Agenda

- Who We Are
- SFRTA: *Past*
- SFRTA: *Present*
- SFRTA: *Future*
- Ways to *Get Involved*
- Transit Asset Management (TAM)
SFRTA: Who We Are

• Operator of Tri-Rail Commuter Rail System and Commuter Connector Shuttle Service
  
• 72 mile system
  
• South Florida’s only commuter rail system
  
• 18 stations
  
• Connections to all 3 Major Airports, PalmTran, BCT, and MDT
  
• 50 trains per day (Weekday)
  
• 30 trains per day (Weekend)
  
• 4,495,039 riders in 2019 (Tri-Rail Record)
Over the past 10 years, Tri-Rail has:

- Upgraded train fleet - 24 new passenger cars (2010)
- Launched Tri-Rail app (2012)
- Added hourly weekend and holiday service in (2013)
- Upgraded train fleet - 12 new locomotives (2013)
- Provided connections to all three airports (MIA, FLL and PBI) by adding shuttle service to PBIA (2015)
- Installed free Wi-Fi on all trains (2015)

- Provided public access to live train tracker (2016)
- Upgraded bus fleet - 28 new branded Commuter Connector buses (2017)
- Added Commuter Connectors buses to live tracker (2017)
- Completed retrofitting of 10 coaches as bike cars (2017)
- Recorded highest OTP in its history - 96.6% (2018)
- Upgraded Tri-Rail App (2019)
- Current record on-time performance averaging 94.45% (2019)
Serving Our Passengers

Students 12%  
![Graduation cap]  
*of Average Daily Ridership

Visitors 9%  
![Person with suitcase]  
*of Average Daily Ridership

Choice Ridership

Yes 65%  
No 35%

### Station Ranking by Activity

<table>
<thead>
<tr>
<th>Rank #</th>
<th>Station</th>
<th>Total Boardings</th>
<th>% of Total Boardings</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>Boca Raton</td>
<td>1,391</td>
<td>9%</td>
</tr>
<tr>
<td>2</td>
<td>West Palm Beach</td>
<td>1,159</td>
<td>8%</td>
</tr>
<tr>
<td>3</td>
<td>Cypress Creek</td>
<td>1,116</td>
<td>8%</td>
</tr>
<tr>
<td>4</td>
<td>Miami Airport</td>
<td>1,065</td>
<td>7%</td>
</tr>
<tr>
<td>5</td>
<td>Mangonia Park</td>
<td>1,038</td>
<td>7%</td>
</tr>
</tbody>
</table>

### Top 3 Origin-Destination Pairs

FLL Airport ➔ Miami Airport  
Boca Raton ➔ WPB  
WPB ➔ Boca Raton
First and Last Mile Connections

To Tri-Rail Station

- Tri-Rail Shuttle/Commuter Bus: 4%
- Drove and Parked: 31%
- Walker: 10%
- Dropped Off: 24%
- Rideshare (Uber, Lyft, etc.): 10%
- Taxi: 2%
- Other: 1%
- School Bus: 1%
- Metrorail: 3%
- Bike: 5%
- Transit Bus: 9%

From Tri-Rail Station

- Tri-Rail Shuttle/Commuter Bus: 14%
- Picked Up: 12%
- Parked Car: 9%
- Rideshare (Uber, Lyft, etc.): 10%
- Walking: 23%
- Taxi: 1%
- School Bus: 3%
- Metrorail: 6%
- Bike: 5%
- Transit Bus: 13%
- Other: 4%
Downtown Miami Link

- Provides a new, one-seat ride from Mangonia Park into Miami Central Station
- Multimodal hub connecting Virgin Trains, Tri-Rail, Miami-Dade County bus, Metrorail, and Metromover
- Local Investment: $70M
- Funding partners: Miami-Dade County, the City of Miami, Citizen’s Independent Transportation Trust, Southeast Overtown/Park West CRA, Bayfront Park Management Trust, and Miami DDA
- Due to PTC (Safety System) implementation on this corridor, anticipated service in 2021
Midtown/Wynwood

• City of Miami applied/received SMART Plan demonstration project for temporary Midtown Station in May 2018

• Project has evolved to identify a permanent station location in the Midtown/Wynwood area

• FECR approval is required

• Next steps include:
  • Environmental Clearance
  • Design/Procurement/Construction
SFRTA: Future (Short Term)

New Northern Layover Facility

- More efficient end-of-line location
- Adds greatly needed train storage capacity
  - Existing Tri-Rail system
  - Planned FEC Corridor Expansion
- Federal environmental clearance received in late 2013
- Key funding support from Palm Beach TPA
- Design/Build 2020-2023
Where do we go from here?
Palm Beach County 2030: What’s the plan for road congestion?

Walking? You’re risking your life in Florida, the deadliest state for pedestrians

Study: Florida drivers among worst in country

Miami has some of the worst traffic congestion in the world, study says
87% of trips on public transit have a direct impact on the local economy

$4 generated in economic returns for every $1 invested in public transit

Every $10m in operating investment in public transit yields $32m in increased business sales
SFRTA: Future (Long Term)

• Economic Growth
  • Advance TRCL/Jupiter Extension
  • Support TOD projects including workforce housing and job creation

• Improve System Performance
  • Increase reliability, efficiency and capacity
  • Improve passenger experience
  • Improve last mile connections and transportation services

• Sustainable Funding
  • Support existing SFRTA/Tri-Rail system
  • Expand premium transit throughout the region
Get Involved!

Commuter

• The TPA offices are accessible via Tri-Rail’s West Palm Beach Station

• Other mobility options include
  • City trolley
  • Palm Tran bus
  • 15 minute walk
  • 6 minute bike ride
Get Involved!

Ride

• $5 weekend day pass
• Family Friendly Events
• Explore South Florida
Get Involved!

Feedback

• Follow Tri-Rail on Social Media
• Join a TPA/MPO/TPO Committee
• Attend a SFRTA PTAC meeting
• Visit tri-rail.com
• Give us a call at 1-800-Tri-Rail
Agenda

• Purpose of Transit Asset Management (TAM)
• TAM Plan Elements and Process
• SFRTA TAM Performance Targets
• Maintenance of TAM Plan
On July 26, 2016, FTA published the Transit Asset Management (TAM) Final Rule.

The purpose of the TAM is to help achieve and maintain a state of good repair (SGR). The SGR is the condition in which a capital asset is able to operate at a full level of performance. A capital asset is in a state of good repair when that asset:

1. Is able to perform its designated function,
2. Does not pose a known unacceptable safety risk, and
3. Its lifecycle investments must have been met or recovered.

TAM is a business model that uses transit asset condition to guide the optimal prioritization of funding.
TAM Plan Elements and Process

TAM Goal and SGR Policy

- Asset Inventory
- Condition Assessment
  - Decision Support Tool
  - Prioritization
  - Implementation Strategy
- TAM Resource
- Evaluation/Improvement
- Annual TAM Activities
TAM Plan Elements and Process

TAM Goal and SGR Policy: define SGR, guide development and implementation of TAM plan

Asset inventory: collection of SFRTA assets and their information

Condition assessment: evaluation of current asset conditions

Decision support tool: identify capital investment needs

Prioritization: process applied to rank capital projects

Implementation strategy: how the plan will be implemented

TAM activities: annual activities required for TAM

Resource: staff and financial resource, guidance and reference

Evaluation and improvement: how to improve the plan
SFRTA Asset Snapshot

<table>
<thead>
<tr>
<th>SFRTA Asset Category</th>
<th>Capital Asset Value</th>
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<tbody>
<tr>
<td>Rolling Stock:</td>
<td>$127,531,428</td>
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<tr>
<td>Revenue vehicles by mode</td>
<td></td>
</tr>
<tr>
<td>Equipment:</td>
<td>$10,358,035</td>
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<tr>
<td>Support and maintenance vehicles and other capital</td>
<td></td>
</tr>
<tr>
<td>equipment</td>
<td></td>
</tr>
<tr>
<td>Facilities:</td>
<td>$122,831,351</td>
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<tr>
<td>Maintenance and administrative facilities; passenger</td>
<td></td>
</tr>
<tr>
<td>stations, and parking facilities</td>
<td></td>
</tr>
<tr>
<td>Infrastructures:</td>
<td>$608,541,556</td>
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<tr>
<td>Rail fixed-guideway, track, signals, and systems</td>
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</tr>
<tr>
<td>Total</td>
<td>$863,262,370</td>
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## SFRTA TAM Performance Targets

<table>
<thead>
<tr>
<th>FTA Asset Classes</th>
<th>Performance Measures</th>
<th>2019 Targets</th>
<th>2019 Performance</th>
<th>2020 Targets</th>
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<tr>
<td>Equipment</td>
<td></td>
<td>0%</td>
<td>22.22%</td>
<td>22.22%</td>
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<tr>
<td>Non-revenue support-service and maintenance vehicles</td>
<td>Vehicles- 8 years</td>
<td></td>
<td></td>
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<tr>
<td></td>
<td>Others (1-5 scale)</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>Others (1-5 scale)</td>
<td>0%</td>
<td>22.22%</td>
<td>22.22%</td>
</tr>
<tr>
<td>Rolling Stock</td>
<td></td>
<td>0%</td>
<td>25%</td>
<td>25%</td>
</tr>
<tr>
<td>Revenue Vehicles</td>
<td></td>
<td>0%</td>
<td>25%</td>
<td>25%</td>
</tr>
<tr>
<td></td>
<td>Locomotives – 39 years</td>
<td>0%</td>
<td>25%</td>
<td>25%</td>
</tr>
<tr>
<td></td>
<td>Coach – 39 years</td>
<td>0%</td>
<td>25%</td>
<td>25%</td>
</tr>
<tr>
<td></td>
<td>Self-propelled – 39 years</td>
<td>0%</td>
<td>25%</td>
<td>25%</td>
</tr>
<tr>
<td></td>
<td>Bus (Cutaway) – 10 years</td>
<td>0%</td>
<td>25%</td>
<td>25%</td>
</tr>
<tr>
<td>Infrastructure</td>
<td></td>
<td>8%</td>
<td>3.28%</td>
<td>3.5%</td>
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<tr>
<td>Rail fixed-guideway track</td>
<td>Performance restrictions (slow orders)</td>
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<td></td>
<td></td>
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<tr>
<td>Facilities</td>
<td>Passenger (1-5 scale)</td>
<td>30% (&lt;2.5)</td>
<td>5%</td>
<td>5%</td>
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<tr>
<td>Buildings and structures</td>
<td>Maintenance (1-5 scale)</td>
<td>30% (&lt;2.5)</td>
<td>5%</td>
<td>5%</td>
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<tr>
<td></td>
<td>Administrative (1-5 scale)</td>
<td>0%</td>
<td>5%</td>
<td>5%</td>
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</table>
SFRTA TAM System

• Monitor assets and asset conditions
• Track asset changes overtime
• Maintain TAM and SGR policies
• Produce, arrange and plan for capital projects
• Project funding needs
• Produce reports
Questions?