

The City of Aventura



19200 West Country Club Drive Aventura, FL

City Commission Workshop Meeting

September 20, 2012 – 9 a.m.
Executive Conference Room

AGENDA

1. **South Florida Regional Transportation Authority Shuttle Bus Service** (City Manager)*
Future Action Required: Resolution
2. **City Commission, acting in its capacity as the Governing Board for the City of Aventura City of Excellence School - ACES School Improvement Plan** (City Manager)*
Future Action Required: Motion to Adopt
3. **Adjournment**

* **Back-up Information Exists**

This meeting is open to the public. In accordance with the Americans with Disabilities Act of 1990, all persons who are disabled and who need special accommodations to participate in this meeting because of that disability should contact the Office of the City Clerk, 305-466-8901, not later than two days prior to such proceeding.



**SOUTH FLORIDA
REGIONAL
TRANSPORTATION
AUTHORITY**

800 NW 33rd Street | Pompano Beach, Florida 33064 | P 954/942-7245 | F 954/788-7878 | www.sfrta.fl.gov

July 31, 2012

Mr. Robert M. Sherman, CPRP
Director of Community Services
City of Aventura
City Hall
19200 W Country Club Drive
Aventura, FL 33180

Dear Mr. Sherman:

Thank you for taking time to meet with South Florida Regional Transportation Authority (SFRTA) staff on July 12, 2012, regarding a new Tri-Rail shuttle that will serve Aventura. As you are aware, this free commuter shuttle service will provide a much needed connection to the Tri-Rail system for Aventura residents, employees, and visitors.

The City of Aventura's commitment to operate the Aventura Express is a testament that the City understands the importance of providing alternate forms of transportation. The new Tri-Rail shuttle will complement the Aventura Express with an anticipated transfer location at the Aventura Mall. The SFRTA is also coordinating with the cities of Hollywood and Hallandale Beach in an attempt to develop a tri-city partnership. Partnering with the three cities will help sustain the funding needed for shuttle operations beyond two years.

Attached is a draft interlocal agreement and supplementary information regarding the development of the route, a proposed service plan, funding, and an anticipated schedule. Please review the terms of the agreement and provide any comments to Eric Zahn, SFRTA Transportation Planner by August 17, 2012. He can be reached via phone or e-mail at 954-788-7888 or zahne@sfrta.fl.gov.

The SFRTA looks forward to continued coordination with you and City staff in the development of a successful partnership between the City of Aventura and the SFRTA.

Sincerely,

Daniel R. Mazza, P.E.
Director of Engineering and Construction

Hollywood Tri-Rail Station Shuttle Bus Route Overview

Service Development

The route was conceived during a 2010 shuttle bus study that evaluated existing Tri-Rail shuttle service and proposed new shuttle service. The proposed route alignment was evaluated and ranked the highest amongst all new proposed routes. The evaluation matrix attached demonstrates the method and criteria used during the new service evaluation process.

Proposed Service

Attached is a refined route alignment based on field visits and coordination with Hollywood, Hallandale Beach, and Aventura. The service will operate as a wave-and-ride, with scheduled time points indicated at locations along the route. The service will operate seven days a week and the schedule will be coordinated with the Tri-Rail train schedule. It is anticipated that up to three buses will operate during the peak hours and two buses will operate during off-peak hours and on weekends in order to effectively serve Tri-Rail train service.

Funding

Initial cost estimates to operate the service as proposed are approximately \$500,000 annually. The SFRTA has budgeted two years of demonstration service. The local contribution from the three cities of \$85,000 annually will increase the financial viability of the service, thus allowing for potential continuation of service beyond the two year demonstration period.

Next Steps

Continue coordination with the three cities

Finalize Interlocal Agreements (August/September 2012)

Finalize service plan (August/September 2012)

Interlocal Agreements Approved by Cities (September/October 2012)

Interlocal Agreements Approved by SFRTA Board (October 2012)

Begin service (October 2012)

**Table 5-6
Potential New SFRTA Shuttle Bus Service Evaluation & Priorities**

Rank	Shuttle Route	Tier I		Tier II										Total Weighted Score			
		Potential Fixed Route Duplication	Is Shuttle Route Duplicative?	Ridership Potential (weight = 40%)					Traditional Market Coverage (weight = 20%)			Station Auto Accessibility (weight = 10%)			Financial Viability (weight = 30%)		
				Total Service Area Population	Total Service Area Employment	High Density Population Area	High Density Employment Area	High Density Elderly Population Area	High Density Low-Income Population Area	Station Parking Utilization	Cost per Revenue Mile	Potential Local Contribution: \$ as % of Opr. Cost					
				Weight = 25%	Weight = 25%	Weight = 25%	Weight = 25%	Weight = 50%	Weight = 50%	Weight = 100%	Weight = 50%	Weight = 50%					
Score	Score	Score	Score	Score	Score	Score	Score	Score	Score	Score	Score						
1	Hollywood Station - Downtown/Aventura Mall	15,379	1,333	12	48%	12	50%	12	69%	12	68%	8	\$3.15	6	0%	1	8.85
3	Opal-Locks Station - South*	10,563	3,683	3	12%	8	12%	7	8%	6	47%	10	\$3.32	3	25%	12	7.25
2	Miami Airport Station - Airport West Area/FTU	20,231	7,979	11	12%	7	6%	2	21%	9	0%	11	\$2.93	12	0%	1	7.25
4	Lake Worth Station - School Board/PBCC*	10,790	4,779	7	23%	11	14%	10	0%	1	34%	6	\$2.98	11	0%	1	6.80
5	Miami Airport Station - FDOT/FHP	11,151	4,729	6	9%	6	13%	8	8%	7	8%	11	\$3.13	7	0%	1	6.20
6	Deerfield Beach Station - Boca Raton	12,141	5,433	9	1%	5	7%	4	49%	11	41%	10	\$3.18	5	0%	1	6.00
7	Lake Worth Station - SFWMD	12,215	4,956	8	14%	9	9%	5	0%	1	23%	6	\$3.11	8	0%	1	5.95
8	Ft. Lauderdale Airport Station - Plantation Corridor	7,514	3,975	4	0%	1	10%	6	23%	10	4%	9	\$2.99	10	0%	1	5.35
9	Ft. Lauderdale Station - Downtown*	15,495	6,249	10	23%	10	31%	11	0%	1	16%	5	\$4.95	1	0%	1	5.30
10	Boca Raton Station - Downtown	8,635	4,463	5	0%	1	6%	3	13%	8	22%	7	\$3.19	4	0%	1	3.85
11	Mangonia Park Station - PGA Boulevard	4,101	1,710	1	0%	1	0%	1	0%	1	0%	5	\$3.00	9	0%	1	2.60
12	Ft. Lauderdale Station - Hospital*	5,583	3,229	2	0%	1	14%	9	0%	1	0%	1	\$3.71	2	0%	1	2.15
n/a	West Palm Beach Station - Airport																
n/a	Ft. Lauderdale Airport Station - Hard Rock Casino																
n/a	Lake Worth Station - Downtown/Beach																
n/a	West Palm Beach Station - Jog Road																
n/a	West Palm Beach Station - SFWMD																
n/a	Ft. Lauderdale Station - Broward Admin./Mall																

Notes:

- Total Service Area Population uses total population within the 1/4-mile service area buffer for each shuttle bus route.
- Total Service Area Employment uses total employment within the 1/4-mile service area buffer for each shuttle bus route.
- For High Density Population Area, Census block groups with "high" and "very high" population densities within the 1/4-mile service area buffer for each route service area buffer.
- For High Density Employment Area, Census block groups with "high" and "very high" employment densities within the 1/4-mile service area buffer for each route service area buffer.
- For High Density Elderly (65 years+) Area, a statistical rank ordering method was used to identify the "very high" elderly population that exceeds the county average value plus two standard deviations) and the "high" elderly population block groups (i.e., block groups with a proportion of elderly population that is between one and two standard deviations above the county average value). These "very high" and "high" elderly population block groups were used as high density elderly areas within the 1/4-mile service area buffer for each shuttle bus route.
- For High Density Low-Income (Below \$20k annual household income) Area, the average low-income household income for each Census block group was calculated. A statistical rank ordering method was then used to identify the "very high" low-income population block groups (i.e., block groups with a proportion of low-income households that exceeds the county average value plus two standard deviations) and the "high" low-income population block groups (i.e., block groups with a proportion of low-income households that is between one and two standard deviations above the county average value). These "very high" and "high" low-income population block groups were used as high density low-income areas within the 1/4-mile service area buffer for each shuttle bus route.
- For Station Parking Utilization, the 2009 data for parking utilization rates are used.
- Cost per revenue mile is defined as the route's estimated total annual operating cost divided by the estimated total annual miles traveled by the route while in revenue service. This cost ratio measures the cost effectiveness of a potential shuttle bus route and is typically used as one of the key indicators for evaluating comparative performance of routes.
- Potential Local Contribution uses the local government or private funding contribution support as a percent of total route annual operating cost.
- Measure scores are assigned 1 through 12 based on performance ranking for each measure in each of the four criteria.
- * Currently being considered for Job Access-Reverse Commute (JARC) funding.

Shuttle routes are considered as duplicative and disqualifies for Tier II evaluation based on answers to the following:

- Does the fixed route/s enter or provide bus stops adjacent to Tri-Rail station?
- Does the same fixed route/s provide service to the proposed Tri-Rail shuttle bus route destination without requiring a transfer?
- Is fixed route headway equal to or less than: 30 min. during weekday peak service or 60 min. during weekday off-peak service and on weekends?
- Does fixed route provide service for at least 75 percent of Tri-Rail's span of service?
- Does shuttle route duplicate a fixed route alignment by more than 25 percent?

AGREEMENT
Among
SOUTH FLORIDA REGIONAL TRANSPORTATION AUTHORITY
And
CITY OF AVENTURA
For
THE FUNDING OF SHUTTLE BUS SERVICE

This Agreement (the "Agreement") is being entered into this ___ day of _____, 2012, by and among the SOUTH FLORIDA REGIONAL TRANSPORTATION AUTHORITY, (hereinafter referred to as the "SFRTA"), and the CITY OF AVENTURA (hereinafter referred to as "the CITY").

WITNESSETH:

WHEREAS, the **CITY** desires to obtain from **SFRTA** shuttle bus service to connect with **SFRTA**'s Hollywood Tri-Rail Station; and

WHEREAS, the **CITY** has agreed to fund \$85,000 of the total annual cost of such service for two years as a demonstration project;

NOW, THEREFORE, in consideration of the mutual terms and conditions, promises, covenants and payments hereinafter set forth, **SFRTA**, and the **CITY** agree as follows:

ARTICLE 1 – SERVICES TO BE PROVIDED

SFRTA shall provide weekday and weekend shuttle bus service ("Shuttle Bus Service") along the route shown on Exhibit A to this Agreement. **SFRTA** may revise the route up to ¼ mile from the proposed alignment without **CITY** approval. The Shuttle Bus Service shall be provided through **SFRTA**'s existing shuttle bus contractor, or other contractor of **SFRTA**'s choosing, during the term of the Agreement, and shall operate on weekdays and weekends. The contractor will operate, at a minimum, two buses to provide service during weekday peak hours and one bus on weekday non-peak hours, weekends and holidays.

ARTICLE 2 – TERM OF AGREEMENT

This Shuttle Bus Service is intended to be a two-year demonstration project. This Agreement shall become effective upon execution by the parties. The term of this Agreement shall commence on the first day of service and terminate two years from said date. The Agreement may be extended for additional one-year periods upon agreement of the parties.

ARTICLE 3 – FUNDING

3.1 Local Funding Share. The **CITY** shall pay **SFRTA** for the first year of the Shuttle Bus Service the amount of \$85,000, with the individual contributions of **CITY** totaling \$85,000 to be established by the **CITY**. The **CITY** shall pay an additional \$85,000 to **SFRTA** for the second year of the Shuttle Bus Service. **SFRTA** shall contribute the balance of operating funds from **SFRTA** funds in the first year and the second year of the agreement.

3.2 **SFRTA** shall receive payment from the **CITY** quarterly in an amount not to exceed one-fourth (1/4th) of the **CITY**'s required annual contribution within forty-five (45) days from the date of receipt of an invoice from **SFRTA** for services performed during the prior quarter.

3.3 **SFRTA**, during any fiscal year, shall not expend money, incur any liability, or enter into any contract which, by its terms, involves the expenditure of money in excess of the amounts budgeted as available for expenditure during such fiscal year. Any contract, verbal or written, made in violation of this subsection is null and void and non money may be paid on such contract. Nothing herein contained shall prevent the making of contracts for periods exceeding one year, but any contract so made shall be executory only for the value of the services to be rendered or agreed to be paid for in succeeding fiscal years. Accordingly, **SFRTA**'s performance and obligation to pay under this Agreement is contingent upon an annual appropriation by **SFRTA**'s Governing Board.

3.4 The parties agree to split the cost of shuttle bus branding (described in Article 4).

ARTICLE 4 – PROJECT COORDINATION AND RESPONSIBILITIES

4.1 The **CITY**'s Project Manager for this Agreement shall be the _____ for the **CITY**, or a designee. **SFRTA**'s Project Manager shall be the Director of Operations for **SFRTA**, or a designee.

4.2 The **CITY** and **SFRTA** will brand the buses with the logos of the agencies and other designs to provide a unique appearance for the vehicles. Prior approval from the governing bodies of the **CITY** and **SFRTA** may be required for the designs.

ARTICLE 5 - TERMINATION

5.1 If through any cause within the reasonable control of **SFRTA**, **SFRTA** shall fail to fulfill in a timely and proper manner, or otherwise violate any of the covenants, agreements, or stipulations which are material to this Agreement, the **CITY** may thereupon give written notice to **SFRTA** of such default and specify what actions must be taken to cure said default to avoid termination hereunder. **SFRTA** shall have sixty (60) days to cure said default or such additional period authorized by the **CITY**. In the event that **SFRTA** shall not have cured said default to the satisfaction of the **CITY** by such deadline, then this Agreement may be terminated by the **CITY** upon notice of termination to **SFRTA**.

5.2 If through any cause within the reasonable control of the **CITY**, the **CITY** shall fail to

fulfill in a timely and proper manner, or otherwise violate any of the covenants, agreements, or stipulations which are material to this Agreement, **SFRTA** may thereupon give written notice to the **CITY** of such default and specify what actions must be taken to cure said default and avoid termination hereunder. The **CITY** shall have sixty (60) days to cure or additional period authorized by **SFRTA**. In the event that the **CITY** shall not have cured said default by such deadline, then this Agreement may be terminated by **SFRTA** upon notice of termination to the **CITY**.

5.3 Termination for Convenience. Any party may terminate this Agreement any time by giving thirty (30) days written notice to the other parties of its intent to terminate for convenience.

5.4 In the event this Agreement is terminated by either party for convenience, the **CITY** shall reimburse the **SFRTA** within thirty (30) days of termination for services provided, but not invoiced for by **SFRTA**, plus any direct and indirect costs arising out of or related to the termination.

ARTICLE 6 – CHANGES AND MODIFICATIONS

6.1 Upon the execution and delivery of this Agreement, it is understood and agreed that any and all previous agreements and understandings, both written and oral, between the parties are cancelled and have been superseded by this Agreement and that this Agreement embodies and sets forth all understandings between the parties.

6.2 Modifications to this Agreement must be made in the form of a written amendment signed by the **CITY** and **SFRTA**.

ARTICLE 7 - NOTICES

Whenever either party desires to give notice to the other, it must be given by written notice, sent by certified U.S. mail, with return receipt requested, facsimile transmission, express delivery service or hand delivery, addressed to the party for whom it is intended, at the place last specified, and the place for giving of notice shall remain such until it shall have been changed by written notice in compliance with the provisions of this paragraph. For the present, the parties designate the following as the respective places for giving of notice:

For CITY:

City of Aventura
Attn: City Manager

with a copy to:
City of Aventura
Attn: City Attorney

For SFRTA:

South Florida Regional Transportation Authority
Attn: Director of Operations
800 N.W. 33rd Street
Pompano Beach, FL 33064

with a copy to:
South Florida Regional Transportation Authority
Attn: General Counsel

ARTICLE 8 – STATE LAW AND VENUE

This Agreement shall be construed and interpreted according to the laws of the State of Florida and venue with respect to any litigation shall be Broward County, Florida, whether in state or federal court. The parties agree that each will submit to the jurisdiction of the Florida state or federal court in any action or proceeding arising out of or related to this Agreement and agree that all claims in respect to such action or proceeding may be heard and determined in Broward County, Florida, the venue situs.

ARTICLE 9 – FORCE MAJEURE

9.1 In the event the performance by **SFRTA** of any of its obligations or undertakings hereunder shall be interrupted or delayed by any occurrence, whether such occurrence be an act of God, common enemy or the result of war, labor unrest or dispute, riot, civil commotion or sovereign conduct, or any other act or event which **SFRTA** reasonably determines will interfere with its ability to perform, **SFRTA** shall be excused from performance for such period of time as is reasonably necessary after the occurrence to remedy the effects thereof.

9.2 In the event the performance by the **CITY** of any of its obligations or undertakings hereunder shall be interrupted or delayed by any occurrence, whether such occurrence be an act of God, common enemy or the result of war, labor unrest or dispute, riot, civil commotion or sovereign conduct, or any other act or event which the **CITY** reasonably determines will interfere with its ability to perform, the **CITY** shall be excused from performance for such period of time as is reasonably necessary after the occurrence to remedy the effects thereof.

ARTICLE 10- SOVEREIGN IMMUNITY

SFRTA and the **CITY** each acknowledge the waiver of sovereign immunity for liability in tort contained in Florida Statutes Section 768.28, the State of Florida’s partial waiver of sovereign immunity, and acknowledge that such statute permits actions at law to recover damages in tort for money damages up to the limits set forth in such statute for death, personal injury or property caused by the negligent or wrongful acts or omissions of an employee acting within the scope of

the employee's office or employment. The parties acknowledge that the foregoing shall not constitute an agreement by either party to indemnify the other, nor a waiver of sovereign immunity, nor a waiver of any defense that the parties may have under such statute, nor as consent to be sued by third parties.

ARTICLE 11 – SUCCESSORS AND ASSIGNS

Subject to other provisions hereof, this Agreement shall be binding upon and shall inure to the benefit of the successors and assigns of the parties to the Agreement.

ARTICLE 12 – JOINT PREPARATION

The preparation of this Agreement has been a joint effort of the parties, and the resulting document shall not be construed more severely against one of the parties than the other.

[THE REMAINDER OF THIS PAGE INTENTIONALLY LEFT BLANK]

IN WITNESS WHEREOF, the parties have made and executed this Agreement on the respective date under each signature: **SOUTH FLORIDA REGIONAL TRANSPORTATION AUTHORITY**, signing by and through its Chair, duly authorized to execute same, and **CITY OF AVENTURA**, signing by and through its Mayor, authorized to execute same by Commission action on the _____ day of _____, 2012.

ATTEST:

**SOUTH FLORIDA REGIONAL
TRANSPORTATION AUTHORITY**

Date: _____

By: _____
Chair

Joseph Giuletta, Executive Director

(Affirm Corporate Seal)

(Seal)

Approved as to Form and Legal Sufficiency:

By: _____
Teresa Moore, General Counsel

ATTEST:

CITY OF AVENTURA

Date: _____

By: _____
Name:
Title: Mayor

City Clerk

Approved as to Form and Legal Sufficiency:

By: _____
City Attorney

ATTEST:

EXHIBIT A
BUS ROUTE

DRAFT

Aventura Tri-Rail Shuttle Service

Resident, Visitor, and Business Community Benefits

Community Benefits

Provides a free “one seat ride” connection to the regional Tri-Rail system

Operates seven days a week

Coordinated with Tri-Rail schedule to reduce transfer time

Provides a direct transfer to the Aventura Express shuttles

Provides direct regional transit access for employees and visitors of Aventura Mall and Aventura Hospital, as well as dense residential, retail, and commercial developments.

Potential Ridership

Comparable Existing Shuttle Service - Provided is an evaluation matrix of existing Tri-Rail shuttles. A comparable Tri-Rail shuttle service are the routes that serve Downtown Fort Lauderdale (Fort Lauderdale Shuttles 1 (weekdays) 2 (weekdays) and 3 (weekends)). These routes serve a regional activity center with high density residential, commercial, and retail development, similar to Aventura. The total annual ridership on these three routes was 134,491 this past fiscal year (7/2011 thru 6/2012).

Another comparable shuttle service, with regard to ridership, is the Boca Center Shuttle. This shuttle serves the Boca Town Center Mall and had ridership of 26,579 this past fiscal year (7/2011 thru 6/2012). Ridership on this route can be used as a base for expected ridership traveling to and from Aventura Mall.

With regard to ridership, it can be reasonably expected that the new service to Aventura will perform similarly to the Fort Lauderdale and Boca Center service.

Transit Supportive Land Uses - Provided are maps of GIS analyses that were performed in advance of the new Downtown Fort Lauderdale (currently in operation as FL2 and FL3) and Hollywood Tri-Rail station services. The route alignments have been modified slightly, but the analysis is still representative of the populations served. Both have a significant amount of transit supportive density and demographics within a quarter-mile of the route. Given the success of the Fort Lauderdale and Boca Center services mentioned above, this is a strong indication that the new service to Aventura has the potential to produce high ridership.

Latent Demand - A Tri-Rail onboard passenger survey conducted in 2008 shows that less than one percent (1%) of all passenger origins and destinations are within the Aventura zip code the new route would serve, which is a disproportionately low percentage given Aventura's high population density. This is a strong indicator that Aventura is not effectively being served by Tri-Rail, which could be attributed to multiple factors such as station proximity, station parking availability, and existing county bus connections. This new service will tap into the underlying ridership potential this area has to offer.

These three analyses make a strong case for a successful service that will provide a much needed connection to Tri-Rail for Aventura residents, visitors, and businesses.

**Exhibit 3
SFRTA Shuttle Bus Evaluation Matrix**

Line #	Route Name	Annual Ridership 3/2011-2/2012		Average Daily Ridership		Annual SFRTA Operating Cost FY 2013		Annual Operating Hours FY 2013		Average Annual Passengers per Hour		Average Annual Operating Cost Per Trip		Total Score	Rank
		Score		Score		Score		Score		Score		Score			
1	Ft. Lauderdale International Airport (Weekdays and Weekends)	321,777	1	881.6	1	\$ 700,600	17	12,367	26.0	1	\$ 2.18	5	25	1	
2	APOC West Shuttle	52,020	5	195.3	5	\$ 70,000	4	4,941	10.5	10	\$ 1.35	2	26	2	
3	NW Community Link Shuttle	73,461	3	281.5	3	\$ 204,290	14	5,461	13.5	4	\$ 2.78	6	30	3	
4	Opa-Locka South Shuttle	58,404	4	223.8	4	\$ 107,846	9	6,826	8.6	13	\$ 1.85	4	34	4	
5	APOC East Shuttle	41,409	7	158.7	7	\$ 70,000	4	4,941	8.4	14	\$ 1.69	3	35	6	
6	Boca Raton Shuttle 1	23,425	12	89.8	13	\$ 17,850	1	2,080	11.3	8	\$ 0.76	1	35	6	
7	Deerfield Beach Shuttle 1	25,548	10	97.9	11	\$ 95,753	5	1,690	15.1	2	\$ 3.75	8	36	7	
8	Ft. Lauderdale Shuttle 1	85,969	2	329.4	2	\$ 394,061	16	6,956	12.4	6	\$ 4.58	11	37	8	
9	Cypress Creek Shuttle 3	31,693	8	121.4	8	\$ 125,216	12	2,210	14.3	3	\$ 3.95	9	40	9	
10	Cypress Creek Shuttle 1	27,431	9	105.1	10	\$ 125,216	12	2,210	12.4	5	\$ 4.56	10	46	10	
11	Ft. Lauderdale Shuttle 3 (Weekends)	12,461	16	119.8	9	\$ 44,255	2	1,562	8.0	15	\$ 3.55	7	49	11	
12	Cypress Creek Shuttle 2	47,780	6	183.1	6	\$ 246,749	15	4,356	11.0	9	\$ 5.16	14	50	12	
13	Deerfield Beach Shuttle 2	23,813	11	91.2	12	\$ 117,850	10	2,080	11.4	7	\$ 4.95	13	53	13	
14	Ft. Lauderdale Shuttle 2	20,552	14	78.7	15	\$ 97,595	6	3,446	6.0	16	\$ 4.75	12	63	14	
15	Sheridan Street Shuttle 1	18,151	15	69.5	16	\$ 99,436	8	1,755	10.3	11	\$ 5.48	15	65	15	
16	Pompano Beach Shuttle 1	21,714	13	83.2	14	\$ 132,581	13	2,340	9.3	12	\$ 6.11	16	68	16	
17	Lake Worth Shuttle 1	12,459	17	47.7	17	\$ 98,516	7	3,478	3.6	17	\$ 7.91	17	75	17	

4/2/2012

Notes:

This matrix only includes routes currently being reported to the NTD by SFRTA.

Average daily ridership is calculated by dividing annual ridership by 261 (weekdays) or 104 (weekends).

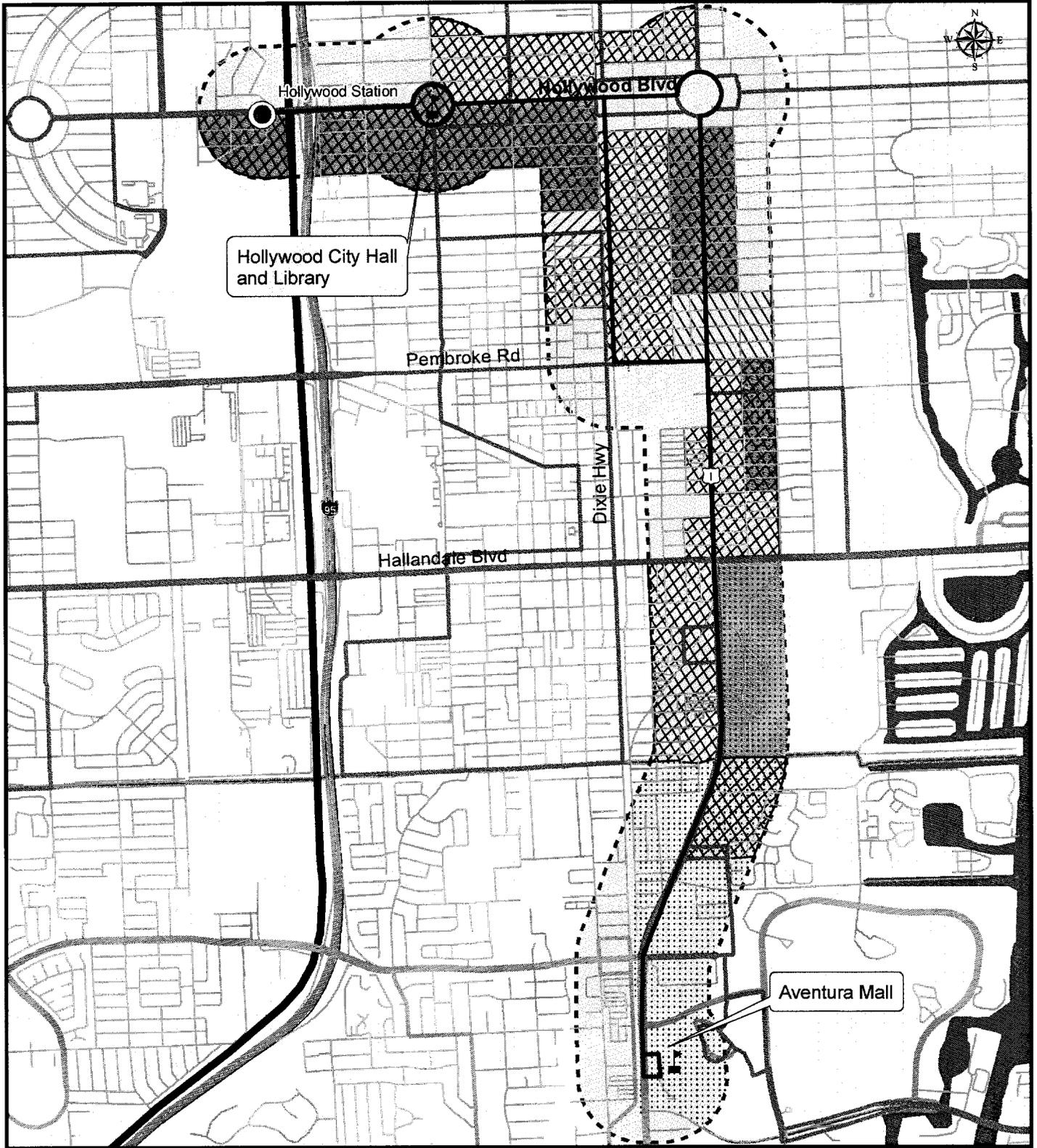
Annual operating hours are not used for ranking purposes, only for calculating passengers per hour, and are based on Sep/2011 service levels.

Annual operating cost only includes cost incurred by SFRTA.

The Lake Worth Shuttle ridership has spiked in the last few months. As of February 2012 it is averaging over 7 passengers per hour.

The Fort Lauderdale 2 Shuttle has the potential to increase mid-day ridership with a route extension along 17th Street to serve Port Everglades and a college.

3/2011 - 2/2012		System Average
Weekday Daily Ridership		3,233
Weekend Daily Ridership		522
Passengers per Hour		10.5
SFRTA Cost per Trip	\$	3.06

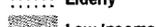


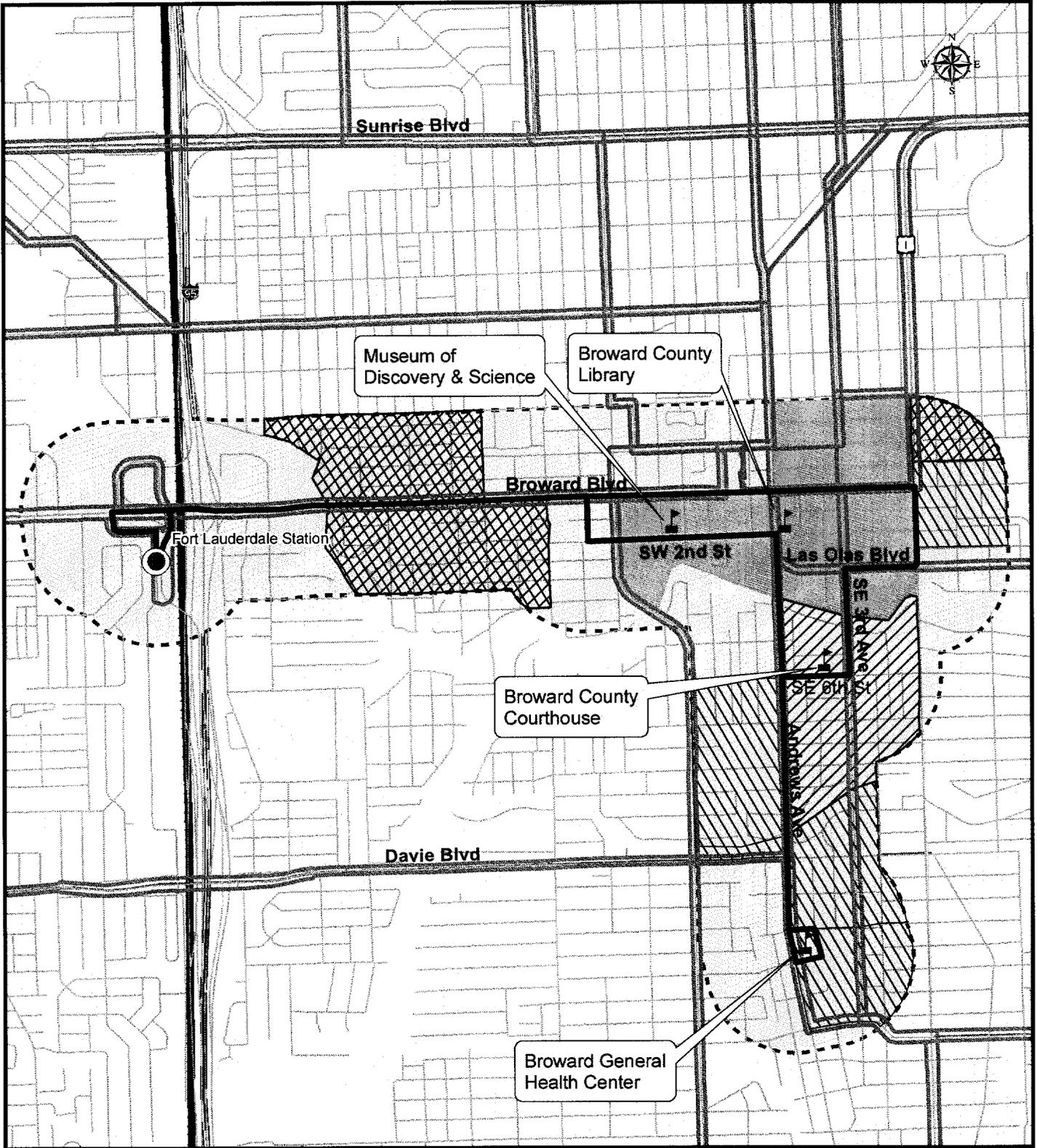
Map C-15
Hollywood Station -
Downtown/Aventura Mall

Legend

-  Tri-Rail Stations
-  Hollywood Downtown Route
-  BCT
-  Tri-Rail

Transit Supportive Variables

-  Population
-  Employment
-  Elderly
-  Low-Income
-  Shuttle 1/4 Mile Service Area

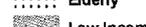


**Map C-2
Fort Lauderdale Station -
Downtown**

Legend

-  Tri-Rail Stations
-  Fort Lauderdale Downtown Shuttle
-  BCT
-  Tri-Rail

Transit Supportive Variables

-  Population
-  Employment
-  Elderly
-  Low-Income
-  Shuttle 1/4 - Mile Service Area

CITY OF AVENTURA

OFFICE OF THE CITY MANAGER

MEMORANDUM

TO: City Commission

FROM: Eric M. Soroka, ICMA-CM, City Manager

DATE: September 14, 2012

SUBJECT: **ACES School Improvement Plan**



Every public school is required by State law to develop a School Improvement Plan (Plan). In our case the Plan must comply with the guidelines established by the Miami-Dade School Board and contain the school's measurable objectives for the school year. The Plan includes baseline standards of achievement, outcomes to be achieved and methods of measurement.

In the past, the Plan was reviewed and approved by the ACES School Advisory Committee and the EESAC. Due to recent changes in the State law, the Plan now requires the governing board of a charter school to approve the Plan.

The Plan will be presented at the Working Meeting by the ACES Principal via a Power Point presentation.

EMS/act

CCO1785-12