



SOUTH FLORIDA  
REGIONAL  
TRANSPORTATION  
AUTHORITY

# *Strategic Regional Transit Plan*

South East Florida Transportation Council  
July 9, 2008



# Project Goal

*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?



# Today's Presentation

- Brief Overview of Study Process
- Share Project Results and Key Findings
- Request SEFTC Feedback on Three Network Alternatives & Funding Options
- Discuss “Road Map” for Months Ahead

***Strategic Regional Transit Plan***

# 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*

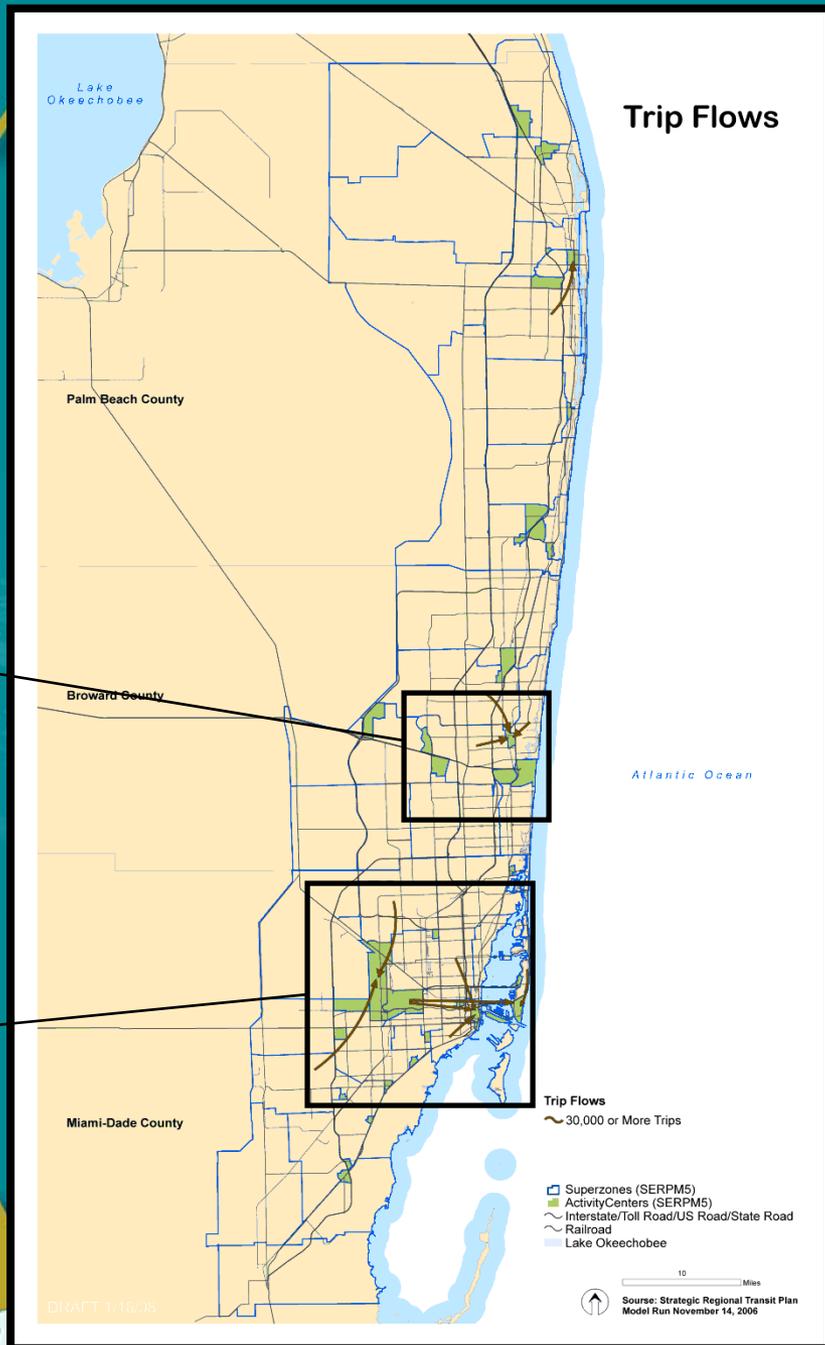
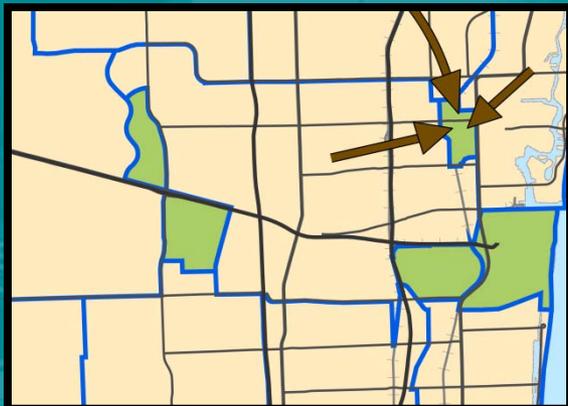


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# Trip Flows

## 30,000 or More

AM Peak Hour - 2030



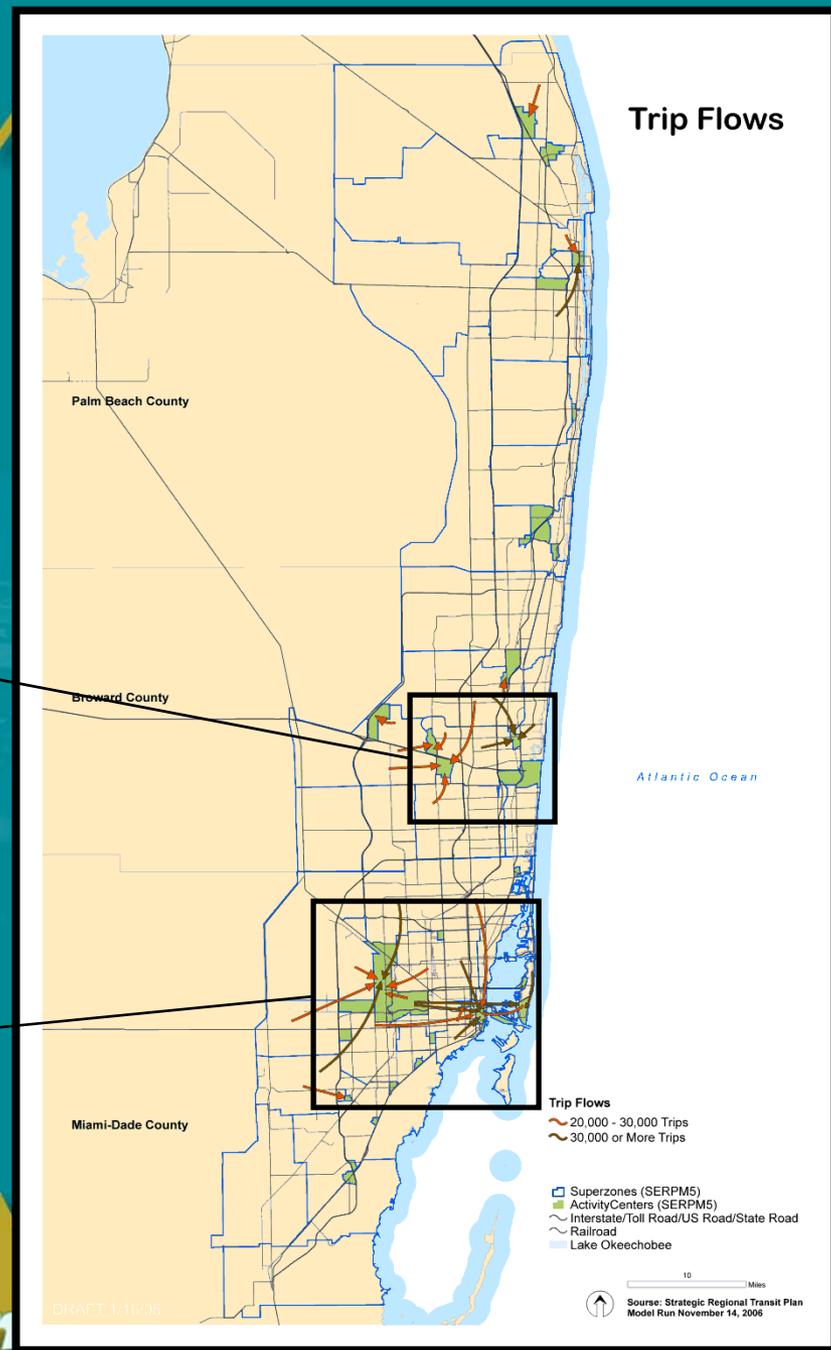
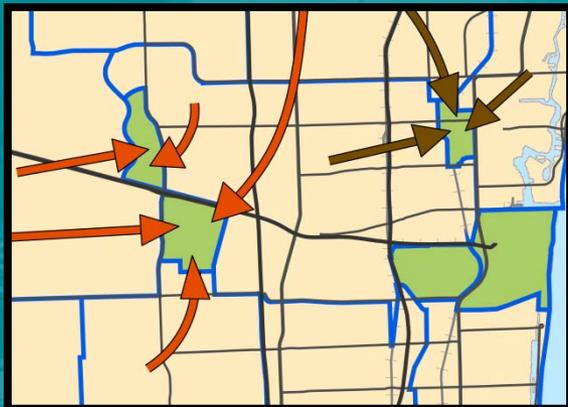


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# Trip Flows

## 20,000 or More

AM Peak Hour - 2030



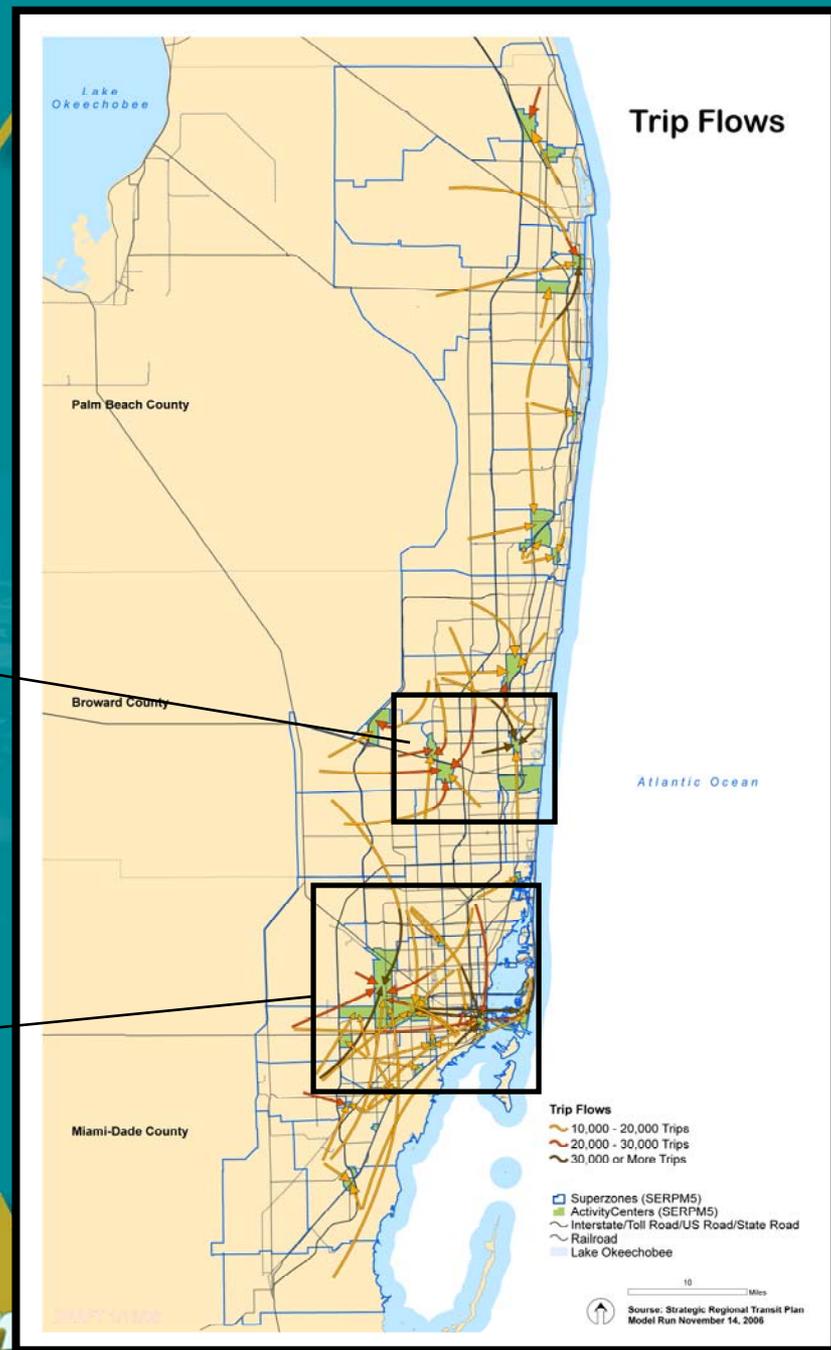


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# Trip Flows

## 10,000 or More

AM Peak Hour - 2030



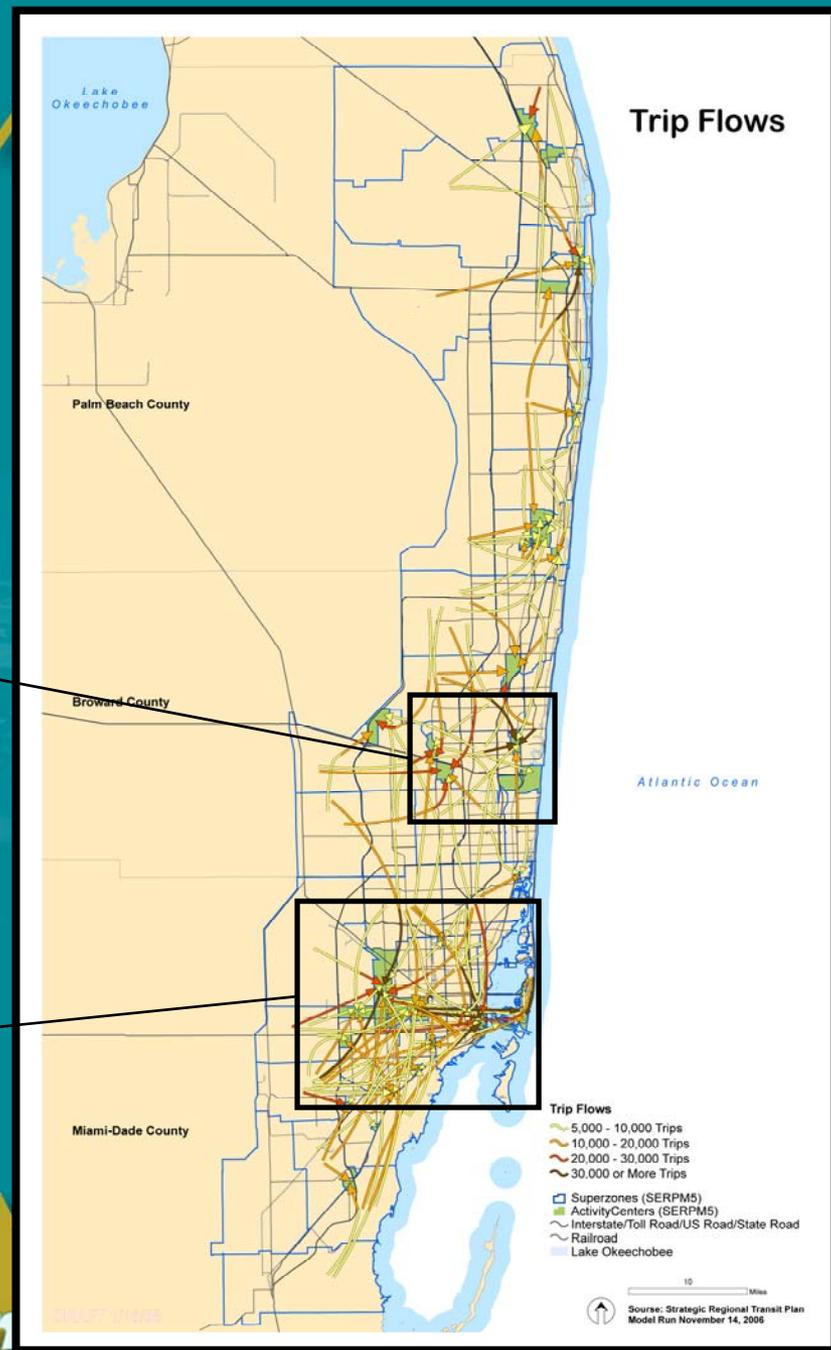
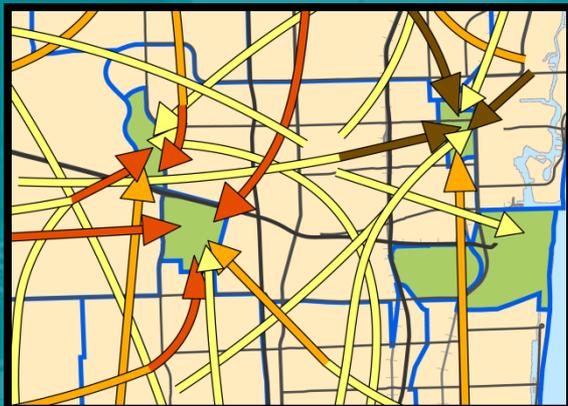


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# Trip Flows

## 5,000 or More

AM Peak Hour - 2030





# 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

- 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: \$8-11 billion
- Transit supportive land use can greatly improve network performance
  - Higher ridership & lower operating subsidies
- Significant energy savings and environmental benefits

# 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

# Network Costs and Ridership

- **Capital Costs**

- Productive and Connective networks have more high capacity rail projects and are more expensive (~\$11 billion); Value network has fewer rail projects and lower cost (~\$9 billion)

- **Operating Costs**

- All three networks have annual operating costs of \$132-\$140 million, with Value having lowest costs

- **Ridership**

- Total ridership on the Value network is only slightly below that of Productive and Connective (40-41 million annually)

- **Overall Fiscal Impact**

- Value network has higher farebox recovery and lower total cost per trip

# 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
  - Network most positively affected by land use changes in terms of farebox recovery



# 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

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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%

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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.*

# Key Findings- Funding Overview

*To frame the issue: What sources could produce the necessary annual funding?*

FUEL TAX	
1¢/gal	\$25M
12¢/gal	\$300M

RENTAL CAR FEE	
\$2/day	\$42M
\$14/day	\$300M

SALES TAX	
0.25%	\$235M
0.50%	\$470M

REGISTRATION FEE	
\$15/year	\$50M
\$90/year	\$300M

TITLE FEE	
\$40	\$50M
\$240	\$300M

MANAGED LANES
Potentially \$100M/year

# Key Findings- Funding Source Options

## Option A-1: Sales Tax Only

0.50% Sales Tax	\$470M
<b>TOTAL</b>	<b>\$470M</b>

## Option A-2: Sales Tax & Tolls

0.25% Sales Tax	\$235M
Managed Lanes	\$100M
<b>TOTAL</b>	<b>\$335M</b>

## Option A-3: Title & Registration Fees

\$45/yr Registration Fee	\$150M
\$120 Title Fee	\$150M
<b>TOTAL</b>	<b>\$300M</b>

## Option A-4: Rental Car Tax & Tolls

\$10/day Rental Car Tax	\$200M
Managed Lanes	\$100M
<b>TOTAL</b>	<b>\$300M</b>

## Option A-5: Fuel Tax, Fees, & Tolls

5¢/gal Fuel Tax	\$125M
Managed Lanes	\$100M
\$15/yr Registration Fee	\$ 50M
\$20 Title Fee	\$ 25M
<b>TOTAL</b>	<b>\$300M</b>

# Key Findings- Funding Source Options

## Option B-1: Sales Tax Only

0.50% Sales Tax	\$470M
<b>TOTAL</b>	<b>\$470M</b>

## Option B-2: Sales Tax, Tolls & Fees

0.25% Sales Tax	\$235M
Managed Lanes	\$100M
\$20 Title Fee	\$ 25M
<b>TOTAL</b>	<b>\$360M</b>

## Option B-3: Title & Registration Fees

\$54/yr Registration Fee	\$180M
\$144 Title Fee	\$180M
<b>TOTAL</b>	<b>\$360M</b>

## Option B-4: Rental Car Tax & Tolls

\$12.50/day Rental Car Tax	\$260M
Managed Lanes	\$100M
<b>TOTAL</b>	<b>\$360M</b>

## Option B-5: Fuel Tax, Fees, & Tolls

6¢/gal Fuel Tax	\$150M
Managed Lanes	\$100M
\$23/yr Registration Fee	\$ 75M
\$28 Title Fee	\$ 35M
<b>TOTAL</b>	<b>\$360M</b>



# “Road Map” for the Months Ahead

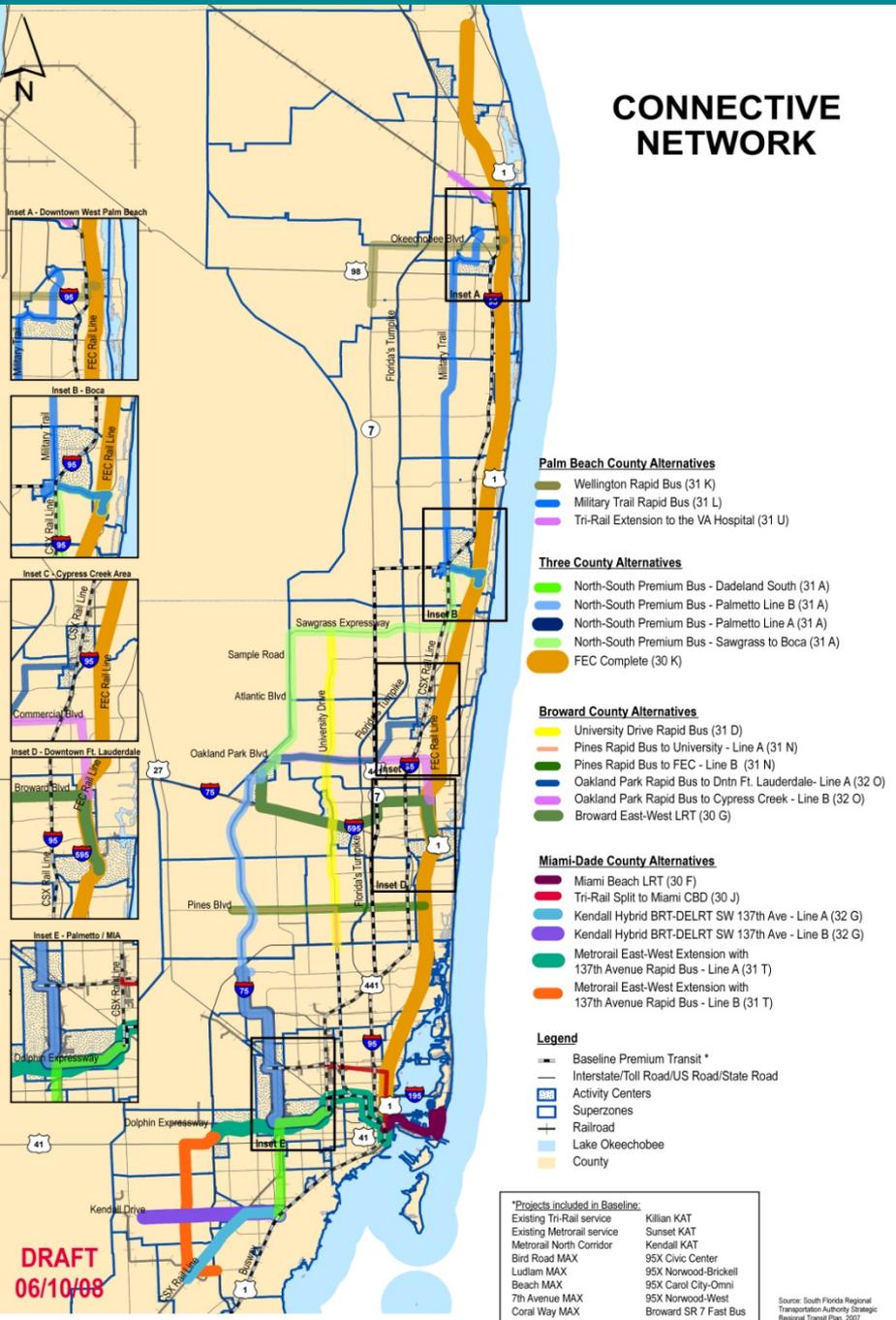
- Presentations to MPOs and RPCs
  - Boards
  - Technical & Citizens Committees
- Report Feedback to RTA Board
- Transit “Summit” in Late Fall?



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# CONNECTIVE NETWORK

## CONNECTIVE NETWORK





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# PRODUCTIVE NETWORK

## PRODUCTIVE NETWORK



**DRAFT  
06/10/08**



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# VALUE NETWORK

# VALUE NETWORK

