508,138	10,794,798	10,436,309	9,982,230
Average Trip Length					
Average length of passenger trip, generally derived through sampling	6.1	6.0	6.0	6.2	6.1
Annual Passenger Miles					
Passenger trips multiplied by average trip length	70,387,261	69,048,828	64,694,247	64,705,116	60,891,603
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	21.0	21.0	21.0
Average Fare					
Passenger fare revenues divided by passenger trips	$ 0.94	$ 0.94	$ 0.96	$ 1.02	$ 0.98
Passenger Trips Per Revenue Mile					
Passenger trips divided by revenue miles	1.36	1.31	1.21	1.16	1.06
Passenger Trips Per Revenue Hour					
Passenger trips divided by revenue hours	18.8	18.5	17.1	16.2	15.0
Passenger Trips Per Capita					
Passenger trips divided by service area population	11.6	11.3	10.4	9.9	8.9
Average Age of Fleet in Years					
Average age of fleet in years	6.3	6.7	6.4	6.6	6.5
Unrestricted Cash Balance - Financial Indicator					
End of year cash balance from financial statement	$ 7,161,530	$ 3,623,334	$ 4,199,814	$ 2,881,653	$ 779,145
Weekday Ridership					
Average ridership on weekdays	38,116	37,522	36,036	34,425	38,519
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

Performance Measures Florida Transportation Commission 2019

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	2015	2016	2017	2018	2019
Unlinked Passenger Trips Per Revenue Hour (Passenger trips divided by revenue hours)	>70.7	87.6	75.9	74.0	57.3	55.2
Operating Expense Per Revenue Mile Operating expense divided by revenue miles	<$27.97	$ 34.60	$ 39.56	$ 39.06	$ 42.52	$ 53.40
Operating Expense per Revenue Hour Operating expense divided by revenue hours	<$376.92	$ 387.70	$ 418.39	$ 423.93	$ 427.96	$ 514.66
Operating Expense Per Passenger Trip Operating expenses divided by annual ridership	<$4.39	$ 4.43	$ 5.51	$ 5.73	$ 7.46	$ 9.32
Operating Expense Per Passenger Mile Operating expense divided by passenger miles	<$6.13	$ 5.21	$ 6.72	$ 8.19	$ 7.86	$ 11.23
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)	56,114	15,020	51,539	74,099	69,454
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	8,417	16,522	25,770	9,880	8,171
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	7	19	16	2	2
Customer complaints divided by boardings	<2 per 5,000 boardings	0.02	0.04	0.06	0.02	0.03
On-time Performance Successful cycles divided by scheduled cycles	>98%	99.3%	99.3%	98.4%	98.3%	98.0%

Reportable Indicators

	2015	2016	2017	2018	2019
Operating Expense Per Capita (Potential Customer) Annual operating budget divided by the service area population	$ 5.82	$ 6.40	$ 5.82	$ 5.97	$ 6.61
Average Headway (minutes) Average time for train to complete its portion of total route miles one time	5.8	6.2	6.0	6.4	6.7
Service Area Population Approximation of overall market size	1,001,311	1,021,375	1,036,907	1,054,770	1,121,744
Service Area Population Density Persons per square mile based on the service area population and size	1,254.8	1,280.0	1,299.4	1,323.4	1,407.4
Operating Expense Spending on operations, including administration, maintenance, and operation of service vehicles	$ 5,825,143	$ 6,535,724	$ 6,039,723	$ 6,301,300	$ 7,417,828
Operating Revenue Revenues generated through the operation of the transit authority	$ 195,721	$ 195,811	$ 47,185	$ 34,236	$ -
Total Annual Revenue Miles Vehicle miles operated in active service (available to pick up revenue passengers)	168,341	165,218	154,618	148,197	138,908
Total Annual Revenue Hours Vehicle hours operated in active service	15,025	15,621	14,247	14,724	14,413
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	8,483	16,654	25,991	9,970	8,250
Total Revenue Vehicles Vehicles available to meet annual maximum service requirements	10	6	6	6	6
Peak Vehicles Vehicles operated to meet annual maximum (peak) service requirements	5	5	5	5	5

Performance Measures Florida Transportation Commission 2019

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

	2015	2016	2017	2018	2019
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%	16.7%	16.7%	16.7%	0.0%
Annual Passenger Trips					
Passenger boardings on transit vehicles	1,315,833	1,186,358	1,053,621	844,267	796,056
Average Trip Length					
Average length of passenger trip, generally derived through sampling	0.9	0.8	0.7	1.0	0.8
Annual Passenger Miles					
Passenger trips multiplied by average trip length	1,118,458	972,814	737,535	802,054	660,726
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	7.82	7.18	6.81	5.70	5.73
Passenger Trips Per Revenue Hour					
Passenger trips divided by revenue hours	87.6	75.9	74.0	57.3	55.2
Passenger Trips Per Capita					
Passenger trips divided by service area population	1.3	1.2	1.0	0.8	0.7
Average Age of Fleet in Years					
Average age of fleet in years	16.6	17.6	18.6	19.6	20.6
Unrestricted Cash Balance - Financial Indicator					
End of year cash balance from financial statement	$ 318,123	$ 208,950	$ 196,131	$ 224,383	$ 622,924
Weekday Ridership					
Average ridership on weekdays	4,945	4,484	4,007	3,255	2,985
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

Performance Measures Florida Transportation Commission 2019

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	2015	2016	2017	2018	2019
Consultant Contracts						
Final Cost % increase above Original Award	< 5%	0.0%	-14.9%	0.0%	0.0%	-6.6%
Construction Contracts						
Completed within 20% above original contract time	≥ 80%	N/A	100.0%	100.0%	0.0%	100.0%
Completed within 10% above original contract amount	≥ 90%	N/A	100.0%	100.0%	0.0%	100.0%

Applicable Laws:

	Objective	2015	2016	2017	2018	2019
Minority Participation						
M/WBE & SBE Utilization as a % of Total Expenditures	> 90% of agency target:	24.9%	23.6%	20.3%	19.3%	17.6%

Property Acquisition:

	Objective	2015	2016	2017	2018	2019
Right-of-Way						
#Projects Requiring ROW Acquisition		N/A	1	1	4	-
#Parcels Needed to be Acquired for Projects		N/A	24	47	247	3
#Parcels Acquired via Negotiations		N/A	18	39	9	3
#Parcels Acquired via Condemnation		N/A	-	-	-	-
#Parcels Acquired with Final Judgements at or Less than one half the range of contention		N/A	-	-	-	-

Performance Measures Florida Transportation Commission 2019

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	2015	2016	2017	2018	2019
Unlinked Passenger Trips Per Revenue Hour (Passenger trips divided by revenue hours)	>39.3	36.4	34.0	35.0	34.8	35.1
Operating Expense Per Revenue Mile Operating expense divided by revenue miles	<$21.89	$ 20.84	$ 25.07	$ 25.79	$ 26.49	$ 26.65
Operating Expense Per Passenger Trip Operating expenses divided by annual ridership	<$18.24	$ 17.02	$ 21.25	$ 21.34	$ 22.09	$ 21.77
Operating Expense Per Passenger Mile Operating expenses divided by passenger miles	<$0.55	$ 0.63	$ 0.77	$ 0.72	$ 0.79	$ 0.82
Farebox Recovery Ratio Passenger fares divided by operating expenses	>22.5%	17.5%	14.6%	14.1%	13.8%	13.6%
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	53,113	69,145	83,931	50,808	43,943
Revenue Miles versus Vehicle Miles Revenue miles divided by vehicle miles	>.93	0.97	0.97	0.97	0.96	0.96
Customer Service Average time from complaint to response	14 days	12	10	9	14	13
Customer complaints divided by boardings	<2 per 5,000 boardings	1.1	1.2	1.9	2.4	0.9
On-time Performance % trips end to end on time < 6 minutes late	>80%	83.5%	83.5%	84.7%	91.0%	91.5%

Reportable Indicators

	2015	2016	2017	2018	2019
Operating Expense Per Capita (Potential Customer) Annual operating budget divided by the service area population	$ 13.27	$ 16.38	$ 16.52	$ 17.37	$ 17.67
Average Headway (minutes) Average time for train to complete its portion of total route miles one time	28.6	29.5	28.2	29.5	29.7
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	$ 73,042,631	$ 90,135,130	$ 90,925,787	$ 95,569,801	$ 97,210,759
Operating Revenue Revenue generated through the operation of the transit authority	$ 13,199,536	$ 13,562,478	$ 14,091,406	$ 13,790,701	$ 14,855,253
Total Annual Revenue Miles Vehicle miles operated in active service (available to pick up revenue passengers)	3,505,483	3,595,531	3,525,108	3,607,386	3,647,288
Total Annual Revenue Hours Vehicle hours operated in active service	117,914	124,669	121,880	124,457	127,230
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	54,670	71,323	86,408	52,840	45,727
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	$ 619.46	$ 723.00	$ 746.03	$ 767.89	$ 764.06
Peak Vehicles Vehicles operated to meet annual maximum (peak) service requirements	42	42	42	42	42

Performance Measures Florida Transportation Commission 2019

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

	2015	2016	2017	2018	2019
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	4,292,705	4,241,486	4,261,113	4,325,856	4,465,750
Average Trip Length					
Average length of passenger trip, generally derived through sampling	27.2	27.7	29.7	28.0	26.5
Annual Passenger Miles					
Passenger trips multiplied by average trip length	116,761,576	117,277,088	126,555,056	121,123,968	118,342,375
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	$ 2.98	$ 3.09	$ 3.00	$ 3.04	$ 2.96
Passenger Trips Per Revenue Mile					
Passenger trips divided by revenue miles	1.22	1.18	1.21	1.20	1.22
Passenger Trips Per Revenue Hour					
Passenger trips divided by revenue hours	36.4	34.0	35.0	34.8	35.1
Passenger Trips Per Capita					
Passenger trips divided by service area population	0.78	0.77	0.77	0.79	0.81
Average Years Since Last Rebuild					
Locomotives (9)	13.2	14.2	15.2	16.2	17.2
Coaches (12)	14.2	15.2	16.2	17.2	18.2
Unrestricted Cash Balance - Financial Indicator					
End of year cash balance from financial statement	$ 18,129,966	$ 18,344,503	$ 10,570,264	$ 28,605,873	$ 26,702,579
Weekday Ridership					
Average ridership on weekdays	14,176	13,894	13,999	14,615	14,765
Capital Commitment to System Preservation and System Expansion					
% of capital spent on system preservation	100%	82%	56%	35%	76%
% of capital spent on system expansion	0%	18%	44%	65%	24%
Intermodal Connectivity					
Intermodal transfer points available through Tri-Rail	18	18	18	18	18

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APPENDIX B—COMMUNICATIONS

FLORIDA TRANSPORTATION COMMISSION

Ron DeSantis
Governor

February 12, 2021

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

Dear Governor DeSantis:

I take pleasure in transmitting the Florida Transportation Commission's (Commission) annual *Transportation Authority Monitoring and Oversight, Fiscal Year 2019 Report for Transit Authorities*, which was adopted at our public meeting on February 4, 2021. This annual report is produced in fulfillment of the Commission's oversight role that encompasses the monitoring and evaluation of transportation authorities created under Chapters 343, 348 and 349, Florida Statutes.

The Commission, 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 2019 financial and operational data. We believe the authorities will continue to utilize the findings within this report to operate their respective expressway toll systems more efficiently and effectively.

Consistent with its monitoring and oversight responsibility of transportation authorities, the Commission requested the individual authorities share the impact of COVID-19. As presented during the Commission's February 4 meeting, each authority experienced a reduction in ridership and fare collections over the past twelve months.

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

With regards,

Ronald S. Howse, Chairman
Florida Transportation Commission

cc: Honorable Wilton Simpson, President, Florida Senate
Honorable Chris Sprowls, Speaker, Florida House of Representatives
Honorable Gayle Harrell, Chair, Senate Infrastructure and Security
Honorable George Gainer, Chair, Senate Transportation, Tourism, and Economic Development Appropriations Subcommittee
Honorable Kelli Stargel, Chair, Senate Appropriations Committee
Honorable Brad Drake, Chair, House Tourism, Infrastructure & Energy Subcommittee
Honorable Jayer Williamson, Chair, House Infrastructure & Tourism Appropriations Subcommittee
Honorable Jay Trumbull, Jr., Chair, House Appropriations Committee
Mr. Shane Strum, Chief of Staff, Executive Office of the Governor
Mr. Kevin J. Thibault, P.E., Secretary, Florida Department of Transportation
Ms. Stephanie Kopelousus, Director of Legislative Affairs, Executive Office of the Governor
Mr. Chris Spencer, Director Office of Policy and Budget, Executive Office of the Governor
Mr. James Christian, Florida Division Administrator, Federal Highway Administration

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