Strategic Regional Transit Plan

Treasure Coast Regional Planning Council
October 17, 2008
Today’s Presentation

- Overview of Study Process
- Share Project Results and Key Findings
- Discuss Three Network Alternatives & Funding Options
- Mention “Road Map” for Months Ahead
- Share Feedback Received Thus Far
Think creatively to define a bold vision and strategic plan for regional transit’s role in the overall regional transportation system to ensure mobility, economic viability, and quality of life in the South Florida region for the next generation.
Key Study Questions

1. How do we foster an environment of regional consensus with our partners?

2. What regional network of transit alternatives would best serve South Florida?

3. How do land use policies affect ridership and cost effectiveness?

4. What are the funding options for implementation and operation of a preferred network?
Study Process - Partner Outreach

- Comprehensive outreach (11 meetings) via the SFRTA Planning Technical Advisory Committee (PTAC)
  - August 2006 – December 2007

PTAC Members:

- Broward MPO
- Broward County Transit
- FDOT District 4
- FDOT District 6
- Miami-Dade MPO
- Miami-Dade Transit
- Palm Beach MPO
- Palm Tran
- South Florida RPC
- Treasure Coast RPC
What Makes a Project Regional?

- Interjurisdictional
- Serves Regional Activity Centers (RACs)
- Trip Length (Distance)
- Provides Intermodal Connection
- Ridership and Cost Effectiveness
Major Travel Patterns Identified

- Focus on RACs
- Downtowns
- Airports
- Colleges
- Other Job Centers
- Transit Competitive
Study Process - Technical Efforts

- Developed Individual Transit Corridors
- Tested Individual Transit Corridors
  - Ridership & Cost Estimates
- Combined the Corridors to Form Three Distinctive Transit Networks
  - Overall Ridership & Cost Estimates
- Tested Alternate Land Use Scenarios
  - Ridership and Financial Impacts
- Examined Funding Mechanisms
Key Findings

• Strong demand for regional transit
  – Network generates over 40 million trips per year
• Need an integrated system with both north/south and east/west links
• Network capital cost range: $8.9-10.9 billion
• Transit supportive land use can greatly improve network performance
  – Higher ridership & lower operating subsidies
• Significant energy savings and environmental benefits
Land Use Shift

• Improvements in Network Performance
  – Ridership up 60%
  – Farebox recovery up 13-20 points
  – Cost per trip down 37%
  – Operating subsidy per trip drops 75¢-$1
3 Transit Networks

- **Connective**
  - Network that seeks to serve the vision of future land use and activity centers while maximizing infrastructure investments

- **Productive**
  - Network with corridors that produce the highest ridership

- **Value**
  - Network that seeks to balance ridership with reasonable capital and operating costs

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...all networks include elements of connectivity, productivity, and value

**Strategic Regional Transit Plan**
Projects in Palm Beach County

• Connective Network
  - FEC Rail Complete (Jupiter-Miami)
  - Tri-Rail Extension to VA Hospital

• Productive Network
  - FEC Rail, West Palm Beach-Miami
  - Tri-Rail Extension to Jupiter

• Value Network
  - Tri-Rail Extension to Jupiter

• All Three Networks
  - Military Trail Rapid Bus (Boca Raton-West Palm Beach)
  - North-South Premium Bus (Boca Raton-Sawgrass Mills)
  - Wellington Rapid Bus (Wellington-Downtown WPB)
3 Transit Networks

- **Connective**
  - 65% Bus, 35% Rail (service miles in network)
  - 10% higher ridership than Value
- **Productive**
  - 55% Bus, 45% Rail
  - 7% higher ridership than Value
- **Value**
  - 75% Bus, 25% Rail
  - Better Farebox Recovery Ratio
**Key Findings - Cost Breakdown**

**Capital**
- Total cost: $8.9-$10.9 billion
- Likely funding shares:
  - Federal: 33%
  - State/Other: 33%
  - Local: 34%
- Local cost: $3.0-$3.7 billion

Bonded at 5% for 20 years:
$243-$300 million/year

**Operations**
- Annual cost: $132-$140 million
- Likely funding shares:
  - Fares: 30%
  - Federal: 7%
  - State: 20%
  - Local: 43%

Local cost: $57-$60 million/year

**Total Local Cost** – $300-$360 million per year

*These full costs would not be incurred immediately – funding requirements will grow as the individual projects are implemented.*
To frame the issue: What sources could produce the necessary annual funding?

<table>
<thead>
<tr>
<th>Source</th>
<th>1¢/gal ($25M)</th>
<th>12¢/gal ($300M)</th>
</tr>
</thead>
<tbody>
<tr>
<td>FUEL TAX</td>
<td></td>
<td></td>
</tr>
<tr>
<td>RENTAL CAR FEE</td>
<td>$2/day ($42M)</td>
<td>$14/day ($300M)</td>
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<tr>
<td>REGISTRATION FEE</td>
<td>$15/year ($50M)</td>
<td>$90/year ($300M)</td>
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<tr>
<td>TITLE FEE</td>
<td>$40 ($50M)</td>
<td>$240 ($300M)</td>
</tr>
<tr>
<td>SALES TAX</td>
<td>0.25% ($235M)</td>
<td>0.50% ($470M)</td>
</tr>
<tr>
<td>MANAGED LANES</td>
<td>Potentially $100M/year</td>
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</tbody>
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**Note:** The funding options listed are illustrative and subject to change.
### Key Findings - Funding Source Options

#### Option A-1: Sales Tax Only
- 0.50% Sales Tax: $470M
- **Total:** $470M

#### Option A-2: Sales Tax & Tolls
- 0.25% Sales Tax: $235M
- Managed Lanes: $100M
- **Total:** $335M

#### Option A-3: Title & Registration Fees
- $45/yr Registration Fee: $150M
- $120 Title Fee: $150M
- **Total:** $300M

#### Option A-4: Rental Car Tax & Tolls
- $10/day Rental Car Tax: $200M
- Managed Lanes: $100M
- **Total:** $300M

#### Option A-5: Fuel Tax, Fees, & Tolls
- 5¢/gal Fuel Tax: $125M
- Managed Lanes: $100M
- $15/yr Registration Fee: $50M
- $20 Title Fee: $25M
- **Total:** $300M
### Key Findings - Funding Source Options

#### Option B-1: Sales Tax Only
- 0.50% Sales Tax: $470M
- **TOTAL**: $470M

#### Option B-2: Sales Tax, Tolls & Fees
- 0.25% Sales Tax: $235M
- Managed Lanes: $100M
- $20 Title Fee: $25M
- **TOTAL**: $360M

#### Option B-3: Title & Registration Fees
- $54/yr Registration Fee: $180M
- $144 Title Fee: $180M
- **TOTAL**: $360M

#### Option B-4: Rental Car Tax & Tolls
- $12.50/day Rental Car Tax: $260M
- Managed Lanes: $100M
- **TOTAL**: $360M

#### Option B-5: Fuel Tax, Fees, & Tolls
- 6¢/gal Fuel Tax: $150M
- Managed Lanes: $100M
- $23/yr Registration Fee: $75M
- $28 Title Fee: $35M
- **TOTAL**: $360M
“Road Map” for the Months Ahead

- Project data to be incorporated into Regional LRTP
- Presentations to MPOs and RPCs
  - Boards
  - Technical & Citizens Committees
- Report Feedback to RTA Board
- County Transit Workshops and Regional Transit Summit
Feedback Received Thus Far

- No strong feelings about preferred network or funding option yet
- Emphasize the environmental benefits and tie the project to the Governor’s green initiatives
- Could this project lead to a ballot measure?
- Concern about high costs and large scale of plan
- Can this be tied to the huge needs of existing transit?
- Great interest but caution regarding managed lanes
- Is the current economic climate good or bad for this sort of initiative?
• Thank You!
  – Questions
  – Recommendations

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