South Florida Regional Transportation Authority

FY 2026 - FY 2035 Transit Development Plan Major Update

February 2025

SFRTA
ON TRACK
FOR EXCELLENCE

Prepared For:
South Florida Regional Transportation Authority
801 NW 33rd Street
Pompano Beach, Florida, 33064

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1. Introduction

The South Florida Regional Transportation Authority (SFRTA) is an Agency of the State of Florida authorized by Chapter 343, Florida Statues, to coordinate and develop a regional transportation system in South Florida. SFRTA provides commuter rail service, known as Tri-Rail, which operates along 72 miles of the South Florida Rail Corridor (SFRC) and eight (8) miles of the Florida East Coast Railway (FECR) serving 19 passenger stations. Tri-Rail passenger service spans over 80 miles of an urbanized area of approximately six (6) million people, connecting major cities and destinations across Miami-Dade, Broward, and Palm Beach Counties, playing a crucial role in regional transportation.

Today, Tri-Rail provides a reliable and affordable travel option as demonstrated by regularly outperforming many of its commuter rail peers with weekday ridership surpassing pre-Covid levels with over 15,000 average weekday Tri-Rail riders. Over the last year, SFRTA has expanded service to MiamiCentral Station in Downtown Miami, introduced express train and late-night train service and launched the Ride Partner Service for first-mile and last-mile connectivity. These efforts reinforce SFRTA's commitment to enhancing customer experience, and ensuring efficient, reliable transportation across the tri-county region.

This Transit Development Plan (TDP), *SFRTA On Track for Excellence*, documents SFRTA's vision, goals, and strategies for the next ten-year planning horizon, from Fiscal Year (FY) 2026 through FY 2035. This TDP Major Update serves as a strategic planning and guidance tool to support SFRTA's mission to collaborate with partners to deliver a safe, convenient, and effective service that serves as South Florida's multimodal backbone.

1.1 TDP Requirements

The State of Florida Public Transit Block Grant (PTBG) Program was enacted by Florida Legislatures to provide a stable source of state funding for public transportation. Public transit agencies in Florida must prepare a TDP to be eligible for PTBG Program funding. The Block Grant Program requires public transit service providers to develop, adopt, and annually update a Ten-Year TDP. A major update to the TDP is required every five years and annual updates are required in the interim years. TDPs serve as the transit providers' planning, development, and operational guidance document, based on ten-year planning horizon, covering the year for which funding is sought and the following nine years of funding.

This TDP Major Update has been prepared in accordance with Florida Administrative Code (FAC) Rule 14-73.001. Effective July 9th, 2024, the revised Rule 14-73.001 pertaining to TDP's adjusted the submission timelines and requirements for TDP Major Updates and Annual Progress Reports. Key changes include the following:

New submission deadline is March 1st, 2025 (previously September 1st).

Within 60 days of receiving an adopted TDP or Annual TDP Update, the Department will notify the provider as to whether or not the TDP or annual update is in compliance with the requirements of this rule, and, if not in compliance, a list of deficiencies will be cited to the provider for resubmittal. Within 30 days of any resubmitted TDP or annual update the Department will notify the provider as to whether or not the resubmission is in compliance with the requirements of this rule. TDPs filed late will be accepted if extenuating circumstances beyond the provider's control exist, and the District Office is able to complete its review and approval process by June 30.

Metropolitan Transportation Planning Process Coordination Program.
Program must define collaborative participation and consistency in developing and implementing both the TDP and Long-Range Transportation Plan (LRTP) with the local Metropolitan Planning Organization (MPO), as well as other related MPO multi-modal planning and programming products including the Unified Planning Work Program (UPWP), the Transportation Improvement Plan (TIP), and Corridor Development Studies.

Demand Estimation.
An estimation of the community's demand for transit service using the planning tools provided by the Department, or a Department approved transit demand ridership forecast software and/or estimation technique with supporting demographic, land use, transportation, and transit data. The result of the transit demand estimation process shall be a ten-year annual projection of transit ridership.

Land Use and Corridor Development Assessment.
An assessment of the extent to which the land use and urban design patterns in the provider's service area support or hinder the efficient provision of existing and future transit services, including any efforts being undertaken by the provider or local land use authorities to foster a more multi-modal operating environment. This assessment will also address priority transit corridors developed in the TDP as well as in the LRTP for consistency and coordination.

Ten-Year Operating and Capital Program (previously Ten-Year Implementation Program).
Program must include:

1. *A **ten-year schedule of projects** that identifies the provider's future operating and capital projects over a 10-year planning horizon. The ten-year schedule of projects shall include project descriptions, maps indicating areas to be served, a project timeline, associated costs, and the type and level of service and capital improvements to be provided.*
2. *A **financial plan**, which shall include a ten-year planning horizon that identifies each project's operating and capital expenses for the schedule of projects.*
3. *A **list of priority projects** based on the 10-year schedule of projects, which shall include a ranking by each project's importance, the description, type, location, and identification of funding availability. This list can include projects that exceed beyond the tenth year.*

4. ***Annual TDP Updates*** *- The Annual TDP Update shall be an update of the ten-year operating and capital program. This update shall include a formatted table presenting the ten-year schedule of projects, financial plan, and list of priority projects, and any updated modifications to the previous year's ten-year operating and capital program and extending this ten-year operating and capital program to a new tenth year. The Annual TDP Update shall include a brief narrative overview of the TDP process specifically addressing progress, and achievements of the Metropolitan Transportation Planning Process Coordination Program.*

1.2 TDP Checklist

This plan meets the TDP requirements in accordance with Rule 14-73.001 of the FAC. **Table 1.1** provides the list of TDP requirements from Rule 14-73.001 and indicates where each requirement has been addressed in this TDP document.

Table 1.1: TDP Major Update Checklist

TDP Checklist		TDP Section
Public Involvement Process		
✓	Public Involvement Plan (PIP) approved by the Florida Department of Transportation (FDOT)	Appendix C
✓	Description of the process used, and public involvement activities undertaken.	Section 9
✓	Local/Regional workforce boards, local planning departments, and the Metropolitan Planning Organizations (MPOs) are advised of all public meetings where the TDP is presented or discussed.	
✓	Provide the Local/Regional workforce boards, local planning departments, and the MPOs an opportunity to review and comment on the TDP during its preparation.	Section 8; Section 9; Appendix B; Appendix E
Relationship Review to Other Plans		
✓	Consistency with the Florida Transportation Plan, local comprehensive plans, MPO Long Range Transportation Plans (LRTPs) and regional transportation goals and objectives.	Section 3
✓	Discuss relationship between the 10-Year Operating and Capital Program and local plans.	Section 12
Metropolitan Transportation Planning Process Coordination Program		
✓	Detail coordination program with the MPOs that defines for collaborative participation on the development and implementation of both the TDP and the LRTP	Section 8, Appendix F
✓	Consistency in the development and implementation of the TDP and LRTP with local MPOs.	
Demand Estimation		
✓	Department approved transit demand ridership estimation tool	Section 11
✓	10-Year annual projection of transit ridership	
Land Use and Corridor Development Assessment		
✓	Assessment of land use and urban design patterns in the service area	Section 7; Appendix A
✓	Include efforts undertaken to foster a more multi-modal environment.	
Ten-Year Operating and Capital Program		
✓	A 10-Year schedule of future operating and capital projects	Section 12
✓	Financial Plan	
✓	A 10-Year schedule of projects including a ranking by project importance	

1.3 TDP Report Content

The TDP Major Update is organized according to Rule 14-73.001 and includes the following sections.

Section 1: Introduction

This section introduces the SFRTA and provides an overview of this TDP Major Update. It includes the TDP requirements per the State of Florida's regulations with a checklist applicable for the completion of a TDP Major Update. The section includes a summary of the TDP contents and the SFRTA TDP Project Manager contact information.

Section 2: Goals and Initiatives

This section outlines SFRTA's mission, vision, goals and objectives.

Section 3: Relationship Review to Other Plans

This section reviews applicable plans, programs, and policies relevant to the SFRTA's planning and operational efforts at the state, regional, and county level to identify TDP relationship and consistency.

Section 4: Baseline Conditions

This section establishes the baseline conditions of the existing operating environment. The section includes a description of service area and an examination of existing demographics, socioeconomic data like household and employment densities, tourism, and major trip generators. Also, existing land uses for each county within a half-mile of the Tri-Rail service corridors are discussed and illustrated in the section.

Section 5: Existing SFRTA Transportation Services

This section provides an overview of SFRTA history and Tri-Rail passenger rail service. The section documents SFRTA's fare policy, ridership trends, Ride Partner Service, fleet, facilities and amenities, and the agency's accomplishments. The section also describes other existing public transit services within the Tri-Rail service area, including fixed-route, paratransit, and other mobility services, as well as their connections to the Tri-Rail.

Section 6: SFRTA Service Evaluation

This section provides an evaluation of existing SFRTA transit service including a review of performance measures, a trend analysis of SFRTA transit service, and a peer analysis. The section assesses performance measures and presents a five (5)-year trend analysis consistent with TDP requirements to examine the performance trends for SFRTA's transit service. The section also includes an agency peer review to compare the efficiency and effectiveness of the SFRTA agency's operations to twelve (12) other, similar agencies.

Section 7: Land Use and Corridor Development Assessment
This section provides an overview of zoning designations and land uses within half-mile areas of existing Tri-Rail stations to determine if the land uses in the station areas are supportive of Transit-Oriented Development (TOD) based on allowable densities and intensities (Appendix A). Additionally, the section describes SFRTA's land use initiatives and activities to support multimodal connectivity to its stations.

Section 8: Metropolitan Transportation Planning Process Coordination Program
This section provides the detailed coordination program undertaken by SFRTA to coordinate and collaborate with the region's three (3) Metropolitan Planning Organizations (MPOs) for this TDP Major Update, as well as other agency planning efforts.

Section 9: Public Involvement Process
This section identifies the public and stakeholder involvement activities conducted to encourage public participation and to facilitate consensus building for the development of the TDP Major Update.

Section 10: Needs Identification
This section provides an overview of the outcomes from the TDP outreach activities and the baseline conditions used to identify and assess the transportation needs in the SFRTA service area for consideration in this TDP Major Update.

Section 11: Demand Estimation
This section summarizes the process used to estimate the community's demand for transit service with a modeling tool. The results of the modeling effort are a ten-year annual projection of transit ridership for SFRTA's Tri-Rail service. Ten-year annual estimates for the agency's Rider Partner Services (RPS) are also provided in this section.

Section 12: Ten Year Capital and Operating Program
This section identifies various proposed improvement projects compiled through an assessment of project needs according to the SFRTA 20-Year Capital Plan which provides a prioritized list of project improvements. The section lists funded and unfunded capital projects for Fiscal Years (FY) 2026 through 2035. Additionally, the section includes the SFRTA's Ten Year Financial Plan.

1.4 TDP Contact Information

The point of contact for the SFRTA TDP Major Update, *SFRTA On Track for Excellence* is:

Jessica Vargas Astaiza
SFRTA TDP Project Manager
sfrtatdp@sfrta.fl.gov
954-788-1783

2. Goals and Initiatives

SFRTA was created in 2003 under Chapter 343, Florida Statutes and authorizes the Agency to coordinate and develop a regional transportation system in South Florida. The recently adopted SFRTA FY 2025 – 2029 Strategic Plan outlines the mission, vision, goals and initiatives that will guide SFRTA TDP's overall long-term strategy. SFRTA's overarching strategy is to reestablish its role as a leading transportation provider, enhance customer satisfaction, build strong partnerships and ensure efficient resource allocation for sustainable growth and success.

2.1 Mission and Vision

The FY 2025-2029 Strategic Plan presented a great opportunity for SFRTA to reevaluate its mission and vision and reestablish itself as a safe, reliable, and efficient transportation option in the region. After a collaborative process among SFRTA's stakeholders, partners, vendors, customers, and staff, a new mission and vision for the agency were developed:

***Mission**:*

"In collaboration with partners, deliver a safe, convenient, and effective service that serves as South Florida's multimodal backbone."

***Vision**:*

"Connect communities, deliver exceptional service, and provide safe, reliable transportation options."

Essentially, SFRTA aspires to be "The Region's Multimodal Backbone", which is better described with the acronym A.S.P.I.R.E.S. This acronym encapsulates the key themes of SFRTA's mission and vision:

Affordable:	Removing economic barriers to transportation with cost-effective service
Safe:	Prioritizing safety across all operations.
Partnership:	Collaborating with stakeholders to improve transportation needs.
Innovation:	Encouraging creative thinking and advanced solutions
Reliability:	Providing a service that is convenient and dependable
Excellence:	Instituting a culture of continuous improvement that strives for the best
Service Oriented:	Establishing a service that enhances the rider experience and strengthens the region's mobility

2.2 Goals and Key Initiatives

SFRTA' strategic goals and key initiatives presented below reflect the internal and external strategies and initiatives that the SFRTA is committed to pursue over the next five years. The goals and initiatives were developed with input from the SFRTA Governing Board, SFRTA Internal Review Committee, agency departments, regional partners and stakeholders, various committees

including the SFRTA Planning Technical Advisory Committee, along with on-going public outreach efforts.

2.2.1 Strategic Goals and Objectives

Seven strategic goals were identified, as detailed below. These represent specific and measurable objectives SFRTA wants to achieve.

1. **Provide a safe system:** *Ensure a safe transit system which reflects its unwavering commitment to passenger wellbeing, operational excellence, and community trust.*
    - Provide the highest safety and security measures
    - Implement processes and technology to maintain the highest rail system safety protocols
    - Instill a culture of safety
2. **Increase ridership and enhance the customer experience:** *Incorporates a rider-centric approach that prioritizes the passenger's needs, preferences, and satisfaction to attract new riders and foster long term loyalty among existing ones.*
    - Maintain service that is convenient, reliable and accessible for everyone
    - Maintain a high-quality customer experience
    - Implement processes and technology that benefits the customer experience
3. **Enhance system operations:** *Encompasses a range of initiatives aimed at optimizing the performance and effectiveness of the transit system, from improving scheduling and maintenance practices to enhancing technological capabilities and infrastructure resilience.*
    - Maintain the system in a State of Good Repair
    - Provide reliable and accessible service that meets current and future needs
    - Implement processes and technology that benefits system operations
4. **Nurture all partnerships:** *Foster strong and meaningful partnerships, both internal and external, to leverage collective expertise, resources, and networks to enhance service delivery, drive innovation, and create sustainable transportation solutions that benefit the entire community.*
    - Collaborate and solidify all partnerships
    - Instill effective, strong, positive relationships with the vendor community
5. **Seek additional forms of revenue:** *Recognizes the imperative need to seek additional forms of revenue to insure the sustained delivery of high-quality transportation services.*
    - Pursue projects to seek additional operating revenues
    - Advocate for new and increased sources and amounts of federal, state and local funding

6. **Provide a productive, invested, and valued workplace:** *Create a workplace where every employee feels valued, empowered, and motivated to achieve their full potential by fostering a culture of inclusivity, respect, and recognition.*
    - Be an employer of choice that proactively retains a diverse and engaged workforce
    - Recruit and develop a diverse and highly skilled workforce
7. **Effectively manage administrative services:** *Prioritize operational efficiency, transparency, and accountability in managing administrative services.*
    - Be a fiscally responsible and transparent steward of public funds
    - Improve collaboration among and within departments
    - Utilize processes and technology to facilitate efficiencies in agency administration

2.2.2 Key Initiatives

The key initiatives identified in the FY 2025-2029 Strategic Plan are as follows:

- Promote safety/reduce trespassing incidents and fatalities
- Invest in customer experience and loyalty
- Maintain and upgrade system infrastructure
- Implement TOD initiatives
- Foster partnerships with stakeholders and peers
- Identify and secure additional funding sources
- Recruit and retain qualified staff

These are the proactive steps SFRTA aims to focus in order to accomplish its mission to serve as South Florida's multimodal backbone and achieve its vision of connecting communities, deliver exceptional service, and provide safe, reliable transportation options, while continuing to contribute to the economic growth and mobility of the region.

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3. Relationship Review to Other Plans

A review of State, regional, and local planning documents was conducted for the TDP Major Update to understand the relationship of land use and transportation plans as applicable to the SFRTA service area. The goals and objectives of these plans are important considerations for this TDP Major Update to ensure consistency and coordination with local planning processes and plans. The plans reviewed include the Florida Transportation Plan (FTP), Florida Rail System Plan, county comprehensive plans, MPO LRTPs, and SFRTA strategic planning documents. The Plans Review was conducted to understand applicability with the preparation of the TDP Major Update as well as consistency with regional, local transportation, and land use goals and objectives, as well as other SFRTA planning efforts.

3.1 Plans Review Summary

Table 3.1 summarizes the plans reviewed for applicability and consistency with the TDP Major Update by jurisdiction (State, regional, local). The table begins with State or regional level documents to establish the overarching transportation vision and priorities for Florida and the Southeast Florida region relevant to the TDP Major Update, followed by local planning documents. The table identifies the following information for each plan:

- Plan Title, Plan Date, Plan Adoption Date
- Geographic Applicability
- Responsible or Lead Agency
- Plan Overview
- Plan Goals and Objectives
- Relevant Transit Projects and/or Initiatives
- Key Implications for the SFRTA TDP Major Update

Goals and objectives relevant to the SFRTA TDP Major Update are bolded and italicized in **Table 3.1**.

Table 3.1: Summary of Plan and Program Review

Plan / Program Title (Year)	Geographic Applicability	Responsible Agency	Plan Overview	Goals / Objectives / Strategies	Relevant Transit Projects and/or Initiatives
State Plans					
2045 Florida Transportation Plan (FTP) (2020)	**Florida**	**Florida Department of Transportation**	The FTP is a comprehensive statewide guide for Florida's 30-year transportation future, updated every five (5) years. The plan lays the foundation for investments in FDOT's Work Program. These investments must support the transformation of Florida's economy and communities; a larger and more diverse population, an economy based on global markets and innovation, development patterns focused on high density urban centers and rural employment centers, and environmental pressures. The FTP contains statewide goals and regional objectives that aim to connect communities, policies, and programs across the State and provide various opportunities for community engagement.	The seven (7) goals for Florida's transportation future are: 1. ***Safety and security for residents, visitors, and businesses.*** 2. ***Agile, resilient, and quality transportation infrastructure.*** 3. ***Connected, efficient, and reliable mobility for people and freight.*** 4. ***Transportation choices that improve accessibility and equity.*** 5. ***Transportation solutions that strengthen Florida's economy.*** 6. ***Transportation systems that enhance Florida's communities.*** 7. Transportation solutions that enhance Florida's environment.	FDOT has a statewide vision of interregional rail service developed through private/public partnerships and connections to regional and local transit systems.
	Key Implications for SFRTA TDP Major Update: • The Bipartisan Infrastructure Law increases federal funding opportunities for passenger and freight rail systems. • State investment priorities identify safety as the highest priority, followed by the preservation of existing roads and bridges, and additional statutory requirements such as the Strategic Intermodal System (SIS). • The FTP states two major opportunities to better align decision-making to support FTP goals: 1) improve processes used to make decisions at the program and project levels, and 2) enhance processes used to identify needs and scope projects so optimal solutions are advanced.				
Florida Rail System Plan (2023)	**Florida**	**Florida Department of Transportation**	The Rail System Plan guides the State's rail freight and passenger network by identifying short and long-range capital improvements and policy recommendations. The plan assesses the State's existing rail network, challenges and opportunities, and the economic and socio-environmental impacts of each rail mode. Additionally, the plan identifies priorities, programs, and funding levels for rail improvements.	Key strategies include: • ***The expansion of Vision Zero to encompass all transportation modes including rail, transit, shared mobility, and micromobility.*** • Increasing Florida's supply chain efficiency by expanding the capacity of rail corridors. • ***Improving connectivity from rail corridors to economic activity centers.*** • ***Adapting logistics technologies to rail corridors.*** • ***Transforming passenger terminals into mobility hubs with a wide range of modal options and first/last mile connections.*** • ***Improving connectivity among local transit systems to support convenient and efficient trips.***	FDOT provides capital, operations, and maintenance funding for Tri-Rail. The Plan improvements focus on rail expansion, multimodal hub additions, transportation system integration, and infrastructure enhancements. Proposed improvements seek to improve connections between densely populated municipalities, improve north-south mobility, encourage stronger east-west connections, promote revitalization, stimulate the economy, and enhance freight movement.

Plan / Program Title (Year)	Geographic Applicability	Responsible Agency	Plan Overview	Goals / Objectives / Strategies	Relevant Transit Projects and/or Initiatives
	Key Implications for the SFTRA TDP Major Update: • The Commuter Authority Rail Safety Improvement (CARSI) program, in September 2022, granted $12.9 million to SFRTA to modernize 25 rail crossings on the Tri-Rail corridor in Miami-Dade, Broward, and Palm Beach counties. • More infrastructure improvements include a resilience mitigation and hurricane hardening program, a new multimodal transportation facility at Golden Glades, and a new northern layover and light maintenance facility in Palm Beach County. • Additionally, the Miami River – Miami Intermodal Center Capacity Improvement Project (MR-MICCI) will add track capacity between Hialeah Market and Miami Airport Stations to alleviate an operational bottleneck for Tri-Rail, Amtrak, and CSX trains, improving service reliability and on-time performance. • Network improvements include the new Tri-Rail service expansion to Downtown Miami in partnership with FDOT; Brightline Florida, and local jurisdictions to the MiamiCentral Station. Also, the extension north to the VA Medical Center in West Palm Beach and beyond to Jupiter are unfunded proposed projects as well as an extension South to Kendall/Homestead.				
Florida Strategic Intermodal System Policy Plan (2022)	**Florida**	**Florida Department of Transportation**	The Strategic Intermodal System (SIS) Policy Plan identifies the high priority network of transportation facilities that support Florida's economy and prioritizes resources for infrastructure of statewide and interregional significance.	The SIS objectives are to ensure interregional connectivity, enhance intermodal connectivity, and support economic development. These objectives strengthen the three policy directions of redefining "capacity" to include a variety of approaches for enhancing throughput of people and freight, increasing flexibility in how the SIS is implemented, and improving the balance between statewide and regional needs and priorities. To support the policy areas, the SIS Policy Plan identified implementation strategies related to five focus areas: 1. ***Safety*** 2. ***Resilience*** 3. ***Technology & innovation*** 4. ***Urban mobility and connectivity*** 5. ***Rural mobility and connectivity***	The SIS system includes designated airports, spaceports, seaports, waterways, rail corridors and terminals, urban fixed guideway transit corridors, and highways.
	Key Implications for the SFTRA TDP Major Update: • The SIS accounts for nearly all rail passenger and freight modes. Planned and implemented improvements include safety measures such as positive train control and modified rail crossings. • Additionally, resiliency is addressed since 15-percent of SIS rail miles are at risk of coastal flooding, such as in Miami-Dade County. Of all SIS hubs, 13 passenger terminals are in the 100-year floodplain. Extreme heat is another issue identified in the SIS as infrastructure can deteriorate when exposed to long periods of high temperatures. Extreme heat can also affect transit usage by deterring transit users from using outdoor transit facilities. Rail facilities should be designed and enhanced to withstand the impacts of climate events so the SIS can effectively move people and freight. • The existing Tri-Rail corridor and the proposed Coastal Link are SIS Corridors, meaning it is a critical transportation route that connects major population centers and facilitates the movement of people and goods. The associated May 2024 SIS Atlas designates 18 Tri-Rail Stations as Urban Fixed Guideway (UFG) Terminals, either SIS Hubs or SIS Stations. • The stations that also have other regional transit options are deemed SIS Passenger Terminals because they move passengers through regional modal networks within and outside the State of Florida. The atlas does not mention the MiamiCentral Station. Of the listed 18 stations, 5 are SIS Passenger Terminals: West Palm Beach, Deerfield Beach, Fort Lauderdale, Hollywood, and Miami Airport Station (Miami Intermodal Center).				

Plan / Program Title (Year)	Geographic Applicability	Responsible Agency	Plan Overview	Goals / Objectives / Strategies	Relevant Transit Projects and/or Initiatives
Regional Plans					
2045 Southeast Florida Regional Transportation Plan (2020)	**South Florida Region / Tri-Rail Service Area**	**Southeast Florida Transportation Council (SEFTC)**	The Southeast Florida Regional Transportation Plan (RTP) has a 25-year horizon that prioritizes significant transportation investments needed to meet the growing travel demands of Miami-Dade, Broward, and Palm Beach Counties.	The overall vision is to create a shared regional transportation plan that identifies regional needs, funding, and policies that benefit the entire Southeast Florida region. To accomplish this vision, four (4) goals are outlined in the RTP: 1. ***Provide a multimodal system that is integrated with supportive land uses.*** 2. ***Protect the region's health and environment and provide a safer transportation system.*** 3. ***Support an expanding regional economy.*** 4. ***Invest in publicly supported, equitable transportation options for all users.***	Regional transportation is critical to support the large number of inter-county trips in Southeast Florida. Formalized through an Interlocal Agreement in 2005, the tri-county's MPOs created the Southeast Florida Transportation Council (SEFTC).
	Key Implications for the SFTRA TDP Major Update: • Since its inception, the SEFTC has approved regional goals and objectives, regional corridors of significance, regional transportation plans, project lists for Transportation Regional Incentive Program (TRIP) funding, and regional performance reports. • SFRTA collaborated with the FEC Railway to establish direct service to the MiamiCentral station. Major transit projects included in the cost feasible plan network are the Tri-Rail Coastal Link, Tri-Rail Extension along CSX/State Road 710 from Mangonia Park to VA Hospital, and rail capacity improvement to include double-tracking between the Miami Airport and Hialeah Market Tri-Rail stations. • Additional funded regional projects include replacing Tri-Rail rolling stock (6 locomotives and 10 bi-level coaches), mobile ticketing and fare verification equipment, a Tri-Rail Northern Layover Facility in West Palm Beach, and a new track connection between the FEC and SFRC corridors at Pompano Beach.				
SFRTA Strategic Plan FY 2025 – 2029 (2024)	**South Florida Region / Tri-Rail Service Area**	**South Florida Regional Transportation Authority**	The purpose of the strategic plan is to guide SFRTA's long-term strategy and short-term activities based on its values, mission and goals. It includes measurable objectives with performance targets for all aspects of SFRTA's operations	The mission is to collaborate with partners, deliver a safe, convenient, and effective service that serves as South Florida's multimodal backbone. The values are affordable, safe, partnership, innovation, reliability, excellence and service oriented creating the acronym A.S.P.I.R.E.S reinforcing how SFRTA aspires to be the backbone for the region. SFRTA's seven strategic goals are: ***1) Provide a safe system*** ***2) Increase ridership and enhance the customer experience*** ***3) Enhance system operations*** ***4) Nurture all partnerships*** ***5) Seek additional forms of revenue*** ***6) Provide a productive, invested, and valued workplace*** ***7) Effectively manage administrative services***	The Five-Year Strategic Plan, known as the "SFRTA on Track for Excellence" was adopted in May 2024. The plan's initiatives aim to improve the customer experience by providing services that meet the region's needs, improve partnerships with other transit agencies and planning organizations, and inform future capital programs and operating budgets by aligning funding and initiatives with new goals and objectives. The updated agency's vision, mission, goals and objectives is reflected in the next SFRTA Major TDP Update.

Plan / Program Title (Year)	Geographic Applicability	Responsible Agency	Plan Overview	Goals / Objectives / Strategies	Relevant Transit Projects and/or Initiatives
	Key Implications for the SFTRA TDP Major Update include the strategic plan's key initiatives: 1) Promote safety/reduce trespassing incidents and fatalities 2) Invest in customer experience and loyalty 3) Maintain and upgrade system infrastructure 4) Implement TOD initiatives 5) Foster partnerships with stakeholders and peers 6) Identify and secure additional funding sources 7) Recruit and retain qualified staff				
SFRTA 20-Year Capital Plan FY 2024 – FY 2043 (2024)	**South Florida Region / Tri-Rail Service Area**	**South Florida Regional Transportation Authority**	The SFTRA Capital Plan is to establish a prioritized process for capital investment needs and a long-term plan to guide the spending of limited financial resources. The Capital Plan is updated annually.	The main objective is to ***identify improvement initiatives, capital investment projects and state of good repair projects*** that SFRTA intends to adopt over the course of the next twenty years.	Compiled from the latest adopted SFRTA Capital Budget, the capital plan is comprised of capital needs and unfunded needs submitted through a Call for Projects process.
	Key Implications for the SFTRA TDP Major Update: • SFRTA's Capital Plan is updated annually to include a prioritized list of capital needs projects that are both funded and unfunded. • The Capital Plan consists of three types of capital needs totaling 65 projects: 1. State of Good Repair (SGR):39 projects 2. Enhancement: 15 projects, and 3. Expansion: 11 projects • Projects identified within the first five years (FY 2024 – FY 2029) are fully funded and submitted projects from FY 2030 and beyond are unfunded. Examples of capital needs projects listed by priority include onboard cab signal, positive train control, video surveillance data network on rolling stock, rail facility improvements, and dispatch radio system upgrade. Of the 65 projects, 42 are fully funded capital needs project, two are partially funded, and 21 are unfunded projects. The total estimated amount of unfunded project needs is approximately $595 million.				
SFRTA Transit Asset Management Plan Update (2022)	**South Florida Region / Tri-Rail Service Area**	**South Florida Regional Transportation Authority**	The 2022 Transit Asset Management Plan (TAM) is an update to the 2018 TAM Plan. It provides an update on the status of SFRTA's capital assets and current asset management activities. This guides the agency's future path to continue improving its asset management practices. Transit asset types include 1) guideway elements, 2) vehicles, 3) stations, 4) facilities, and 5) systems	The following TAM goals guide the investment strategies: • ***Ensure the safety and health of customers and employees*** • ***Improve service reliability and on-time performance*** • ***Reduce vehicle failures/breakdowns*** • ***Improve the appearance and visibility of current and future Tri-Rail stations*** • ***Support environmentally sustainability*** • ***Achieve cost savings over the life cycle of assets***	Ongoing capital maintenance and periodic investments in rehabilitation and replacement of assets is vital to ensure a state of good repair. Additionally, capital investment is essential to meet safety compliance standards and other regulatory requirements while supporting system enhancements.
	Key Implications for the SFTRA TDP Major Update: • The TAM Plan identifies SFRTA's asset inventory holdings as of August 2022. The distribution of SFRTA's existing asset base primarily consists of vehicles at 64%, then stations at 29%, facilities at 4%, and systems at 3%. • The plan summarizes the capital investment prioritization process used to develop the SFRTA 20-year Capital Plan. It prioritizes projects on a points scale, with Safety and Security criterion given the most consideration, then Service Delivery and Asset Condition weighted next highest.				

Plan / Program Title (Year)	Geographic Applicability	Responsible Agency	Plan Overview	Goals / Objectives / Strategies	Relevant Transit Projects and/or Initiatives
SFRTA Rail Fleet Management Plan FY 2021 – 2030 (2021)	**South Florida Region / Tri-Rail Service Area**	**South Florida Regional Transportation Authority**	The Rail Fleet Management Plan (RFMP) provides an analysis of SFRTA's rail fleet management from FY 2021 through FY 2030, encompassing the current fleet, future procurement, maintenance practices, and anticipated service expansions.	The primary purpose is to ***evaluate passenger rail service to maximize performance, efficiency, and capacity of the existing Tri-Rail system***. The plan will accomplish this via an approach that informs strategic investments and optimizes operations for vehicle assets.	The plan includes a summary table of capital program activities, retirement, replacement, and proposed service expansion projects for locomotives and passenger car fleets.

	Key Implications for the SFTRA TDP Major Update:
	• Capital Program, Replacement, and Expansion are presented in a timeline table:
	  • Capital Programs – Three (3) Brookville and two (2) F40 locomotives out of service due to top deck or head-end overhaul
	  • Retirement and Replacement – Retire one (1) and replace six (6) GP-49 locomotives; and retire and replace twelve (15) UTD-UTDC passenger coaches
	  • Anticipated Service Expansion – Downtown Miami Link, Northeast Corridor, VA Medical Center Extension, and Jupiter Extension				

SFRTA Station Design Guidelines (2012)	**South Florida Region / Tri-Rail Service Area**	**South Florida Regional Transportation Authority**	The Station Design Guidelines are to establish central criteria for the design and construction of Tri-Rail stations and support facilities, including landscaping, architectural and structural design, mechanical and electrical requirements, and site planning and development.	The overall objective in the design is to provide safe, convenient access to the transportation system for all potential users. Target areas include: ***1) Efficiency*** ***2) Space and Clearances*** ***3) Sense of Place and Identity*** ***4) Scale and Character*** ***5) Added Value*** ***6) Property Development*** ***7) Environmental Improvement*** ***8) Impact*** ***9) Agency Identity*** ***10) Green Design***	The design aspects contribute to Tri-Rail's role in the shaping and definition of public space, including how people perceive the aesthetic image of these stations.
	Key Implications for the SFTRA TDP Major Update: • The SFRTA Design Guidelines are divided into 10 chapters: 1) Introduction & Overview, 2) Systemwide Design Considerations, 3) Station Site, 4) Station Platforms, 5) Station Fixtures and Furnishings, 6) Electrical Systems, 7) Conveying System, 8) Station Signage, 9) Parking Structures, and 10) Accessibility Design Standards. • These factors contribute to Tri-Rail's overall initiatives to establish a consistent identity that welcomes multimodal users and provides a safe, functional, sustainable, efficient station facilities that align with the surrounding environment and character of each station.				

Plan / Program Title (Year)	Geographic Applicability	Responsible Agency	Plan Overview	Goals / Objectives / Strategies	Relevant Transit Projects and/or Initiatives
Tri-Rail Extension to the West Palm Beach Veterans Affairs (VA) Medical Center: Feasibility Study (2024)	**South Florida Region / Tri-Rail Service Area**	**South Florida Regional Transportation Authority**	An evaluation of extending Tri-Rail service three (3) miles northwest from its current terminus at the Mangonia Park Tri-Rail Station to a new station at the VA Medical Center. The Study assesses the operational, environmental, and financial impacts associated with the proposed extension and construction of a new station	The benefits of the proposed Tri-Rail Extension project to Palm Beach County and the region include the following: • Establish a direct rail service to one of Palm Beach County's largest employers. • Provide improved access for numerous veterans seeking healthcare services. • Connect Tri-Rail service closer to growing western residential areas. • Allow for easier access to a Tri-Rail Station from Florida's Turnpike. The objectives of the Feasibility Study included the following: • Operational impacts, such as ridership, operation and maintenance cost, CSX freight and Amtrak passenger activity. • Capital cost, such as rolling stock, stations, tracks, right-of-way. • CSX corridor access options and/or acquisition costs. • Financial analysis. • Environmental fatal flaws.	The proposed Tri-Rail Extension to West Palm Beach VA Medical Center would extend Tri-Rail service approximately three (3) miles northwest from its current terminus at the Mangonia Park Tri-Rail Station to a new station at the VA Medical Center in Riveria Beach. The extension would provide service to one of Palm Beach County's largest employers and would provide improved access for veterans seeking health care services.
	Key Implications for the SFTRA TDP Major Update: • New service extension north of the current Tri-Rail alignment terminus at Mangonia Park. • Ridership impacts for the proposed VA Extension and Tri-Rail system. • Incremental Operations and Maintenance (O&M) cost of the proposed VA Extension.				

Plan / Program Title (Year)	Geographic Applicability	Responsible Agency	Plan Overview	Goals / Objectives / Strategies	Relevant Transit Projects and/or Initiatives
Miami-Dade County					
Miami-Dade Comprehensive Development Master Plan (CDMP) - Transportation Element (2022)	**Miami-Dade County**	**Miami-Dade County**	The transportation element of the CDMP is one of the thirteen plan elements. The transportation element is divided into five sub-elements: traffic circulation, mass transit, aviation, Port of Miami River and Port Miami. Each of the five sub-elements contain goals, objectives, and policies; monitoring measures and maps of existing and planned future facilities.	The overarching goals include ***reducing the County's car dependency, stimulating economic growth, enhancing energy saving practices, and improving coordination between land use and transportation planning.***	The transportation element provides a plan for an integrated multimodal transportation system that addresses all modes of transportation - pedestrian and bicycle facilities, traffic circulation, mass transit, aviation and ports.

	Key Implications for the SFTRA TDP Major Update:
	• Under the Mass Transit sub-element, Miami-Dade acknowledges:
	  ○ County shall support the efforts of the SFRTA
	  ○ County shall promote mass transit alternatives to the personal automobile
	  ○ County shall continue to facilitate provision of inter-city and inter-state commuter rail
	• Under the Traffic Circulation sub-element, the County shall promote areawide coordination and review the compatibility of the sub-element, and coordinate with the traffic circulation plans from the SFRTA				

Miami-Dade County Transit Development Plan Annual Progress Report FY 2024-2033 (2023)	**Miami-Dade County**	**Miami-Dade County Department of Transportation and Public Works (DTPW)**	The Miami-Dade TDP outlines funded and unfunded transit needs to create the framework for a planning, development, and operational guidance document of transit improvements over a ten-year period.	The TDP lists ten goals along with specific objectives, measures, and targets. The goals are focused on ***transit system convenience, connectivity, expansion, reliability,*** customer service***, operational safety and security, integration of transit services to support the economy and reduce the impact on the environment, maximizing the use of all funding sources, ensuring transit equity,*** and maintaining the transit system in good conditions.	DTPW encourages compatibility between their services and the Tri-Rail by improving connectivity, facilitating purchase of Tri-Rail tickets, and enhancing infrastructure that connects to Tri-Rail stations.

	Key Implications for the SFTRA TDP Major Update:
	• DTPW offers regional monthly passes that includes free transfers from the Tri-Rail System to the Metrorail, Metrobus, or Express Bus.
	• The Miami-Dade Transit smartphone application where riders can plan trips, track rides, and purchase mobile passes allows users to purchase a Tri-Rail one-way pass
	• DTPW and SFRTA utilize the EASY Card, a reloadable smart card electronic fare payment system to facilitate regional fare interoperability.
	• The TDP identifies DTPW Services that connect to Tri-Rail. Specific projects relevant to the SFRTA TDP include the Golden Glades Multimodal Transportation Facility (GGMTF).
	• Proposed capital projects in the Miami-Dade TDP with relevance to SFRTA include:
	  ○ A "kiss-and-ride" facility just north of the Golden Glades Tri-Rail Station and a fully covered illuminated pedestrian overpass connecting to the GGMTF.
	  ○ Upgraded Government Center Metrorail Station pedestrian bridge, elevators, and escalators
	  ○ Metrorail/Tri-Rail Station Bus Hub improvements that increases bus terminal capacity and adds mixed use TOD				

<table>
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<tr><td rowspan="2">Miami-Dade 2050 Long Range Transportation Plan (2024)</td><td>Miami-Dade County</td><td>Miami-Dade Transportation Planning Organization</td><td>The Miami-Dade 2050 LRTP guides the development of a cost feasible transportation network that supports current and future needs for multimodal mobility, resiliency, connectivity, the economy, and quality of life improvements.</td><td>The 2050 LRTP goals and objectives are:
1. Mobility
a. Safe, secure and reliable
b. Connected
2. Accessibility
a. Innovative
b. Climate resilient
3. Prosperity
a. Equitable
b. Economically Competitive</td><td>The Miami-Dade TPO agrees to plan for projects in the Transportation Improvement Plan (TIP) that anticipates reaching the performance targets. The involvement of key stakeholders is important to identify priorities, develop projects, and share information.</td></tr>
<tr><td colspan="5">Key Implications for the SFTRA TDP Major Update:
• The public agencies are represented by the LRTP Steering Committee of which SFRTA is a non-voting member over the course of the plan development process.
• In the LRTP Project Summary table, of the 202 SMART transit projects and 493 bicycle-pedestrian projects, twelve are SFRTA-related, with five being unfunded.
• Identified projects are categorized into four different priority levels and implementation years. Priority I is from 2025-2030, Priority II is from 2031-2035, Priority III is from 2036 – 2040, and Priority IV is from 2041 – 2050.
• Identified projects include communication fiber installation and Linear Park/Urban Trail along SFRC in Priority I, conversion of wood ties to concrete on the SFRC in Priority II, priority train control and rolling stock acquisition in Priority III, and Fare Collection upgrades in Priority IV.
• Identified unfunded projects include electric vehicle charging infrastructure at Tri-Rail stations and a Tri-Rail Little River station.</td></tr>
<tr><td rowspan="2">SMART STEP Tri-Rail Bicycle and Pedestrian Needs Study (2024)</td><td>Miami-Dade County</td><td>Miami-Dade Transportation Planning Organization</td><td>The SMART STEP (Street Transportation Enhancements Program) was created to facilitate interagency coordination and implementation of pedestrian and bicycle improvement projects to enhance safety and increase accessibility and connectivity.</td><td>The objective of the study is to assess pedestrian and bicycle infrastructure needs to make recommendations for Miami-Dade County Tri-Rail stations.</td><td>The plan includes demographic and socioeconomic data collection, existing conditions and issues for bicyclists and pedestrians, summary of proposed improvements, identified partners for implementation, potential funding sources and estimated costs. The proposed improvements are categorized by short-term, mid-term, and long-term.</td></tr>
<tr><td colspan="5">Key Implications for the SFTRA TDP Major Update:
• The equity and socioeconomic analysis demonstrated that all Tri-Rail stations are in proximity to historically disadvantaged communities or areas that face transportation insecurity. Census tracts adjacent to the Opa-locka Station have the highest level of poverty and the highest level of transportation cost burden. The Metrorail Transfer, Hialeah Market, and Golden Glades Tri-Rail Stations have tracts that are over 40% of poverty level.
• The study shows an increase of bicycles and scooters in trains since March 2022. Overall, the Metrorail Transfer Station has the highest number of pedestrians and bicycle counts of all the Tri-Rail stations of Miami-Dade County.
• Coordination opportunities to increase safe bicycle-pedestrian infrastructure exist. Opa-locka Station is the only Tri-Rail station that has a designated bicycle lane adjacent to the station (on Ali Baba Avenue).
• Communities adjacent to the station face safety issues. The roads adjacent to the Tri-Rail Metrorail Transfer Station have the highest total number of pedestrian crashes and fatalities in the county. Further, the highest number of bicycle fatalities occurs on roads near the Opa-locka Tri-Rail Station.
• Systemwide recommendations include bicycle, pedestrian, micromobility, and bus wayfinding signs, bicycle storage and parking improvements, bicycle access ramps, and connectivity enhancements between buses and cyclists.
• Site-specific improvement examples include improving ADA ramps, installing detectable warning surfaces where missing, closing sidewalk gaps, and building shared-use pathways where feasible.</td></tr>
</table>

Plan / Program Title (Year)	Geographic Applicability	Responsible Agency	Plan Overview	Goals / Objectives / Strategies	Relevant Transit Projects and/or Initiatives
Broward County					
Broward County Comprehensive Plan - Transportation Element (2022)	**Broward County**	**Broward County**	The Transportation Element of the Broward Comprehensive Plan integrates the other elements such as land use, housing, and recreation which addresses each mode of the transportation system to set a core transportation vision for access and mobility and achieve an efficient, sustainable, safe, and convenient network.	There are four (4) overarching goals for the transportation element, supported by an objective and various policies. The goals are: 1. ***Continue to implement an integrated network of Complete Streets, Greenways and Blueways, that provide safe, convenient, and comfortable travel for all users.*** 2. ***Plan Broward County's mobility and built environment to foster (re)development that complement multimodal transportation investments.*** 3. ***Align transportation funding and prioritizations with multimodal mobility goals of providing a safe and convenient transportation system for all users.*** 4. ***Expand regional mobility options that enhance connections within the Southeast Florida region and beyond.***	In the transportation element, the County recognizes the importance of a regional approach to address transportation needs. Regional transportation systems in Broward like the Tri-Rail and Florida State Highway System are important for regional commerce.
	Key Implications for the SFTRA TDP Major Update: • To support the second goal, policy T2.2.1 states that Broward County will explore opportunities for activity centers and mobility hubs along areas with high-capacity transit, thus, siting and designation of activity centers and mobility hubs should be consistent with plans from SFRTA and other transportation authorities. • To support the third goal, policy T3.3.2 states that transit service providers (such as BCT and SFRTA) shall provide a safe and secure public transit system. • To support the fourth goal, objective T4.3 states that Broward County will continue to support the maintenance and expansion of regional passenger and freight rail systems. The supporting policies describe collaboration with SFRTA to expand with projects like the Coastal Link, funding the SFRTA annually to support the operations and maintenance of Tri-Rail commuter service, and minimizing of negative impacts from new rail projects on local industries. • More supporting policies discuss improving local transit connections with regional rail service, encouraging passenger rail operators to collaborate with BCT on designing rail stations to ensure safe ingress and egress, encouraging passenger rail operators to fund connector shuttles from rail stations as a convenient first/last mile link, and having rail operators actively participate in community public education efforts.			
Broward County Transit Development Plan Major Update FY 2024-2033 (2023)	**Broward County**	**Broward County Transit (BCT)**	The FY 2024-2033 Transit Development Plan (TDP) strategically guides BCT's vision for public transportation over a 10-year period, including transit and mobility needs, financial projections, and community transit goals.	The goals of the TDP are to: 1. ***promote economic development and livability through transit investments.*** 2. make BCT a transportation provider of choice for current and potential customers. 3. achieve financial stability and efficiency. 4. develop a BCT workforce that is highly qualified, efficient, productive, and dedicated to safety, security, and customer service excellence. 5. ***implement a capital program plan to maintain State of Good Repair and introduce new technologies.***	BCT users can access neighboring transit systems such as Miami Dade Transit, Palm Tran, and commuter/intercity rail like the Tri-Rail and Brightline.
	Key Implications for the SFTRA TDP Major Update: • To promote regional service, BCT plans to collaborate with neighboring transit agencies to integrate user interfaces and facilitate the transit service transfers for an improved regional interoperable fare. • BCT serves all seven Tri-Rail stations within Broward County and the Golden Glades Tri-Rail station in north Miami-Dade County. Transfers to BCT fixed-route service from Tri-Rail stations are $0.50.				

<table>
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<tr><td rowspan="2">Broward 2050 Metropolitan Transportation Plan (LRTP equivalent) (2024)</td><td>Broward County</td><td>Broward Metropolitan Planning Organization (MPO)</td><td>Route to 2050 serves as a guide for transportation investments from Federal, State, and local funds through 2050. The plan is a guiding document for core products of the Broward MPO: Multimodal Priorities List, Transportation Improvement Program, Unified Planning Work Program, Strategic Business Plan, and Public Participation Plan.
The plan emphasizes the need for safe, reliable, equal transit, bicycle, pedestrian, freight, roadway and other projects that support economic vitality, contribute to environmental conservation, and better the quality of surrounding communities.</td><td>The objective of the MPO is to plan, prioritize, and fund diverse transportation options. The three key goals are:
1. Safely move people and goods.
2. create jobs
3. foster resilient communities</td><td>Route to 2050 MTP identified $9.2 billion of transportation improvements from year 2025 – 2050. Emphasis areas include safety, housing, resiliency, and technology.</td></tr>
<tr><td colspan="5">Key Implications for the SFTRA TDP Major Update:
SFRTA is one of the collaborative partners listed in the development of the plan to achieve a greater transit vision.
There are funding opportunities such as the Federal Transit Formula Funding and the Broward MPO Transit Program to support transit services in the county.
Revenues were allocated to six funding programs: 1) Complete Streets Plan, 2) Resiliency Plan, 3) Roadway Plan, 4) Safety Plan, 5) Technology Plan, and 6) Transit & Hubs Plan.
The cost feasible plan in Route to 2050 includes funded SFRTA projects shown in the Transit and Hubs plan and unfunded projects.
In the funding programs, relevant projects include:
Signal safety capital improvements for SFRC
Electric vehicle charging infrastructure at Tri-Rail stations
Safety and security cameras at Broward Tri-Rail stations
SFRTA Block Grant for Feeder Bus
Fiber installation along SFRC Corridor for 11.5 miles</td></tr>
<tr><td rowspan="2">Broward County Premium Mobility Plan (PREMO) (2023)</td><td>Broward County</td><td>Broward County Transit (BCT)</td><td>PREMO is BCT’s Premium Mobility Plan for implementing projects with funding from the Penny for Transportation Surtax Program to improve transit service, enhance multimodal options, and support economic development throughout Broward County. PREMO strategically identifies projects for implementation that serves the county's needs and transportation goals.</td><td>The overall goal of PREMO is to create a world-class, premium transit network that is convenient, safe, reliable and frequent and connects local Broward County Transit routes to regional services. The goals include to improve mobility for all, implement equitable transit solutions, improve safety and security and ensure environmental stewardship, and enhance economic development and ensure financial sustainability.</td><td>PREMO includes 200 miles of Commuter Rail, Light Rail, Bus Rapid Transit, and High Frequency Bus connections between major activity centers and communities in Broward County.</td></tr>
<tr><td colspan="5">Key Implications for the SFTRA TDP Major Update:
Various major roads will be developed as high-frequency bus transit corridors such as Hollywood Boulevard improving accessibility to key destinations like Tri-Rail Stations.
Broward Boulevard Premium Transit Study aims to provide mobility options and transit connections to the BCT US 441 and the 95 Express route, as well as the Tri-Rail stations.</td></tr>
</table>

Plan / Program Title (Year)	Geographic Applicability	Responsible Agency	Plan Overview	Goals / Objectives / Strategies	Relevant Transit Projects and/or Initiatives
Palm Beach County					
Palm Beach County Comprehensive Plan - Transportation Element (Revised 2022/Adopted 1989)	**Palm Beach County**	**Palm Beach County**	The Palm Beach County Transportation Element provides guidance for coordinating local transportation planning with the Palm Beach County Long Range Transportation Plan (LRTP). The Transportation Element focuses on planning for a multimodal transportation system that places emphasis on public transportation as a crucial component to address future growth and development needs.	One goal is outlined in the Transportation Element: provide an interconnected multimodal transportation system which moves people, goods, and services in a safe, efficient, convenient and economical manner with minimal adverse impact to the environment. There are eight subcategories, each with supporting objectives and policies: 1. level of service ***2. transportation system expansions*** ***3. transportation marketing*** 4. environmental considerations ***5. transportation funding*** ***6. transportation system coordination*** ***7. public involvement*** 8. additional airport facility considerations.	The transportation element concludes for the transit system that additional mobility alternatives to automobile use is necessary. Thus, this element provides policies that promote mobility alternatives including Palm Tran, Tri-Rail, and ridesharing programs.
	Key Implications for the SFTRA TDP Major Update: • In the Transportation Element, Palm Tran will continue to provide and plan for bus service connections to Tri-Rail stations and major traffic generators, consider increasing the number of park-and-ride facilities, and coordinate with the Tri-Rail to assess the feasibility of expanding service. • Additionally, the Element outlines the distribution of information to the public on alternative modes of travel and information on incentives for alternative travel mode users and disincentives for single-occupancy automobile users with the aim to reduce congestion and improve air quality.				
Palm Beach County Transit Development Plan Major Update FY 2022 - 2031 (2021)	**Palm Beach County**	**Palm Tran**	Known as Accelerate 2031, the Palm Beach TDP strategically guides public transportation improvements over the next ten years. Major required components include a public involvement plan, situation appraisal, the provider's vision, mission, goals and objectives, and the costs and benefits for projects or programs that achieve agency goals.	Accelerate 2031 has five overarching goals, with supporting objectives, policies and progress targets: 1. Provide a system of coordinated, customer-based services to maximize the efficiency, responsiveness, and reach of the Palm Tran system. ***2. Deliver safe, reliable, accessible, and environmentally friendly transit service.*** ***3. Provide user-friendly and innovative services that connect communities.*** 4. Continue to promote the visibility and public image of Palm Tran and its services. 5. Maximize Palm Tran resources	Palm Beach County's services connect riders to neighboring transit agencies and services such as the Tri-Rail, Greyhound, Amtrak, and Circuit electric shuttles.
	Key Implications for the SFTRA TDP Major Update: • Palm Tran serves all six (6) Tri-Rail stations in Palm Beach County with schedules that correspond with peak travel times. Transfers from Tri-Rail to Palm Tran cost $0.50. • Palm Beach County also provides connections to Tri-Rail, such as West Palm Beach's and Lake Worth's partnership with Circuit as well as the Boca Raton shuttles. • Palm Tran is considering the adoption of EASY pass to improve regional fare interoperability between Tri-Rail and Miami-Dade, both entities already use EASY pass for fares. • The TDP summarizes the 561 plan that identifies various corridor expansion or improvements.				

<table>
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<tr><td rowspan="2"><u>Palm Beach 2050 Long Range Transportation Plan (2024)</u></td><td>Palm Beach County</td><td>Palm Beach Transportation Planning Agency (TPA)</td><td>The Long-Range Transportation Plan (LRTP) is a strategic 25-year outlook for the transportation system to achieve the TPA's vision of a safe, efficient, and connected multimodal transportation system.</td><td>The five goals of the LRTP support the TPA's overarching vision: resilient, safe, efficient, connected, and multimodal. The elaborated goals are:
1. Preserve the infrastructure, environment, and quality of life.
2. Implement Complete Streets and Vision Zero policies to create a safe transportation system.
3. Increase frequency, decrease travel times, and increase amenities to improve efficiency.
4. A connected multimodal transportation network allows people to comfortably travel for work, recreation, school, etc. and benefits users of all ages and incomes.
5. A multimodal system helps reduce reliance on single-occupied vehicle trips to reduce congestion, preserve the environment, and promote community health.</td><td>The LRTP forecasts where people will live and work, evaluating the existing transportation network, and identifies projects that will serve the public’s needs in the future. Thus, Tri-Rail projects are included in their TPA Cost Feasible Plan.</td></tr>
<tr><td colspan="5">Key Implications for the SFTRA TDP Major Update:
LRTP includes Tri-Rail-related TPA indicators and performance measures to track progress towards achieving their vision.
Rail fatalities
Tri-Rail and Palm Tran Passenger Trips per Revenue Hour
Tri-Rail Rolling Stock Exceeding Useful Life
Tri-Rail maintenance and Support Vehicles > 8 years old
10% of all Tri-Rail riders in Palm Beach County are using a scooter or bicycle on their trip.
The plan includes projects for:
New Palm Tran express route between Gardens Mall and Boca Raton Tri-Rail
Tri-Rail extension from Mangonia Park to the VA Hospital
Tri-Rail rail control systems
Electric vehicle charging at Palm Beach County Tri-Rail stations
Upgrades to existing Tri-Rail stations to the passenger terminals and rail stations
New automated fare collection systems for Tri-Rail
Tri-Rail vehicle purchase to support current and future expansion.</td></tr>
<tr><td rowspan="2"><u>Palm Beach County 561 Plan (2022)</u></td><td>Palm Beach County</td><td>Palm Beach TPA</td><td>The Palm Beach TPA's 561 Plan consists of five north-south and six east-west enhanced transit corridors, connecting the central portion of the county to a regional network system. The corridors were chosen based on analysis of population density, transit propensity, social equity, and existing and potential transit ridership.</td><td>The goal of the study is to select desired multimodal impacts, then collaborate with transit operators and right-of-way owners to prioritize and fund feasibility, design and construction of the desired multimodal concepts for implementation.</td><td>Enhanced transit in the TPA's context refers to frequent and convenient transit service with limited stops like Bus Rapid Transit or rail, branded vehicles and stations, level boarding, off-board fare payment, and transit signal priority.</td></tr>
<tr><td colspan="5">Key Implications for the SFTRA TDP Major Update:
A transit modal analysis was conducted using the active transportation demand results to identify an enhanced transit network of corridors that is consistent with the Palm Beach County LRTP.
The identified corridors are collectively called the "561 Plan" because they consist of five north-south corridor and six east-west corridors to create one connected system in Palm Beach County.
The corridors have the greatest potential to reduce transit travel times, increase regional connectivity, and improved amenities that attract riders.</td></tr>
</table>

Plan / Program Title (Year)	Geographic Applicability	Responsible Agency	Plan Overview	Goals / Objectives / Strategies	Relevant Transit Projects and/or Initiatives
Commuter Rail Analysis (2023)	**Palm Beach County**	**Palm Beach TPA**	The Palm Beach TPA completed a conceptual cost analysis of two (2) proposed commuter rail projects for future implementation within Palm Beach County. These include an extension of the existing Tri-Rail service, from Mangonia Park to the Veterans Administration (VA) Medical Center in West Palm Beach, and the implementation of an entirely new Tri-Rail alignment east of the existing service from Jupiter to Broward County.	The objective of the analyses is to provide additional information that will allow decision makers to further understand the potential costs required to construct, fund, and operate new passenger rail services within Palm Beach County.	VA Medical Center Extension: A one (1)-station extension of existing Tri-Rail service from the current terminus of Mangonia Park approximately three (3) miles northwest towards the VA Medical Center along the limits of the SFRC and CSX Transportation corridor.
	Key Implications for the SFTRA TDP Major Update: • Provided an estimated conceptual capital cost update for the VA Medical Center extension. • Provided an estimated conceptual operation and maintenance cost update for the VA Medical Center extension.				

4. Baseline Conditions

This section establishes baseline conditions and evaluates existing transit services for the SFRTA TDP Major Update. Baseline conditions provide an overview of pertinent conditions of the existing operating environment from analyses of existing demographics, socioeconomic data, transportation data, and land use conditions in the SFRTA service area.

The evaluation of transit services includes the SFRTA commuter services (Tri-Rail and Ride Partner Service), as well as other transportation services in the three counties that span the SFRTA service area. The evaluation of existing transit services includes a trend analysis of SFRTA service, a peer analysis, and a review of SFRTA performance measures.

Figure 4.1: SFRTA Service Area

4.1 Service Area Description

The SFRTA service area is comprised of Miami-Dade County, Broward County, and Palm Beach County (**Figure 4.1**). This baseline conditions analysis provides background information essential to understanding SFRTA's operations, including a description of the service area and regional population characteristics, employment data, existing and future land uses, and tourism and trip generators.

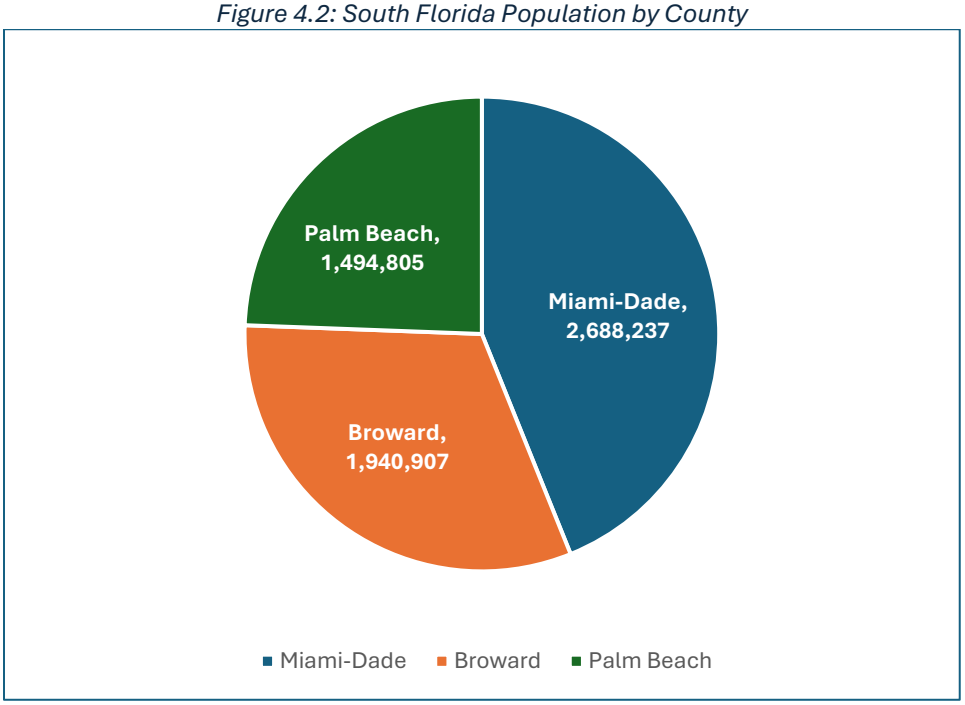
The information presented in this section is compiled from the most recently available data sources at the time of the preparation of this Major TDP Update. Data sources reviewed for the baseline conditions include American Community Survey (ACS) 5-Year Estimates, American Housing Survey, Bureau of Economic Business Research (BEBR), and Replica.

The service area baseline conditions are summarized in the following sections to provide an evaluation of demographic, socioeconomic, land use, and other pertinent existing conditions transportation data within the SFRTA service area.

4.2 Population Profile

Population data from United States (US) Census Bureau ACS 5-Year Estimates for 2022 was reviewed for the SFRTA service area. According to these estimates, the population in South Florida increased from approximately 6 million in 2017 to 6.12 million in 2022, representing an overall population increase of 1.5 percent. The change in population during this time differed by county. Miami-Dade's population decreased by approximately two percent, Broward's population increased by 3.6 percent, and Palm Beach County's population increased by 5.7 percent. Miami-Dade is the most populous county in South Florida with nearly 2.7 million people, followed by Broward County with 1.9 million people, and Palm Beach County with 1.5 million people (**Figure 4.2**).

Figure 4.2: South Florida Population by County

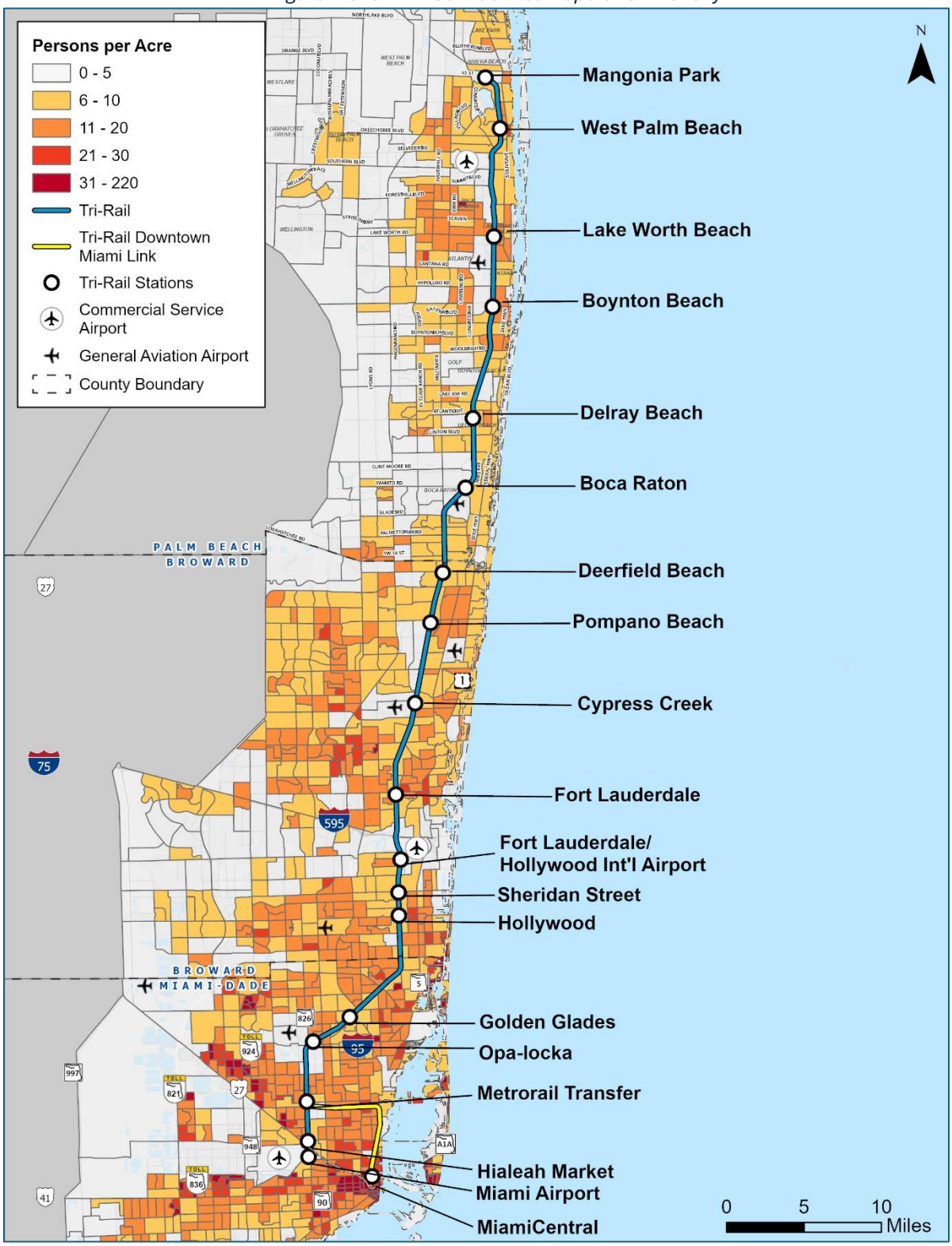


Source: U.S. Census Bureau, American Community Survey 5-Year Estimates (Table S0101), 2022

4.2.1 Population Density

Population density is one metric that influences transit use in a region. Broward County has the highest population density in South Florida at 2.48 persons per acre. Miami-Dade County's population density is 2.12 persons per acre and Palm Beach County's population density is 1.06 persons per acre. (**Figure 4.3**).

Figure 4.3: SFRTA Service Area Population Density



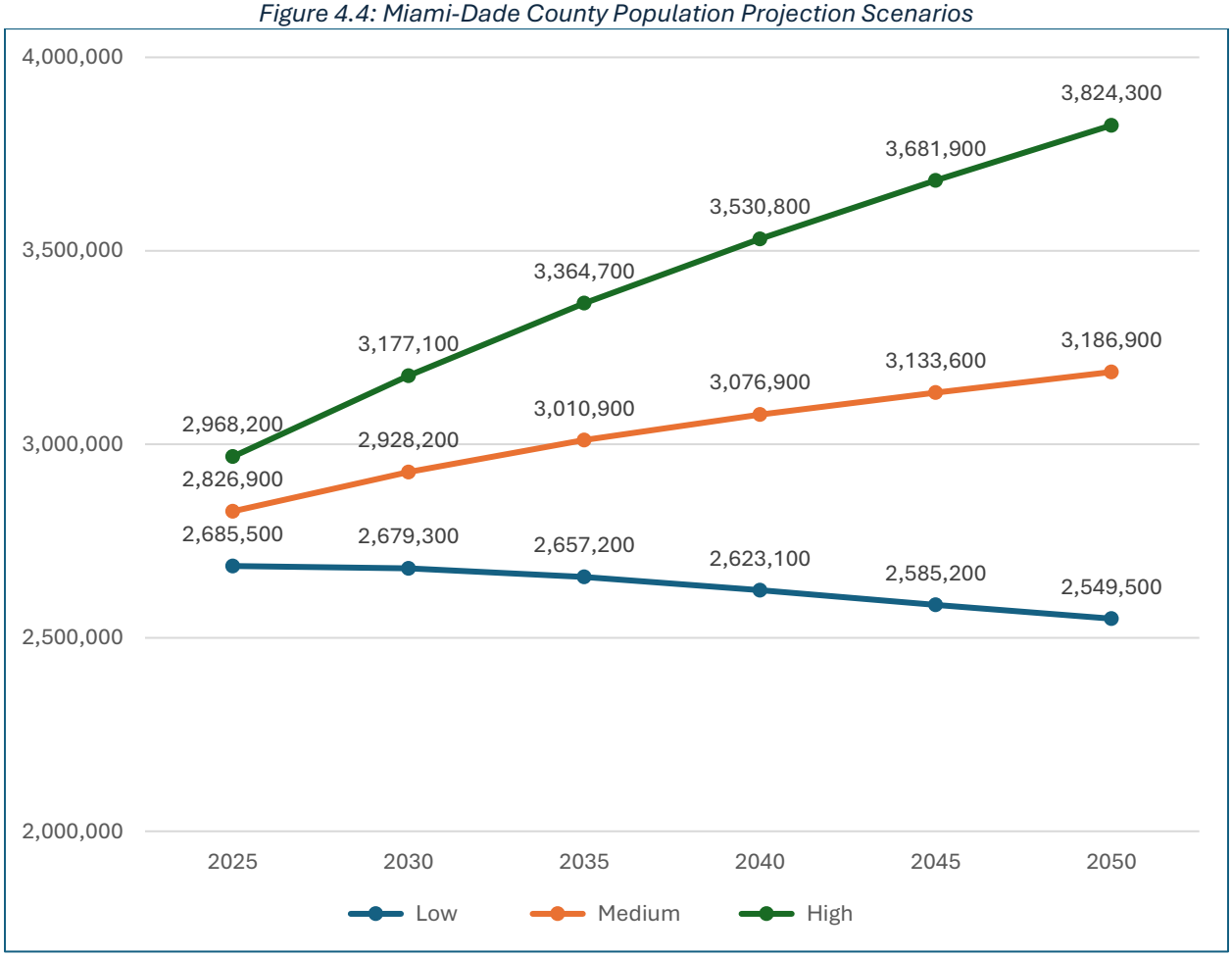
Source: U.S. Census Bureau, American Community Survey 5-Year Estimates (Table S0101), 2022

4.2.2 Population Projections

Population projection data was sourced from BEBR, a database dedicated to demographic and economic information in the state of Florida. BEBR provides low, medium, and high County population projections for the years 2025 through 2050 to illustrate several population growth scenarios. The population projections for the three counties in the SFRTA service area are provided in **Figure 4.4**, **Figure 4.5**, and **Figure 4.6**. The population growth scenarios include low, medium, and high growth scenarios.

Based on these projections, Miami-Dade County the second fastest growing county in the SFRTA service area by population. The year 2035 coincides with the 10-year planning horizon of this TDP. By the year 2035, Miami-Dade County's population growth is expected to decrease from 2,688,237 by 1.2 percent in the low scenario, increase by 12.0 percent in the medium scenario, and increase by 25.2 percent in the high scenario. By the year 2050, the population is predicted to decrease by 5.1 percent in the low projection, increase by 18.5 percent in the medium projection, and increase by 42.3 percent in the high projection.

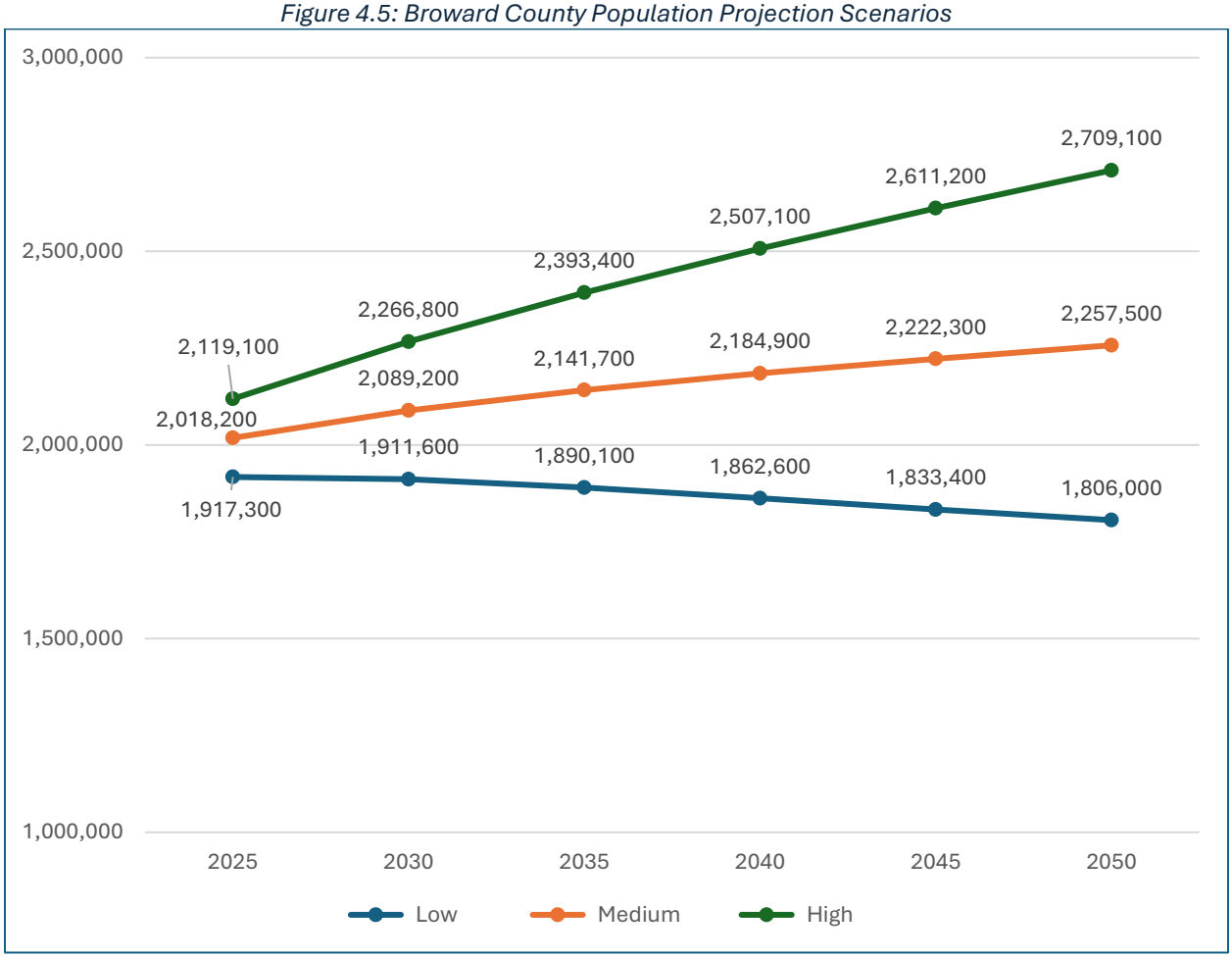
Figure 4.4: Miami-Dade County Population Projection Scenarios



Source: Bureau of Economic and Business Research, 2024

Broward County has the lowest predicted growth rates in the population projection scenarios. In the 10-year planning horizon, by the year 2035, the population of Broward County is predicted to decrease from 1,940,907 by 2.6 percent in the low projection, increase by 10.3 percent in the medium projection, and increase by 23.3 percent in the high projection. These projection scenarios estimate that by the year 2050 the population would decrease by 7.0 percent in the low projection, increase by 16.3 percent in the medium projection, and increase by 39.6 percent in the high projection.

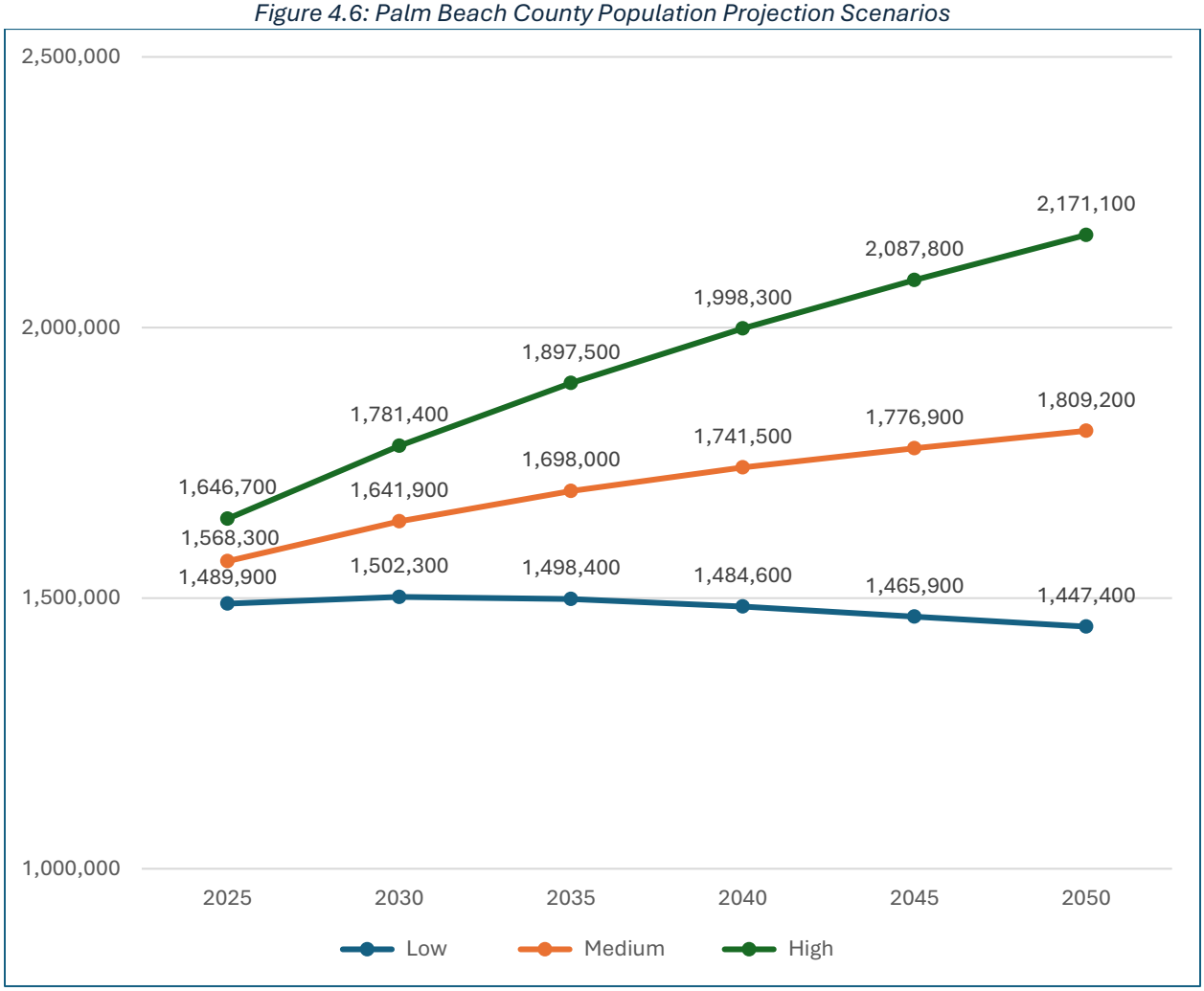
Figure 4.5: Broward County Population Projection Scenarios



Source: Bureau of Economic and Business Research, 2024

Palm Beach County is the fastest growing county in the SFRTA service area by population. By 2035, the population is expected to grow from 1,494,805 by 0.2 percent in the low projection scenario, 13.6 percent in the medium projection scenario, and 27.0 percent in the high projection scenario. By the year 2050, The low projection predicts a decrease by 3.2 percent, the medium projection predicts a 21.0 percent increase, and the high projection predicts an increase of 45.2 percent.

Figure 4.6: Palm Beach County Population Projection Scenarios



Source: Bureau of Economic and Business Research, 2024

4.3 Population Demographic and Socioeconomic Analysis

Understanding the population demographics of SFRTA's service area is vital to ensure transit service provides opportunities for all users, including the composition of older and younger populations, different income levels, and historically underserved populations. An analysis of the various existing population socioeconomic characteristics was performed to understand the South Florida travel market with a focus on transit and transportation dependent populations. Transportation disadvantaged and dependent individuals include the following:

- Minority Populations
- Age 18 Years Old or Younger
- Age 65 Years Old or Older
- Persons with a Disability

4.3.1 Minority Population

The majority of the population in the United States is non-Hispanic white, therefore "minority" is defined to be all other races and ethnicities. **Table 4.1** displays data from the U.S. Census 2022 ACS 5-Year Estimates for population by race and ethnicity in the SFRTA service area by county.

Race and ethnicity are not mutually exclusive, with any individual of any race able to identify as being Hispanic or of Latino. Miami-Dade County has the highest percentage of minority status identification at 87.3 percent, with 69.1 percent of the county identifying as Hispanic or Latino. Broward County has 69.2 percent of its population identifying as having a minority status, with 32.5 percent being Hispanic or Latino. Palm Beach County has the lowest percentage of people with minority status at 49.7 percent, and 24.2 percent of people identifying as Hispanic or Latino.

This is further seen graphically in **Figure 4.7**, which portrays the density of persons with minority status.

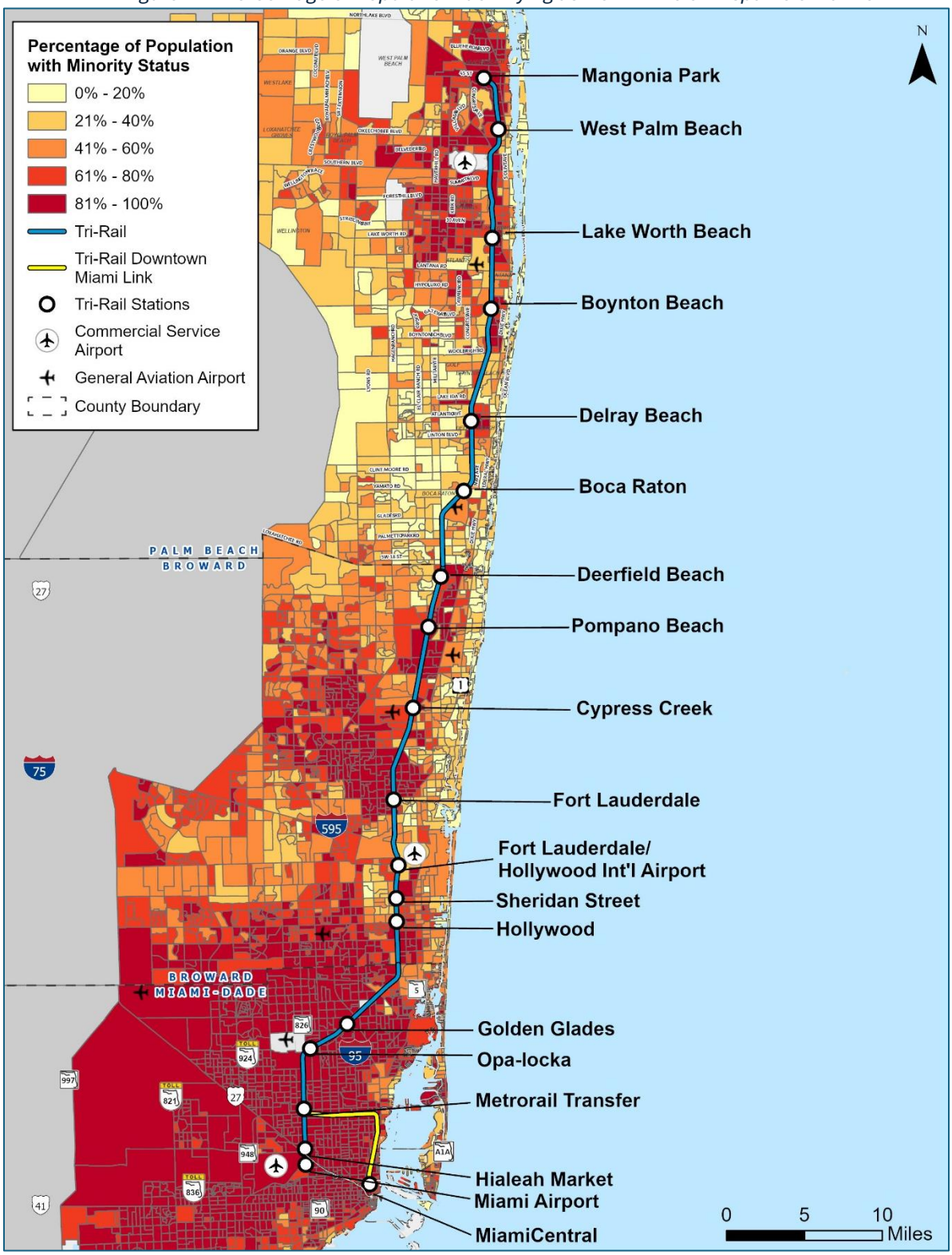
Table 4.1: Population by Race and Ethnicity

Race/ Ethnicity	Miami Dade		Broward		Palm Beach	
	Persons	Percentage	Persons	Percentage	Persons	Percentage
Total	2,673,837	100%	1,947,026	100%	1,518,477	100%
Not Hispanic or Latino:	825,754	30.9%	1,313,459	67.5%	1,151,409	75.8%
White alone	338,770	12.7%	599,258	30.8%	763,158	50.3%
Black or African American alone	382,733	14.3%	530,004	27.2%	273,807	18.0%
American Indian and Alaska Native alone	1,593	0.1%	2,418	0.1%	1,220	0.1%
Asian alone	39,208	1.5%	68,618	3.5%	42,458	2.8%
Native Hawaiian and Other Pacific Islander alone	692	0%	964	0%	1,023	0.1%
Some other race alone	12,689	0.5%	23,215	1.2%	13,073	0.9%
Two or more races:	50,069	1.9%	88,982	4.6%	56,670	3.7%
Two races including Some other race	24,184	0.9%	42,911	2.2%	23,449	1.5%
Two races excluding Some other race, and three or more races	25,885	1%	46,071	2.4%	33,221	2.2%
Hispanic or Latino:	1,848,083	69.1%	633,567	32.5%	367,068	24.2%
White alone	378,779	14.2%	127,588	6.6%	50,608	3.3%
Black or African American alone	13,887	0.5%	13,668	0.7%	5,343	0.4%
American Indian and Alaska Native alone	7,476	0.3%	2,398	0.1%	3,080	0.2%
Asian alone	3,612	0.1%	2,726	0.1%	688	0%

Race/ Ethnicity	Miami Dade		Broward		Palm Beach	
	Persons	Percentage	Persons	Percentage	Persons	Percentage
Native Hawaiian and Other Pacific Islander alone	0	0%	143	0%	167	0%
Some other race alone	218,596	8.2%	99,864	5.1%	117,134	7.7%
Two or more races:	1,225,733	45.8%	387,180	19.9%	190,048	12.5%
Two races including Some other race	1,202,552	45.0%	363,043	18.6%	178,987	11.8%
Two races excluding Some other race, and three or more races	23,181	0.9%	24,137	1.2%	11,061	0.7%
Minority	2,335,067	87.3%	1,347,768	69.2%	755,319	49.7%

Source: U.S. Census Bureau, Decennial Census (Table B03002), 2020

Figure 4.7: Percentage of Population Identifying as Non-White or Hispanic of Latino



Source: U.S. Census Bureau, Decennial Census (Table B03002), 2020

4.3.2 Age Distribution

Age is a crucial factor affecting transit use, as individuals over the age of 65 and under the age of 18 are less likely to have access to a personal vehicle, due to either legal or physical reasons. Therefore, these two age groups are more likely to use and rely on public transit. **Table 4.2** shows the number of minors and seniors in Miami-Dade, Broward, and Palm Beach counties.

While the population distribution of Miami-Dade and Broward are quite similar, Palm Beach's population has a greater concentration of senior residents, seen by the median age being about 4-4.5 years greater than the other two counties.

Table 4.2: Population by Disadvantaged Age, 2022

County	Population	Minors (<18)		Adults (18-64)		Seniors (>64)		Median Age (Years)
Miami-Dade	2,688,237	540,286	20.1%	1,701,392	63.3%	446,559	16.6%	40.6
Broward	1,940,907	405,002	20.9%	1,200,563	61.9%	335,342	17.3%	41.0
Palm Beach	1,494,805	281,121	18.8%	848,655	56.8%	188,142	24.4%	45.2

Source: U.S. Census Bureau, American Community Survey 5-Year Estimates (Table S0101), 2022

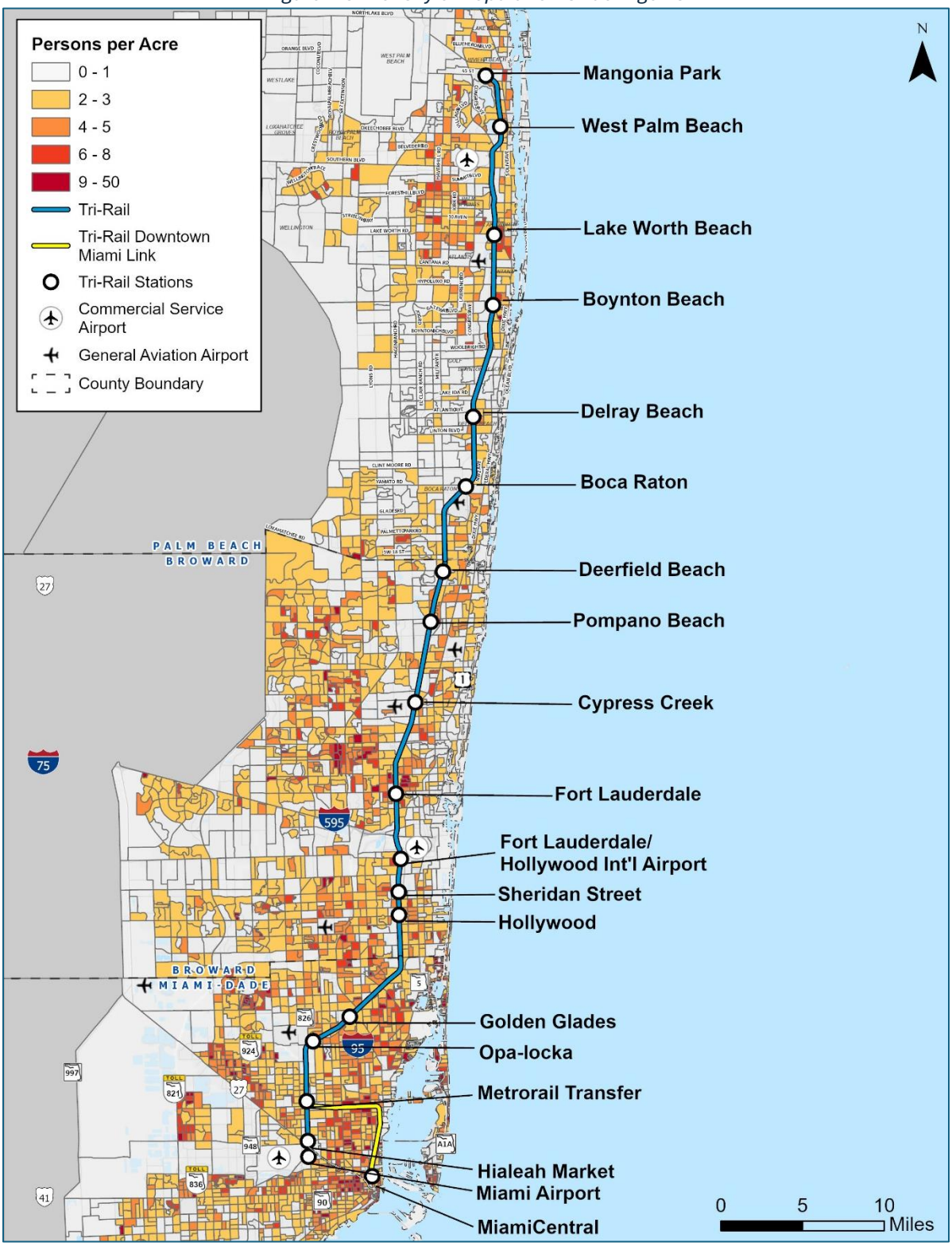
Table 4.3 provides the population by age groups in all the counties. **Figure 4.8** shows the density of population under 18 years old in the SFRTA service area. **Figure 4.9** shows the density of population over 64 years old in the SFRTA service area.

Table 4.3: Population by Age, 2022

County	Miami-Dade		Broward		Palm Beach	
Age Range	Persons	Percentage of Total Population	Persons	Percentage of Total Population	Persons	Percentage of Total Population
Under 5 Years	148,893	6%	107,204	6%	73,548	5%
5 to 9 Years	143,447	5%	106,417	6%	75,192	5%
10 to 14 Years	154,675	6%	121,036	6%	82,114	6%
15 to 19 Years	158,219	6%	112,147	6%	83,566	6%
20 to 24 Years	164,166	6%	111,118	6%	80,962	5%
25 to 29 Years	177,412	7%	122,587	6%	84,639	6%
30 to 34 Years	191,317	7%	131,602	7%	88,920	6%
35 to 39 Years	184,184	7%	129,213	7%	88,946	6%
40 to 44 Years	183,935	7%	133,422	7%	85,315	6%
45 to 49 Years	193,314	7%	130,338	7%	89,984	6%
50 to 54 Years	194,180	7%	135,453	7%	95,907	6%
55 to 59 Years	189,944	7%	137,939	7%	102,369	7%
60 to 64 Years	157,992	6%	127,089	7%	98,314	7%
65 Years and Over	446,559	17%	335,342	17%	365,029	24%
Total	**2,688,237**	**100%**	**1,940,907**	**100%**	**1,494,805**	**100%**

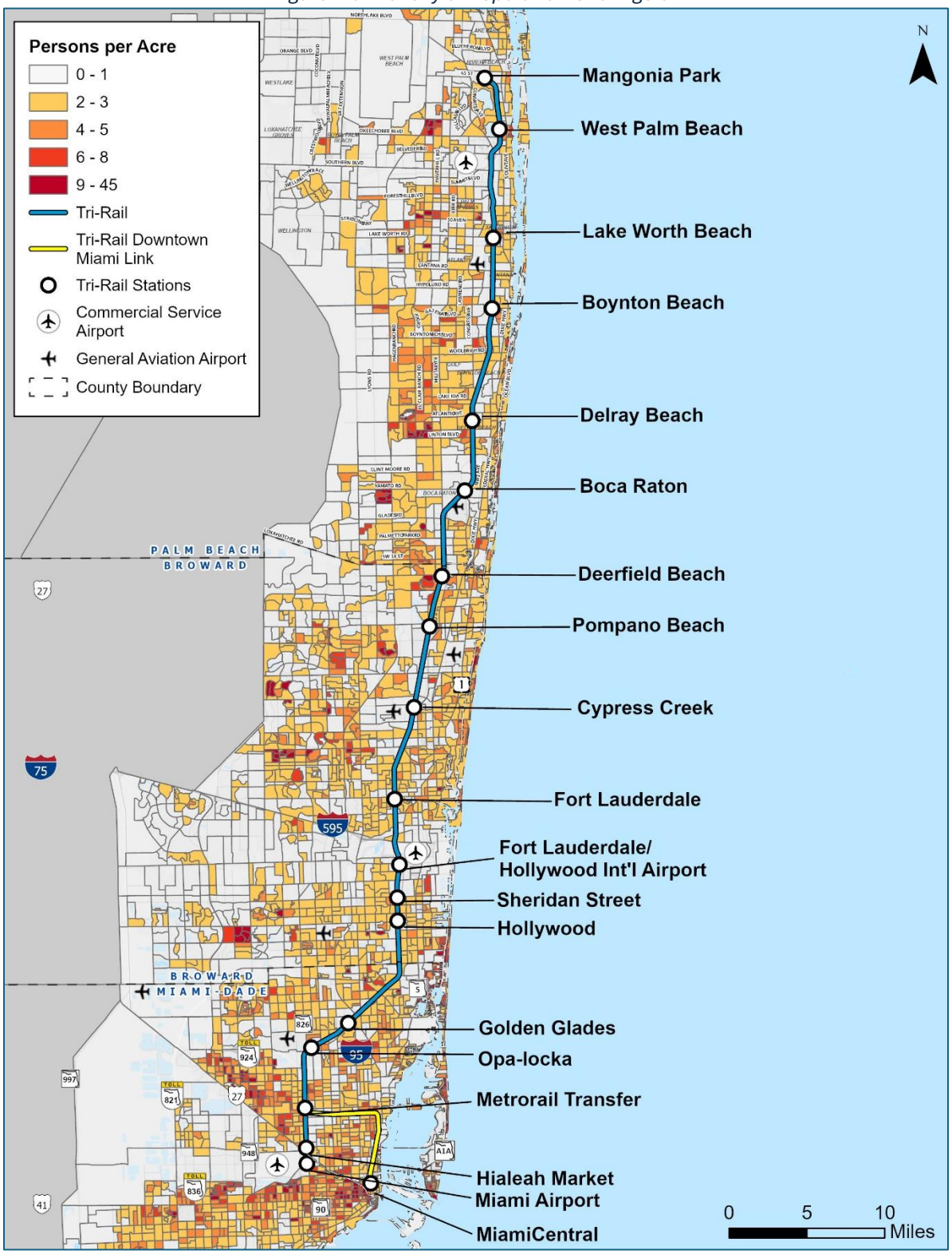
Source: U.S. Census Bureau, American Community Survey 5-Year Estimates (Table S0101), 2022

Figure 4.8: Density of Population Under Age 18



Source: U.S. Census Bureau, American Community Survey 5-Year Estimates (Table S0101), 2022

Figure 4.9: Density of Population Over Age 64



Source: U.S. Census Bureau, American Community Survey 5-Year Estimates (Table S0101), 2022

4.3.3 Potential Transportation Disadvantaged Populations

The identification of persons with disabilities is an important indicator of the need for transportation alternatives. The 2022 ACS provides data on several disability types distributed among race and age, including hearing, vision, cognitive, ambulatory, self-care, and independent-living difficulties.

Among civilian noninstitutionalized populations, approximately 11 percent of people have a disability in Broward County, approximately ten percent have a disability in Miami-Dade County, and approximately 12 percent of people have a disability in Palm Beach County. In total, approximately 11 percent of persons in the SFRTA service area have a disability (**Table 4.4**).

Table 4.4: Number of People with a Disability in South Florida

County	Miami-Dade		Broward		Palm Beach	
Disability Status	**Persons**	**Percentage of Total Population**	**Persons**	**Percentage of Total Population**	**Persons**	**Percentage of Total Population**
With a Disability	271,981	10.2%	213,876	11.1%	183,259	12.4%

Source: U.S. Census Bureau, American Community Survey 5-Year Estimates (Table S1810), 2022

4.4 Household Characteristics

The U.S. Census Bureau defines a household as all the people who occupy a housing unit. A household includes related family members and all unrelated people sharing a housing unit. People living alone in a housing unit, or a group of unrelated people sharing a housing unit, are also counted as households. Household data provides additional insight on the baseline conditions in the SFRTA service area.

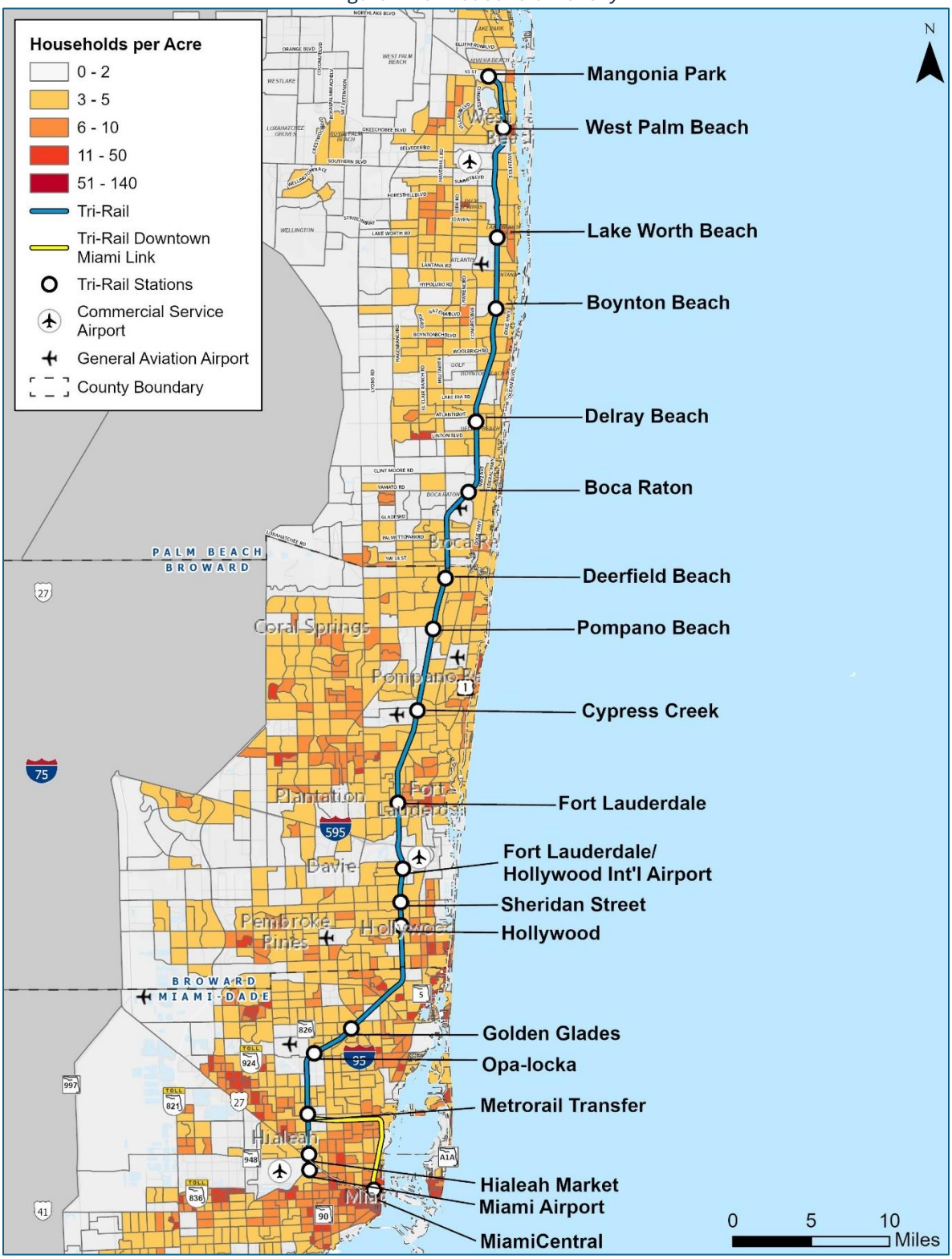
Household data includes housing types and household socioeconomic characteristics. **Table 4.5** provides key household characteristic to the SFRTA service area. **Figure 4.10** illustrates household density. Broward County has the greatest household density in the SFRTA service area at 0.95 households per acre. Miami-Dade County has 0.75 households per acre and Palm Beach County has 0.42 households per acre. Palm Beach County has the smallest household size on average and a higher percentage of households with one or more people 60 years of age or older. This shows a greater concentration of senior citizens in Palm Beach County. Miami-Dade County has the largest household size on average, and the highest percentage of households with one or more people under the age of 18. Palm Beach County has the highest percentage of owner-occupied housing units at 69.5 percent while Miami-Dade County has the lowest percentage at 51.9 percent.

Table 4.5: Household Characteristics by County

Household Characteristics	Miami-Dade	Broward	Palm Beach
Total Households	952,680	741,973	589,594
Household Density	0.75	0.95	0.42
Average Household Size (People)	2.77	2.59	2.49
Total Families	650,892	473,124	368,569
Average Family Size	3.33	3.25	3.13
Households with One or More People Under 18 Years	31.3%	28.7%	25.1%
Households with One or More People 60 Years or Over	43.1%	43.2%	52.4%
Households with One or More People 65 Years and Over	33.7%	32.6%	42.4%
Householder Living Alone	25.4%	29.4%	30.6%
Householder Living Alone – 65 Years and Over	10.1%	12.3%	17.0%
Owner-Occupied Housing Units	51.9%	62.8%	69.5%
Renter-Occupied Housing Units	48.1%	37.2%	30.5%

Source: U.S. Census Bureau, American Community Survey 5-Year Estimates (Table S1101), 2022

Figure 4.10: Household Density



Source: U.S. Census Bureau, American Community Survey 5-Year Estimates (Table S1101), 2022

4.4.1 Housing Units

The Census Bureau defines a housing unit as a house, an apartment, a mobile home or trailer, a group of rooms, or a single room occupied as separate living quarters, or if vacant, intended for occupancy as separate living quarters. Total housing units is a key indicator of residential capacity, and residential density is a metric that influences transit use and need in a service area. Areas with higher residential density can support transit use more than areas with more single-family housing, which face challenges with first/last mile transportation.

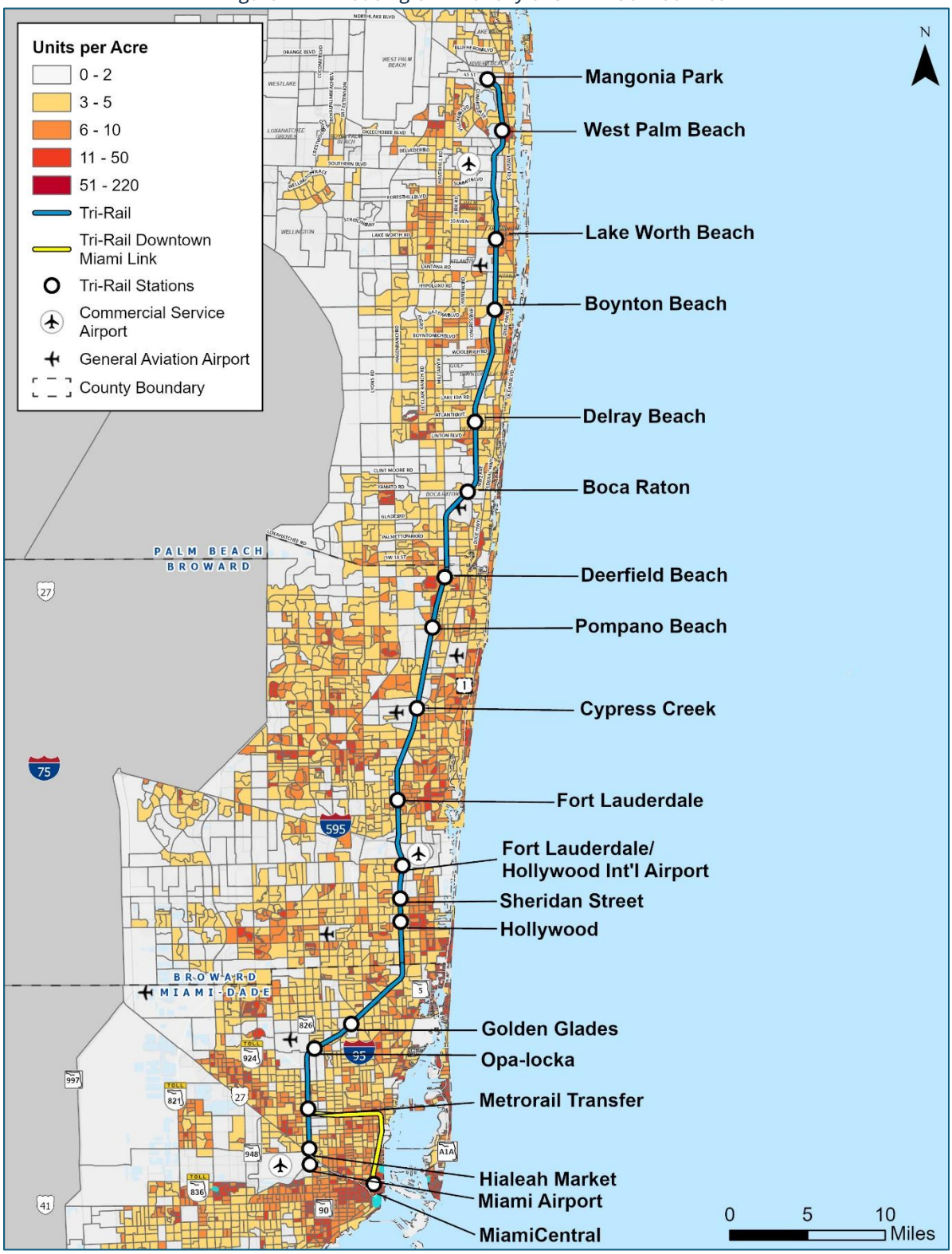
Table 4.6 displays the housing unit split by occupancy statuses in the SFRTA service area. **Figure 4.11** illustrates housing unit density in the SFRTA service area. Miami-Dade has the most housing units, as well as the greatest rate of occupancy at 90.0 percent. Broward the second greatest number of units and an occupancy rate at 87.9 percent. Palm Beach the least amount of housing units but the greatest rate of vacancy, with only 86.1 percent of units being occupied.

Table 4.6: Housing Unit Inventory by County

County	Miami-Dade		Broward		Palm Beach	
Housing Unit Type	Units	Percentage	Units	Percentage	Units	Percentage
Occupied	967,414	90.0%	756,657	87.9%	607,880	86.1%
Vacant	107,271	10.0%	103,672	12.1%	98,108	13.9%
Total	**1,074,685**	**100%**	**860,329**	**100%**	**705,988**	**100%**

Source: U.S. Census Bureau, Decennial Census (Table H1), 2020

Figure 4.11: Housing Unit Density of SFRTA Service Area



Source: U.S. Census Bureau, Decennial Census (Table H1), 2020

4.5 Household Demographic and Socioeconomic Analysis

Understanding the household demographics of SFRTA's service area is vital to ensure transit service provides opportunities for all users, including the composition of older and younger populations, different income levels, and historically underserved populations. An analysis of the various existing household socioeconomic characteristics was performed to understand the South Florida travel market with a focus on transit and transportation dependent populations. Transportation disadvantaged and dependent individuals include the following:

- Zero Vehicle Households
- Single Vehicle Households
- Low-Income/Households (earning less than $25k annually)

4.5.1 Vehicle Ownership

Vehicle availability among households has a strong correlation with transit dependence. Households with no vehicle access or limited vehicle access experience greater difficulty completing trips and have a great dependency on public transportation.

Table 4.7 shows the household motor vehicle availability in South Florida, which reflects similar patterns to income levels in the region with Palm Beach having the least zero-vehicle households, followed by Broward, and then Miami-Dade with the most zero-vehicle households. In total, nearly eight percent of households in the SFRTA service area are zero-vehicle households. **Table 4.7** also shows the number of households with only one vehicle available. Even though a household may have one vehicle, the number of people in a household could increase the need of more transit options for different trips.

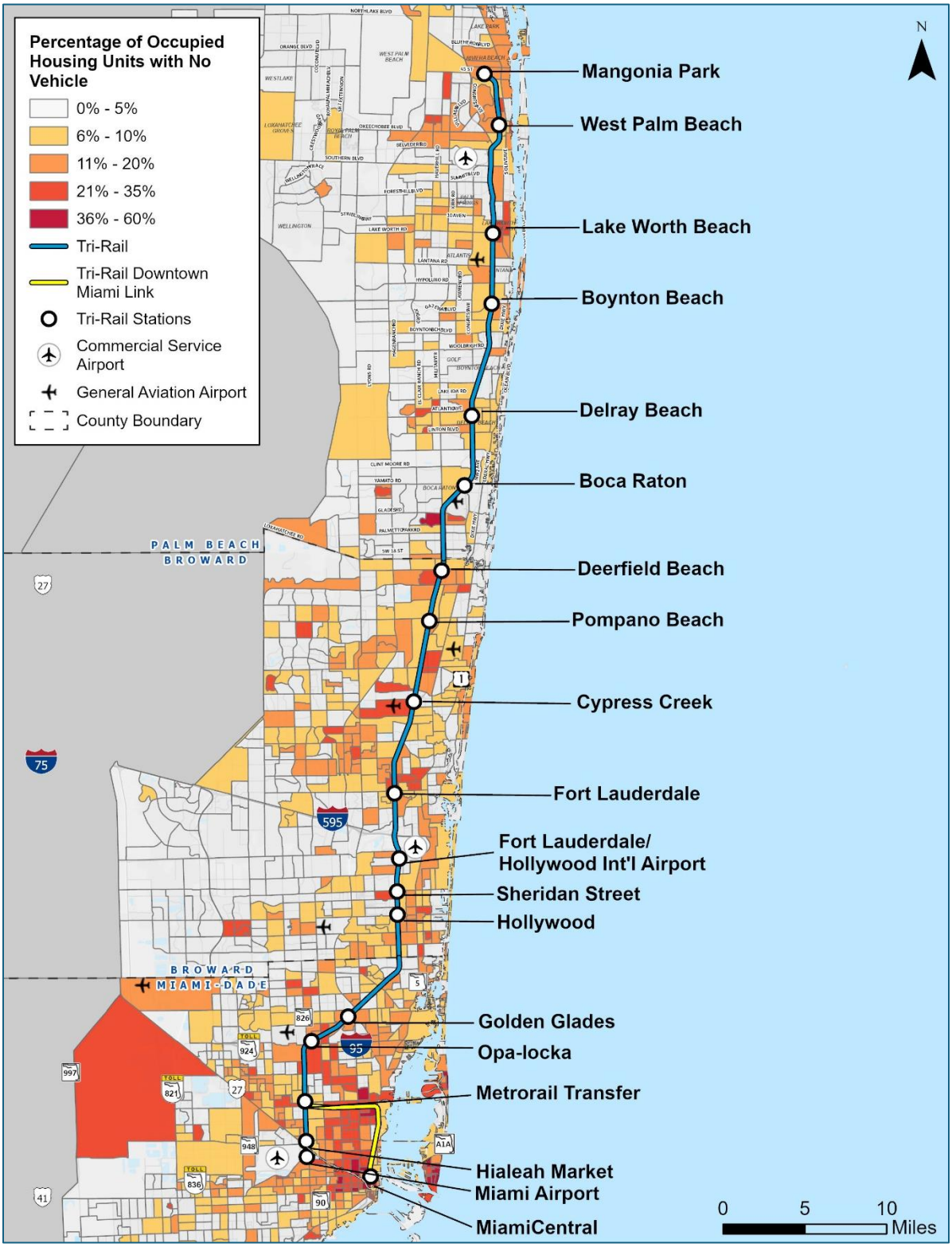
Table 4.7: Vehicle Ownership by Household

County	Occupied Housing Units	No Vehicles Available		1 Vehicle Available	
Miami-Dade	952,680	92,824	10%	363,818	38%
Broward	741,973	51,202	7%	299,140	40%
Palm Beach	589,594	35,402	6%	242,117	41%
SFRTA Service Area	2,284,247	179,428	8%	905,075	40%

Source: U.S. Census Bureau, American Community Survey 5-Year Estimates (Table S2504), 2022

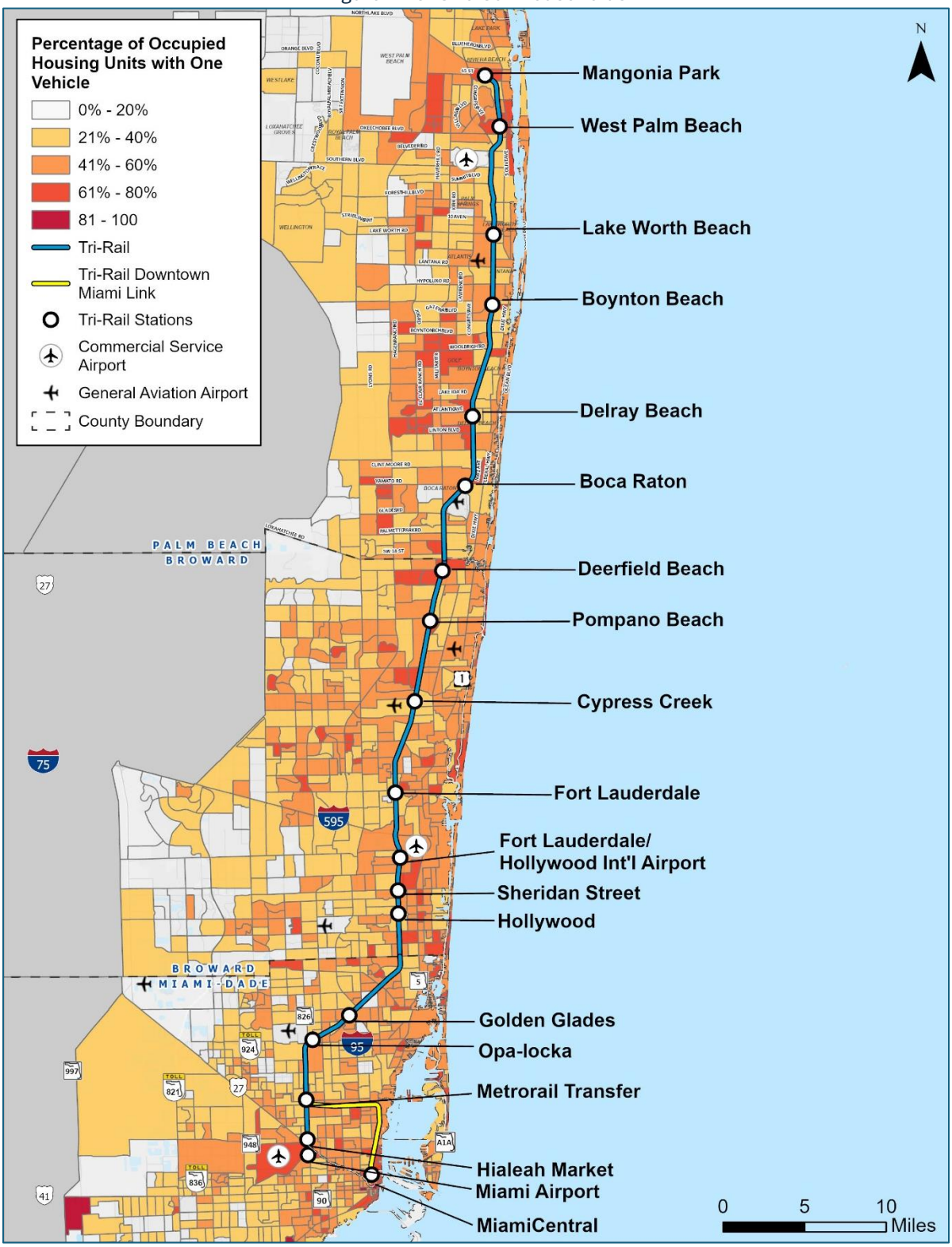
Figure 4.12 illustrates the percentage of households who do not own a vehicle and **Figure 4.13** depicts the percentage of households who only own one vehicle. Zero-car vehicles tend to be more clustered around the Tri-Rail corridor and Downtown Miami, while single-car households are more evenly distributed throughout the SFRTA service area.

Figure 4.12: Zero-Car Households



Source: U.S. Census Bureau, American Community Survey 5-Year Estimates (Table S2504), 2022

Figure 4.13: One Car Households



Source: U.S. Census Bureau, American Community Survey 5-Year Estimates (Table S2504), 2022

4.5.2 Income

The proportion of low-income households, especially those below the poverty level, provides an indicator of reliance on public transit. Low-income households will typically have a greater need for public transit services. Households with lower-income tend to use public transit services at a higher rate than households with higher-income households. In the context of this analysis, a household earning less than $25,000 annually is used to define a low-income household. It is worth noting that the number of individuals per household is not included with the income dataset provided by the Census Bureau, which leaves out a component typically involved in the calculation of the poverty level.

Table 4.8 presents household income distribution throughout the SFRTA service area to include the median household income and percentage of low-income households. Palm Beach has the highest median household income of the three counties, along with the lowest percentage of households earning less than $25,000 annually.

Table 4.8: Household Income Distribution

County	Total Households	Median Household Income	Percentage of Households Earning Less Than $25k Per Year
Miami-Dade	952,680	$64,215	20.1%
Broward	741,973	$70,331	16.4%
Palm Beach	589,594	$76,066	15.0%

Source: U.S. Census Bureau, American Community Survey 5-Year Estimates (Table S1901), 2022

Whether a household is designated low-income is typically based on income and the number of people belonging to the household, whether it be a family or non-family household. **Table 4.9**, **Table 4.10**, and **Table 4.11** provide the income distribution for each county in the SFRTA service area further broke down by household type.

The Census defines families as groups of two persons or more related by birth, marriage, or adoption and residing together. Nonfamily households are people living alone or groups of unrelated people residing together. **Figure 4.14** depicts low-income household density in the SFRTA service area. The greatest density of households earning less than $25,000 are in Downtown Miami.

Table 4.9: Income Level Distribution in Miami-Dade County, 2022

Income	Households	Families	Married-Couple Families	Nonfamily Households
Less than $25,000	20.10%	13.80%	9.20%	37.50%
$25,000 to $49,000	19.90%	20.70%	16.50%	21.10%
$50,000 to $74,999	16.50%	17.60%	15.80%	13.90%
$75,000 to $99,999	12.50%	13.00%	13.80%	9.80%
$100,000 to $149,000	14.40%	15.90%	18.80%	9.00%
$150,000 to $199,999	7.20%	8.10%	10.60%	3.70%
$200,000 or more	9.40%	11.00%	15.50%	4.90%

Source: U.S. Census Bureau, American Community Survey 5-Year Estimates (Table S1901), 2022

Table 4.10: Income Level Distribution in Broward County, 2022

Income	Households	Families	Married-couple families	Nonfamily households
Less than $25,000	16.40%	10.40%	6.70%	28.70%
$25,000 to $49,000	19.60%	17.40%	13.00%	25.30%
$50,000 to $74,999	16.80%	16.90%	15.30%	17.10%
$75,000 to $99,999	12.80%	13.60%	13.80%	10.40%
$100,000 to $149,999	16.10%	18.60%	21.10%	10.60%
$150,000 to $199,999	8.30%	10.20%	13.00%	3.80%
$200,000 or more	9.90%	12.80%	17.30%	4.10%

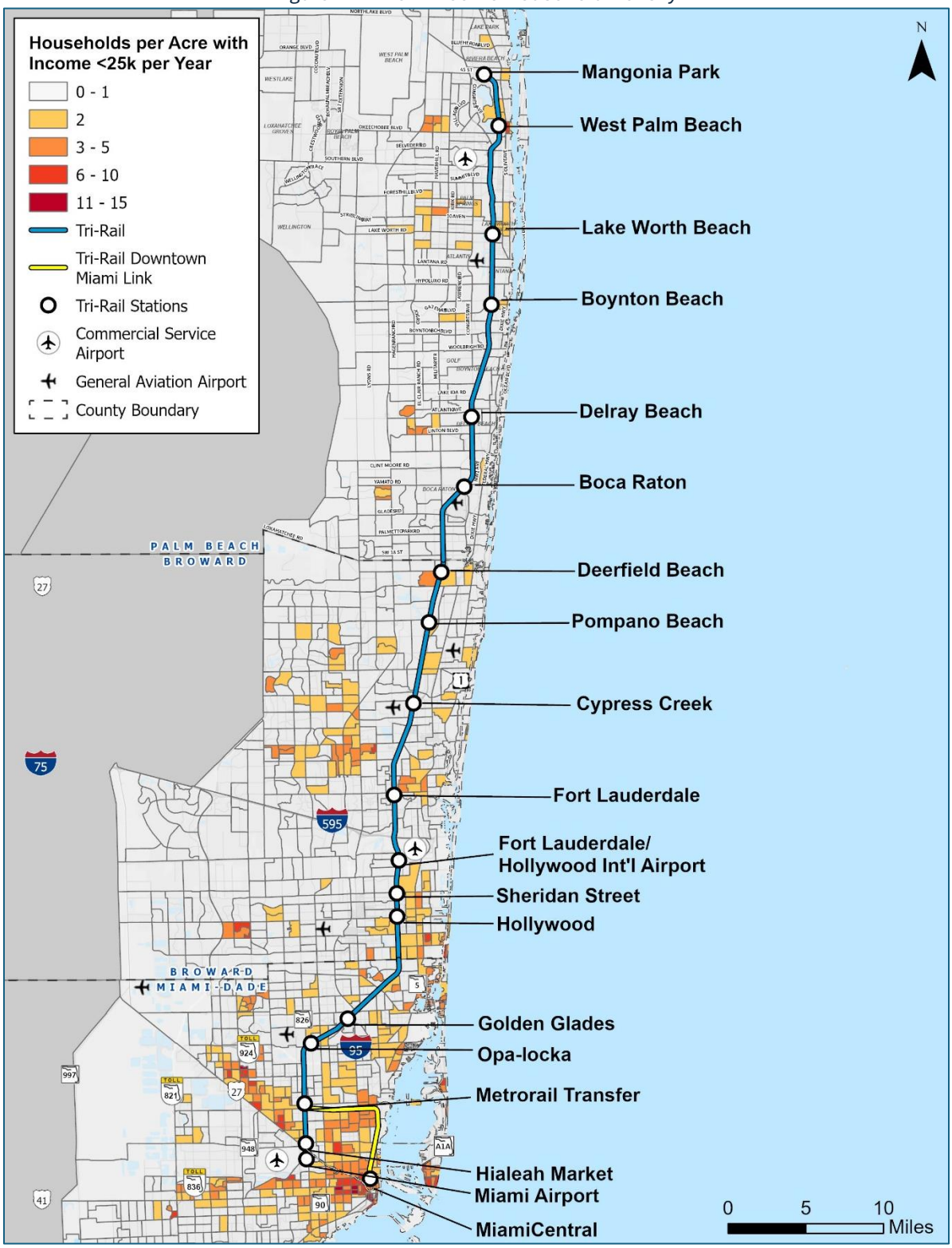
Source: U.S. Census Bureau, American Community Survey 5-Year Estimates (Table S1901), 2022

Table 4.11: Income Level Distribution in Palm Beach County, 2022

Income	Households	Families	Married-Couple Families	Nonfamily Households
Less than $25,000	15.00%	8.60%	5.40%	26.90%
$25,000 to $49,000	18.40%	15.40%	11.50%	24.60%
$50,000 to $74,999	16.00%	15.80%	14.00%	16.90%
$75,000 to $99,999	12.50%	13.30%	13.40%	10.60%
$100,000 to $149,000	16.70%	19.40%	21.60%	11.00%
$150,000 to $199,999	8.00%	10.20%	12.40%	3.70%
$200,000 or more	13.30%	17.10%	21.60%	6.30%

Source: U.S. Census Bureau, American Community Survey 5-Year Estimates (Table S1901), 2022

Figure 4.14: Low-Income Household Density



Source: U.S. Census Bureau, American Community Survey 5-Year Estimates (S1901), 2022

4.6 Employment Profile

An analysis of employment industries, major employers, and commuting trends was conducted to understand employment and commuting destinations in the SFRTA service area. ACS data provides data on employment industries, as summarized in **Table 4.12**. The top two largest industries in all three counties are:

- Educational Services, and Health Care and Social Assistance
- Professional, Scientific, and Management, and Administrative and Waste Management Services.

Table 4.12: Civilian Workers Age 16 and Older by Industry, 2022

Industry	Miami-Dade		Broward		Palm Beach	
Agriculture, Forestry, Fishing and Hunting, and Mining	10,983	0.8%	3,348	0.3%	6,977	1.0%
Construction	121,093	8.9%	71,959	7.2%	65,285	9.0%
Manufacturing	61,180	4.5%	52,054	5.2%	29,250	4.0%
Wholesale Trade	42,491	3.1%	28,485	2.8%	13,987	1.9%
Retail Trade	141,635	10.4%	130,602	13.0%	78,918	10.9%
Transportation and Warehousing, and Utilities	119,868	8.8%	70,940	7.1%	40,875	5.6%
Information	25,109	1.8%	15,773	1.6%	13,039	1.8%
Finance and Insurance, and Real Estate and Rental and Leasing	113,479	8.3%	81,456	8.1%	65,107	9.0%
Professional, Scientific, and Management, and Administrative and Waste Management Services	194,119	14.3%	155,198	15.4%	115,461	15.9%
Educational Services, and Health Care and Social Assistance	276,352	20.3%	205,051	20.4%	149,384	20.6%
Arts, Entertainment, and Recreation, and Accommodation and Food Services	130,349	9.6%	98,438	9.8%	83,691	11.5%
Other Services, except Public Administration	77,034	5.7%	55,927	5.6%	39,014	5.4%
Public Administration	46,962	3.5%	35,853	3.6%	24,522	3.4%
Total	**1,360,654**	**100%**	**1,005,084**	**100%**	**725,510**	**100%**

Source: U.S. Census Bureau, American Community Survey 5-Year Estimates (Table DP03), 2022

The largest employers in each county are provided in **Table 4.13** through **Table 4.15**. Employer information in each county was sourced from the Miami-Dade Beacon Council, the Greater Florida Alliance, and the Palm Beach Business Development Board, which have collected their employee numbers from the employers separately. Large public employers are constituted of school systems while large private employers are typically healthcare systems and universities. This is reflected in nearly 20 percent of the SFRTA service area being employed in educational and healthcare services.

Table 4.13: Major Employers, Miami-Dade County

Major Employers – Miami-Dade County	Number of Employees
Miami-Dade County Public Schools	33,477
Miami-Dade County	25,502
Federal Government	19,200
Florida State Government	17,100
University of Miami	12,818
Baptist Health South Florida	11,353
American Airlines	11,031
Jackson Health System	9,797
City of Miami	3,997
Florida International University	3,534
Carnival Cruise Lines	3,500
Miami Children's Hospital	3,500
Mount Sinai Medical Center	3,321
Homestead AFB	3,250
Florida Power & Light Company	3,011
Royal Caribbean International/Celebrity Cruises	2,989
Miami VA Healthcare System	2,500
Miami Dade College	2,390
Wells Fargo	2,050
Bank of America Merrill Lynch	2,000

Source: Miami-Dade Beacon Council, 2015

Table 4.14: Major Employers, Broward County

Major Employers – Broward County	Number of Employees
Broward County Public Schools	34,218
Broward County Government	12,787
Memorial Healthcare System	11,200
Broward Health	8,270
Nova Southeastern University	6,234
First Service Residential	5,400
Broward College	4,723
HEICO	4,532
Spirit Airlines	3,790
American Express	3,500
AutoNation	3,000
City of Fort Lauderdale	2,847
Mednax	2,636
UKG, f.k.a. Ultimate Software	1,800
The Castle Group	1,790
JM Family Enterprises, Inc.	1,719
City of Hollywood	1,419
City of Pembroke Pines	1,277
City of Miramar	1,118

Source: Greater Fort Lauderdale Alliance, 2020

Table 4.15: Major Employers, Palm Beach County

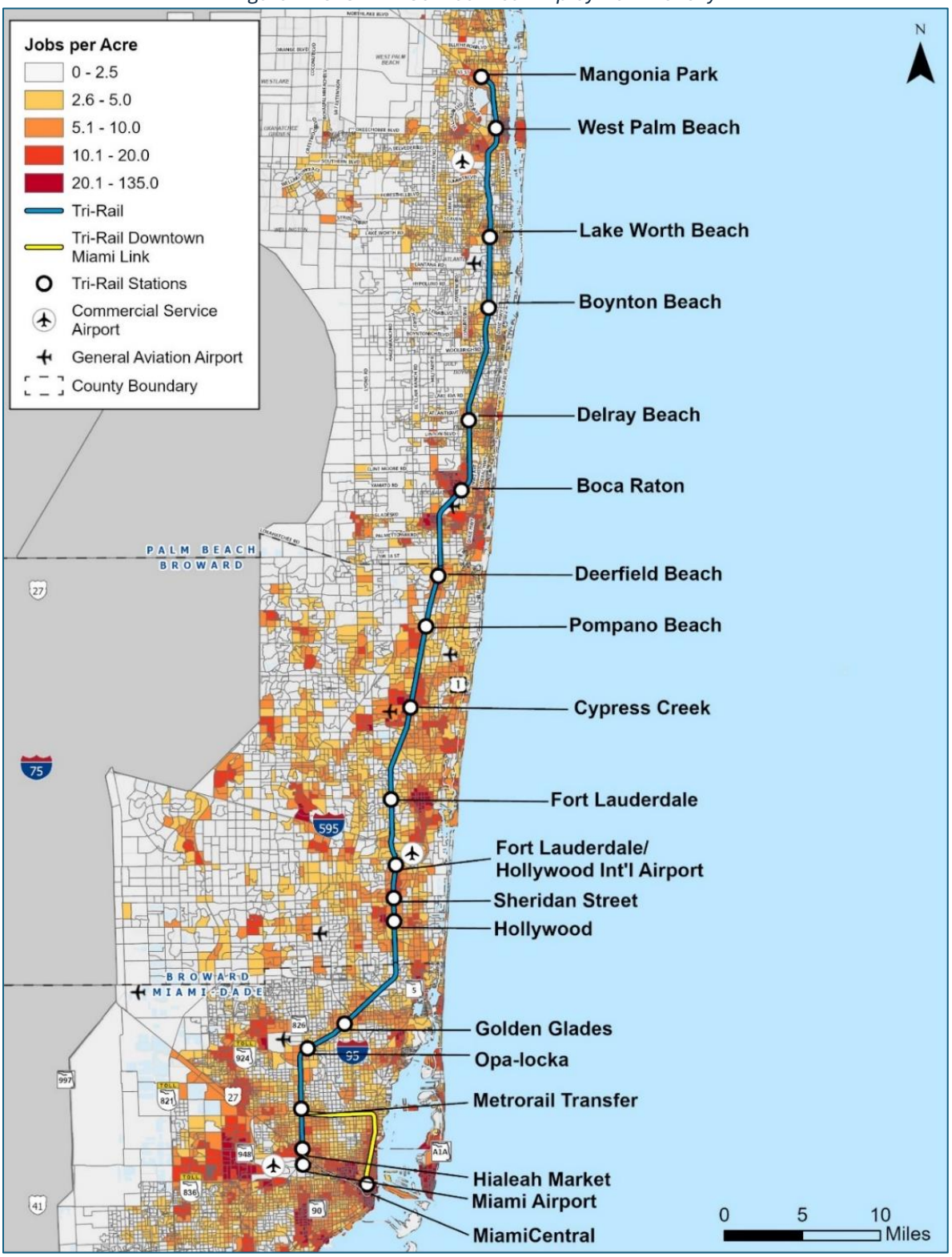
Major Employers – Palm Beach County	Number of Employees
Palm Beach County School District	22,426
Palm Beach County Board of County Commissioners	5,753
Tenet Coastal Division Palm Beach County	5,734
NextEra Energy Incorporated	5,330
Florida Atlantic University	5,059
Boca Raton Regional Hospital	3,135
Veterans Health Administration	2,600
HCA Florida Healthcare	2,419
The Breakers	2,300
Baptist health South Florida	2,282
Florida Crystals Corporation (Headquarters)	2,000
Office Depot	2,000
Jupiter Medical Center	1,880
City of Boca Raton	1,810
City of West Palm Beach	1,725
Pratt & Whitney	1,600
G4S Secure Solutions (USA)	1,451
South Florida Water Management District	1,371
U.S. Sugar	1,250
Wellington Regional Medical Center	1,194
Palm Beach State College	1066
Cheney Brothers	1,050
Bank of America	1000
Wells Fargo & Company	945
TBC Corporation (Headquarters)	870
ZimVie Dental & Spine	854
Lockheed Martin & Sikorsky	816
NCCI	800
Sugar Cane Growers Cooperative	773
Johnson Controls	741
IBM Corporation	600

Source: Business Development Board of Palm Beach County, 2022

4.6.1 Employment Density

High concentrations of jobs and employment areas increase the need for accessible and efficient public transportation options. This is especially important for disadvantaged individuals who may not have access to private vehicles. **Figure 4.15** shows the density by jobs per acre, where most of the higher pockets of density appear to be in Downtown Miami, Downtown Fort Lauderdale, Boca Raton, and West Palm Beach.

Figure 4.15: SFRTA Service Area Employment Density



Source: SERPM Model 8.541, 2024

4.6.2 Labor Force

The labor market influences transit ridership because higher employment signifies more work trips. The labor force is made up of the population age 16 and older who are employed in addition to those unemployed and seeking employment.

Table 4.16 displays the labor force participation in South Florida by county.

Table 4.16: Civilian Labor Force 16 Years of Age or Older

County	Population (Age 16 and Older)	Part of Labor Force		Not in Labor Force		Part of Labor Force (Unemployed)	
Miami-Dade	2,204,709	1,409,359	63.9%	795,350	36.1%	47,130	2.1%
Broward	1,595,786	1,055,717	66.2%	540,069	33.8%	48,339	3.0%
Palm Beach	1,269,133	758,113	59.7%	511,020	40.3%	32,210	2.5%
Total	**5,069,628**	**3,223,189**	**63.6%**	**1,846,439**	**36.4%**	**127,739**	**2.5%**

Source: U.S. Census Bureau, American Community Survey 1-Year Estimates (Table DP03), 2022

4.6.3 Means of Travel to Work

Table 4.17 displays the mode split of workers in South Florida by county. This information is derived from commuters who responded as drove alone, carpooled, utilized public transit, walked, or used other methods to complete work trips. In all three counties, 73 to 74 percent of persons identified as driving alone to work. Public transportation is used more in Miami-Dade County than in Broward County and Palm Beach County. The percentage of the labor force working from home has grown from the previous SFRTA TDP Major Update, most likely due to the COVID-19 pandemic causing a shift in work environment flexibility.

Table 4.17: Journey-to-Work Mode Split of Civilian Labor Force By County

County	Miami-Dade		Broward		Palm Beach	
Work Trip Mode	**Persons**	**Percentage of Labor Force**	**Persons**	**Percentage of Labor Force**	**Persons**	**Percentage of Labor Force**
Car, Truck, or Van (Drove Alone)	902,386	67.4%	685,932	69.7%	497,925	70.3%
Car, Truck, or Van (Carpooled)	118,513	8.9%	98,951	10.1%	64,847	9.2%
Public Transportation	44,567	3.3%	18,864	1.9%	8,294	1.2%
Walked	27,609	2.1%	13,066	1.3%	8,445	1.2%
Other Modes	42,733	3.2%	25,126	2.6%	21,066	3.0%
Worked at Home	202,679	15.1%	141,983	14.4%	107,222	15.1%
Workers (>16 Years)	1,338,487	100%	983,922	100%	707,799	100%

Source: U.S. Census Bureau, American Community Survey 1-Year Estimates (Table DP03), 2022

Table 4.18 shows the average travel time to work, including mean travel time, among the three counties in the SFRTA service area. Commute times are longest in Miami-Dade County, where the average travel time is greater than half an hour. The percentage of commutes in Palm Beach County under 30 minutes is 60.5 percent, while Broward County is 53.6 percent and Miami-Dade County is 48.9 percent.

Table 4.18: Average Travel Time to Work by County

County	Miami-Dade	Broward	Palm Beach
Less than 15 Minutes	14.2%	16.8%	20.9%
15 to 29 Minutes	34.7%	36.8%	39.6%
30 to 44 Minutes	27.9%	27.5%	23.9%
45 or more Minutes	23.3%	19.0%	15.6%
Mean Travel Time to Work (Minutes)	30.8	29.4	26.9

Source: U.S. Census Bureau, American Community Survey 1-Year Estimates (Table S0801), 2022

4.6.4 Commuting Patterns

Many daily trips occur for workers traveling to their place of employment. An understanding of these trips can help prepare for future growth and plan for infrastructure and services that can support growth and commuting patterns.

Table 4.19 shows the number of residents who work within and outside of their county of residence. This data, obtained from U.S. Census Bureau OnTheMap Longitudinal Employer-Household Dynamics (LEHD), reveals that many residents in South Florida work outside of their county of residence. Nearly one-quarter of Miami-Dade County residents work in a different county. Nearly 40 percent of Broward County residents are employed in another county.

Table 4.20 shows the percentage of employees who live in a different county than they work. Similar percentages show that more workers in Broward County and Palm Beach County live in a different county than the one they are employed in, with slightly more than a quarter of Miami-Dade County workers residing in another county. These data points are similar, but also reveal that all three counties have more employees within their municipal borders than those residing there. The region relies upon transportation infrastructure and services to facilitate daily inflow and outflow of employees to work destinations.

Figure 4.16, **Figure 4.17**, and **Figure 4.18** visually depict this number of residents that live and work within a county as well as the inflow and outflow of workers in Miami-Dade, Broward, and Palm Beach Counties, respectively.

Table 4.19: County Where Residents Work in the SFRTA Service Area

County in Which South Florida Residents are Employed					
County	**Total Employed Residents**	**Residents Employed in County**		**Residents Employed Outside of County**	
Palm Beach	586,130	394,018	67.2%	192,112	32.8%
Broward	828,529	509,869	61.5%	318,660	38.5%
Miami-Dade	1,063,392	827,963	77.9%	235,429	22.1%

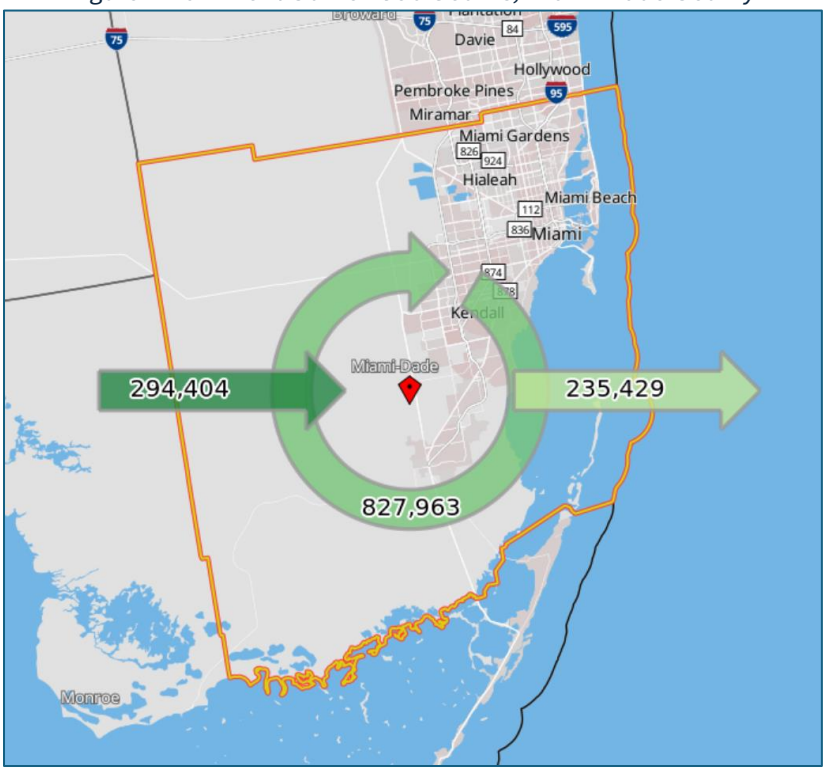
Source: Longitudinal Employer-Household Dynamics, 2021

Table 4.20: County Where Employees Live in the SFRTA Service Area

County in Which South Florida Employees Reside					
County	**Total Employees in County**	**Employees Who Reside in County**		**Employees Who Reside Outside of County**	
Palm Beach	612,502	394,018	64.3%	218,484	35.7%
Broward	828,812	509,869	61.5%	318,943	38.5%
Miami-Dade	1,122,367	827,963	73.8%	294,404	26.2%

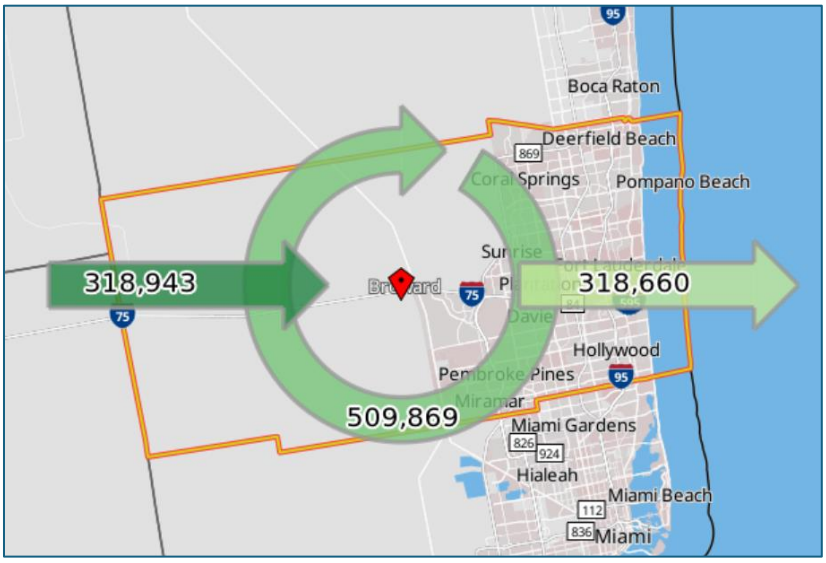
Source: Longitudinal Employer-Household Dynamics, 2021

Figure 4.16: Inflow/Outflow Job Counts, Miami-Dade County



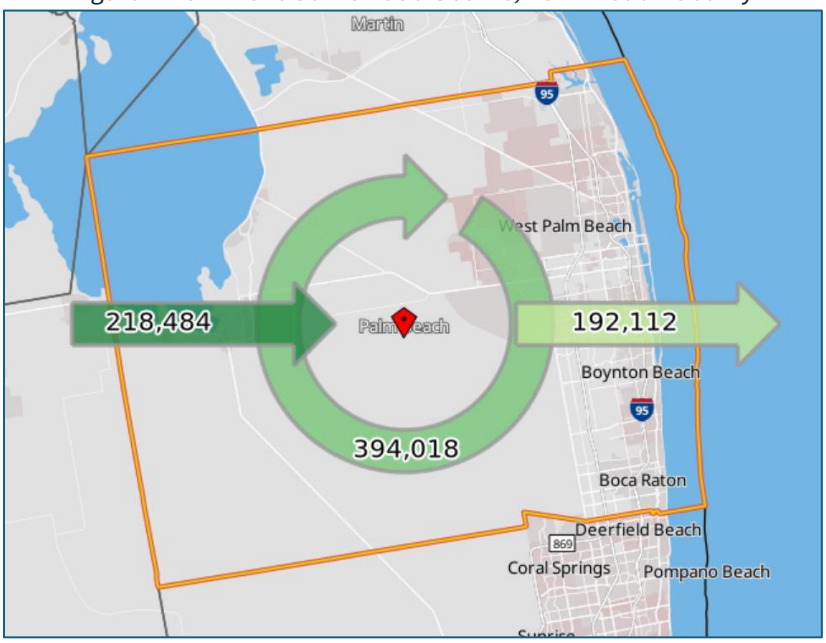
Source: Longitudinal Employer-Household Dynamics, 2021

Figure 4.17: Inflow/Outflow Job Counts, Broward County



Source: Longitudinal Employer-Household Dynamics, 2021

Figure 4.18: Inflow/Outflow Job Counts, Palm Beach County



Source: Longitudinal Employer-Household Dynamics, 2021

4.7 Tourism

Tourism plays a vital role in the regional economy of South Florida, attracting millions of annual visitors who contribute significantly to the area's financial prosperity.

The Greater Miami Convention & Visitors Bureau (GMCVB), the tourism sales and marketing organization for Miami-Dade County, publishes an annual Visitor Industry Overview. According to the 2023 report, overnight visitors to the Miami area increased by one (1) percent from 2022 to 2023, with a total of 19.3 million overnight visitors. The volume of day visitors decreased by seven (7) percent in this same period, with a total of 7.8 million visitors. In total, 27.2 million people visited the greater Miami area in 2023 and spent $21.1 billion, an increase of two (2) percent from 2022.

As reported by the Greater Fort Lauderdale Convention & Visitors Bureau, the official tourism marketing agency for Broward County, $1.36 billion was collected in hotel revenue throughout the Greater Fort Lauderdale area in 2021. The weekend demand for hotel rooms has increased by nine to ten percent from 2019, and the average daily rate is two percent greater than 2019 levels.

Discover the Palm Beaches (DTPB), Palm Beach County's tourism marketing organization, compiled several data during 2023. In 2023, there were nearly 9.5 million total visitors and $10.3 billion in total economic impact, up from 2.5 percent and four percent in 2022, respectively. Hotel performance data shows that 8.22 million visitors came to Palm Beach area in 2019, equating to an approximate 15.5 percent growth since pre-pandemic levels.

4.8 Trip Generators

Major trip generators are destinations that attract a significant number of people, more than the average destination in terms of visitor volume. These destinations can draw individuals from across the region to specific locations. Major trip generators are divided into six categories: civic, educational, entertainment, medical, mixed-use, and shopping. **Table 4.21**, **Table 4.22**, and **Table 4.23** list the major trip generators for Miami-Dade County, Broward County, and Palm Beach County, respectively.

Table 4.21: Major Trip Generators, Miami-Dade County

Miami-Dade County	
Civic	Miami-Dade County Courthouse
	Richard E. Gerstein Justice Building
	Coral Gables City Hall
	Miami Beach Convention Center
	Miami International Airport
Educational	Barry University
	FIU Biscayne Bay Campus
	FIU Modesto A. Maidique Campus
	Florida Memorial University
	MDC Entrepreneurial Education Center Campus
	MDC Hialeah Campus
	MDC Homestead Campus
	MDC Padron Campus
	MDC Kendall Campus
	MDC Medical Campus
	MDC North Campus
	MDC Wolfson Campus
	Miami-Dade Main Library
	New World School of the Arts
	The Phillip and Patricia Frost Museum of Science
	St. Thomas University
	University of Miami
Entertainment	Adrienne Arsht Center for the Performing Arts
	Kaseya Center
	Bayfront Park / Bayside Marketplace
	Casino Miami Jai-Alai
	The Fillmore Miami Beach
	Olympia Theater
	Hard Rock Stadium
	Hialeah Park Casino
	James L. Knight International Center
	LoanDepot Park (Miami Marlins)
	Miami-Dade County Auditorium
	Miami Seaquarium
	Perez Art Museum Miami
	Vizcaya Museum & Gardens
	Zoo Miami
Medical	Baptist Hospital
	Doctors Hospital
	South Miami Hospital
	Bascom Palmer Eye Institute
	Jackson North Medical Center
	Jackson South Medical Center

Miami-Dade County	
	Mercy Hospital
	Miami Children's Hospital
	Miami VA Medical Center
	Mount Sinai Medical Center
	University of Miami Hospital
Mixed-Use	Downtown Coral Gables and Miracle Mile
	Downtown Miami
	Midtown Miami
	South Beach
Shopping	Aventura Mall
	CocoWalk
	Dadeland Mall
	Dolphin Mall
	Lincoln Road Mall
	Merrick Park

Source: Tri-Rail Fun Guide, 2024

Table 4.22: Major Trip Generators, Broward County

Broward County	
Civic	Broward County Courthouse
	North Regional Courthouse
	South Regional Courthouse
	Broward County Transit Central
	Fort Lauderdale Executive Airport
	Fort Lauderdale / Hollywood International Airport
	Greater Fort Lauderdale / Broward County Convention Center
Educational	Broward College Central Campus
	Broward College Downtown Campus
	Broward College North Campus
	Broward College South Campus
	Broward College Main Library
	Florida Atlantic University Dania Beach Campus
	Florida Atlantic University Davie Campus
	Florida Atlantic University Fort Lauderdale Campus
	History Fort Lauderdale
	Keiser University
	McFatter Technical College
	Nova Southeastern University East Campus
	Nova Southeastern University Main Campus
	Sheridan Technical College
	UF Fort Lauderdale Research and Education Center
	University of Phoenix – South Florida Campus
	Bailey Hall
Entertainment	Amerant Bank Arena
	Bonnet House
	Broward Center for the Performing Arts
	Carrie B. Cruises
	Chase Stadium (Inter Miami FC)
	Fort Lauderdale Beach
	Gulfstream Park
	Jungle Queen Riverboat
	NSU Art Museum
	Museum of Discovery and Science
	Riverwalk
	Seminole Hard Rock Hotel and Casino
	War Memorial Auditorium
Medical	Broward Health Coral Springs
	Broward Health Imperial Point
	Broward Health Medical Center
	Broward Health North
Mixed-Use	Downtown Fort Lauderdale
Shopping	Galleria Mall at Fort Lauderdale
	Josh's Organic Garden
	Las Olas Boulevard
	Sawgrass Mills
	Swap Shop
	Westfield Broward
	Yellow Green Farmers Market

Source: Tri-Rail Fun Guide, 2024

Table 4.23: Major Trip Generators, Palm Beach County

Palm Beach County	
Civic	Palm Beach International Airport
	Judge Daniel T. K. Hurley Courthouse
	North County Courthouse
	South County Courthouse
	West County Courthouse
	Palm Beach County Convention Center
Educational	Boca Raton Historical Society & Museum
	Historical Society of Lake Worth
	The Historical Society of Palm Beach County and the Richard and Pat Johnson Palm Beach County History Museum
	Florida Atlantic University Boca Raton Campus
	Palm Beach State College
	Lynn University
	Everglades University
Entertainment	The Ballpark of the Palm Beaches
	The Flagler Museum
	Kravis Center for the Performing Arts
	Manatee Lagoon
	Museum of Polo and Hall of Fame
	Norton Museum of Art
	Palm Beach Zoo
	Rapids Water Park
Medical	Bethesda Hospital East
	JFK Medical Center
	Lakeside Medical Center
	Boca Raton Regional Hospital
	Palm Beach Gardens Medical Center
Mixed-Use	CityPlace (formerly Rosemary Square)
	Downtown Delray Beach
	Downtown Lake Worth
	Downtown West Palm Beach
	Town Center at Boca Raton
	Worth Avenue
Shopping	Boynton Beach Mall
	The Gardens Mall
	Mizner Park
	Palm Beach Outlets

Source: Tri-Rail Fun Guide, 2024

4.9 Land Use

Existing and future land uses influence public transit, such as the location and scale of TOD. Existing parcel land use data is obtained through county open data hubs and the Florida Department of Revenue (DOR). Existing land uses within a half-mile buffer of the Tri-Rail corridor are seen in **Figure 4.19**, **Figure 4.20**, and **Figure 4.21** which are presented according to each county, respectively**.** These existing land uses were generalized and consolidated based on land use codes found in the Florida DOR Name-Address-Legal (NAL) data field guide. The land use composition within the half-mile buffer is seen in **Table 4.24**, with many parcels being designated as residential, industrial, governmental, or commercial.

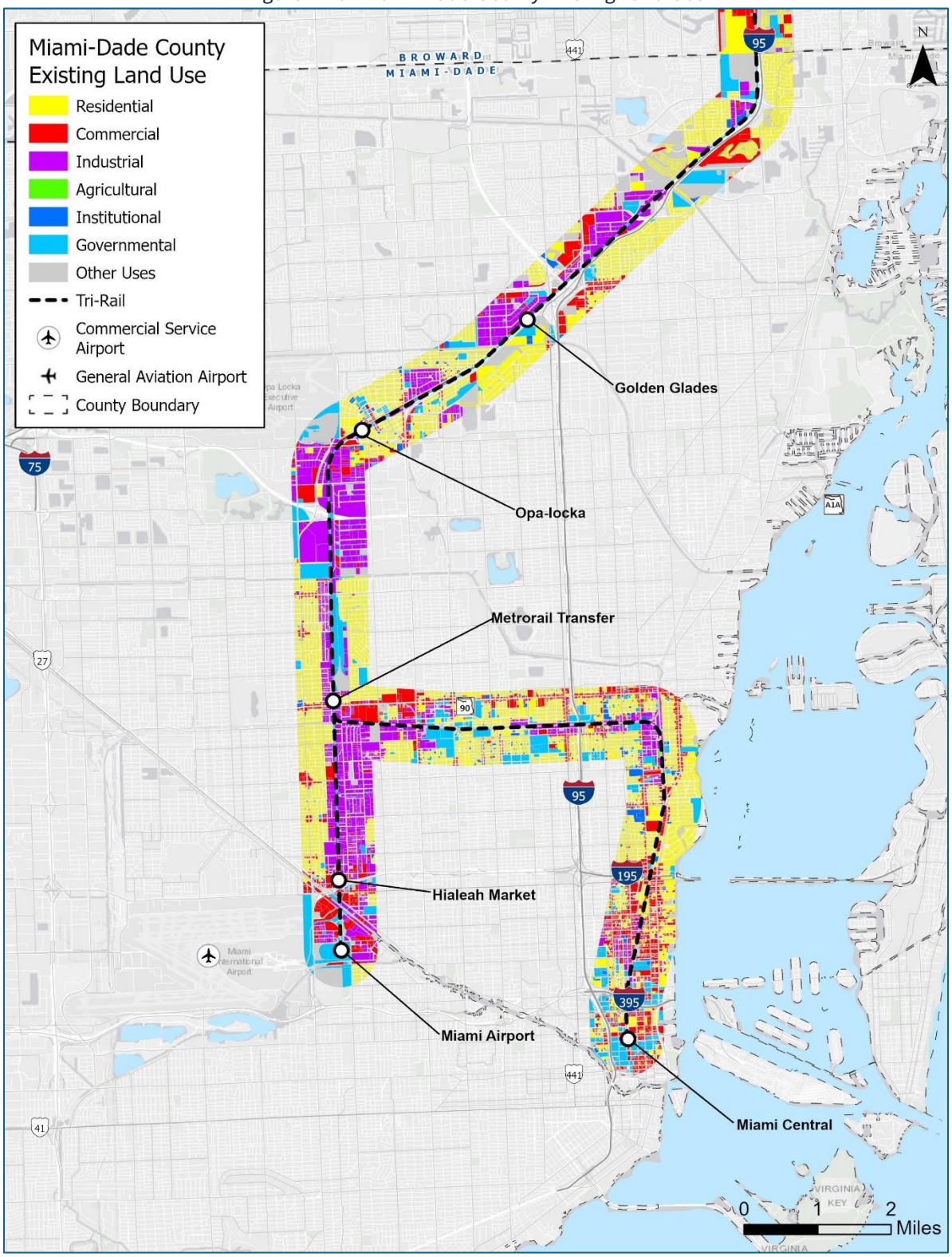
Future land use was obtained through each county's adopted future land use map. The adopted county Future Land Use maps are provided in **Figure 4.22**, **Figure 4.23**, and **Figure 4.24**.

Table 4.24. Estimated Land Use Composition within Half-Mile Buffer of Tri-Rail Corridor

	Miami-Dade		Broward		Palm Beach		Total	
Land Use	**Acres**	**Percentage**	**Acres**	**Percentage**	**Acres**	**Percentage**	**Acres**	**Percentage**
Residential	4,200.7	36.6%	5,926.9	33.5%	6,507.0	41.2%	16,634.6	37.0%
Commercial	1,782.2	15.5%	2,333.7	13.2%	1,568.1	9.9%	5,683.9	12.6%
Industrial	2,514.1	21.9%	2,549.1	14.4%	1,189.0	7.5%	6,252.2	13.9%
Agricultural	5.4	<0.1%	12.2	0.1%	12.9	0.1%	30.5	0.1%
Institutional	194.2	1.7%	252.5	1.4%	1,251.6	7.9%	1,698.3	3.8%
Governmental	1,649.3	14.4%	1,647.2	9.3%	2,696.7	17.1%	5,993.2	13.3%
Other Uses	1,130.5	9.9%	4,973.0	28.1%	2,579.7	16.3%	8,683.2	19.3%
Total	**11,476.3**	**100.0%**	**17,694.6**	**100.0%**	**15,805.1**	**100%**	**44,976.0**	**100%**

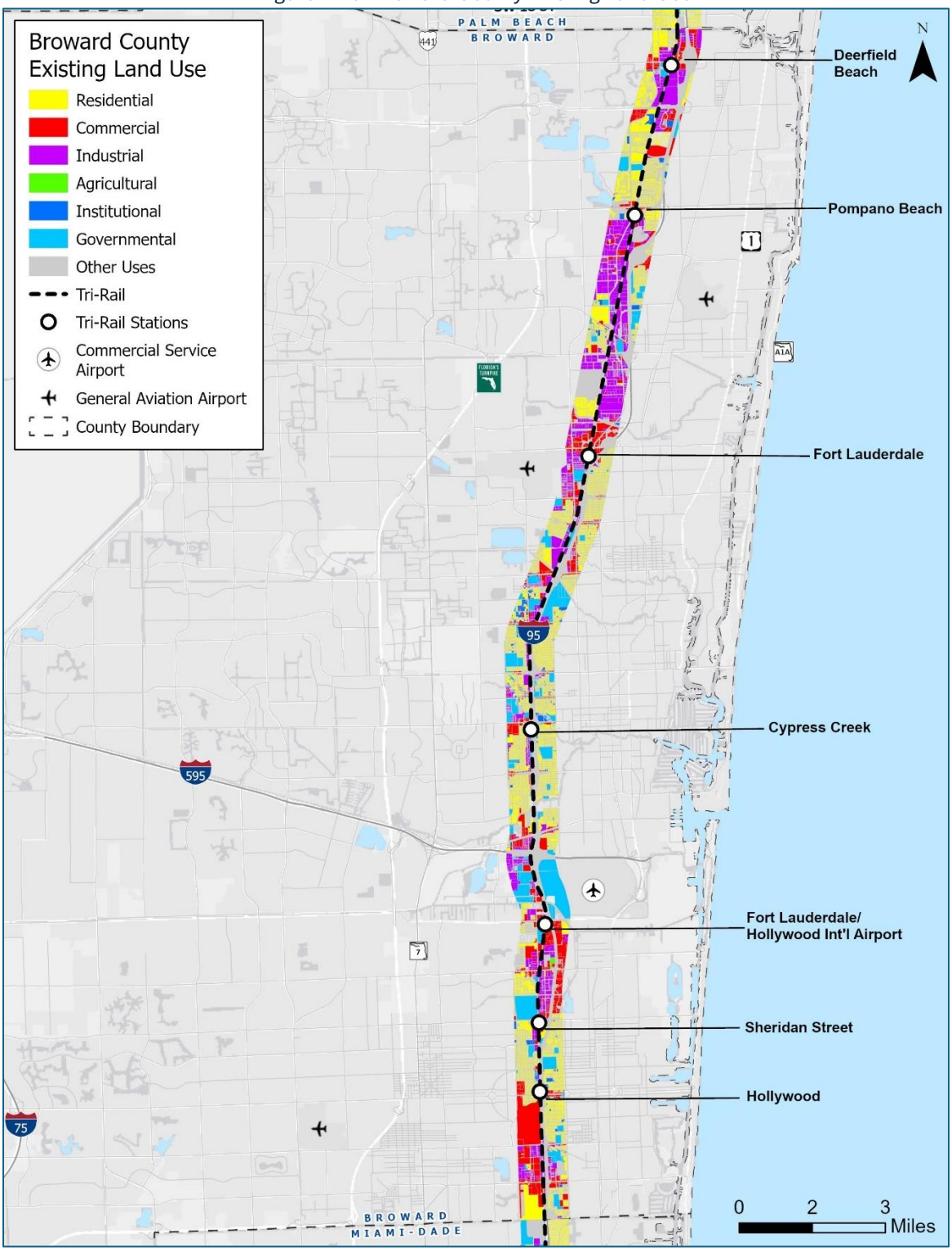
Source: Florida Department of Revenue, 2023; Palm Beach County Open Data, 2019

Figure 4.19: Miami-Dade County Existing Land Use



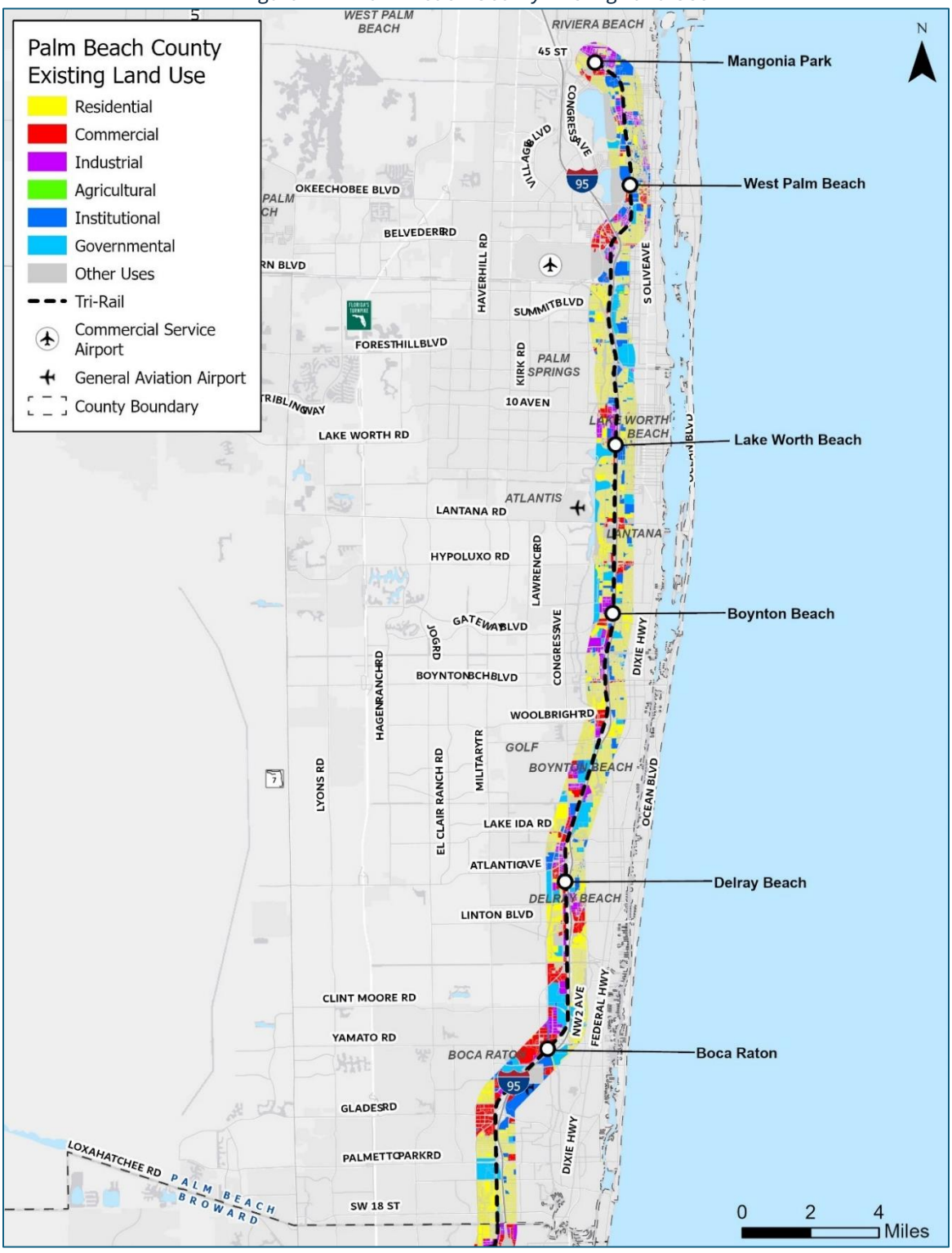
Source: Florida Department of Revenue, 2023

Figure 4.20: Broward County Existing Land Use



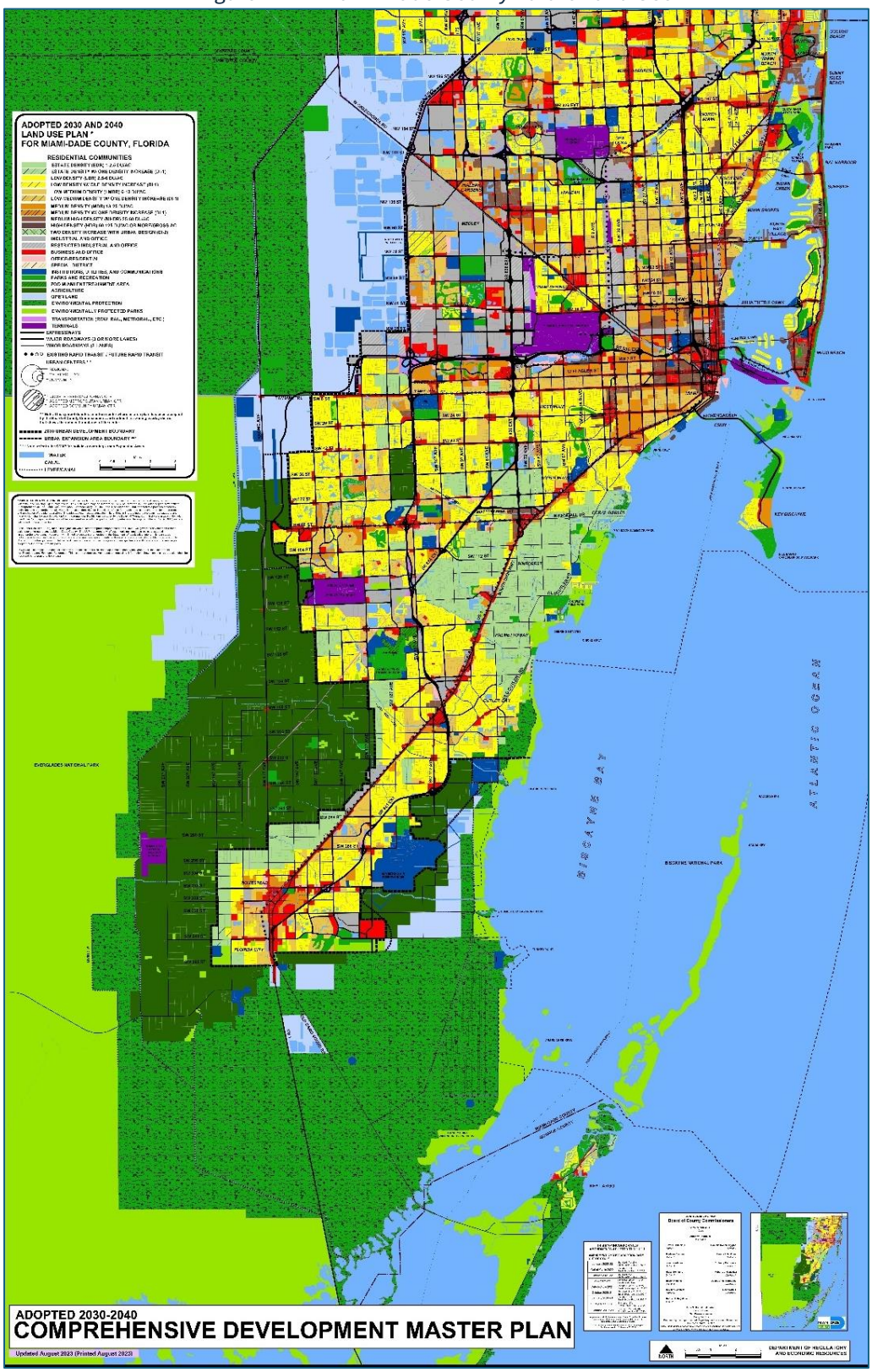
Source: Florida Department of Revenue, 2023

Figure 4.21: Palm Beach County Existing Land Use



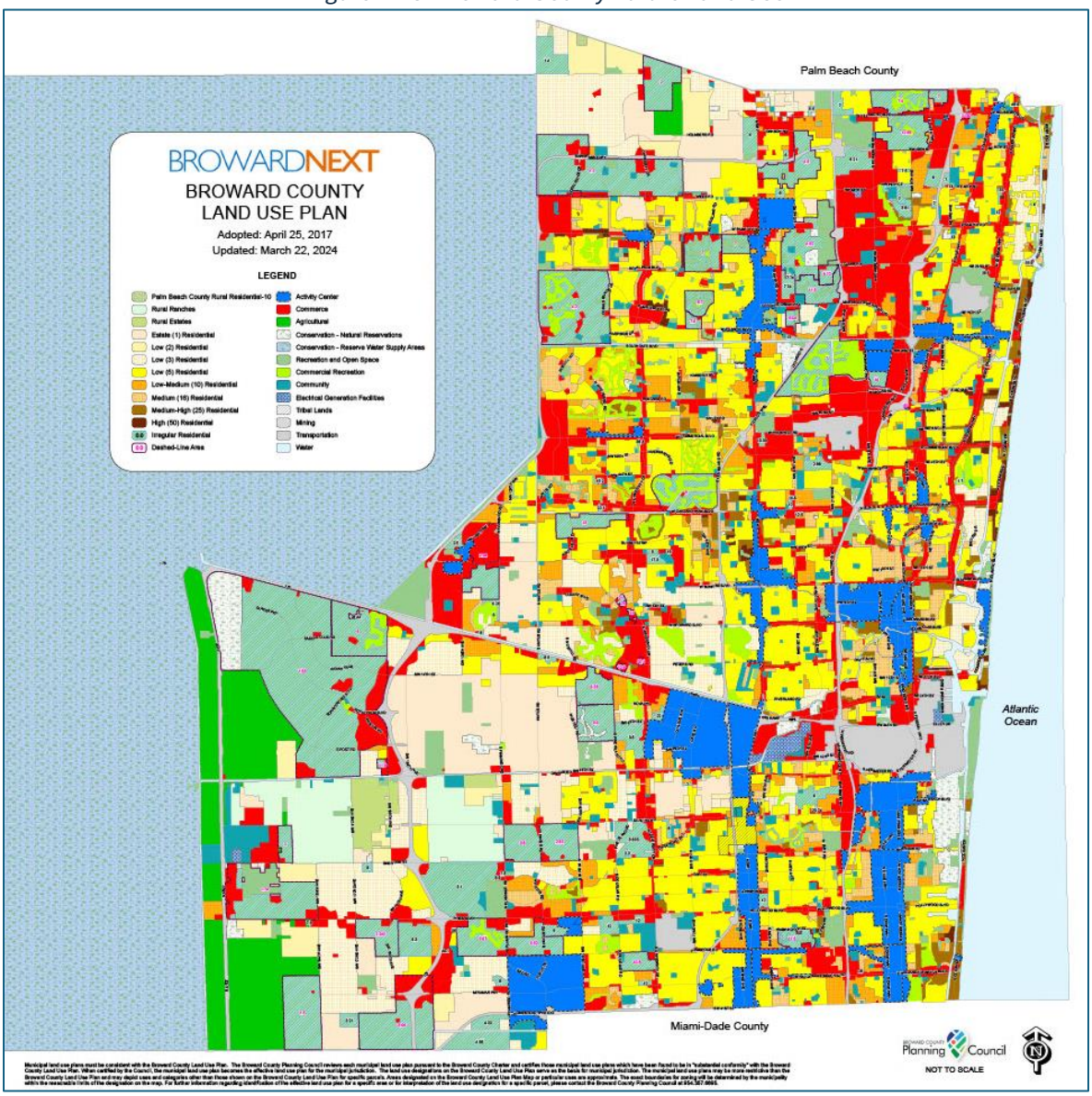
Source: Palm Beach County Open Data, 2019)

Figure 4.22: Miami-Dade County Future Land Use



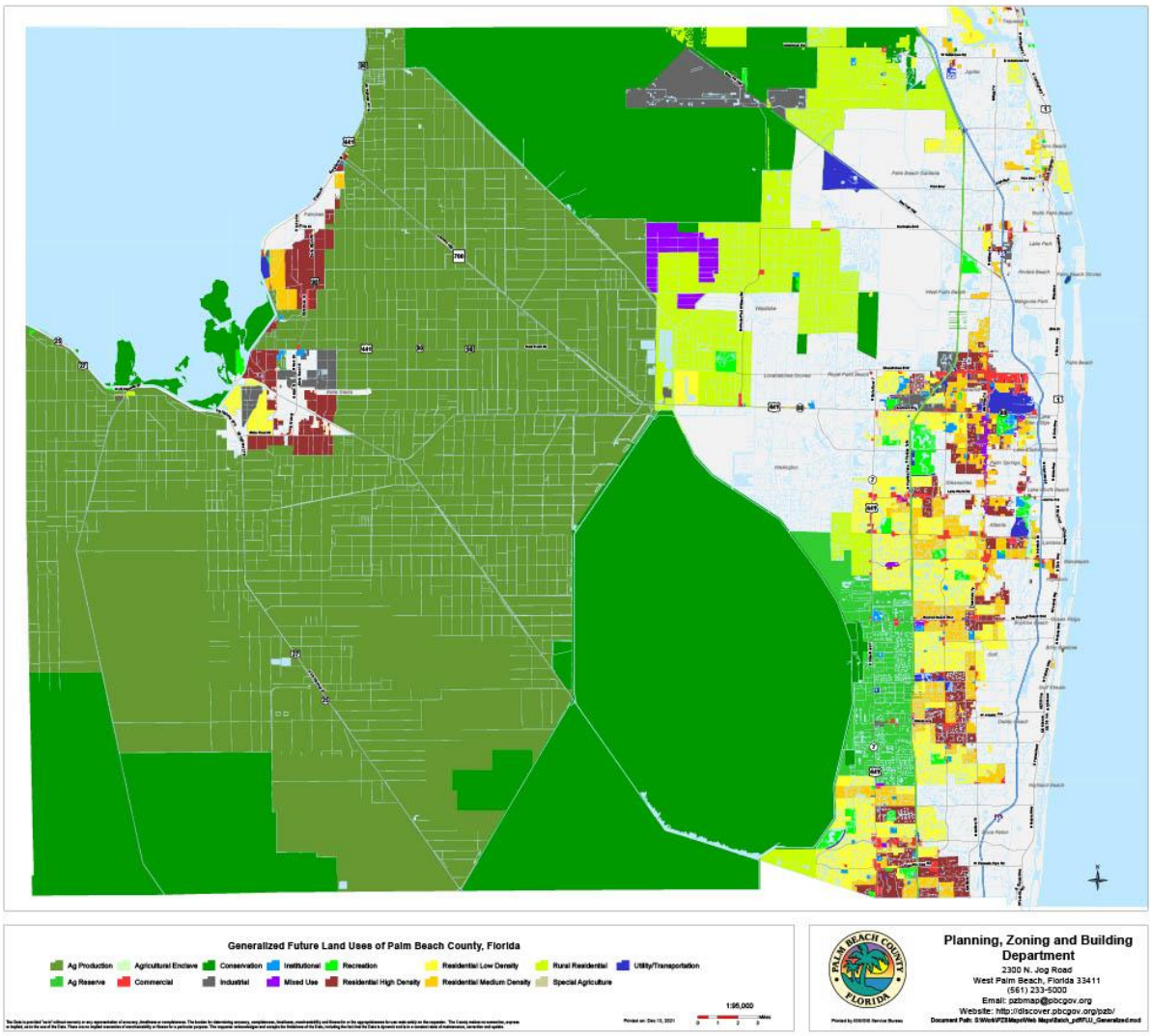
Source: Miami-Dade County, Adopted 2023

Figure 4.23: Broward County Future Land Use



Source: Broward County Planning Council, Adopted 2017

Figure 4.24: Palm Beach County Future Land Use

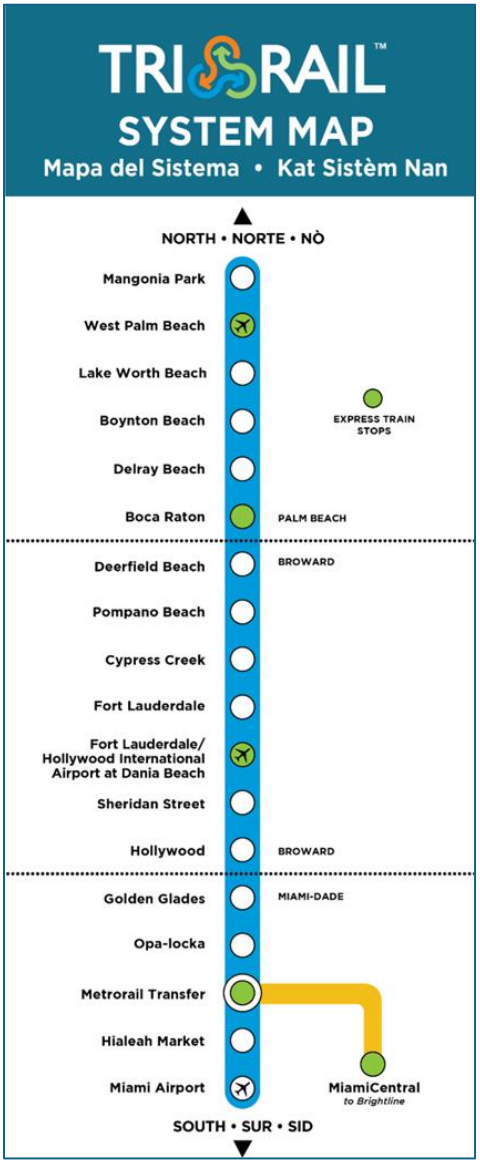


Source: Palm Beach County Planning, Zoning, and Building Department, Adopted 2021

5. Existing SFRTA Transportation Services

This section provides an overview of SFRTA's agency history and existing transit service. The transit services include the SFRTA commuter services (Tri-Rail and Ride Partner Service), as well as other transportation services in the three counties that span the SFRTA service area, including fixed-route, paratransit, and mobility services. The section also documents SFRTA's fare policy, ridership trends, fleet, facilities and amenities, and the agency's efforts and accomplishments through December 2024.

Figure 5.1: Tri-Rail System Map



Source: SFRTA, 2024

5.1 SFRTA and Tri-Rail History

In 1988, FDOT purchased the SFRC from CSX Transportation, Inc. (CSXT) to facilitate the provision of commuter rail service as a traffic mitigation measure during the reconstruction and expansion of Interstate 95 (I-95). Tri-Rail commuter rail service was inaugurated in 1989 under the Tri-County Commuter Rail Authority (TCRA). The TCRA was established in 1989 to provide interim commuter rail service along a 67-mile corridor between the West Palm Beach Station in Palm Beach County and the Hialeah Market Station in Miami-Dade County. Due to higher than expected demand, Tri-Rail became a permanent feature of the Southeast Florida transportation network. By 1998, Tri-Rail service was extended to the Mangonia Park Station in Palm Beach County and to the Miami Airport Station in Miami-Dade County.

In 2003, SFRTA was created as an Agency of the State of Florida by Chapter 343, Florida Statues, as the successor of the TCRA. In 2007, the Double Track Corridor Improvement Program added a second mainline track parallel to the existing track on the SFRC. Since March 2015, SFRTA oversees the dispatching of daily rail activity on the SFRC, hosting Amtrak passenger services and CSXT Freight Rail Operations. Additionally, SFRTA is responsible for providing right-of-way maintenance on the SFRC, which is owned by the FDOT. SFRTA is authorized to coordinate and develop a regional transportation system in South Florida.

5.2 Existing Commuter Rail Service

Today, Tri-Rail operates in Miami-Dade County, Broward County, and Palm Beach County along 72 miles on the SFRC and eight (8) miles on the FECR. The Tri-Rail passenger service spans from Miami International Airport to Mangonia Park and includes a connection between the Metrorail Transfer Station and MiamiCentral Station (**Figure 5.1)**. MiamiCentral service was inaugurated in January 2024. The Tri-Rail system has 19 stations located throughout Miami-Dade, Broward, and Palm Beach Counties. Daily parking is available for Tri-Rail riders at all Tri-Rail stations on the

SFRC. Parking garages are available at the Fort Lauderdale Airport and Pompano Beach stations. Tri-Rail stations also have bicycle lockers and SFRTA allows bicycles and scooters on Tri-Rail trains.

Tri-Rail runs seven days a week offering regular service on weekdays and adjusted schedules on weekends and holidays. The system operates 50 weekday trains and 30 trains on weekends on its SFRC service, and 26 weekday train shuttles and 23 shuttle trains and holidays on its MiamiCentral Service (MCS). Tri-Rail trains operate with 30-minute frequency during weekday peak times and with 60-minute frequency during weekday off-peak times. Tri-Rail weekday service runs from 3:50 am to 11:25 pm in the southbound direction and 3:45 am to 1:55 am in the northbound direction. Weekend and holiday service runs from 5:20 am to 10:16 pm in the southbound direction and 4:52 am to 10:47 pm in the northbound direction. Weekend and holiday service operates with 60-minute frequency.

On July 1, 2024, SFRTA added Tri-Rail express train service to and from the MiamiCentral Station, with limited stops at the Metrorail Transfer, Fort Lauderdale/Hollywood International Airport, Boca Raton, and West Palm Beach stations. The one-year express train pilot service operates on weekday peak hours and reduces travel time between West Palm Beach and Downtown Miami by 30 minutes. One morning express train departs West Palm Beach Station at 6:30 am and arrives at MiamiCentral Station at 8:05 am. An evening express train departs MiamiCentral Station at 5:35 pm and arrives at the West Palm Beach Station at 7:05 pm.

Additionally, on July 1, 2024, SFRTA began operating a late evening northbound train from Miami Airport Station. This train is intended to serve Miami International Airport (MIA) workers and airline passengers who arrive on late evening flights. The late evening train service runs on weekdays with a southbound training departing Mangonia Park at 9:15 pm and a northbound train departing Miami Airport Station at 12:00 am.

SFRTA has also added special event Tri-Rail trains. In March 2024, SFRTA partnered with Ultra Music Festival during their festival weekend by offering $5 roundtrip fares all-day to the MiamiCentral station, and a special late-night train that departed one hour after the festival ended each day. For the “Miami New Year’s Eve (NYE) 2025” celebration at Bayfront Park in Downtown Miami, SFRTA added two (2) late night trains that departed at 1:00 am and 2:00 am on January 1, 2025, from MiamiCentral Station with direct service (no transfers needed) to Mangonia Park Station.

5.3 Passenger Fare Policy

The Tri-Rail system is comprised of six (6) fare zones. Weekday fares are determined based on the number of zones traveled through based on trip origin and trip destination. The total number of zones traveled through and arrive at determines fare cost. For example, if a trip begins at Mangonia Park and ends in Pompano Beach, the fare for that trip would be the fare for three (3) zones. **Figure 5.2** provides the system map with zones shaded in green. Tri-Rail tickets are sold at Tri-Rail ticket vending machines (TVMs), by Ticket Agents at select Tri-Rail station, and via Tri-Rail's mobile app. Tickets are not available for purchase onboard the train. Tri-Rail offers the following fare types to allow customers flexibility in choosing fare combinations that best meet their individual travel needs and budgets. **Table 5.1** provides an overview of fares by zones.

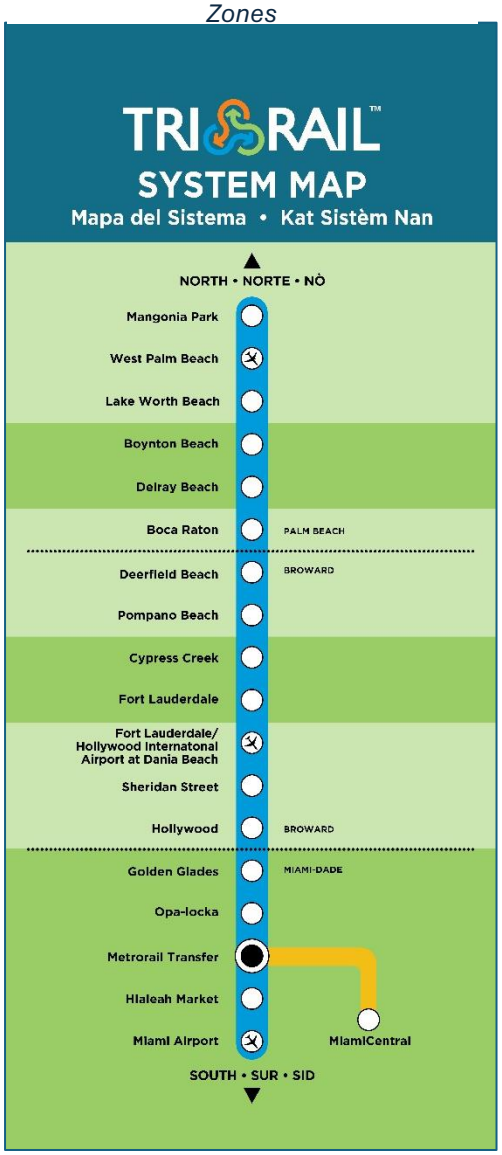
Table 5.1: Tri-Rail Fares by Zone

Number of Zones	One-Way	One-Way Discount	Round Trip	Round Trip Discount	12 Trip	Monthly	Monthly Discount
1	$2.50	$1.25	$5.00	$2.50	$30.00	$110.00	$55.00
2	$3.75	$1.75	$7.50	$3.75	$45.00	$110.00	$55.00
3	$5.00	$2.50	$10.00	$5.00	$60.00	$110.00	$55.00
4	$6.25	$3.00	$12.50	$6.25	$75.00	$110.00	$55.00
5	$7.50	$3.75	$15.00	$7.50	$90.00	$110.00	$55.00
6	$8.75	$4.25	$17.50	$8.75	$105.00	$110.00	$55.00

Source: SFRTA, 2024

- **One-Way Pass/Ticket** – valid for one-way trips only for the date of purchase and only for the stations/zones selected during purchase. The fare for one-way tickets ranges from $2.50 to $8.75 depending on the number of zones travelled. One-way passes can be purchased via the Tri-Rail mobile app.
- **Round-Trip Pass/Ticket** – valid for one trip in each direction only for the date of purchase and only for the stations/zones selected during purchase. The fare for round-trip tickets ranges from $5.00 to $17.50 depending on the number of zones travelled.
- **Weekend-Holiday Day Pass/Ticket** – valid for travel between all Tri-Rail stations for the date of purchase. Weekend and holiday passes are sold at a flat rate of $5.00 for a daily pass. A discounted daily pass is available for $2.50 for students, children ages 5 – 12 years old, seniors, and persons with disabilities.
- **12-Trip Pass** – valid for 12 one-way tickets for the stations/zones selected on date of purchase. The 12-trip pass does not have a predetermined data of use or travel time. The fare for 12-trip passes ranges from $30.00 to $105.00 depending on the number of zones traveled.
- **Monthly Pass** - valid for unlimited travel on the Tri-Rail system from the first day of the calendar month to the last day of the calendar month. Monthly passes are good for all zones/stations. Monthly passes are sold at a flat rate of $110.00. A discounted monthly pass is available for $55.00 for qualified individuals (See the Discount Fare Policy section for additional details). The Tri-Rail Only Monthly Pass can be purchased via the mobile app.

Figure 5.2: Tri-Rail System with Fare Zones



Source: SFRTA, 2024

- **Regional Monthly Pass** – valid for unlimited travel on the Tri-Rail system and Miami-Dade transit systems (Metrorail and Metrobus) from the first day of the calendar month to the last day of the calendar month. Regional monthly passes are good for all zones/stations. Monthly passes are sold at a flat rate of $155.00. Discounted regional monthly passes are available for those in the Employer Discount Program (see Employer Discount Program section) and for students, children ages 5 – 12 years old, seniors, and persons with disabilities for $77.50. The Regional Monthly Pass can be purchased through the Tri-Rail mobile app.

5.3.1 Discount Fare Policy

SFRTA offers discount fares for students, children ages 5 – 12 years old, seniors, and persons with disabilities. The discount rate is 50 percent of the regular fare prices for one-way, roundtrip, and monthly fares at time of purchase. A person with a disability is defined in the Americans with Disabilities Act of 1990 (ADA). The Service Connector Pass is available for Veterans with Disabilities, who can ride Tri-Rail for free by presenting their Service Connected Veteran's Identification Card issued by the US Department of Veterans Affairs (VA). Additionally, groups for 25 or more may purchase discounted fare (a 15 percent discount) through SFRTA Customer Experience Department. The Customer Experience Department must be notified at least two (2) weeks prior to departure for the group discount.

5.3.2 Employer Discount Program

Tri-Rail offers a 15 percent discount on fares to employees of South Florida business who participate in the Employer Discount Program (EDP). Discount fares can be used for Monthly or 12-Trip passes.

5.3.3 EASY Card

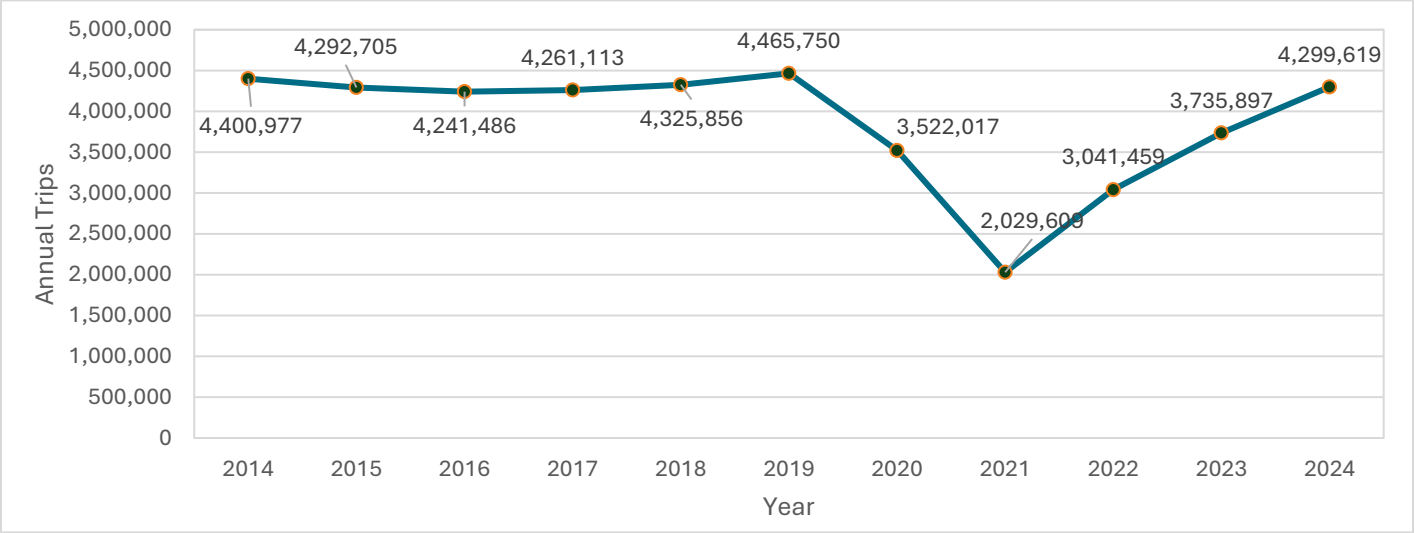
SFRTA offers automated fare collection through its EASY Card. EASY Card allows customers to prepay for fares by adding cash value to an EASY Card. Funds on an EASY Card can be used for all Tri-Rail fare options including one-way fares, Monthly Passes, and 12-Trip Passes. An EASY Card can also be used for Miami-Dade Transit services, including Metrorail and Metrobus, contributing to a seamless transfer between services.

5.4 Ridership

Tri-Rail experienced over four (4) million rides in FY 2024. SFRTA's Fiscal Year is defined as July 1st through June 30th. Over the past ten (10) years, SFRTA's annual ridership has consistently grown, with more than four (4) million annual trips. This upward trend in annual ridership growth was slowed by the COVID-19 pandemic in 2020 and 2021. Following the COVID-19 pandemic, SFRTA's annual ridership has increased and returned to pre-pandemic levels. **Figure 5.3** provides a historic overview of SFRTA's annual ridership from FY 2014 to FY 2024. It should be noted that in February 2024, Tri-Rail experienced 15,000 average weekday riders for the month. This was the first time the average weekday ridership exceeded 14,000 riders since February 2020 (pre-COVID-19 pandemic).

The total annual ridership for FY 2024 includes ridership for Tri-Rail SFRC service and MiamiCentral Service. The breakdown of total annual ridership by service type is provided in **Table 5.2.** It should be noted that the MiamiCentral service was inaugurated in January 2024, so a full year of ridership data is not available for this first year of service in FY 2024.

Figure 5.3: Tri-Rail Historic Ridership (FY 2014 – FY 2024)



Source: SFRTA, 2024

Table 5.2: Tri-Rail Annual Ridership by Service Type (FY 2024)

Tri-Rail Service	FY 2024 Annual Ridership
SFRC Service	4,248,241
MiamiCentral Service	51,378
Total Annual Ridership	**4,299,619**

Source: SFRTA, 2024

5.4.1 Station Passenger Activity

Ridership data for each Tri-Rail station for FY 2024 is provided in **Table 5.3** and **Table 5.4**. The Miami Airport station had the highest number of both boardings and alightings in the Tri-Rail system. Hialeah Market station had the lowest number of boardings and alightings. **Figure 5.4** and **Figure 5.5** illustrate ridership trends by month in FY 2024.

Several highlights from recent ridership data are as follows:

- Of the three counties, Broward County has the most total boardings and alightings.
- Miami-Dade County has the least total boardings and alightings.
- March 2024 has the highest ridership and July 2023 has the lowest ridership in FY 2024.
- FY 2024 had approximately 15 percent increase in ridership from FY 2023.

Table 5.3: Total Boardings by Station (Highest to Lowest) FY 2024

No.	County	Station	Ridership
1	Miami-Dade	Miami Airport	390,609
2	Miami-Dade	Metrorail Transfer	372,487
3	Broward	Fort Lauderdale/Hollywood International Airport	324,899
4	Palm Beach	West Palm Beach	312,894
5	Broward	Cypress Creek	290,758
6	Palm Beach	Boca Raton	290,290
7	Broward	Fort Lauderdale	271,172
8	Palm Beach	Lake Worth Beach	265,644
9	Broward	Pompano Beach	241,744
10	Broward	Hollywood	233,015
11	Palm Beach	Mangonia Park	212,489
12	Broward	Deerfield Beach	203,409
13	Palm Beach	Boynton Beach	199,973
14	Palm Beach	Delray Beach	188,220
15	Miami-Dade	Golden Glades	165,589
16	Broward	Sheridan Street	124,762
17	Miami-Dade	Opa-locka	123,959
18	Miami-Dade	Hialeah Market	64,614
19	Miami-Dade	MiamiCentral	51,378
		Total FY 2024 Boardings	**4,299,619**

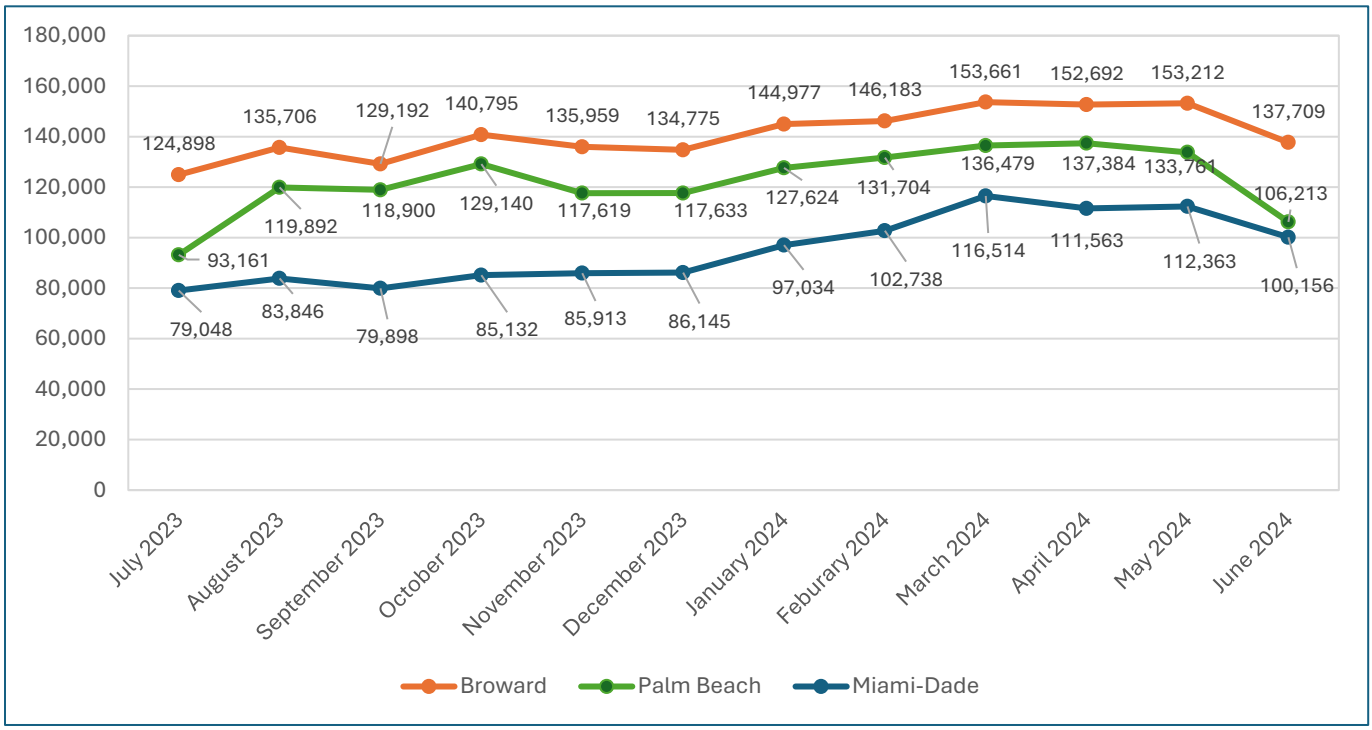
Source: SFRTA, 2024

Table 5.4: Total Alightings by Station (Highest to Lowest) FY 2024

No.	County	Station	Ridership
1	Miami-Dade	Miami Airport	442,300
2	Miami-Dade	Metrorail Transfer	364,010
3	Palm Beach	West Palm Beach	347,963
4	Broward	Fort Lauderdale/Hollywood International Airport	297,968
5	Broward	Cypress Creek	283,637
6	Palm Beach	Lake Worth Beach	274,307
7	Palm Beach	Boca Raton	271,952
8	Broward	Fort Lauderdale	256,063
9	Broward	Pompano Beach	229,625
10	Broward	Hollywood	229,620
11	Palm Beach	Mangonia Park	216,996
12	Broward	Deerfield Beach	199,139
13	Palm Beach	Boynton Beach	188,924
14	Palm Beach	Delray Beach	187,924
15	Miami-Dade	Golden Glades	161,488
16	Broward	Sheridan Street	128,349
17	Miami-Dade	Opa-locka	123,894
18	Miami-Dade	Hialeah Market	67,174
19	Miami-Dade	MiamiCentral	23,092
		Total FY 2024 Alightings	**4,299,619**

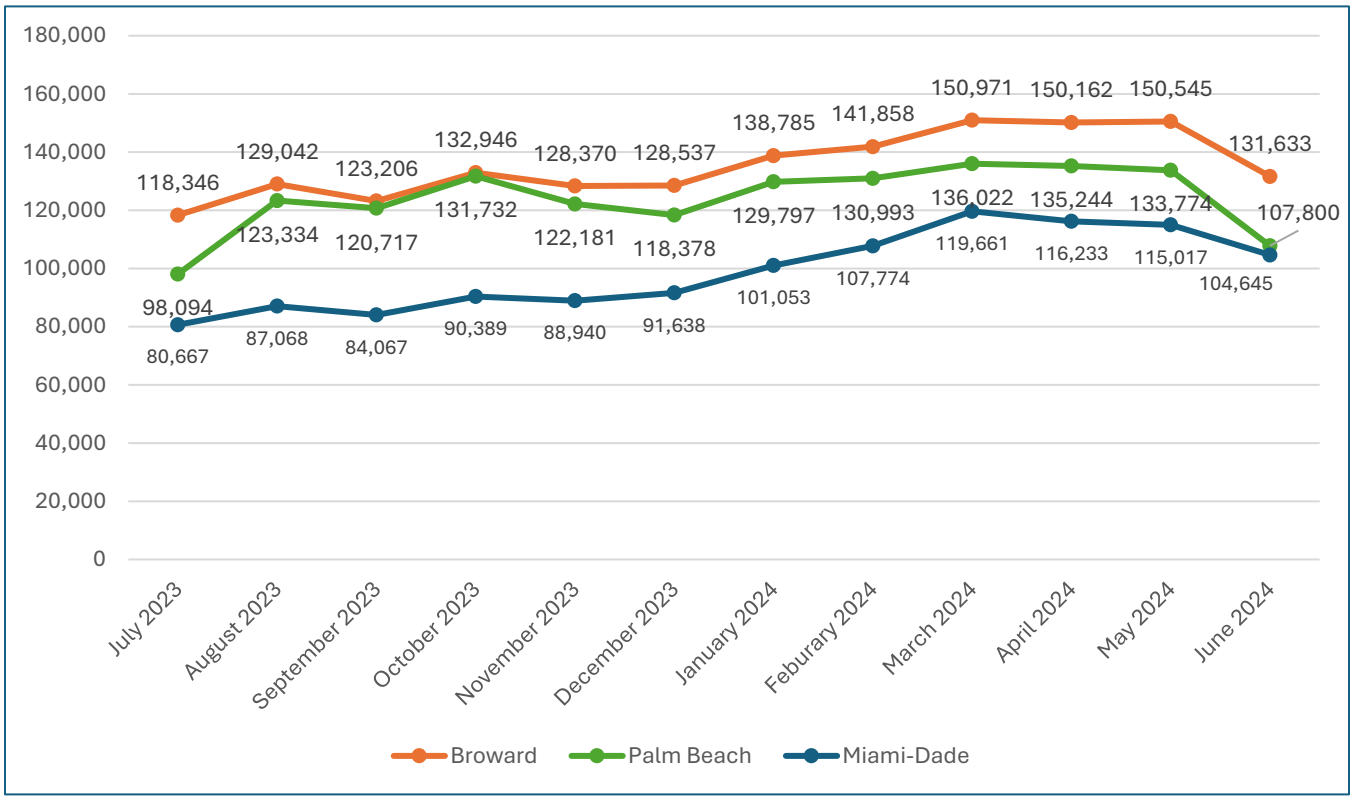
Source: SFRTA, 2024

Figure 5.4: FY 2024 Boardings by County



Source: SFRTA, 2024

Figure 5.5: FY 2024 Alightings by County



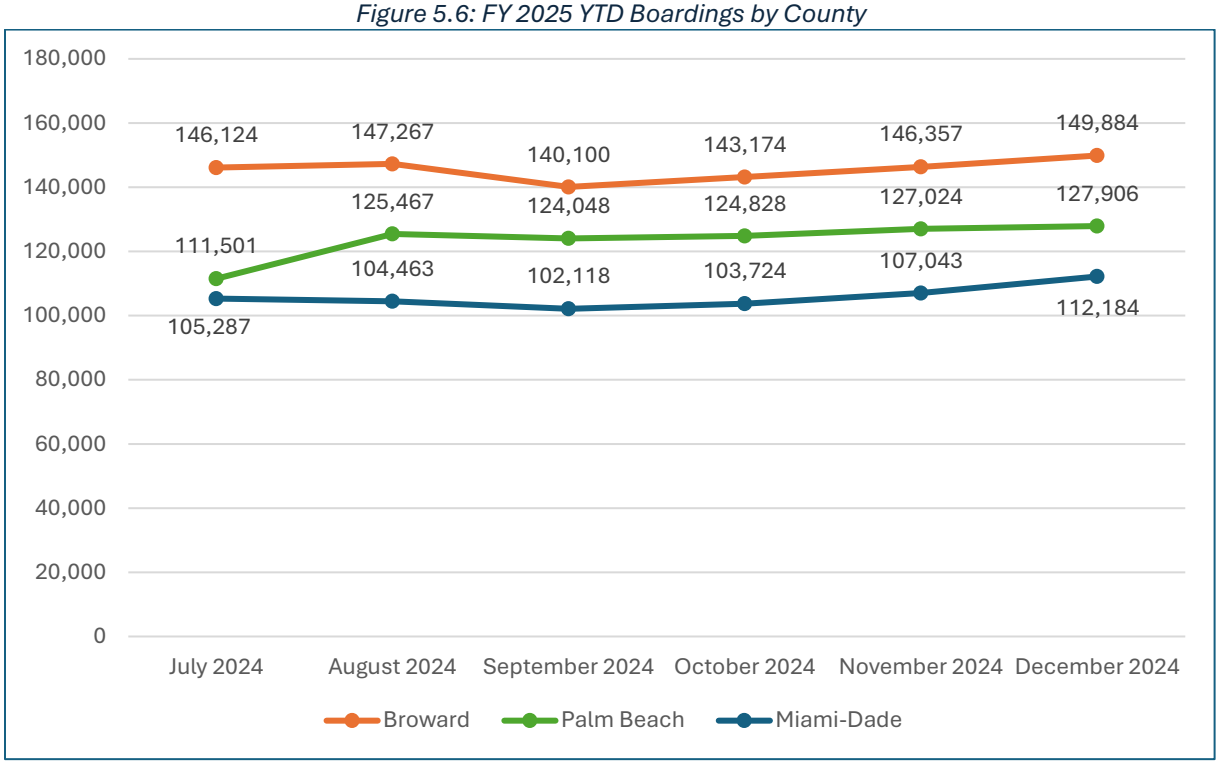
Source: SFRTA, 2024

5.4.2 FY 2025 Year-to-Date Ridership

Year-to-date (YTD) data for FY 2025 (July 2024 through December 2024) indicates a continued increase in ridership levels across the Tri-Rail system. Tri-Rail ridership totals 2,248,499 for FY 2025 YTD, a 12 percent increase compared to the first half of FY 2024 at 1,997,652.

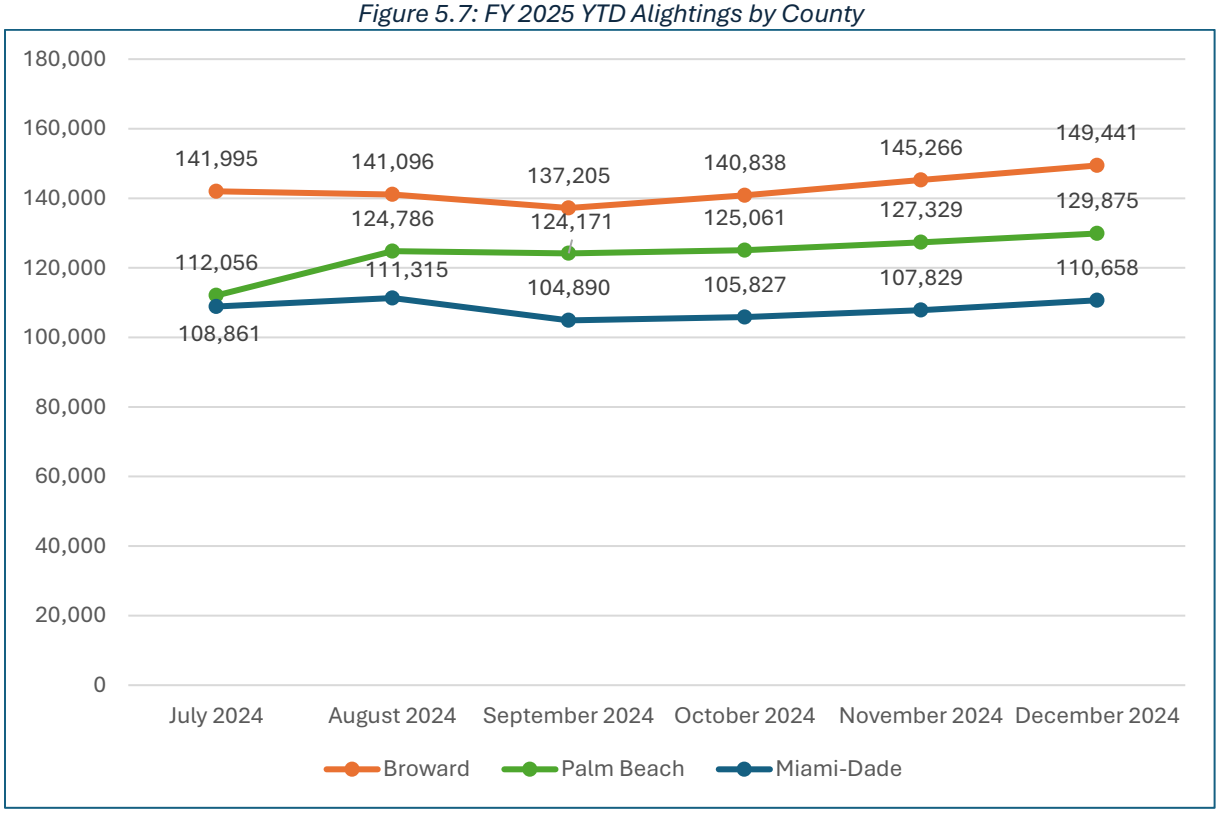
Figure 5.6 depicts the monthly boardings by county for FY 2025 YTD. **Figure 5.7** depicts the number of alightings by county for FY 2025 YTD. It should be noted that in July 2024, SFRTA began express train service. The one-year express train pilot service operates on weekday peak hours and reduces travel time between West Palm Beach and Downtown Miami by 30 minutes. Through December 2024, express train service ridership totals were 40,654. **Table 5.5** and **Table 5.6** provide the FY 2025 YTD ridership by station for boardings and alightings, respectively.

Figure 5.6: FY 2025 YTD Boardings by County



Source: SFRTA, 2024

Figure 5.7: FY 2025 YTD Alightings by County



Source: SFRTA, 2024

Table 5.5: FY 2025 YTD System Boardings by Station

Tri-Rail Station	FY 2025 YTD Boardings
Mangonia Park	110,005
West Palm Beach	155,220
Lake Worth Beach	132,153
Boynton Beach	98,752
Delray Beach	94,752
Boca Raton	138,724
Deerfield Beach	100,414
Pompano Beach	119,269
Cypress Creek	149,294
Fort Lauderdale	143,273
Fort Lauderdale/Hollywood Airport	163,423
Sheridan Street	64,547
Hollywood	122,729
Golden Glades	86,464
Opa-locka	64,083
Metrorail Transfer	179,489
Hialeah Market	34,772
Miami Airport	213,167
SFRC Service Total	**2,170,550**
Metrorail Transfer	18,431
MiamiCentral	18,864
MiamiCentral Service Total	**37,295**
West Palm Beach Express	5,502
Boca Raton Express	5,646
Fort Lauderdale Airport Express	9,957
Metrorail Transfer Express	4,250
MiamiCentral Express	15,299
Express Service Total	**40,654**
System Total Boardings	**2,248,499**

Source: SFRTA, 2024

Table 5.6: FY 2025 YTD System Alightings by Station

Tri-Rail Station	FY 2025 YTD Alightings
Mangonia Park	104,361
West Palm Beach	167,614
Lake Worth Beach	126,796
Boynton Beach	100,588
Delray Beach	97,546
Boca Raton	134,641
Deerfield Beach	100,080
Pompano Beach	114,046
Cypress Creek	148,996
Fort Lauderdale	138,625
Fort Lauderdale/Hollywood Airport	152,198
Sheridan Street	69,087
Hollywood	125,204
Golden Glades	89,405
Opa-locka	66,323
Metrorail Transfer	168,420
Hialeah Market	35,057
Miami Airport	231,563
SFRC Service Total	**2,170,550**
Metrorail Transfer	18,866
MiamiCentral	18,429
MiamiCentral Service Total	**37,295**
West Palm Beach Express	4,869
Boca Raton Express	6,863
Fort Lauderdale Airport Express	7,605
Metrorail Transfer Express	6,188
MiamiCentral Express	15,129
Express Service Total	**40,654**
System Total Alightings	**2,248,499**

Source: SFRTA, 2024

Tri-Rail Bicycle Ridership

SFRTA allows riders to bring bicycles on-board Tri-Rail trains. Only conventional two wheeled bicycles that do not exceed 80 inches in their longest dimension are allowed on Tri-Rail trains. Tricycles, tandems, bicycles with training wheels, and any gas-powered bicycles or scooters are prohibited. Electric bicycles and scooters are welcome onboard as long as they are deemed safe by onboard personnel. Bicycle system ridership on trains grew 3.9 percent from 250,452 in FY 2023 to 260,117 in FY 2024 as detailed in **Table 5.7.** The Fort Lauderdale Airport (14.2 percent), Cypress Creek (10.2 percent), and Boynton Beach (10.0 percent) stations showed the highest percentage of bicycle boarding increases when compared to FY 2023 totals. The top three (3) Tri-Rail stations when ranked by bicycle boardings are: 1) Lake Worth Beach, 2) Metrorail Transfer and 3) Cypress Creek. In terms of bicycle alightings (**Table 5.8**), the Golden Glades (13.6 percent), Hialeah Market (13.2 percent), and Boynton Beach (9.9 percent) stations show the highest percentage of increase over FY 2023. The top three (3) stations when ranked by bicycle alightings in FY 2024 are: 1) Cypress Creek, 2) Lake Worth Beach and 3) Boca Raton.

Table 5.7: Bicycle Boardings (FY 2024)

Ranking By Boardings		Boardings by Station and Comparison of FY 2024 to FY 2023			
FY 2024	**FY 2023**	**Tri-Rail Station**	**FY 2024**	**FY 2023**	**% Change**
1	1	Lake Worth Beach	22,663	23,463	-3.4%
2	3	Cypress Creek	21,941	19,913	10.2%
3	2	Metrorail Transfer	20,067	20,213	-0.7%
4	5	West Palm Beach	19,889	18,890	5.3%
5	4	Pompano Beach	19,341	19,514	-0.9%
6	7	Boca Raton	19,119	18,013	6.1%
7	6	Hollywood	18,041	18,366	-1.8%
8	8	Fort Lauderdale	17,945	17,181	4.4%
9	9	Delray Beach	14,885	14,226	4.6%
10	10	Deerfield Beach	14,106	13,107	7.6%
11	11	Boynton Beach	13,727	12,484	10.0%
12	12	Mangonia Park	11,901	11,107	7.1%
13	14	Sheridan Street	8,328	7,980	4.4%
14	17	Fort Lauderdale Airport	8,070	7,067	14.2%
15	16	Golden Glades	8,043	7,318	9.9%
16	13	Miami Airport	8,010	8,944	-10.4%
17	15	Opa-locka	7,938	7,720	2.8%
18	18	Hialeah Market	5,236	4,946	5.9%
		SFRC Service Total	259,250	250,452	3.5%
		Metrorail Transfer	549	0	
		MiamiCentral	318	0	
		MiamiCentral Service Total	867	0	
		System Total Boardings	**260,117**	**250,452**	**3.9%**

Source: SFRTA, 2024

Table 5.8: Bicycle Alightings (FY 2024)

Ranking By Alightings		Alighting by Station and Comparison of FY 2024 to FY 2023			
FY 2024	**FY 2023**	**Tri-Rail Station**	**FY 2024**	**FY 2023**	**% Change**
1	1	Cypress Creek	24,283	22,129	9.7%
2	2	Lake Worth Beach	21,410	21,811	-1.8%
3	5	Boca Raton	20,487	19,493	5.1%
4	3	Pompano Beach	19,867	19,894	-0.1%
5	7	Metrorail Transfer	19,311	18,609	3.8%
6	4	Ft. Lauderdale	19,013	19,719	-3.6%
7	6	Hollywood	18,971	19,176	-1.1%
8	8	Deerfield Beach	16,563	16,193	2.3%
9	9	West Palm Beach	15,987	14,973	6.8%
10	10	Delray Beach	15,280	14,494	5.4%
11	11	Boynton Beach	13,132	11,948	**9.9%**
12	12	Ft. Lauderdale Airport	10,000	9,595	4.2%
13	13	Sheridan Street	9,476	8,833	7.3%
14	15	Opa-locka	8,890	8,152	9.1%
15	14	Mangonia Park	8,173	8,455	-3.3%
16	16	Golden Glades	8,113	7,143	**13.6%**
17	17	Miami Airport	5,530	5,628	-1.7%
18	18	Hialeah Market	4,764	4,207	**13.2%**
		SFRC Service Total	259,250	250,452	3.5%
		Metrorail Transfer	319	0	
		MiamiCentral	548	0	
		MiamiCentral Service Total	867	0	
		System Total Boardings	**260,117**	**250,452**	**3.9%**

Source: SFRTA, 2024

FY 2025 YTD Bicycle Ridership

FY 2025 YTD (July 2024 to December 2024) ridership data for bicycle ridership indicates a continued increase in ridership levels across the Tri-Rail system. Tri-Rail bicycle ridership totals 134,024 boardings and 133,136 alightings for FY 2025 YTD, a four (4) percent increase compared to the first half of FY 2024 at 128,418. A breakdown of bicycle boardings by station for FY 2025 YTD is presented in **Table 5.9.** The same breakdown for bicycle alightings by station is presented in **Table 5.10**.

Table 5.9: FY 2025 YTD Bicycle Boardings

Tri-Rail Station	FY 2025 YTD Bicycle Boardings
Mangonia Park	6,172
West Palm Beach	8,983
Lake Worth Beach	11,559
Boynton Beach	7,066
Delray Beach	7,335
Boca Raton	9,213
Deerfield Beach	7,261
Pompano Beach	9,586
Cypress Creek	11,375
Fort Lauderdale	9,576
Fort Lauderdale/Hollywood Airport	4,456
Sheridan Street	4,354
Hollywood	9,088
Golden Glades	4,829
Opa-locka	4,272
Metrorail Transfer	10,392
Hialeah Market	2,793
Miami Airport	4,357
SFRC Service Total	**132,667**
Metrorail Transfer	420
MiamiCentral	444
MiamiCentral Service Total	**864**
West Palm Beach Express	112
Boca Raton Express	81
Fort Lauderdale Airport Express	81
Metrorail Transfer Express	83
MiamiCentral Express	136
Express Service Total	**493**
System Total Bicycle Boardings	**134,024**

Source: SFRTA, 2024

Table 5.10: FY 2025 YTD Bicycle Alightings

Tri-Rail Station	FY 2025 YTD Bicycle Alightings
Mangonia Park	4,122
West Palm Beach	7,162
Lake Worth Beach	9,850
Boynton Beach	7,241
Delray Beach	7,583
Boca Raton	9,584
Deerfield Beach	8,065
Pompano Beach	9,858
Cypress Creek	12,200
Fort Lauderdale	10,098
Fort Lauderdale/Hollywood Airport	5,401
Sheridan Street	4,772
Hollywood	10,013
Golden Glades	5,163
Opa-locka	4,950
Metrorail Transfer	10,082
Hialeah Market	2,888
Miami Airport	2,747
SFRC Service Total	**131,779**
Metrorail Transfer	445
MiamiCentral	419
MiamiCentral Service Total	**864**
West Palm Beach Express	78
Boca Raton Express	85
Fort Lauderdale Airport Express	113
Metrorail Transfer Express	120
MiamiCentral Express	97
Express Service Total	**493**
System Total Bicycle Alightings	**133,136**

Source: SFRTA, 2024

Tri-Rail Scooter Ridership

In August 2022, SFRTA began counting scooter boardings and alightings on Tri-Rail trains due to the noticeable increase in passengers accessing and riding with personal scooters. The increase in scooters on-board Tri-Rail trains in FY 2024 is considerably high at 72 percent when compared to FY 2023 totals, as detailed in **Table 5.11**.

The top three (3) stations in FY 2024 ranked for scooter boardings were: 1) Metrorail Transfer, 2) Cypress Creek and 3) Boca Raton. The highest increases in scooter boardings observed when comparing FY 2023 to FY 2024 totals were at Golden Glades, Hialeah Market and Deerfield Beach stations.

In terms of scooter alightings (**Table 5.12**), the following stations ranked the highest: 1) Boca Raton, 2) Cypress Creek and 3) Fort Lauderdale. Hialeah Market, Sheridan Street and Fort Lauderdale/Hollywood International Airport stations showed the highest increases in scooter alightings in FY 2024.

Table 5.11: Scooter Boardings (FY 2024)

Ranking By Boardings		Boardings by Station and Comparison of FY 2024 to FY 2023			
FY 2024	**FY 2023**	**Tri-Rail Station**	**FY 2024**	**FY 2023**	**% Change**
1	1	Metrorail Transfer	11,405	7,436	53.4%
2	3	Cypress Creek	9,992	5,279	89.3%
3	4	Boca Raton	9,526	5,221	82.5%
4	2	West Palm Beach	8,232	5,729	43.7%
5	6	Pompano Beach	8,142	4,618	76.3%
6	8	Fort Lauderdale	7,972	4,543	75.5%
7	5	Hollywood	7,839	5,130	52.8%
8	7	Lake Worth Beach	7,752	4,584	69.1%
9	10	Deerfield Beach	5,980	2,969	**101.4%**
10	12	Boynton Beach	4,937	2,756	79.1%
11	9	Miami Airport	4,770	3,400	40.3%
12	13	Delray Beach	4,721	2,493	89.4%
13	11	Mangonia Park	4,295	2,905	47.8%
14	14	Fort Lauderdale Airport	4,181	2,469	69.3%
15	16	Golden Glades	4,156	1,915	**117.0%**
16	15	Sheridan Street	3,953	2,008	96.9%
17	17	Opa-locka	3,590	1,884	90.6%
18	18	Hialeah Market	2,223	1,051	**111.5%**
		SFRC Service Total	**113,666**	**66,390**	71.2%
		Metrorail Transfer	323	0	
		MiamiCentral	199	0	
		MiamiCentral Service Total	522	0	
		System Total Boardings	**114,188**	**66,390**	**72.0%**

Source: SFRTA, 2024

Table 5.12: Scooter Alightings (FY 2024)

Ranking By Alightings		Alighting by Station and Comparison of FY 2024 to FY 2023			
FY 2024	**FY 2023**	**Tri-Rail Station**	**FY 2024**	**FY 2023**	**% Change**
1	1	Boca Raton	10,635	6,008	77.0%
2	3	Cypress Creek	10,330	5,815	77.6%
3	5	Fort Lauderdale	9,186	5,036	82.4%
4	4	Hollywood	9,172	5,253	74.6%
5	2	Metrorail Transfer	8,278	5,820	42.2%
6	7	Lake Worth Beach	7,812	4,665	67.5%
7	6	Pompano Beach	7,606	4,833	57.4%
8	9	Deerfield Beach	6,874	4,049	69.8%
9	10	Fort Lauderdale Airport	6,264	3,224	**94.3%**
10	8	West Palm Beach	5,628	4,244	32.6%
11	13	Sheridan Street	5,607	2,543	**120.5%**
12	12	Delray Beach	4,770	2,550	87.1%
13	11	Boynton Beach	4,077	2,618	55.7%
14	14	Golden Glades	4,041	2,131	89.6%
15	15	Opa-locka	3,767	2,103	79.1%
16	18	Hialeah Market	3,504	1,529	**129.2%**
17	16	Mangonia Park	3,119	2,049	52.2%
18	17	Miami Airport	2,996	1,920	56.0%
		SFRC Service Total	**113,666**	**66,390**	**71.2%**
		Metrorail Transfer	199	0	
		MiamiCentral	323	0	
		MiamiCentral Service Total	**522**	**0**	
		System Total Boardings	**114,188**	**66,390**	**72.0%**

Source: SFRTA, 2024

FY 2025 YTD Scooter Ridership

FY 2025 YTD ridership data for scooter ridership indicates a continued increase in ridership levels across the Tri-Rail system. Tri-Rail scooter ridership totals 79,842 boardings and 79,252 alightings for FY 2025 YTD, a 60 percent increase compared to the first half of FY 2024 at 49,498. A breakdown of scooter boardings by station for FY 2025 YTD is presented in **Table 5.13**. The same breakdown for scooter alightings by station is presented in **Table 5.14**.

Table 5.13: FY 2025 YTD Scooter Boardings

Tri-Rail Station	FY 2025 YTD Scooter Boardings
Mangonia Park	3,129
West Palm Beach	4,957
Lake Worth Beach	4,885
Boynton Beach	3,340
Delray Beach	3,466
Boca Raton	6,400
Deerfield Beach	4,032
Pompano Beach	5,543
Cypress Creek	7,392
Fort Lauderdale	5,964
Fort Lauderdale/Hollywood Airport	2,785
Sheridan Street	2,638
Hollywood	5,730
Golden Glades	2,847
Opa-locka	2,397
Metrorail Transfer	7,382
Hialeah Market	1,809
Miami Airport	3,511
SFRC Service Total	**78,207**
Metrorail Transfer	368
MiamiCentral	371
MiamiCentral Service Total	**739**
West Palm Beach Express	145
Boca Raton Express	157
Fort Lauderdale Airport Express	149
Metrorail Transfer Express	81
MiamiCentral Express	364
Express Service Total	**896**
System Total Scooter Boardings	**79,842**

Source: SFRTA, 2024

Table 5.14: FY 2025 YTD Scooter Alightings

Tri-Rail Station	FY 2025 YTD Scooter Alightings
Mangonia Park	2,332
West Palm Beach	4,858
Lake Worth Beach	4,884
Boynton Beach	3,603
Delray Beach	3,874
Boca Raton	7,036
Deerfield Beach	5,240
Pompano Beach	5,933
Cypress Creek	8,003
Fort Lauderdale	5,863
Fort Lauderdale/Hollywood Airport	3,467
Sheridan Street	2,635
Hollywood	5,334
Golden Glades	2,525
Opa-locka	2,352
Metrorail Transfer	5,940
Hialeah Market	1,730
Miami Airport	1,999
SFRC Service Total	**77,608**
Metrorail Transfer	370
MiamiCentral	375
MiamiCentral Service Total	**745**
West Palm Beach Express	127
Boca Raton Express	180
Fort Lauderdale Airport Express	194
Metrorail Transfer Express	191
MiamiCentral Express	207
Express Service Total	**899**
System Total Scooter Alightings	**79,252**

Source: SFRTA, 2024

5.5 SFRTA Ride Partner Service

In FY 2021, the complimentary first and last mile fixed-route station bus service offered for Tri-Rail passengers was replaced with an on-demand first and last mile service, except at the Fort Lauderdale/Hollywood International Airport Station where the complimentary Fort Lauderdale Airport Shuttle continues to operate. Since then, all first-last mile services provided to Tri-Rail riders to access Tri-Rail stations have been collectively named Ride Partner Service (RPS). The RPS program consists of three (3) main services: 1) Fort Lauderdale Airport Shuttle, 2) Rideshare Service, and 3) the Freebee Microtransit On-Demand Service at the Cypress Creek Tri-Rail Station.

5.5.1 Fort Lauderdale Airport Shuttle

The Fort Lauderdale Airport Shuttle runs during train operating hours approximately every 15 to 20 minutes. The service is a complimentary fixed-route shuttle bus service for Tri-Rail passengers between the Fort Lauderdale Airport Tri-Rail Station and the Fort Lauderdale/ Hollywood International Airport (FLL) providing a critical link between FLL and Tri-Rail.

5.5.2 Rideshare On-Demand Services

The rideshare services allow Tri-Rail customers to request door-to-door trips to or from Tri-Rail stations. Since FY 2021, the Uber and Taxi on-demand service offered a $15 credit per ride within specific geofence zones at eight stations in Palm Beach and Broward Counties from 5:00 am to 8:00 pm on weekdays. On weekends, on-demand rides were available from 6:00 am to 8:00 pm at two stations only. Tri-Rail riders who wanted to connect to the Palm Beach International Airport (PBIA) to or from the West Palm Beach Station request an on-demand trip via phone to Metro Taxi or via the Uber app for a $15 credit towards their connecting ride.

The program was modified on August 15th, 2023, to offer a reduced credit of $5 per ride for Uber and taxi trips to or from a Tri-Rail station in Palm Beach and Broward Counties. In July 1st 2024, LYFT was added to the program as a rideshare provider and the $5 discount was expanded to all Tri-Rail stations except for the MiamiCentral and Miami Airport Stations. The $5 ride discount is now available to riders who register their EASY Card whom receive a maximum of 12 credits per provider per calendar month. The hours of service were expanded to cover Tri-Rail's operating hours of 3:30 am to 11:59 pm both weekdays and weekends. The $15 credit to connect PBIA and the West Palm Beach Station was not modified.

5.5.3 Freebee MicroTransit Service

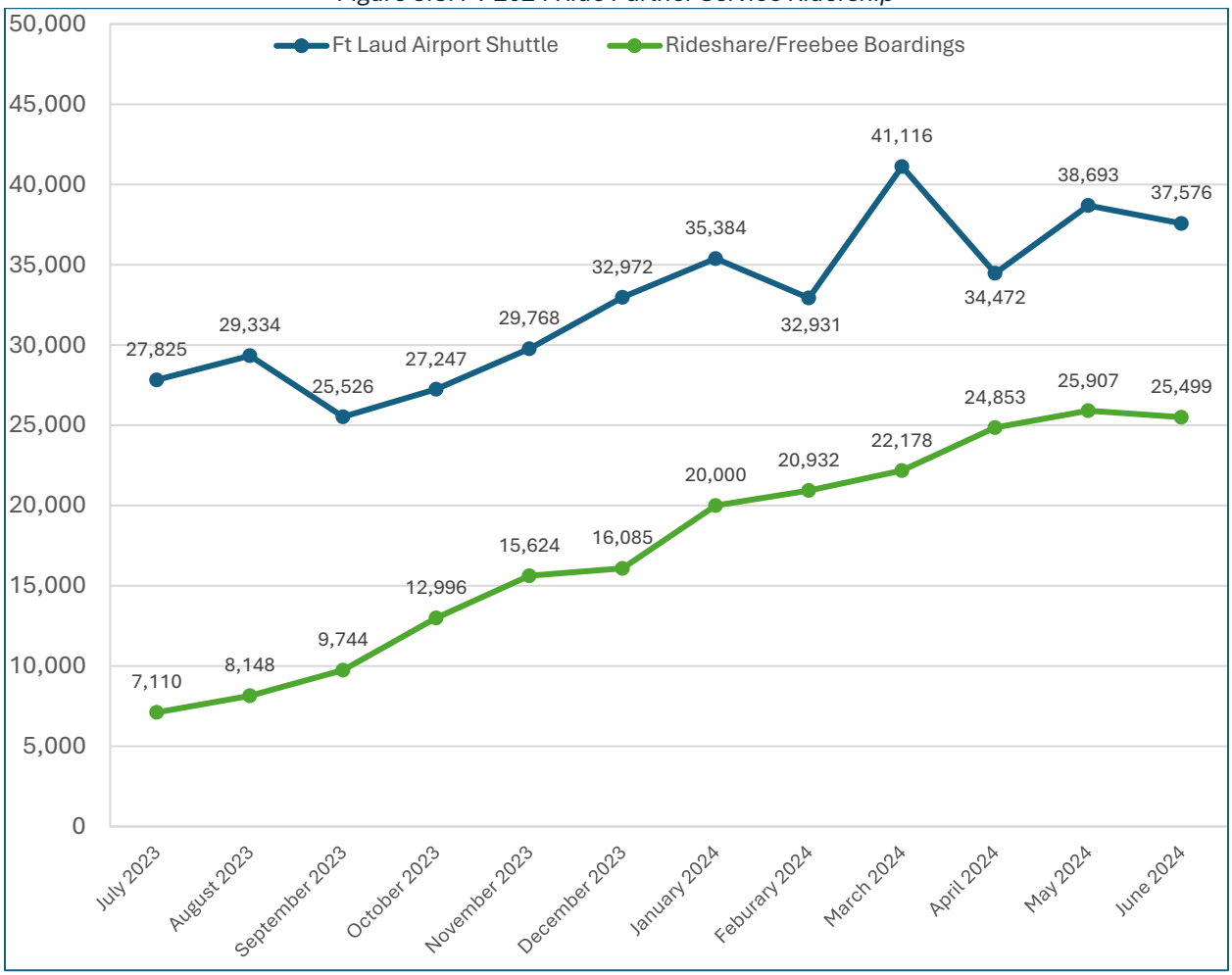
SFRTA has partnered with Freebee, an on-demand electric microtransit service provider, to offer free on-demand rides within a designated service area to Tri-Rail passengers traveling to or from the Cypress Creek Station. In June 2022, Freebee service was launched with two (2) microtransit vehicles to serve the east service area of the Cypress Creek Station Monday through Friday from 6:00 a.m. to 8:00 p.m. In October 2023, Freebee service was expanded to a much larger service area around the Cypress Creek area adding service to the north and west areas of the station. The service hours were modified to Monday to Friday peak hours only, morning (6:00 am – 10: 00am)

and afternoon (3:00 pm – 7:00 pm), with four (4) microtransit vehicles available. In October 2024, a fifth vehicle was added to meet increased demand for the microtransit service.

5.5.4 Ride Partner Service Ridership

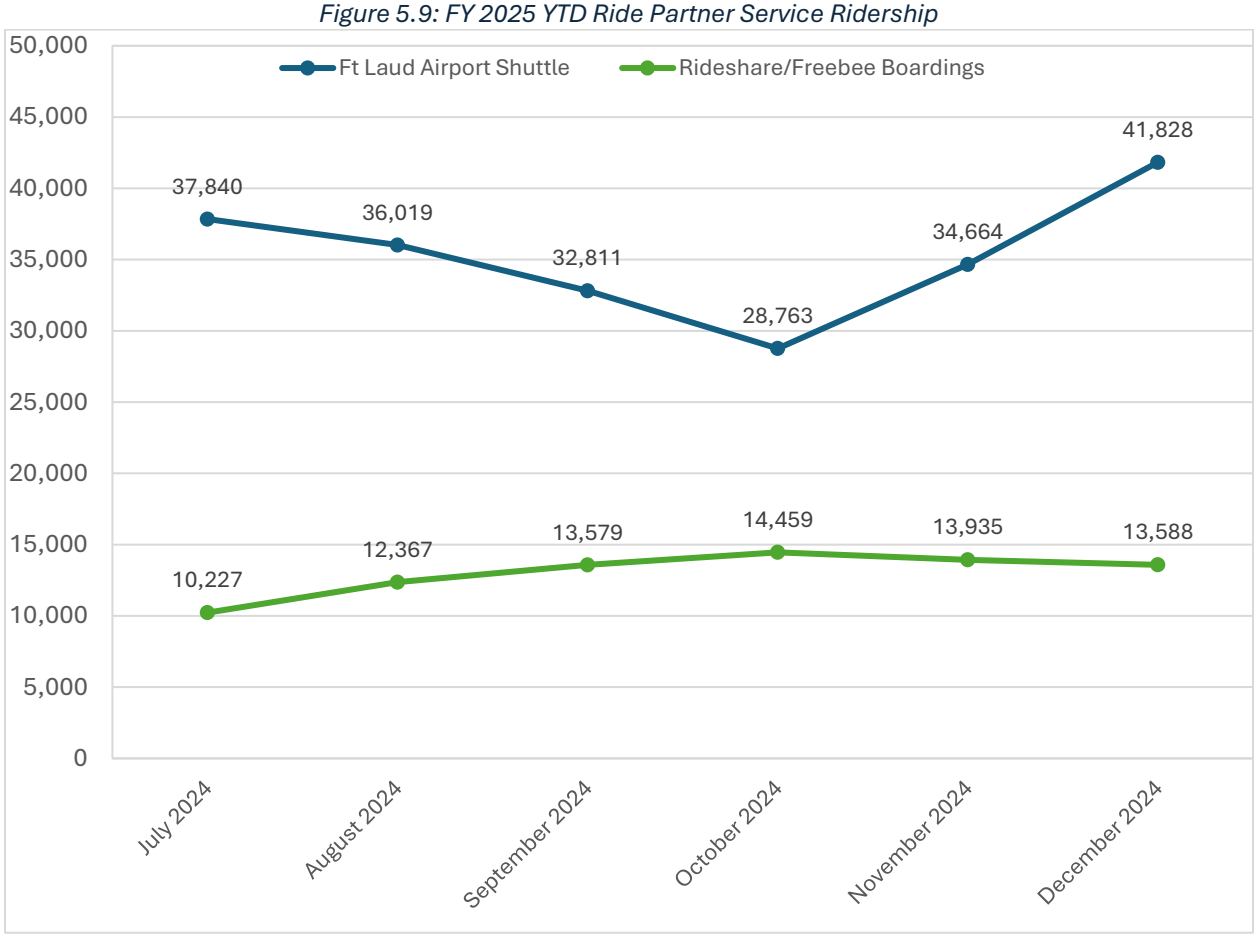
In FY 2024, the number of RPS users totaled 601,920. **Figure 5.8** depicts the monthly RPS ridership in FY 2024 for the Fort Lauderdale Airport Shuttle and the Rideshare Services and Freebee combined. FY 2025 YTD data for RPS ridership indicates a continued increase in ridership levels across the Tri-Rail system. In FY 2025 YTD, a total of 290,080 rides have been reported in the RPS program. This is a 20 percent increase compared to the first half of FY 2024 at 242,379. **Figure 5.9** depicts RPS ridership between July 2024 and December 2024 (FY 2025 YTD).

Figure 5.8: FY 2024 Ride Partner Service Ridership



Source: SFRTA, 2024

Figure 5.9: FY 2025 YTD Ride Partner Service Ridership



Source: SFRTA, 2024

5.6 Passenger Rail Fleet / Rolling Stock

The Tri-Rail commuter rail fleet available for revenue service consists of 21 locomotives and 49 passenger cabs and coaches. SFRTA operates two (2) types of passenger cars on the Tri-Rail system: cab cars and coaches. Cab cars have seating capacity and are placed at end of the train on the opposite side of a locomotive. They have the necessary means to operate a locomotive in push mode. Coaches are solely used to be occupied by passengers. **Table 5.15** provides a detailed list of SFRTA's commuter rail locomotive fleet. **Table 5.16** provides a list of SFRTA's passenger cab cars and coaches.

Table 5.15: Tri-Rail Locomotive Fleet (Available for Revenue Service)

Model	Year	Manufacturer	Number. of Locomotives
GP49PH-3	1980	Electro-Motive Division	4
F40PHM-3C	1981	Electro-Motive Division	2
F40PHM-3C	1992	Morrison-Knudson	3
BL36PH	2013	Brookville Equipment	12
		Total	**21**

Source: SFRTA, 2025

Table 5.16: Tri-Rail Passenger Cabs and Coaches Fleet (Available for Revenue Service)

Model	Year	Manufacturer	Number of Passenger Cars and Coaches
BiLevel	1988	Bombardier G1(UTDC)	18
BiLevel	1991	BombardierG1 (UTDC)	3
BiLevel	1996	BombardierG2.	4
MultiLevel	2010	Hyundai Rotem	2
MultiLevel	2011	Hyundai Rotem	22
		Total	**49**

Source: SFRTA, 2025

5.7 Bicycle Facilities

Tri-Rail stations and trains accommodate bicycles and offer several amenities for passengers who access the system by bike or scooter.

5.7.1 Bicycle Cars

Most Tri-Rail trains are equipped with one (1) bicycle car per train set. A bicycle sticker on train boarding doors identifies the bicycle car. A 14-space bicycle rack is located on the first level of a bicycle car. These spaces are available to passengers on a first come, first serve basis. An alert is sent every morning at start of revenue service via the Tri-Rail mobile app and Tri-Rail's email notifications system to help passengers identify the trains with bicycle cars assigned for the day.

5.7.2 Bicycle Locker Program (BLP)

Tri-Rail riders can take advantage of complimentary bicycle lockers (with a refundable deposit of $20) at all stations except at the Miami Airport Station. This benefit was created to provide an enhanced experience for passengers who choose to ride their bicycles to or from the train station. The BLP has over 600 lockers available for bicycle and accessory storage. These bicycle lockers are perforated-sheet, steel lockers, designed to accommodate two bicycles per modular unit, with a diagonal divider and separate door entries on either end. The BLP continues to record increased usage with an annual percent growth of 7.8 percent more bicycle lockers rented than in June 2024. A total of 483 lockers were rented as of June 2024, or 76 percent of locker capacity, compared to 448 lockers, or 70 percent locker capacity, in June 2023 as shown in **Table 5.17**.

Table 5.17: Bicycle Locker Program Utilization

Tri-Rail Station	Total Number of Lockers	June 2024		June 2023		% Change 2024 to 2023
		Lockers Rented	Locker Capacity	Lockers Renter	Locker Capacity	
Hialeah Market	28	11	39.3%	7	70.4%	57.1%
Metrorail Transfer	20	15	75.0%	17	85.0%	-11.8%
Opa-locka	12	12	100.0%	11	91.7%	9.1%
Golden Glades	20	11	55.0%	8	40.0%	37.5%
Hollywood	52	52	100.0%	46	88.5%	13.0%
Sheridan	38	28	73.7%	21	55.3%	33.3%
Fort Lauderdale Airport	20	20	100.0%	20	100.0%	0.0%
Fort Lauderdale	40	29	72.5%	23	57.5%	26.1%
Cypress Creek	40	31	77.5%	39	97.5%	-20.5%
Pompano Beach	40	32	80.0%	33	82.5%	-3.0%
Deerfield Beach	40	37	92.5%	30	75.0%	23.3%
Boca Raton	92	72	78.3%	63	68.5%	14.3%
Delray Beach	24	19	79.2%	23	95.8%	-17.4%
Boynton Beach	40	29	72.5%	24	60.0%	20.8%
Lake Worth Beach	46	31	67.4%	29	63.0%	6.0%
West Palm Beach	44	35	79.5%	36	81.8%	-2.8%
Mangonia Park	40	19	47.5%	18	45.0%	5.6%
Total	**636**	**483**	**75.9%**	**448**	**70.4%**	**7.8%**

Source: SFRTA, 2024

5.8 Tri-Rail Station Parking

All Tri-Rail stations have designated parking for Tri-Rail passengers, except at MiamiCentral Station. **Table 5.18** provides a summary of available parking spaces, parcel acreage, and ownership of the station parking properties for these Tri-Rail stations.

Table 5.18: SFRTA Station Parking Ownership

Station Name	Station Address	Number of Parking Spaces	Parcel Area (Acres)	Ownership
Miami-Dade County				
Miami Airport	3861 Northwest 21st Street, Miami, FL 33142	218	18.1 (total parcel including MIC station areas and parking lots)	FDOT
Hialeah Market	1200 SE 11th Avenue, Hialeah, FL 33010	127	10.6 (total parcel incl. parking lot, historic station & building, rail ROW)	FDOT
Metrorail Transfer	2601 E 11th Avenue, Hialeah, FL 33013	38	1.57 (West Parking Lot; Vacant parcel south of parking lot; Two vacant parcels east of platform)	**SFRTA**
Opa-locka	480 Ali Baba Avenue, Opa-locka, FL 33054	115	8.82	FDOT
Golden Glades	16000 NW 7th Avenue, Miami, FL 33169	555	15.27	FDOT
Broward County				
Hollywood	3001 Hollywood Boulevard, Hollywood, FL 33021	110	1.52	FDOT
Sheridan Street	2900 Sheridan Street, Hollywood, FL 33021	853	17.54	FDOT
Fort Lauderdale Airport	500 Gulf Stream Way, Dania Beach, FL 33004	440	1.44 (East Parking Lot) 2.96 (Garage)	**SFRTA** City of Dania Beach
Fort Lauderdale	200 SW 21st Terrace, Fort Lauderdale, FL 33312	295	6.58*	FDOT
Cypress Creek	5910 NW 9th Avenue, Fort Lauderdale, FL 33309	339	5.83 (West Parking Lot) 11.26 (East Parking Lot)	**SFRTA** FDOT
Pompano Beach	3301 NW 8th Avenue, Pompano Beach, FL 33064	513	5.78	**SFRTA**
Deerfield Beach	1400 West Hillsboro Blvd, Deerfield Beach, FL 33442	263	3.01 (West Parking Lot) 12.03 (East Parking Lot)	**SFRTA** FDOT
Palm Beach County				
Boca Raton	680 Yamato Road, Boca Raton, FL 33431	173	7.57	**SFRTA**
Delray Beach	345 S Congress Avenue, Delray Beach, FL 33445	127	2.05	Palm Beach County
Boynton Beach	2800 High Ridge Road, Boynton Beach, FL 33426	296	9.31	**SFRTA**

Station Name	Station Address	Number of Parking Spaces	Parcel Area (Acres)	Ownership
Lake Worth Beach	1703 Lake Worth Road, Lake Worth Beach, FL 33460	314	0.74 (West Lot – Remote) 2.91 (East Lot – under I-95)	**SFRTA** FDOT
West Palm Beach	203 South Tamarind Ave., West Palm Beach, FL 33401	242	3.09 (East Parking Lot) 5.76 (West Parking Lot)	City of West Palm Beach Palm Beach County
Mangonia Park	1415 45th Street, West Palm Beach, FL 33407	258	52	Private Owner (DK Arena Inc)

Source: SFRTA, 2024

5.9 Maintenance Facilities

There are two (2) maintenance facilities for the SFRTA system, the Hialeah Maintenance Yard and West Palm Beach Yard. Maintenance and inspection of the vehicle fleet occurs at both facilities with all major work is being performed in the Hialeah Maintenance Yard.

A new future facility, Northern Layover facility, is planned for construction and anticipated to open for service within the 10-year planning horizon of this Plan. An overview of the existing and future maintenance facility and storage yards follows.

5.9.1 Hialeah Maintenance Yard

SFRTA's Hialeah Maintenance Yard facility is a heavy maintenance facility with a coach/cab shop, locomotive shop, fueling stations and storage, service and inspection facility, train wash facility, and train storage yard. A majority of SFRTA's rolling stock are stored and maintained at the Hialeah Yard location. An administrative facility is also at this location to provide offices, training facilities, and break rooms.

5.9.2 West Palm Beach Layover Facility

The West Palm Beach layover facility is located adjacent to Downtown West Palm Beach on the northwest corner of the South Tamarind Avenue and Okeechobee intersection. This facility serves as a layover yard with limited servicing and maintenance capabilities and includes train storage space.

The West Palm Beach layover facility provides space for storing up to four (4) three-car train sets (each with one (1) locomotive, two (2) coaches and one (1) cab car). Typical activities that occur at this facility include daily and weekly inspections, light maintenance and repairs, equipment testing, fueling and cleaning of passenger cars. Typically, trains are stored at this facility overnight.

5.9.3 Future Northern Layover and Light Maintenance Facility

The Northern Layover and Light Maintenance Facility (NLLMF) Project will relocate SFRTA's existing light maintenance and layover facility in Downtown West Palm Beach to a new facility one-half mile north of the Mangonia Park Station (the northern terminus of the Tri-Rail system). The future construction of the facility will include storage tracks, service and inspection tracks, fueling stations, train wash, and an on-site utility connection for reduced train idling.

The facility will be able to accommodate storage for up to ten (10) five-car train sets (one (1) locomotive and five (5) passenger cars each). A small administrative building will also be constructed that will include offices, a break area as well as designated areas for training and communications.

5.10 Maintenance of Way

SFRTA is responsible for maintaining and keeping the SFRC Right-of-Way (ROW) in a state of good repair along its 72 miles. In addition to maintaining the corridor in optimal condition for daily rail operations, SFRTA diligently continues to upgrade obsolete equipment and make infrastructure improvements to multiple areas along the SFRC ROW. These various projects serve the purpose of having a safer and more resilient rail corridor. **Table 5.19** provides a summary of maintenance of way accomplishments in FY 2024.

Table 5.19: SFRC ROW Maintenance Work Accomplished in FY 2024

SFRC ROW Maintenance Work Accomplishments	
Vegetation Cleared	221,025 linear ft
Graffiti Removed	78 instances
Trash and Debris Cleaned Up	642.75 tons
Homeless Camps Cleared	16 camps
New Fencing Installed	536 linear ft
Fencing Repaired	431 linear ft

Source: SFRTA, 2024

In addition, the following maintenance work was also completed:

- Complete rehabilitation of Tri-Rail heavy maintenance track and inspection pit in Hialeah Yard,
- Installation of trespasser prevention matting and audible second train approaching warning signs at the Fort Lauderdale/Hollywood International Airport Station, and
- Installation of 482 linear feet of Tuf Grid welded wire fence in West Palm Beach to prevent trespassing.

5.11 Existing Transportation Service – Other Providers

This section provides an overview of existing transportation services available in the SFRTA service area of Palm Beach County, Broward County, and Miami-Dade counties. The public transit agencies for each county, Palm Tran, Broward County Transit (BCT) and Miami-Dade County Department of Transportation and Public Works (DTPW) operate a portfolio of services that includes fixed-route, on-demand, paratransit, and transportation disadvantaged services. Each of these transit agencies provide accessible connections to Tri-Rail passenger rail service. Additionally, various municipalities provide on-demand, circulator, community shuttle and/or micro-transit services that provide connection to Tri-Rail. Other privately-operated services also offer mobility options to the public in the form of rideshare and intercity passenger rail.

5.11.1 Miami-Dade County

Miami-Dade County Department of Transportation and Public Works (DTPW)

DTPW operates an integrated multi-modal transit system encompassing 34 municipalities comprised of bus, heavy rail, automated people mover, mobility shuttles, microtransit service and demand-response paratransit services.

Metrobus Fixed-Route Service Better Bus Network

In November 2023, under the Better Bus Network (BBN) initiative, DTPW redesigned their Metrobus fixed-route network for the first time in over 40 years. The goal of BBN is increase reliability, frequency, and accessibility, while reducing congestion and pollution. The BBN eliminated over 30 routes and more than 1,000 bus stops, introduced two new routes, and adjusted the scheduling or alignment of 26 routes (**Figure 5.10**). The number of frequent routes (every 15 minutes or less) increased from five to 19 and the number of residents who live 15-minutes from frequent (every 15 minutes or less) weekday transit service increased from 380,000 to 814,000. The BBN provides close to 100 bus routes, utilizing a fleet of 974 vehicles.

Metrobus serves the densely populated urban area of Miami (2.7 million residents) and is the largest transit mode operated by DTPW. In 2023, Metrobus served 58,282,200 riders, a 38 percent increase from 2022. Metrobus operates seven days a week and 24 hours per day using a mix of local, circulator, bus-rapid, express, and limited-stop routes. Metrobus serves all major shopping, cultural centers, hospitals, and schools in Miami and spans North-South from southern Broward County connecting to BCT Routes to North Key Largo and East-West from West Kendall to Miami Beach. Metrobus provides connections to all five Miami-Dade Tri-Rail stations, in addition to the Station Tri-Rail shares with Brightline intercity rail service (**Table 5.20**).

Payment options include the GO Miami-Dade Transit App, contactless payment, cash, EASY ticket and EASY card (a reloadable smartcard inter-usable between Metrobus, Metrorail and Tri-Rail). The Metrobus fare is $2.25 or $1.10 for discounted rate. The Express routes are $2.65 or $1.30 for discounted rate. Rail-Bus transfers are free utilizing the EASY Card or EASY Ticket and Bus-to-Bus transfers are free within the first three hours from the initial tap of the EASY Card or EASY Ticket.

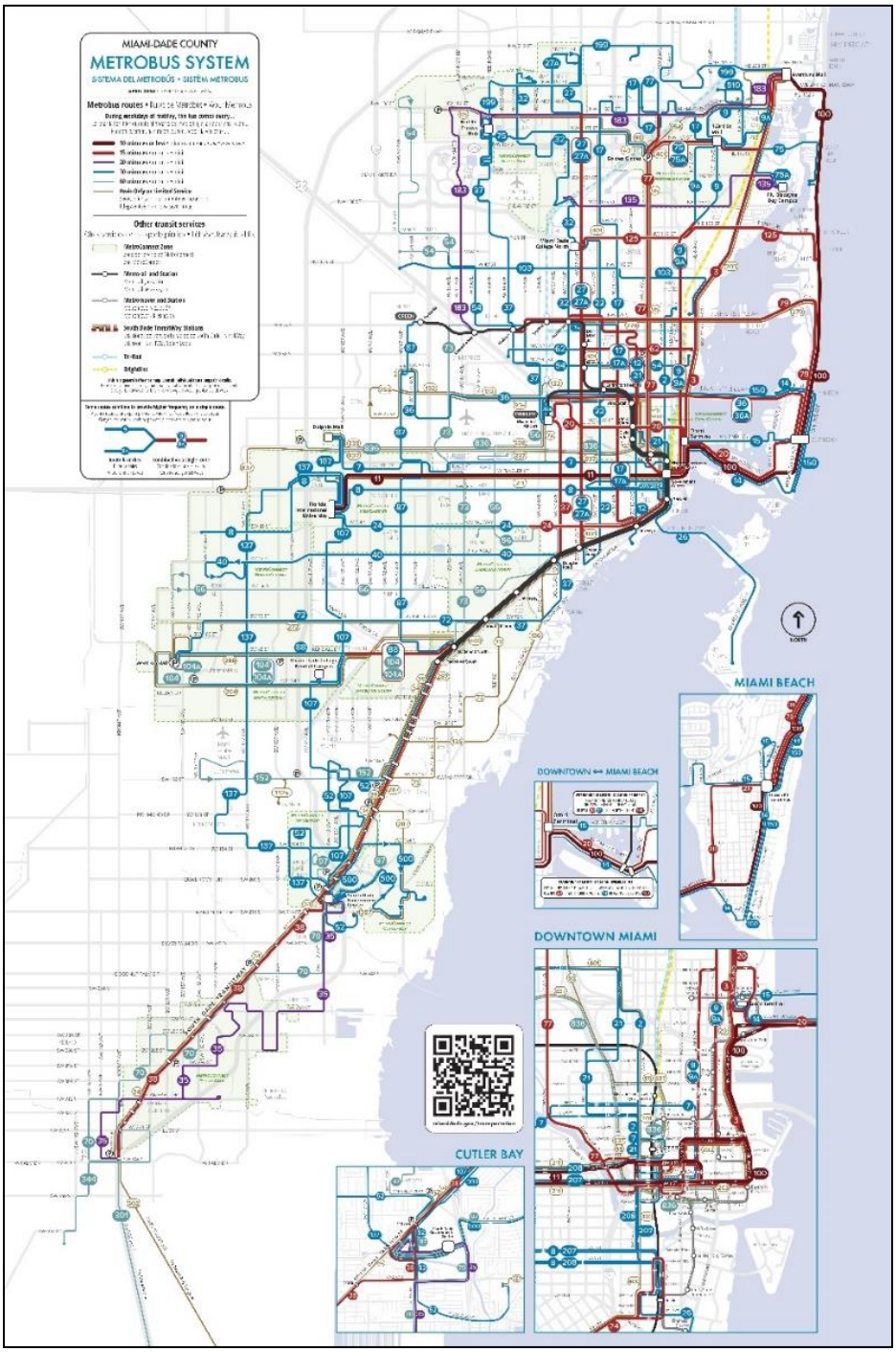
Table 5.20: Miami-Dade Transit Connections to Tri-Rail

Tri-Rail Station in Miami	Connecting Miami-Dade Transit
Golden Glades	Route 75/75A, Route 77, Express Route 95, Route 401 North Owl,
Opa-locka	Route 32, Route 135
Metrorail Transfer	Route 79
MiamiCentral	Route 7, Route 95, Route 836, Route 837
Hialeah Market	Route 132
Miami Airport	Route 7A, Route 20, Route 37, Route 56, Route 36A, Route 150, Route 338

Source: Miami-Dade DTPW, 2024

Additional bus routes are available at the Government Center Metrorail Station and Historic Overtown/Lyric Theatre Metrorail station within a five-to-ten-minute walking distance to the MiamiCentral Station.

Figure 5.10: Better Bus Network



Source: Miami-Dade DTPW, 2024

Metrorail

Metrorail provides service to 23 stations on a 25-mile dual track elevated heavy-rail line with transfer points to Tri-Rail, Metromover, and Brightline (Figure 35). Metrorail operates from 5:00 am to 12:00 am on weekdays and weekends.

Metrorail service operates on five-to-ten-minute frequencies on weekdays and 15- to 30-minute frequencies on weekends. The Metrorail Orange Line operates from Dadeland South to Miami International Airport. The Green Line operates from Palmetto to Dadeland South. All Metrorail stations are equipped with bicycle racks and bicycle lids to provide secure, free bicycle storage on a first-come, first-served basis at Metrorail stations.

Per **Table 5.21**, the Metrorail provides transfer connections to Tri-Rail at the Metrorail Transfer Station in Hialeah and the Government Center Station via a pedestrian bridge over NW 3rd Street to directly connect to the Tri-Rail MiamiCentral station. Additionally, the Metrorail station at the Historic Overtown/Lyric Theatre station is within walking distance (.2-mile) to the MiamiCentral Station.

Table 5.21: Tri-Rail to Metrorail Station Connections

Tri-Rail Station in Miami	Connecting Metrorail Service
Metrorail Transfer	Green Line
MiamiCentral	Green Line & Orange Line (via Government Center Pedestrian Bridge)
Miami Airport	Orange Line

Source: Miami-Dade DTPW, 2024

Metrorail fare is $2.25 and discounted fare available at $1.10 for low-income residents, K-12 students in Miami-Dade, people with disabilities, and Medicare recipients. Metrorail's total annual ridership was 13,439,000 in 2023, an 11.4 percent increase from 2022.

Figure 5.11: Metrorail System Map

Source: Miami-Dade Transit, 2024

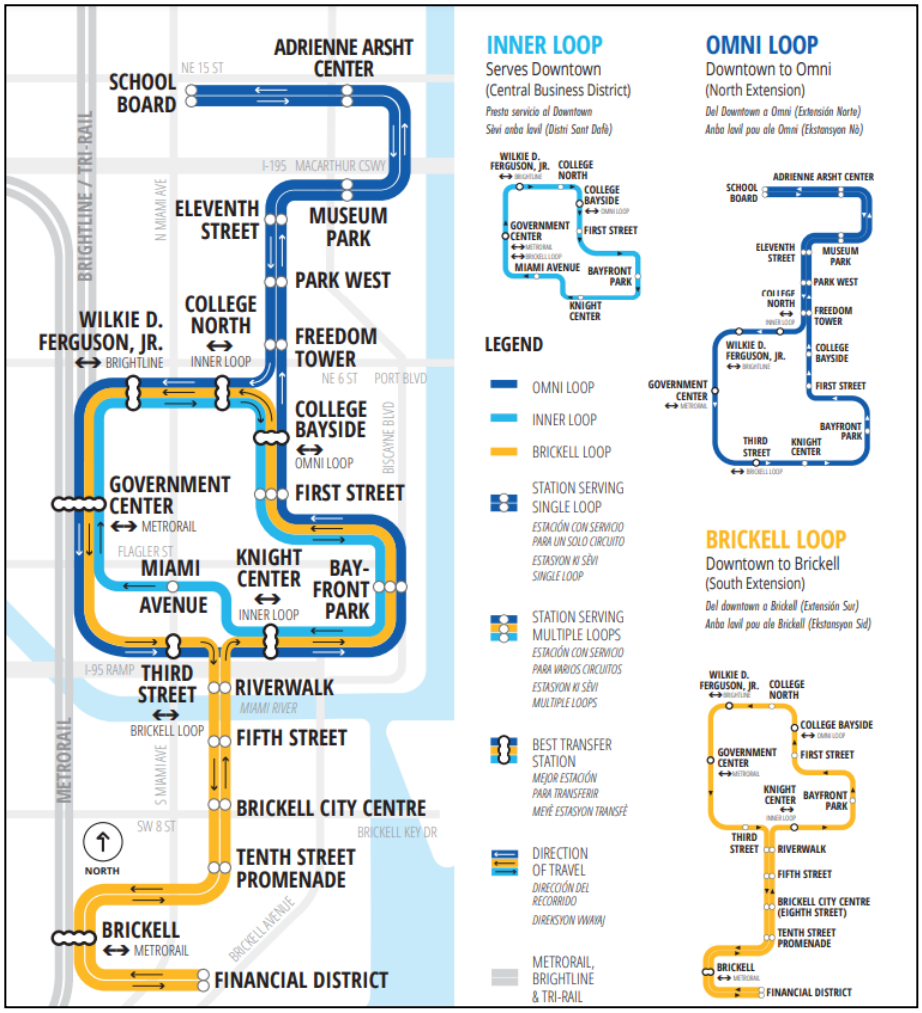
Metromover

Metromover is a 4.4-mile elevated free-to-ride Automated People Mover (APM) system serving 21 wheelchair-accessible stations in Downtown Miami (**Figure 5.12**). Metromover operates seven days a week between 5:00 am and 12:00 am. The Metromover is comprised of three loops serving the central, north, and south areas:

- Central: Downtown Miami Central Business District (Inner/Downtown Loop)
- North: Adrienne Arsht Center and Perez Arts Museum (Outer/Omni Loop)
- South: Brickell area (Outer/Brickell Loop)

During morning and afternoon peak periods, the Inner Loop service operates as frequently as 90 seconds on weekdays and three minutes on weekends and holidays. On the Omni and Brickell Loops, service frequency during peak periods is five minutes and six minutes during weekends and holidays. The Metromover connects a to the Tri-Rail MiamiCentral Station via the Government Center station. The Metromover served 6,982,000 passengers in 2023, a 25 percent increase from 2022.

Figure 5.12: Metromover System Map

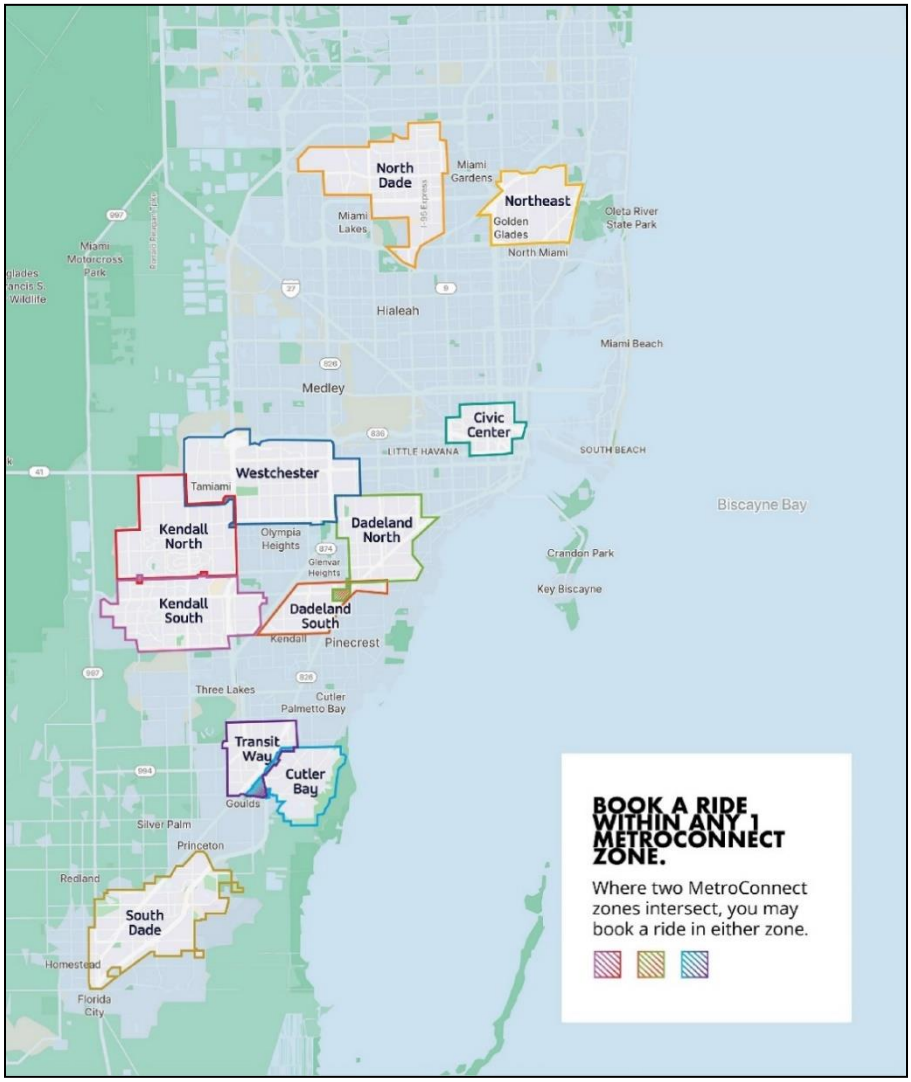


Source: Miami-Dade Transit, 2024

MetroConnect

MetroConnect is a free, on-demand microtransit service that provides first- and last-mile connections within specified service zones (**Figure 5.13**). MetroConnect service hours differ by zone, but generally operate Monday through Friday from 6:30 am to 7:00 pm. Select zones operate service on Saturdays and Sundays. MetroConnect riders can download the MetroConnect app or call to sign up and book a ride. Real-time data, rider feedback, and ride ratings are used to match riders and adapt the service to changing travel patterns and needs of Miami-Dade County residents. Currently, MetroConnect provides service throughout 11 designated zones within Miami-Dade County.

Figure 5.13: MetroConnect Service Map



Source: Miami-Dade Transit, 2024

MetroLink

MetroLink is a new, free, mobility option operating on weekdays, excluding holidays, from 6:00 am to 8:00 pm for residents along select corridors with limited transit service. Existing bus stops along the service areas are marked with the MetroLink logo. MetroLink currently provides four routes that operate every 45 minutes during MetroLink service hours to key destinations such as the Miami Airport Station with connections to Tri-Rail and Metrorail, the Opa-locka Tri-Rail station, and Miami Beach.

STS Paratransit Service

In compliance with the American with Disabilities Act, DTPW operates a shared, on-demand transportation service for eligible individuals with disabilities who are unable to use the fixed-route transit system. The on-demand service operates 24 hours a day, seven days a week and the fare costs $3.50 per one-way trip. Eligible passengers can schedule rides over the phone. Various program enhancements include adding stand-by vehicles to minimize service delays during peak times, more flexibility for last-minute scheduling, additional personnel to monitor service and minimize delays, and extended service hours for trip reservations. STS Paratransit served 1,465,000 passengers in 2023, a 9.1 percent increase from 2022.

Transportation Disadvantaged (TD) Program

The TD Program is a state-funded program that provides free transportation passes to qualifying non-profit agencies and programs for use by eligible Miami-Dade County residents. TD individuals include those who are disabled, poor per the Federal Poverty guidelines, children at risk per the Department of Children and Family Services guidelines, and the homeless.

Municipal and Other Services

Freebee

Freebee is a free, on-demand, door-to-door vehicle-based transportation service. The vehicles are electric, emission-free and ADA accessible. Riders can request a ride using the Freebee app, flagging down an available freebee, or by calling their dispatch phone number.

The service areas are mainly in Miami-Dade County: Aventura, Bal Harbour Village, Bay Harbor Islands, Biscayne Park, Coconut Grove (fixed-route), Coral Cables, Doral, Downtown Miami, Downtown Miami Circulator (fixed-route), Florida City, Florida International University, Hialeah, Homestead, Key Biscayne, Miami Lakes, Mid-Beach, North Bay Village, North Miami, North Miami Beach, Palmetto Bay, Pinecrest, South Miami, Surfside, Waterford Business District, and West Miami. Freebee provides service for senior citizens in Doral and partners with Green Cars for Kids, a non-profit that offers free transportation for children and pregnant mothers with limited-to-no access to transportation to and from their non-emergency health care appointments.

Shuttles and Trolleys

Seventeen municipalities in Miami-Dade County offer fare-free circulator routes as shuttles or trolley buses that aim to complement Miami-Dade DTPW services. These routes aim to increase mobility by providing an alternative transportation option to key locations such as hospitals, schools, attractions, transit stations, and other Miami-Dade DTPW transit services (**Table 5.22**).

Service hours typically differ by day with reduced service on weekends. The City of Aventura, City of Hialeah, Miami Springs in partnership with Virginia Gardens, City of Opa-locka, Palmetto Bay, City of Sunny Isles Beach, Town of Cutler Bay, and Village of Pinecrest provide shuttles. The City of Coral Gables, City of Doral, City of Homestead, City of Miami Beach, City of Miami, City of Miami Gardens, City of North Miami, City of North Miami Beach, and City of Sweetwater provide free trolley service, and all provide live trolley tracking information.

Table 5.22: Municipal Circulators Information

Municipalities	# of Routes	Service Hours	Service days
City of Aventura	3	6:45 am – 7:45 pm/ 8:45 AM – 7:45 pm Saturdays	Monday - Saturday
City of Hialeah	2	6:00 am – 7:30 pm	Monday – Saturday
Miami Springs/ Virginia Gardens	1	7:00 am – 6:00 pm	Weekday
City of Opa-locka	1	6:00 am – 7:00 pm	Monday – Saturday
Palmetto Bay	1	Morning/Afternoon Peak Hours	Weekday
City of Sunny Isles Beach	3	7:45 am – 3:50 pm/ 7:30 pm on Weekends	Daily
Town of Cutler Bay	1	8:40 am – 4:40 pm	Daily
Village of Pinecrest (Neighborhood-School Link)	1	Miami-Dade Public School Hours	Miami-Dade Public School Days
City of Coral Gables	3	6:30 am – 10:00 pm	Monday - Saturday
City of Doral	4	6:00 am – 9:30 pm	Daily
City of Homestead	3	6:00 am – 6:00 pm	Daily
City of North Miami	4	7:00 am – 7:00 pm	Weekday
City of North Miami Beach	5	7:30 am – 7:30 pm	Monday - Saturday
City of Miami Beach	4	8:00 am – 11:00 pm	Daily
City of Miami	13	6:30 am – 11:00 pm	Daily
City of Miami Gardens	4	7:00 am – 7:00 pm	Daily
City of Sweetwater	1	8:00 am – 7:00 pm	Daily

Source: Miami-Dade County, 2024

5.11.2 Broward County

Broward County Transit

Broward County Transit (BCT) provides fixed-route bus service, limited-stop express bus service, a community bus service program for first and last mile connections within eligible municipalities, paratransit services, and other mobility programs in partnership with private taxi companies.

BCT Fixed-Route Service

BCT fixed-route bus service operates seven days a week, including all major holidays, serves 4,603 bus stops with a fleet of 413 buses. BCT fixed-route service hours generally range from 6:00 am to

10:00 pm. Generally, weekday peak service operates every 30 minutes and weekend service operates every 60 minutes. BCT operates 43 routes on weekdays comprised of 36 fixed-routes, five express routes, and two limited-stop (Breeze) routes. On weekends, BCT operates 33 fixed-routes on Saturdays and 32 routes on Sundays.

The fixed-route system provides connections to major transit hubs including the Broward Central Terminal, West Regional Bus Terminal, Lauderhill Transit Center, and the Northeast Transit Center (**Figure 5.14**). The BCT service area spans north-south from southeast Palm Beach County connecting to Palm Tran to southern Broward County where numerous express routes continue to provide a direct connection to Downtown Miami in partnership with Miami-Dade DTPW. The east-west service area spans East of State Road 27 to State Road A1A. BCT Routes 1, 2 18, 28, 101, 441 Breeze and all express services (Routes 106, 108, 109, 110, and 114) provide connections to Miami-Dade Transit.

Broward County Transit serves all seven Tri-Rail stations within Broward County and the Golden Glades Tri-Rail station in north Miami-Dade County (**Table 5.23**).

Table 5.23: Broward County Transit Connections to Tri-Rail

Tri-Rail Station in Broward	Connecting Broward County Transit Routes
Deerfield Beach	Route 48, Deerfield Beach Community Shuttle Express I Route
Pompano Beach	Route 34, Pompano Beach Community Shuttle Blue Route
Cypress Creek	Route 14, Route 60, Route 62
Fort Lauderdale	Route 9, Route 22, Route 81, Fort Lauderdale Community Shuttle Neighborhood Link Route and NW Community Link Route
Fort Lauderdale Airport Station	Route 4, Route 6, Route 15, Route 16, Route 110, Dania Beach Community Shuttle West Route, Davie SFEC Campus Route
Sheridan Street	Route 12
Hollywood	Route 7, Hallandale Beach Community Route 3

Source: Broward County Transit, 2024

In June 2023, BCT implemented Mobile Ticketing via their BCT mobile application. The mobile application also provides real-time arrival information and trip planning options for customers. The fare for a one-way trip ticket is $2.00 or $1.00 reduced fare for seniors, students, and the disabled. BCT also offers a $5.00 day pass or $4.00 for reduced pass. One-way express bus fare costs $2.65, or $1.30 for reduced fare. For Transportation Disadvantaged individuals, BCT offers the choice of a 31-day fixed-route bus pass at no charge. BCT's total annual ridership for 2023 was 22,751,000 passengers, a 10.3 percent increase from 2022.

Figure 5.14: Broward County Transit Fixed-Route Bus System Map

Source: Broward County Transit, 2024

Community Bus Service (Interlocal Agreement)

BCT's Community Shuttle Program (Community Bus Service) provides fare-free first- and last-mile connections to complement the County's fixed-route system and supporting mobility and connectivity options. Service hours and days differ by route in select municipalities.

The collaborative transit service currently partners with 17 of the 31 municipalities in Broward County to provide 51 routes utilizing a fleet of 79 community shuttles (**Table 5.24**). The partnership

is bound by an Interlocal Agreement (ILA) in which the County provides funding and buses to the municipalities who operate the local fixed-route shuttle routes. The Community Shuttle Program served 1,245,000 people in 2023, a 4.5 percent increase from 2022.

Table 5.24: Community Shuttle Routes Information

Municipalities	# of Routes	Service Hours	Service Days
Coconut Creek	2	6:30 am – 6:00 pm	Weekday
Coral Springs	2	8:00 am – 6:00 pm	Weekday
Dania Beach	2	9:00 am – 6:00 pm	Monday - Saturday
Davie	3	5:50 am – 8:25 pm	Monday - Saturday
Deerfield Beach	2	8:00 am – 4:00 pm	Weekday
Fort Lauderdale	5	6:20 am – 7:15 pm	Daily
Hallandale Beach	4	7:00 am – 7:00 pm	Daily
Hillsboro Beach	1	9:00 am – 5:50 pm	Monday, Wednesday, Friday
Lauderdale Lakes	2	9:00 am – 6:55 pm	Monday – Saturday
Lauderhill	7	6:30 am – 8:30 pm	Weekday
Lighthouse Point	1	9:00 am – 3:30 pm	Weekday
Margate	4	6:00 am – 9:00 pm	Monday - Saturday
Miramar	3	6:30 am – 6:30 pm	Weekday
North Lauderdale	2	7:30 am – 6:00 pm	Weekday
Pembroke Pines	5	7:00 am – 7:45 pm	Monday - Saturday
Pompano Beach	4	9:00 am – 5:00 pm	Weekday
Tamarac	2	7:00 am – 7:00 pm	Weekday

Source: Broward County Transit, 2024

TOPS! Paratransit Service and Other Programs

BCT provides a shared-ride paratransit service through the TOPS! Program for disabled individuals who are unable to use BCT fixed-route service. The ADA paratransit program in Broward County is available at any location within a ¾ mile of the BCT fixed- route network (**Figure 5.15**). Paratransit also is available for Transportation Disadvantaged (TD) individuals under the TOPS program. Paratransit served 936,000 people in 2023, a 14 percent increase from 2022. The TOPS! Program costs $3.50 for a one-way trip.

Additionally, BCT's Rider's Choice program offers existing paratransit customers the choice to order same day trips from authorized taxi companies directly to their destination with up to $30.00 reimbursement in lieu of TOPS! service. BCT also offers on-demand, direct mobility program called Late Shift Connect. Late Shift Connect is available to Broward County residents who work in Broward County and whose job begins or ends from 9:00 pm to 7:00 am Monday through Friday or 8:00 pm to 7:00 am on weekends when normal BCT transit operations are not in service. Customers sign up in advance and provide employment information to verify their employer address and late shift status to receive a loadable payment card to use with certain private taxi companies. Eligible trips must begin or end at the employee's address and are limited to seven

trips per week. The customer pays a $2.00 copay per trip, then $30.00 is subsidized and the customer pays the excess amount.

Municipal and Other Services

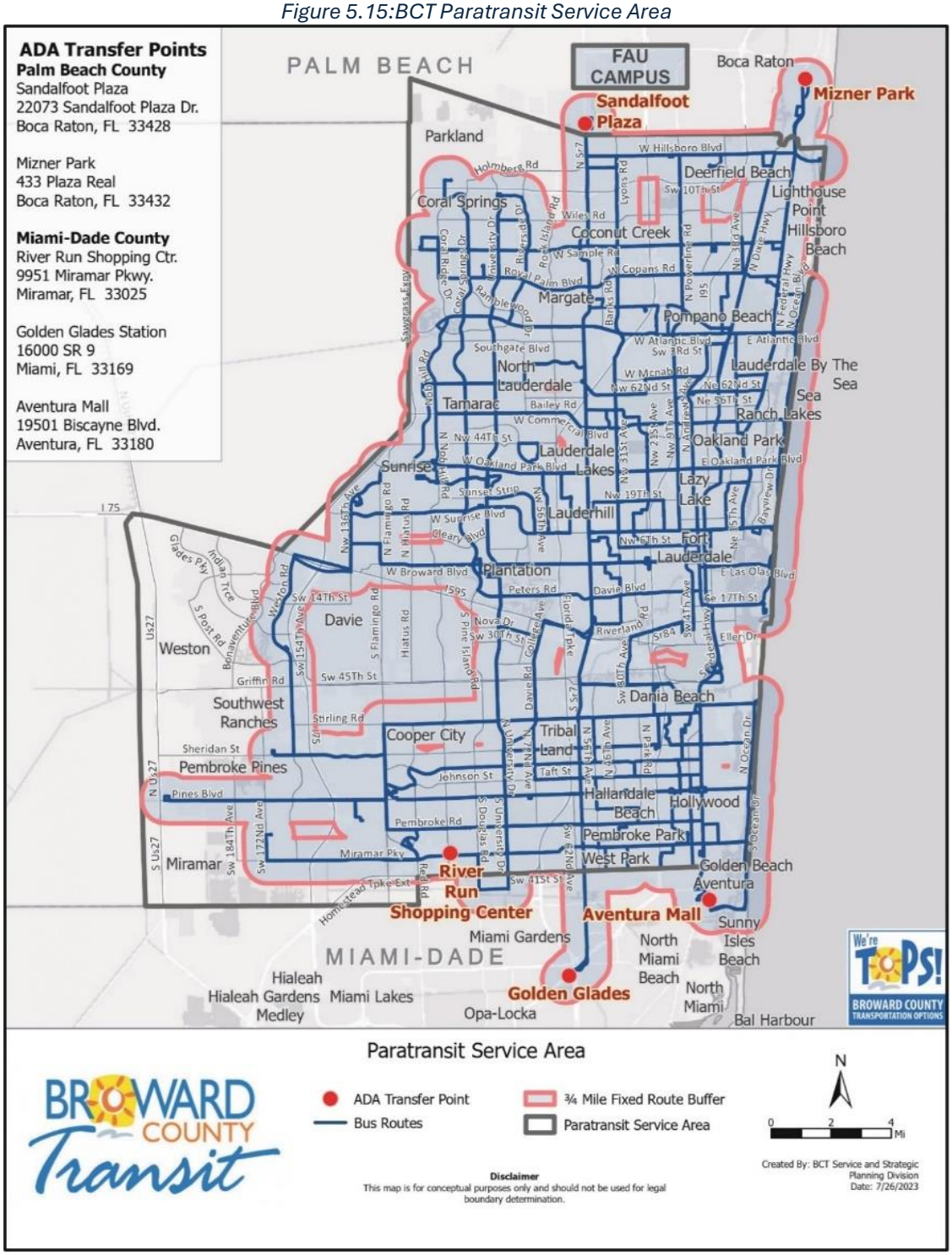
Circuit

Circuit is a fully electric shuttle service available in select areas of Broward County that provides first-and-last mile connections to mass transit and key attractions. The service is paid for by cities and/or advertising partners. In Broward County, service areas include Fort Lauderdale, Hollywood – East of City Hall, Hollywood – West of City Hall, Lauderdale-By-The-Sea, Pompano Beach, and Wilton Manors. Fares are free in Pompano Beach, Lauderdale-By-The-Sea, and Fort Lauderdale. In Hollywood and Wilton Manors, fares are $2.00 per ride plus $2.00 for every additional passenger. Key locations include Brightline and Tri-Rail stations, downtown and beach areas with local hotels, shops, and restaurants, and government services.

Freebee

Freebee is another 100 percent electric, on-demand, microtransit service offered in certain municipalities in Broward County. Freebee is active in Sunrise, Deerfield Beach, and Cypress Creek. The Cypress Creek service is provided in partnership with Tri-Rail under a grant from FDOT and service is available to and from the Cypress Creek Tri-Rail Station.

Figure 5.15:BCT Paratransit Service Area



Source: Broward County Transit, 2024

5.11.3 Palm Beach County

Palm Tran

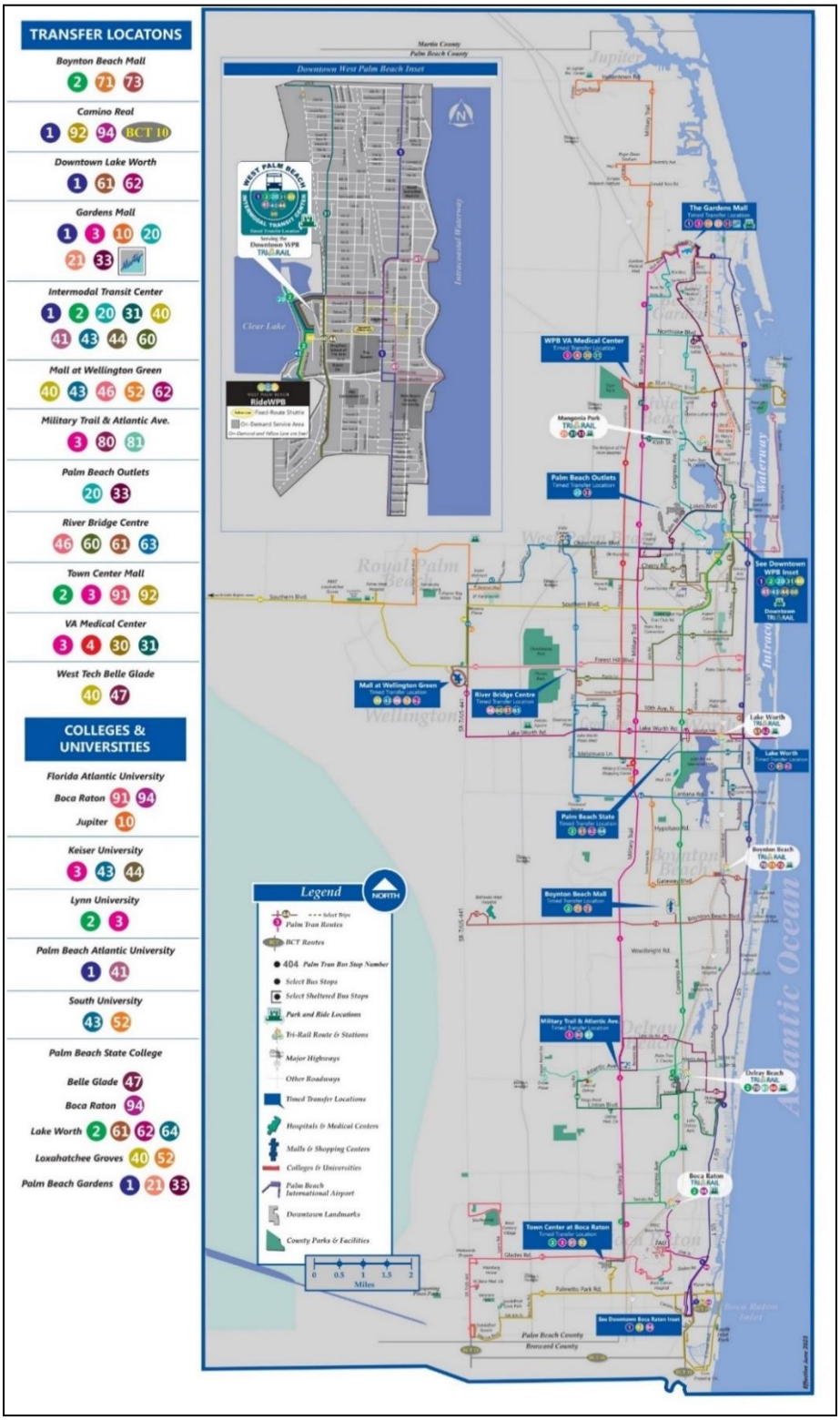
Palm Tran is the public transportation provider for Palm Beach County that operates fixed-route bus service, on-demand paratransit service (Palm Tran Connection), and a localized on-demand mobility service (Go Glades dial-a-ride service).

Palm Tran Fixed-Route Service

Palm Tran directly operates fixed-route bus service seven days a week, including all major holidays, serving 2,920 bus stops utilizing a fleet of 143 buses. Palm Tran fixed-route service includes 31 routes that provide connections to and from the West Palm Beach Intermodal Transit Center, as well as major transfer locations including major malls like Wellington, Gardens and Boca Town Center, and the West Palm Beach VA Medical Center.

The Palm Tran service area spans North-South from West Jupiter Recreation Center to Cove Shopping Center and East-West from Lake Region to the West Palm Beach inlet (**Figure 5.16**). Palm Tran fixed-route service generally operates between 5:45 am and 8:30 pm on weekdays and Saturdays with a service frequency ranging from 15 to 75 minutes. Reduced service is provided on Sundays and holidays. Weekday peak service operates every 30 minutes and off-peak/weekend service operates every 60 minutes.

Figure 5.16:Palm Tran Fixed-Route Bus System Map



Source: Palm Tran, 2024

Palm Tran provides inter-county connections to BCT Route 19 at Sandalfoot Square via Palm Tran Route 91 and connects to BCT Route 10 at Camino Real via Palm Tran Routes 1, 92, and 94. Additionally, Palm Tran Route 92 serves a northeast section of Broward County along Hillsboro Boulevard in Deerfield Beach providing connection to BCT Route 48. Palm Tran also provides inter-county connections to Martin County Transit Route 20X at Gardens Mall and the VA Medical Center.

Additionally, in September 2024, Palm Tram and FDOT partnered to offer an express fixed-route service connecting the West Palm Beach Intermodal Transit Center (West Palm Beach Tri-Rail Station) to Port St. Lucie (PSL) in St. Lucie County. Fares are $3 each way, with discount fares available for seniors, disabled persons, and valid Veterans Affairs "Service Connected" ID card. Cash is not accepted on the PSL Express. Payment must be completed through the Paradise Pass App, Paradise Pass Smart Card, or contactless payment.

Palm Tran also launched a pilot program in September 2024, "BusLink", to replace low ridership sections of bus routes with vouchered Uber or local taxi service. There is a limit of two (2) $8 vouchers per day and per account. It serves zones in Riviera Beach, Royal Palm Beach and Boca Raton and replaced sections of routes 21, 52, and 92. The voucher must be used coming from or going to a Palm Tran bus stop.

Palm Tran provides fixed-route connections to all six (6) Tri-Rail stations in Palm Beach County (**Table 5.25)** Including the Tri-Rail stations, there are 14 park-and-ride facilities in Palm Beach County.

Table 5.25: Palm Tran Connections to Tri-Rail

Tri-Rail Station in Palm Beach	Connecting Palm Tran Routes
Mangonia Park	Route 21, Route 31, Route 33
West Palm Beach	Route 1, Route 2, Route 20, Route 31, Route 40, Route 41, Route 43, Route 44, Route 60
Lake Worth Beach	Route 61, Route 62
Boynton Beach	Route 70, Route 71, Route 73
Delray Beach	Route 2, Route 70, Route 81, Route 88
Boca Raton	Route 1, Route 92, Route 94

Source: Palm Tran, 2024

Palm Tran uses Paradise Pass, a contactless fare collection option to collect fares for fixed-route service. Palm Tran recently upgraded the contactless fare collection system to accept digital wallets and debit/credit cards. Palm Tran offers a suite of mobile applications including the Palm Tran App, Paradise Pass App, and Connection App that enable customers to purchase bus passes, plan trips, and track buses in real time. The passenger fare for a one-way trip ticket on Palm Tran fixed-route service is $2.00. Reduced fare of $1.00 is available for seniors, students, disabled individuals, Medicare recipients, and those with a valid Veteran's Administration (VA) card. Palm Tran offers day passes for $5.00 and reduced day passes for $3.50 for qualified individuals. Palm Tram's annual ridership for 2023 was 7,443,000 passengers, a 17.1 percent increase from 2022.

Palm Tran Paratransit Services

Palm Tran Connection, the shared-ride door-to-door paratransit service, provides public transportation in Palm Beach County for eligible individuals unable to ride fixed-route bus service. Palm Tran Connection accepts appointments for eligible individuals for trips up to three days in advance or as late as the day prior to the trip. Scheduling trips for the same day is not permitted. Palm Tran Connection offers three types of services:

- Complementary Paratransit Service
- Transportation Disadvantaged (TD) Service
- Division of Senior Services (DOSS)

Palm Tram Connection provided 858,000 total trips in 2023, a 13 percent increase from 2022.

Complementary Paratransit Service

The Americans with Disabilities Act (ADA) Program in Palm Beach County serves a core area east of the Florida Turnpike between the northern and southern county boundaries and is available at any location within a ¾ mile of a Palm Tran fixed-bus route. Under the ADA program, Palm Tran must provide complementary paratransit service during the same days and times as the fixed-route service. The ADA program fare is $3.50 for a one-way trip.

Transportation Disadvantaged (TD) Service

The TD program is funded by the State of Florida Transportation Disadvantaged Trust Fund and provides transit in Palm Beach County for ADA eligible individuals or economically disadvantaged individuals (based on the Federal Poverty Guidelines) who are located more than ¾ mile from a Palm Tran fixed-route. The TD program fare is $3.50 for a one-way trip.

Division of Senior Services (DOSS) Service

The DOSS program is available Monday through Friday from 8:00 am to 5:00 pm, excluding major holidays. The DOSS service provides free trips for adults aged 60 or older to approved senior centers and meal sites. The Palm Beach Board of County Commissioners, Area Agency on Aging, and the Florida Department of Elder Affairs fund the DOSS program per the eligibility guidelines established by the Older Americans Act.

Go Glade Dial-a-Ride Service

The Go Glades Dial-a-Ride service was initiated in December 2018 as a pilot program for on-demand service in Belle Glade, Pahokee, and South Bay. The Go Glades service is currently available seven days a week and customers can book trips via a smart phone app, Go Glades App, or by calling to request a ride. The hours of service are 5:00am to 9:00pm Monday through Friday, 7:00 am to 9:00 pm on Saturday, and 8:00 am to 8:00 pm on Sunday. The fare is $2.00 for a one-way ride, discounted to $1.00 for seniors and persons with disability.

Municipal and Other Services

Ride West Palm Beach

The City of West Palm Beach provides a fixed-route service under their Ride West Palm Beach (RideWPB) program that operates every fifteen minutes. This service is operated by Circuit, a fully electric microtransit service, funded by the City's and Downtown Development Authority (DDA) tax dollars. RideWPB also provides on-demand Circuit service in Downtown West Palm Beach. RideWPB branded vans, cars, and Tesla vehicles provide connections from South Tamarind Avenue to the West Palm Beach Tri-Rail station. Service frequency on the fixed-route option is every 15 minutes on weekdays between 7:00 am and 7:00 pm and 9:00 am to 7:00 pm on weekends. The on-demand service is available Monday through Sunday between the hours of 7:00 am and 9:00 pm.

Circuit

In Palm Beach County, Circuit service operates at the Gardens Mall in Palm Beach Gardens, Boca Raton, Boynton Beach, Lake Worth Beach, and West Palm Beach/Town of Palm Beach areas. The Gardens Mall service is free of charge; the rest in Palm Beach County may be free or charged depending on pick-up, drop-off location, and additional people in the riding group.

Freebee

In Palm Beach County, Freebee on-demand microtransit service operates in the City of Delray Beach and City of Wellington. Popular destinations in Wellington include parks, recreation, restaurants, and schools. In Delray Beach, destinations include restaurants, hotels, shops and parks.

Rose Trolley

Rose Trolley operates free, shared electric shuttles in West Palm Beach and the Palm Beach inlet daily from 11:00 am - 4:00 pm. Calls can be scheduled by calling or sending a message to the dispatch line. Rose Trolley is in the process of developing an application to schedule rides.

Boca Raton Shuttles

The City of Boca Raton operates free shuttle service for The Park at Broken Sound (TPABS) serving four routes that stop at key locations such as the Boca Raton Tri-Rail Station, while also serving commercial, leisure and residential areas. Additionally, the Boca Raton Innovation Campus Shuttle (TREX) is operated by Office Tech Property Management and provides a free route from the Boca Raton Tri-Rail Station to the Boca Raton Innovation Campus (BRIC) and surrounding properties located west of the Tri-Rail Station. Both TPABS and TREX operate weekdays from 6:30 am to 7:30 pm and connect to Palm Tram fixed-routes via the Boca Raton Tri-Rail Station.

5.11.4 Intercity Passenger Rail – Brightline

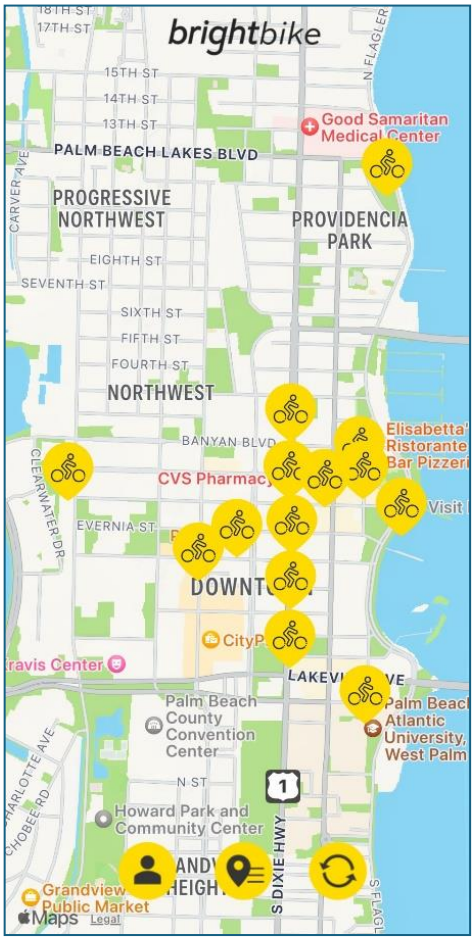
Brightline is a private, intercity rail service operating between Downtown Miami and Orlando. The Brightline stops in Downtown Miami, Aventura, Fort Lauderdale, Boca Raton, West Palm Beach, and Orlando. Brightline provides faster travel times and fewer stops at a higher ticker price. Brightline's service operates between 4:30 am and 1:20 pm. Brightline offers pickup and drop-off service on a first-come, first served walkup basis with a same-day Brightline train fare between the Brightline MiamiCentral and Fort Lauderdale stations and their respective airports: Miami International and Fort Lauderdale/Hollywood International.

Brightline directly connects to Tri-Rail at the MiamiCentral Station. The Miami-Dade DTPW Metrorail, Metromover, Metrobus, or select municipal services connnect to the MiamiCentral or Aventura Brightline stations. Additionally, various transit routes and municipal services connect to other Brightline stations. Palm Tran, Palm Trolley and Circuit offer connections to the Brightline West Palm Beach and Boca Raton station. Broward County Transit fixed-route buses, Fort Lauderdale community shuttles (Neighborhood Link and Northwest Community Link), and Circuit provide a connection to the Brightline Fort Lauderdale Station. Additionally, complimentary shuttles are available for select events and games indicated by an events icon when booking a Brightline ticket.

BrightBike

Brightline operates BrightBike, a bike share program, in partnership with the West Palm Beach Downtown Development Authority (DDA) and the Related Companies. BrightBike provides a first/last mile transportation option in Downtown West Palm Beach, across 17 bike share stations (**Figure 5.17**), including a bike share station at the West Palm Beach Tri-Rail Station. Locals and visitors can utilize the bike share program through a monthly BrightBike membership or hourly rentals.

Figure 5.17: BrightBike Station Locations



Source: Brightline, 2024

6. SFRTA Service Evaluation

This section provides an overview of the following existing service analyses for the Tri-Rail system:

- Performance Measures (FY 2023)
- Trend Analysis (FY 2019 through FY 2023)
- Peer Analysis (FY 2022)

6.1 Performance Measures

Performance measures for Tri-Rail were developed based upon feedback from SFRTA, taking into consideration goals set by individual departments within the organization. Continued measurement of Tri-Rail's performance is important to ensure the agency's objectives are attained. The Tri-Rail Performance assessment uses data from the National Transit Database (NTD), SFRTA Monthly Operations Reports, and other Tri-Rail internal data sources.

6.1.1 Performance Measure Assessment

The performance measures evaluated under the performance measure assessment are described in **Table 6.1**. **Table 6.1** also provides the status of the FY 2023 performance against SFTRA objectives for measures. The performance measures in **Table 6.1** are annually reported to Florida's Transportation Commission (FTC).

Table 6.1: Tri-Rail Performance Measures Overview

Performance Measures	Objective	2023	Status
Unlinked Passenger Trips Per Revenue Hour (Passenger trips divided by revenue hours)	>39.3	31.2	▼
Operating Expense Per Revenue Mile (Operating expenses divided by revenue mile)	<$21.89	$32.84	▼
Operating Expense Per Passenger Trip (Operating expenses divided by annual ridership)	<$18.24	$31.02	▼
Operating Expense Per Passenger Mile (Operating expenses divided by passenger miles)	<$0.55	$1.10	▼
Farebox Recovery Ratio (Passenger fares divided by operating expenses)	>22.5%	10.7%	▼
Revenue Miles Between Major Incidents (Revenue miles divided by FRA reportable incidents for rail)	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	32,671	▼
Revenue Miles versus Vehicle Miles (Revenue miles divided by vehicle miles)	>.93	0.95	▲
Customer Service (Average time from complaint to response)	14 days	16 days	▼
Customer Complaints Divided by Boardings	<2 per 5,000 boardings	1	▲
On-Time Performance % trips end to end on time < 6 minutes late	>80%	93%	▲

Source: SFRTA (FY 2023)

6.1.2 Reportable Indicators

Additional performance measure reportable indicators are listed in **Table 6.2.** The data for each reportable indicator is obtained from SFRTA for FY 2023 is provided in **Table 6.2**.

Table 6.2: SFRTA Reportable Indicators

Reportable Indicators	FY 2023
Operating Expense Per Capita (Potential Customer) (Annual operating budget divided by the service area population)	$22.94
Average Headway (minutes) (Average time for train to complete its portion of total route miles one time)	28.9
Service Area Population (Approximation of overall market size)	5,052,379
Service Area Population Density (Persons per square mile based on service area population and size)	1,238
Operating Expense (Spending on operations, including administration, maintenance, and operation of service vehicles)	$115,887,973
Operating Revenue (Revenue generated through the operation of the transit authority)	$13,074,618
Total Annual Revenue Miles (Vehicle miles operated in active service (available to pick up revenue passengers))	3,528,459
Total Annual Revenue Hours (Vehicle hours operated in active service)	119,708
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)	34,455
Total Revenue Vehicles (Vehicles available to meet annual maximum service requirements)	50
Operating Expense Per Revenue Hour (Cost of operating an hour of revenue service)	$968.09
Peak Vehicles (Vehicles operated to meet annual maximum (peak) service requirements)	43
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%
Annual Passenger Trips (Passenger boardings on transit vehicles)	3,735,897
Average Trip Length (Average length of passenger trips in miles, generally derived through sampling)	28.2
Annual Passenger Miles (Passenger trips multiplied by average trip length)	105,352,295
Weekday Span of Service (hours) Hours of transit service on a representative weekday from first service to last service for all modes	19.5
Average Fare (Passenger fare revenues divided by passenger trips)	$3.31
Passenger Trips Per Revenue Mile (Passenger trips divided by revenue miles)	1.06

Reportable Indicators	FY 2023
Passenger Trips Per Revenue Hour (Passenger trips divided by revenue hours)	31.2
Passenger Trips Per Capita (Passenger trips divided by service area population)	0.74
Average Years Since Last Rebuild Locomotives (9)	2.5
Coaches (12)	22.2
Unrestricted Cash Balance - Financial Indicator (End of year cash balance from financial statement)	$25,804,995
Weekday Ridership (Average ridership on weekdays)	12,008
Capital Commitment to System Preservation and System Expansion (% of capital spent on system preservation)	91%
(% of capital spent on system expansion)	9%
Intermodal Connectivity (Intermodal transfer points available through Tri-Rail)	18*

**The MiamiCentral Station opened in FY 2024, thus is not included in FY 2023 reporting.*

Source: SFRTA (FY 2023)

6.2 Trend Analysis

A five (5)-year trend analysis was conducted to understand SFRTA's performance trends. The trend analysis was completed for Tri-Rail using NTD data and SFRTA agency data for the fiscal years FY 2019 to FY 2023.

For purposes of the trend analysis, SFRTA performance measures were evaluated for three (3) categories – General Performance Indicators (GPIs), Effectiveness Measures, and Efficiency Measures. A description of each category is provided below. **Table 6.3** provides a list of the specific performance measures under each category used for SFRTA's commuter rail trend analysis.

- **General Performance Indicators** – measure the quantity of service supply, passenger and fare generation, and resource input.
- **Effectiveness Measures** – measure the extent to which service is effectively provided.
- **Efficiency Measures** – measure the extent to which cost efficiency is achieved.

Table 6.3: Trend Analysis Performance Measures

Performance Measure Category	Performance Measure
General Performance Indicators	Passenger Trips
	Passenger Miles
	Vehicle Miles
	Revenue Miles
	Vehicle Hours
	Route Miles
	Operating Expenses
	Total Employees
	Vehicles Available for Maximum Service
	Fuel Consumption
Effectiveness Measures	Vehicle Miles Per Capita
	Passenger Trips Per Capita
	Passenger Trips Per Revenue Mile
	Passenger Trips Per Vehicle Hour
	Revenue Mileage Between Incidents
	Revenue Mileage Between Road Calls
Efficiency Measures	Operating Expenses Per Capita
	Operating Expenses Per Passenger Trip
	Operating Expenses Per Passenger Mile
	Operating Expense Per Revenue Mile
	Farebox Recovery Ratio
	Revenue Miles Per Vehicle Mile
	Revenue Miles Per Vehicle
	Revenue Hours Per Employee
	Passenger Trips Per Employee
	Vehicle Miles Per Gallon
	Average Fare

The performance indicator data evaluated for this trend analysis were directly affected by the impact of pandemic which resulted in a significant reduction in passenger service and passenger trips in FY 2020 and FY 2021. However, in FY 2022 and FY 2023 there is an increase in all performance measure indicators with a number of data points returning to pre-pandemic (2019) levels for SFRTA.

6.2.1 General Performance Indicators (GPIs)

GPIs are used to gauge SFRTA's overall operating system performance in terms of trips, miles, revenue, and operating expenses to evaluate the transit service provided by SFRTA and used by the agency's customers. GPIs are used to calculate the Effectiveness and Efficiency Measures. A summary of the GPIs over the five (5)-year analysis timeframe (FY 2019 to FY 2023) is provided below. **Table 6.4** depicts a summary of each GPI measure.

Table 6.4: General Performance Measures (FY 2019 – FY 2023)

General Performance Indicators	Year					% Change (FY 2019 – FY 2023)
	FY 2019	FY 2020	FY 2021	FY 2022	FY 2023	
Passenger Trips	4,465,750	3,522,017	2,029,609	3,041,459	3,735,897	-16%
Passenger Miles	118,342,375	95,798,862	55,520,824	83,031,831	105,352,295	-11%
Vehicle Miles	3,795,371	3,379,135	3,508,050	3,767,878	3,721,145	-2%
Revenue Miles	3,647,288	3,159,070	3,243,049	3,600,940	3,528,459	-3%
Vehicle Hours	127,230	112,990	110,573	121,789	119,708	-6%
Route Miles	142.2	142.2	142.2	142.2	142.2	0%
Operating Expenses	$97,210,759	$92,527,027	$94,426,335	$104,619,296	$115,887,973	19%
Capital Expenses	$35,685,039	$18,847,466	$16,536,947	$17,094,419	$26,150,428	-27%
Operating Revenues	$14,855,253	$9,796,733	$5,816,475	$9,535,627	$13,074,618	-12%
Total Employees (FTE)	102.87	102.87	91.88	82.38	88.88	-14%
Vehicles Available for Maximum Service	50	50	50	50	50	0%
Fuel Consumption	3,632,010	2,838,234	2,235,435	2,732,169	2,757,884	-24%

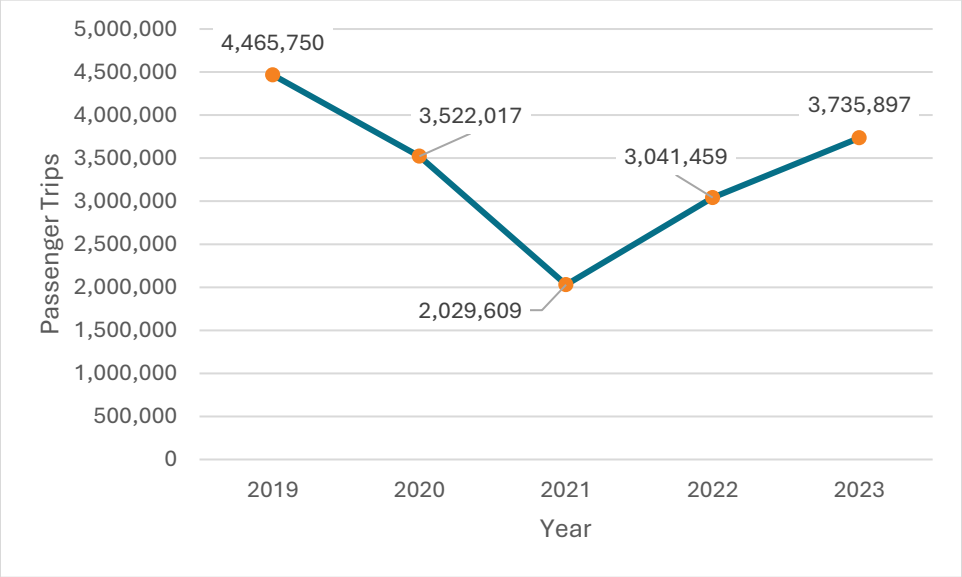
Source: SFRTA (FY 2019 – FY 2023)

Figure 6.1 through **Figure 6.11** provide charts of the five-year trends for each of the GPIs.

- **Passenger Trips** – decreased between FY 2019 and FY 2023, peaking in 2019 with 4.5 million riders per year. In FY 2023, 3.7 million riders took Tri-Rail, a 16 percent decrease from FY 2019.
- **Passenger Miles** – decreased 11 percent between FY 2019 and FY 2023.
- **Vehicle Miles** – decreased two (2) percent between FY 2019 and FY 2023.
- **Revenue Miles** – decreased three (3) percent between FY 2019 and FY 2023.
- **Vehicle Hours** – decreased six (6) percent between FY 2019 and FY 2023.
- **Route Miles** - remained unchanged through the analysis period at 142.2 miles.
- **Operating Expenses** - increased during the 5-year period, from over $97 million in FY 2019 to nearly $116 million in FY 2023 – an increase of 19 percent.
- **Capital Expenses** –decreased during the 5-year period, from $35.6 million in FY 2019 to just over $26 million in FY 2023, a decrease of 27 percent.
- **Operating Revenues** – decreased from nearly $15 million in FY 2019 to just over $13 million in FY 2023, a reduction of 12 percent.
- **Total Employees** – decreased 14 percent between FY 2019 and FY 2023.

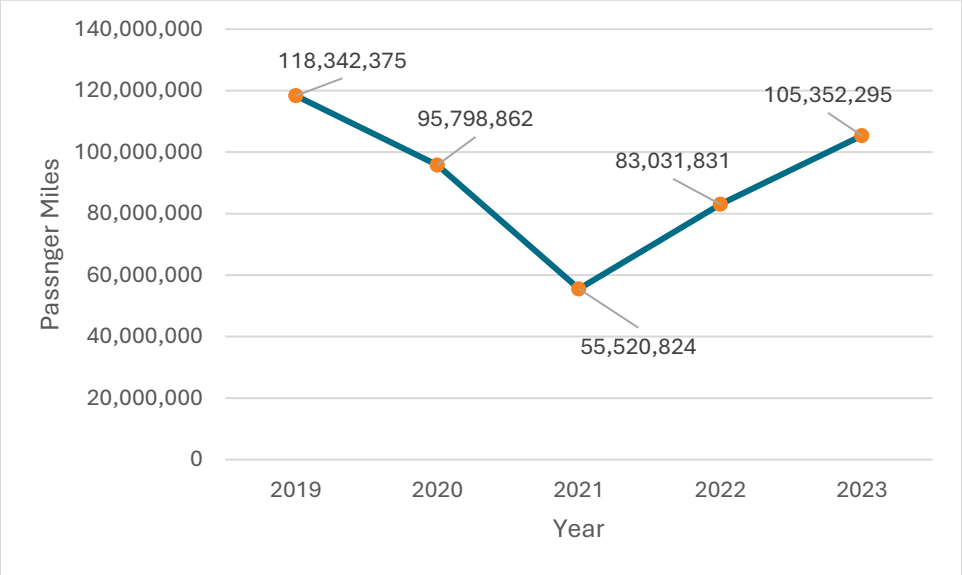
- **Vehicles Available for Maximum Service** – remained unchanged through the analysis period at 50 vehicles.
- **Fuel Consumption** – decreased from 3.6 million gallons in FY 2019 to about 2.8 million gallons in FY 2023, a reduction of 24 percent.

Figure 6.1: Passenger Trips



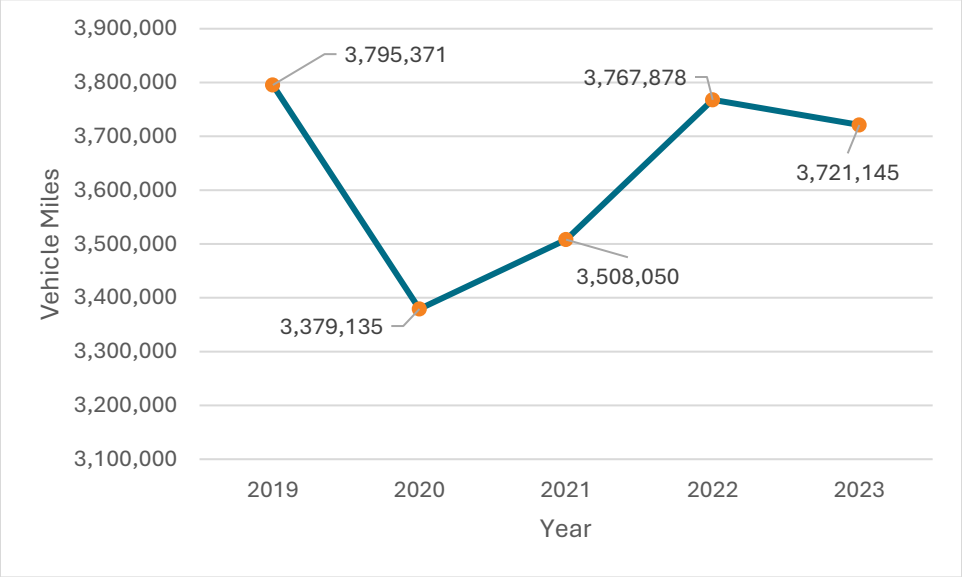
Source: SFRTA (FY 2019 – FY 2023)

Figure 6.2: Passenger Miles



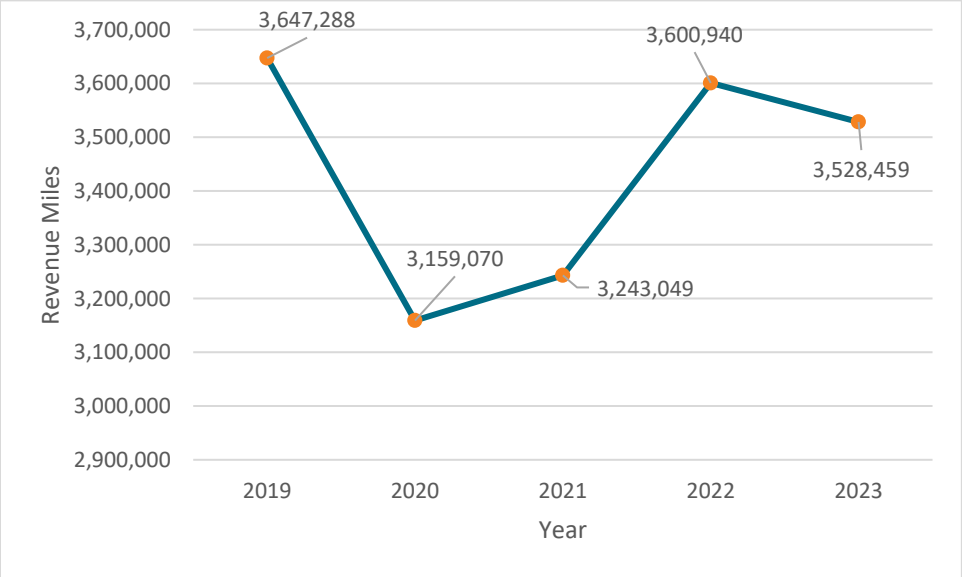
Source: SFRTA (FY 2019 – FY 2023)

Figure 6.3: Vehicle Miles



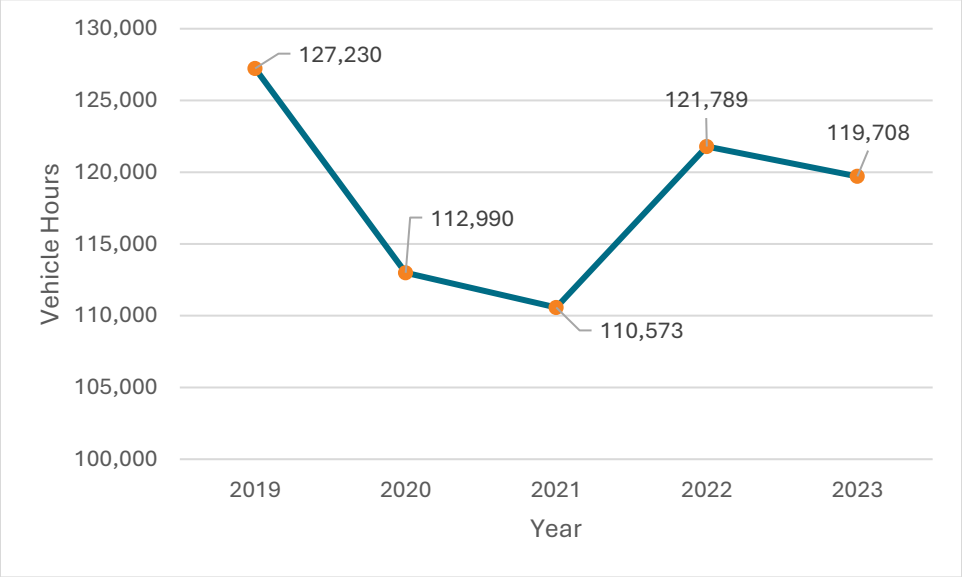
Source: SFRTA (FY 2019 – FY 2023)

Figure 6.4: Revenue Miles



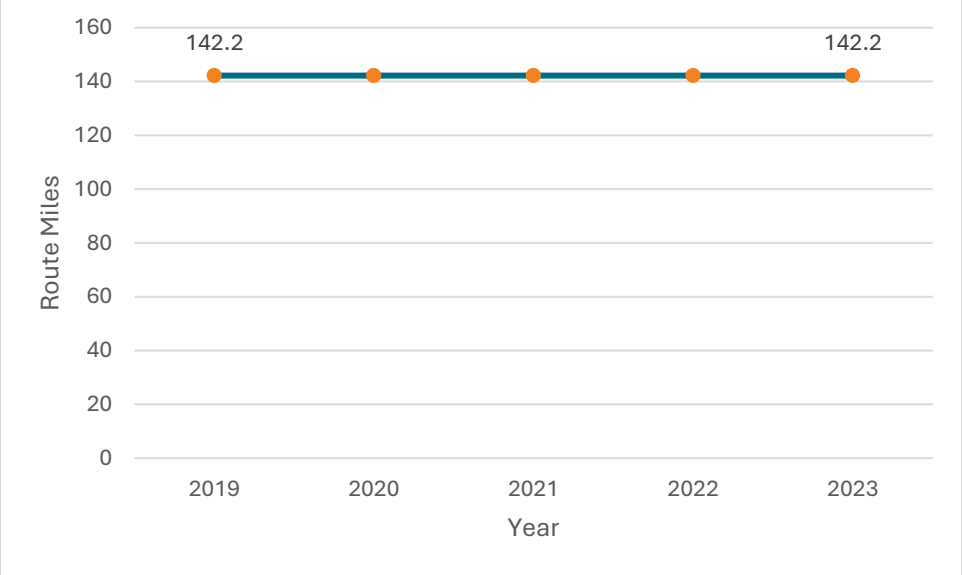
Source: SFRTA (FY 2019 – FY 2023)

Figure 6.5: Revenue Hours



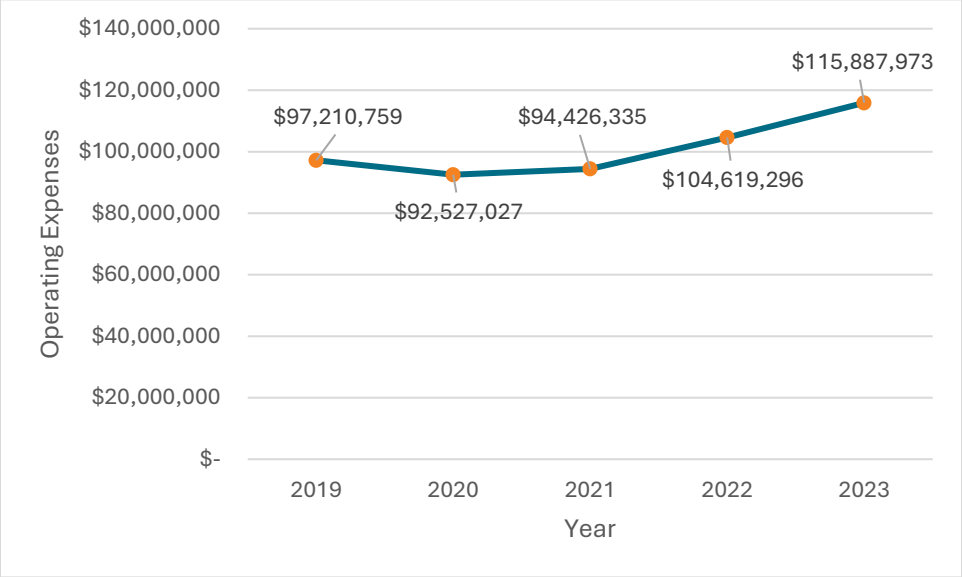
Source: SFRTA (FY 2019 – FY 2023)

Figure 6.6: Route Miles



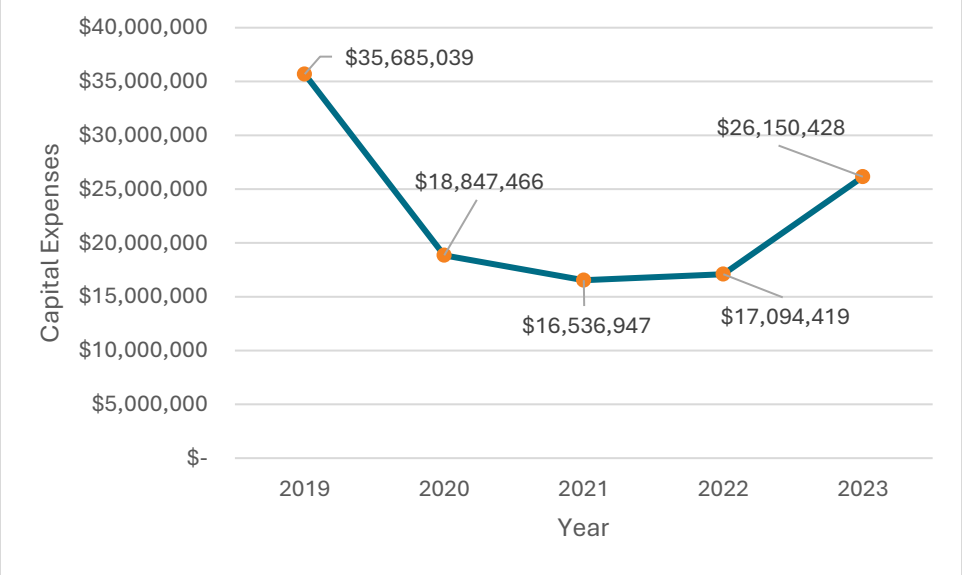
Source: SFRTA (FY 2019 – FY 2023)

Figure 6.7: Operating Expenses



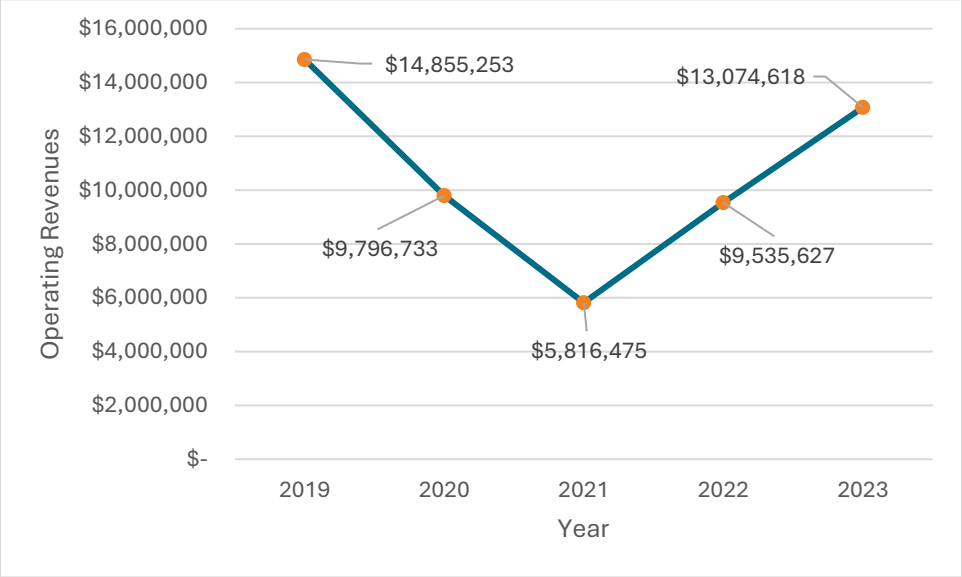
Source: SFRTA (FY 2019 – FY 2023)

Figure 6.8: Capital Expenses



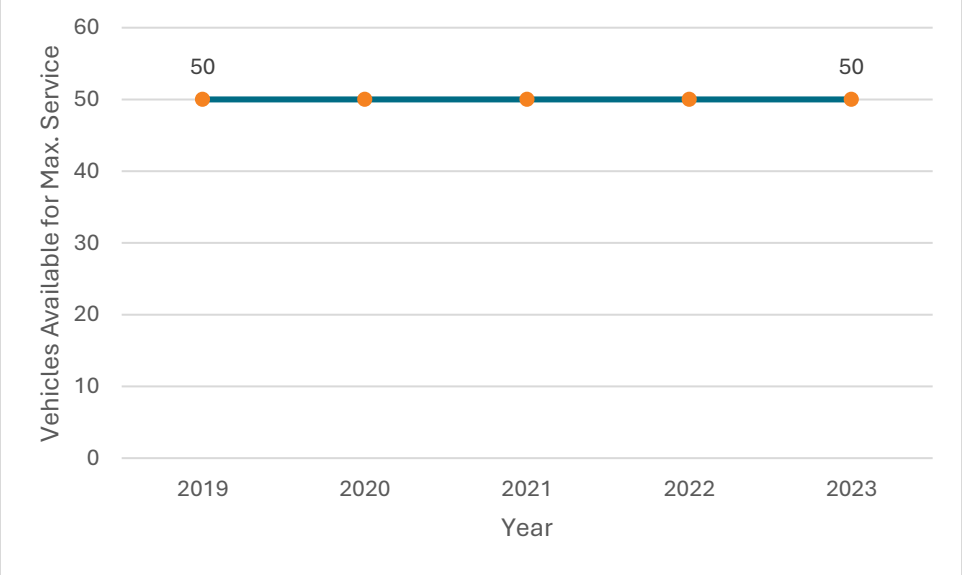
Source: SFRTA (FY 2019 – FY 2023)

Figure 6.9: Operating Revenues



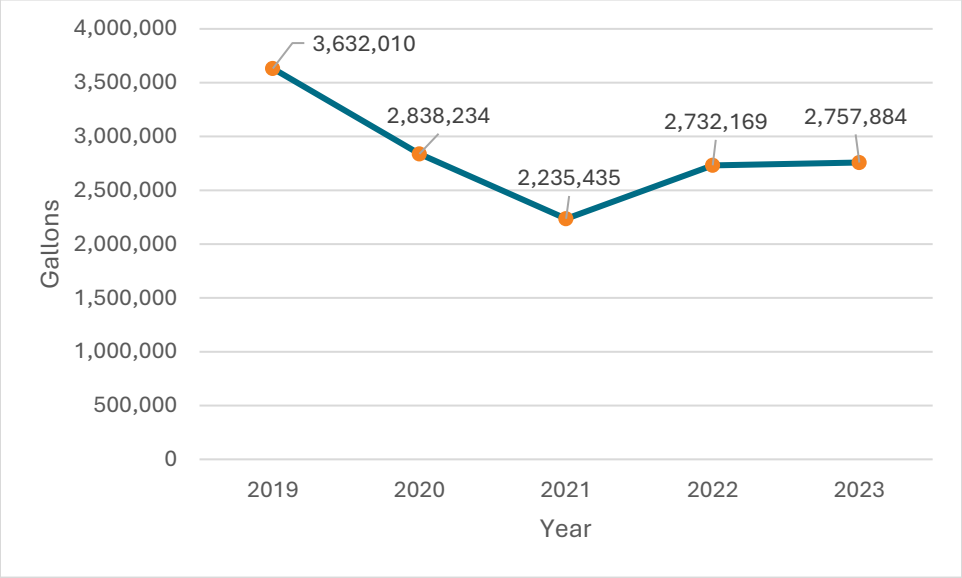
Source: SFRTA (FY 2019 – FY 2023)

Figure 6.10: Vehicles Available for Maximum Service



Source: SFRTA (FY 2019 – FY 2023)

Figure 6.11: Fuel Consumption



Source: SFRTA (FY 2019 – FY 2023)

6.2.2 Effectiveness Measures

Effectiveness measures evaluate the effectiveness of SFRTA's commuter rail services. Effectiveness measures are evaluated under two (2) general categories – service consumption (how many trips per capita, per revenue mile and revenue hour), and quality of service (number of system failures, and revenue miles between road calls). A summary of Effectiveness Measures is presented in **Table 6.5**.

Table 6.5: Effectiveness Measures (FY 2019 – FY 2023)

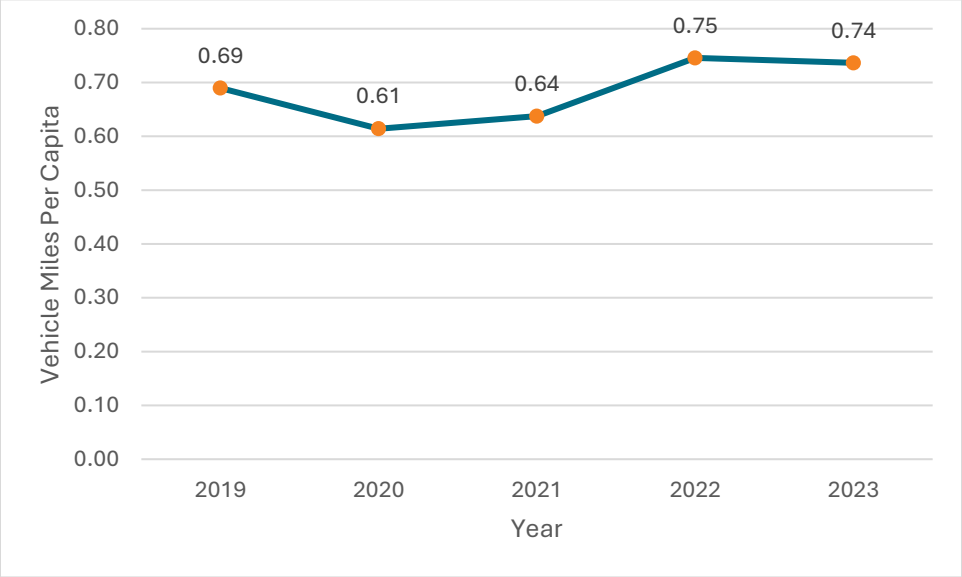
Effectiveness Measures	Year					% Change (FY 2019-FY 2023)
	FY 2019	FY 2020	FY 2021	FY 2022	FY 2023	
Vehicle Miles per Capita	0.69	0.61	0.64	0.75	0.74	7%
Passenger Trips per Capita	0.81	0.64	0.37	0.60	0.74	-9%
Passenger Trips per Revenue Mile	1.22	1.11	0.63	0.84	1.06	-14%
Passenger Trips per Revenue Hour	35.1	31.2	18.4	25.0	31.2	-11%
Revenue Miles Between Incidents	0	0	0	0	0	0
Revenue Mileage Between Road Calls	43,943	39,488	23,846	27,488	32,671	-26%

Source: SFRTA and NTD (FY 2019 – FY 2023)

Figure 6.12 through **Figure 6.16** provide charts of the five-year trends for each effectiveness measure.

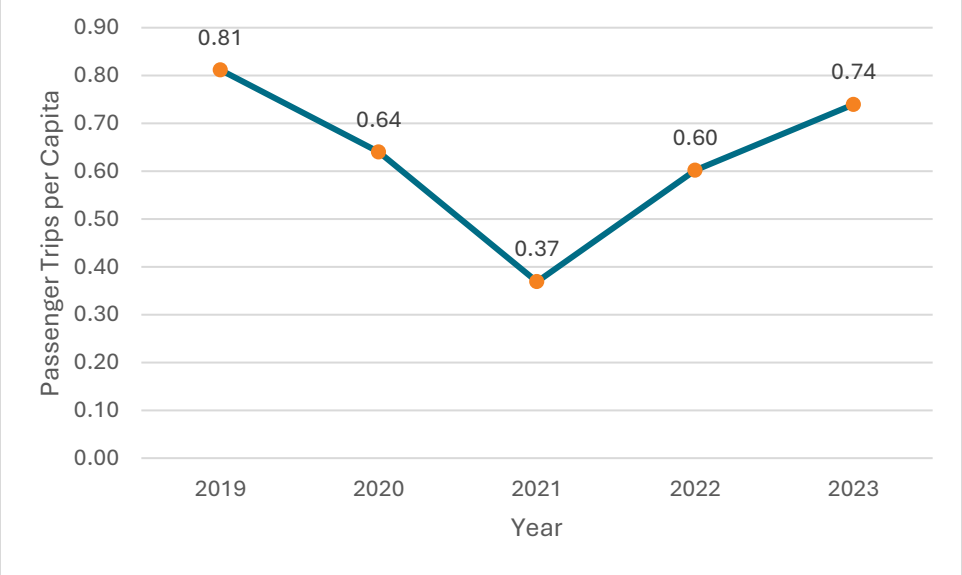
- **Vehicle Miles per Capita** - increased from 0.69 in FY 2019 to 0.74 in FY 2023, a seven (7) percent increase.
- **Passenger Trips per Capita** - decreased from 0.81 in FY 2019 to 0.74 in FY 2023, a nine (9) percent decrease.
- **Passenger Trips per Revenue Mile** - decreased from 1.22 in FY 2019 to 1.06 in FY 2023, a 14 percent decrease.
- **Passenger Trips per Revenue Hour** – decreased from 35.1 in FY 2029 to 31.2 in FY 2023, an 11 percent decrease.
- **Revenue Miles Between Incidents** – remained constant over the five-year period at zero (0) incidents.

Figure 6.12: Vehicle Miles per Capita



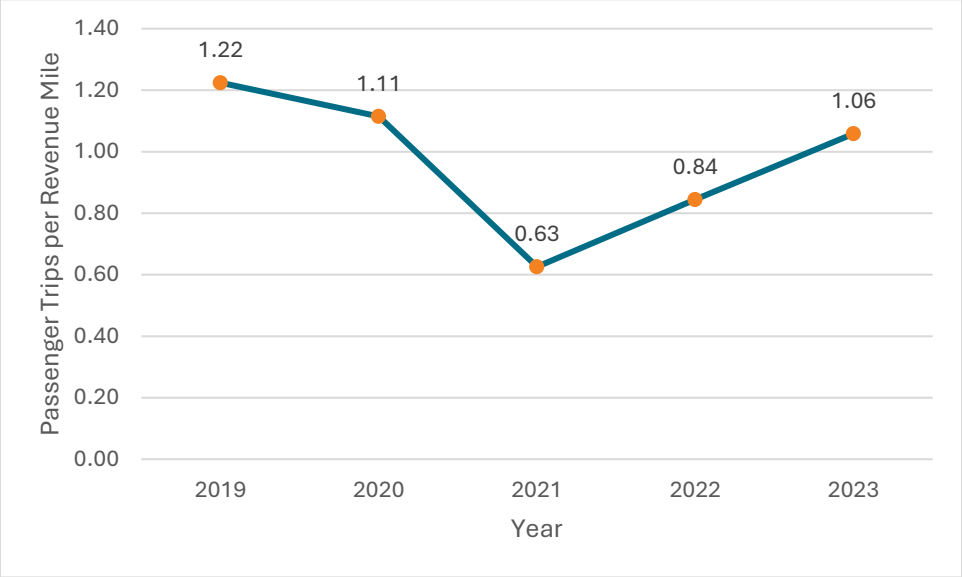
Source: SFRTA and NTD (FY 2019 – FY 2023)

Figure 6.13: Passenger Trips per Capita



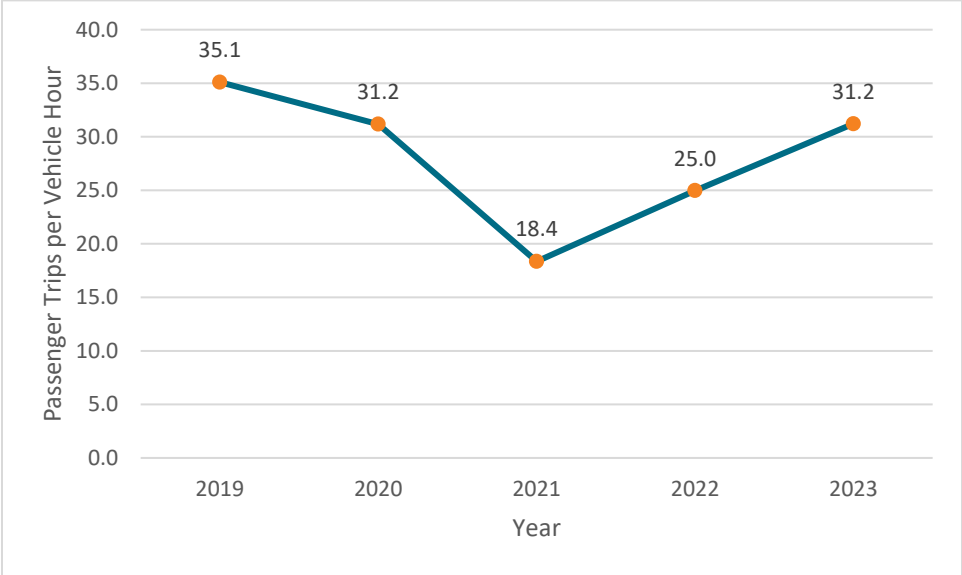
Source: SFRTA and NTD (FY 2019 – FY 2023)

Figure 6.14: Passenger Trips per Revenue Mile



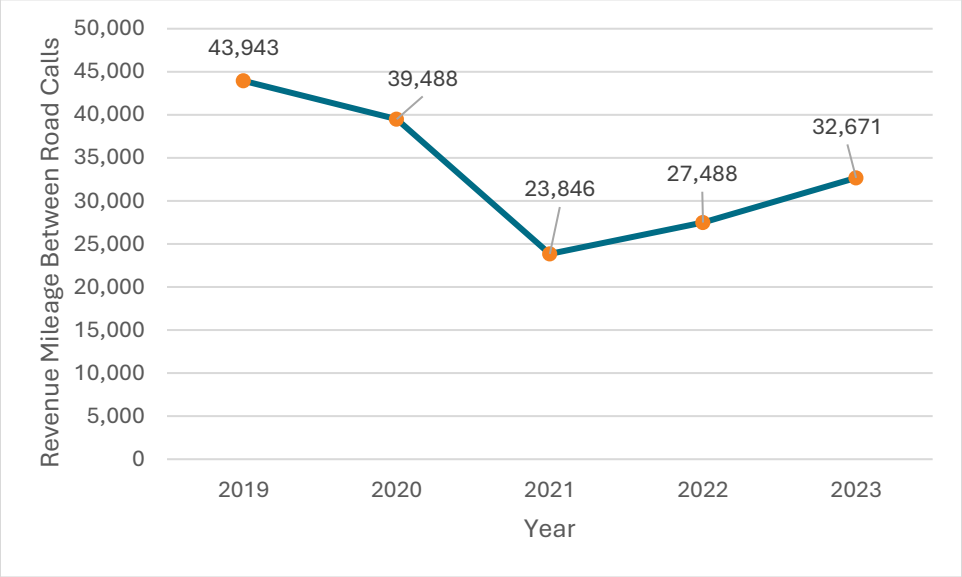
Source: SFRTA and NTD (FY 2019 – FY 2023)

Figure 6.15: Passenger Trips per Vehicle Hour



Source: SFRTA and NTD (FY 2019 – FY 2023)

Figure 6.16: Revenue Miles Between Road Calls



Source: SFRTA and NTD (FY 2019 – FY 2023)

6.2.3 Efficiency Measures

Efficiency measures evaluate SFRTA's efficiency in providing commuter rail service. These measures are summarized into broader categories, including cost efficiency (operating expense per capita, per peak vehicles, and per revenue hour), operating ratios (for instance, a farebox recovery ratio), and energy utilization (vehicle miles per gallon). Tri-Rail's performance on efficiency measures is summarized in **Table 6.6.**

Table 6.6: Efficiency Measures (FY 2019 – FY 2023)

Efficiency Measures	Year					% Change (FY 2019-FY 2023)
	FY 2019	FY 2020	FY 2021	FY 2022	FY 2023	
Operating Expenses per Capita	$17.67	$16.82	$17.16	$20.71	$22.94	30%
Operating Expense per Passenger Trip	$21.77	$26.27	$46.52	$34.40	$31.02	43%
Operating Expense per Passenger Mile	$0.82	$0.97	$1.70	$1.26	$1.10	34%
Operating Expense per Revenue Mile	$26.65	$29.29	$29.12	$29.05	$32.84	23%
Farebox Recovery Ratio	13.6%	10.3%	4.8%	8.5%	10.7%	-21%
Revenue Miles per Vehicle Mile	0.96	0.93	0.92	0.96	0.95	-1%
Revenue Miles per Vehicle	72,946	63,181	64,861	72,019	70,569	-3%
Operating Expense Per Revenue Hour	$764.06	$818.90	$853.97	$859.02	$968.09	27%
Revenue Hours Per Total Vehicles	72,946	63,181	64,861	72,019	70,569	-3%
Vehicle Miles per Gallon	1.04	1.19	1.57	1.38	1.35	29%
Average Fare	$2.96	$2.71	$2.22	$2.91	$3.31	12%

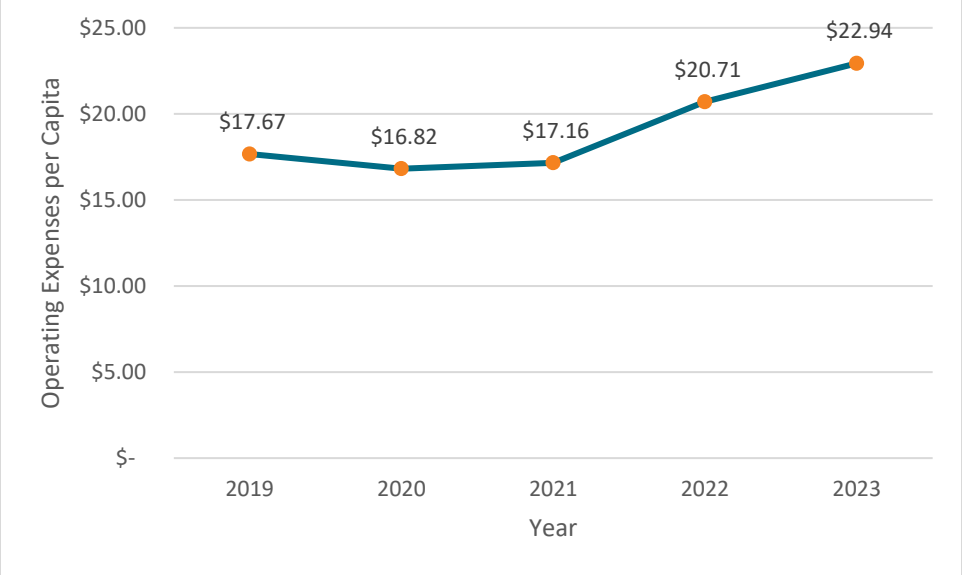
Source: SFRTA (FY 2019 – FY 2023)

Figure 6.17 through **Figure 6.27** provide charts of the five-year trends for each efficiency measure.

- **Per Capita Operating Expenses -** increased by 30 percent between FY 2019 and FY 2023 from $17.67 to $22.94.
- **Per Passenger Trip Operating Expenses -** increased by 43 percent between FY 2019 and FY 2023 from $21.77 to $31.02.
- **Per Passenger Mile Operating Expenses -** increased by 34 percent between FY 2019 and FY 2023, from $0.82 to $1.10.
- **Per Revenue Mile Operating Expenses -** increased by 23 percent between FY 2019 and FY 2023 from $26.65 to $32.84.
- **Farebox Recovery Ratio –** decreased from 13.6 percent to 10.7 percent between FY 2019 and FY 2023.
- **Revenue Miles Per Vehicle Mile –** decreased from 0.96 to 0.95, a one (1) percent decrease between FY 2019 and FY 2023.
- **Revenue Miles Per Vehicle –** decreased from 72,946 to 70,569 between FY 2019 and FY 2023, a 3 percent decrease.
- **Operating Expense Per Revenue Hour –** increased from $764.06 to $968.09, a 27 percent increase between FY 2019 and FY 2023.
- **Revenue Hours Per Total Vehicles –** decreased from 72,946 to 70,569, a three (3) percent decrease from FY 2019 to FY 2023.

- **Vehicle Miles Per Gallon –** Increased from 1.04 to 1.35, a 29 percent increase between FY 2019 and FY 2023.
- **Average Fare -** increased from $2.96 to $3.31, a 12 percent increase between FY 2019 and FY 2023.

Figure 6.17: Operating Expenses per Capita



Source: SFRTA (FY 2019 – FY 2023)

Figure 6.18: Operating Expenses per Passenger Trip

Source: SFRTA (FY 2019 – FY 2023)

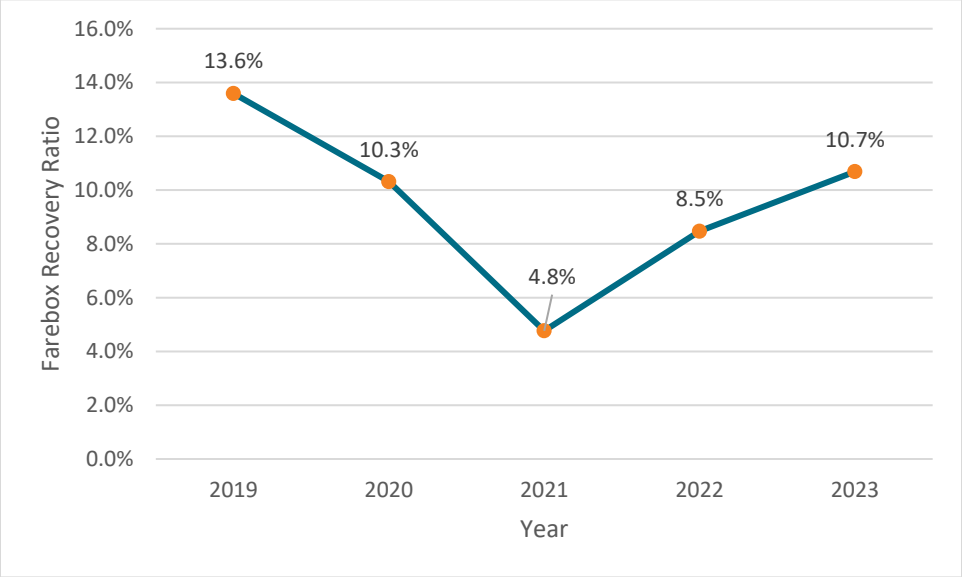
Figure 6.19: Operating Expenses per Passenger Mile

Source: SFRTA (FY 2019 – FY 2023)

Figure 6.20: Operating Expenses per Revenue Mile

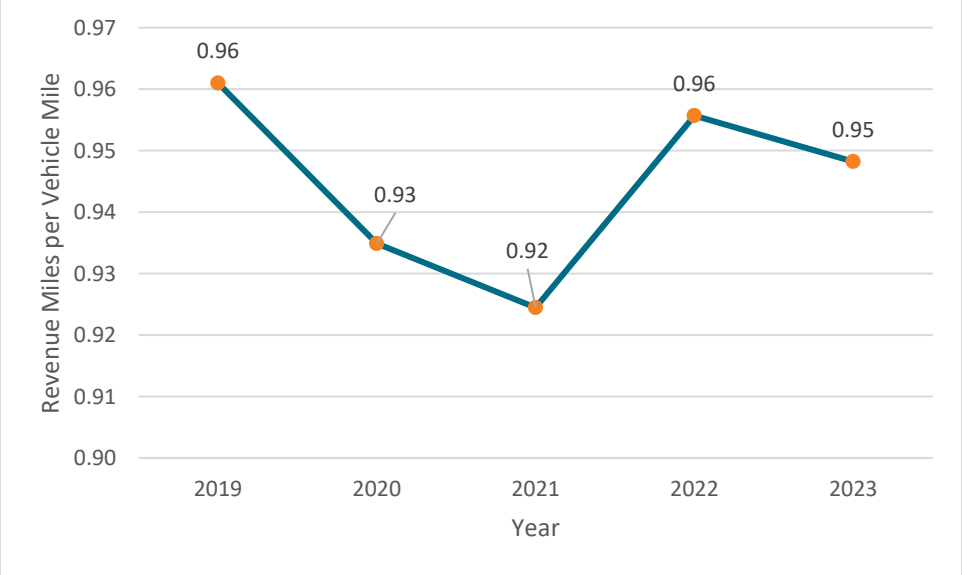
Source: SFRTA (FY 2019 – FY 2023)

Figure 6.21: Farebox Recovery Ratio



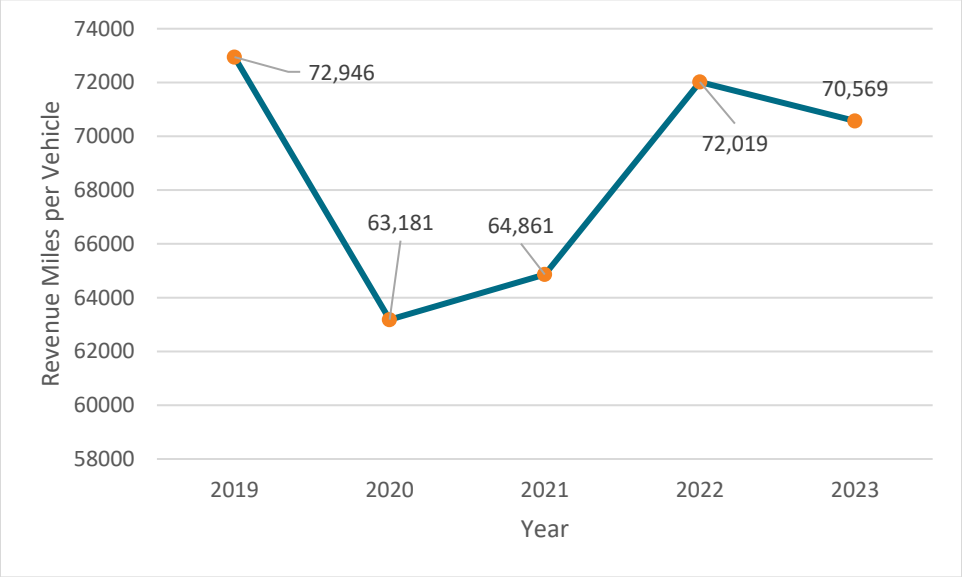
Source: SFRTA (FY 2019 – FY 2023)

Figure 6.22: Revenue Miles per Vehicle Mile



Source: SFRTA (FY 2019 – FY 2023)

Figure 6.23: Revenue Miles per Vehicle

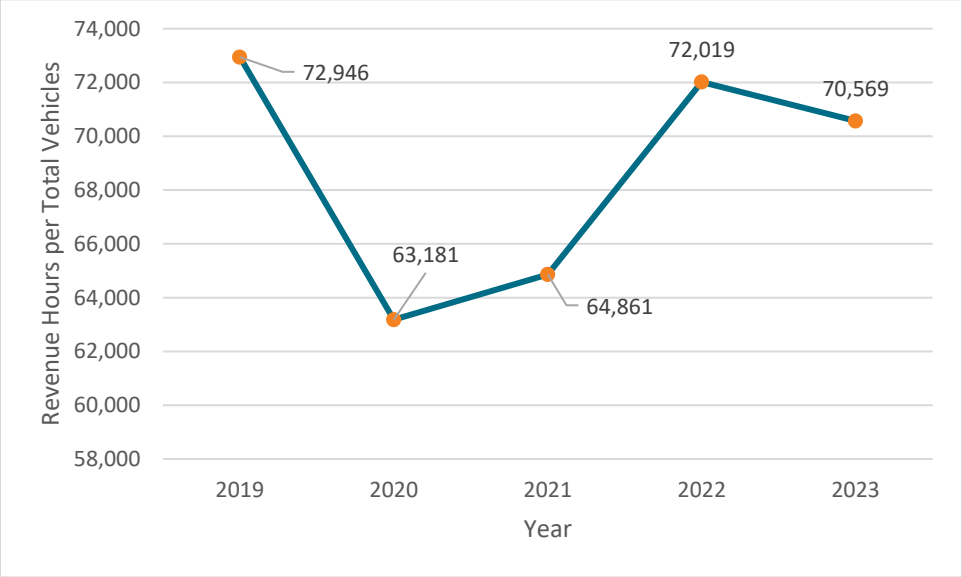


Source: SFRTA (FY 2019 – FY 2023)

Figure 6.24: Operating Expense per Revenue Hour

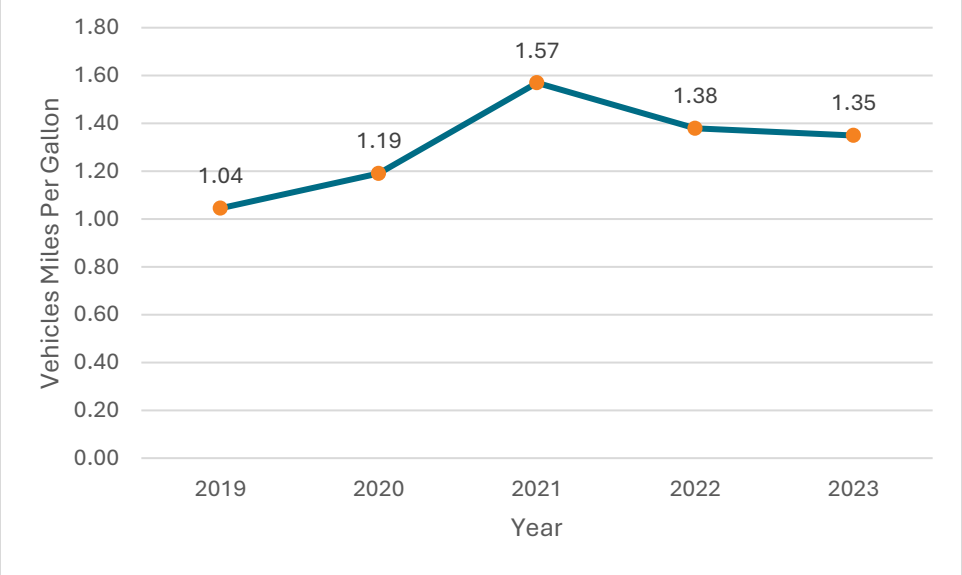
Source: SFRTA (FY 2019 – FY 2023)

Figure 6.25: Revenue Hours per Total Vehicles



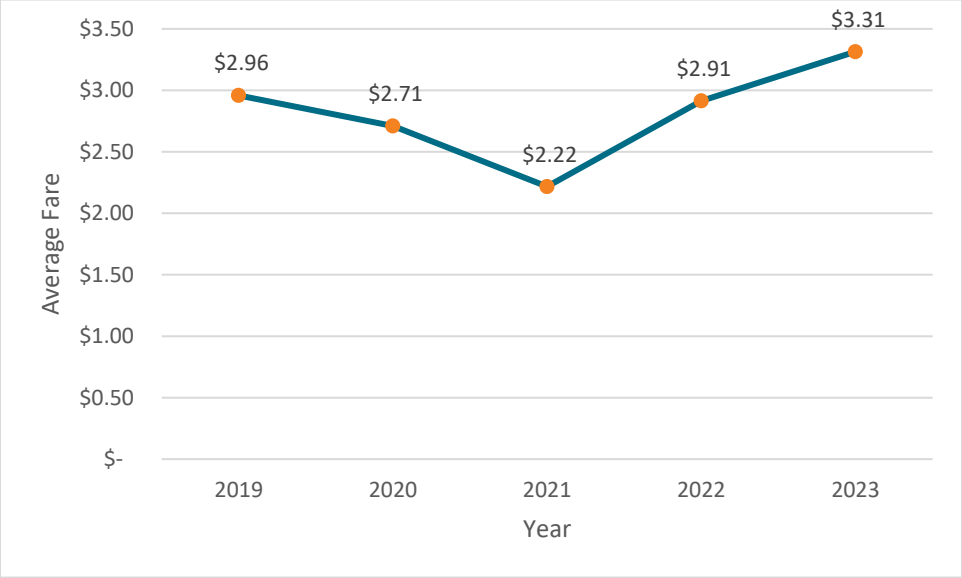
Source: SFRTA (FY 2019 – FY 2023)

Figure 6.26: Vehicle Miles Per Gallon



Source: SFRTA (FY 2019 – FY 2023)

Figure 6.27: Average Fare



Source: SFRTA (FY 2019 – FY 2023)

6.3 Peer Analysis

An agency peer review is conducted to assess and compare the efficiency and effectiveness of an agency's operations to other, similar agencies. The peer analysis as part of this Major TDP update provides an opportunity for SFRTA to objectively compare Tri-Rail's performance to that of other commuter rail systems across the United States. Twelve (12) transit agencies were selected for the peer review (**Table 6.7**). This section describes the peer selection process used to determine peer agencies for SFRTA followed by a summary of the peer analysis.

6.3.1 Peer Selection Methodology

Peers for the SFRTA peer review analysis were identified using FDOT's Urban Integrated National Transit Database (iNTD) database. The database uses the latest available agency reported data (FY 2022) on the following categories to develop a total likeness score between agencies. The likeness score for each peer review category by agency is determined by the following variables:

- Urban Area Population
- Total Revenue Miles Operated
- Total Operating Budget
- Population Density
- Service Area Type
- Percent Population with College Degree
- Population Growth Rate
- Percent Poverty
- Percent Service Purchased

The likeness score evaluates the above factors in comparison to SFRTA which has a likeness score of zero (0). A peer agency's comparability can be determined by its likeness score – the closer the agency's score is to zero (0), the more comparable that agency is to SFRTA. The 12 peers selected for the SFRTA peer analysis are identified in **Table 6.7** and are organized by likeness score.

Table 6.7: SFRTA Peers Identified for Analysis

NTD ID	Agency Name and System Name	System Location	Agency Location	Total Likeness Score
40077	**South Florida Regional Transportation Authority (SFRTA) – Tri-Rail**	**Southeast, FL**	**Pompano Beach**	**0**
30073	Virginia Railway Express (VRE)	Northern Virginia	Alexandria, VA	0.25
90134	Peninsula Corridor Joint Powers Board (PCJPB) - CalTrain	Bay Area California	San Carlos, CA	0.37
90151	Southern California Regional Rail Authority (SCRRA) - Metrolink	Southern California)	Los Angeles, CA	0.47
90030	North County Transit District (NCTD) - Coaster	San Diego County, CA	Oceanside, CA	0.55
40	Central Puget Sound Regional Transit Authority (Sound Transit) – Sounder	Seattle, WA	Seattle, WA	0.65
40232	Central Florida Commuter Rail (CFCR) - SunRail	Orlando, FL	Tallahassee, FL	0.70
50104	Northern Indiana Commuter Transportation District (NICTD) – South Shore Line	Chicago, IL	Chesterton, IN	0.70
60007	Fort Worth Transportation Authority (FWTA) – TEXRail	Fort Worth, TX	Fort Worth, TX	0.80
80006	Denver Regional Transportation District (RTD)	Denver, CO	Denver, CO	0.93
30034	Maryland Transit Administration (MTA) – MARC Train	Baltimore, MD	Baltimore, MD	0.97
60056	Dallas Area Rapid Transit (DART)	Dallas, TX	Dallas, TX	1.09
30019	Southeastern Pennsylvania Transportation Authority (SEPTA)	Philadelphia, PA	Philadelphia, PA	1.29

Source: Florida Transit Information System – Urban Integration National Transit Database, FY 2022

6.3.2 Peer Analysis Performance Measures

SFRTA was evaluated against the 12 peer transit agencies across three (3) categories of performance measures – General Performance Indicators (GPIs), Effectiveness Measures, and Efficiency Measures. A description of each category is provided below. **Table 6.8** provides a list of the specific performance measures under each category applied for the peer analysis.

- **General Performance Indicators** – measure the quantity of service supply, passenger and fare generation, and resource input.
- **Effectiveness Measures** – measure the extent to which service is effectively provided.
- **Efficiency Measures** – measure the extent to which cost efficiency is achieved.

Table 6.8: Peer Review Analysis Performance Measures

Performance Measure Category	Performance Measure
General Performance Indicators	Passenger Trips
	Passenger Miles
	Vehicle Miles
	Revenue Miles
	Vehicle Hours
	Route Miles
	Operating Expenses
	Total Employees*
	Vehicles Available for Maximum Service
	Fuel Consumption
Effectiveness Measures	Vehicle Miles Per Capita
	Passenger Trips Per Capita
	Passenger Trips Per Revenue Mile
	Passenger Trips Per Vehicle Hour
	Revenue Mileage Between Incidents
	Revenue Mileage Between Road Calls
Efficiency Measures	Operating Expenses Per Capita
	Operating Expenses Per Passenger Trip
	Operating Expenses Per Passenger Mile
	Operating Expense Per Revenue Mile
	Farebox Recovery Ratio
	Revenue Miles Per Vehicle Mile
	Revenue Miles Per Vehicle
	Revenue Hours Per Employee*
	Passenger Trips Per Employee*
	Vehicle Miles Per Gallon
	Average Fare

**These noted performance indicators were not included in the peer analysis due to a lack of available data and information for peer agencies.*

6.3.3 Peer Review Results

The peer review results are summarized by GPI, Effectiveness Measure, and Efficiency Measure in this section. An overview of SFRTA's ranking among the peers as well as peer median, mean, minimum, and maximum for each peer review measure are also presented for FY 2023.

General Performance Indicators

GPIs are used to gauge an agency's overall transit operating system performance in terms of trips, miles, revenue, and operating expenses to evaluate the transit service provided by an agency. GPIs are used to calculate the Effectiveness and Efficiency Measures. A summary of the GPIs for SFRTA and how the agency ranked when compared with the peer agencies in FY 2023 is provided below. **Table 6.9** summarizes each GPI measure across the peer group.

Figure 6.28 through **Figure 6.36** compare the GPI measures for SFRTA and the selected peer agencies.

- **Passenger Trips** – SFRTA ranked 4th among peers in FY 2023, above the peer median but below the peer mean, but still less than a fifth of the peer maximum (SEPTA).
- **Passenger Miles** –SFRTA ranked 5th among peers in FY 2023, above the peer median and mean, but less than half of the peer maximum (SEPTA).
- **Vehicle Miles** – SFRTA ranked 6th among peers in FY 2023, above the peer median but below the peer mean, and about a fifth of the peer maximum (SEPTA).
- **Revenue Miles** – SFRTA ranked 6th among peers in FY 2023, above the peer median but below the peer mean, and about a quarter of the peer maximum (SEPTA).
- **Vehicle Hours** – SFRTA ranked 7th among peers in FY 2023, above the peer median but below the peer mean, and about a fifth of the peer maximum (SEPTA).
- **Route Miles** – SFRTA ranked 10th among peers in FY 2023, below the peer median and mean, and less than a quarter of the peer maximum (Metrolink).
- **Operating Expenses** – SFRTA ranked 9th among peers in FY 2023, greater than the peer median but less than the peer mean, and slightly over a third of the peer maximum (SEPTA).
- **Vehicles Available for Maximum Service** – SFRTA ranked 10th among peers in FY 2023, below the peer median and mean, and less than a quarter of the peer maximum (SEPTA).
- **Total Gallons Consumed**– SFRTA ranked 3rd among peers in FY 2023, above the peer median and mean, and greater than half of the peer maximum (PCJPB).

For most General Performance Indicators, SFRTA ranks in the middle among the selected peers. This can be explained by the ratio between the size of SFRTA's coverage area and its area of commuter rail service, in comparison to its peers.

Table 6.9: General Performance Indicators (GPI) - Peer Review Analysis

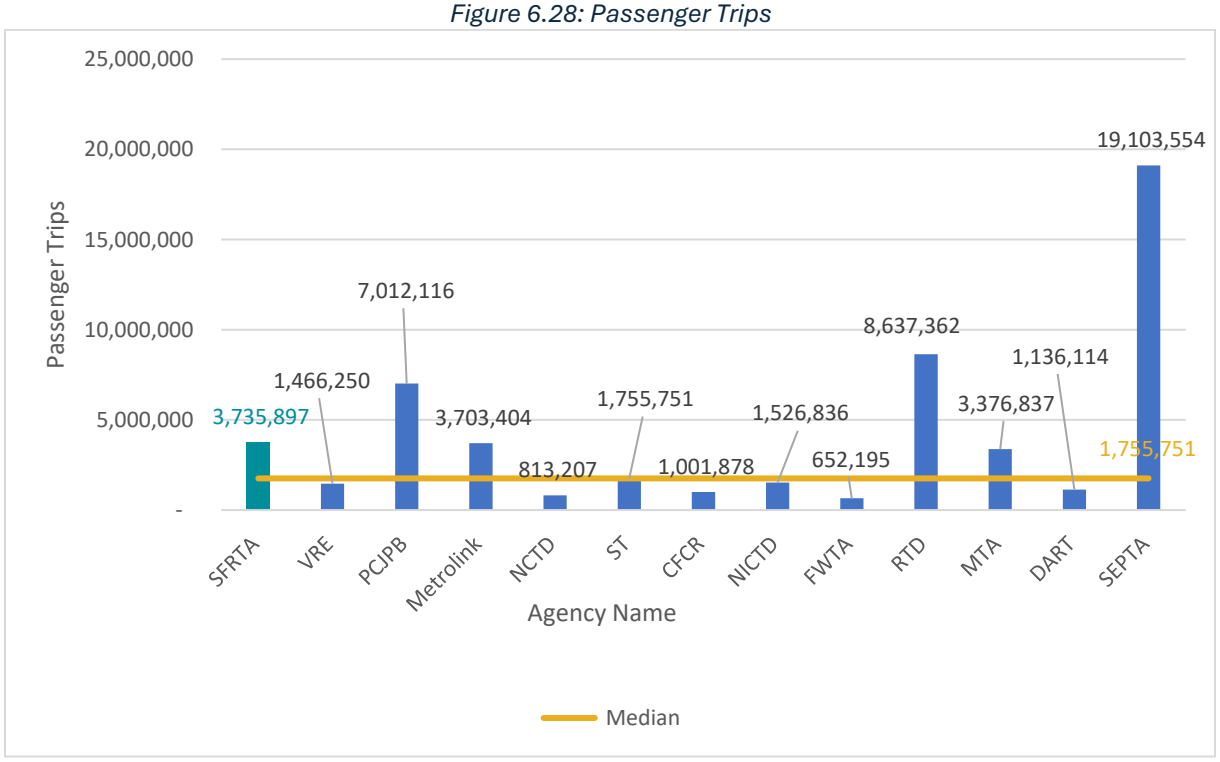
General Performance Indicator	SFRTA Rank Out of 12	Peer Median	Peer Mean	Peer Minimum (Agency)	Peer Maximum (Agency)
Passenger Trips	**4th (3,735,897)**	1,755,751	4,147,800	652,195 (FWTA)	19,103,554 (SEPTA)
Passenger Miles	**5th (105,501,731)**	49,941,941	81,711,744	10,396,471 (FWTA)	260,671,083 (SEPTA)
Vehicle Miles	**6th (3,721,145)**	2,514,771	5,114,381	987,509 (CFCR)	17,445,759 (SEPTA)
Revenue Miles	**6th (3,528,459)**	2,472,556	4,872,650	959,285 (CFCR)	16,787,553 (SEPTA)
Vehicle Hours	**7th (126,537)**	126,537	203,595	35,626 (CFCR)	880,550 (SEPTA)
Route Miles	**10th (142)**	180	300	52 (FWTA)	845 (Metrolink)
Total Operating Expense	**9th ($122,731,578)**	$91,445,138	$120,585,137	$32,362,127 (FWTA)	$316,404,808 (SEPTA)
Vehicles Available for Maximum Service	**9th (58)**	80	120	32 (FWTA)	411 (SEPTA)
Total Gallons Consumed	**3rd (2,757,884)**	1,353,043	1,783,716	139,814 (Metrolink)	4,335,636 (PCJPB)

Source: National Transit Database, FY 2023

Passenger Trips

Passenger trips are the number of passengers that board transit. Passenger trips are counted each time a passenger boards a vehicle during travel from an origin to a destination. This measure is commonly used to identify the amount of ridership for a transit system. In FY 2023, SFRTA recorded over three (3) million passenger trips, which exceeds the peer median of approximately 1.7 million passenger trips. The number of passenger trips for SFRTA is similar to three (3) other commuter rail systems: MTA, Puget Sound (ST), and Metrolink, while passenger trips for SEPTA (19.1 million) and FWTA (652 thousand) represent the highest and lowest peer performers in passenger trips, respectively.

Figure 6.28: Passenger Trips

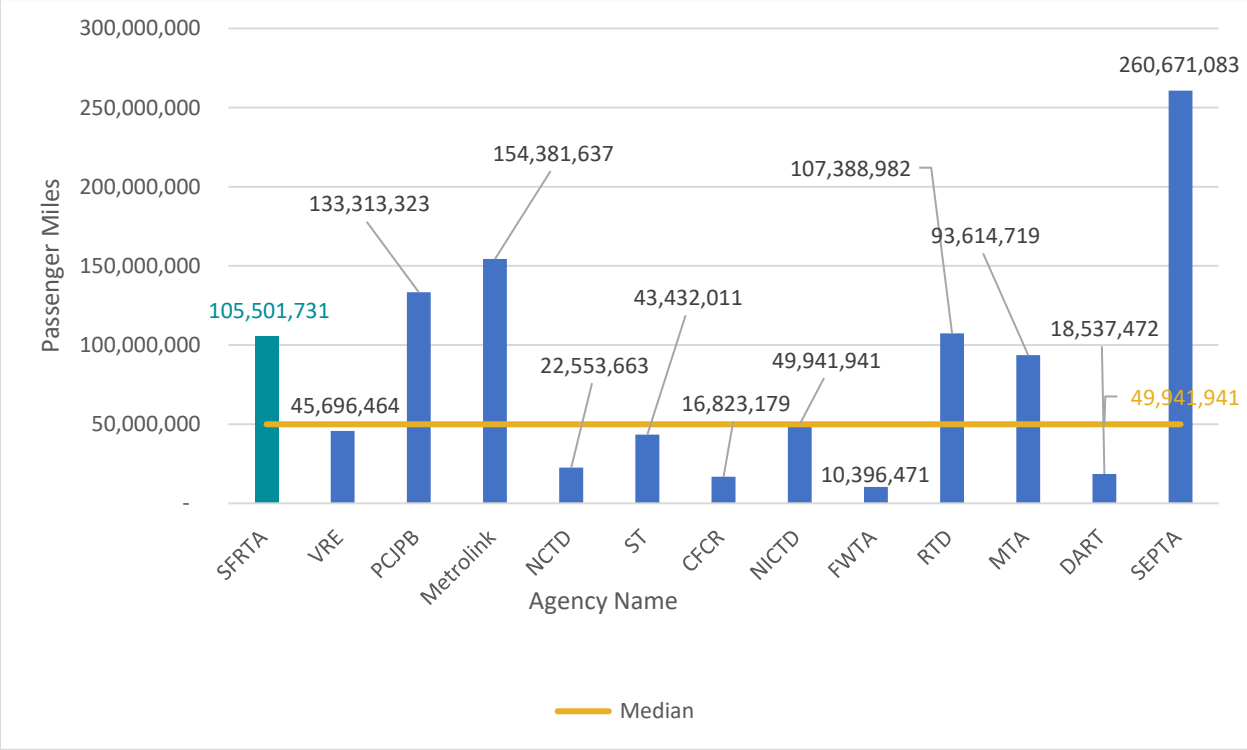


Source: National Transit Database, FY 2023

Passenger Miles

Passenger miles is defined as the cumulative distance travelled by passengers on the transit system. SFRTA passenger miles are greater than the peer median of 49.9 million at 105 million passenger miles in FY 2023. Four (4) out of the 12 peers had more passenger miles than SFRTA – PCJPB, RTD, Metrolink, and SEPTA.

Figure 6.29: Passenger Miles

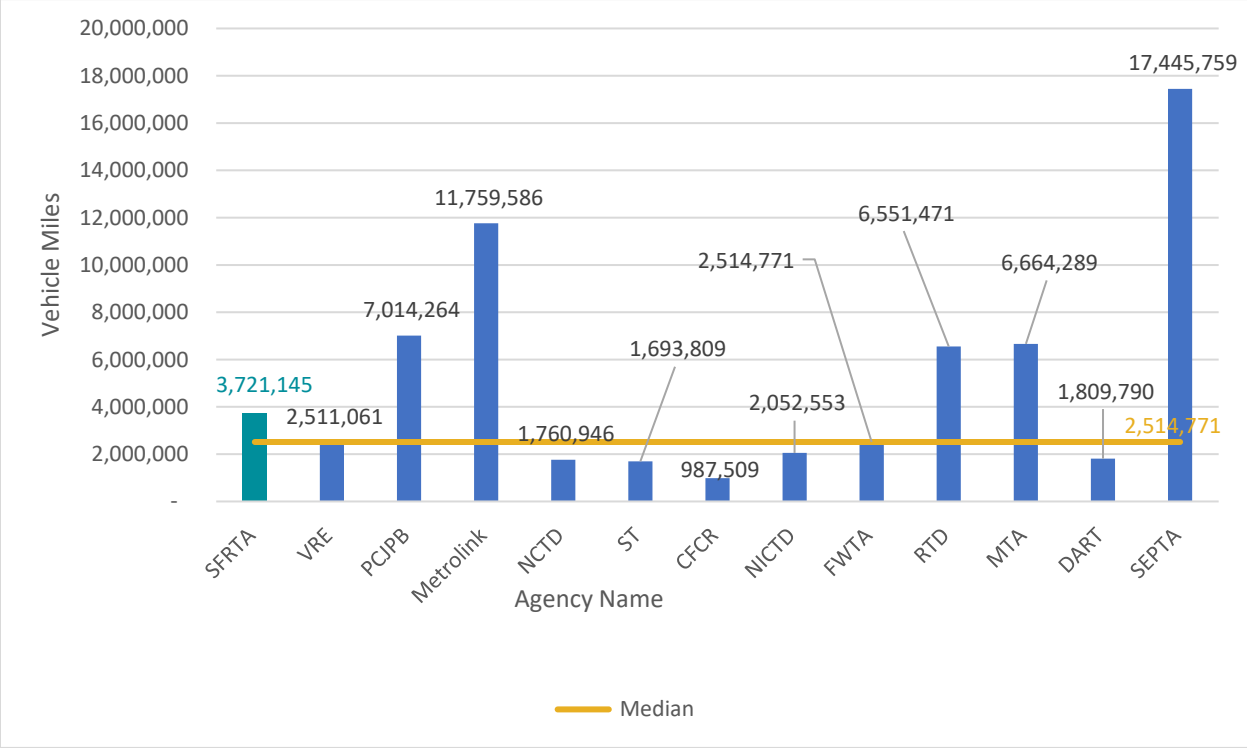


Source: National Transit Database, FY 2023

Vehicle Miles

Vehicle miles are miles that transit vehicles travel in the transit system during and outside of scheduled revenue service. Actual train miles do not include train miles for vehicle maintenance testing and training exercises. SFRTA exceeds the peer median of 2.5 million vehicle miles at 3.7 million miles. SFRTA ranks 6th behind PCJPB, Metrolink, RTD, MTA, and SEPTA in total vehicle miles.

Figure 6.30: Vehicle Miles

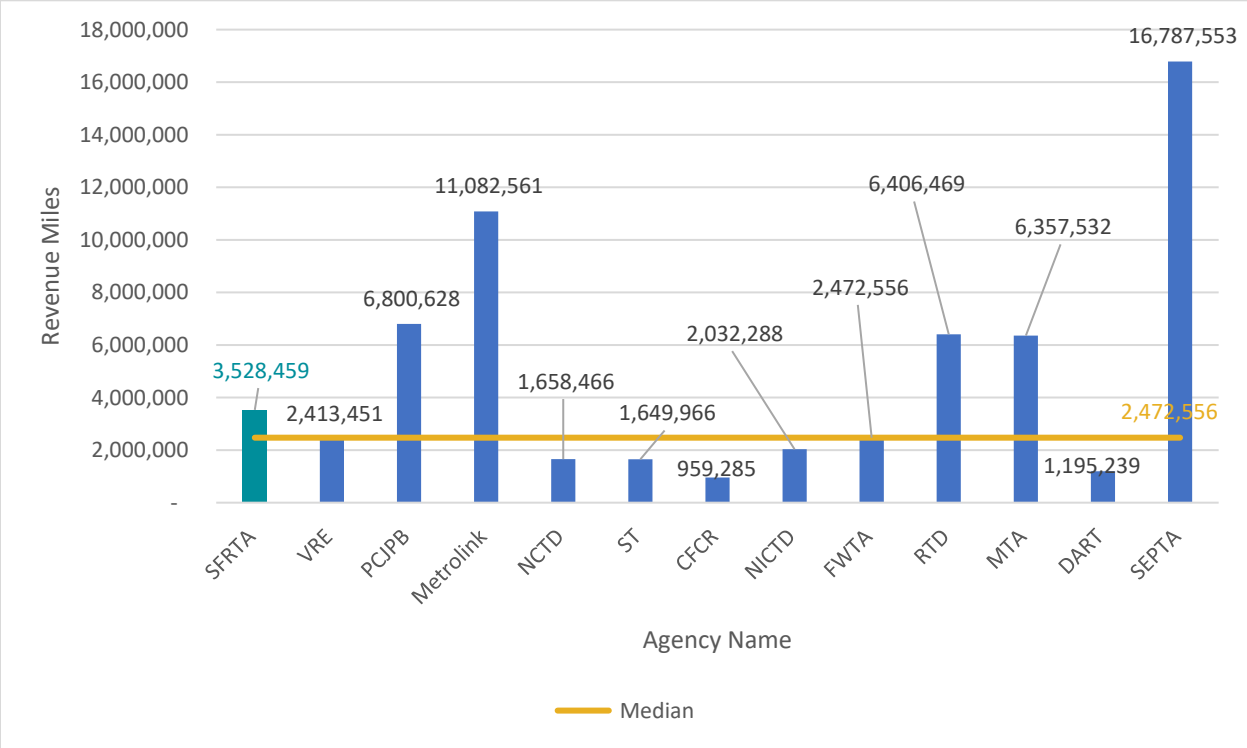


Source: National Transit Database, FY 2023

Revenue Miles

Revenue miles are defined as the total miles traveled by a train while providing passenger revenue service. Revenue miles do not include those miles when the train is not in service such as training, deadhead service, or returning to the maintenance yard. As with vehicle miles, SFRTA exceeds the peer median of 2.4 million miles with 3.5 million miles, ranking 6th behind Metrolink, PCJPB, RTD, MTA, and SEPTA.

Figure 6.31: Revenue Miles

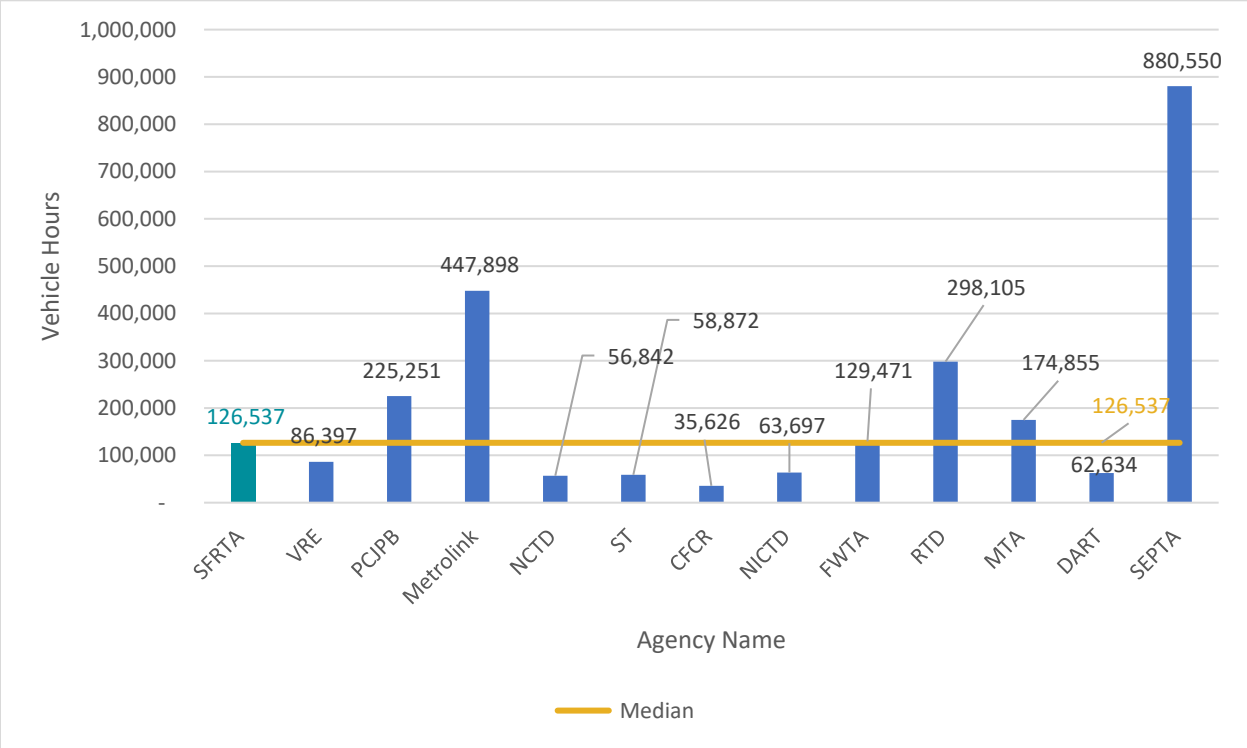


Source: National Transit Database, FY 2023

Vehicle Hours

Vehicle hours are defined as the hours a vehicle travels while providing passenger revenue service. Both layover and recovery time are included in revenue hours while deadhead and training are excluded. SFRTA ranks 7th among the peers analyzed, with Metrolink, RTD, PCJPB, MTA, SEPTA, and FWTA recording more revenue hours than SFRTA. The peer median is 126,537 revenue hours, matching SFRTA.

Figure 6.32: Vehicle Hours

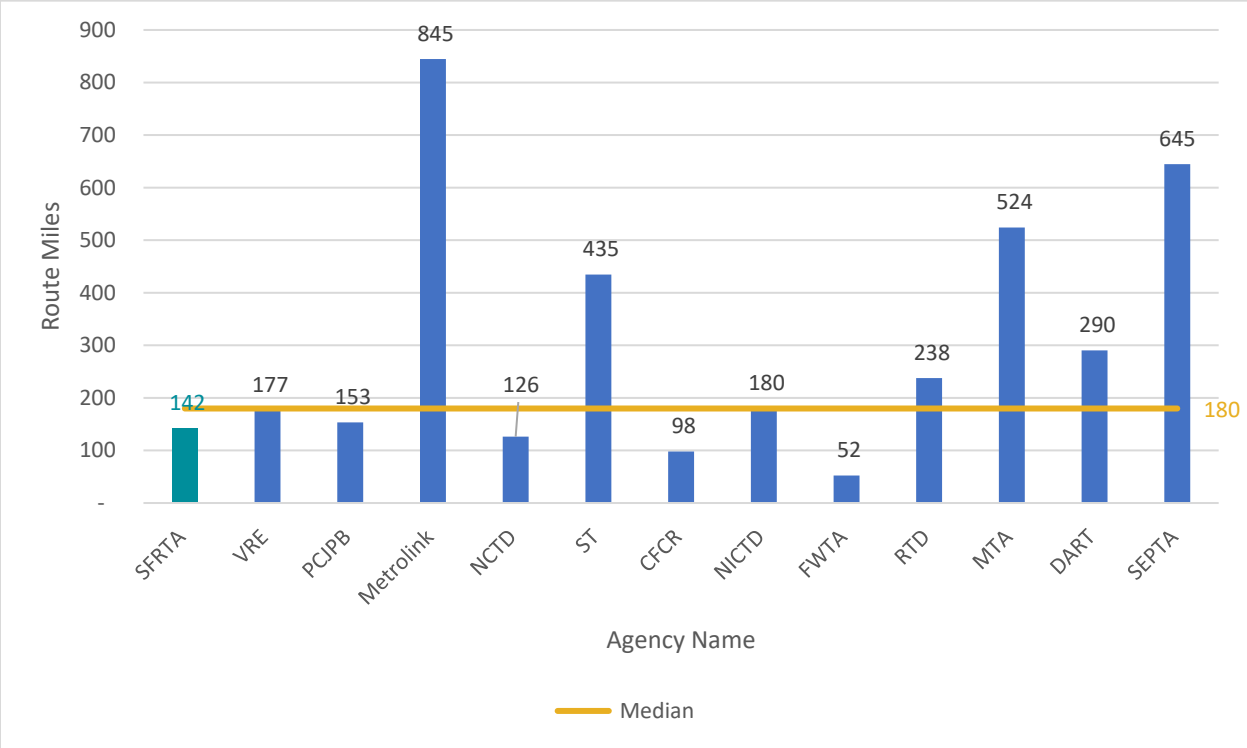


Source: National Transit Database, FY 2023

Route Miles

Route miles are the directional measure of passenger route on a facility and not the amount of service within a facility such as revenue miles. This measure pertains to the specific route and does not account for the number of tracks within the right-of-way. Route miles typically define the geographic coverage of a transit route between termini in both directions. SFRTA route miles are below the peer median of 180 miles with 142 route miles but does offer similar service coverage in comparison to most peers, except for Metrolink which operates over 800 commuter rail route miles.

Figure 6.33: Route Miles

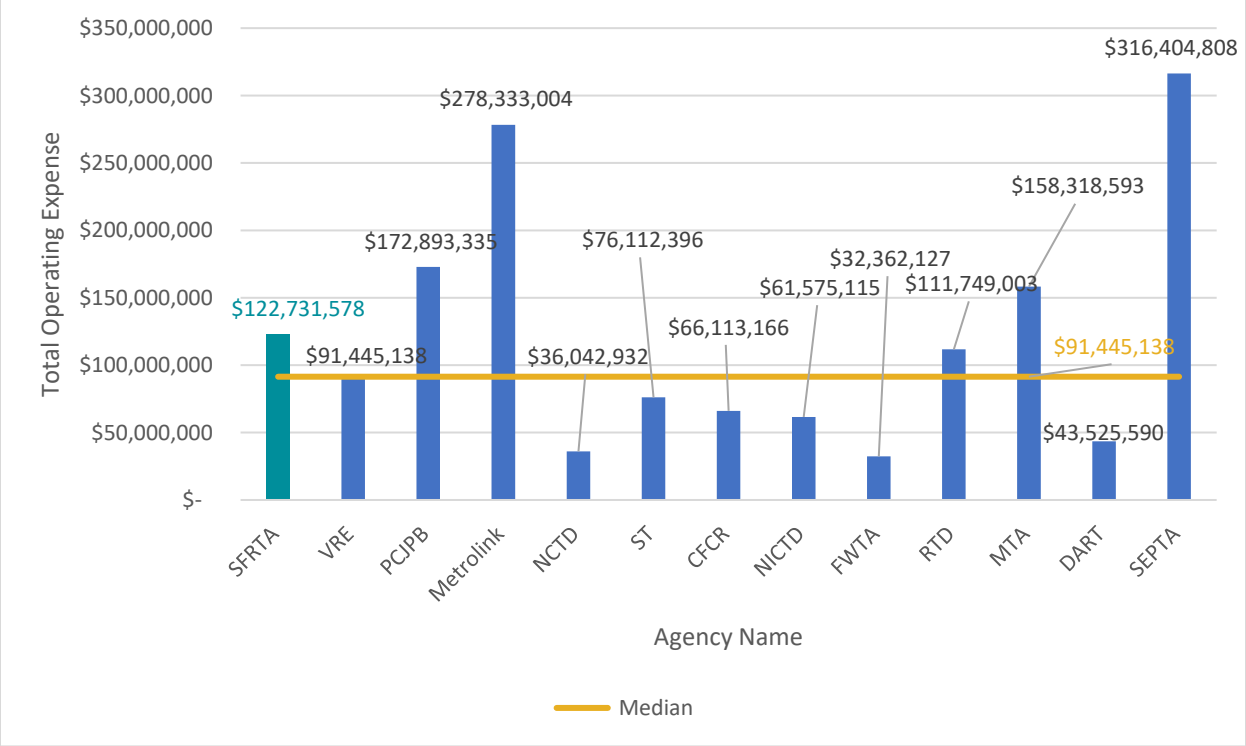


Source: National Transit Database, FY 2023

Total Operating Expense

The expenses incurred to provide transit service are defined as operating expenses, which includes salaries and wages for maintenance, operations, general administration, as well as fringe benefits. Expenses also include materials and supplies for operations and maintenance. Operating expenses exclude depreciation on capital assets such as facilities and equipment. Operating expenses do not include costs for services not available to the public, and financing expenses. The peer median for operating expense is over $91 million. SFRTA ranks 9th among all peers, sorted from low to high, with $122 million in operating expenses for 2023. SEPTA, Metrolink, MTA, and PCJPB are the peers with the highest total operating expenses.

Figure 6.34: Total Operating Expense

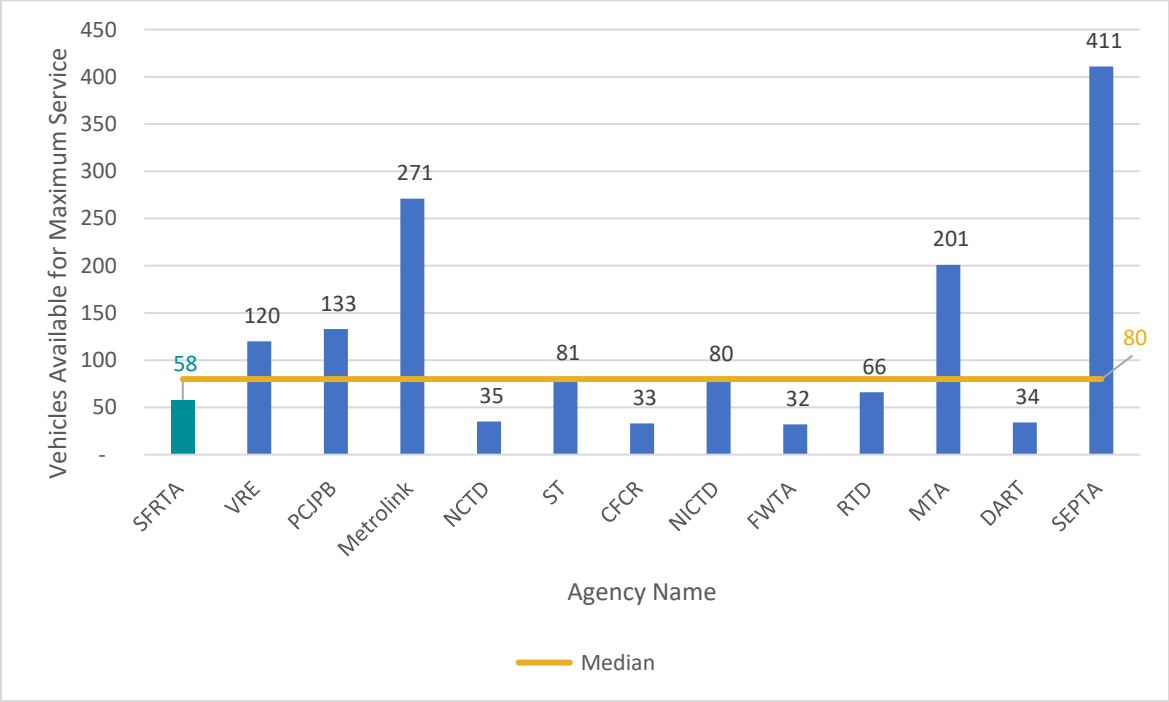


Source: National Transit Database, FY 2023

Vehicles Available for Maximum Service

The number of vehicles available for maximum service represents the fleet of functioning vehicles that can be placed into passenger revenue service. The peer median is 80 vehicles. SFRTA places under the peer median, with 58 vehicles available for maximum service in 2023. SFRTA ranks 10th among peers, with Metrolink, MTA, PCJPB, RTD, VRE, ST, NICTD, SEPTA, and NCTD having a greater number of vehicles available for maximum service.

Figure 6.35: Vehicles Available for Maximum Service

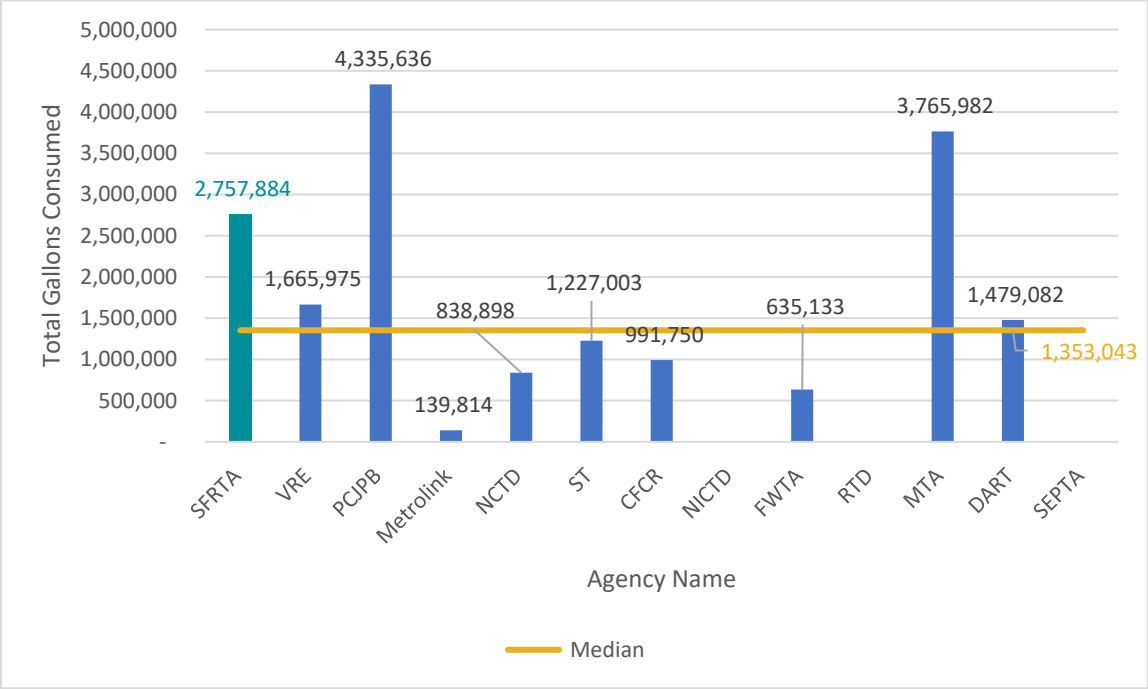


Source: National Transit Database, FY 2023

Fuel Consumption

Fuel consumption accounts for the total amount of fuel consumed by an agency for commuter rail service and is an annual measurement. At 2.7 million gallons, SFRTA ranks 3rd among peers in the amount of fuel consumed and greatly exceeds the peer median of 1.3 million gallons. The amount of fuel consumption is consistent with the level of service that SFRTA provides, correlating with the SFRTA's ranking among peers for number of service revenue hours and revenue miles indicators.

Figure 6.36: Fuel Consumption



Source: National Transit Database, FY 2023

6.3.4 Effectiveness Measures

These measures evaluate the effectiveness of an agency's commuter rail services under two (2) general categories – service consumption (how many trips per capita, per revenue mile and revenue hour), and quality of service (number of system failures, and revenue miles between road calls). A summary of Effectiveness Measures is presented in **Table 6.10**. **Figure 6.37** through **Figure 6.41** provide charts comparing the Effectiveness Measures for SFRTA and the selected peer agencies.

- **Vehicle Miles per Capita** – SFRTA ranked 6th among peers in FY 2023, higher than the peer median but below the peer mean.
- **Passenger Trips per Capita** – SFRTA ranked 5th among peers in FY 2023, above the peer median, but below the peer mean.
- **Passenger Trips per Revenue Mile –** SFRTA ranked 4th among peers in FY 2023, above the median and mean, and about a third of the peer maximum (RTD).
- **Passenger Trips per Vehicle Hour** – SFRTA ranked 3rd among peers in FY 2023, above the median and mean, and near the peer maximum (PCJPB).
- **Revenue Miles Between Incidents** – No major incidents were reported by any agency.
- **Revenue Miles Between Road Calls** – SFRTA ranked 13th in FY 2023, significantly below the median and mean, as well as the peer maximum (VRE).

For all measures except Vehicle Miles Per Capita and Revenue Miles Between Road Calls, SFRTA ranks in the upper half of peers. Despite the relatively large size of the SFRTA coverage area, it's performance in FY 2023 indicates effective performance, above average for Passenger Trips when assessed per capita, per revenue mile, and per vehicle hour.

Table 6.10: Effectiveness Performance Measures - Peer Review Analysis

Effectiveness Measure	SFRTA Rank Out of 12	Peer Median	Peer Mean	Peer Minimum	Peer Maximum
Vehicle Miles Per Service Area Capita	**6th (0.75)**	0.57	1.16	0.24 (NICTD)	3.06 (SEPTA)
Passenger Trips Per Service Area Capita	**5th (0.6)**	0.5	1.01	0.11 (FWTA)	3.35 (SEPTA)
Passenger Trips Per Revenue Mile	**4th (1.06)**	0.95	0.82	0.26 (FWTA)	3.22 (RTD)
Passenger Trips per Vehicle Hour	**3rd (29.52)**	21.70	21.17	5.04 (FWTA)	31.13 (PCJPB)
Revenue Miles Between Road Calls*	**13th (27,488)**	96,450	219,392	42,037 (SEPTA)	1,122,906 (VRE)

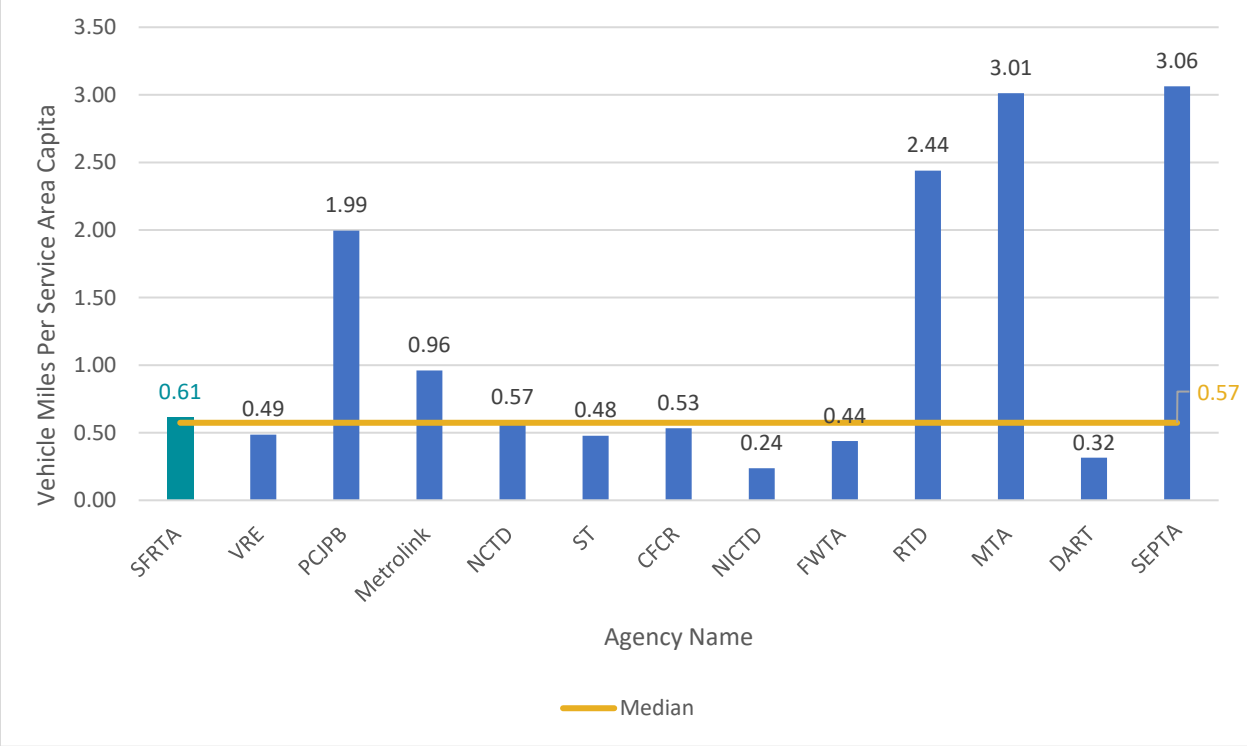
**This measure can more accurately be described as vehicle failures, rather than "road calls", given that is within the context of commuter rail. It is worth noting that a larger number is preferential, as it corresponds to how often vehicle failures occurred.*

Source: National Transit Database, FY 2023

Vehicle Miles Per Capita

Vehicle miles per capita is determined by taking the amount of vehicle miles and dividing by the total population of an urbanized area. SFRTA's vehicle miles per capita is higher than the peer median of 0.57 miles at 0.61 vehicle miles per capita.

Figure 6.37: Vehicle Miles Per Capita

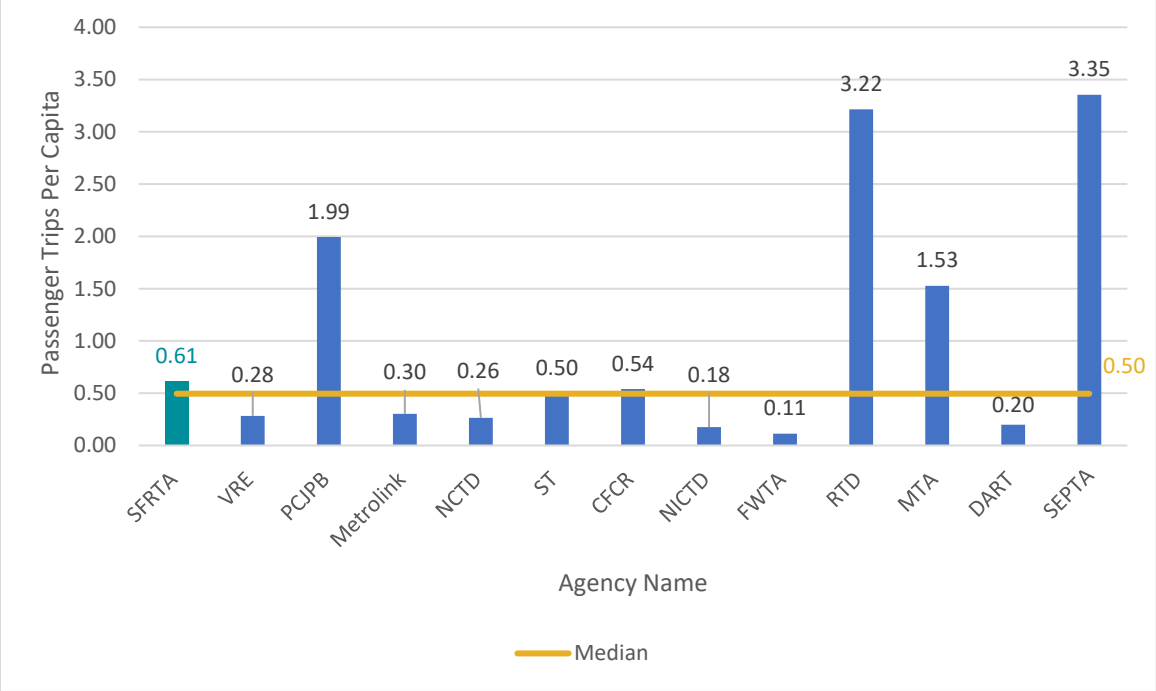


Source: National Transit Database, FY 2023

Passenger Trips Per Capita

Passenger trips per capita is defined as the number of trips per the service area population. The median was 0.5 passenger trips per capita, with SFRTA exceeding it at 0.61. Among its peers, SFRTA ranks fifth in this metric.

Figure 6.38: Passenger Trips Per Capita

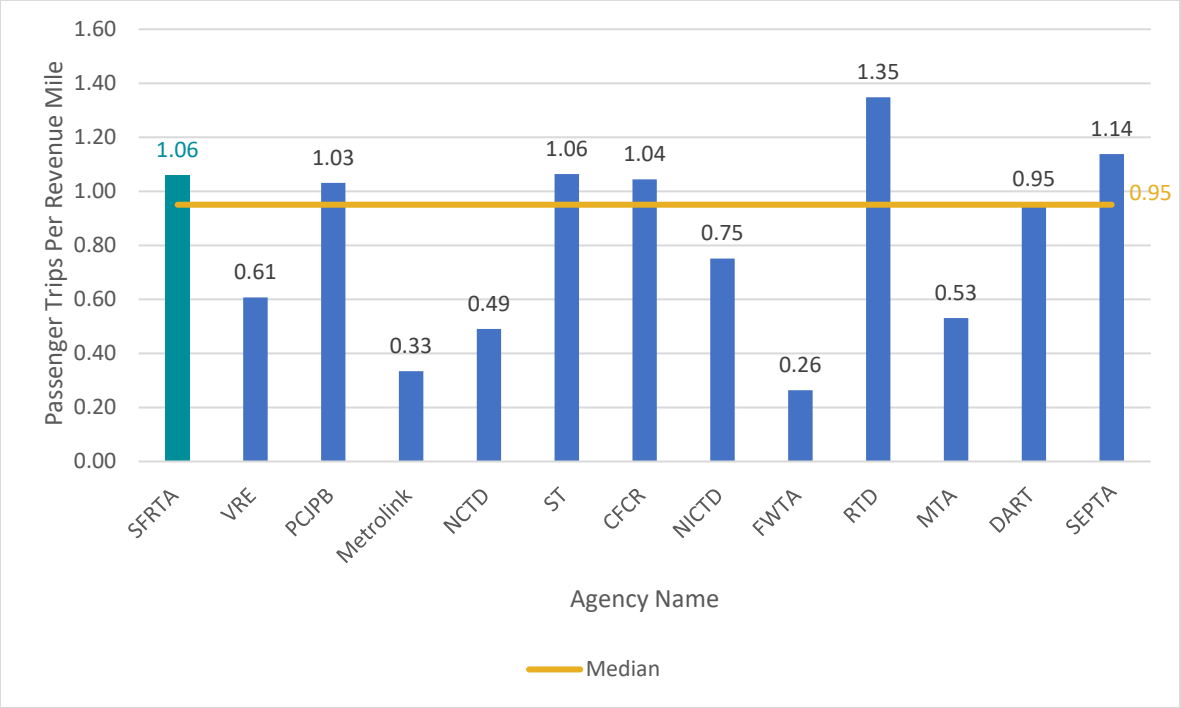


Source: National Transit Database, FY 2023

Passenger Trips Per Revenue Mile

Passenger trips per revenue mile is the total number of passenger trips divided by total revenue miles. In FY 2023, SFRTA had 1.06 passenger trips per revenue mile which is slightly higher than the peer median of 0.95 passenger trips per revenue mile.

Figure 6.39: Passenger Trips Per Revenue Mile

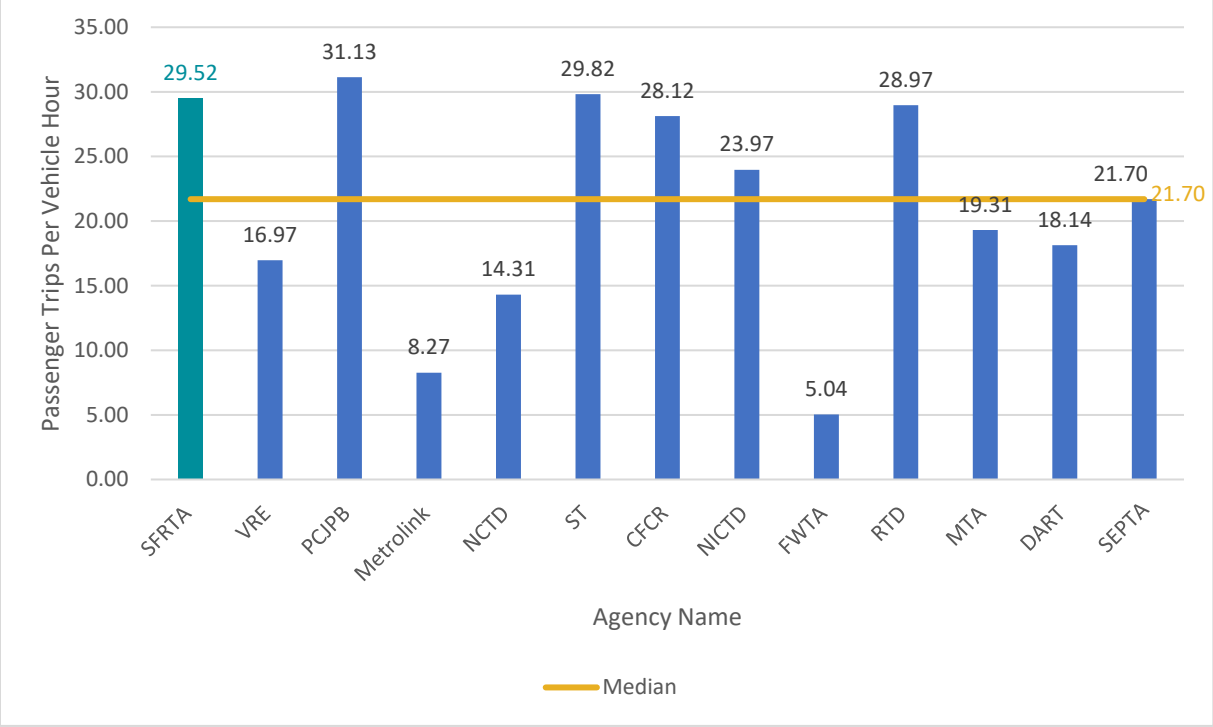


Source: National Transit Database, FY 2023

Passenger Trips Per Vehicle Hour

Passenger trips per vehicle hours measures the number of total passenger trips per total vehicle hours. The peer median for this measure is 21.70 passenger trips per vehicle hour. SFRTA has approximately 30 passenger trips per vehicle hour and ranks second among the 12 peers.

Figure 6.40: Passenger Trips Per Vehicle Hour

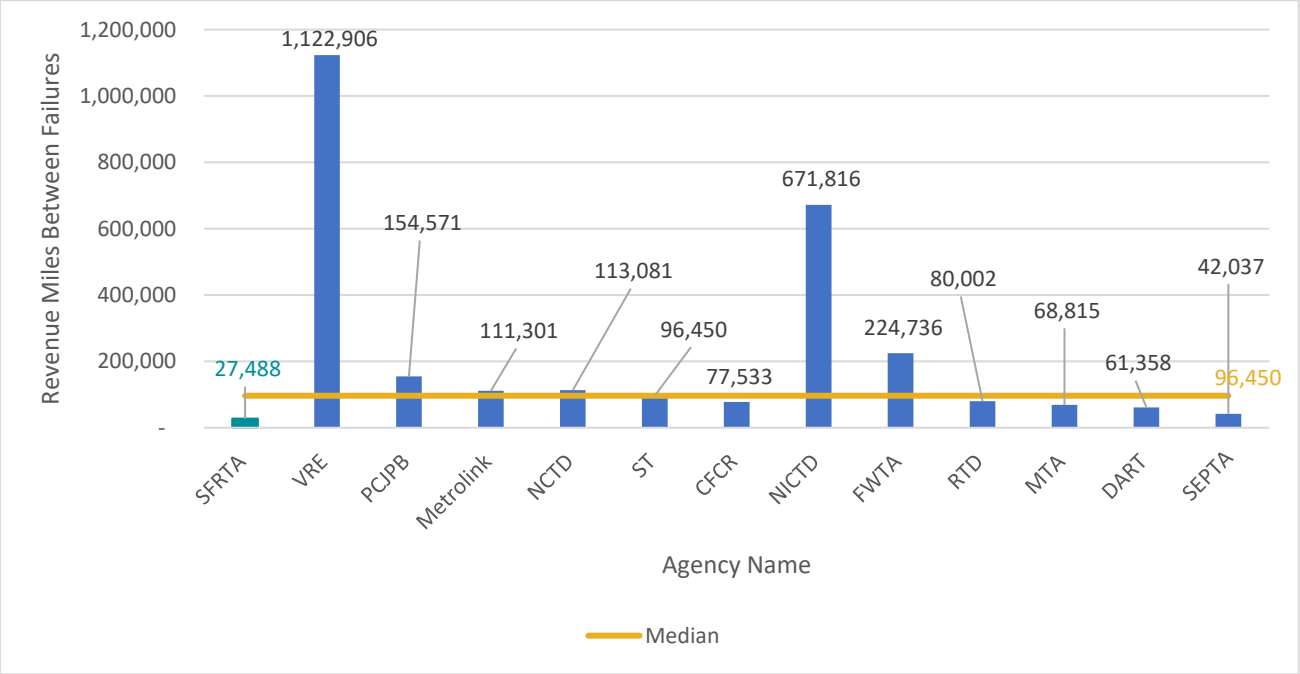


Source: National Transit Database, FY 2023

Revenue Miles Between Failures

Revenue miles between road calls measures the total number of revenue miles between service failures. In FY 2023, SFRTA reported to operate at 27,488 revenue miles between failures, which is below the peer median of 96,450 revenue miles between failures. VRE and NICTD has the greatest amount of revenue miles between failures, at approximately 1.1 million miles and 670,000 miles, respectively.

Figure 6.41: Revenue Miles Between Failures



Source: National Transit Database, FY 2023

6.3.5 Efficiency Measures

Efficiency Measures evaluate an agency's efficiency in providing commuter rail service. These measures are summarized into broader categories, including cost efficiency (operating expense per capita, per peak vehicles, and per revenue hour), operating ratios (farebox recovery ratio), and energy utilization (vehicle miles per gallon). The peers' efficiency measures performance is summarized in **Table 6.11**. **Figure 6.42** through **Figure 6.50** provide charts comparing the Efficiency Measures for SFRTA and the selected peer agencies.

- **Operating Expenses Per Service Area Capita –** SFRTA ranked 8th in FY 2023, below the peer median and mean, indicating only five peers had lower operating expenses.
- **Operating Expenses Per Passenger Trip –** SFRTA ranked 10th in FY 2023, which indicates it had the third lowest expenses among all peers. The next closest peer was PCJPB and the peer with the highest expenses was Metrolink.
- **Operating Expenses Per Passenger Mile –** SFRTA ranked 11th among all peers in FY 2023, with slightly higher expenses than the peer minimum of RTD.
- **Operating Expenses Per Revenue Mile –** SFRTA ranked 5th among peers in FY 2023, above the median, and about half the expense amount of the peer maximum (CFCR).
- **Farebox Recovery Ratio –** SFRTA ranked 8th among peers in FY 2023, below the peer median and mean, and significantly lower than the peer maximum (PCJPB).
- **Revenue Miles Per Vehicle Mile –** SFRTA ranked 10th among peers in FY 2023, matching the peer median and above the peer mean.
- **Revenue Miles Per Total Vehicles –** SFRTA ranked 3rd among peers in FY 2023, above the peer median and mean.
- **Vehicle Miles Per Gallon –** SFRTA ranked 8th among peers in FY 2023, below the peer median and mean.
- **Average Fare –** SFRTA ranked 8th among peers in FY 2023, below the per median and mode.

In FY 2023, SFRTA reported the highest operating expenses per service area capita among all peers. At the same time, its operating expenses per passenger trip and passenger mile were the 3rd and 2nd most efficient rates among all peers, respectively. SFRTA ranked in the back half of peers in terms of Average Fare and Farebox Recovery Ratio, indicating values that were below the median and mean for both measures, which is preferential for Average Fare, but disadvantageous for Farebox Recovery Ratio.

Table 6.11: Efficiency Performance Measures - Peer Review Analysis

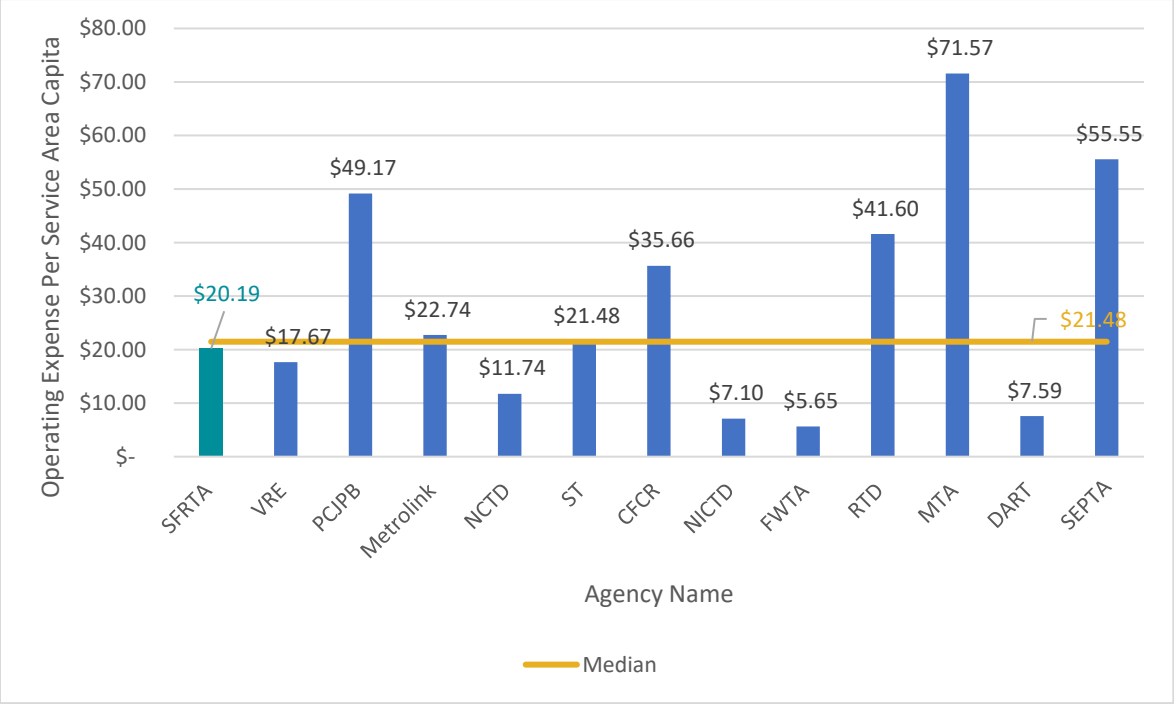
Efficiency Measure	SFRTA Rank Out of 12	Peer Median	Peer Mean	Peer Minimum (Agency)	Peer Maximum (Agency)
Operating Expense Per Service Area Capita	**8th ($20.19)**	$21.48	$28.29	$5.65 (FWTA)	$71.57 (MTA)
Operating Expense Per Passenger Trip	**10th ($32.85)**	$43.35	$42.56	$12.94 (RTD)	$75.16 (Metrolink)
Operating Expense Per Passenger Mile	**11th ($1.16)**	$1.69	$1.86	$1.04 (RTD)	$3.93 (CFCR)
Operating Expense Per Revenue Mile	**5th ($34.78)**	$25.42	$30.85	$13.09 (FWTA)	$68.92 (CFCR)
Farebox Recovery (%)	**8th (10%)**	12%	12%	2% (FWTA)	25% (PCJPB)
Revenue Miles Per Vehicle Mile	**10th (0.96)**	0.96	0.94	0.66 (DART)	0.99 (NICTD)
Revenue Miles Per Total Vehicles	**3rd (60,836)**	40,846	44,397	20,112 (VRE)	97,068 (RTD)
Vehicle Miles Per Gallon	**8th (1.35)**	1.56	10	1.0 (CFCR)	84.11 (Metrolink)
Average Fare	**8th ($3.31)**	$3.87	$4.65	$0.93 (FWTA)	$9.51 (VRE)

Source: National Transit Database, FY 2023

Operating Expenses Per Capita

Operating expense per capita is the total operating expense dived by the service area population. Across all peers, $21.48 per capita is the median. SFRTA's operating expenses per capita is lower than the median at $20.19 per capita. In FY 2023, SFRTA was among the most efficient agencies in terms of operating expense per capita.

Figure 6.42: Operating Expenses Per Service Area Capita

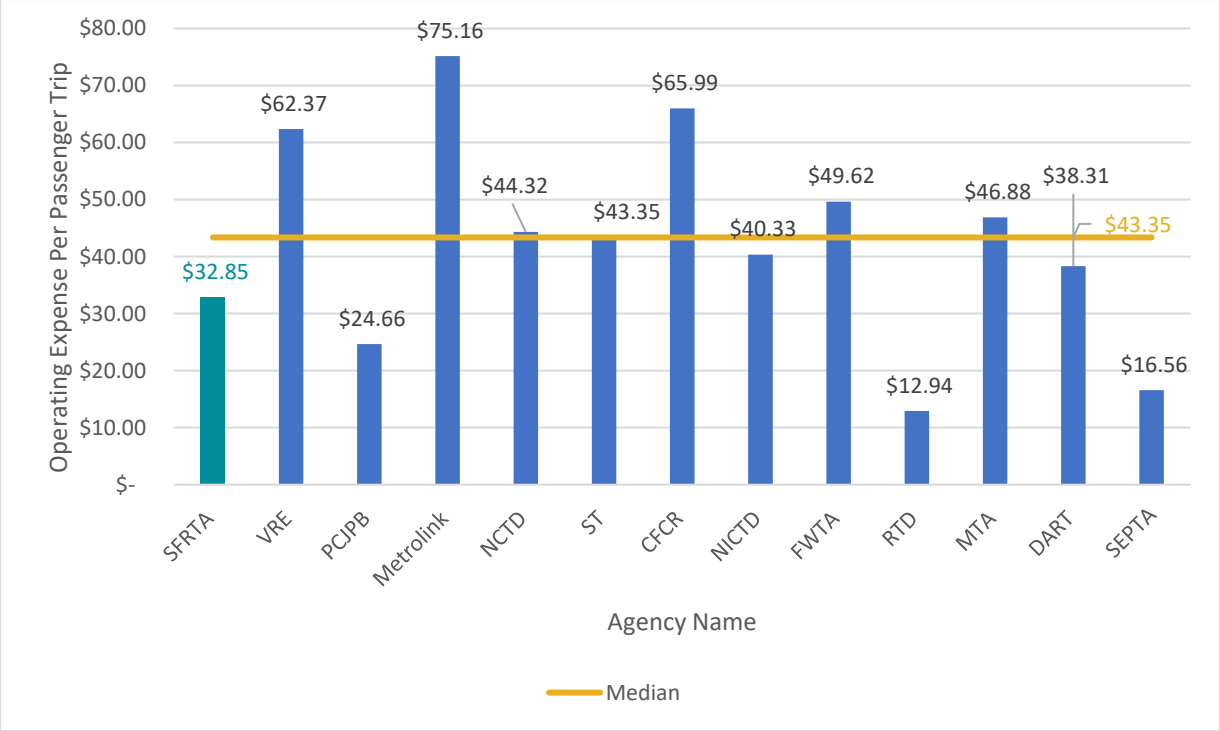


Source: National Transit Database, FY 2023

Operating Expenses Per Passenger Trip

Operating expenses per passenger trip is defined as the cost to provide transit service divided by the total number of unlinked passenger trips. In FY 2023, SFRTA reported operating expenses per passenger trip of $32.85, below the peer median of $43.35. Among the peers, VRE, NCTD, Metrolink, CFCR, MTA, and FWTA have a notably higher operating expense per passenger trip.

Figure 6.43: Operating Expenses Per Passenger Trip

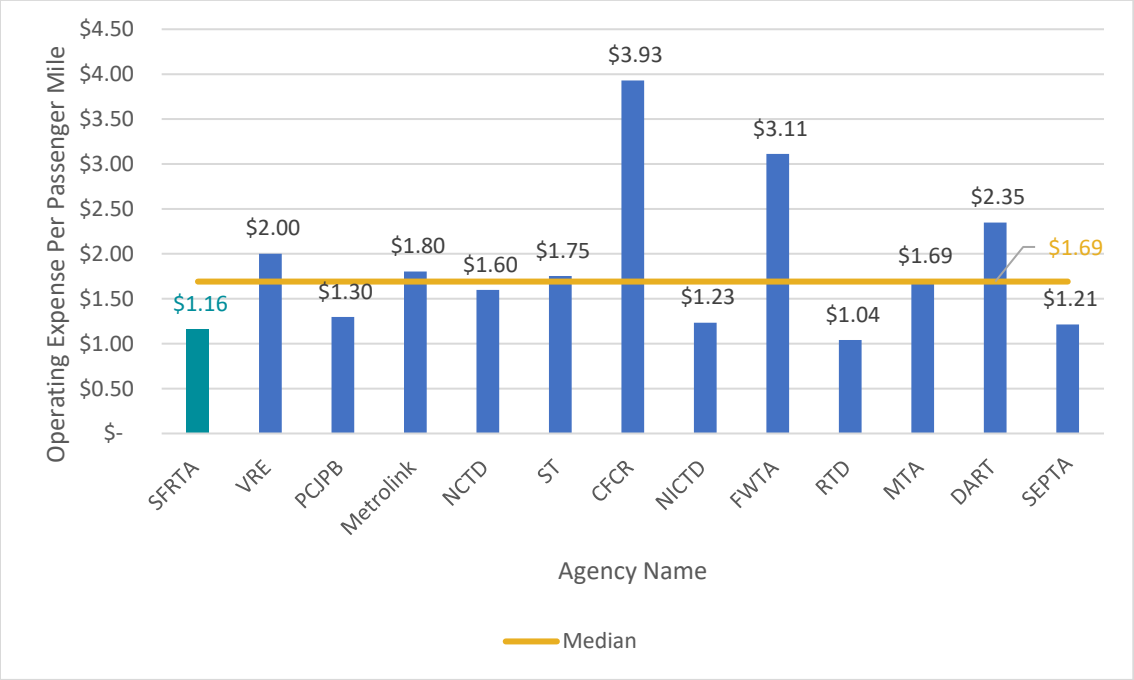


Source: National Transit Database, FY 2023

Operating Expenses Per Passenger Mile

Operating expenses per passenger mile is defined as the operating cost to provide a passenger mile of service. The median costs per passenger mile is $1.69. SFRTA was below the median, indicating greater efficiency, reporting $1.16 in operating expense per passenger mile.

Figure 6.44: Operating Expenses Per Passenger Mile

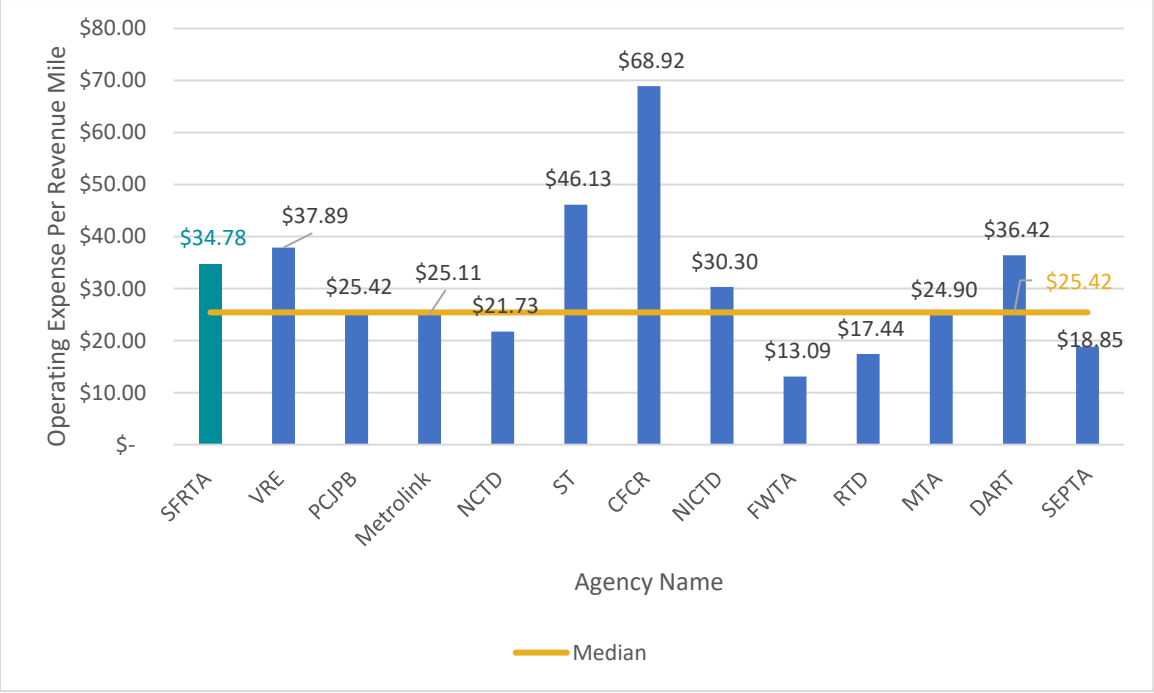


Source: National Transit Database, FY 2023

Operating Expenses Per Revenue Mile

Operating expenses per revenue mile measures the operating cost per revenue mile of service. In FY 2023, it cost SFRTA $34.78 for every revenue mile of passenger service. This was higher than the peer median of $25.42. SFRTA reported the 5th highest operating expense per revenue mile, with CFCR and ST being the peers with the highest rates.

Figure 6.45: Operating Expenses Per Revenue Mile

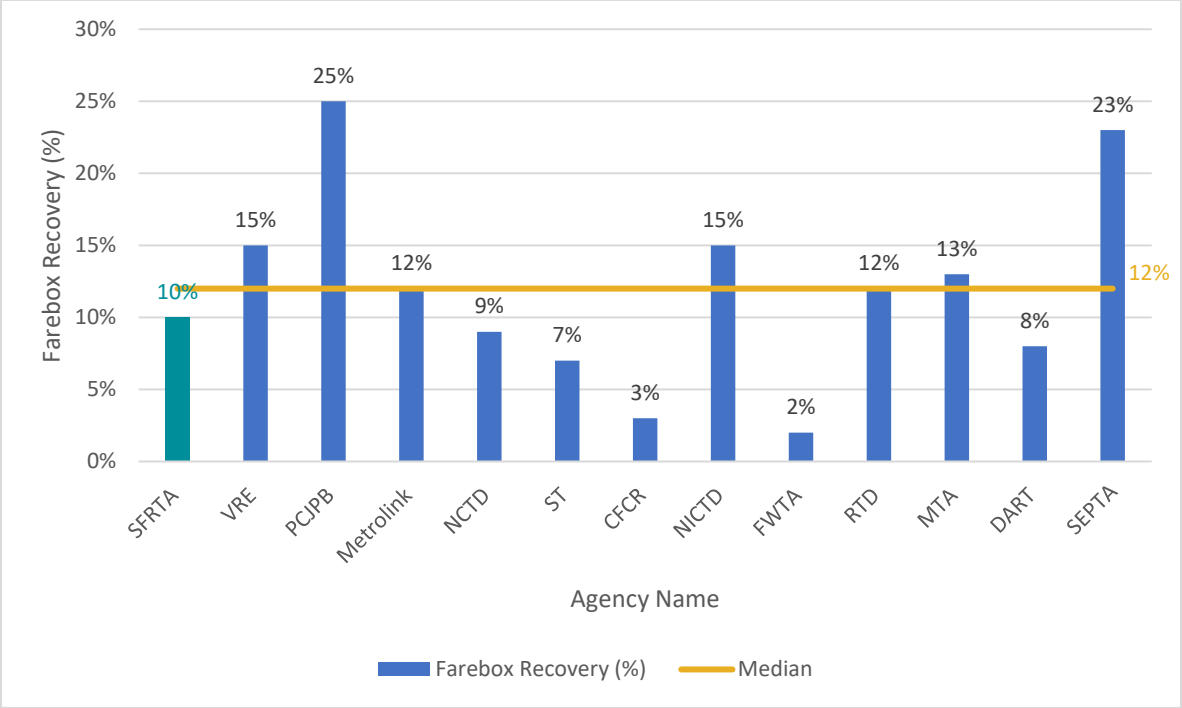


Source: National Transit Database, FY 2023

Farebox Recovery Ratio (%)

The farebox recovery ratio is determined by the amount of passenger fare revenue that is used to offset operating expenses. The peer median is a 12% farebox recovery ratio with SFRTA reporting a lower farebox recovery ratio in 2023, at nearly ten (10) percent.

Figure 6.46: Farebox Recovery Ratio (%)

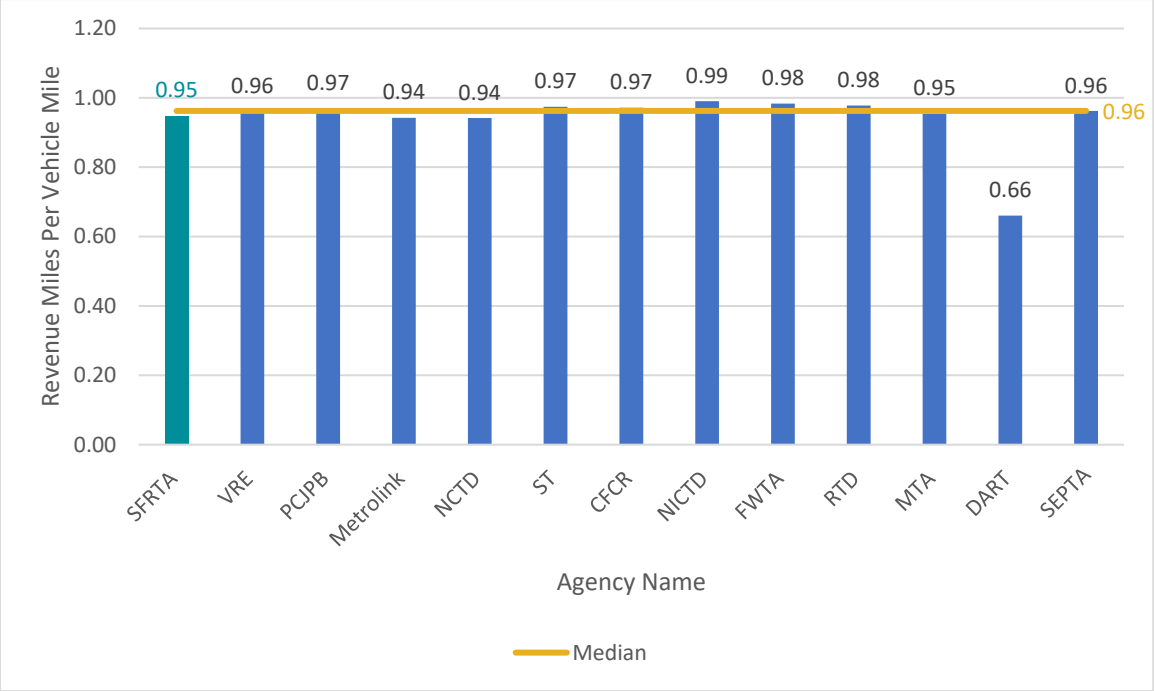


Source: National Transit Database, FY 2023

Revenue Miles Per Vehicle Mile

The revenue miles per vehicle mile measure is determined by dividing the number of revenue miles by the number of vehicle miles (revenue and non-revenue). SFRTA revenue miles per vehicle mile is less than the peer median of 0.96 at 0.95. RTD and NCTD have notably high revenue miles per vehicle mile amounts.

Figure 6.47: Revenue Miles Per Vehicle Mile

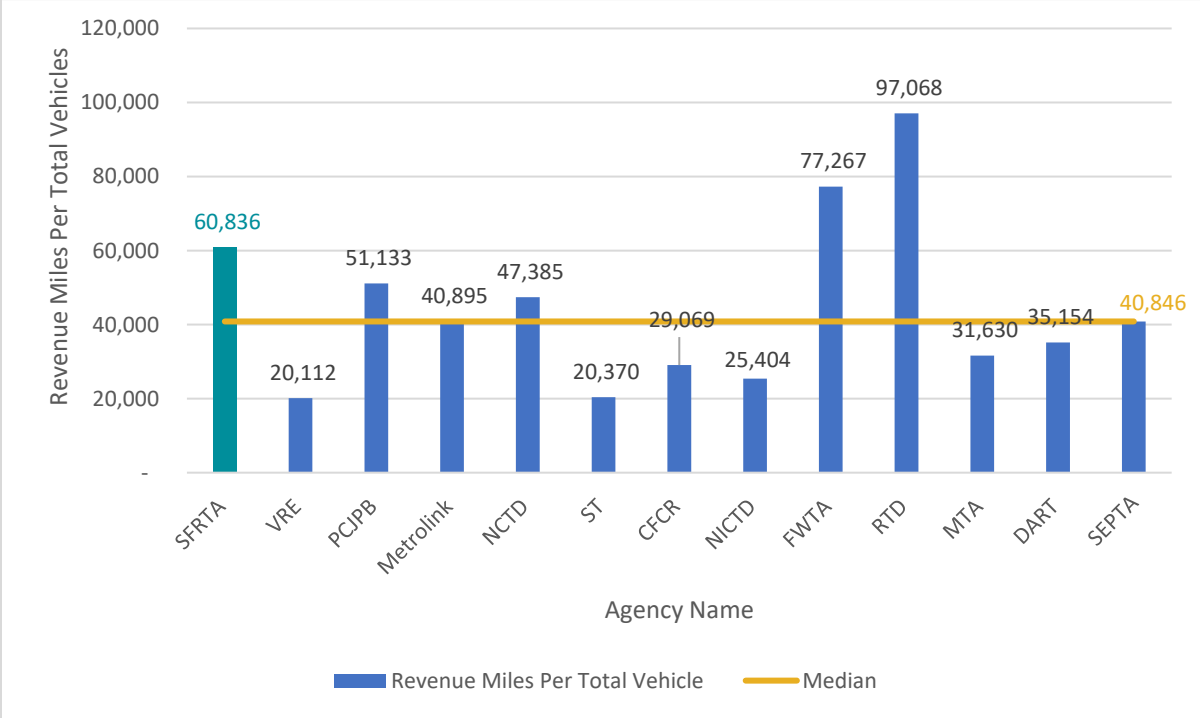


Source: National Transit Database, FY 2023

Revenue Miles Per Vehicle

Revenue miles per vehicle is the annual amount of revenue service miles travelled by each rail car. In FY 2023, SFRTA reported just over 60,000 revenue miles per vehicle which exceeds the peer average of nearly 41,000. SFRTA ranked 3rd in this measure with RTD and FWTA having a greater number of revenue miles per vehicle.

Figure 6.48: Revenue Miles Per Vehicle

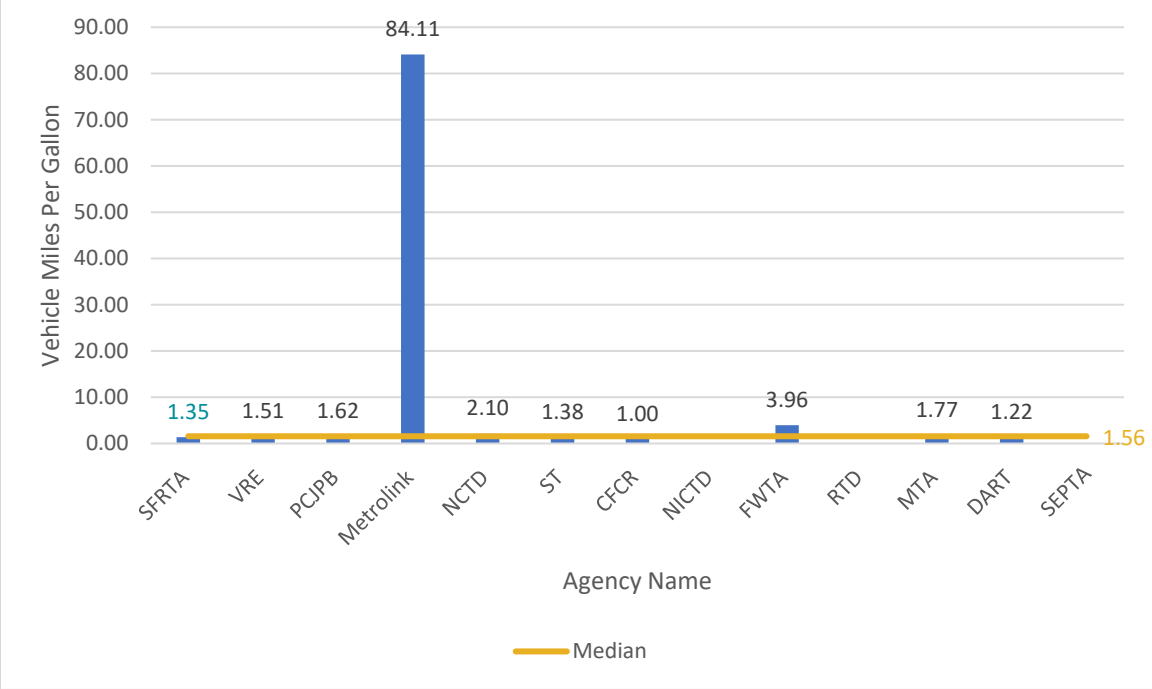


Source: National Transit Database, FY 2023

Vehicle Miles Per Gallon

Vehicles miles per gallon is defined as the number of revenue and non-revenue vehicle miles that are travelled per gallon of fuel consumed. In FY 2023, SFRTA reported 1.35 vehicle miles per gallon, which is below the peer median of 1.56 vehicle miles per gallon.

Figure 6.49: Vehicle Miles Per Gallon

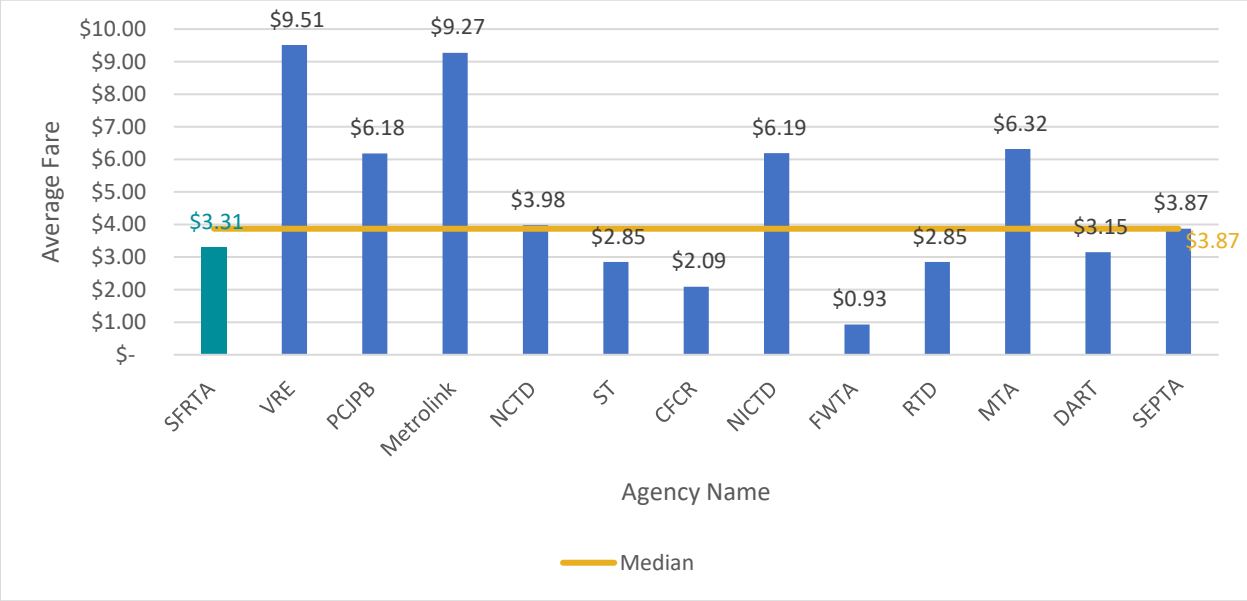


Source: National Transit Database, FY 2023

Average Fare

SFRTA's average fare was $3.31 in FY 2023, which is below the peer median of $3.87. VRE had the highest average fare at $9.51.

Figure 6.50: Average Fare



Source: National Transit Database, FY 2023

6.3.6 First/Last Mile Service Connections

SFRTA's peer agencies were reviewed for comparison of first/last mile service connections to assess the following:

- How the peer agencies provide first and last mile connections to and from their commuter rail stations.
- How peer agency first/last mile services and programs may be considered for implementation by SFRTA as part of the TDP Major Update.

A summary table of the first/last mile service provided by the SFRTA peer agencies is available in **Table 6.12**. It should be noted that first/last mile services provided (directly operated or paid for) by commuter rail agencies were reviewed for comparison to SFRTA's first/last mile services. Other service connections provided by the commuter rail agencies and other agencies are also documented.

Seven (7) of the peer agencies do not provide specific first/last mile services to facilitate connections to commuter rail stations but do facilitate connections through existing transit services under their operation, such as fixed route bus services and connections to other rail services.

The five (5) agencies who provide first/last mile services facilitate connections to its commuter rail stations through fixed-route shuttle services and flexible on-demand services. These agencies and services are summarized in **Table 6.12**. The first/last mile connection services provided by all peer agencies are detailed in the following sections, organized by agency.

Table 6.12: Summary of Peer Agency First/Last Mile Services

Peer Agency Commuter Rail System	Commuter Rail Location	Agency Provided First/Last Mile Services Connections	Similar to Tri-Rail Services	Other Agency Provided Service Connections
Virginia Railway Express (VRE)	Northern Virginia	None	N/A	None
Peninsula Corridor Joint Powers Board (PCJPB) - Caltrain	Bay Area California	Shuttle Service	**Yes** - Fort Lauderdale Airport Shuttle	Various transit services provided by area providers
Southern California Regional Rail Authority (SCRRA) - Metrolink	Southern California	None	N/A	Connections to other Metrolink and area transit services
North County Transit District (NCTD) – Coaster	San Diego, California	Sorrento Valley COASTER Connection (Fixed Route Shuttle Service) and NCTD + on demand ride	**Yes** – Fort Lauderdale Airport Shuttle	Various transit services provided by NCTD
Central Puget Sound Regional Transit Authority (Sound Transit) - Sounder	Seattle, Washington	None	N/A	Various transit services provided by Sound Transit
Central Florida Commuter Rail (CFCR) – SunRail	Orlando, Florida	None	N/A	Various transit services provided by LYNX and local municipalities
Northern Indiana Commuter Transportation District (NICTD) – South Shore Line	Chicago, Illinois	None	N/A	Various transit services provided by Metra, RTA, and CTA
Fort Worth Transportation Authority (FWTA) – TEXRail	Fort Worth, Texas	On-Demand Rideshare	**Yes**	Various transit services provided by Trinity Metro and other area providers
Denver Regional Transportation District (RTD)	Denver, Colorado	FlexRide On-Demand Service	No	Various transit services provided by RTD
Maryland Transit Administration (MTA) – MARC Train	Baltimore, Maryland	None	N/A	Various transit services provided by MTA and other area providers
Dallas Area Rapid Transit (DART)	Dallas, Texas	GoLink On-Demand Service	**Yes**	Various transit services provided by

Peer Agency Commuter Rail System	Commuter Rail Location	Agency Provided First/Last Mile Services Connections	Similar to Tri-Rail Services	Other Agency Provided Service Connections
				DART and other area providers
Southeastern Pennsylvania Transportation Authority (SEPRA)	Philadelphia, Pennsylvania	None	N/A	Various transit services provided by SEPTA and other area providers

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7. Land Use and Corridor Development Assessment

The TDP Rule -14-73.001 of the Florida Administrative Code (F.A.C.), effective July 9, 2024, requires the assessment of land use and urban design patterns in the transit service area to understand land uses that support or hinder the provision of existing and future transit services. The rule requirement also includes documentation of agency initiatives undertaken to foster a more multi-modal operating environment. The specific rule language on the Land Use and Corridor Development Assessment requirement is referenced below.

An assessment of the extent to which the land use and urban design patterns in the provider's service area support or hinder the efficient provision of existing and future transit services, including any efforts being undertaken by the provider or local land use authorities to foster a more multi-modal operating environment. This assessment will also address priority transit corridors developed in the TDP as well as in the LRTP for consistency and coordination.

The intention of the rule is to help create more effective, efficient, and multimodal transportation systems that serve current and future needs by integrating land use planning and corridor development with transit planning.

Accordingly, an assessment of existing land use and zoning plans, transit supportive policies, and existing multimodal connectivity was completed for the SFRTA service area at the 19 existing Tri-Rail station areas.

The land use and corridor development assessment prepared as part of this TDP Major Update evaluates Tri-Rail station area land uses and policies that support or hinder efficient provision of transit service. Prior to the assessment, a summary of SFRTA's efforts to encourage TOD is provided to demonstrate the agency's historic and current efforts to encourage transit supportive land uses at Tri-Rail stations.

7.1 SFRTA TOD Efforts and Activities

SFRTA has a history of advancing joint development/transit oriented development (TOD) at Tri-Rail station areas for over two decades, encouraging infill development within station areas according to desired development densities and intensities. This is evident from existing Agency policies, coupled with ongoing efforts to attract and encourage TOD and foster a multi-modal environment at Tri-Rail stations. An overview of each of these efforts is presented in the following sections.

7.1.1 SFRTA TOD Policy (Resolution 17-01)

Due to the potential of TOD to create vibrant, mixed-use, pedestrian and cyclist-friendly communities that center around transit and consequentially increasing Tri-Rail ridership, the SFRTA Governing Board approved SFRTA Resolution 17-01 in 2017. The resolution describes SFRTA's commitment to support TOD principles and practices that increase Tri-Rail ridership, advance regional transit service and the SFRTA's development goals, and expand the regional economy. The resolution also describes key characteristics needed for a successful TOD:

- **Continuous infill pattern** extending at least a half mile from transit stations that promotes safe and pedestrian-friendly conditions while reducing auto dependency.
- **Increased mix of uses** supports vibrant communities near transit stations. The greatest market flexibility occurs when the fewest uses are prohibited rather than traditional segregation of uses.
- **Limited or no required parking** stimulates business investment, generates local revenue, and encourages people to use transit. Parking requirements may be eliminated for the best TOD market response.
- **Higher density** benefits ridership and local economies, especially when it averages 75 dwelling units per acre (75 du/acre) surrounding transit stations and includes housing for all walks of life.

7.1.2 SFRTA TOD Readiness Study

SFRTA has advocated for TOD at Tri-Rail station areas to promote system ridership, increase revenue, and reduce operating costs. In 2020, to help advance this initiative, SFRTA evaluated six (6) Tri-Rail stations based on public land ownership within each station area to determine their general "TOD Readiness" and potential. Evaluation factors included the current market conditions surrounding those stations, existing land use and local government regulations, employment characteristics, anticipated development activity, and potential for increased returns on investment for publicly owned land. Each of these Tri-Rail station areas was evaluated to determine short-term and long-term opportunities to encourage and promote TOD at these locations.

The six (6) Tri-Rail stations evaluated include the Boynton Beach, Delray Beach, Boca Raton, Cypress Creek, Sheridan Street and Hialeah Market. The outcome of the valuation identified which Tri-Rail stations are best suited for near-term TOD joint development opportunities and those with longer term opportunity potential provide below: that provide short-term and term TOD joint development potential.

Those Tri-Rail stations identified to present near-term TOD joint development potential are:

- Boynton Beach
- Boca Raton
- Cypress Creek

The Tri-Rail stations identified for longer-term TOD opportunities include:

- Delray Beach
- Sheridan Street
- Hialeah Market

7.1.3 SFRTA TOD Policy – Land Development Regulations (Resolution No. 23-13)

In 2023, the SFRTA Governing Board adopted Resolution 23-13 directing SFRTA staff to engage and collaborate with municipalities on developing SFRTA-owned property near or adjacent to Tri-Rail stations as TODs and encourage the adoption of land development regulations that attract TODs. Specifically, the resolution states "*to urge local governments to maximize density, intensity and allowable uses for Transit Oriented Developments at SFRTA properties; providing severability; and providing for an effective date.*"

7.1.4 Regional Planning Council Land Use Assessment

In response to the SFRTA Governing Board Resolution 23-13, SFRTA staff directed the South Florida and Treasure Coast Regional Planning Councils (RPCs) to analyze the existing TOD regulations at all Tri-Rail stations on the SFRC. The assessment concluded that nearly all local government jurisdictions have adopted TOD regulations that either directly or indirectly encourage TOD through increased densities and intensities.

This effort also established a framework that identifies which station areas will require additional coordination and collaboration between SFRTA and local jurisdictions to establish and promote TOD policies and ordinances. More importantly, this assessment informs the TDP Major Update station area/rail corridor assessment requirement by identifying existing land use regulations in comparison to SFRTA's density and development intensity goals. It also identified whether TOD regulations are applicable within a designated Tri-Rail station area.

7.1.5 On-Going Tri-Rail Station Area TOD Efforts

Currently, there are four (4) Tri-Rail stations where joint development efforts are active and ongoing. They include Boynton Beach, Boca Raton, Cypress Creek and Metrorail Transfer stations. SFRTA owning the land adjacent to these stations has provided the Agency additional flexibility and control to actively promote these development opportunities to the private sector.

TOD efforts at the Boca Raton Tri-Rail Station are furthest along. In December 2023, SFRTA selected a developer for the property, and in January 2025 the site plan for development was approved by the Boca Raton City Council. SFRTA is currently marketing the Metrorail Transfer Tri-Rail station to developers and plans to reissue a Requests for Proposals (RFP) for both the Boynton Beach and Cypress Creek Tri-Rail stations to solicit TOD interest at these stations. SFRTA continues to work with local jurisdictions at each station area to implement TOD regulations. These efforts will be updated in subsequent TDP Annual Updates.

7.2 Florida's Live Local Act

In 2023, Florida adopted Senate Bill 102, also known as the Live Local Act. The Live Local Act intends to provide financial and regulatory incentives to accelerate the creation of affordable housing. The Live Local provisions supersede local zoning and are applicable to Tri-Rail station areas. The legislation requires local governments to authorize multi-family and mixed-use rental residential in commercial, industrial, and mixed-use zoning if at least 40 percent of the units are affordable, as defined by Florida Statutes, with access to the highest density available within the jurisdiction and highest permissible heights for commercial and residential development available within one (1) mile of the subject property. The Act also provides relief from minimum parking requirements, which benefits TOD adjacent to transit stations.

7.3 Station Area and Rail Corridor Land Use and Development Assessment

Land use and urban design patterns are indicators of the built environment's ability to support transit. In response to the TDP rule's emphasis on land use to foster TOD and a multi-modal operating environment, each of the Tri-Rail station areas was evaluated to assess the potential to encourage and attract TOD opportunities. Therefore, zoning designations and land uses within a half-mile of Tri-Rail stations were reviewed along the Tri-Rail corridor to determine whether station area land uses are supportive of TOD based on allowable densities and intensities. The analysis identified existing TOD regulations in local codes of ordinances, land development codes, and future land use comprehensive plan policies (i.e., Future Land Use Element). Subsequently, land uses in each station area were assessed to determine their ability to support commuter rail service based on allowable densities compared to SFRTA's residential density goal of 75 or more dwelling units per acre (DU/A).

It should be noted and as previously discussed, the RPCs completed an assessment of land use policies, specifically TOD policies, within a half mile of Tri-Rail stations. To be responsive to the TDP Rule regarding land use, a land use policy review for the TDP was conducted to update this assessment along the Tri-Rail alignment. The determination of whether a station area is supportive of transit and TOD generally aligns with the findings from the previous RPC effort. The findings of the land use review for the TDP are summarized in **Table 7.1** and are determined by three (3) factors:

- Local governments have existing regulations conducive for TOD.
- Regulations apply to the half-mile area around a Tri-Rail station.
- Regulations within the station area align with SFRTA's residential density goal of 75 DU/A.

Based on the three (3) factors above, Tri-Rail station areas received points for TOD land use status that supports TOD for commuter rail service. The scoring options included the following:

- **0** – Local government does not have existing TOD Regulations.
- **1** – Local government has existing regulations, but they do not apply to the station area or meet the TOD density goal of 75 du/acre.
- **2** – Local government has existing regulations that apply to the station area, but they do not meet the TOD density goal of 75 du/acre.
- **3** – Local government has existing regulations, they apply to the station area, and they meet the TOD density goal of 75 du/acre.

For each one (1) of the three (3) TOD supportive factors that apply to a station area, one (1) point is added resulting in a maximum score of three (3). As shown in **Table 7.1**, many local governments with jurisdiction in Tri-Rail station areas have zoning regulations that support TOD. However, some station areas require revisions to current policies and regulations to promote TOD in alignment with SFRTA's goal density of 75 dwelling units per acre and a mix of land uses in the station areas. The TOD land use status of the Tri-Rail station areas is mapped in **Figure 7.1**.

Table 7.1: Tri-Rail Station Area TOD Land Use Status

Station	Existing TOD Regulations	TOD Regulations Within Station Area	TOD Regulations Meet SFRTA Density Goal (75 DU/A)	TOD Land Use Status*
Miami Central	Yes	Yes	Yes	3
Miami Airport	Yes	Yes	Yes	3
Hialeah Market	Yes	Yes	Yes	3
Metrorail Transfer	Yes	Yes	Yes	3
Opa-locka	Yes	Yes	Yes	3
Golden Glades	Yes	Yes	Yes	3
Hollywood	Yes	No	No	1
Sheridan Street	Yes	No	No	1
Fort Lauderdale Airport	Yes	No	No	1
Fort Lauderdale	Yes	No	No	1
Cypress Creek	Yes	Yes	No	2
Pompano Beach	Yes	No	No	1
Deerfield Beach	Yes	Yes	Yes	3
Boca Raton	Yes	Yes	No	2
Delray Beach	Yes	Yes	No	2
Boynton Beach	Yes	No	No	1
Lake Worth Beach	Yes	Yes	No	2
West Palm Beach	Yes	Yes	Yes	3
Mangonia Park	No	No	No	0

***Key**

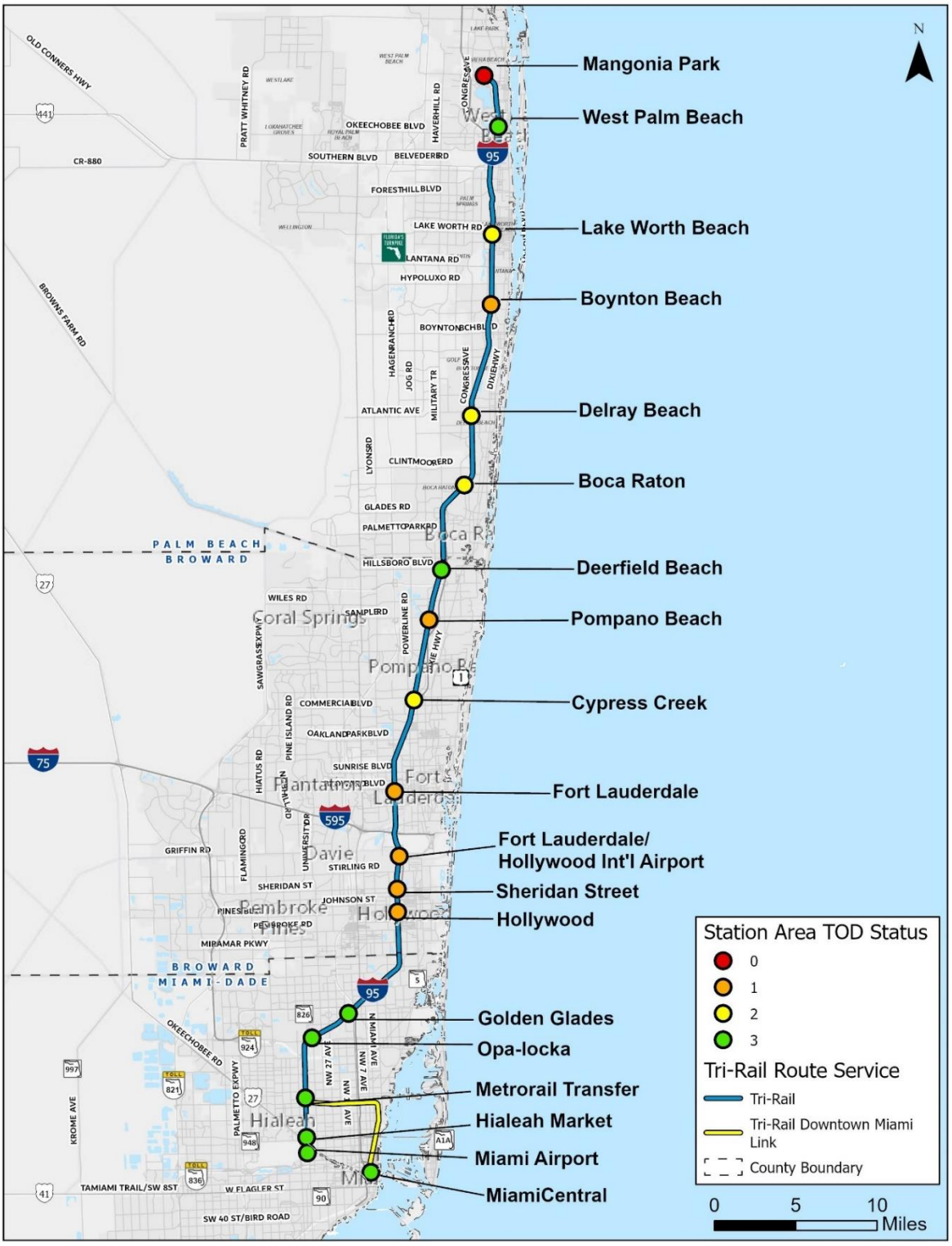
0 – Local government does not have existing TOD Regulations.

1 – Local government has existing regulations, but they do not apply to the station area or meet the TOD density goal of 75 DU/A.

2 – Local government has existing regulations that apply to the station area, but they do not meet the TOD density goal of 75 DU/A.

3 – Local government has existing regulations, they apply to the station area, and they meet the TOD density goal of 75 DU/A.

Figure 7.1: Tri-Rail Station Area TOD Land Use Status



A detailed assessment of regulatory factors that contribute to the determination of the TOD land use status for each Tri-Rail station area as supported by zoning maps can be found in **Appendix A**.

7.4 Fostering Multimodal Connectivity

SFRTA strives to foster a transit-friendly operating environment along the Tri-Rail corridor by implementing and supporting multimodal efforts, initiatives, and policies to enhance station connectivity.

SFRTA's initiatives to support multimodal connectivity and first-last mile services at its stations were previously presented in *Section 4. Existing Transportation Services* of this TDP document. These include Tri-Rail RPS which consists of three (3) main services: 1. Fort Lauderdale Airport Shuttle; 2. Rideshare On-Demand Services (Uber, LYFT, and Taxi), 3. Freebee Microtransit On-Demand Service at the Cypress Creek Tri-Rail Station.

Additionally, SFRTA provides bike facilities and accommodations, pedestrian connections, and has conducted studies to further enhance connectivity with future service and capital investments at Tri-Rail stations. In FY 2024, more than 260,000 riders boarded Tri-Rail with a bike and over 114,000 boarded Tri-Rail with a scooter, demonstrating the importance of multimodal connectivity to support first-mile and last-mile connections to commuter rail service.

7.4.1 Active Transportation Connections and Initiatives

Tri-Rail accommodates bicycle and pedestrian connections by providing bicycle amenities at stations and on trains, as well as supporting pedestrian infrastructure that facilitates access and connectivity to its train stations.

Bicycle Parking at Stations and Bicycle Locker Program (BLP)

Tri-Rail riders can take advantage of complimentary bicycle lockers at all Tri-Rail stations, except Miami Airport Station, through the BLP. This benefit was created to provide an enhanced experience for passengers who ride their bikes to or from a Tri-Rail station. The BLP has more than 600 lockers available for bicycle and accessory storage.

Bicycle Cars

SFRTA allows riders to bring bicycles on-board Tri-Rail trains. Only conventional two (2) wheeled bicycles that do not exceed 80 inches in their longest dimension are allowed on Tri-Rail trains. Tricycles, tandems, bicycles with training wheels, and any gas-powered bicycles or scooters are prohibited. Electric bikes and scooters are welcome onboard as long as they are deemed safe by onboard personnel.

Pedestrian Bridge Rehabilitation

SFRTA's Pedestrian Bridge Rehabilitation Project includes the design and comprehensive rehabilitation of the pedestrian bridges located at the following thirteen (13) Tri-Rail stations:

1. Mangonia Park
2. West Palm Beach
3. Lake Worth
4. Boynton Beach
5. Delray Beach
6. Boca Raton
7. Pompano Beach
8. Cypress Creek
9. Ft. Lauderdale
10. Sheridan
11. Hollywood
12. Opa-locka
13. Metrorail Transfer

Bridge rehabilitation work is on-going and is expected to be completed in FY 2027.

SFRTA Access and Amenity Improvement Study

SFRTA conducted a study to assess station area conditions for safe pedestrian and bike access and modal connectivity, passenger comfort, and placemaking in FY 2024. The study was completed collaboratively by the South Florida and Treasure Coast Regional Planning Councils (RPCs), FDOT, and SFRTA staff. Project are currently being prioritized and SFRTA will work with varying public sector stakeholders to develop implementation plans.

Miami-Dade TPO SMART STEP Bicycle and Pedestrian Needs Study

The Miami-Dade completed an assessment of bike and pedestrian access for five Miami-Dade Tri-Rail Stations (Golden Glades, Opa-locka, Metrorail Transfer, Hialeah Market and Miami Airport under the TPO SMART Street Transportation Enhancements Program (STEP). SFRTA, as part of the Project Working Group (PWG), supported the study team with statistics, site visits and other data requests. The report was completed in January 2024 and included recommendations on pedestrian and bike improvements for each station. SFRTA will seek funding opportunities with transportation partners to allow for construction of future project recommendations.

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8. Metropolitan Transportation Planning Process Coordination Program

Per Rule 14-73.001 of the F.A.C., the process for TDP major updates shall include a detailed coordination program that defines collaboration between the transit agency (e.g. SFRTA) and the MPO to ensure consistency between the TDP Major Update and LRTP throughout the development and implementation of the two transportation planning documents.

The detailed MPO planning process coordination program for the TDP Major Update is provided in the following sections. SFRTA continuously coordinates with the local MPOs year-round in a variety of ways to ensure planning consistency among the agencies and its plans. Specific coordination efforts involving both the SFRTA and the MPOs are detailed below.

8.1 MPO Participation on SFRTA's Committee

The SFRTA Planning Technical Advisory Committee (PTAC) facilitates coordination between SFRTA, FDOT, the region's three (3) MPOs: Miami-Dade Transportation Planning Organization (TPO), Broward MPO, and Palm Beach Transportation Planning Agency (TPA), the two (2) regional planning councils (RPCs), and the three (3) county transit agencies. The PTAC meets every other month and is actively attended by members from the region's three MPOs.

Throughout the development of the TDP, the PTAC served as a formal meeting forum for collaboration on planning activities. The PTAC provided technical review, comments, and input on the TDP progress and activities, and is responsible of recommending to the SFRTA Governing Board the adoption of the TDP document. Progress on the TDP was presented to the PTAC at various stages of its development for their review and input. These PTAC meetings provided opportunities for TPO, MPO, and TPA representatives to review and provide input on the TDP. Additionally, the draft TDP was shared with PTAC members for their review and approval before it is brought to the Governing Board for adoption. **Table 8.1** identifies the PTAC meetings when the TDP Major Update was presented and discussed.

Table 8.1: SFRTA PTAC Meetings

Meeting	Date	Time
SFRTA PTAC Meeting #1	August 14th, 2024	10:00 am
SFRTA PTAC Meeting #2	December 11th, 2024	10:00 am
SFRTA PTAC Meeting #3	February 12th, 2025	10:00 am

8.2 SFRTA Participation on MPO Committees

A representative from SFRTA actively participates as a voting member on the following committees for each of the three (3) MPOs located in the SFRTA service area:

- Miami-Dade TPO Transportation Planning Council (TPC)
- Miami-Dade TPO Transportation Planning Technical Advisory Committee (TPTAC)
- Broward MPO Technical Advisory Committee (TAC)
- Palm Beach TPA Technical Advisory Committee (TAC)

8.3 LRTP and TDP Consistency

The preparation of the most recent LRTPs (2050) for each county in the SFRTA service area occurred and was finalized during the development of this TDP Major Update. The 2050 LRTP were adopted in the following dates:

- **Miami-Dade 2050 Long Range Transportation Plan**: September 2024
- **Broward 2050 Metropolitan Transportation Plan**: December 2024
- **Palm Beach 2050 Long Range Transportation Plan**: December 2024

The following sections detail the collaboration between SFRTA and the MPOs in the region to ensure consistency between the TDP Major Update and each LRTP throughout the development and implementation of the two transportation planning documents. The SFRTA projects submitted for the LRTPs' call for projects are referenced in the TDP Major Update. The adopted LRTPs included SFRTA capital improvements and system upgrade projects through the year 2050.

8.3.1 MPO Steering Committees

Each county's LRTP Steering Committee is responsible for coordinating and preparing the LRTP and the LRTP annual updates. SFRTA was actively involved and continually collaborated with each MPO throughout their LRTP development process. SFRTA participates on all three (3) of the respective Steering Committees to review and provide input on the LRTP. Additionally, during the development of each LRTP, SFRTA met regularly with each MPO and responded to the Call for Projects according to each LRTP process to discuss, coordinate, and approve the list of SFRTA projects to be included in the LRTP document.

8.3.2 Call for Projects

The Call for Projects for the LRTP process allowed the SFRTA to demonstrate planning consistency, screen project readiness, identify local matching funds for federal grants, and fund local needs that are feasible based on expected revenue. To ensure consistency between the SFRTA TDP and the 2050 LRTP processes, SFRTA submitted projects from its 20-Year Capital Plan for inclusion in each 2050 LRTP. These projects identified in the SFRTA 20-Year Capital Plan are detailed *Section 12. 10-Year Capital and Operating Program* of this TDP Major Update.

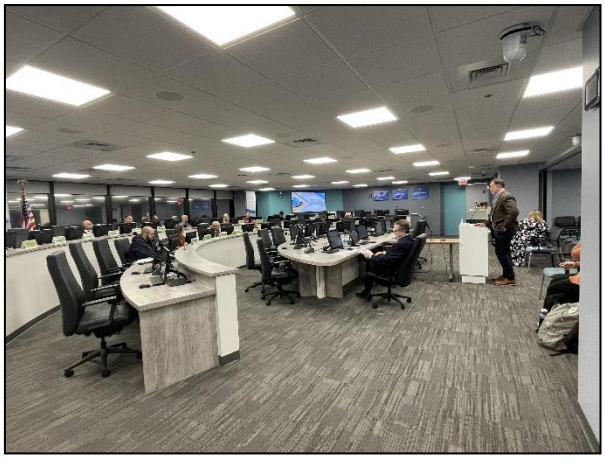
8.4 MPO Committees and Board Presentations

As described earlier, SFRTA consistently and actively engages with the region's MPOs. To ensure compliance with F.A.C. 14-73.001, SFRTA delivered presentations at all MPOs advisory committees and Governing Board meetings, outlining the development process of the TDP Major Update and seeking their input and comments. **Table 8.2** lists the committees and dates the TDP effort was presented to each MPO. A copy of the presentation shared at the MPO committees and Governing Board meetings is provided in **Appendix B**.

Table 8.2: TDP Presentations to MPO Committees and Governing Boards

MPO	Committee	Meeting Date
Miami-Dade Transportation Planning Organization	Citizens' Transportation Advisory Committee	November 20th, 2024
	Transportation Planning Council	December 2nd, 2024
	TPO Governing Board	December 12th, 2024
Broward Metropolitan Planning Organization	Citizen Advisory Committee	December 4th, 2024
	Technical Advisory Committee	December 4th, 2024
	MPO Governing Board	December 12th, 2024
Palm Beach Transportation Planning Agency	Citizens' Advisory Committee	December 4th, 2024
	Technical Advisory Committee	December 4th, 2024
	TPA Governing Board	December 12th, 2024

Figure 8.1: SFRTA Presentation to MPO Committees and Governing Boards



Source: SFRTA, 2024

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9. Public Involvement Process

This section documents the public involvement approach and summarizes the outreach conducted for the SFRTA TDP Major Update.

To meet state requirements (F.A.C. 14-73.001), a comprehensive Public Involvement Plan (PIP) was developed to maximize opportunities for public participation and establish a clear strategy for outreach and education on TDP efforts. This PIP, approved by FDOT on September 19th, 2024, guided the public involvement process for the TDP. Feedback from rider and public survey efforts, input from stakeholder organizations (e.g., workforce boards, local planning agencies, MPOs, etc.), and insights from other interested parties were collected to better understand community perceptions of SFRTA's services and to identify key issues and potential needs for consideration in the TDP. The approved PIP document detailing these efforts is included in **Appendix C**.

Various public participation strategies were employed to receive feedback from Tri-Rail riders, the general public, and SFRTA's service area stakeholders. These efforts included in-person activities such as intercept surveys and public meetings, and digital outreach, such as SFRTA newsletters, a project website, an online survey, and social media posts. An overview of the public involvement process approach and activities for the development of this TDP Major Update is provided in the following sections.

9.1 Branding

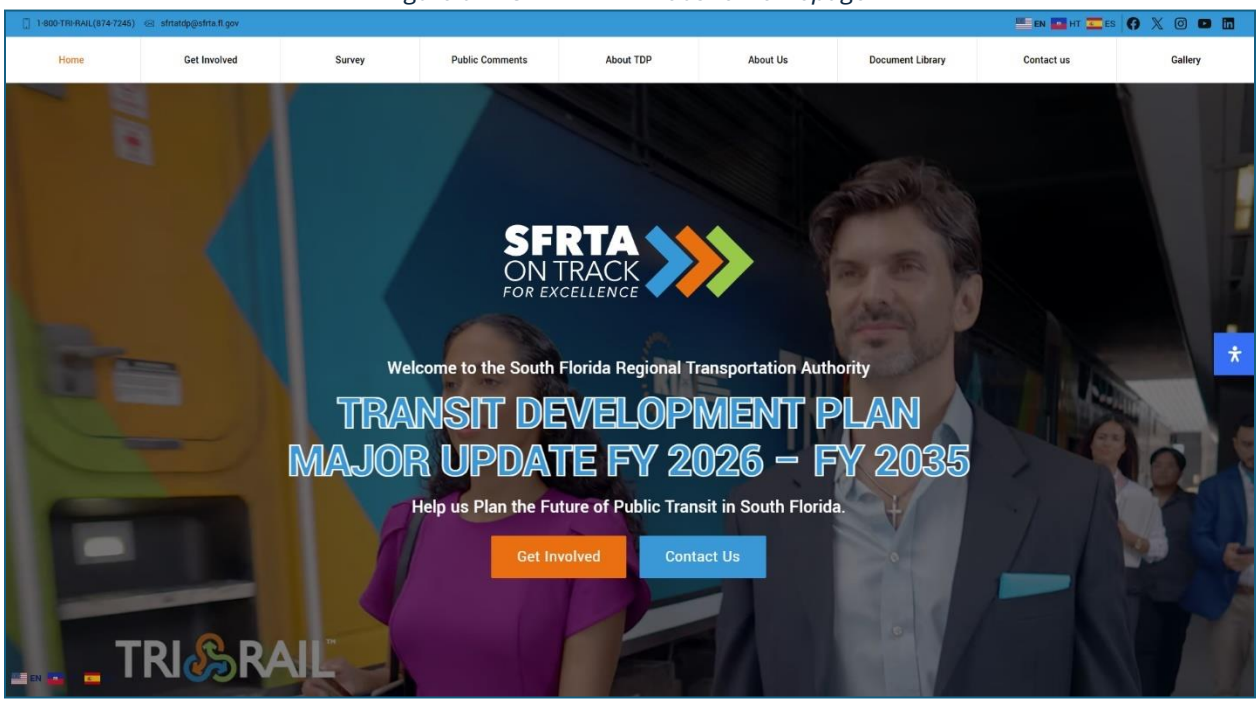
Figure 9.1: SFRTA TDP Logo

The SFRTA FY 2025-2029 Strategic Plan "SFRTA On Track for Excellence," adopted in 2024, represents the collective vision, goals, and strategies to enhance SFRTA's transportation services and support the economic viability of the region. The slogan "SFRTA On Track for Excellence" refers to the SFRTA's Strategic Plan's goal to continuously improve transit services and achieve high standards of quality and customer satisfaction to revitalize its role as a leading transportation provider for the region. The TDP logo (**Figure 9.1**) was developed to be consistent with the theme of SFRTA's Strategic Plan, and it reinforces the identifiable tri-colored scheme of blue, orange, and green that matches the 2023 exterior redesign of Tri-Rail's rolling stock, the agency's first new look for its commuter rail trains since 2001. A Word document template and Power Point presentation template were also created for the use throughout the TDP process.

9.2 Website

A designated website, SFRTATDP.COM, was created in English, Spanish and Haitian Creole to accompany the preparation of the SFRTA TDP Major Update. **Figure 9.2** provides an image of the website homepage.

Figure 9.2: SFRTA TDP Website Homepage



Source: SFRTA, 2024

The website provides a single access point where the public can learn about SFRTA and the development of the TDP, browse TDP outreach documents, share input via the online survey, ask questions or submit public comments, sign up for the SFRTA newsletter, and follow SFRTA on social media. The TDP website have had over 3,900 views since its creation in October 2024.

9.3 TDP Email Address

A specific email address, sfrtatdp@sfrta.fl.gov, was created for the TDP Major Update. The email account was actively monitored by SFRTA and served as a method for the public to submit questions and comments related to the TDP and SFRTA/Tri-Rail in general directly to SFRTA staff.

9.4 Social Media

SFRTA has an active social media presence and leveraged several social media platforms, including Meta (Facebook and Instagram), X (Twitter), YouTube, and LinkedIn, to promote the agency and inform the general public about SFRTA services and programs.

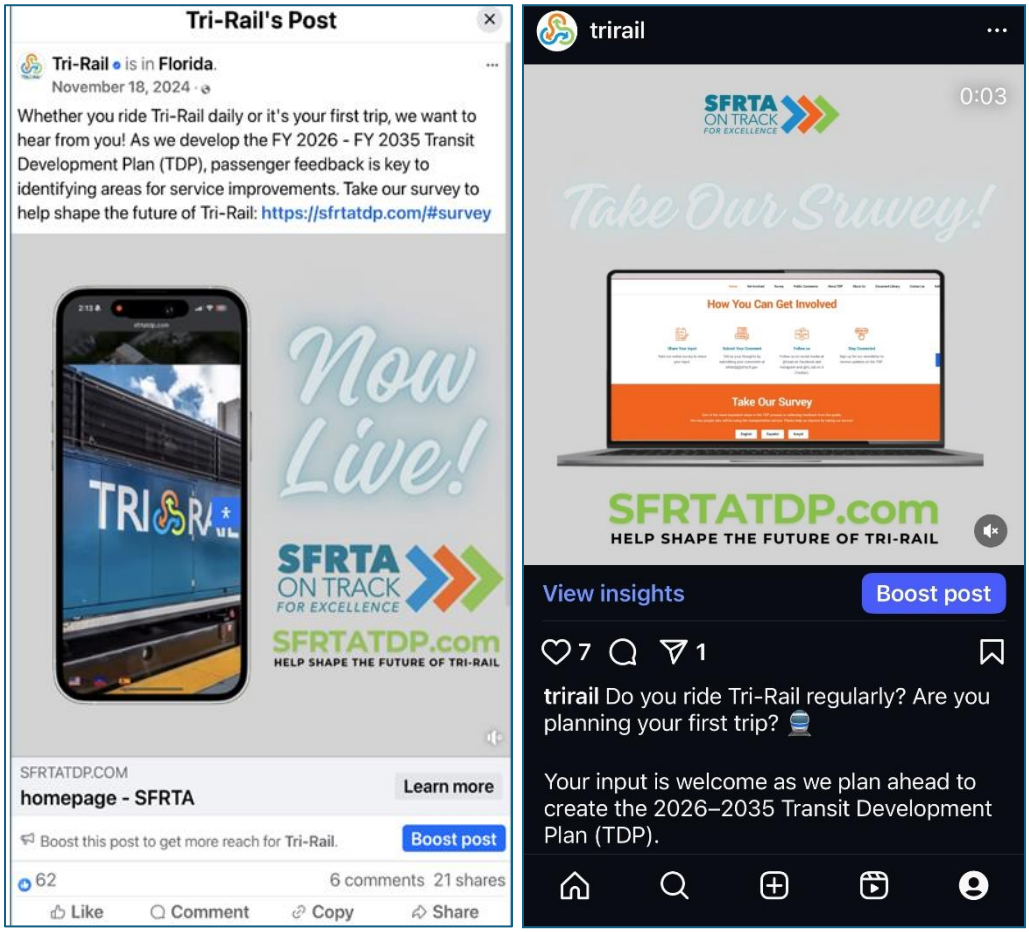
Figure 9.3 shows examples of the agency's outreach on social media platforms to encourage involvement in the TDP process and gather input via the online survey. These social media posts were further promoted in Meta platforms (Facebook and Instagram) to a target audience of within three (3) to five (5) miles around Tri-Rail stations and to a targeted population between 21 and 55 years old. **Table 9.1** provides a summary of engagement metrics on both Meta platforms.

Table 9.1: Meta Platform Social Media Metrics

Meta Platform	Impressions	Reaches	Clicks
Facebook	182,606	79,665	2,139
Instagram	3,112	1,494	54

Source: SFRTA, 2024

Figure 9.3: SFRTA TDP Promotional Social Media Posts



Source: SFRTA, 2024

9.5 Newsletter

SFRTA's *On Track* Newsletter is distributed via email to active subscribers on a quarterly basis and posted on the Tri-Rail website, www.tri-rail.com, and distributed by email according to an SFRTA maintained stakeholder database. The *On Track* Newsletter was used to promote the TDP and inform the public about the TDP Major Update process and efforts. The Fourth Quarter 2024 *On Track* Newsletter included information on the TDP Major Update survey and provided links to the online survey to encourage readers to participate.

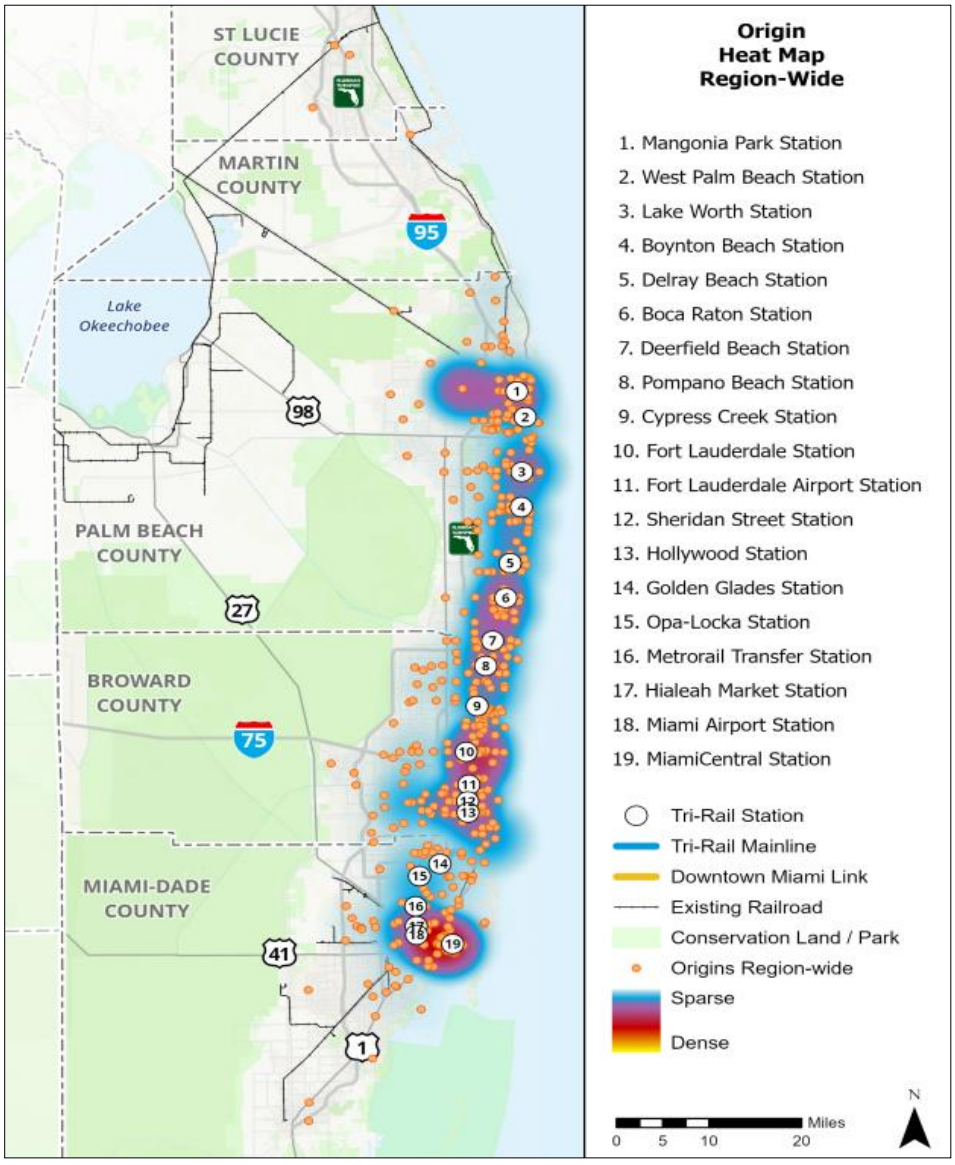
9.6 On-Board Survey Effort

On May 22, 2024, SFRTA conducted an on-board survey to assess rider travel patterns, transportation modes used for station access, socioeconomic characteristics, and opinions on SFRTA services. During the 2024 Tri-Rail On-Board Survey effort, passenger activity was collected to understand the number of passengers boarding and alighting all trains in service before 6:00 pm on May 22, 2024. Sixteen (16) teams conducted surveys from the first train in service at 3:50 am until 8:10 pm and during this time collected over 3,200 surveys at a response rate of 24 percent. A summary of on-board survey findings relevant to identifying project needs for the TDP Major Update is provided in *Section 10: Needs Identification*.

9.6.1 Rider Travel Patterns

On-board survey participants were asked about their one-way trip origins. As depicted in **Figure 9.4** one-way trip origins are clustered along the Tri-Rail commuter rail alignment near the Mangonia Park, West Palm Beach, Boynton Beach, Boca Raton, Fort Lauderdale, Miami Airport, and MiamiCentral Tri-Rail stations. There are notable clusters of one-way trip origins in areas further way from existing Tri-Rail stations in Palm Beach County west of the Mangonia Park Station and in Miami-Dade County southwest of the Miami Airport and MiamiCentral Tri-Rail stations.

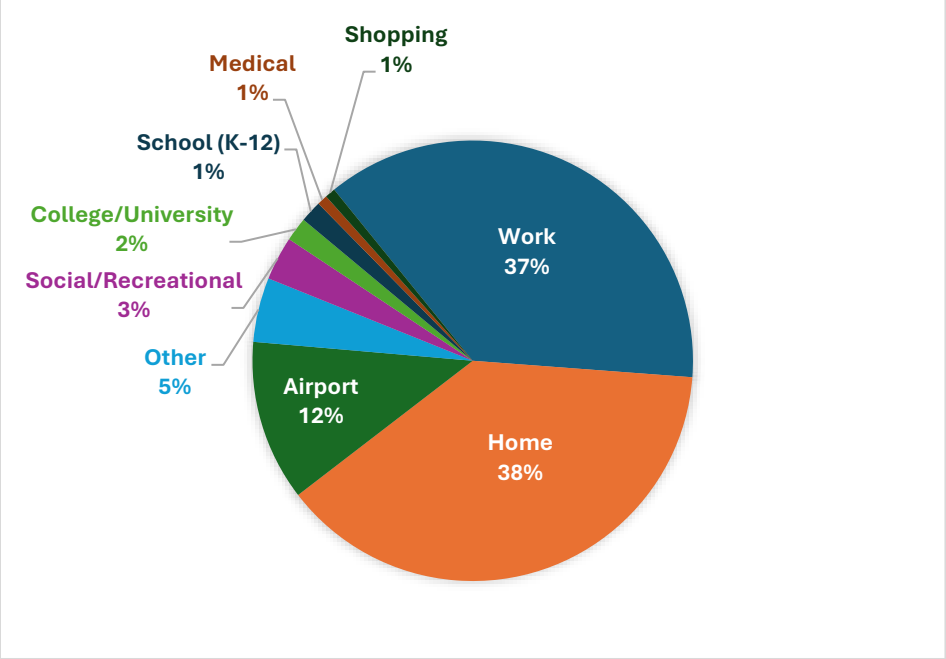
Figure 9.4: On-Board Survey Results - One-Way Trip Origins



Source: Tri-Rail On-Board Survey, 2024

In addition to trip origin, trip purpose was also collected from on-board survey participants. Based on the survey responses, most trips originated with the purpose of accessing home and work locations, 38.6 percent and 37.5 percent of responses respectively. Additionally, 12 percent of trip purposes are for access to airports. **Figure 9.5** provides a summary of all indicated trip proposes.

Figure 9.5: On-Board Survey Results - Trip Purpose

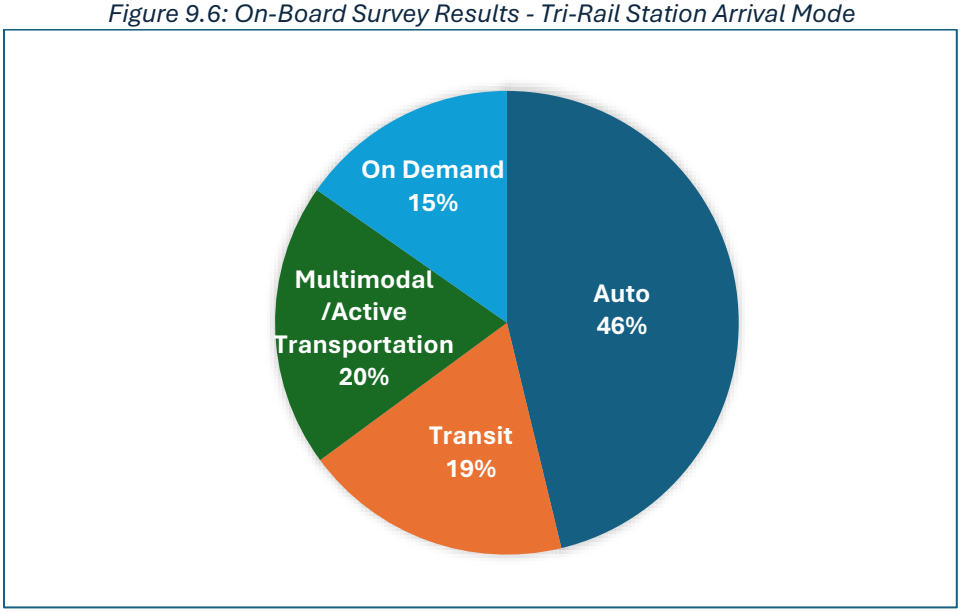


Source: Tri-Rail On-Board Survey, 2024

9.6.2 First/Last Mile Station Access

On-board survey participants were asked about their mode choice for arriving to Tri-Rail stations at the start of their trip and mode for departing from Tri-Rail stations at the end of their train trip. As shown in **Figure 9.6**, most trips arrive to Tri-Rail by automobile (drive themselves or are dropped-off) at 46 percent, followed by multimodal and active transportation options (walking, biking, scootering) at 20 percent.

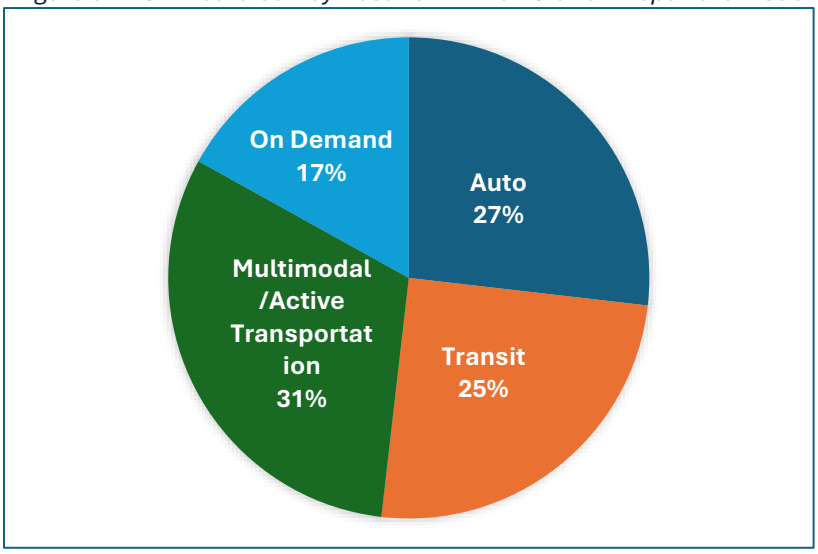
Figure 9.6: On-Board Survey Results - Tri-Rail Station Arrival Mode



Source: Tri-Rail On-Board Survey, 2024

As shown in **Figure 9.7**, most trips depart Tri-Rail via multimodal and active transportation options at 31 percent, automobile at 27 percent, transit (public bus, school bus, Metrorail, and airport shuttle) at 25 percent), and on-demand (Taxi, Uber, Lyft, and Freebee) at 17 percent.

Figure 9.7: On-Board Survey Results - Tri-Rail Station Departure Mode

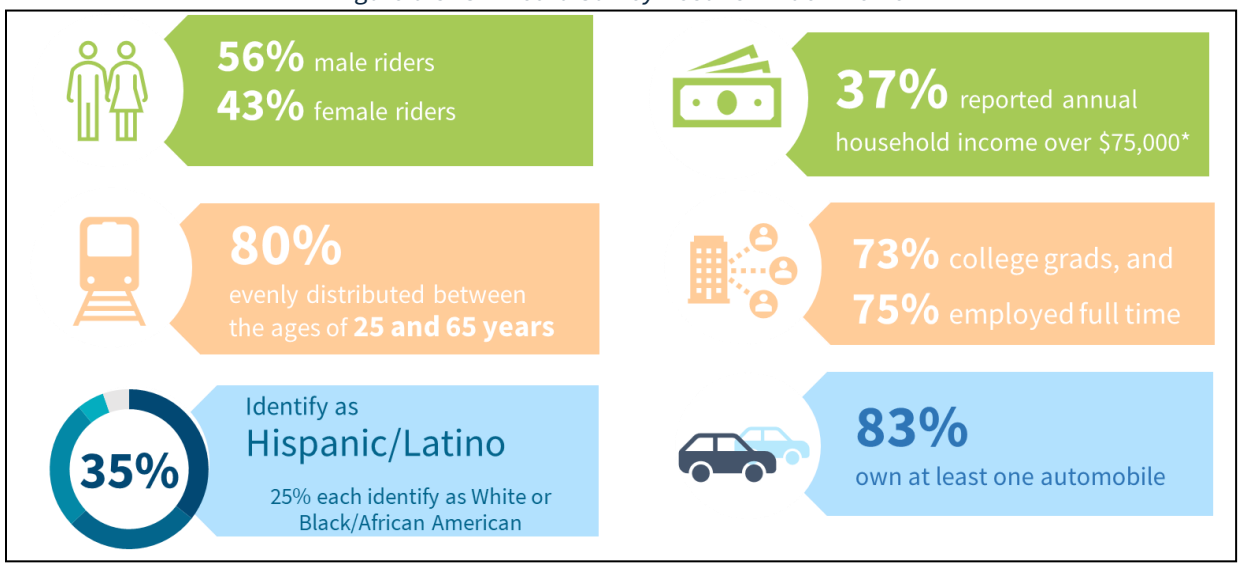


Source: Tri-Rail On-Board Survey, 2024

9.6.3 Tri-Rail Rider Profile

The on-board survey results were used to develop a rider profile of current Tri-Rail passengers. Based on the on-board survey results, the following demographic and socio-economic information on current riders can be gleaned and used to inform this TDP Major Update. **Figure 9.8** provides the rider profile developed from the on-board survey results.

Figure 9.8: On-Board Survey Results - Rider Profile



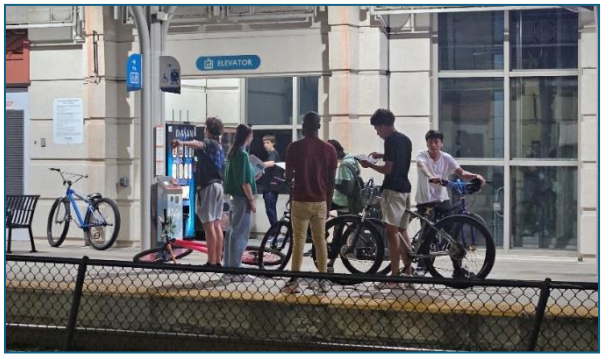
Source: Tri-Rail On-Board Survey, 2024

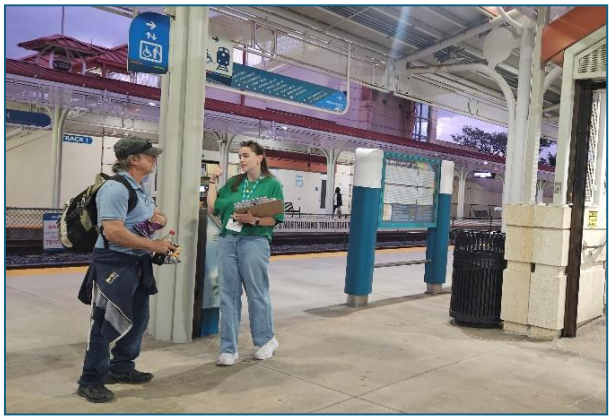
9.7 TDP Survey Effort

9.7.1 Survey Instrument

A survey instrument was developed to gather public input on passenger motivations, issues, and potential short, medium, and long-term project need recommendations for the TDP. The survey consisted of two questions asking: *'Why do you ride Tri-Rail?'* and *'What improvements would you like to see at Tri-Rail?'*. Respondents could check boxes and/or provide other suggestions for short-term, mid-term, and long-term improvements for consideration in the TDP. Surveys were available in English, Spanish, and Haitian Creole in paper form during the platform surveys and online on the SFRTA TDP website. The survey instrument is provided in **Appendix D**.

Figure 9.9: SFRTA Intercept Surveying





9.7.2 Intercept and Online Survey

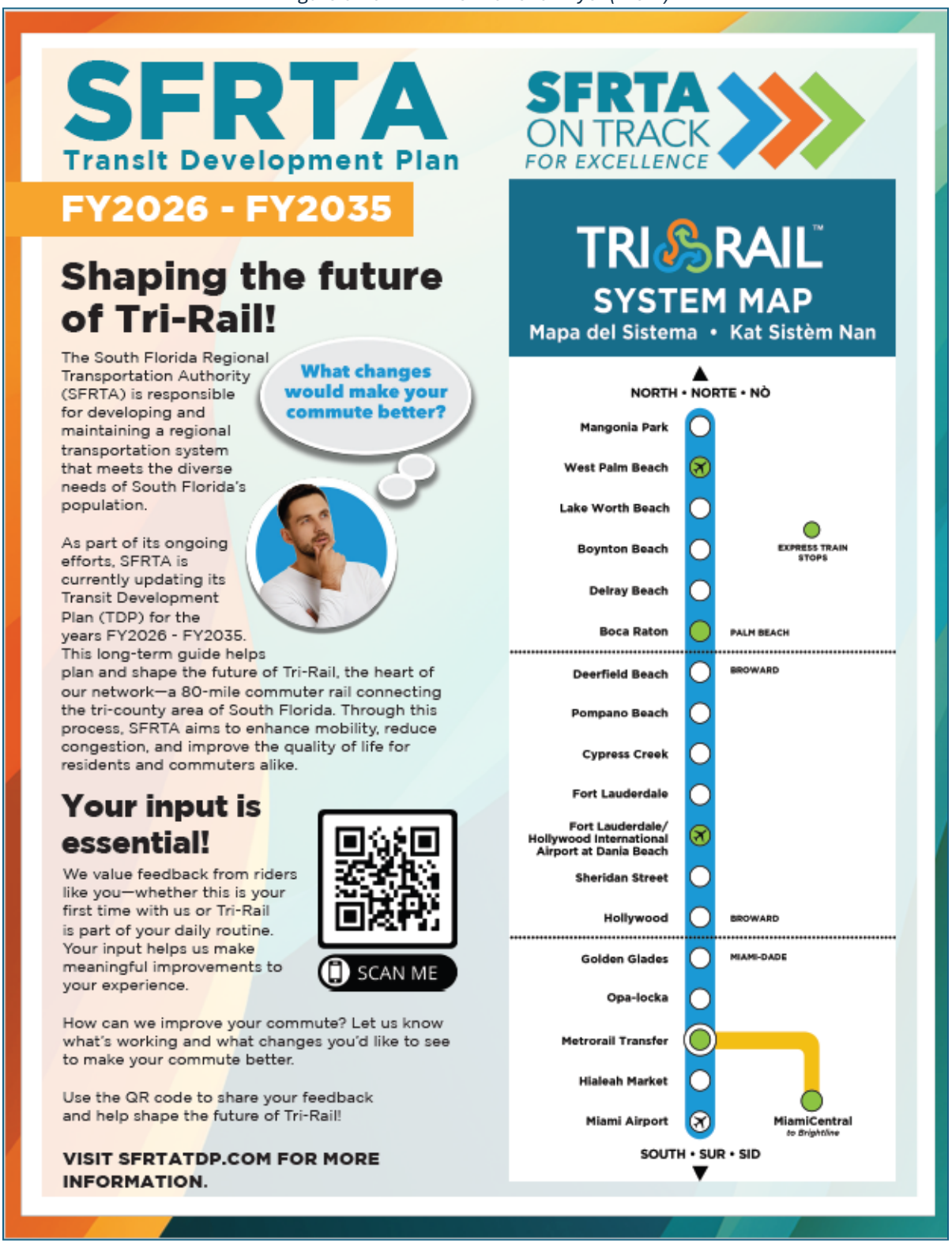
To gather public input for the TDP Major Update, intercept surveys of Tri-Rail passengers were conducted at eight (8) Tri-Rail stations with the highest passenger activity to serve as a representative sample of passengers for the entire Tri-Rail system. The intercept surveys were conducted over the course of three (3) days in November 2024.

For weekday service, six (6) stations were surveyed during morning and afternoon peak travel hours (approximately 6:00 am to 9:00 am and 4:00 pm to 7:00 pm) on Wednesday, November 6th, 2024, and Thursday, November 14th, 2024: Miami International Airport, Cypress Creek, West Palm Beach, Metrorail Transfer, Fort Lauderdale/Hollywood International Airport, and Boca Raton Stations. For weekend service, three (3) stations were surveyed during peak weekend travel times (approximately 2:00 pm to 7:00 pm) on Saturday, November 16th, 2024: Metrorail Transfer, Fort Lauderdale, and Lake Worth Beach Stations.

The surveyors engaged passengers via the paper survey form or touchscreen tablets. Over 800 surveys were completed by passengers during the intercept survey process. Passengers who wished to take the survey later were provided with a trilingual (English, Spanish, and Haitian Creole) informational flyer that included a QR code linked directly to the survey on the SFRTA TDP website. The QR code generated 245 unique scans. The one-page informational flyer is provided in **Figure 9.10** and **Figure 9.11.**

During the survey collection period, over 1,590 survey responses were collected of which over 800 surveys were collected during the intercept survey period. An additional 790 surveys were collected online outside of the intercept survey dates. The survey results informed the needs assessment for this TDP Major Update and are presented in *Section 10. Needs Identification*.

Figure 9.10: TDP Informational Flyer (Front)



Source: SFRTA, 2024

Figure 9.11: TDP Informational Flyer (Back)

Source: SFRTA, 2024

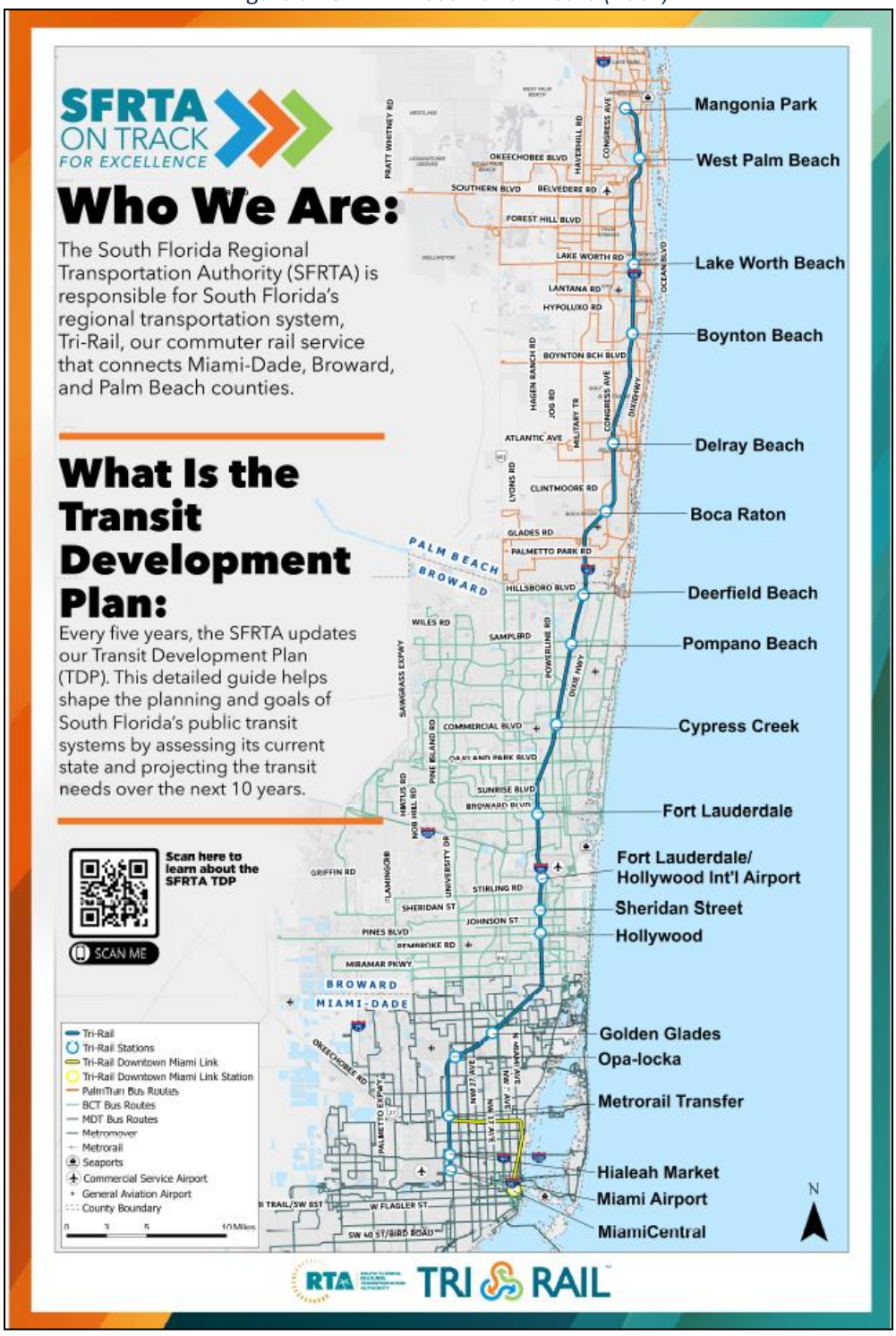
9.7.3 Presentation Boards

Presentation boards were prepared for display at the Tri-Rail station platforms during the intercept surveys to encourage survey participation, to provide information, and to collect their input via a QR code directly linked to the TDP website. The presentation boards were also utilized during other TDP and SFRTA outreach activities. The presentation boards are depicted in **Figure 9.12** and **Figure 9.13**. The presentation board was used to develop a promotional poster for the TDP that was posted on-board Tri-Rail trains (**Figure 9.14**) to inform Tri-Rail passengers of the TDP Major Update and how they can get involved and provide input.

Figure 9.12: TDP Presentation Board (Front)

Source: SFRTA, 2024

Figure 9.13: TDP Presentation Board (Back)



Source: SFRTA, 2024

Figure 9.14: TDP Poster on Trains

Source: SFRTA, 2024

9.8 Stakeholder Coordination

SFRTA engaged internal and external stakeholders, as well as partner agencies in the development of the TDP. The coordination with the stakeholder entities, other than the MPOs, is summarized in the following sections. MPO coordination is detailed in *Section 8. Metropolitan Transportation Planning Process Coordination*.

9.8.1 Stakeholder Database

To maximize outreach opportunities and reach target audiences, a stakeholder database was utilized and maintained throughout the project. Specifically, the database consists of existing customer databases such as Tri-Rail Employer Discount Program (EDP) email list, EASY Card registrants list, the SFRTA *On Track* newsletter email list, and other transit partners agencies email lists. These sources comprised the stakeholder database used to promote TDP information to previous, current, and potential SFRTA customers, stakeholders, and contacts.

9.8.2 Internal Review Committee

An Internal Review Committee (IRC) was established comprised of representatives from internal SFRTA departments. The IRC members provided oversight of the TDP development and coordinated with the consultant team to review and provide input on project deliverables. **Table 9.2** provides a summary of IRC meetings that took place during the development of the TDP Major Update.

Table 9.2: IRC Meeting Summary

IRC Meeting Date	Meeting Topic
June 19th, 2024	TDP Rule Overview, TDP Overview, Project Schedule
October 8th, 2024	Service Area Baseline Conditions, Existing Transit Service
February 3rd, 2025	Demand Estimation, 10-Year Operating and Capital Program

Source: SFRTA, 2024

9.8.3 Planning Technical Advisory Committee (PTAC)

As discussed in *Section 8. Metropolitan Transportation Planning Process Coordination Program*, SFRTA has a standing PTAC comprised of one (1) member from the following agencies:

- Miami-Dade DTPW
- Broward County Transit (BCT)
- Palm Tran
- Miami-Dade TPO
- Broward MPO
- Palm Beach TPA
- South Florida RPC (SFRPC)
- Treasure Coast RPC (TCRPC)
- FDOT District 4
- FDOT District 6
- SFRTA

For the development of the TDP, the PTAC provided technical review, comments, and input on the TDP progress and activities, and recommended the adoption of the TDP document to the SFRTA Governing Board. **Table 9.3** provides a summary of PTAC meetings when a TDP update was provided.

Table 9.3: PTAC Meeting Summary

PTAC Meeting Date	Meeting Topic
August 14th, 2024	TDP Rule Overview, TDP Overview, Project Schedule; Service Area Baseline Conditions,
December 11th, 2024	Existing Transit Service; Outreach Update, Land Use and Corridor Development Assessment, 10-Year Operating and Capital Program
February 12th, 2025	Draft Transit Development Plan Major Update

Source: SFRTA, 2024

9.8.4 Regional Workforce Boards

The three (3) South Florida workforce boards, CareerSource Palm Beach County, CareerSource Broward County, and CareerSource South Florida (Miami-Dade and Monroe Counties) were invited to participate and provide input throughout the TDP Major Update development. As required by Section 341.052, F.S., SFRTA notified each of the three (3) workforce boards that the preparation of the TDP Major Update had commenced and requested a coordination meeting with each respective agency.

On December 10th, 2024, a virtual meeting was held with representatives of the three (3) workforce boards. The meeting resulted in an overall understanding of the importance of reliable transit in relation to employment in South Florida, while also providing an opportunity for each workforce board representative to provide input, comment and ask questions about the preparation of the TDP Major Update. Each organization offered to partner with the SFRTA to achieve mutual goals. The workforce board meeting presentation and summary are provided in **Appendix E**. Additionally, each workforce board was advised and notified of public meetings where the TDP was to be discussed.

9.9 SFRTA Outreach Activities

In addition to TDP-specific outreach, SFRTA regularly conducts community outreach to promote their services and provide information on SFRTA programs to the public. **Table 9.4** provides a summary of SFRTA outreach activities where the TDP Major Update was promoted to gather input from the general public.

Table 9.4: Summary of SFRTA Outreach Events

Community Event	Date
Transportation Security Administration (TSA) Events	November 14 (MIA), November 20 (FLL)
Miami Book Fair	November 22-24, 2024
#DowntownMiami Event	December 12, 2024
Winter Wonderland	December 14, 2024

Source: SFRTA, 2024

Figure 9.15: SFRTA Outreach Efforts

Source: SFRTA, 2024

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10. Needs Identification

The 2024 Tri-Rail On-Board Survey, together with the TDP intercept and online survey findings helped identify SFRTA's needs for this TDP Major Update.

10.1 On-Board Survey Findings

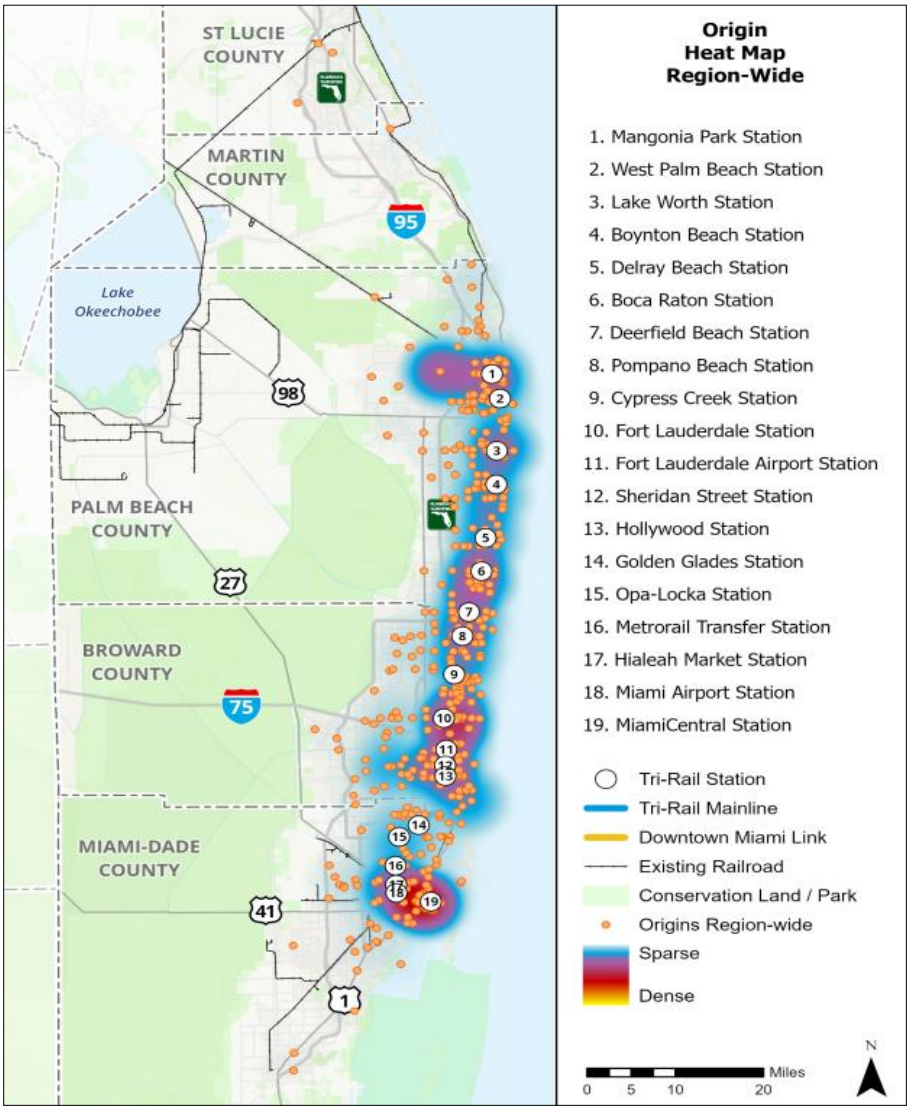
The on-board survey conducted on May 22, 2024, and described earlier in Section 9.6, assessed rider travel patterns, transportation modes used for station access, and opinions on SFRTA services. A summary of the applicable on-board survey findings used to identify SFRTA's needs is provided in the following sections.

10.1.1 Rider Travel Patterns

On-board survey participants were asked about their one-way trip origins. The collective results of this survey question indicate SFRTA is currently attracting riders from areas outside the service area directly adjacent to Tri-Rail's alignment. This is indicative of potential future service expansion needs to capture additional riders in these markets.

As depicted in **Figure 10.1**, there are clusters of one-way trip origins outside of the area directly adjacent to the Tri-Rail commuter rail alignment market. Specifically, these one-way trip origins clusters are found in Palm Beach County west of the Mangonia Park Station and in Miami-Dade County southwest of the Miami Airport and MiamiCentral Tri-Rail stations.

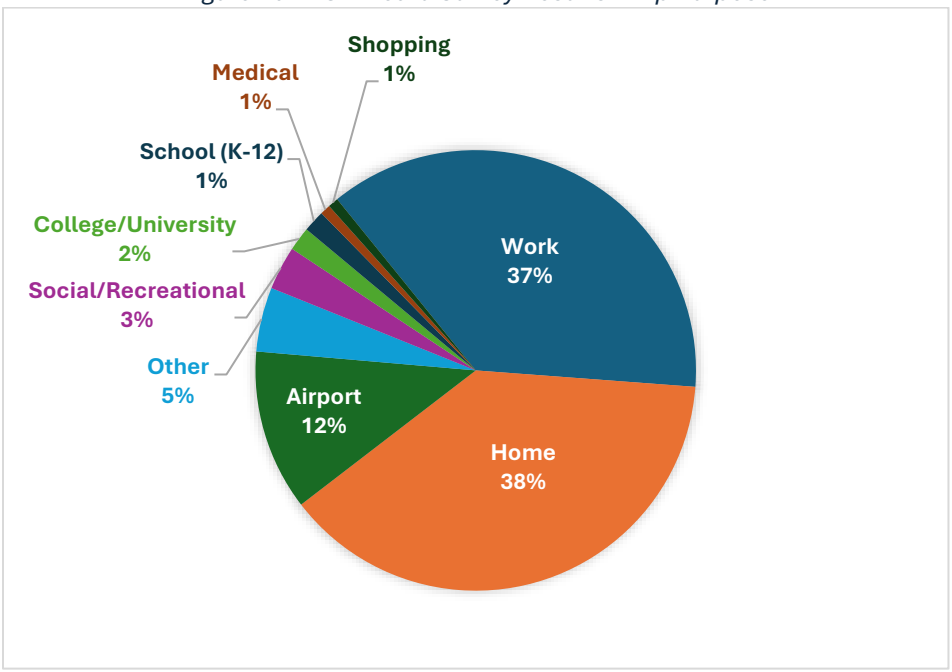
Figure 10.1: On-Board Survey Results - One-Way Trip Origins



Source: Tri-Rail On-Board Survey, 2024

Trip purpose was also collected from on-board survey participants. Based on the survey responses, a majority of trips were either a home or work trip, indicating a potential need for peak-hour service adjustments to better serve the home-work commuter market. It also indicates a potential need for additional express or limited stop service. Furthermore, 12 percent of trip purposes are for travel to or from airports, indicating a potential need for additional service to these activity centers to further accommodate airline passengers and airport employees' schedules. **Figure 10.2** provides a summary of the indicated trip purposes for Tri-Rail passengers. The collective results of trip origin and trip purpose highlight the potential need for future implementation of additional Tri-Rail services, such as more frequent service.

Figure 10.2: On-Board Survey Results - Trip Purpose



Source: Tri-Rail On-Board Survey, 2024

10.1.2 Customer Satisfaction

On-board survey respondents were also asked about their satisfaction with Tri-Rail service. Overall, riders are satisfied with Tri-Rail service offerings. The average response when asked how likely they are to recommend Tri-Rail to others was 9.1 on a scale of 1 to 10. In addition to rating their satisfaction, survey respondents were able to provide additional passenger feedback on the survey comment section. The open-ended comments included suggestions for improvements which can be summarized in the following areas:

- Implementation of wayfinding amenities at stations
- Improved train frequency/less wait time between trains
- Improved on-board experience related to comfort and safety
- Availability of information systems to support trip planning and on-board notifications

10.2 Intercept and Online Survey

The intercept surveys of Tri-Rail passengers and online survey effort, described earlier in Section 9.7, were developed to complement the on-board survey effort and further identify the type of projects that could address the rider satisfaction feedback specified in the on-board survey. The intercept and online survey asked respondents to first select from a series of attributes *"Why do you ride Tri-Rail?"*. It also asked respondents to identify their trip origin by home ZIP code and to indicate their preferred Tri-Rail project improvements. The survey specifically asked respondents about desired short-term (1-2 years), mid-term (3-5 years), and long-term (6-10 years)

improvements they would like to see on Tri-Rail. Their preferences informed SFRTA's needs identification assessment as part of this TDP Major Update.

The following sections summarize survey findings, highlighting why respondents ride Tri-Rail and the project improvements they prefer SFRTA to consider for the Tri-Rail system.

10.2.1 Top Reasons to Ride Tri-Rail

TDP survey respondents were asked to identify their top reasons for riding Tri-Rail. Most respondents indicated riding Tri-Rail to avoid congestion, for the cost savings when using the service, and the service's convenience. **Table 10.1** provides a summary of why respondents ride Tri-Rail.

Table 10.1: Why Do You Ride Tri-Rail?

Why do you ride Tri-Rail?	Total
Avoids traffic congestion	1,072
Good value / Saves money	866
Convenient	824
Proximity to home/work/other	492
Reliable / On-time Service	464
Environmentally friendly	375
Do not own a car / no driver's license	339
Comfortable passenger cars	228
Clean stations / passenger cars	219
Availability of first/last mile connections	192
Subsidized by employer	158
Saves time	43

Source: SFRTA, 2024

The reasons indicated by respondents as to why they ride Tri-Rail also align with the types of desired Tri-Rail service improvements also identified by respondents, such as more service options and types, and increased frequency. The specific improvements identified by survey respondents are detailed in the following sections by timeframe.

10.2.2 Short-Term Improvements (1 to 2 Years)

Survey respondents were asked about their preference for specific short-term commuter rail improvements for consideration as part of this TDP Major Update. Short-term improvements are intended to be implemented within one (1) to two (2) years of the TDP Major Update horizon. The short-term improvements selected most by survey respondents focused primarily on service enhancements. Specifically, increase on-time performance/reliability, upgrade Tri-Rail transit mobile app / mobile ticket options, and more service, particularly express trains, early morning and late-night service, and additional weekday, weekend and holiday service. **Table 10.2** provides a summary of all responses for short-term improvements.

Table 10.2: TDP Survey Results - Short-Term Improvements

Short-Term Improvements	Total
Increase on-time performance / reliability	662
Upgrade Tri-Rail transit mobile app / mobile ticketing options	606
More express train service	605
More early morning / late night service	592
More weekday service	577
More weekday/holiday service	559
Better signage and/or announcements at stations /on-board trains	437
Improve security on board trains / at station areas	392
Enhance amenities on-board trains / at station areas (please specify below	348
Provide shared bike/scooter options at stations	202

Source: TDP Survey, 2024

10.2.3 Mid-Term Improvements (3 to 5 Years)

Survey respondents were also asked about their preference for specific mid-term commuter rail improvements for consideration as part of this TDP Major Update. Mid-term improvement projects are those that are feasible within three (3) to five (5), or midway through the TDP Major Update ten-year horizon. The mid-term improvements selected by most survey respondents were newer/more Tri-Rail trains/passenger cars, upgrade fare payment/collection system, and improve bike/pedestrian access to stations. **Table 10.3** provides a summary of all mid-term improvements responses.

Table 10.3: TDP Survey Results - Mid-Term Improvements

Mid-Term Improvements	Total
Newer / more Tri-Rail trains/passenger cars	855
Upgrade fare payment/collection system	585
Improve bike/pedestrian access to stations	421
Encourage more residential/commercial development at or around stations	349
Expand bike/scooter space on trains	222
Install electric vehicle charging stations	145
Upgrade station facilities/amenities	63

Source: TDP Survey, 2024

10.2.4 Long-Term Improvements (6-10 Years)

Survey respondents were lastly asked about their preference for specific long-term commuter rail improvements for consideration as part of this TDP Major Update. The long-term improvements selected by most survey respondents were expand rail service further north, expand service into Jupiter (Palm Beach County), and expand rail service further south. **Table 10.4** provides a summary of all long-term improvement responses.

Most respondents who selected “Expand rail service further north” indicated their home ZIP code to be in Central Broward County, Central Miami-Dade County, North Palm Beach County, and Central Palm Beach County. Those who selected “Expand rail service further south” indicated their

home ZIP code to be in North Broward County, Central Broward County, and Central Miami-Dade County.

Table 10.4: TDP Survey Results - Long-Term Improvements

Long-Term Improvements	Total
Expand rail service further north	832
Extend rail service into Jupiter (Palm Beach County)	627
Expand rail service further south	615
Additional or new Tri-Rail station(s)	493
Extend rail service north to VA Medical Center in West Palm Beach	424

Source: TDP Survey, 2024

10.3 Summary of Identified Needs

The survey results informed the basis for identifying SFTRA's needs for the TDP Major Update. Collectively these data points and inputs support the need for additional Tri-Rail service, particularly the desire for service improvements and service expansion. Service improvements consist of operational changes to increase service hours and provide additional service types (e.g., more weekday service, late night service, express train service, and/or special event trains). Service expansion preferences included extend the existing Tri-Rail service further north or south. These are considered a long-term capital investment.

The preferred project improvements for SFRTA to consider as identified by survey respondents for the 10-year planning horizon for the TDP Major Update are summarized below:

- Service Improvement Preferences:
    - Increase on-time performance / service reliability
    - Upgrade Tri-Rail transit mobile app / mobile ticketing options
    - More train service / frequency
    - Newer / more Tri-Rail trains/passenger cars
    - Upgrade fare payment/collection system
    - Improve bike/pedestrian access to stations
- Service Expansion Preferences:
    - Expand rail service north
    - Expand rail service south

10.4 SFRTA Planned Capital Investments

A review of SFRTA's Adopted FY 2024 –2025 Capital Budget and Five-Year Plan, as well as SFRTA's 20-Year Capital Plan includes various capital investments that address the identified service improvement and service expansion preferences identified by survey respondents, as presented in **Table 10.5**.

Many of the preferred project improvements identified as needs are already planned for implementation by the SFRTA. This further demonstrates SFRTA's strategic focus to enhance system operations, increase ridership, and enhance the customer experience within the existing SFRTA service area.

Table 10.5: Applicable Capital Investment Projects (Funded and Unfunded)

Identified SFRTA Need	Capital Plan Project Name	Funding Status
Increase on-time performance / service reliability	Fleet Rehabilitation and Repairs/Overhaul	Funded
	Purchase Replacement Rolling Stock	Funded
Upgrade Tri-Rail transit mobile app / mobile ticketing options	Fare Interoperability Project – Regional Mobile Ticketing Solution	Funded
Newer / more Tri-Rail trains/passenger cars **More train service / frequency**	Purchase Replacement Rolling Stock	Funded
	Rolling Stock for Service Expansion/Capacity	Funded
Upgrade fare payment/collection system	New Automated Fare Collection System	Funded
Improve bike/pedestrian access to stations	Pedestrian Bridge Rehabilitation	Funded
	Multimodal Access Opportunities	Unfunded
Expand rail service north	Tri-Rail Extension to the West Palm Beach Veterans Affairs (VA) Medical Center	Unfunded

Source: SFRTA FY 2024 –2025 Adopted Capital Budget, SFRTA FY 2024 20-Year Capital Plan

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11. Demand Estimation

The TDP Major Update requires a transit demand estimation process that results in a 10-year annual projection of transit ridership. Ridership forecasts were prepared for Tri-Rail commuter rail service and existing Ride Partner Service (RPS).

11.1 Tri Rail 10-Year Ridership Estimation

The estimation of the community's demand for transit services in the SFRTA service area was evaluated using the Federal Transit Administration (FTA) Simplified Trips-on-Project Software (STOPS) model. The use of STOPS for the TDP Major Update demand estimation was approved by FDOT District 4 Office of Modal Development (OMD) on October 14th, 2024.

The STOPS model used for this TDP Major Update was previously calibrated by SFRTA and configured to forecast the Tri-Rail Extension to the Veterans Affairs (VA) Medical Center. This STOPS model is calibrated for the year 2022 and a 2045 forecast year, based on existing and projected population, employment, and automobile travel time data in SFRTA's service area. The available 2022 and 2045 demographic and transportation datasets of the STOPS model were interpolated to match the TDP horizon years of 2026 to 2035.

Ridership estimation of Tri-Rail service included the following scenarios for purposes of the TDP Major Update.

Scenario 1 **Existing Tri Rail Service**: Includes current operations on the SFRC and on the FECR for the MiamiCentral Service including the express train service between West Palm Beach Station and Miami Central Station (one train during the AM peak period and one train during the PM peak period).

Scenario 2 **Existing Tri Rail Service + VA Medical Center Extension:** Includes the existing Tri-Rail service as described in Scenario 1, with the extension of existing SFRC level of service to the VA Medical Center, anticipated to open in 2029.

The 10-year estimated annual ridership projection for both Tri-Rail service scenarios is provided in **Table 11.1**.

It should be noted that the ridership estimation forecasts were performed to satisfy TDP Major Update requirements. The inclusion of express train service and the expansion of service to the VA Medical Center service in the forecast scenarios does not reflect an SFRTA commitment to continue express train service and/or implement the VA Medical Center Extension, as these service investments are currently unfunded.

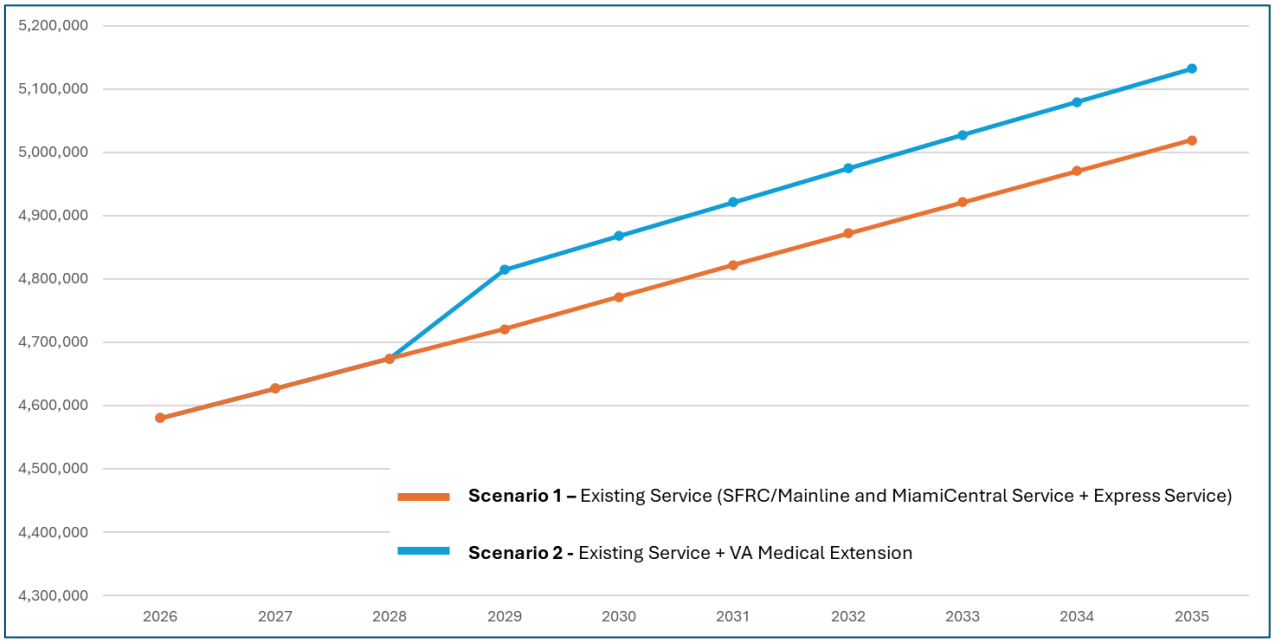
Table 11.1: Estimated 10-Year Ridership Projections

Forecast Year	Scenario 1: Existing Tri-Rail Service	Scenario 2: Existing Tri-Rail Service + VA Medical Center Extension
2026	4,580,000	4,580,000
2027	4,627,000	4,627,000
2028	4,674,000	4,674,000
2029	4,721,000	4,814,000
2030	4,771,000	4,868,000
2031	4,822,000	4,921,000
2032	4,872,000	4,975,000
2033	4,921,000	5,027,000
2034	4,970,000	5,079,000
2035	5,019,000	5,132,000

Source: FTA STOPS Model

As indicated in **Table 11.1**, the ridership forecast for Scenario 2, existing service with the VA Medical Center extension, captures additional riders. **Figure 11.1** visually depicts the estimated 10-year ridership projections for the two (2) Tri-Rail service scenarios.

Figure 11.1: Tri-Rail Estimated 10-Year Ridership Projections



Source: FTA STOPS Model

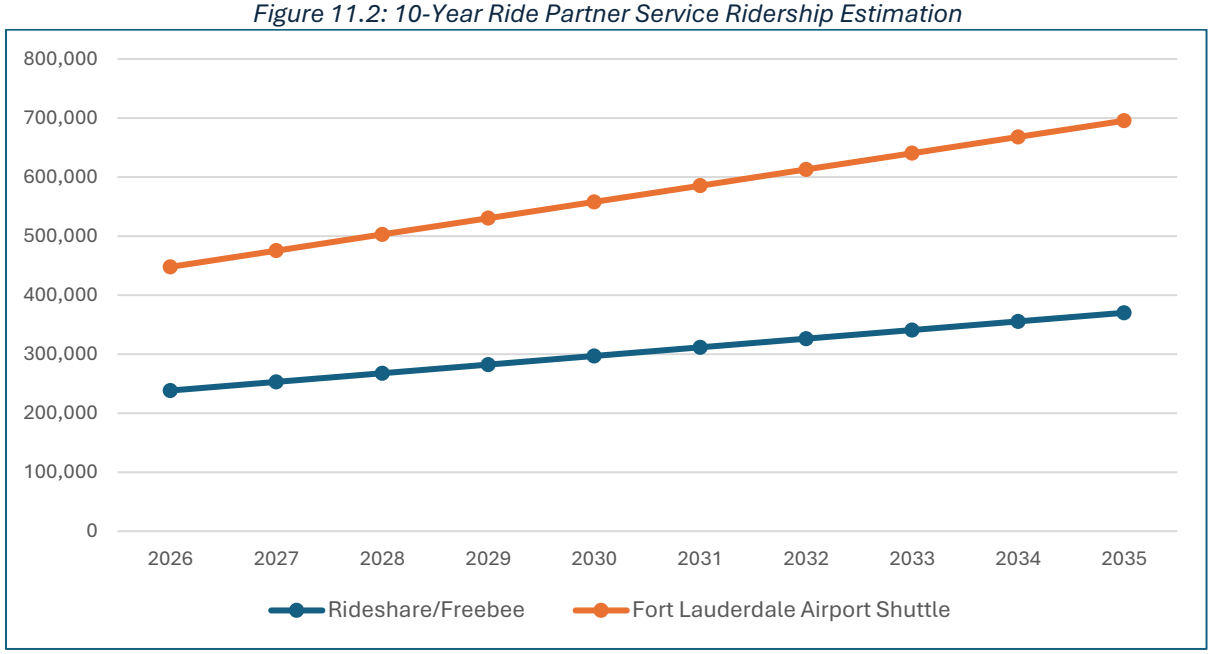
11.2 Ride Partner Service 10-Year Ridership Estimation

As described in Section 5.5 of this Major TDP, the Ride Partner Service (RPS) consists of three main services: 1) Fort Lauderdale Airport Shuttle, 2) Rideshare Service (Uber, LYFT, Taxis), and 3) Freebee Microtransit On-Demand Service at the Cypress Creek Station. RPS ridership peaked in FY 2024, however in FY 2025, it started to normalize after SFRTA's implementation of a registration requirement for its Rideshare Service.

The forecast of RPS ridership considered the fluctuations in ridership to determine a reasonable growth rate to calculate a 10-year ridership forecast. The RPS ridership was forecasted using a seven (7) percent linear annual growth rate derived from ridership trends between October 2023 and October 2024, considered normalized months for RPS ridership estimation. The seven (7) percent growth rate was applied for rideshare (Uber, Lyft, Taxi) and Freebee services, as well as for the Fort Lauderdale Airport Shuttle service.

Figure 11.2 provides a summary of the 10-year ridership estimation projections for the RPS. As shown in **Figure 11.2,** Rideshare and Freebee ridership is estimated to reach approximately 370,000 riders in 2035. Fort Lauderdale Airport Shuttle ridership is estimated to reach approximately 695,000 riders in 2035.

Figure 11.2: 10-Year Ride Partner Service Ridership Estimation



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12. 10-Year Capital and Operating Program

SFRTA's Fiscal Year (FY) is defined as July 1st through June 30th. This section of the TDP Major Update identifies SFRTA's 10-Year Capital and Operating Program. The Program is comprised of a 10-Year Schedule of Projects and a Financial Plan for TDP horizon of FY 2026 – FY 2035.

SFRTA's FY 2024 20-Year Capital Plan stipulates the prioritized 10-Year Schedule of Projects. SFRTA's Adopted FY 2024 – 2025 Capital and Operating Budget and ten-year projected forecast for operating and capital expenses and corresponding revenues are the basis for the SFRTA Financial Plan.

12.1 10-Year Schedule of Projects

In March 2021, SFRTA developed a 20-Year Capital Plan to comprehensively identify capital projects, establish priorities and implementation schedules, and list funded and unfunded capital projects. The 20-Year Capital Plan includes a list of funded capital needs based on the latest adopted SFRTA Capital Budget and Five-Year Plan. Unfunded capital needs are identified through an internal call for projects. The SFRTA 20-Year Capital Plan classifies the capital projects in three (3) types:

- **State-of-Good Report (SGR) Projects**: Projects that provide replacement, rehabilitation, or annual capital maintenance of existing capital assets necessary for system preservation.
- **Enhancement Projects**: Projects that add to or improve the functionality of existing capital assets.
- **Expansion Projects**: Projects that add new assets to provide a brand-new service or function to customers.

SFRTA established a prioritization process for its 20-Year Capital Plan to guide the allocation of limited financial resources for capital investment projects, improvement initiatives, and SGR projects. The prioritization process is used to rank capital needs using a multi-criteria decision analysis (MCDA) approach in which prioritization criteria are scored and combined with a weighted average. Projects with the highest priority are fully funded and predominantly consist of SGR projects. Partially funded and unfunded projects are lower priority, as they do not currently have funds allocated.

SFRTA updates its 20-Year Capital Plan annually to reflect the most current application of funding for capital needs as documented in the adopted SFRTA Capital Budget. The annual list of funded and unfunded needs provides guidance for funding decisions, along with the availability of grants and other funding sources that are "earmarked" for certain asset types or projects.

The SFRTA FY 2024 20-Year Capital Plan, updated in January 2024, establishes the basis for the 10-Year Schedule of prioritized capital projects for this TDP Major Update for FY 2026 to FY 2035. Funded projects and their ranking are listed in **Table 12.1** and unfunded projects and their ranking are listed in **Table 12.2**.

Notably, projects are ranked based on their respective 20-Year Capital Plan score, from highest score to lowest score. A project funding timeline is also presented to identify when funding has been allocated for funded projects or is expected to be allocated for projects identified as unfunded. The project funding timelines for funded projects are derived from SFRTA's Adopted Capital Budget, FY 2024-2025. The total project cost is presented in year of expenditure (YOE) dollars according to the Adopted Capital Budget.

Table 12.1: SFRTA 10-Year Schedule of Projects (FY 2026 – 2035) - Funded Projects

Rank	Project Name	Project Type	Description	Total Cost (YOE)	Project Funding Timeline
1	**Purchase Replacement Rolling Stock**	State of Good Repair	Procurement of new Tri-Rail Rolling Stock, includes locomotives, passenger cab cars and coaches to replace the current fleet of aging rolling stock.	$151,750,000	FY 2026 – FY 2027
2	**Fleet Rehabilitation and Repairs**	State of Good Repair	Rehabilitation and repairs of rolling stock to maintain assets in a SGR.	$2,277,887	FY 2026
3	**Northern Layover and Light Maintenance Facility**	Expansion	Design and Construction of a new Northern Layover and Light Maintenance Facility (NLMF) located approximately 1 mile north of the Tri-Rail Mangonia Park Station.	$72,311,962	FY 2026; FY 2029
4	**Rolling Stock for Service Expansion**	Expansion	Procurement of new Tri-Rail Rolling Stock including locomotives and passenger cab cars to support expansion and increased capacity on the Tri-Rail system.	$44,500,000	FY 2026 – FY 2027
5	**Station Rehabilitation**	State of Good Repair	Comprehensive rehabilitation of Tri-Rail Stations along the South Florida Rail Corridor.	$44,924,062	FY 2026 – FY 2027
6	**Automated Fare Collection System (New)**	Enhancement	A new Automated Fare Collection System (AFCS).	$26,220,955	FY 2026 – FY 2027
7	**Station Improvements**	State of Good Repair	Capital improvement projects at Tri-Rail stations to maintain passenger stations in SGR. Improvements include parking lot, lighting and fire/life/safety enhancements.	$1,128,818	FY 2026 – FY 2029
8	**Pedestrian Bridge Rehabilitation**	State of Good Repair	Design and comprehensive rehabilitation of 14 Tri-Rail station pedestrian bridges.	$18,650,783	FY 2026

Source: SFRTA FY 2024 20-Year Capital Plan, 2024; SFRTA Adopted FY 2024 – 2025 Capital Budget, 2024

Table 12.2: SFRTA 10-Year Schedule of Projects (FY 2026 – 2035) - Unfunded Projects

Rank	Project Name	Project Type	Description	Total Cost (YOE)	Project Funding Timeline
1	**Positive Train Control Upgrades**	State of Good Repair	Capital Replacement of Positive Train Control (PTC) System for SGR. Project includes updates in Pompano and West Palm Beach, upgrades onboard the Tri-Rail fleet, and base radio hardware and software for the PTC system used on the SFRC and Tri-Rail fleet	$13,475,490	FY 2030
2	**Fiber Installation Along the SFRC**	Expansion	Install fiber optic along the SFRC in coordination with FDOT.	$40,170,000	FY 2030 – FY 2032
3	**Brookville Locomotive HEP Overhaul**	State of Good Repair	Head-End Power (HEP) overhauls for twelve (12) Brookville (BL36PH) diesel electric locomotive.	$15,978,000	FY 2026 – FY 2035
4	**GP49 Locomotive Top-Deck Overhaul**	State of Good Repair	Top-Deck overhauls for four (4) Mid-America Car (EMD GP49 PH-3) diesel locomotive.	$9,888,000	FY 2030 – FY 2031
5	**F40 Locomotives Top-Deck Overhaul**	State of Good Repair	Top-Deck overhauls for Two (2) 1981 built Morrison-Knudsen and three (3) 1992 built Morrison-Knudsen diesel locomotives.	$4,635,000	FY 2030 – FY 2031
6	**Rotem Cab/Coach Midlife Overhaul**	State of Good Repair	Midlife overhaul for 14 Rotem Coach cars and 10 Rotem Cab cars.	$4,944,000	FY 2030 – FY 2032
7	**Security Camera Capital Replacement**	Enhancement	Upgrade of existing security camera system	$1,561,035	FY 2033
8	**LCD & LED Signage on Train**	Enhancement	Install Liquid Crystal Display (LCD) and Light Emitting Diode (LED) signage on passenger train cars that communicates with the passenger information system.	$554,559	FY 2030
9	**Wheel Truing Machine Replacement**	State of Good Repair	Replacement of Wheel Truing Machine	$3,001,021	FY 2030
10	**MIA Station West Platform Lighting Improvement**	Enhancement	Upgrade the lighting along the Miami International Airport Station west platform to match the lighting on the east platform	$206,000	FY 2030
11	**Rolling Stock Replacement for Remaining Fleet (8 Coaches and Cabs)**	State of Good Repair	Procurement of new Tri-Rail Rolling Stock (5 passenger cab cars and 3 coaches) to replace the current fleet of aging rolling stock.	$27,810,000	FY 2030 – FY 2033
12	**Tri-Rail Extension to the West Palm Beach Veterans Affairs (VA) Medical Center**	Expansion	Extend Tri-Rail service on the CSX approximately three (3) miles from Mangonia Park Tri-Rail Station to a new station at the West Palm Beach VA Medical Center.	$116,390,000	FY 2030 – FY 2033

Rank	Project Name	Project Type	Description	Total Cost (YOE)	Project Funding Timeline
13	**Business Intelligence Software**	Expansion	Research and procure a business intelligent system for SFRTA.	$206,000	FY 2030
14	**Network Infrastructure Improvements**	Enhancement	Update the SFRTA Network Infrastructure to support modern security protocols.	$103,000	FY 2030
15	**Multimodal Access Opportunities**	Enhancement	Provide multimodal connection improvements at Tri-Rail Stations.	$648,900	FY 2030
16	**Pompano Beach Operations Center Capital Improvements**	State of Good Repair	Capital lifecycle improvements for the Pompano Beach Operations Center.	$515,000	FY 2030
17	**Electric Vehicle Charging Stations at Tri-Rail Stations**	Enhancement	Electric Vehicle Charging at Tri-Rail Stations	$1,297,800	FY 2030

Source: FY 2024 SFRTA 20-Year Capital Plan, 2024

12.1.1 Capital Needs Coordination with Metropolitan Planning Process

SFRTA extensively coordinates with each of the three (3) MPOs in the SFRTA service area – Miami-Dade TPO, Broward MPO and Palm Beach TPA. As detailed in *Section 8. Metropolitan Transportation Planning Process Coordination Program* of this Major TDP, each MPO prepared updates to their respective LRTP which were adopted in late 2024. As part of the LRTP process coordination efforts, SFRTA collaborated with each MPO to submit SFRTA capital need projects for inclusion in the region's LRTPs. It should be noted that the SFRTA submitted projects which align with SFRTA's planned capital investments. A summary of the capital projects submitted by SFRTA to the MPOs through the LRTP Call for Projects process is provided below.

- **Fiber Installation along SFRC Corridor:** This project will replace AT&T lease circuits associated with the Dispatch and Positive Train Control Systems with Fiber Optics. This will increase communication reliability and reduce costs associated with dispatch communication lines, Positive Train Control, and the system overall communication.
- **SFRC Wood Tie Conversion to Concrete:** This project will replace wood ties within the SFRC that are susceptible to erosion and breakdown with more resilient concrete material. Conversion to concrete ties will improve the rail corridor's dependability, efficiency, and performance.
- **New Automated Fare Collection System:** This project will implement a new AFCS that will allow SFRTA to manage an independent and efficient fare collection system.
- **Signal Safety Improvements for SFRC:** This project replaces signal equipment, such as new signal houses, gate mechanisms, cantilevers, and light assemblies, to enhance safety at various locations on the SFRC and the Downtown.

- **SFRC System Control Points Replacement:** This project replaces infrastructure used to regulate train movements and prevent collisions along specific locations throughout the SFRC.
- **Rolling Stock Replacement and Expansion:** This project is for the procurement of new Tri-Rail Rolling Stock to replace the current fleet of aging rolling stock.
- **Positive Train Control (PTC):** This project is for the implementation of an interoperable system that complies with PTC Federal mandate requirements. This project improves operational safety and enables SFRTA to be compliant with Federal Railroad Administration operating requirements.
- **Electric Vehicle Charging Infrastructure:** This project is for the installation of electric vehicle charging infrastructure at Tri-Rail stations.
- **Hialeah Market Tri-Rail Station Boardwalk:** This project is for the development of a linear park and urban trail adjacent to the SFRC to encourage TOD at this Tri-Rail station.
- **Tri-Rail Extension on CSX North to Veterans Affairs (VA) Medical Center (Palm Beach County):** This project is the extension of Tri-Rail service on the CSX rail corridor approximately three (3) miles from the Mangonia Park Tri-Rail Station to a new station at the West Palm Beach Veterans Administration (VA) Medical Center.

12.1.2 MPO Identified LRTP Projects

Through the LRTP process, the region's MPOs identified additional SFRTA projects for their 25-year planning horizon. These additional projects were not submitted by SFRTA during the Call for Projects process. As such, these projects are sponsored by an MPO as represented in their respective LRTPs. These projects are not included in the 10-Year Schedule of Projects of this TDP Major Update. **Appendix F** includes a list of SFRTA and commuter rail projects identified in the region's three (3) 2050 LRTPs.

A list of MPO identified and sponsored LRTP projects related to SFRTA is provided below. The funding and implementation of these projects require continued coordination between SFRTA and the MPOs.

- **Tri-Rail/Metrorail Transfer Station Improvements:** Reconstruction of existing Tri-rail/Metrorail Transfer facility into a modern multimodal transit hub with convenient and safe access between Tri-Rail, Metrorail Greenline and DTPW Metrobus Route 79.
- **Little River Tri-Rail Station:** Evaluation of the feasibility of a new Tri-Rail station as part of a proposed mixed-use development project in the Little River neighborhood in the City of Miami.
- **Race Track Road Tri-Rail Station:** Feasibility study to evaluate the addition of a new Tri-Rail station at Race Track Road and the SFRC in the City of Pompano Beach.
- **Oakland Park Boulevard Tri-Rail Station:** Feasibility study to evaluate the addition of a new Tri-Rail station at Oakland Park Boulevard and the SFRC.

12.1.3 MPO LRTP Proposed New Commuter Rail Projects

The three (3) MPOs each identify a new commuter rail project within their respective adopted LRTP document. Currently, these proposed projects are identified as locally sponsored capital projects that have yet to determine or identify a commuter rail operator for future services. Each MPO has identified a new commuter rail project in its adopted LRTP document. These proposed projects, classified as locally sponsored capital initiatives, have yet to designate a commuter rail operator. Project development activities for these proposed commuter rail projects are being led by the respective counties, with SFRTA coordinating accordingly.

A brief description for each proposed project is provided below:

- **FEC Railway Passenger Service from Broward County Line to Jupiter (Palm Beach County)**: is identified as a desired/illustrative project in the Palm Beach TPA's Vision 20250 LRTP. This project would implement new regional commuter rail service along the FEC Railway between the Broward County line and Jupiter.
- **Broward Commuter Rail (BCR) South (Broward County):** is identified as an Illustrative project in the Broward MPO's Route to 2050 Metropolitan Transportation Plan (MTP). The project proposes 11.5 miles of new commuter rail service on the FEC Railway between Broward and Miami-Dade counties, with three (3) stations: Hollywood, Fort Lauderdale-Hollywood International Airport and Fort Lauderdale.
- **Northeast Corridor (Miami-Dade County):** is identified in the Miami-Dade 2050 LRTP Cost Feasible Plan with a 2031 anticipated implementation date. The new commuter rail service would extend approximately 13.5 miles from the MiamiCentral Station in Downtown Miami area to the Aventura station area near the Miami-Dade / Broward County line along the FEC Railway. Five (5) additional intermediate stations are envisioned along the corridor.

12.1.4 FDOT Work Program

SFRTA oversees the dispatching of daily rail activity on the SFRC, hosting Amtrak passenger services and CSXT Freight Rail Operations. Additionally, SFRTA is responsible for providing right-of-way maintenance on the SFRC, which is owned by FDOT. SFRTA and FDOT work together to identify, prioritize, and fund SGR projects for the SFRC. These projects are not included in the 10-Year Schedule of Projects of this TDP Major Update. A list of SFRC projects SFRTA's FY 2024 SFRTA 20-Year Capital Plan is provided in **Appendix G**.

12.2 Financial Plan

The Financial Plan covers SFRTA's capital and operating expenses and revenue sources for the TDP's ten-year planning horizon (FY 2026 – FY 2035) and addresses SFRTA's current and projected financial needs. The TDP Major Update's Financial Plan reflects SFRTA's Adopted FY 2024 – 2025 Operating and Capital Budgets.

Financial summaries and supporting charts for the first year of the TDP (FY 2026) and the full ten-year horizon (FY 2026 – FY 2035) are projections based on the FY 2024-2025 adopted operating and capital budgets. The charts presented in the following sections provide a visual representation and

understanding of the scale of funded and unfunded operational and capital needs according to available funding.

12.2.1 Operating Budget

Operating Expenses

SFRTA's annual operating expenses for FY 2025 total $151.6 million, and the projected FY 2026 expense is $155 million, an increase of $3.5 million, or two (2) percent, over the FY 2025 budgeted amount.

Annual operating expenses present items according to service operations for the SFRC and the Downtown Miami Service (DTMS) segment. For FY 2026, SFRC accounts for the total operating expense of $147.6 million and DTMS accounts for $7.4 million.

A total of $97.2 million (64 percent) of SFRTA's operating expenses is for train operation and maintenance, right-of-way, positive train control (PTC), dispatch, and passenger stations. Train fuel expenses total $12.6 million and consistently makes up approximately eight (8) percent of the total operating expense over the ten-year timeline of the budget. The remaining operating expenses include Personnel Services, Legal, and Technical Support. These categories represent approximately ten (10) percent of the total budgeted amount. **Table 12.3** details the operating expenses in FY 2025 as detailed in the SFRTA Adopted FY 2024-2025 Budget.

Table 12.3: FY 2025 SFRTA Operating Expenses

Operating Expenses	Adopted FY 2025
SFRC	
Train Operations	$21,516,059.40
Train Maintenance	$25,289,978.00
Station Maintenance	$8,078,074.00
Dispatch	$2,221,899.00
PTC Operations & Maintenance	$ 4,078,061.00
Feeder Bus Service	$2,700,035.00
Emergency Feeder Service	$146,450.00
First/Last Mile	$2,099,283.00
Security Contract & Misc Safety Exp	$ 8,969,225.00
Insurance - Liability/Property/Auto	$6,111,425.00
Train Fuel Contract + / - 3%	$11,707,662.00
Station & Office Utilities	$595,000.00
Corridor Utilities	$1,680,000.00
ROW Maintenance & ROW PTC	$31,284,276.51
Legal Department	$870,111.00
Personnel Services	$13,337,941.00
Technical Support	$809,169.00
TVM Maintenance	$80,000.00
Revenue Collection	$625,000.00
Electronic Messaging Boards	$30,000.00
Office Business Expense	$1,156,914.00
Business Travel/Conferences	$181,165.40
Dues & Subscriptions	$174,325.00
General Training & Seminar	$126,740.00
Professional Fees	$1,251,900.00
Centerport Business Park Assessment	$32,000.00
Alarm Systems	$4,700.00
Uniforms	$4,200.00
Salary Transfer to Capital Program	$(850,000.25)
Total Operating Expenses - SFRC	**$144,311,593**
DTMS	
Train Operations	$1,551,471.00
Train Maintenance	$1,454,080.00
Station Maintenance	$ 983,629.00
Dispatch	$443,000.00
Security Contract	$847,698.00
Station Utilities	$450.00
Train Fuel Contract + / - 3%	$ 881,979.00
ROW Maintenance	$300,000.00
Legal Department	$10,000.00
Personnel Services	$266,926.00
Office Business Expense	$0
Professional Fees	$34,720.00
Contingency	$500,000.00
Total Operating Expenses - DTMS	**$7,273,953**
Total Operating Expenses	**$ 151,585,546**

Source: SFRTA Adopted FY 2024-2025 Budget, 2024

Operating Revenues

Operating revenue is comprised of train service revenues (fares), operating assistance (contributions from Federal, State, and local sources), and SFRTA reserves. These revenue sources must be sufficient to cover operating expenses, which account for $151.6 million in the adopted FY 2024-2025 operating budget. Federal sources account for $75.1 million (54 percent) of the adopted FY 2025 operating budget. These funds are provided by the Federal Transit Administration (FTA) and Federal Highway Administration (FHWA). State sources account for $60.7 million (40 percent) of operating revenues for FY 2025. FDOT provides operating assistance from dedicated statutory funding, operating assistance, and maintenance of way (MOW). **Table 12.4** details the operating revenues in the SFRTA FY 2024-2025 Adopted Budget.

Table 12.4: Adopted FY 2025 SFRTA Operating Revenues

Operating Revenues	Adopted FY 2025
Train Service Revenue	$14,830,830
FDOT Statutory Dedicated Funding	$15,000,000
FDOT Statutory Operating Assistance	$27,100,000
FDOT Statutory Maintenance of Way	$18,590,759
FTA CARES Funding	$20,556,018
FTA CRRSA Funding	$13,841,442
FTA ARP Funding	$36,701,854
FTA Preventive Maintenance	$0
FHWA	$4,000,000
CSX Reimbursements	$100,000
Other Local Funding	$100,000
Other Project Funding Agreements	$764,643
County Statutory Operating Assistance	
SFRTA Reserves	
Total Operating Revenues	**$ 151,585,546**
Deficit	$0
Total Revenues	**$151,585,546**

Source: SFRTA Adopted FY 2024 - 2025 Operating Budget, 2024

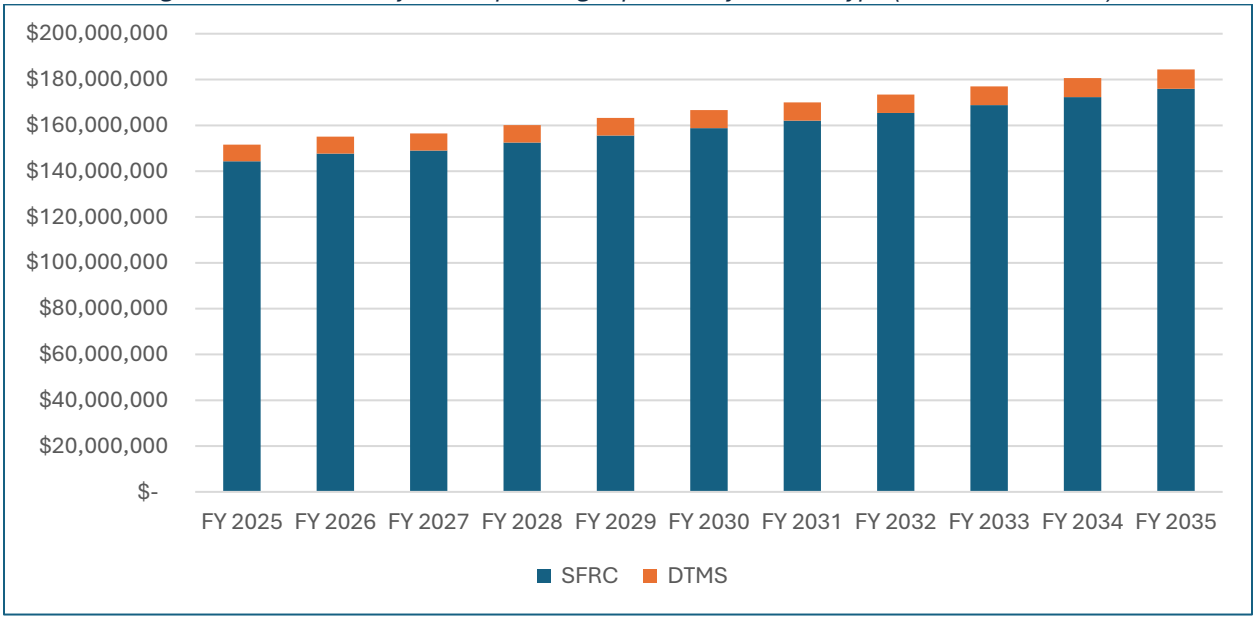
12.2.2 10-Year Operating Budget

10-Year Operating Expenses

Future projections in operating expenses estimate an overall increase of approximately two (2) percent annually for the existing operation of Tri-Rail service on the SFRC and DTMS on the FECR. These projections are dependent on steady increases in fuel and maintenance expenses. These categories consistently represent 72 percent of operating expenses for FY 2026 through FY 2035. Expense categories such as Personnel Services, Legal, and Technical Support are projected to increase approximately three (3) percent annually. **Figure 12.1** depicts operating expenses by SFRTA service (SFRC and DTMS) over the ten-year TDP horizon.

It should be noted that the 10-year operating budget, as presented, will be impacted by SFRTA's ongoing negotiations of a new Operating Agreement with FDOT and the upcoming SFRTA procurement and award of a new Bundled Operating Services contract. These uncertain operating budget impacts are anticipated to occur beginning in FY 2027 and are not reflected in the projection at this time.

Figure 12.1: SFRTA Projected Operating Expenses by Service Type (FY 2025 – FY 2035)



Source: SFRTA, 2024

10-Year Operating Revenues

Funding sources amounts will change over the TDP ten-year planning horizon. As such, operating expenses will be funded with a mix of Federal, State, local, fare-based revenues, and other revenue sources. Federal and State funding sources mostly comprise SFRTA's operating revenue. The funding source for operations for the first five years and the second five years of the ten-year TDP period is provide in **Table 12.5**.

Table 12.5: Operating Revenue by Funding Source

Operating Revenue Source	FY 2026-2030	FY 2031-2035
Federal	$314,706,992	$227,037,493
State	$357,359,376	$293,673,558
Local	$48,881,332	$59,605,278
Fares	$95,931,887	$94,018,353
SFRTA Reserves	$60,078,107	$0
Total Operating Revenue	**$876,957,694**	**$674,334,682**

Source: SFRTA, 2024

Future revenue is expected to cover annual operating expenses through FY 2027. However, beginning in FY 2028, operating expenses exceed annual operating revenues with an annual deficit that increases through the FY 2035 planning horizon.

SFRTA continues to advocate for a dedicated, stable funding source to ensure the long-term sustainability of its operations and expansion plans. The outcome of SFRTA's effort to identify a dedicated funding source will be addressed in a future TDP Annual Update. **Table 12.6** and **Figure 12.2** provide the projected ten-year Operating Budget for the TDP.

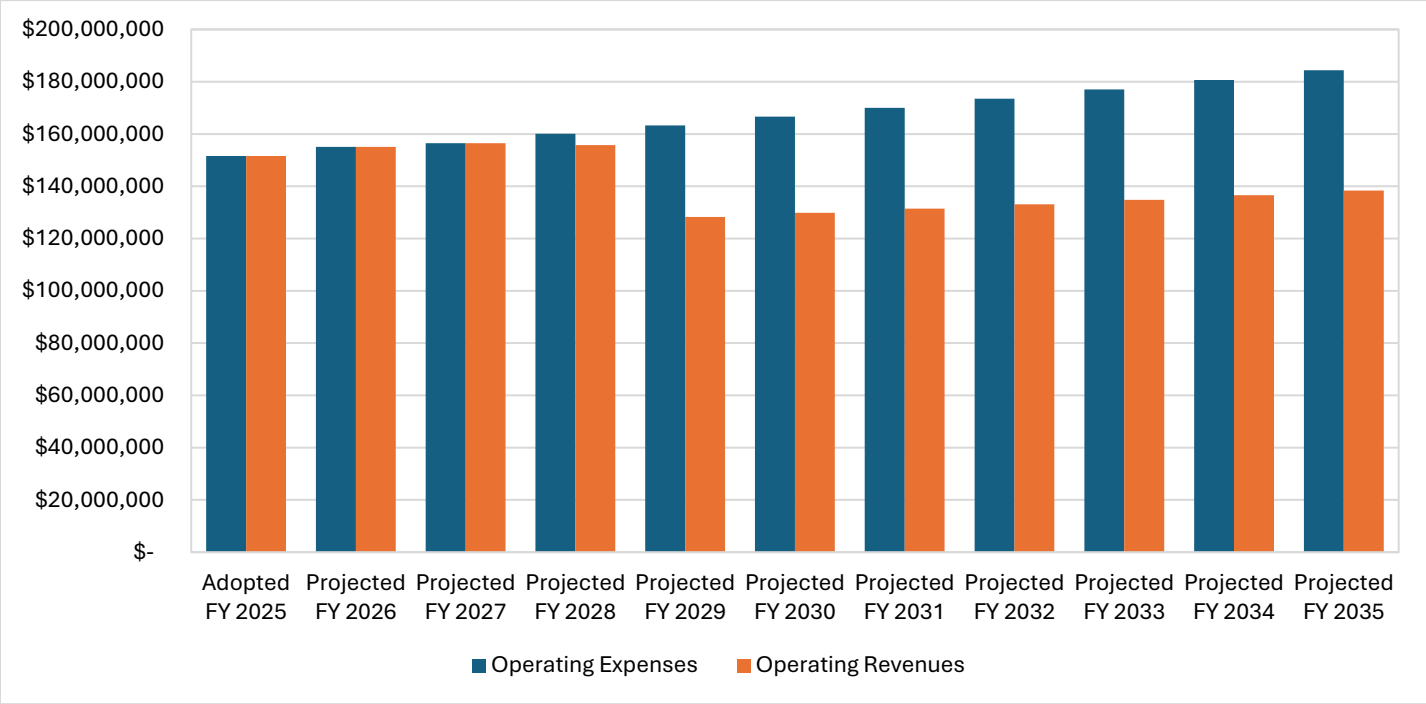
Table 12.6: SFRTA Operating Budget and 10-Year Plan (FY 2025 – FY 2035)

	Proposed FY 2025	Projected FY 2026	Projected FY 2027	Projected FY 2028	Projected FY 2029	Projected FY 2030	Projected FY 2031	Projected FY 2032	Projected FY 2033	Projected FY 2034	Projected FY 2035	Projected FY 2036
OPERATING EXPENSES - SFRC												
Train Operations	21,516,059	21,599,057	22,475,923	23,022,197	23,696,634	24,507,657	25,225,936	25,965,764	26,727,787	27,512,672	28,321,103	29,170,736
Train Maintenance	25,289,978	25,793,300	26,463,926	27,151,988	27,966,548	28,805,544	29,669,711	30,559,802	31,476,596	32,420,894	33,393,521	34,395,326
Station Maintenance	8,078,074	8,358,740	8,516,119	8,729,441	8,949,163	9,175,476	9,408,579	9,648,675	9,895,973	10,150,691	10,413,051	10,725,443
Dispatch	2,221,899	2,283,638	2,347,246	2,417,663	2,490,193	2,564,899	2,641,846	2,721,101	2,802,734	2,886,817	2,973,421	3,062,624
PTC Operations & Maintenance	4,078,061	4,200,403	4,326,415	4,456,207	4,589,894	4,727,590	4,869,418	5,015,501	5,165,966	5,320,945	5,480,573	5,644,990
Feederbus Service	2,700,035	2,735,569	2,772,027	2,815,188	2,859,644	2,905,433	2,952,596	3,001,174	3,051,210	3,102,746	3,155,828	3,250,503
Emergency Feeder Service	146,450	150,258	154,164	158,789	163,553	168,460	173,513	178,719	184,080	189,603	195,291	201,150
First/Last Mile	2,099,283	2,130,772	2,162,734	2,195,175	2,228,102	2,261,524	2,295,447	2,329,879	2,364,827	2,400,299	2,436,304	2,472,848
Security Contract & Misc Safety Exp	8,969,225	8,832,634	9,053,450	9,279,786	9,511,781	9,749,575	9,993,315	10,243,148	10,499,226	10,761,707	11,030,750	11,306,518
Insurance - Liability/Property/Auto	6,111,425	6,203,096	6,296,143	6,390,585	6,486,444	6,583,740	6,682,496	6,782,734	6,884,475	6,987,742	7,092,558	7,198,947
Train Fuel Contract + / - 3%	11,707,662	11,792,201	11,969,084	12,148,620	12,330,850	12,515,812	12,703,549	12,894,103	13,087,514	13,283,827	13,483,084	13,685,331
Station & Office Utilities	595,000	603,925	612,984	622,179	631,511	640,984	650,599	660,358	670,263	680,317	690,522	700,880
Corridor Utilities	1,680,000	1,705,200	1,730,778	1,756,740	1,783,091	1,809,837	1,836,985	1,864,539	1,892,508	1,920,895	1,949,709	1,978,954
ROW Maintenance & ROW PTC	31,284,277	33,093,932	31,551,935	32,387,439.55	32,387,440	32,387,440	32,387,440	32,387,440	32,387,440	32,387,440	32,387,440	32,387,440
Legal Department	870,111	896,214	923,101	950,794	979,318	1,008,697	1,038,958	1,070,127	1,102,231	1,135,297	1,169,356	1,204,437
Personnel Services	13,337,941	13,738,079	14,150,222	14,463,675.26	14,897,586	15,344,513	15,804,848	16,278,994	16,767,364	17,270,385	17,788,496	18,322,151
Technical Support	809,169	821,307	833,626	846,131	858,822	871,705	884,780	898,052	911,523	925,196	939,074	953,160
TVM Maintenance	80,000	81,200	82,418	83,654	84,909	86,183	87,475	88,788	90,119	91,471	92,843	94,236
Revenue Collection	625,000	500,000	500,000	500,000	500,000	500,000	500,000	500,000	500,000	500,000	500,000	500,000
Electronic Messaging Boards	30,000	25,000	20,000	20,000	20,000	20,000	20,000	50,000	50,000	50,000	50,000	50,000
Office Business Expense	1,156,914	1,174,268	1,191,882	1,209,760	1,227,906	1,246,325	1,265,020	1,283,995	1,303,255	1,322,804	1,303,255	1,322,804
Business Travel/Conferences	181,165	183,883	186,641	189,441	192,282	195,167	198,094	201,065	204,081	207,143	210,250	213,404
Dues & Subscriptions	174,325	176,940	179,594	182,288	185,022	187,798	190,614	193,474	196,376	199,321	202,311	205,346
General Training & Seminar	126,740	128,641	130,571	132,529	134,517	136,535	138,583	140,662	142,772	144,913	147,087	149,293
Professional Fees	1,251,900	1,270,679	1,289,739	1,309,085	1,328,721	1,348,652	1,368,882	1,389,415	1,410,256	1,431,410	1,452,881	1,474,674
Centerport Business Park Assessment	32,000	34,000	36,000	38,000	40,000	42,000	44,000	46,000	48,000	50,000	52,000	54,000
Alarm Systems	4,700	5,000	5,000	5,000	5,000	5,000	5,000	5,000	5,000	5,000	5,000	5,000
Uniforms	4,200	4,000	4,000	4,000	10,000	4,000	4,000	4,000	10,000	4,000	40,000	40,000
Salary Transfer to Capital Program	(850,000)	(850,000)	(1,000,000)	(1,000,000)	(1,000,000)	(1,000,000)	(1,000,000)	(1,000,000)	(1,000,000)	(1,000,000)	(1,000,000)	(1,000,000)
Total Operating Expenses - SFRC	**$ 144,311,593**	**$ 147,671,935**	**$ 148,965,720**	**$ 152,466,355**	**$ 155,538,930**	**$ 158,800,546**	**$ 162,041,686**	**$ 165,402,507**	**$ 168,831,576**	**$ 172,343,534**	**$ 175,955,708**	**$ 179,770,194**
OPERATING EXPENSES-DTMS												
Train Operations	1,551,471	1,574,743	1,598,364	1,622,340	1,646,675	1,671,375	1,696,446	1,721,892	1,747,721	1,773,936	1,800,545	1,827,554
Train Maintenance	1,454,080	1,475,891	1,498,030	1,520,500	1,543,308	1,566,457	1,589,954	1,613,803	1,638,010	1,662,580	1,687,519	1,712,832
Station Maintenance	983,629	998,383	1,013,359	1,028,560	1,043,988	1,059,648	1,075,543	1,091,676	1,108,051	1,124,672	1,141,542	1,158,665
Dispatch	443,000	449,645	456,390	463,236	470,184	477,237	484,395	491,661	499,036	506,522	514,120	521,831
Security Contract	847,698	860,413	873,320	886,419	899,716	913,211	926,910	940,813	954,926	969,249	983,788	998,545
Station Utilities	450	457	464	471	478	485	492	499	507	515	522	530
Train Fuel Contract + / - 3%	881,979	895,209	908,637	922,266	936,100	950,142	964,394	978,860	993,543	1,008,446	1,023,573	1,038,926
ROW Maintenance	300,000	304,500	309,068	313,704	318,409	323,185	328,033	332,953	337,948	343,017	348,162	353,385
Legal Department	10,000	10,150	10,302	10,457	10,614	10,773	10,934	11,098	11,265	11,434	11,605	11,779
Personnel Services	266,926	270,930	274,994	279,119	283,306	287,555	291,868	296,246	300,690	305,201	309,779	314,425
Office Business Expense	-	-	-	-	-	-	-	-	-	-	-	-
Professional Fees	34,720	35,241	35,769	36,306	36,851	37,403	37,964	38,534	39,112	39,698	40,294	40,898
Contingency	500,000	507,500	515,113	522,839	530,682	538,642	546,722	554,922	563,246	571,695	580,270	588,974
Total Operating Expenses - DTMS	**$ 7,273,953**	**$ 7,383,062**	**$ 7,493,808**	**$ 7,606,215**	**$ 7,720,309**	**$ 7,836,113**	**$ 7,953,655**	**$ 8,072,960**	**$ 8,194,054**	**$ 8,316,965**	**$ 8,441,719**	**$ 8,568,345**
TOTAL OPERATING EXPENSES	**$ 151,585,546**	**$ 155,054,997**	**$ 156,459,528**	**$ 160,072,571**	**$ 163,259,239**	**$ 166,636,659**	**$ 169,995,341**	**$ 173,475,467**	**$ 177,025,630**	**$ 180,660,499**	**$ 184,397,427**	**$ 188,338,539**
OPERATING REVENUES												
Train Service Revenue	14,830,830	15,275,755	15,734,028	16,206,048	16,692,230	17,192,997	17,708,787	18,240,050	18,787,252	19,350,869	19,931,395	20,529,337
FDOT Statutory Dedicated Funding	15,000,000	15,000,000	15,000,000	15,000,000	15,000,000	15,000,000	15,000,000	15,000,000	15,000,000	15,000,000	15,000,000	15,000,000
FDOT Statutory Operating Assistance	27,100,000	26,575,000	26,575,000	26,575,000	26,575,000	26,575,000	26,575,000	26,575,000	26,575,000	26,575,000	26,575,000	26,575,000
FDOT Statutory Maintenance of Way	18,590,759	20,154,770	17,159,712	17,159,712	17,159,712	17,159,712	17,159,712	17,159,712	17,159,712	17,159,712	17,159,712	17,159,712
FTA CARES Funding	20,556,018	4,750,366										
FTA CRRSA Funding	13,841,442											
FTA ARP Funding	36,701,854	39,593,903										
FTA Preventive Maintenance	-	29,505,203	34,980,045	35,881,429	36,915,711	37,981,020	39,078,290	40,208,477	41,372,569	42,571,585	43,806,572	45,120,769
FHWA	4,000,000	4,000,000	4,000,000	4,000,000	4,000,000	4,000,000	4,000,000	4,000,000	4,000,000	4,000,000	4,000,000	4,000,000
CSX Reimbursements	100,000	100,000	100,000	100,000	100,000	100,000	100,000	100,000	100,000	100,000	100,000	100,000
Other Local Funding	100,000	100,000	100,000	100,000	100,000	100,000	100,000	100,000	100,000	100,000	100,000	100,000
Other Project Funding Agreements	764,643											
County Statutory Operating Assistance			11,737,087	11,731,006	11,726,520	11,722,076	11,722,076	11,722,076	11,722,076	11,722,076	11,716,975	12,705,000
SFRTA Reserves			31,073,657	29,004,450	-	-		-	-	-	-	-
Total Operating Revenues	**$ 151,585,546**	**$ 155,054,997**	**$ 156,459,529**	**$ 155,757,645**	**$ 128,269,172**	**$ 129,830,805**	**$ 131,443,864**	**$ 133,105,314**	**$ 134,816,609**	**$ 136,579,242**	**$ 138,389,654**	**$ 141,289,818**
Deficit	$ 0	$ 0	$ 0	$ (4,314,925)	$ (34,990,067)	$ (36,805,854)	$ (38,551,477)	$ (40,370,153)	$ (42,209,022)	$ (44,081,257)	$ (46,007,773)	$ (47,048,721)
TOTAL REVENUE	**$151,585,546**	**$155,054,997**	**$156,459,528**	**$160,072,570**	**$ 163,259,239**	**$ 166,636,659**	**$ 169,995,341**	**$ 173,475,467**	**$ 177,025,630**	**$ 180,660,499**	**$ 184,397,427**	**$ 188,338,539**

Expenses beyond 2027 are uncertain due unknown impacts of solicitation for a new bundled contract for Train Operations, Train Maintenance, Station Maintenance, ROW Maintenance PTC Operations & Maintenance and Dispatch.
Revenues presume no changes to funding mechanism from Counties and FDOT.
SFRTA Reserves maintains $45M pledged for grant match and insurance claims

Source: SFRTA Ten-Year Operating Budget (FY 2025 – FY 2035), 2024

Figure 12.2: Operating Expenses and Revenues (FY 2025 - FY 2035)



Source: SFRTA Ten-Year Operating Budget (FY 2025 – FY 2035), 2024

12.2.3 SFRTA Adopted Capital Budget

The SFRTA Adopted FY 2024 - 2025 Capital Budget is $82.5 million and $87.1 million is projected for FY 2026. The largest capital allocation in the adopted budget is for the purchase of new and replacement rolling stock, which accounts for nearly 43 percent of the total adopted capital budget. **Table 12.7** presents the first five years of SFRTA's Adopted Capital Budget. Projects identified within the first five (5) years (FY 2025 to FY 2030) of SFRTA's Adopted Capital Budget are fully funded. The SFRTA Capital Budget considers the capital expense and potential operating costs associated with all capital projects.

Capital revenue is generated from Federal, State and Local sources. **Table 12.8** details the capital revenue sources in the first five (5) years of the Adopted FY 2024 – FY 2025 Capital Budget. The Adopted FY 2024 – 2025 Capital Budget is balanced, where the amount of revenues equals the amount of expenses.

Table 12.7: FY 2024-2025 Capital Budget (FY 2025 – FY 2030)

FY 2024-2025 Capital Budget And Five Year Plan	Prior Allocation	FY 2024-2025 Capital Budget	Five Year Plan Total					
			FY 2025-2026	FY 2026-2027	FY 2027-2028	FY 2028-2029	FY 2029-2030	Total
			Projected	Projected	Projected	Projected	Projected	
Positive Train Control	$52,062,626							$52,062,626
Dispatch Radio Upgrade	$227,138	$330,000						$557,138
Fleet Repairs	$1,961,663		$316,224					$2,277,887
BL36 Overhaul	$31,122,887			$9,000,000	$9,000,000	$9,000,000	$9,000,000	$67,122,887
HEP Units-F40 Locomotives	$1,729,370				$750,000			$2,479,370
HEP Units-GP49 Locomotives	$400,000	$300,000		$683,492				$1,383,492
Fleet Wraps	$2,556,782							$2,556,782
Bombardier Rehabilitation-Phase II	$1,500,000	$1,277,682						$2,777,682
Purchase Replacement Rolling Stock	$85,700,000	$15,000,000	$29,350,000	$21,700,000				$151,750,000
Purchase Rolling Stock for Expansion	$5,000,000	$20,313,425	$8,336,575	$10,850,000				$44,500,000
Station Improvements	$750,000		$100,000	$100,000	$100,000	$78,818		$1,128,818
Rail Maintenance Facilities Improvements	$3,030,113							$3,030,113
Downtown Miami Station Benchmark Work	$250,000							$250,000
Train Wash		$200,000						$ 200,000
Rail Maintenance Facilities Equipment	$500,000							$500,000
Project Support/Administration	$1,850,000		$800,000	$800,000	$800,000	$850,000	$850,000	$5,950,000
Preventative Maintenance	$137,838,569		$6,000,000	$17,000,000	$37,000,000	$37,000,000	$37,687,067	$272,525,636
Debt Service-Downtown Miami Link PTC Loan	$2,684,077	$959,329	$964,898	$963,023	$964,737	$968,961	$967,718	$ 8,472,743
Debt Service-Downtown Miami Station AAF Loan	$2,671,671	$2,160,430	$2,158,684	$2,156,846	$2,154,910	$2,152,873	$2,150,727	$15,606,141
Purchase of WPB Parking Spaces			$3,000,000					$3,000,000
Non-Revenue Fleet Vehicles	$640,032							$640,032
Computer/Office Equipment	$1,063,550	$350,000	$350,000	$300,000	$250,000	$112,252		$2,425,802
Wayfinding	$973,273							$973,273
Mobile Ticketing- Fare Interoperability	$1,748,105							$1,748,105

FY 2024-2025 Capital Budget And Five Year Plan	Prior Allocation	FY 2024-2025 Capital Budget	Five Year Plan Total					
			FY 2025-2026 Projected	FY 2026-2027 Projected	FY 2027-2028 Projected	FY 2028-2029 Projected	FY 2029-2030 Projected	Total
Passenger Information System-Phase II	$4,196,007							$4,196,007
Station LCD Kiosks-SFRC	$1,816,307	$850,000						$2,666,307
Station Security Cameras-Phase II	$2,409,161							$2,409,161
Video Surveillance Data Network	$4,333,151							$4,333,151
Financial System Management	$2,085,775							$2,085,775
HR Document Management	$650,000							$650,000
Public Affairs Analytics Software	$50,000							$50,000
Network Infrastructure Upgrade	$232,504							$232,504
Station & Train Wi-Fi Upgrades	$310,000							$ 310,000
AT & T Fiber Requirements	$2,058,000							$2,058,000
New Automated Fare Collection System	$73,545	$12,000,000	$6,000,000	$8,147,410				$26,220,955
Bill Note Recyclers	$1,882,607							$1,882,607
Ticket Vending Machines-Spare Parts	$500,000		$543,877					$1,043,877
Planning-Professional Services	$2,650,000	$500,000	$600,000	$600,000	$550,000	$750,000	$475,000	$6,125,000
Regional Planning Council-Professional Services	$400,000		$200,000	$200,000	$200,000	$200,000	$200,000	$1,400,000
Station Access & Placemaking	$630,000							$630,000
General Engineering Consultants	$2,785,161		$450,000		$405,000		$300,000	$3,940,161
Northern Layover and Maintenance Facility	$52,720,305	$6,065,001	$4,659,265			$8,867,391		$72,311,962
Miami River Intermodal Center Capacity Improvement	$3,138,414							$3,138,414
MIC Escalator Repair	$5,532,454							$5,532,454
Pedestrian Bridges	$13,693,547	$2,905,668	$2,051,568					$18,650,783
Elevator Modernization & Upgrades	$7,167,120	$2,328,362						$9,495,482
Dania Canal Cut-Off Bridge Reconstruction	$1,078,143							$1,078,143
Corridor Station Rehabilitation	$23,924,062	$9,000,000	$6,000,000	$6,000,000				$44,924,062
Environmental Mitigation and Compliance	$509,551	$150,000	$150,000	$150,000	$150,000	$150,000	$150,000	$1,409,551

FY 2024-2025 Capital Budget And Five Year Plan	Prior Allocation	FY 2024-2025 Capital Budget	Five Year Plan Total					
			FY 2025-2026	FY 2026-2027	FY 2027-2028	FY 2028-2029	FY 2029-2030	Total
			Projected	Projected	Projected	Projected	Projected	
MOW Project Management and Inspection	$3,476,454							$3,476,454
Emergency Services	$4,057,490							$4,057,490
Flagging Services for OSP Construction Projects	$5,435,788							$5,435,788
Grade Crossing	$21,844,768							$21,844,768
Crossing Signal Safety Improvements	$7,039,323							$7,039,323
On-Site Signal Safety Improvements	$18,512,783							$18,512,783
Infrastructure Improvements on SFRC	$8,859,752							$8,859,752
Safety Improvements on the SFRC	$3,856,853							$3,856,853
Signal House SW 10th Street	$2,244,287							$2,244,287
Downtown Spur & Track	$1,315,501							$1,315,501
System Upgrades Control Point Tompkins-Sheridan	$11,500,000							$11,500,000
Bridge Deck Rehabilitations	$2,951,672							$2,951,672
IRIS Crossover-Diamond Replacement	$2,431,315							$2,431,315
Hialeah Yard Facilities Repairs	$434,069							$434,069
AMTRAK Rail Car Wash	$534,200							$534,200
Federal Funds Unallocated	$26,009,610	$7,833,604	$15,024,383	$7,789,415	$8,915,317	$9,979,247	$9,458,250	$85,009,826
Total Capital Fund Allocation by Project:	**$591,589,535**	**$82,523,501**	**$87,055,474**	**$86,440,186**	**$61,239,964**	**$70,109,542**	**$61,238,762**	**$1,040,196,964**

Source: SFRTA Adopted FY 2024-2025 Capital Budget, 2024

Table 12.8: FY 2024-2025 Capital Revenue Budget (FY 2025-FY 2030)

FY 2024-2025 Capital Budget And Five Year Plan	Previous Funding	FY 2024-2025 Capital Budget	Five Year Plan					2nd Five Years Projected (FY 2030 -2035)	Total
			FY 2025-2026	FY 2026-2027	FY 2027-2028	FY 2028-2029	FY 2029-2030		
			Projected	Projected	Projected	Projected	Projected		
FTA Section 5307 - Formula Funds	$98,355,748	$29,676,647	$29,676,647	$29,676,647	$29,676,647	$29,676,647	$29,676,647		$76,415,630
FTA Section 5307 - Flex Funds	$45,054,645								$45,054,645
FTA Section 5309 - Rail Mod.	$631,162								$631,162
FTA Section 5337 - State of Good Repair	$102,692,405	$28,443,670	$28,443,670	$28,443,670	$28,443,670	$28,443,670	$28,443,670		$273,354,425
FTA Section 3028 - PTC	$31,633,176								$31,633,176
FTA COVID Recovery CRRSA	$7,250,000								$7,250,000
FTA COVID Recovery ARP	$96,000,000								$96,000,000
FTA Rolling Stock Replacement Grant	$71,700,000								$71,700,000
FDOT GMR Funds	$5,900,000					$8,867,391			$14,767,391
FDOT JPA'S	$3,138,414								$3,138,414
FDOT JPA-PTC	$11,060,478								$11,060,478
FDOT Railroad Reimbursements	$38,377,369								$38,377,369
FDOT PTGA	$1,900,132								$1,900,132
FDOT PFA	$53,196,029								$53,196,029
CSX Contribution	$6,378,769								$6,378,769
BMPO CSLIP	$1,583,093								$1,583,093
BMPO Funds	$1,632,378	$7,500,000	$1,500,000						$10,632,378
PBMPO Funds	$0	$2,925,000	$2,500,000	$2,500,000					$7,925,000
MDMPO Funds	$2,500,000								$2,500,000
FDOT Matching TRIP Funds (Rolling Stock)	$2,500,000	$7,313,425	$4,336,575	$8,350,000					$22,500,000
Insurance Proceeds	$7,000								$7,000
SFRTA Reserves		$3,000,000	$14,350,000	$14,350,000					$31,700,000
County Statutory Funding	$10,098,737	$3,664,759	$6,248,582	$3,119,869	$3,119,647	$3,121,834	$3,118,445		$32,491,873
Total Capital Revenue Sources	**$591,589,535**	**$82,523,501**	**$87,055,474**	**$86,440,186**	**$61,239,964**	**$70,109,542**	**$61,238,762**		**$ 1,040,196,964**

Source: SFRTA Adopted FY 2024-2025 Capital Budget, 2024

SFRTA Unfunded Capital Needs (Second Five Years)

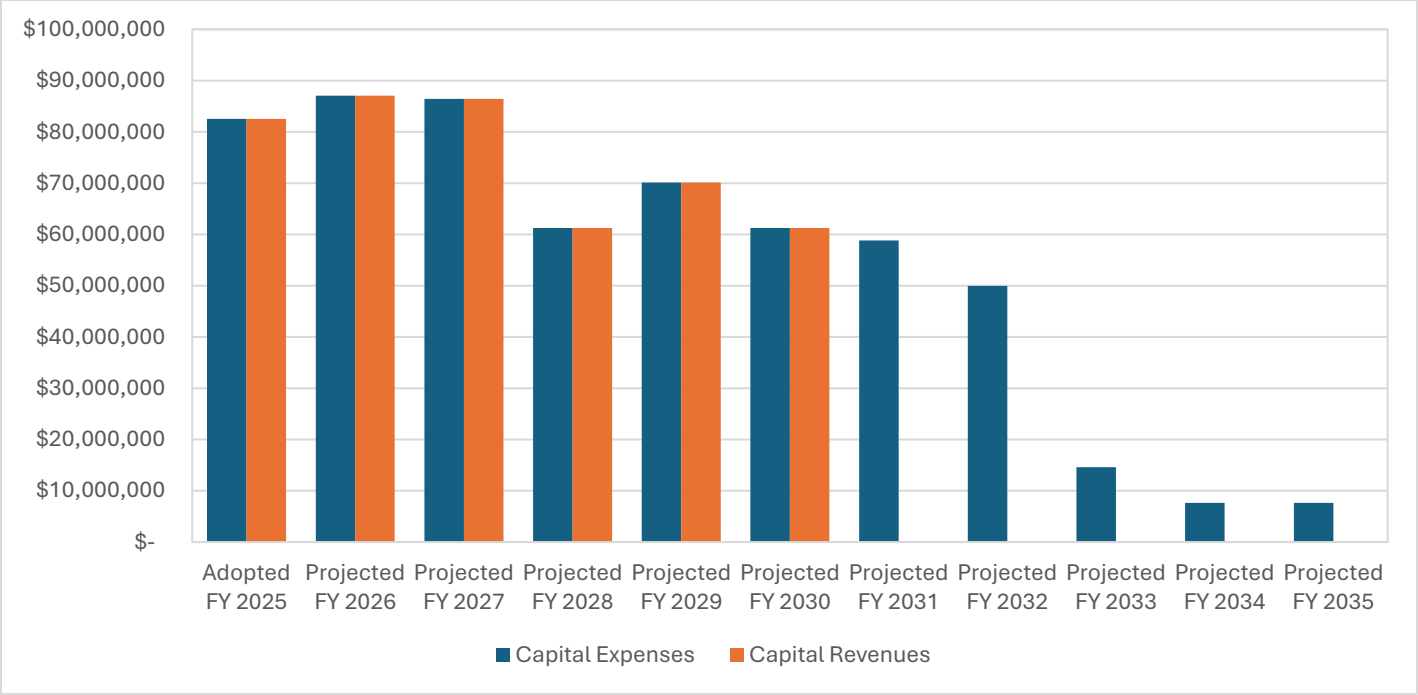
Projects listed in the second five (5) years (FY 2030 – FY 2035) are unfunded. SFTRA's expansion investments are expected to begin in FY 2030 through FY 2032, while SGR projects are identified throughout the 10-year planning horizon of this TDP Major Update. **Table 12.9** presents the planned capital expenses in the second five years. **Figure 12.3** provides a summary of the Capital Budget over the ten-year horizon of the TDP.

Table 12.9: SFRTA Unfunded Projects (Second Five Years) (FY 2030 – FY 2035)

FY 2030 - 2034 Ten-Year Capital Plan Second Five Years	FY 2029-2030 Projected	FY 2030-2031 Projected	FY 2031-2032 Projected	FY 2032-2033 Projected	FY 2033-2034 Projected	FY 2034-2035 Projected	Total
Tri-Rail Extension on CSX North to Veterans Affairs (VA) Medical Center	$20,321,300	$20,321,300	$20,321,300				$60,963,900
Fiber Installation along the SFRC Corridor	$13,390,000	$13,390,000	$13,390,000				$40,170,000
GP49 Locomotive Top Deck Overhauls	$4,944,000	$4,944,000					$9,888,000
Brookville Locomotive Head End Power (HEP) Overhauls	$900,000	$900,000	$900,000	$900,000	$900,000		$4,500,000
F40 Locomotive Top Deck Overhauls	$1,350,000	$900,000					$2,250,000
Rotem Cab/Coach Midlife Overhauls	$1,648,000	$1,648,000	$1,648,000				$4,944,000
Rolling Stock Replacement for Remaining Fleet (5 Cabs/3 Coaches)	$6,952,500	$6,952,500	$6,952,500	$6,952,500			$27,810,000
Pedestrian Bridge Improvements	$1,000,000	$1,000,000	$1,000,000	$1,000,000	$1,000,000		$5,000,000
Pompano Operations Center Improvements	$500,000	$500,000	$500,000	$500,000	$500,000		$2,500,000
Positive Train Control Capital Improvements		$5,000,000	$5,000,000	$5,000,000	$5,000,000		$20,000,000
Rail Yard Improvements	$250,000	$250,000	$250,000	$250,000	$250,000		$1,250,000
Wheel Truing Machine Replacement		$3,001,021					$3,001,021
Total – Second Five Years Projected Costs	**$51,255,800**	**$58,806,821**	**$49,961,800**	**$14,602,500**	**$7,650,000**		**$182,276,921**

Source: SFRTA, 2024

Figure 12.3: Capital Expenses and Revenues (FY 2025 - FY 2035)



Source: SFRTA Adopted FY 2024-2025 Capital Budget, 2024

13. Conclusion

SFRTA's FY 2026 -FY 2035 TDP Major Update, *SFRTA On Track for Excellence*, underscores SFRTA's ongoing commitment to providing safe, reliable, and efficient transportation solutions that enhance connectivity across South Florida. With Tri-Rail ridership rebounding to pre-COVID levels and the successful expansion to MiamiCentral Station, SFRTA continues to adapt and innovate through service improvements such as express trains, late-night service, and enhanced first-mile/last-mile connectivity.

The TDP survey findings highlight the increasing demand for expanded service, both in terms of operational enhancements and geographic expansion, reinforcing the need for long-term capital investments. However, financial challenges remain a key concern, with projected operating deficits beginning in FY 2028. Securing a dedicated and stable funding source is essential to sustaining current operations and realizing future growth initiatives.

Despite these challenges, the planned investments outlined in the TDP present transformative opportunities to strengthen South Florida's multimodal transportation network. As SFRTA continues to advocate for sustainable funding and strategic growth, it remains steadfast in its mission to serve as the region's transit backbone—connecting communities, enhancing mobility, and supporting economic growth throughout the tri-county area.