Agenda

• Who We Are
• SFRTA: Past
• SFRTA: Present
• SFRTA: Future
• Ways to Get Involved
• Transit Asset Management (TAM)
• 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% *of Average Daily Ridership

Visitors 9% *of Average Daily Ridership

Choice Ridership

<table>
<thead>
<tr>
<th></th>
<th></th>
<th>Yes</th>
<th>No</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
<td>65%</td>
<td>35%</td>
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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

2018 Tri-Rail On-Board Survey
SFRTA: Present

First and Last Mile Connections

To Tri-Rail Station

From Tri-Rail Station
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.
Transit Investment Spurs Economic Development

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
• 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!

**Commute**

- 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!

- $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
Transit Access Management Plan
• 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

 Decision Support Tool

 Prioritization

 Annual TAM Activities

 Condition Assessment

 Implementation Strategy

 TAM Resource

 Evaluation/ Improvement
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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</thead>
<tbody>
<tr>
<td>Rolling Stock: Revenue vehicles by mode</td>
<td>$127,531,428</td>
</tr>
<tr>
<td>Equipment: Support and maintenance vehicles and other capital equipment</td>
<td>$10,358,035</td>
</tr>
<tr>
<td>Facilities: Maintenance and administrative facilities; passenger stations, and parking facilities</td>
<td>$122,831,351</td>
</tr>
<tr>
<td>Infrastructures: Rail fixed-guideway, track, signals, and systems</td>
<td>$608,541,556</td>
</tr>
<tr>
<td>Total</td>
<td>$863,262,370</td>
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<tr>
<td>FTA Asset Classes</td>
<td>Performance Measures</td>
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<tr>
<td>-------------------</td>
<td>----------------------------------------------------------------</td>
</tr>
<tr>
<td>Equipment</td>
<td>Vehicles- 8 years</td>
</tr>
<tr>
<td></td>
<td>Others (1-5 scale)</td>
</tr>
<tr>
<td>Rolling Stock</td>
<td>Locomotives – 39 years</td>
</tr>
<tr>
<td>Revenue Vehicles</td>
<td>Coach – 39 years</td>
</tr>
<tr>
<td></td>
<td>Self-propelled – 39 years</td>
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<tr>
<td></td>
<td>Bus (Cutaway) – 10 years</td>
</tr>
<tr>
<td>Infrastructure</td>
<td>Performance restrictions</td>
</tr>
<tr>
<td>Rail fixed-guideway track</td>
<td>(slow orders)</td>
</tr>
<tr>
<td>Facilities</td>
<td>Passenger (1-5 scale)</td>
</tr>
<tr>
<td>Buildings and</td>
<td>Maintenance (1-5 scale)</td>
</tr>
<tr>
<td>structures</td>
<td>Administrative (1-5 scale)</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?