HOW REGIONAL PLANNING MAY CHANGE THE GAME

FSITE ANNUAL MEETING
OCTOBER 30, 2018
AGENDA

Setting the Context

Who is Southeast FL?

Panel Q&A on Various Topics

What is being done to ignite change?

Audience Q&A

What didn’t we cover?

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Broward MPO

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Kittelson & Associates, Inc.

Greg Stuart
Broward MPO

Wilson Fernandez
Miami-Dade TPO

Nick Uhren
Palm Beach TPA
Southeast Florida is on the Map!

Los Angeles 13.1+ Million

Chicago 9.5+ Million

New York 20+ Million

Miami 5.8+ Million

Source: 2016 American Community Survey (ACS)
Southeast Florida’s Growth Forecast

28% More People in 2045

2015 Regional Population: 5.8M
- Miami-Dade: 2.6M
- Broward: 1.8M
- Palm Beach: 1.4M

2045 Regional Population: 7.4M
- Miami-Dade: 3.4M
- Broward: 2.2M
- Palm Beach: 1.8M
2040 Population Density Growth Patterns

Palm Beach

Broward

Miami-Dade
2040 Employment Density Growth Patterns
12% Of All Trips are Regional Trips

22% Regional Trips

10% Regional Trips

7% Regional Trips

Palm Beach

Broward

Miami-Dade
- **MPOs**
  - Broward
  - Miami-Dade
  - Palm Beach

- **DOT/Toll Agencies**
  - Districts 4 and 6
  - Turnpike
  - MDX

- **Transit Agencies**
  - Miami-Dade County DTPW
  - Broward County Transit
  - Palm Tran
  - South Florida Regional Transportation Authority

- **Other County Departments and Few Cities**
  - Airports and Seaports

- **Regional Planning Councils**
What products has the region produced and how are they helpful?
One Vision Investing
In Many Components

- Developed Agreed to Goals and Objectives
- Identified Regionally Significant Facilities
- Developed a Transit Vision
- Developed a Highway Network
- Identified Pedestrian & Bicycle Emphasis Areas
- Incorporated Freight Needs & Investments
- Summarized TSM&O Needs & Investments
- Coordinated Regional-Level Public Involvement
Regional Transit Vision

Today’s Premium Transit System

2040 Visionary Premium Transit System

Being updated under the 2045 RTP!
Regional Freight Plan

- **279,000 Jobs**
- **$19 Billion Compensation** ($69,000 Average Per Job)
- **$32 Billion Gross Regional Product**
- **$55 Billion Gross Revenue**

Source: U.S. Census County Business Patterns, NPLAN, Cambridge Systematics
Regional Forums

www.SafeStreetsSummit.org
What is being done to better address multimodal transportation needs of an urbanized area such as Southeast Florida?
Scenario Planning Framework

- Trend: Status Quo
- Flexible Transit: "Flex" Revenue to Transit, Status Quo Development
- Regional Transit: New Revenue, Full Regional Transit, Status Quo Development
- Alternative Growth: Shift Growth to Regional Transit

Legislative Change and Transportation Investment
Workshop Objectives

- Confirm projects and revenue assumptions for Trend Scenario
- Confirm regional transit network
- Agree on preferred new revenue sources
- Agree on flexible transit network strategy
- Agree on flexible revenue sources and percentages
- Agree on percent of 2015-2045 growth to shift to regional transit network
Regional Transit System Considerations

**CR** Commuter Routes
Route that provides convenient weekday service, connecting workers to the region’s largest job centers.

**HCT** High Capacity Transit
Corridors that warrant infrastructure improvements, from TSP to fixed guideway, to meet future travel demands.

**FTN** Frequent Transit Network
Defined areas where a high volume of local travel circulating within it supports a network of high frequency routes.

**TTF** Transit Transfer Facilities
Locations where high capacity transit routes and/or local bus service converge for transfer opportunities.
In-Process Scenarios

“Regional Transit”

“Flexible Transit - Performance”
Transit-Oriented Growth Potential

- If we change WHERE we grow, more people can be served by transit.
- By 2045, **2.6 million of the region’s 7.4 million people** could live within walking distance of high capacity transit.
  - More than one out of three people

**Population within ½ mile of high capacity transit (HCT)**

- **Existing (2015)**: 1.46
- **Additional by 2045**: 1.16
- **Total by 2045**: 2.6 million

NP International
How is the region addressing the various revenue demands associated with a multimodal system?
Trend Scenario: Our Current Trajectory

- Emphasis on Strategic Intermodal System
- Majority of revenue (90%+) allocated to highways
- Traditional revenue sources
- 2040 Cost Feasible Plans
Trend Revenue: Breakdown of Sources

Federal & State Sources (42%)
- Federal Motor Fuel Taxes
- Federal Grants
- State Motor Fuel Taxes
- State Motor Vehicle Fees
- State Rental Car Taxes
- State Aviation Fuel Taxes
- State Documentary Stamp Tax
- State Toll Collections

Other Local Miscellaneous (30%)
- Concurrency/Impact Fees
- MDX
- Ad Valorem Tax
- Farebox Revenues
- General Fund Transfers

Local Option Transportation Taxes (25%)
- Constitutional/County/Municipal Fuel Tax
- Local Option Gas Tax
- Charter County Surtax

Tri-Rail* (3%)
- Federal Grants
- State Grants
- Local Contributions

Tri-Rail* revenues are comprised of FHWA, FTA, Local, and State contributions from various sources.

Source: 2040 RTP

$57.2 Billion
Regional Transit Scenarios: Funding Gap

Funding gap between Trend and Regional Transit Scenarios

All amounts in millions of dollars.

- Local O&M: $25.4
- Farebox: $0.7
- Tri-Rail: $4.8
- FDOT Transit Capital: $1.0
- $3.3

Trend Scenario

- Maintain Trend Scenario for Transit

Additional Capital + 20-year Operating

Up to $21.6

Regional Transit Scenario

Source: 2040 RTP
# Potential New Revenue Sources

<table>
<thead>
<tr>
<th>Revenue Source</th>
<th>Rate</th>
<th>Unit</th>
<th>21-year Potential ($ Millions)</th>
<th>Viability</th>
<th>Stability</th>
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<td><strong>Primary</strong></td>
<td></td>
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<tr>
<td>Sales Tax</td>
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<td>Congestion Pricing/M Lanes</td>
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<td>Hotel Occupancy</td>
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<td>$500</td>
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<td>Parking fee</td>
<td>$0.50</td>
<td></td>
<td>$60</td>
<td>L</td>
<td>H</td>
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<tr>
<td><strong>Secondary</strong></td>
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<td>Increase 1 to 5 cents fuel tax</td>
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<td>$1,100</td>
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<tr>
<td>Motor fuel sales tax</td>
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<td>Cordon pricing</td>
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<td>$3,500</td>
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<td>Value capture/Tax increment finance</td>
<td>From base</td>
<td></td>
<td>$2,000</td>
<td>M</td>
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<tr>
<td>Surcharge fees (rental car)</td>
<td>$2.00</td>
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<td>$1,800</td>
<td>L</td>
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What is the biggest benefit and also challenge of planning regionally and what would be your one piece of advice?
AUDIENCE QUESTIONS & COMMENTS

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