



FY 2015

TRANSPORTATION AUTHORITY MONITORING
AND OVERSIGHT REPORT

Commission's Charge

- The 2007 Legislature amended Section 20.23, FS, expanding the Commission's oversight role
- Monitor the efficiency, productivity, and management of the authorities created under Chapters 343 and 348
- The 2009 Legislature further expanded the Commission's role to include the Jacksonville Transportation Authority created under Chapter 349
- The 2010 Legislature added Osceola County Expressway Authority as a new Part of Chapter 348



Commission's Charge

- The 2013 Legislature created the Northeast Florida Regional Transportation Commission under Chapter 343
- The 2014 Legislature amended Section 20.23, FS, to monitor the Mid-Bay Bridge Authority
- New Central Florida Expressway Authority under Chapter 348, effective June 20, 2014
 - Assumed OOCEA operations, expanded area, and new Board
- Florida's Turnpike System
 - Included in Report since FY 2013



Commission's Charge

- Conduct periodic reviews of each authority's:
 - Operations and budget
 - Acquisition of property
 - Management of revenue and bond proceeds
 - Compliance with applicable laws and generally accepted accounting principles

Authorities Monitored

- Established Toll Authorities
 - Miami-Dade Expressway Authority (MDX)
 - Central Florida Expressway Authority (CFX)
 - Santa Rosa Bay Bridge Authority (SRBBA)
 - Tampa-Hillsborough County Expressway Authority (THEA)
 - Florida's Turnpike System (Turnpike)
 - Mid-Bay Bridge Authority (MBBA)
- Transit Authorities
 - Central Florida Regional Transportation Authority (CFRTA / LYNX)
 - Jacksonville Transportation Authority (JTA)
 - South Florida Regional Transportation Authority (SFRTA / Tri-Rail)
- Emerging Authorities
 - Northwest Florida Transportation Corridor Authority (NFTCA)
 - Osceola County Expressway Authority (OCX)
 - Tampa Bay Area Regional Transportation Authority (TBARTA)
 - Northeast Florida Regional Transportation Commission (NEFRTC)



Commission's Approach

- Appointed committee
- Developed “performance measures” and “operating indicators” for all authorities
- Adopted reporting requirements in areas of organizational “governance”
- Staffed by FTC with preliminary support provided by CUTR
- Periodically updated, reviewed and refined

General Findings

- Centralized Customer Service System (CCSS)
- Customer service performance - Toll authorities
- Performance measures/objectives

TAMPA BAY AREA REGIONAL TRANSPORTATION AUTHORITY



- ✓ PERFORMANCE MEASURES – Not yet applicable
- ✓ OPERATING INDICATORS – Not yet applicable
- ✓ GOVERNANCE
 - Complied with Ethics, Conflicts of Interest, Public Records, Open Meetings and Website requirements
 - Financial statement audit / OIG review findings
 - Regional Master Plan and other statutory requirements
- ✓ OTHER
 - Commuter Assistance Programs
 - West Central Florida MPO CCC merged within TBARTA

TAMPA BAY AREA REGIONAL TRANSPORTATION AUTHORITY



Ramond A. Chiaramonte

Executive Director



TBARTA: Agency Update

Florida Transportation Commission
July 19, 2016



The 5 W's of TBARTA

One Region
One Plan
One Voice

Who: Tampa Bay Area Regional Transportation Authority

What: Develop and implement a Regional Transportation Master Plan for the seven-county West Central Florida region

When: Created by the Florida State Legislature in 2007

Where: Citrus, Hernando, Hillsborough, Manatee, Pasco, Pinellas and Sarasota Counties

Why: To improve mobility and expand multimodal transportation options for passengers and freight throughout the seven-county region.

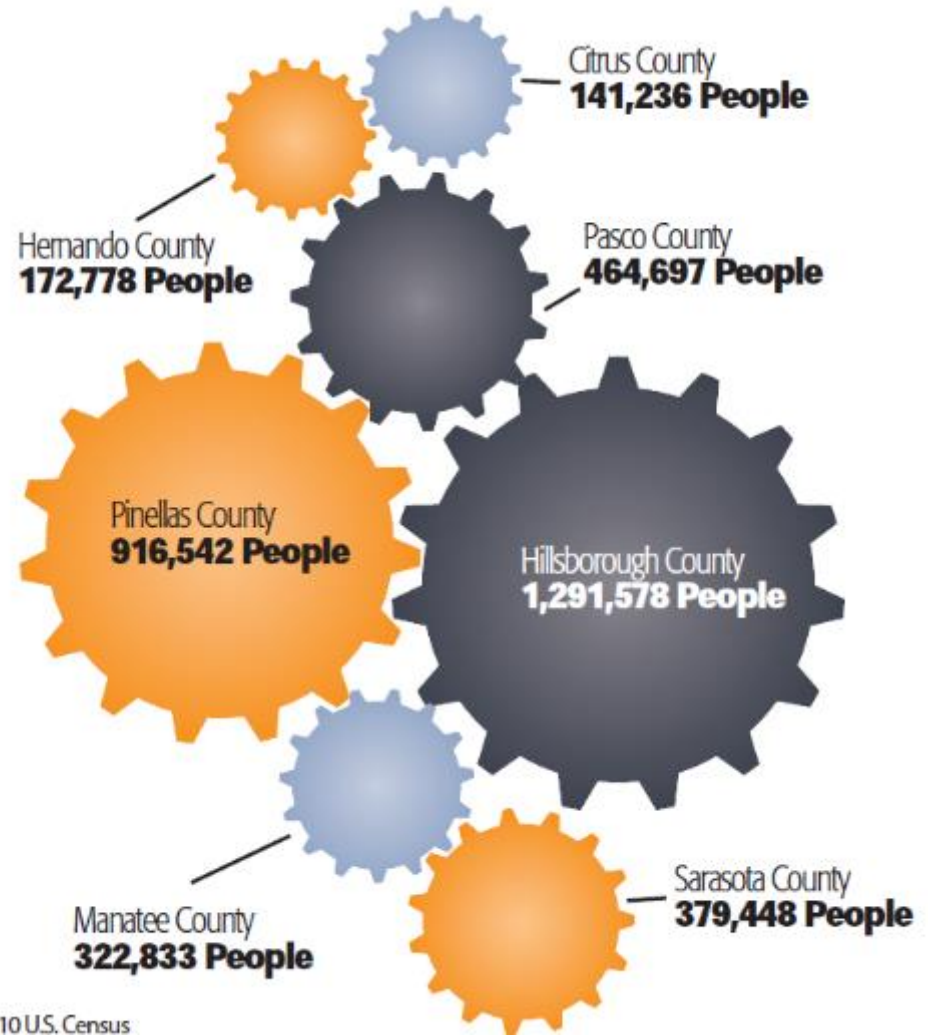


“Connecting Our Region, Building Our Future”

TBARTA by the Numbers

One Region
One Plan
One Voice

2 FDOT Districts (1 & 7)
2 Toll Authorities
2 RPCs
5 MPOs
3 Seaports
3 Commercial Airports
7 Counties
7 Transit Providers
46 Cities



*Source: 2010 U.S. Census

TBARTA Board Members and Advisors

One Region
One Plan
One Voice

Governor's Appointees

Mr. Ronnie Duncan, Chairman

Mr. Cliff Manuel, Jr., Vice Chairman

Mr. Jim Kimbrough

Mr. Jim Holton

City of Bradenton

Councilmember Bemis Smith

City of St. Petersburg

Councilmember Darden Rice

City of Tampa

Councilmember Mike Suarez

TBARTA MPOs CCC

Councilmember Doreen Caudell

FDOT Non-Voting Advisors

Secretary Paul Steinman, District 7

Secretary Billy Hattaway, District 1

Citrus County

Commissioner Ronald Kitchen, Jr.

Hernando County

Commissioner James Adkins

Hillsborough County

Commissioner Sandra Murman, Secretary

Manatee County

Commissioner Betsy Benac, Treasurer

Pasco County

Commissioner Mike Moore

Pinellas County

Commissioner Janet L. Long

Sarasota County

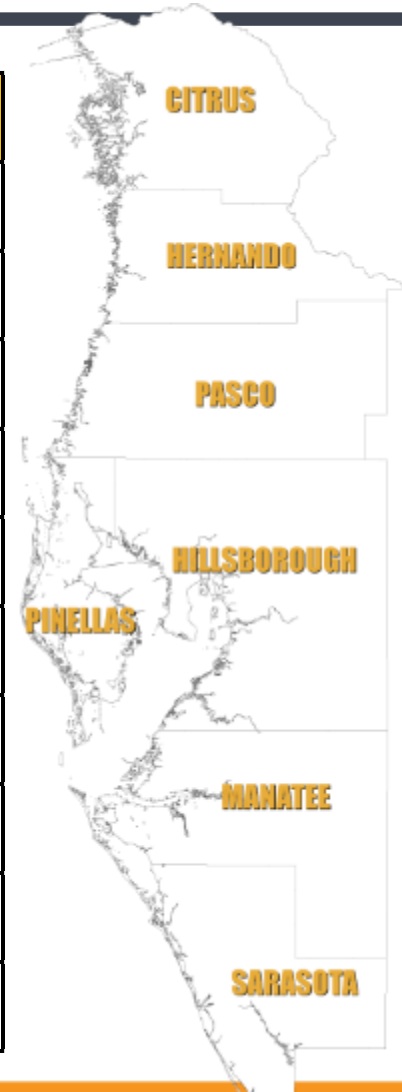
Commissioner Paul Caragiulo

Our Region is Growing

One Region
One Plan
One Voice

Medium Growth Projections: TBARTA Counties

County	2015	2040	Growth
Hillsborough	1.3M	1.9M	556K
Pinellas	941k	978k	37k
Pasco	489k	734k	245k
Hernando	177k	258k	80k
Citrus	142k	178k	36k
Sarasota	390k	485k	95k
Manatee	346k	485k	139k
Polk*	634k	901k	266k
TOTAL	4.4M	5.9M	1.4M



TBARTA
Tampa Bay Area Regional Transportation Authority

Source: Tampa Bay Regional Planning Model, 2016

Traveling Across County Lines for Work

One Region
One Plan
One Voice

9%

or **3,272 Citrus** County commuters

34%

or **19,497 Hernando** County commuters

47%

or **83,140 Pasco** County commuters

12%

or **50,562 Pinellas** County commuters

8%

or **43,741 Hillsborough** County commuters

26%

or **33,249 Manatee** County commuters

10%

or **13,086 Sarasota** County commuters



Airport Travel Impacts: TIA



One Region
One Plan
One Voice

Airport Travel in Our Region (2015)

Passengers Reside in:	Annual Passengers	Daily Passengers	Percent of Total	Local Percent of Subtotal
Hillsborough	3,014,857	8,260	16%	
Pinellas	1,996,013	5,469	10%	
Pasco	682,815	1,871	4%	
Manatee	535,224	1,466	3%	
Sarasota	502,282	1,376	3%	
Polk	287,561	788	1%	
Hernando	195,974	537	1%	
Citrus	109,813	301	1%	
<i>Sub-total</i>	7,324,539	20,068	38%	
*Non-Resident Passengers:	12,007,441	32,898	62%	
Total	19,331,980	52,966	100%	

Master Plan: Setting the Path

One Region
One Plan
One Voice

Priorities/Coordination

Future Priorities

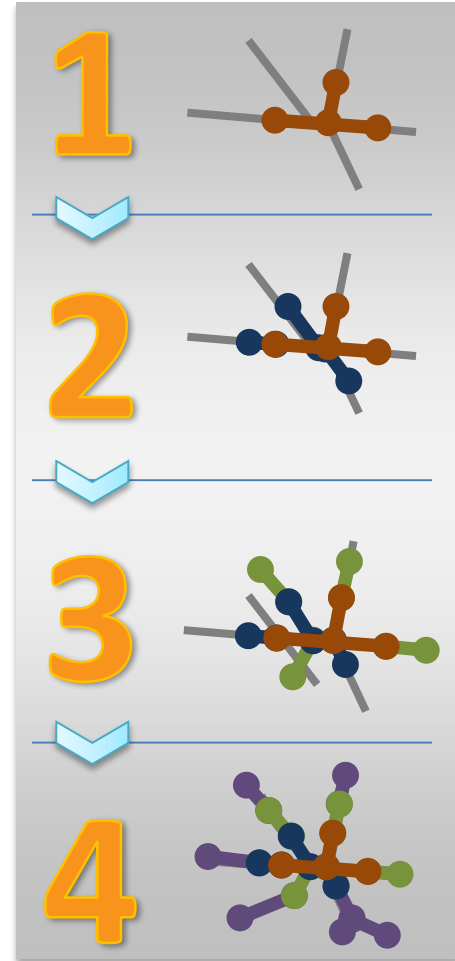
MPO CCC & TMA Priorities, 10-year SIS Plan

2040 Regional Projects (Investments)

MPO LRTP Cost Feasible Projects

Longer Range Needs (Investments)

MPO LRTP Needs & Stakeholder Comments



TBARTA Priorities: 5 Year Horizon

One Region
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One Voice

- ❖ I-275 SR 60/Memorial Interchange
- ❖ Gateway Expressway
- ❖ Howard Frankland Bridge
- ❖ Tampa Bay Express: Phase I
- ❖ SR 54/56 Improvements
- ❖ Suncoast Parkway 2
- ❖ TIA/People Mover Connection/Westshore Regional Multimodal Center
- ❖ University Parkway/I-75 Interchange Area

Adopted at February 2015 Board Meeting



Future Priorities: 10 Year Horizon

One Region
One Plan
One Voice



Future Priority Descriptions and Legend

- 15th** 15th Street East
- 50** SR 50 Improvements
- BE** Beach Express
- BRT** Central Avenue Bus Rapid Transit (Central Ave BRT)
- FII** Florida Interstate Improvement
- FFC** Florida Future Corridors
- II** Interchange Improvements I-75/I-4
- MM** US 41 Multimodal Emphasis Corridor
- RR** River Road
- Tampa Bay Express (Ultimate)**
- Tampa Fixed Guideway**
- VXB** Veterans Expressway Express Bus
- Florida Coast-to-Coast Trail Gap**
- T** Hillsborough County Community Transportation Plan

Mergers

One Region
One Plan
One Voice

Bay Area Commuter
Services (BACS), 2010

West Central Florida MPOs
Chairs Coordinating
Committee (CCC), 2015-
2016





- Carpool
- Vanpool
- Emergency Ride Home (ERH)
- Bike Buddy
- Telework Tampa Bay
- Regional School Commute Program

- NTD reporting monthly & annually
- Federal Formula Funds (5307)
- \$2 million of new money to region
- \$800,000 for TBARTA
- Remainder split between other transit operators

NTD

National Transit Database



Ridesharing Impacts

One Region
One Plan
One Voice

Vanpool Program

- 96 Vans (89 vans in Dec. '15)
- 7.7 million miles saved last year
- 308,431 gallons of fuel saved, worth \$845,000

Carpool Ridematching

- 1.9 million miles saved last year
- 78,380 gallons of fuel saved
- 92,678 parking spaces saved

School Commute Program

- 46 Schools Participating

Emergency Ride Home



Modernizing Transit Technology

One Region
One Plan
One Voice

Regional Fare Payment System

- Mobile Payment and One Regional Card/App
- Led by HART, includes 8 transit operators
- TBARTA committed \$267,000
- ✓ Mobile payment platform launching August/September
- ✓ TBARTA assisting with MPO and transit agency coordination

OneBusAway App expansion

- Currently in Hillsborough, soon Pinellas
- Working with CUTR to survey needs for expanding regionally

One Call One Click / myRIDE

- Call: 1-844-9-MYRIDE
- Click: www.tbarta.com/myride
- Database includes transportation resources across all 7 counties

HB 7061 Signed by Governor – Effective July 1, 2016

MPOs CCC

- Merges the MPOs CCC within TBARTA as a subcommittee, and adds Citrus County as a CCC member

Master Plan

- Changes the requirement for updating the TBARTA Master Plan from every two (2), to every five (5) years

Board Structure

- Changes the governing board composition from 16 to 15 voting members
- FDOT District 7 Secretary changed to a non-voting advisor
- FDOT District 1 Secretary changed to a non-voting advisor

Next Steps

One Region
One Plan
One Voice

- Continue to partner and build stronger relationships with transportation agencies/authorities to improve service & maximize efficiencies
- Continue to engage the private sector in the delivery of transportation services
- Expanding Vanpool program across the region
- Work with FDOT to plan for future Express Bus connections between regional activity centers
- Expand Regional School Commute Program to all counties, helping parents get their children to school
- Implement single regional Fare Card across all counties
- SunTrails coordination: \$25M Annually for multi-use trails.

TBARTA welcomes the FTC to Tampa Bay and our Regional System

One Region
One Plan
One Voice



[www.pedbikeimages.org/Laura Sandt](http://www.pedbikeimages.org/Laura_Sandt)

OSCEOLA COUNTY EXPRESSWAY AUTHORITY



- ✓ PERFORMANCE MEASURES – Not yet applicable
- ✓ OPERATING INDICATORS – Not yet applicable
- ✓ GOVERNANCE
 - Complied with Ethics, Conflicts of Interest, Public Records, Open Meetings and Website requirements
 - Unmodified Audit - No findings
 - Osceola County support
 - OCX 2040 Master Plan
- ✓ OTHER
 - FY 2015 Funding
 - Poinciana Parkway
 - Central Florida Expressway Authority

OSCEOLA COUNTY EXPRESSWAY AUTHORITY



Atlee Mercer

Chairman of the Board of Directors

Osceola County Expressway Authority

Atlee Mercer, Chairman



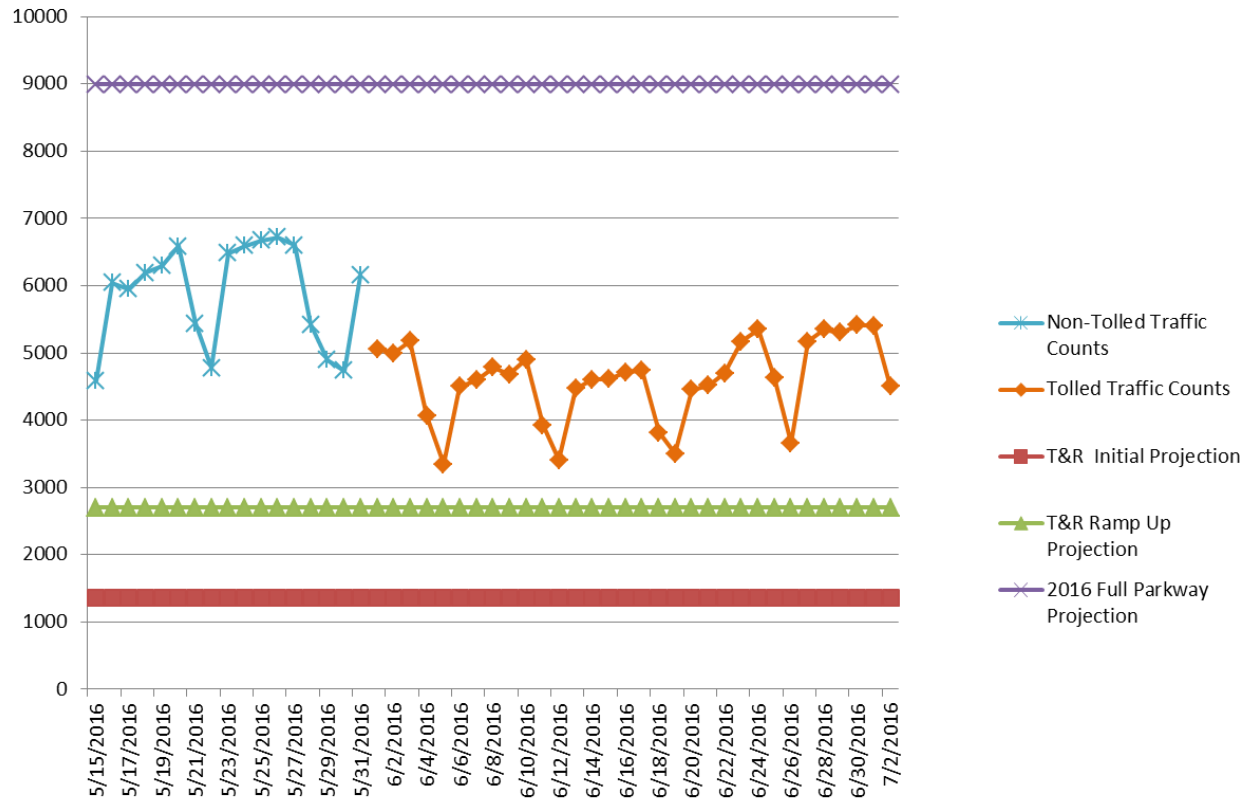
Poinciana Parkway Opening – April 30th 2016



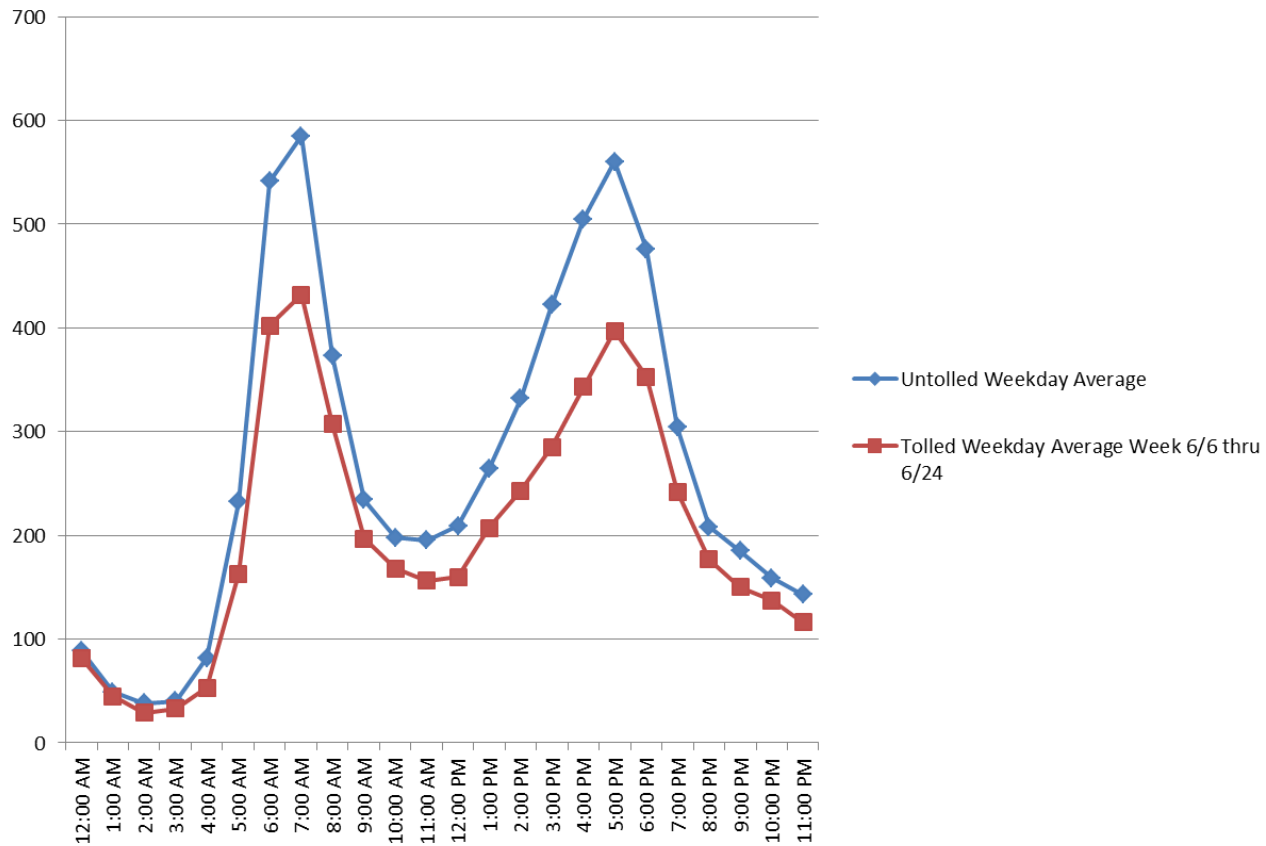




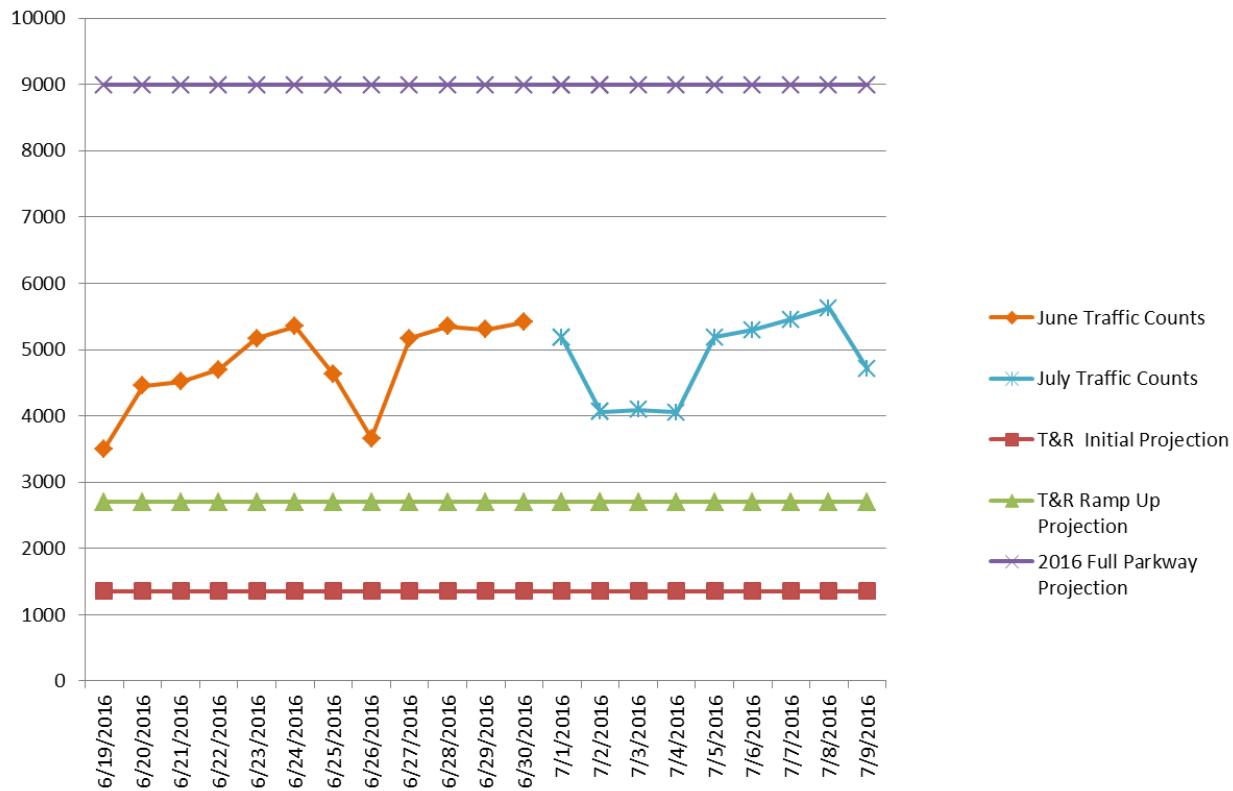
Poinciana Parkway Daily Traffic Counts May 15, 2016 through July 2, 2016



Poinciana Parkway Average Hourly Traffic Counts



Poinciana Parkway Daily Traffic Counts June 19, 2016 through July 9, 2016



Osceola County Expressway Authority



JACKSONVILLE TRANSPORTATION AUTHORITY



BUS

✓ MET 5 OF 12 PERFORMANCE MEASURES (Measures not met):

- Operating Expense per Revenue Mile
- Operating Expense per Revenue Hour
- Ratio of Operating Revenue to Operating Expense
- Operating Expense per Passenger Trip
- Revenue Miles between Safety Incidents
- Customer Service Number of Complaints
- On-Time Performance

✓ OPERATING INDICATORS

- Operating expenses increased 5.6%
- Operating revenues remained flat
- Increased - Revenue Hours, Weekday Ridership, Passenger Trips
- Decreased - Revenue Miles, Average Trip Length, Passenger Miles, Farebox Recovery, and Average Fare

JACKSONVILLE TRANSPORTATION AUTHORITY



SKYWAY

✓ MET 8 OF 12 PERFORMANCE MEASURES

(Measures not met):

- Operating Expense per Revenue Mile
- Operating Expense per Revenue Hour
- Ratio of Operating Revenue to Operating Expense
- Revenue Miles Between Failures

✓ OPERATING INDICATORS

- Operating revenues remained flat
- Operating expenses increased 3.3%
- Increased - Passenger Trips, Average Trip Length, Passenger Miles and Weekday Ridership
- Decreased - Revenue Miles and Revenue Hours

JACKSONVILLE TRANSPORTATION AUTHORITY



HIGHWAYS & GOVERNANCE

- ✓ MET THE TWO APPLICABLE PERFORMANCE MEASURES
- ✓ OPERATING INDICATOR
 - No parcels were acquired through ROW Program
- ✓ GOVERNANCE
 - Complied with Ethics, Conflicts of Interest, Public Records, Open Meetings and Website requirements
 - Audit reports
- ✓ OTHER
 - Route Optimization Initiative
 - Local Option Gas Tax / JTA 2015 Bond Issue
 - First Coast Flyer (BRT)
 - Skyway Modernization Program

JACKSONVILLE TRANSPORTATION AUTHORITY



Nathaniel P. Ford

Chief Executive Officer



Transforming Transportation

Nathaniel P. Ford Sr.
Chief Executive Officer



Fast Facts

Financial - **strong** revenues. Focused on continually controlling expenses

Total ridership **up 6%** since ROI launch

On Time Performance **up 15%**

Safety - collisions **decreased 15%** in 2015



Fast Facts

DBE - JTA's annual DBE goal of 16.08% surpassed during first quarter of FY16 with actual DBE expenditures of **33.64%**

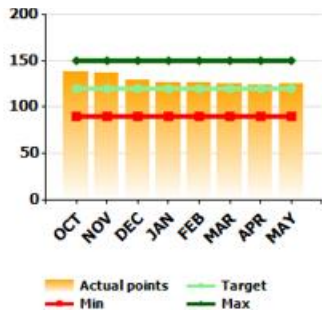
Implemented **35** new finance and administrative policies and procedures



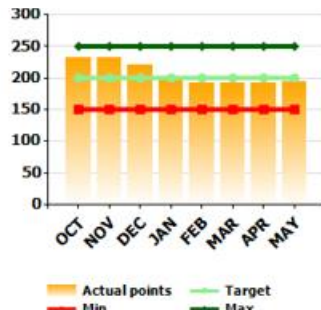
JEMMS Dashboard



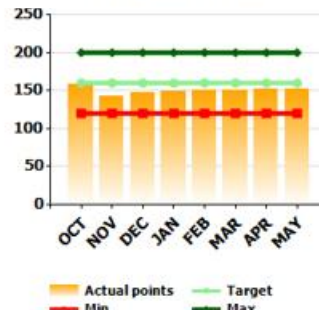
Safety & Security



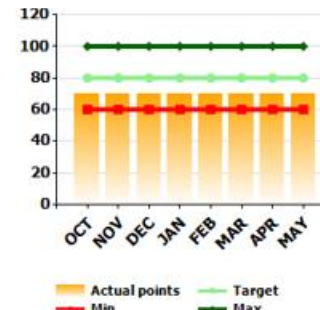
Mobility



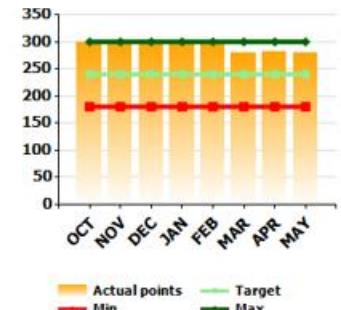
Customer Satisfaction



Employee Success



Financial Stability



Fiscal Year	Month	Potential Points	Actual Points
FY16	OCT	150	138
FY16	NOV	150	137
FY16	DEC	150	129
FY16	JAN	150	126
FY16	FEB	150	126
FY16	MAR	150	125
FY16	APR	150	124
FY16	MAY	150	125

Fiscal Year	Month	Potential Points	Actual Points
FY16	OCT	250	231
FY16	NOV	250	231
FY16	DEC	250	220
FY16	JAN	250	197
FY16	FEB	250	192
FY16	MAR	250	191
FY16	APR	250	192
FY16	MAY	250	193

Fiscal Year	Month	Potential Points	Actual Points
FY16	OCT	200	159
FY16	NOV	200	143
FY16	DEC	200	147
FY16	JAN	200	149
FY16	FEB	200	151
FY16	MAR	200	151
FY16	APR	200	152
FY16	MAY	200	152

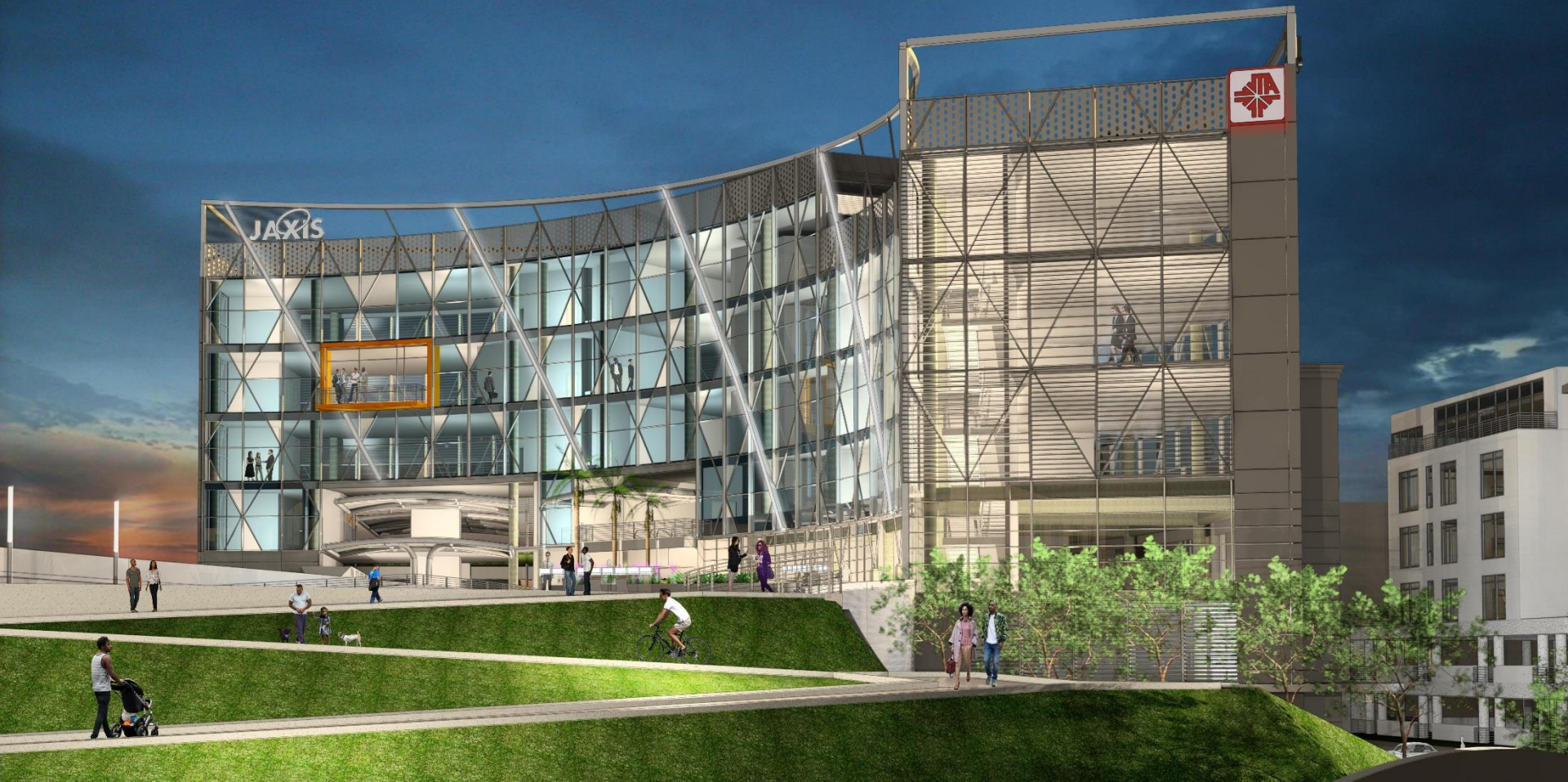
Fiscal Year	Month	Potential Points	Actual Points
FY16	OCT	100	70
FY16	NOV	100	70
FY16	DEC	100	70
FY16	JAN	100	70
FY16	FEB	100	70
FY16	MAR	100	70
FY16	APR	100	70
FY16	MAY	100	70

Fiscal Year	Month	Potential Points	Actual Points
FY16	OCT	300	300
FY16	NOV	300	300
FY16	DEC	300	300
FY16	JAN	300	296
FY16	FEB	300	294
FY16	MAR	300	280
FY16	APR	300	281
FY16	MAY	300	279



JRTC

Pond-Michael Baker International





JRTC site

Before





JRTC site

After





JRTC site transit options





St. Johns River Ferry





Skyway Modernization Plan

Present plan to JTA Board – December 2016

- **Vehicle types**
- **System costs**
- **Expansion locations**





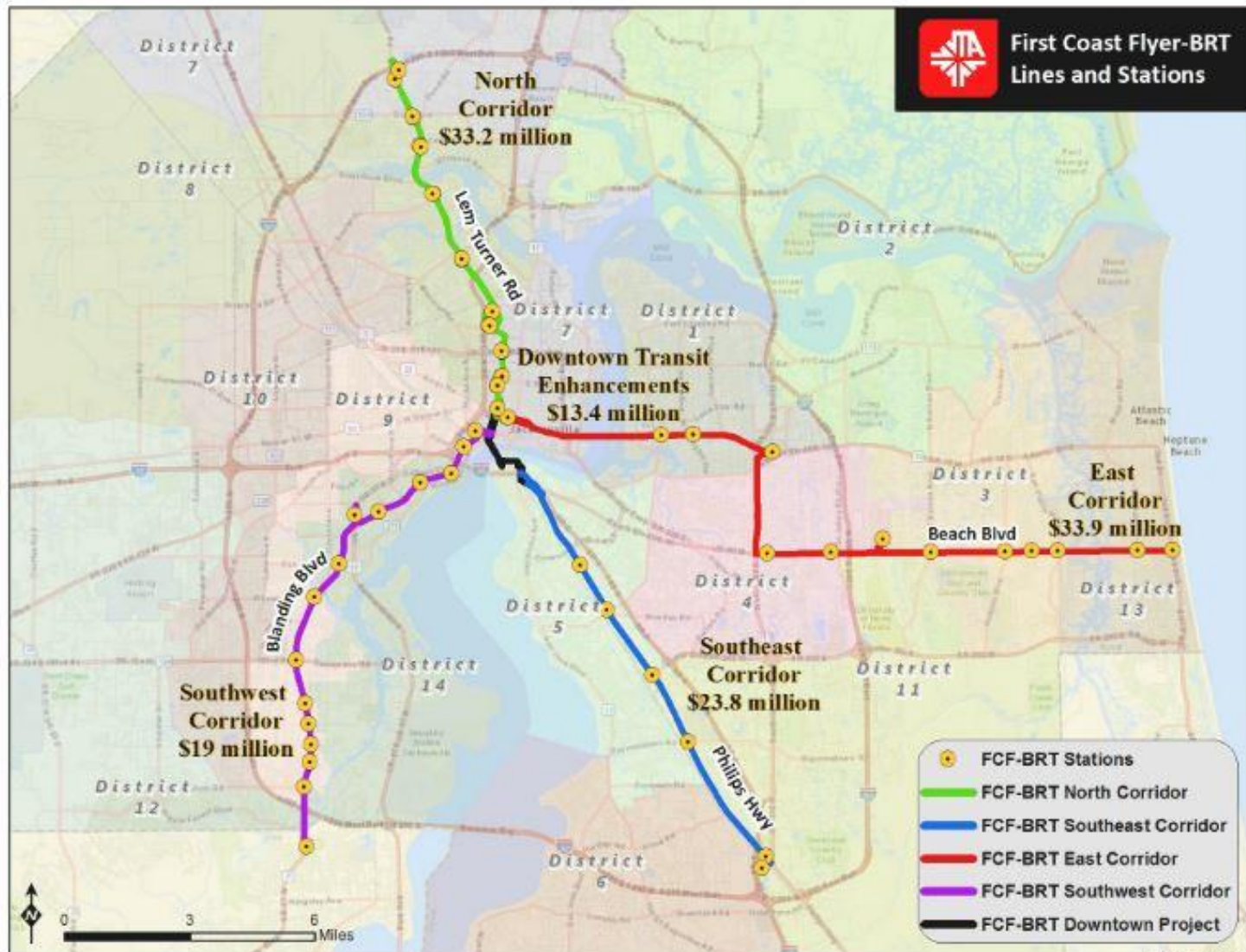
First Coast Flyer

On Time Performance – 94%





First Coast Flyer Corridors





FCF Jobs Created



1,300+



JTAMobilityWorks



Local Option Gas Tax
Extended

COJ keeps **1 cent** –
bike/pedestrian

ITA keeps **5 cents** –



JTAMobilityWorks

SMART
SAFE
SUSTAINABLE CHOICES

\$100M over next 5 years

JTA/City Council
developed
construction project



JTAMobilityWorks



13 Road projects

- 10 city roads
- 3 state roads

14 Mobility Corridors

➤ Creates 1,000 jobs



SMART
SAFE
SUSTAINABLE CHOICES



Complete Streets





APTA Award





Questions



MID-BAY BRIDGE AUTHORITY



✓ MET 8 OF 14 APPLICABLE PERFORMANCE MEASURES (Measures not met):

- Roadway Maintenance Condition
- Bridge Condition Rating
- ETC Transactions
- Customer Service
- Cost to Collect a Toll Transaction
- Debt Service Coverage - Bonded Debt

(MBBA did meet Debt Service Coverage required in its Bond Covenants)

✓ OPERATING INDICATORS

- Operating revenue increased 14.2%, or \$2.6 million
- Total operating expenses decreased 24.9%, or \$1.4 million
- Renewal & Replacement expenses decreased \$1.8 million

MID-BAY BRIDGE AUTHORITY



✓ GOVERNANCE

- Complied with Ethics, Conflicts of Interest, Public Records, Open Meetings and Website requirements
- Unmodified Audit - No findings

✓ OTHER

- Walter Francis Spence Parkway
- 2015 Bond Issue
- Toll Rate Increase - October 2015

MID-BAY BRIDGE AUTHORITY



Van Fuller
Executive Director

MIAMI-DADE EXPRESSWAY AUTHORITY



✓ MET 15 OF 17 PERFORMANCE MEASURES

(Measures not met):

- Revenue Variance
- Customer Service

✓ OPERATING INDICATORS

- Operating revenue increased 41.2%
- Total operating expenses increased 12.9%
- Toll collection expenses increased 38.6%
- Underlying bond rating upgrade

MIAMI-DADE EXPRESSWAY AUTHORITY



✓ GOVERNANCE

- Complied with Ethics, Conflicts of Interest, Public Records, Open Meetings and Website requirements
- Unmodified Audit - No findings

✓ OTHER

- Bond Issue
- Approved changes to Toll Policy

MIAMI-DADE EXPRESSWAY AUTHORITY



Javier Rodriguez, P.E.

Executive Director

CENTRAL FLORIDA EXPRESSWAY AUTHORITY



✓ MET 15 OF 16 APPLICABLE PERFORMANCE MEASURES

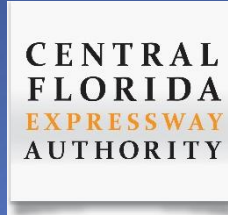
(Measure not met):

- Minority Participation

✓ OPERATING INDICATORS

- Operating revenue increased \$33.6 million, or 10.3%
- Total operating expenses increased \$4.3 million, or 5.6%
- Toll collection expenses increased \$1.9 million, or 5.4%
- Renewal and replacement expenses increased \$3.5 million

CENTRAL FLORIDA EXPRESSWAY AUTHORITY



✓ GOVERNANCE

- Central Florida Expressway Authority - Created June 20, 2014
- Complied with Ethics, Conflicts of Interest, Public Records, Open Meetings and Website requirements
- Unmodified Audit - No findings
- Implementation of internal audit recommendations

✓ OTHER

- Wekiva Parkway
- Bond Anticipation Notes/TIFIA Loan

CENTRAL FLORIDA EXPRESSWAY AUTHORITY



Laura Kelley
Executive Director

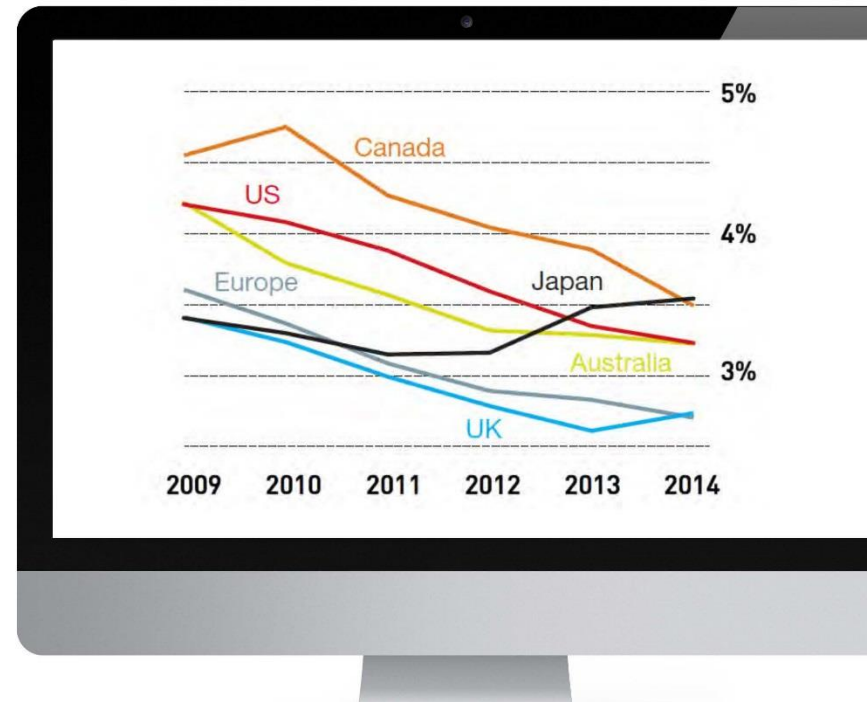


Success through Innovation

In Customer Service, Management and Technology

Global infrastructure public funding investment has declined.

U.S. public funding is stifled.





WHAT CAN WE CONTROL?

GREATER PRODUCTIVITY WITH OUR EXISTING ASSETS

“Beyond ramping up finance, there is even bigger potential in making infrastructure spending more effective.”

*McKinsey Global Institute Infrastructure Productivity Report

**CENTRAL
FLORIDA
EXPRESSWAY
AUTHORITY**



- First regional tolling agency in Florida
- Serves Lake, Orange, Osceola & Seminole counties
- Authorized to allow for multimodal and intermodal
- Florida's first electronic toll collection

A LOCAL,
INDEPENDENT
BOARD

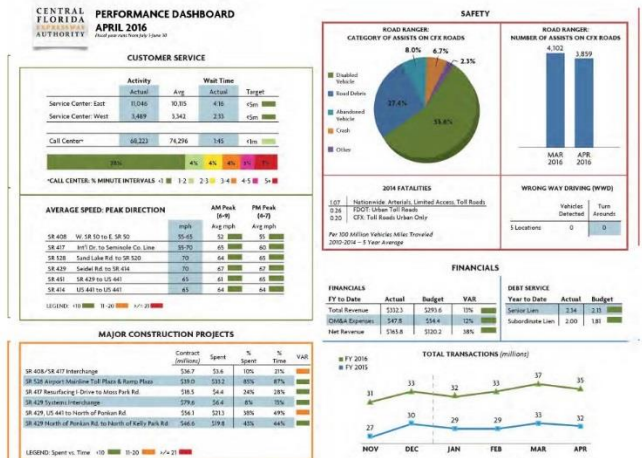




New goals, priorities, strategies

- Customer-driven
- World-class network
- Financially-sound
- Community responsibility
- Values-focused

Innovation in Management Performance Dashboard



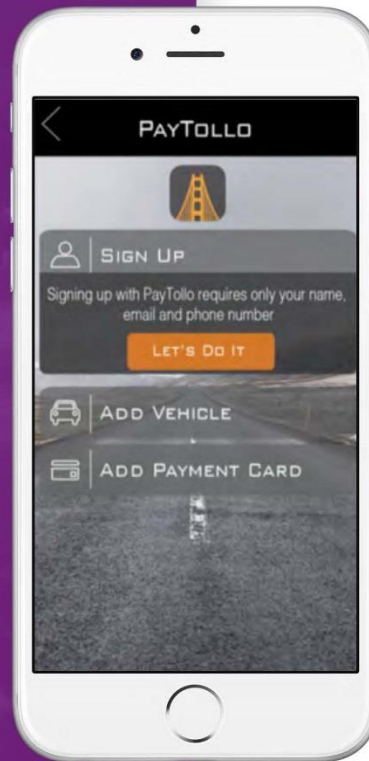


Innovation in Customer Service

First in-lane service in continental U.S.

- 60% customers reload with cash
- 94% customer service satisfaction

Innovation in Customer Service



PayTollo Pilot

- An option for casual toll users
- A GIS-based smart phone app
- CFX beta testing now

Innovation in Customer Safety



3D laser crash scene technology

- Reduces safety risks after a crash
- Reduces crash scene investigation time
- Reduces delays & costs

Innovation in Customer Safety



Wrong-way driving patented technology

- \$2.3M R&D partnership with UCF
- Rollout at 29 locations by end 2016
- Led to 21 turnarounds at 5 test sites

COLLABORATION





Focus on Community & Social Responsibility

Reinvestment in local transportation system
boosts local economy

READY TO GO WHERE OUR CUSTOMERS,
OUR COMMUNITIES AND THE INDUSTRY
NEEDS US TO GO



TAMPA-HILLSBOROUGH COUNTY EXPRESSWAY AUTHORITY



✓ MET 16 of 17 PERFORMANCE MEASURES

(Measure not met):

- Customer Service

✓ OPERATING INDICATORS

- Operating revenue increased 51.2%, or \$23.1 million
- Operating expenses increased 15.2%, or \$1.8 million
- Renewal and Replacement expenses increased \$0.9 million
- Toll collection expenses increased \$0.6 million

TAMPA-HILLSBOROUGH COUNTY EXPRESSWAY AUTHORITY



✓ GOVERNANCE

- Complied with Ethics, Conflicts of Interest, Public Records, Open Meetings and Website requirements
- Unmodified Audit - No findings

✓ OTHER

- System-wide indexed toll increase
- I-4 Connector
- USDOT Pilot Demonstration of Connected Vehicle Technology
- Selmon West Extension

TAMPA-HILLSBOROUGH COUNTY EXPRESSWAY AUTHORITY



Joseph (Joe) Waggoner
Executive Director

FLORIDA'S TURNPIKE SYSTEM



✓ MET 11 OF 17 PERFORMANCE MEASURES (Measures not met):

- Roadway Maintenance Condition
- Revenue Variance
- Safety
- Customer Service
- Consultant Contract Management
- Construction Cost Adjustments

✓ OPERATING INDICATORS

- Toll revenues increased \$69.6 million, or 8.7%
- Total operating expenses increased \$8.0 million, or 3.0%
- Toll collection expenses increased \$8.5 million, or 6.5%, and routine maintenance expenses increased \$2.9 million, or 7.9%
- Renewal & Replacement expenses decreased \$3.4 million

FLORIDA'S TURNPIKE SYSTEM



✓ GOVERNANCE

- Complied with Ethics, Conflicts of Interest, Public Records and open Meeting requirements
- Unmodified Audit - No findings

✓ OTHER

- Indexed toll rates
- Beachline East Expressway
- Bond Issues
- ETC interoperability

FLORIDA'S TURNPIKE SYSTEM



Diane Gutierrez-Scaccetti

Executive Director & Chief Executive Officer



Florida Department of
TRANSPORTATION



FLORIDA'S TURNPIKE ENTERPRISE



July 2016



Measures Met: Pavement, Bridges and Contracts

Performance Measure	Detail	Objective	Actual Results
Pavement Condition Rating	% lane miles rated "excellent or good"	> 85%	99.9%
Bridge Condition – Rating	% bridge structures rated "excellent or good"	> 95%	98.8%
Bridge Condition – Weight Restrictions	% bridge structures with posted limit	0%	0%
Construction Contract Adjustments – Time	% contracts completed within 20% above original contract time	≥ 80%	100%
Minority Participation	M/WBE and SBE utilization as % of total expenditures (each agency establishes goal/target)	> 90%	100% (Tpk spent \$79.3M in FY15 exceeding FY14's \$74.8M)



Measures Met: Tolling

Performance Measure	Detail	Objective	Actual Results
ETC Transactions	Number of ETC transactions as % of total transactions	> 75%	81.4%
Cost to Collect a Toll Transaction	Total toll collection cost / number of transactions (net of exclusions)	< \$0.16	\$0.12
OM&A	Actual OM&A to annual budget	< 110%	107.1%

Measures Met: Debt

Performance Measure	Detail	Objective	Actual Results
Debt Coverage – Bonds	$[(\text{Rev} - \text{interest}) - (\text{toll operating \& maintenance expense})] / \text{bonded debt service expense}$	> 1.5	2.83
Debt Coverage – Comprehensive	$[(\text{Rev} - \text{interest}) - (\text{toll operating \& maintenance expense})] / \text{all scheduled debt service expense}$	> 1.2	2.69
Debt Coverage – Bond Covenant Compliance	Debt service coverage meets or exceeds minimum Bond Covenant requirements	Yes	Yes

Measures Missed

Performance Measure	Detail	Objective	Actual Results
Roadway Maintenance Condition Rating	Condition rating of at least 90	90	88.0
Revenue Variance	Variance from indicated revenue (without fines)	< 4%	5.6%
Safety	Fatalities per 100 million vehicle miles traveled	> 10% below 5 year average (0.45)	0.46
Customer Service	% customers satisfied with level of service	> 90%	85%
Consultant Contract Management	Final cost % increase above original award	< 5%	40.9%
Construction Contract Adjustments - Cost	% projects completed within 10% above original contract amount	≥ 90%	80.0%

CENTRAL FLORIDA REGIONAL TRANSPORTATION AUTHORITY - LYNX



✓ MET 6 OF 12 PERFORMANCE MEASURES

(Measures not met):

- Operating Expense per Revenue Mile
- Operating Expense per Revenue Hour
- Operating Expense per Passenger Trip
- Operating Expense per Passenger Mile
- Ratio of Revenue Miles to Vehicle Miles
- Customer Service Complaint Response Time

✓ OPERATING INDICATORS

- Operating revenue increased 3.5%
- Operating expenses decreased 0.2%
- Increased - Average Trip Length, Passenger Miles, Revenue Miles and Revenue Hours
- Decreased - Passenger Trips, Farebox Recovery and Average Fare

CENTRAL FLORIDA REGIONAL TRANSPORTATION AUTHORITY - LYNX



✓ GOVERNANCE

- Complied with Ethics, Conflicts of Interest, Public Records, Open Meetings and Website requirements
- Unmodified audit - No findings

✓ OTHER

- Interoperability between LYNX and Sun-Rail systems
- Conversion to Compressed Natural Gas
- Edward L. Johnson - New CEO



Edward L. Johnson

Chief Executive Officer

LYNX
**Central Florida Regional Transportation
Authority**

Edward L. Johnson
Chief Executive Officer

July 19, 2016



Summary of Performance Measures– FY2015

Table 38
Central Florida Regional Transportation Authority
Summary of Performance Measures
FY 2015¹

<i>Performance Measure</i>	<i>Detail</i>	<i>Objective</i>	<i>Actual Results</i>	<i>Meets Objective</i>
Average Headway	Average time for vehicle to complete its portion of total route miles one time	<30 minutes	26.7	✓
Operating Expense per Revenue Mile	Operating expenses divided by revenue miles	<\$5.30	\$6.51	X
Operating Expense per Revenue Hour	Operating expenses divided by revenue hours	<\$75	\$88.43	X
Operating Revenue per Operating Expense	Revenue generated through operation of the transit authority divided by operating expenses	>30%	44.4%	✓
Operating Expense per Passenger Trip	Operating expenses divided by annual ridership	<\$3	\$3.40	X
Operating Expense per Passenger Mile	Operating expenses divided by passenger miles	<\$0.47	\$0.59	X
Revenue Miles between Safety Incidents	Annual revenue miles divided by safety incidents	>124,513	132,067	✓
Revenue Miles between Failures	Revenue miles divided by revenue vehicle system failures ²	>10,500	12,055	✓
Revenue Miles versus Vehicle Miles	Revenue miles divided by vehicle miles ³	>.90	0.898	X
Customer Service	Average time from complaint to response	14 days	20 days	X
Customer Service	Customer complaints divided by boardings	<1 per 5,000 boardings	0.8	✓
On-time Performance	% trips end to end on time "less than 5 minutes late"	>80%	80.8%	✓

¹ Fiscal Year 2015 represents 12 months of data from October 1, 2014 through September 30, 2015.

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.

Summary of Performance Measures– FY2014

Table 38
Central Florida Regional Transportation Authority
Summary of Performance Measures
FY 2014¹

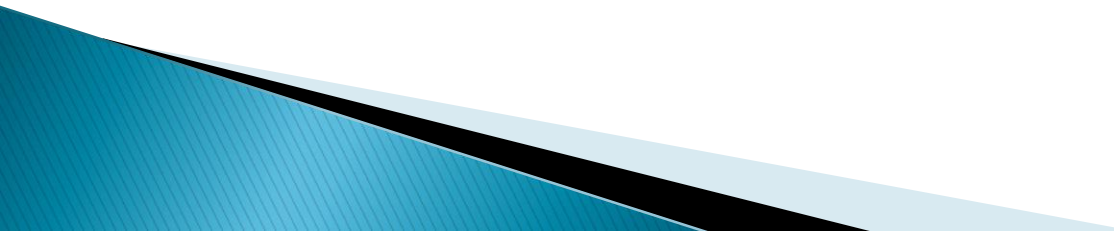
<i>Performance Measure</i>	<i>Detail</i>	<i>Objective</i>	<i>Actual Results</i>	<i>Meets Objective</i>
Average Headway	Average time for vehicle to complete its portion of total route miles one time	<30 minutes	27.3	✓
Operating Expense per Revenue Mile	Operating expenses divided by revenue miles	<\$5.30	\$6.67	X
Operating Expense per Revenue Hour	Operating expenses divided by revenue hours	<\$75	\$91.07	X
Operating Revenue per Operating Expense	Revenue generated through operation of the transit authority divided by operating expenses	>30%	42.8%	✓
Operating Expense per Passenger Trip	Operating expenses divided by annual ridership	<\$3	\$3.34	X
Operating Expense per Passenger Mile	Operating expenses divided by passenger miles	<\$0.47	\$0.60	X
Revenue Miles between Safety Incidents	Annual revenue miles divided by safety incidents	>124,513	131,498	✓
Revenue Miles between Failures	Revenue miles divided by revenue vehicle system failures ²	>10,500	8,912	X
Revenue Miles versus Vehicle Miles	Revenue miles divided by vehicle miles ³	>.90	0.902	✓
Customer Service	Average time from complaint to response	14 days	16 days	X
Customer Service	Customer complaints divided by boardings	<1 per 5,000 boardings	0.6	✓
On-time Performance	% trips end to end on time "less than 5 minutes late"	>80%	78.1%	X

¹ Fiscal Year 2014 represents 12 months of data from October 1, 2013 through September 30, 2014.

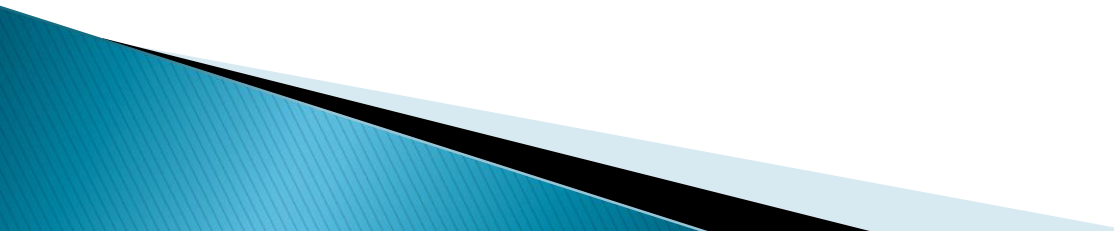
² A failure is classified as the breakdown of either a major or minor element of the revenue vehicle's mechanical system.

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.

FY2015 Service Improvements

- FastLink 406- Downtown Orlando/Medical City
 - FastLink 407- Kissimmee/Medical City
 - Neighborlink 652- Maitland SunRail Station to Maitland Center
 - Link 62 LYMMO (Grapefruit)- Extension to Citrus Bowl
- 

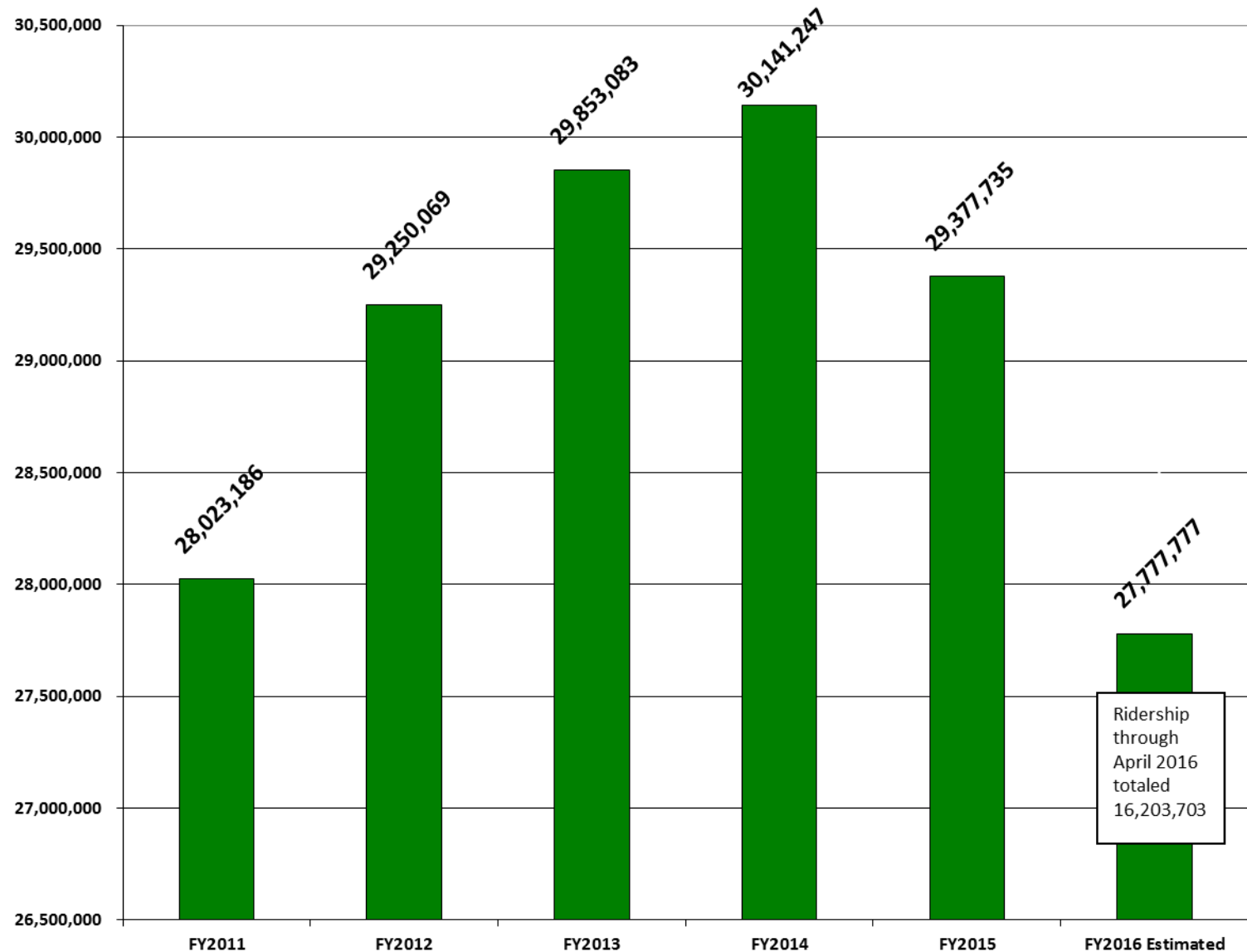
FY2015 Service Efficiencies

- Link 26 Added a weekday and Saturday 9 pm trip
 - Link 36 Re-aligned for running time improvements
 - Link 55 Re-routed to and from Kissimmee Intermodal Station
 - Link 104 Re-routed from LCS to Fashion Square Mall
 - Link 111 Time point added at Destination Parkway
 - Link 418 Daily time adjustments to increase efficiencies
 - Link 426 Poinciana Circulator added a 10 pm trip from Poinciana Walmart
 - Link 434 Re-routed from downtown Oviedo to facilitate transfers to NeighborLink 622 and to service the Longwood SunRail Station
- 

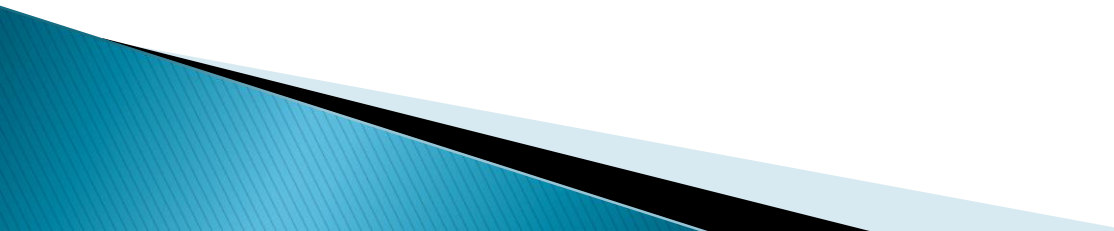
Opportunities and Challenges

- Customer Fare Revenue
- Health Care Cost Containment
- Union Contract Negotiations

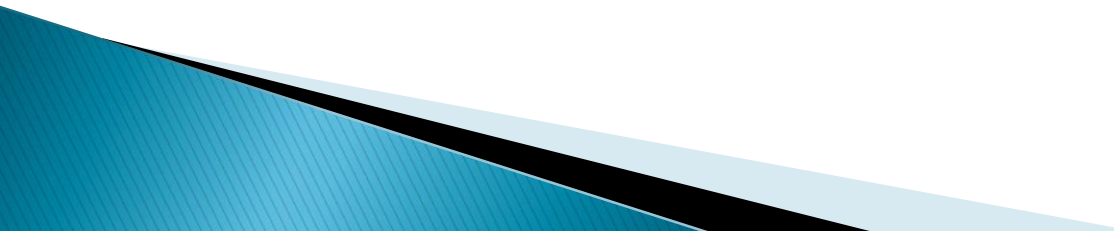
LYNX Annual Ridership Trends



FY2016 New Service Initiatives

- Link 320- Avalon Park Schools Connector
 - Link 61 LYMMO (Lime)- Parramore Expansion
 - Link 63 LYMMO (Orange)- North Quarter Expansion
- 

Future Goals

- Mobility Management
 - Implementation of Ticket Vending Machines and Mobile Ticketing
 - Additional NeighborLink Routes Feeding Fixed Route Service
 - Continuation of Service Efficiencies
 - Additional BRT Expansions
 - Continue Fuel Hedging Program
- 

THANK YOU!

SOUTH FLORIDA REGIONAL TRANSPORTATION AUTHORITY - TRI-RAIL



✓ MET 6 OF 11 PERFORMANCE MEASURES

(Measures not met):

- Operating Expense per Revenue Mile
- Ratio of Operating Revenue to Operating Expense
- Operating Expense per Passenger Trip
- Operating Expense per Passenger Mile
- Customer Service - Complaints per Boardings

✓ OPERATING INDICATORS

- Operating revenues increased 0.8%
- Operating expenses increased 19.3%
- Increased - Revenue Hours, Revenue Miles and Average Fare
- Decreased - Weekday Ridership, Passenger Trips, Passenger Miles and Farebox Recovery

SOUTH FLORIDA REGIONAL TRANSPORTATION AUTHORITY - TRI-RAIL



✓ GOVERNANCE

- Complied with Ethics, Conflicts of Interest, Public Records, Open Meetings and Website requirements
- Audit reports

✓ OTHER

- Alternate dedicated local funding source by July 2019
- Dispatch and maintenance of South Florida Rail Corridor
- Miami Airport Station opened April 2015
- Pompano Beach Station & New Operations Center
- Tri-Rail Coastal Link & Downtown Miami Link

SOUTH FLORIDA REGIONAL TRANSPORTATION AUTHORITY - TRI-RAIL



Mikel Oglesby
Deputy Executive Director

Florida Transportation Commission Meeting South Florida Regional Transportation Authority Mikel Oglesby - Deputy Executive Director July 19, 2016



Timeline

Service began January 9, 1989

Double-tracking completed in March 2006

Hourly weekend service began March 2013

Control of corridor dispatch & maintenance in March 2015

81+ million ridership to date





Recent Projects

The Wave

Tri-Rail Tracker

New Operations Center

Opa-locka Parking Lot

Downtown Miami Link

The Wave Streetcar

Partners Include

- Broward County
- Broward MPO
- City of Fort Lauderdale
- FDOT
- Fort Lauderdale DDA
- SFRTA





SFRTA's Wave Modern Streetcar Success

2012

- Approached by Wave partners to lead "Modern Streetcar" implementation as "Project Sponsor"

2013

- Facilitated State Infrastructure Bank (SIB) Loan to monetize City of Fort Lauderdale Special Assessment District
- Obtained \$18M TIGER

2014

- Obtained FTA \$50M Small Starts Recommendation

2015

- Obtained new/larger \$70M Small Starts Recommendation to support Broward County requests for additional infrastructure
- Completed 90% design
- Broward County makes desire for Light Rail, not Streetcar, known to Wave partners.

2016

- Working with FDOT to finalize formal transfer of "Project Sponsor" with FTA.



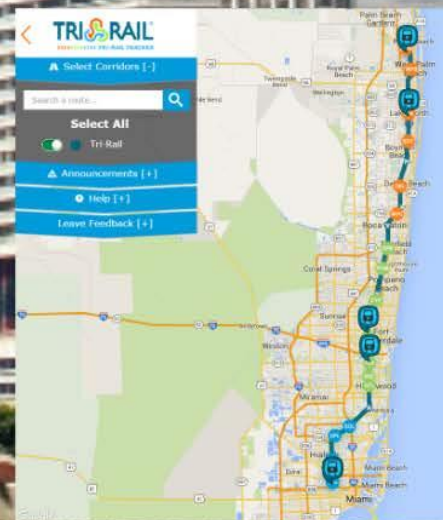
SFRTA's Wave Modern Streetcar Success

Wave partners approached FDOT to take over the Wave project because:

- **FDOT best equipped to handle budget increases from \$142M to \$195M associated with transition from Modern Streetcar to Light Rail**
- **FDOT experience with “in-street” construction and utilities**
- **SFRTA concurs with and supports transfer of Wave project to FDOT**



Tri-Rail Tracker



Launched April 22, 2016

New Operations Center & Pompano Beach Station Improvements



Expected completion August 2016



Opa-locka Parking Lot



Parking lot to be resurfaced and expanded

New canopy along bus drop off area

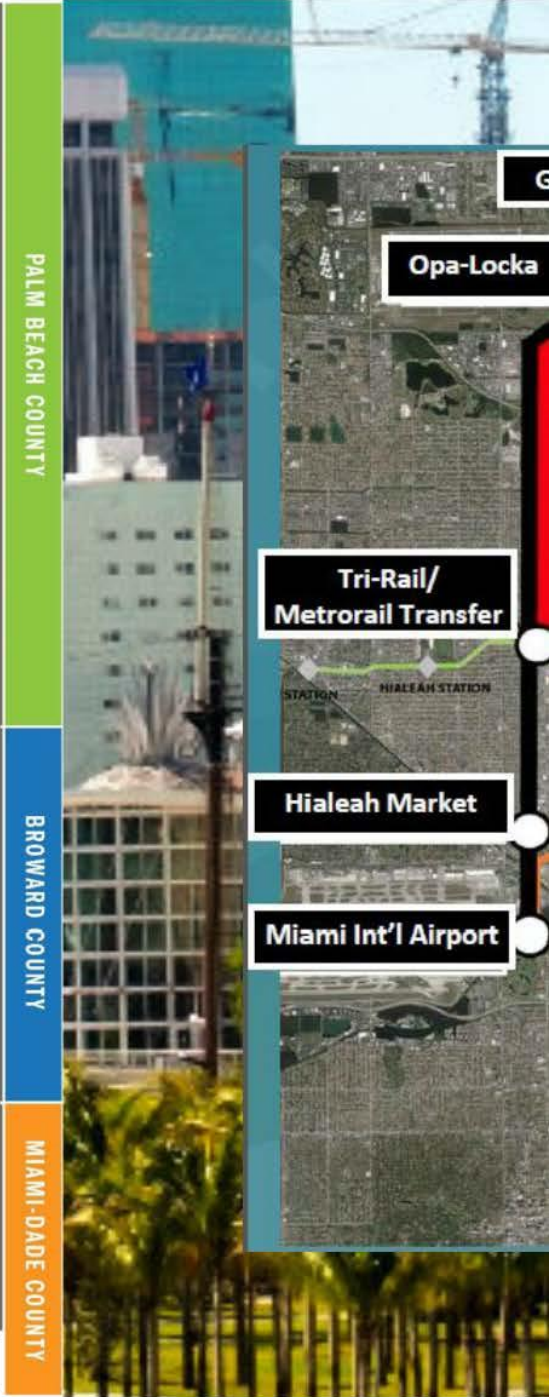
Installation of solar panels

Total spaces = 116 (46 new)

Downtown Miami Link



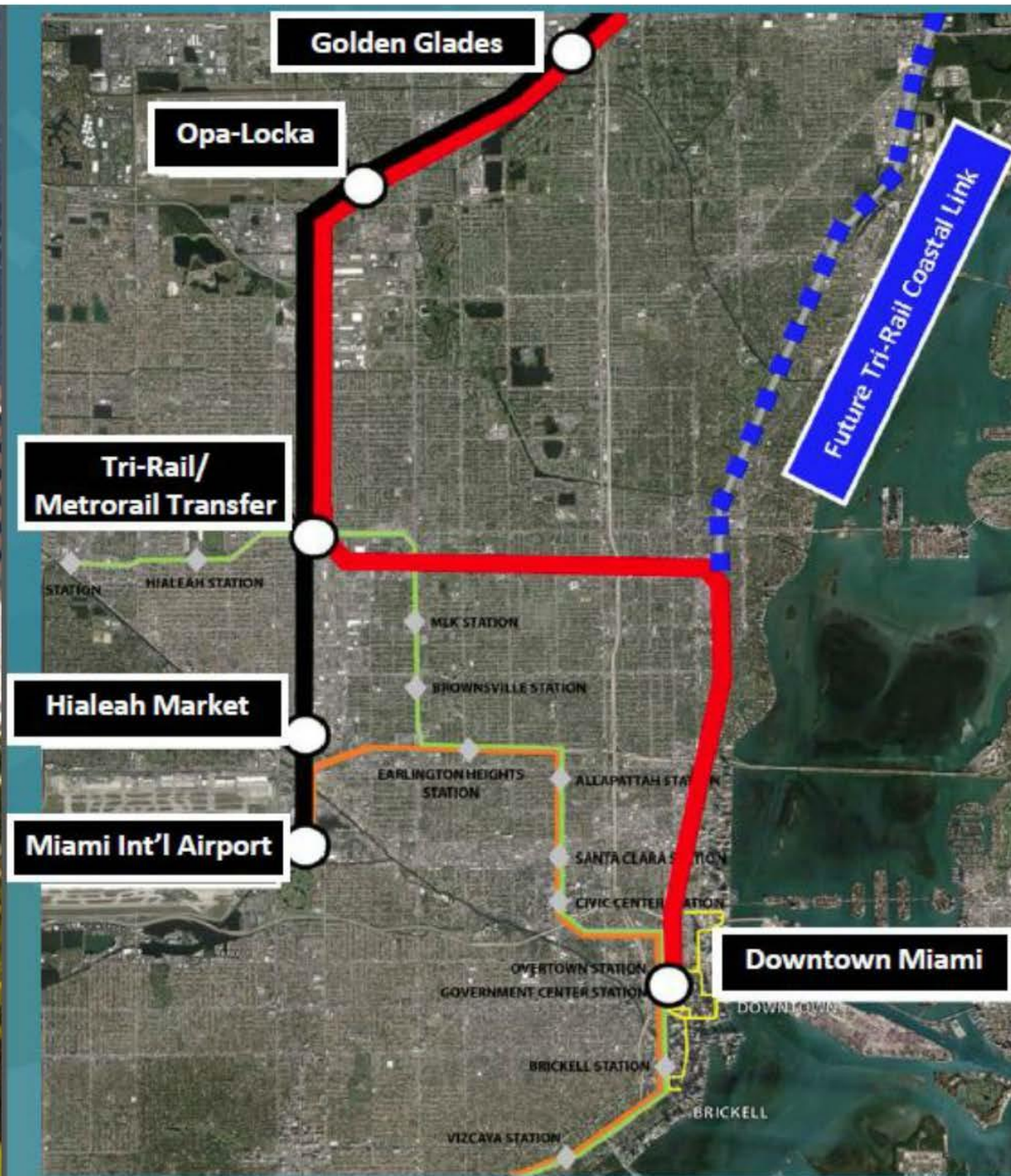
**Expected service as early as
December 2017**



PALM BEACH COUNTY

BROWARD COUNTY

MIAMI-DADE





Future Opportunities

Tri-Rail Coastal Link

Aventura / Midtown Miami

IRIS and Northwood Connections

Jupiter Extension

Tri-Rail Coastal Link

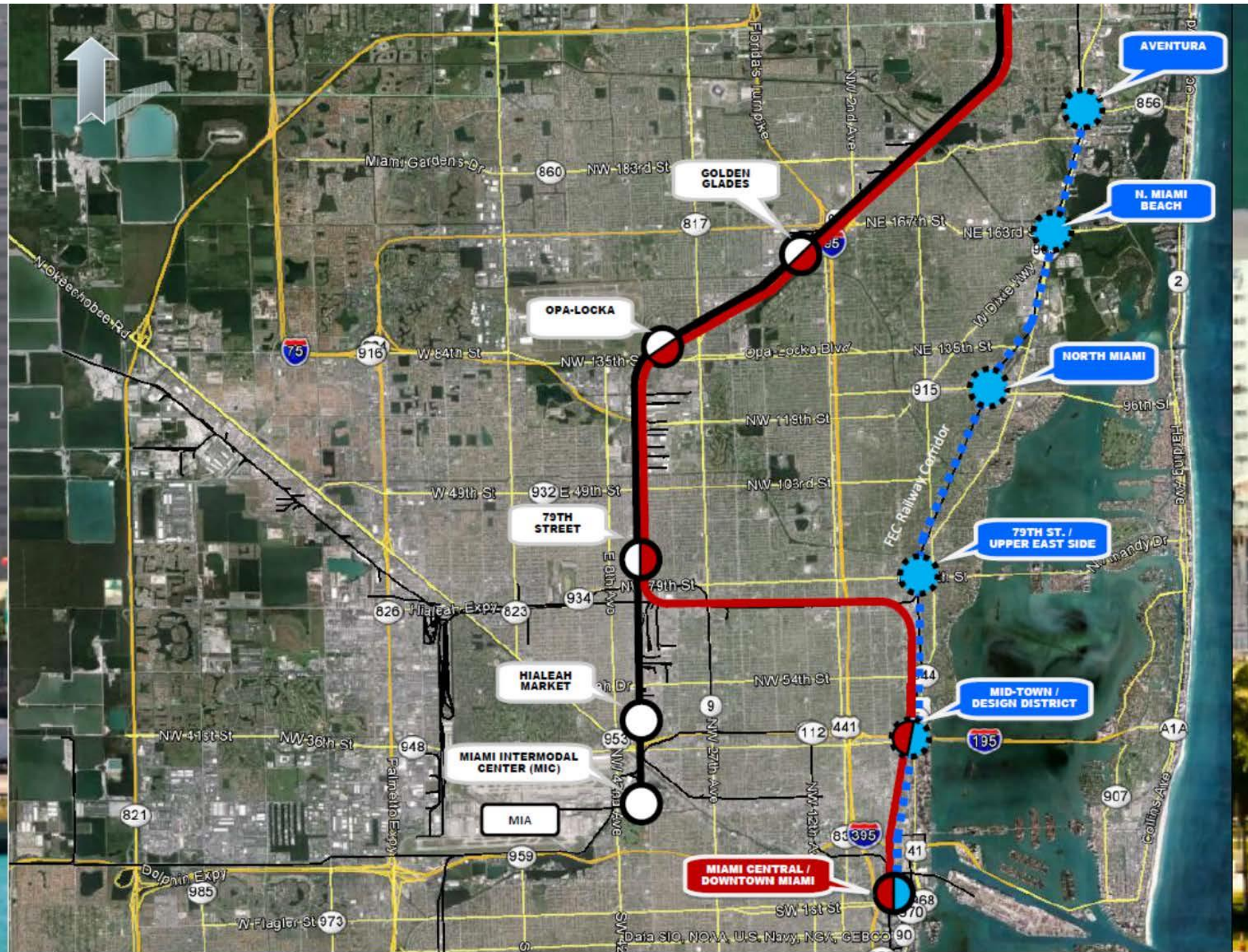




Aventura / Midtown

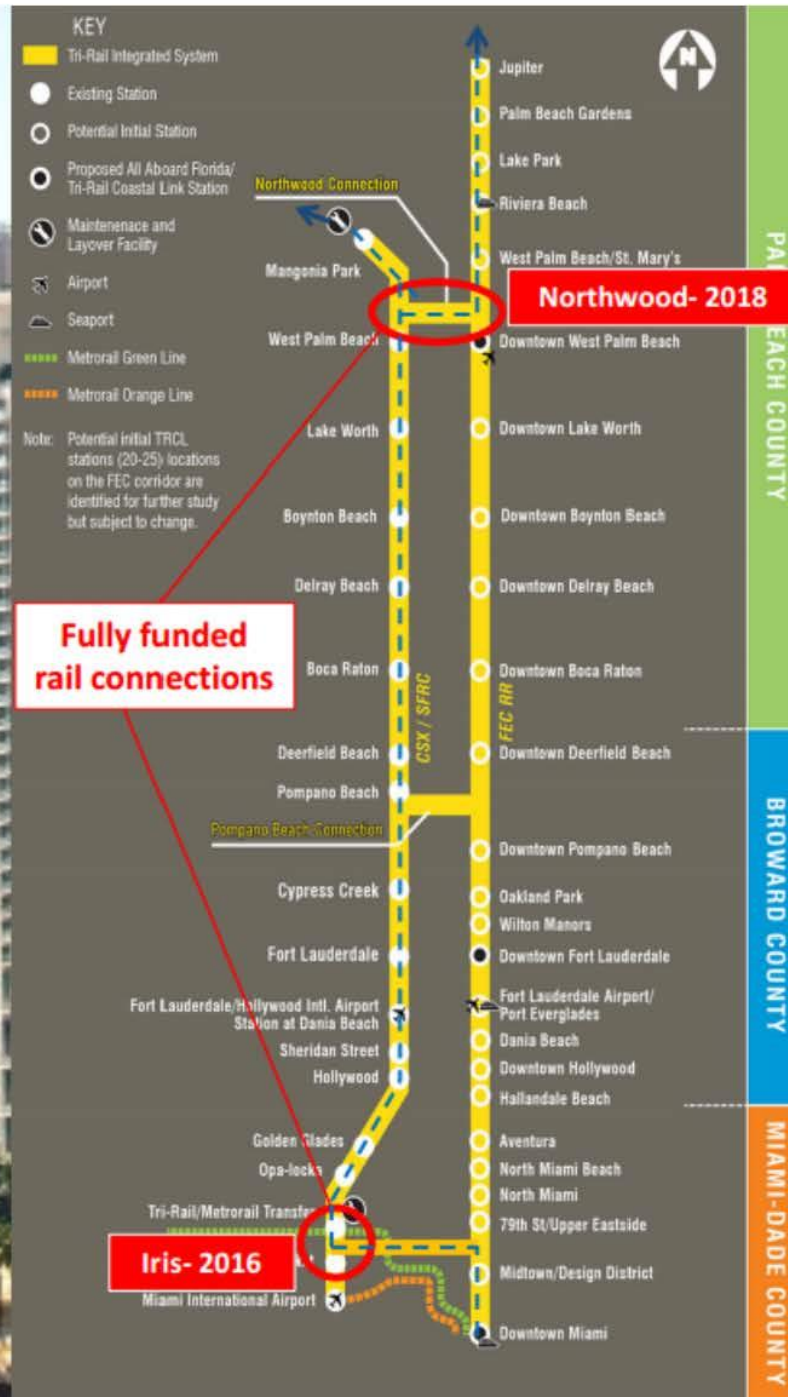
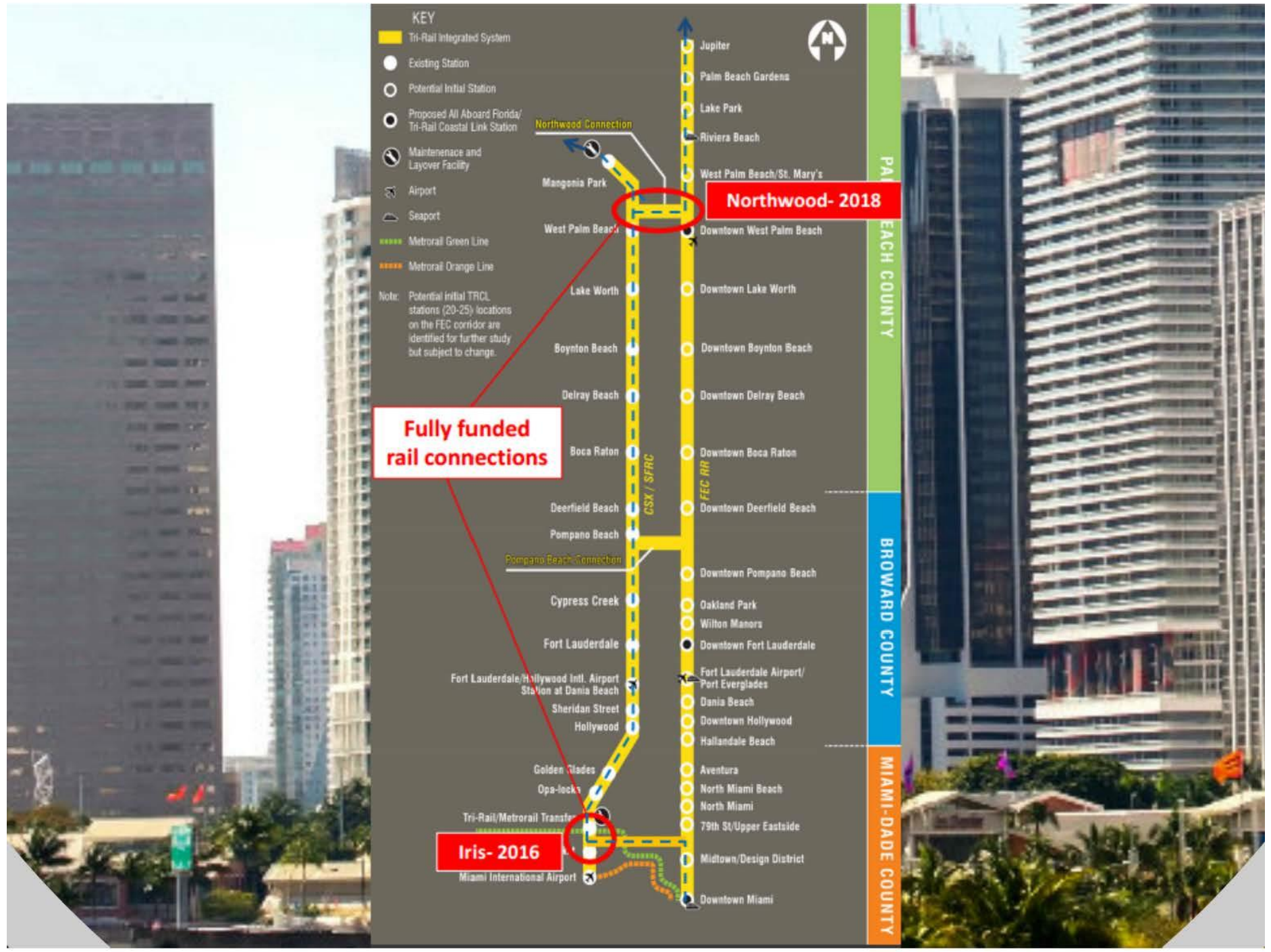
A map of the Aventura / Midtown rail corridor in Miami. The map shows the proposed rail line in red, starting from the Miami Central / Downtown Miami station and extending north to Aventura. Key stations marked along the route include Midtown Design District, 79th St. / Upper East Side, North Miami, K. Miami Beach, and Aventura. The map also shows major highways like I-95, I-195, and I-595, as well as local streets and landmarks like the Miami Intermodal Center (MIC) and the Golden Glades station. A north arrow is located in the top left corner of the map.



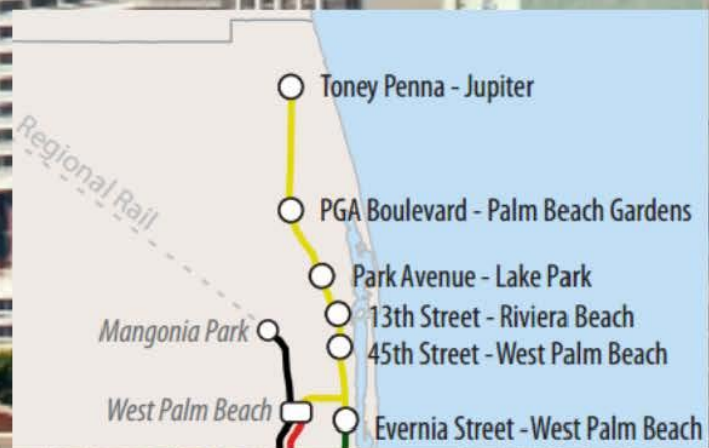


IRIS and Northwood Connections





Jupiter Extension





Toney Penna - Jupiter

PGA Boulevard - Palm Beach Gardens

Park Avenue - Lake Park

13th Street - Riviera Beach

45th Street - West Palm Beach

Mangonia Park

West Palm Beach

Evernia Street - West Palm Beach



Performance Measures Achieved

	Goal	Result
Average headway	Less than 30min	28.6min
Major incidents	0	0
Revenue miles between failures	More than 41, 863 miles	53, 113 miles
Revenue miles versus vehicle miles	More than 0.93 miles	0.97miles
Customer service average time	14 days	12 days
On-time performance	More than 80%	83.5%



Performance Measures Concerns

	Goal	Result
Operating expense per revenue mile	Less than \$18	\$20.84
Operating revenue per operating expense	More than 25%	18.1%
Operating expense per passenger trip	Less than \$15	\$17.02
Operating expense per passenger mile	Less than \$0.45	\$0.63
Customer service complaints by boardings	Less than 1	1.1

South Florida Rail Corridor



FDOT has contracted with SFRTA to provide both dispatch and maintenance of way (MOW) for the South Florida Rail Corridor (SFRC), which is owned by the State of Florida and over which CSXT operates freight, Amtrak operates intercity rail, and SFRTA operates Tri-Rail commuter rail services.

SFRTA prefers showing the Operating expenses separately in order to showcase natural trends that take place when acquiring more responsibility on the corridor.



Questions?

Mikel Oglesby
SFRTA Deputy Executive Director



NORTHEAST FLORIDA REGIONAL TRANSPORTATION COMMISSION



- ✓ PERFORMANCE MEASURES – Not yet applicable
- ✓ OPERATING INDICATORS – Not yet applicable
- ✓ GOVERNANCE
 - Complied with Ethics, Conflicts of Interest, Public Records, Open Meetings and Website requirements
 - Unmodified Audit - No findings
 - Other statutory requirements
- ✓ OTHER
 - Regional Transportation Plan and Implementation Plan
 - Sunset provision

NORTHEAST FLORIDA REGIONAL TRANSPORTATION COMMISSION



Joe Stephenson

Executive Director



RTC NORTHEAST FLORIDA
REGIONAL
TRANSPORTATION
COMMISSION

Florida Transportation Commission

July 2016

Purpose

“ “ To improve mobility and expand multimodal transportation options for persons and freight throughout the six-county North Florida region. ” ”

Tasks

1

Develop a multimodal / prioritized regional transportation plan

**North Florida Transportation Planning Organization's
2040 Long Range Transportation Plan**

2

Develop an **implementation plan** that identifies **funding sources**

3

Conduct a **public hearing** in each county before adoption

4

Present the regional transportation plan and updates to the county commissions/city councils within 90 days after adoption

Performance Criteria and Deadline

Sunset Provisions

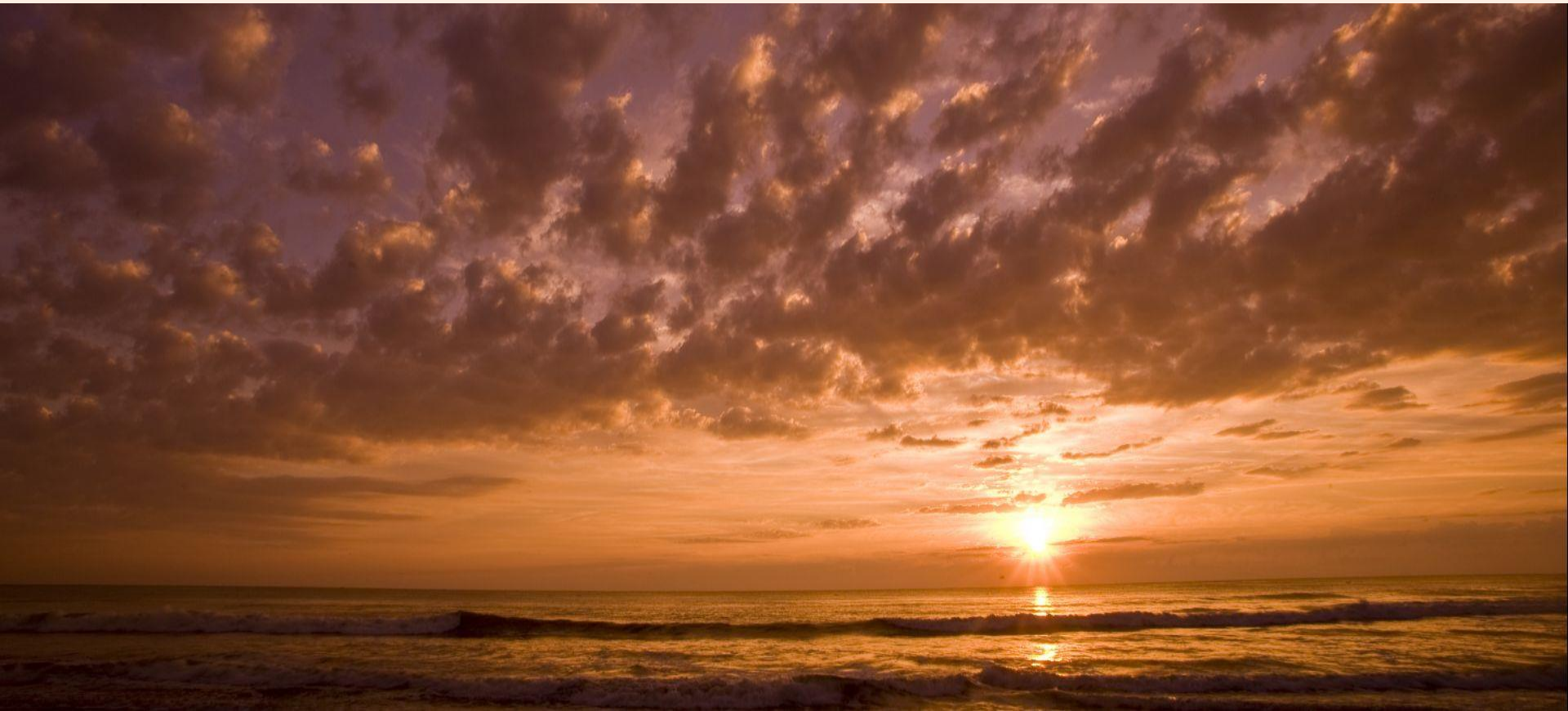
1 The **Commission has adopted** the regional transportation plan and implementation plan

2 At least **Clay, Duval, Nassau and St. Johns** Counties have adopted resolutions endorsing the plan

3 Adequate funding sources to carry out the **initial phases** of such plans have been secured

Deadline: November 30, 2018

**However, Legislative Action is Required
in 2018 Session**



Activities and Accomplishments

October 2013 - June 2016

April 2014

- Employed Executive Director

January 2016

- Completed Regional Transportation Corridors Priority Plan, based on the North Florida TPO's LRTP

April 2016

- Completed Economic Analysis of the Corridors Priority Plan projects
- Completed Regional Transit Action Plan

June 2016

- Selected consultant to merge efforts into “**Regional Multimodal Transportation Plan,**” including implementation and funding for initial phases

Upcoming Activities and Schedule

August 2016

- RTC approves draft **Regional Multimodal Transportation Plan**

September/October 2016

- RTC Conducts public hearings in each county

December 2016

- RTC adopts Regional Multimodal Transportation Plan after incorporating input from public hearings.

First Quarter 2017

- RTC presents **Regional Multimodal Transportation Plan** to each county for approval by resolution

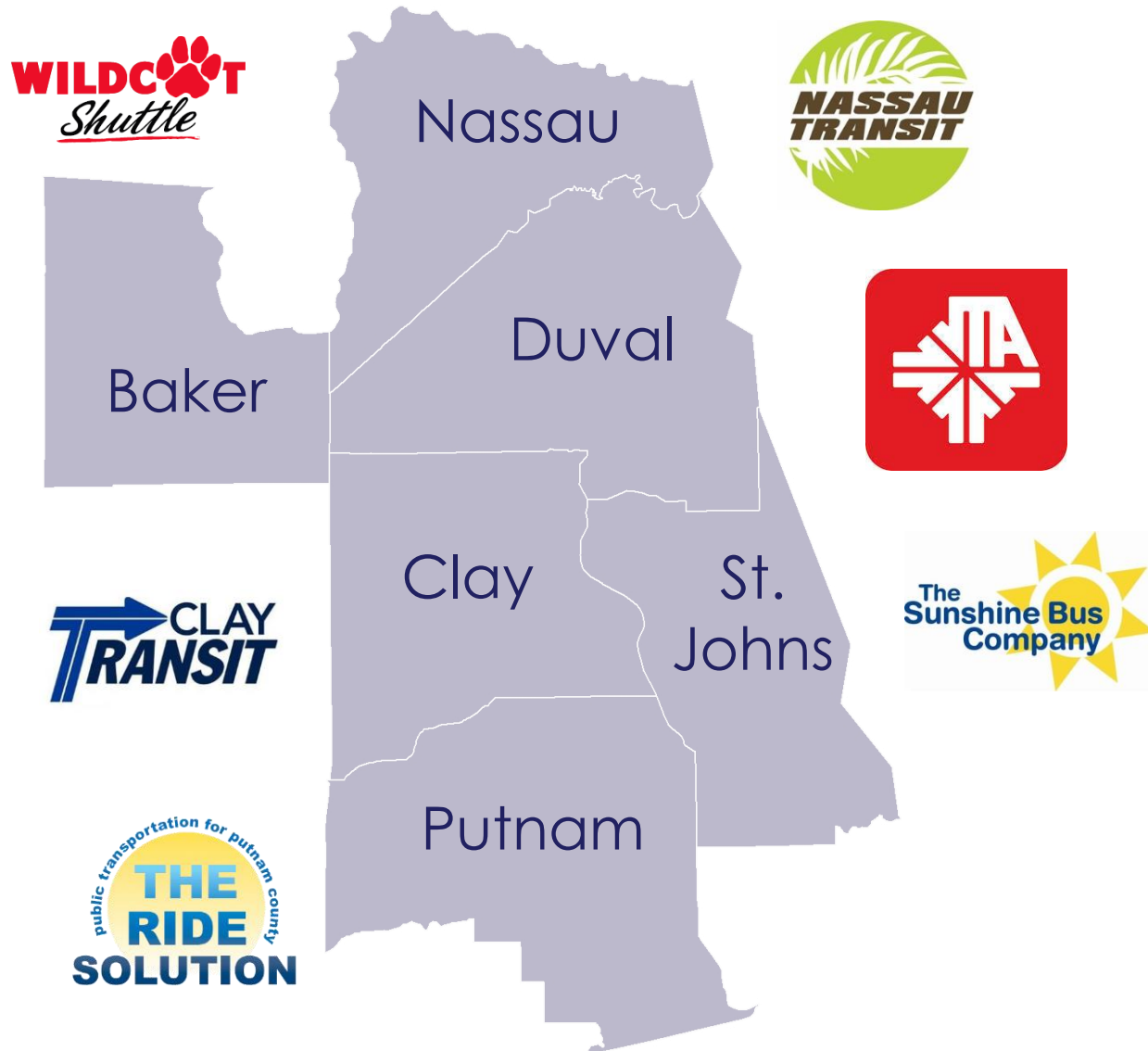
Upon approval, RTC will work with the Florida Legislature to continue operations

Funding and Implementation

Regional transit coordination is the first and best opportunity to improve mobility.



Six Counties – Six Transit Providers



Regional Transit Action Plan

Short-term

Low-cost

Communication

Coordination

Training

**Joint Grant
Pursuit**

Procurement

**Fare
Coordination**



Regional Transit Action Plan

Mid-term

Mid-cost

Technology

Transit Hubs

**Regional
Branding**

Shared Vehicles

New Routes

**Improved
Frequency**



Thank You

Questions?



Joe Stephenson
Executive Director
(904) 306-7517 (O)
(904) 432-6450 (M)

RTC NORTHEAST FLORIDA
REGIONAL
TRANSPORTATION
COMMISSION

NORTHWEST FLORIDA TRANSPORTATION CORRIDOR AUTHORITY



- ✓ PERFORMANCE MEASURES – Not yet applicable
- ✓ OPERATING INDICATORS – Not yet applicable
- ✓ GOVERNANCE
 - Complied with Ethics, Conflicts of Interest, Public Records and Open Meetings requirements
 - Board did not meet quarterly
 - Master Plan 2015 Update
 - Unmodified Audit - Two findings and Deteriorating Financial Condition
- ✓ OTHER
 - \$2.2 million for administration, professional services and regional transportation planning
 - Future funding issues

NORTHWEST FLORIDA TRANSPORTATION CORRIDOR AUTHORITY



Robert Montgomery
Chairman of the Board of Directors

SANTA ROSA BAY BRIDGE AUTHORITY (GARCON POINT BRIDGE)



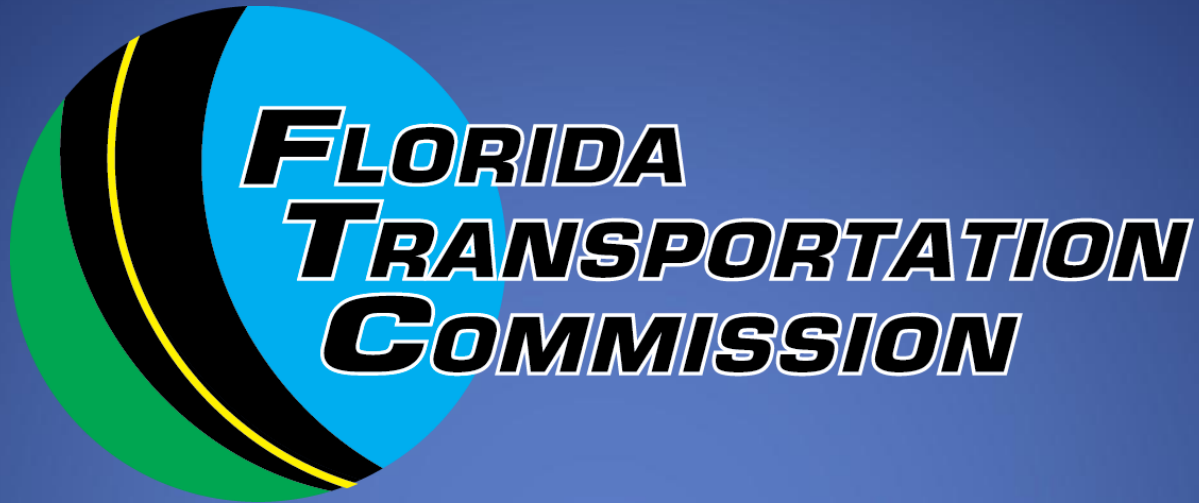
- ✓ **MET 6 OF 12 APPLICABLE PERFORMANCE MEASURES**
(Measures not met):
 - ETC Transactions, Customer Service, Cost to Collect a Toll Transaction, and all three Debt Service Coverage measures
 - In default on its bonds by failing to make required debt service payments
- ✓ **OPERATING INDICATORS**
 - Toll revenue increased 8.1%
 - FDOT is providing limited funding for administrative expenses
 - Total operating expenses increased 3.8%

SANTA ROSA BAY BRIDGE AUTHORITY (GARCON POINT BRIDGE)



✓ GOVERNANCE

- Board has not met for over two years
- Inadequate oversight of Department obligations under the LPA (no Department noncompliance noted)
- No required audit or quarterly financial statements
- Debt service payments not made - Trustee retained legal counsel and financial advisor
- In January 2013 the Trustee declared the principal of all outstanding bonds immediately due and payable
- Proposed toll rate increases
- SRBBA bonds not backed by the County, Department or State



FY 2015

TRANSPORTATION AUTHORITY MONITORING
AND OVERSIGHT REPORT