Florida Public Transportation
Supporting Economic Vitality
Meeting of Modes Presentation
February 2007

Joe Giulietti, FPTA Chair
Executive Director
South Florida Regional Transportation Authority (SFRTA)
Trends

► **18,184,837** people currently call Florida home.

The Estimated Population of Florida:

Increases by **one every 1.31 minutes**

- 1100 times per day
- **401,500 times per year**

based on the change from 2004 through 2005

► Older Population Distribution = Mobility Demands
Florida: Growth and Trends

Population

1. California ▶ 36.5 M
2. Texas ▶ 23.5 M
3. New York ▶ 19.3 M
4. Florida ▶ 18.1 M

Registered Vehicles

1. California ▶ 32.5 M
2. Texas ▶ 17.5 M
3. Florida ▶ 14.3 M
4. New York ▶ 11.9 M

2006 Estimates U.S. Census Bureau
FHWA 2005
Florida Public Transportation Association

► Florida Transit Agencies
  ▪ Bus
  ▪ Rail
  ▪ Paratransit

► Business Members
  ▪ Manufacturers
  ▪ Equipment Suppliers
  ▪ Service Providers

Providing Mobility for Quality of Life, Economic Development, Safety and Security
Florida Public Transportation
Quick Facts

► Annual Ridership = 246,443,398
► Number of Transit Agencies = 27
► Number of Fixed Route Buses = 2,871
► Number of Paratransit Buses = 2,149
► Number of Trains = 215
► Transit Employees = 9,522
► Operating Budget = $962 Million
► Capital Budget = $290 Million

NTD 2005 Database
Congestion Impacts Economy

Annual Texas Transportation Institute Study of (85) Urban Areas

- Time Delay in Traffic
- Trend in System Performance
- Cost of Delay
- Cost in Fuel
- Public Transportation Savings
Florida’s Congestion

Total 7 Areas: 265,142,000 Hours of Delay!

<table>
<thead>
<tr>
<th>Urbanized Area</th>
<th>Annual Hours of Delay (1000’s)</th>
<th>National Urbanized Area Rank</th>
</tr>
</thead>
<tbody>
<tr>
<td>1. Miami-Hialeah-Palm Beach</td>
<td>147,294</td>
<td>6</td>
</tr>
<tr>
<td>- Ft. Lauderdale</td>
<td></td>
<td></td>
</tr>
<tr>
<td>2. Tampa/St.Pete/Clearwater</td>
<td>51,360</td>
<td>19</td>
</tr>
<tr>
<td>3. Orlando</td>
<td>38,157</td>
<td>23</td>
</tr>
<tr>
<td>4. Jacksonville</td>
<td>16,850</td>
<td>38</td>
</tr>
<tr>
<td>5. Sarasota - Bradenton</td>
<td>5,772</td>
<td>62</td>
</tr>
<tr>
<td>6. Pensacola</td>
<td>2,997</td>
<td>70</td>
</tr>
<tr>
<td>7. Ft. Myers / Cape Coral</td>
<td>2,712</td>
<td>71</td>
</tr>
</tbody>
</table>

Source: THE 2005 URBAN MOBILITY REPORT; Texas Transportation Institute
### Annual Cost of Congestion: Florida
#### Major Urbanized Areas

<table>
<thead>
<tr>
<th>Urbanized Area</th>
<th>Cost ($ Millions)</th>
<th>Excess Fuel (1,000 gal.)</th>
<th>Public Transportation Savings ($ Millions)</th>
</tr>
</thead>
<tbody>
<tr>
<td>1. Miami-Hialeah-Palm Beach - Ft. Lauderdale</td>
<td>2,486</td>
<td>87,249</td>
<td>333.9</td>
</tr>
<tr>
<td>2. Tampa/St.Pete/Clearwater</td>
<td>865</td>
<td>29,098</td>
<td>26.3</td>
</tr>
<tr>
<td>3. Orlando</td>
<td>643</td>
<td>22,104</td>
<td>43.5</td>
</tr>
<tr>
<td>4. Jacksonville</td>
<td>285</td>
<td>10,159</td>
<td>12.4</td>
</tr>
<tr>
<td>5. Sarasota - Bradenton</td>
<td>97</td>
<td>3,480</td>
<td>3.1</td>
</tr>
<tr>
<td>6. Pensacola</td>
<td>50</td>
<td>1,701</td>
<td>0.6</td>
</tr>
<tr>
<td>7. Ft. Myers / Cape Coral</td>
<td>46</td>
<td>2,712</td>
<td>1.6</td>
</tr>
</tbody>
</table>

**Total 7 Areas:** $4.4 Billion Cost; 156.5 Million Gallons Lost; **Transit Saves = $421 Million**

Source: THE 2005 URBAN MOBILITY REPORT; Texas Transportation Institute
Economic Multipliers

National Studies:
- Over 50% Trips are to Work
- $1 Transit Investment = $6 Local Economy Activity
- Every $1B infrastructure = 47,500 Jobs
- Bus is 170 times safer than car
- Rail is 25 times safer than car

State FDOT 5 Year Work Program:
- $1 Transit Investment = $5.50 Economic Benefit
- Creates $ Billions of Personal Income for Residents
- Creates Thousands of Permanent Jobs
- Reduces Travel Time, Operating Costs, & Accidents

Orlando Region Analysis of LYNX:
- 60% of trips are to work
- Economic return of Federal & State Funding Match = 174%
- Up to $122M Wages loss if Lynx unavailable
- 70% of goods & services expenses are spent in region
- LYNX Directly creates 1,000 jobs
Orlando Economic Impact of Transit

✓ Job Access

✓ Community Access

Well, more than half of the riders on a typical LYNX bus are on their way to work and couldn’t get there otherwise. That means if bus service came to a sudden halt, you’d probably have a lot of explaining to do since there wouldn’t be as many employees around to assist customers or to get things done around the shop.

“Without LYNX, I wouldn’t be able to get to work.”
Jeanette Brown
Physical Therapy Aide
Florida Hospital
Using conservative assumptions, the study found that current public transportation usage reduces U.S. gasoline consumption by 1.4 billion gallons each year. In that means:

► 108 million fewer cars filling up – almost 300,000 every day.
► 34 fewer supertankers leaving the Middle East – one every 11 days.
► Over 140,000 fewer tanker truck deliveries to service stations per year.
► A savings of 3.9 million gallons of gasoline per day.
► Increase a two worker household income by $6,200
Transit & Growth Management

► Local Government Initiatives
► Regional Coordination
► Developer Partnerships
Florida Transit System Economic Success & Opportunities Examples
South Miami MetroRail Station

- Rail Station
- Joint Development:
  - Office Building
  - Retail
  - Parking
- Transit Income
- Lease
- County Buy Back Option

**Dr. Martin Luther King, Jr. Plaza MetroRail Station**

<table>
<thead>
<tr>
<th>Station Location</th>
<th>N/NW 62nd Street &amp; N/NW 27th Avenue</th>
</tr>
</thead>
<tbody>
<tr>
<td>Project</td>
<td>Dr. Martin Luther King, Jr. Plaza Office Building</td>
</tr>
<tr>
<td></td>
<td>- 5-story, 172,000 sq. ft. office building housing County agencies, including 13,500 sq. ft. of ground floor retail</td>
</tr>
<tr>
<td></td>
<td>- Demolition of portion of parking structure and renovation of entire garage</td>
</tr>
<tr>
<td></td>
<td>- Covered walkway linking building with station</td>
</tr>
<tr>
<td>Developer</td>
<td>BAC Funding, Inc.</td>
</tr>
<tr>
<td>How Initiated</td>
<td>Unsolicited bid from not-for-profit agency</td>
</tr>
<tr>
<td>Financial</td>
<td>BAC leases land for project development. County agencies lease office space from BAC. County has option to purchase office building at a later date.</td>
</tr>
</tbody>
</table>
Brownsville MetroRail Station

► Rail Station
► Joint Development:
  - Office Building
  - Retail
  - Residential
  - Parking
► Transit Income
  - $300k annual
  - 2% gross income
Allapattah MetroRail Station

- Rail Station
- Joint Development:
  - Affordable Housing
  - Daycare
Santa Clara MetroRail Station

- **Rail Station**
- **Joint Development:**
  - Affordable Rental Apartments
- **Transit Income**
  - Annual Rent Cash Flow

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**SANTA CLARA METRORAIL STATION**

- **Project:**
  - Phase I: 9-story, 200-unit affordable rental apartment building, surface parking (245,376 square feet)
  - Phase II: 17-story, 204-unit affordable rental apartment building, five levels of parking, ground floor dedicated to transit parking (361,325 square feet)

- **Tenant:** Santa Clara Apartments I and II
- **Rental Office:**
  - The Related Group – 305-548-3811
  - The Carlisle Group – 305-628-0629

- **How Initiated:** Competitive Request for Proposal process

- **Status:**
  - Phase I: completed Fall 2003 - 100% occupied Jan. 2004
  - Phase II: completed Dec. 2005 - 100% occupied Mar. 2006

- **Financial:** MDT receives annual payment in-kind rent, annual guaranteed rent, annual participation rent (60% net income)

- **Term:** 90-year lease
Overtown MetroRail Station

- Rail Station
- Joint Development:
  - Office Buildings
  - Retail
  - Parking
- Transit Income
  - Annual Rent and Gross Revenue
Coconut Grove MetroRail Station

► Rail Station
► Joint Development:
  ▪ Townhouses
  ▪ Retail
  ▪ Parking
► Transit Income
  ▪ Annual Rent
Dadeland North MetroRail Station

- Rail Station
- Joint Development:
  - Residential
  - Retail
  - Parking
- Transit Income
  - Annual Rent and Gross
Tri-Rail

- Boca Raton Intermodal Facility
  - Component Of Double Tracking, Segment 5 Project
  - 6.6 Acres, Immediately South Of Yamato Road
  - New Facility Replaces Former Boca Raton Station
  - Partially Funded With $750,000 Award From The City Of Boca Raton
Tri-Rail

► Phase 1 (Intermodal Facility)

- Bus Drop-Off And Loading Areas
- Ample Parking For Taxis And Passengers
- Pedestrian Walkways And Bike Paths
- Shuttle Services To Universities And Major Employment Centers
- Completed – January 2006
Tri-Rail

► Phase 2 (Future Joint Development)
  - 50,000 Sq. Ft. Of Office Space
  - 20,000 Sq. Ft. Of Transit-Oriented Retail
  - Additional Parking Spaces
Tri-Rail

SOUTHEAST VIEW
HART contributes to the local economy by:

- Carrying 35,000 passengers per weekday
- Expanding Express and Late Night service
- Creating new Flex service for suburban neighborhoods
- Operating the popular TECO Line Streetcar System
- Providing 71,000 HARTPlus paratransit trips to disabled citizens per year
Serving 2,500 square miles with 238 buses, 50 percent of which are beyond retirement age.

Record funding increases from county partners after breaking ridership records for 25 years.

Joint venture with developers, business leaders and Walt Disney World to expand service for the hospitality industry.

... with partnerships that move people.

... Serving a growing community ...
LeeTran
Public – Private Partnerships

Edison Mall Transfer Facility, Fort Myers
- FDOT, Lee County, Fort Myers Redevelopment Agency and Simon Malls Partnership
- $1.7 Million Project
- Completion December 2007
- 1.4 Million passenger trips on routes traveling through Edison Mall Transfer Center
Jacksonville Transportation Authority (JTA) Joint Development Projects

Proposed Hallmark TOD

Station Mixed Use Development

Kings Avenue Redevelopment Project
Dollars and Sense: Public Transportation

► **Mobility Benefits:** job access and customer access

► **Economic Productivity:** Reduction in delay, fuel consumption and costs

► **Economic Development:** joint property development and business development

► **Economic Engine:** operating and capital multiplier effect
In Conclusion

► Continue State Support of Public Transit Funding
  ▪ Block Grants
  ▪ Service Development
  ▪ Capital Match

► Include Transit as a Component of Economic Development Strategies
  ▪ Job Access
  ▪ Regional Economic Multiplier of Investments
  ▪ Joint Development Opportunities

► Promote Transit Integration & Funding in Growth Management Process
Thank You!

Florida Public Transportation Association

http://www.floridatransit.org