



APTA National Conference

September 2018

Take Two (or Three)! Moving Miami Forward After False Starts



Javier A. Betancourt
Executive Director
The Transportation Trust





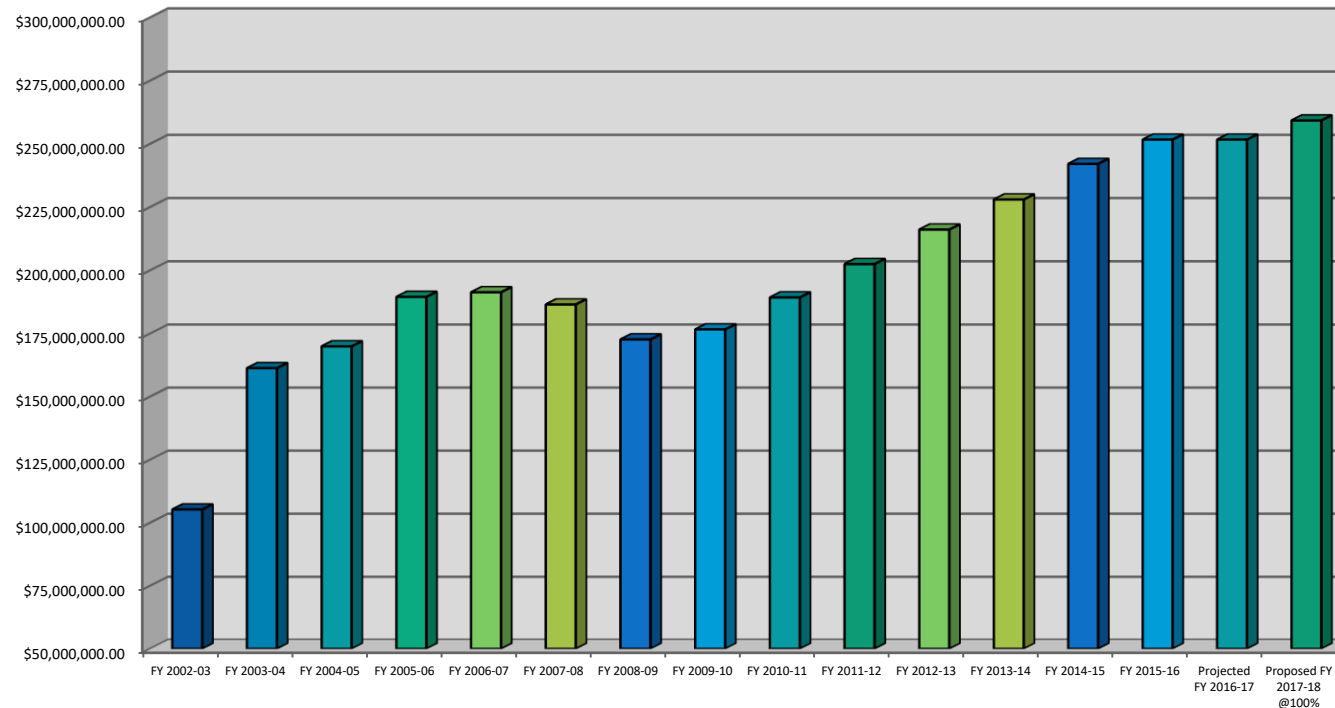
Overview of the Transportation Trust

- On November 5, 2002, Miami-Dade County voters approved a half-penny surtax to implement the People’s Transportation Plan (PTP)
- The People’s Transportation Plan (PTP) is a broad based and long term program incorporating roadway and transit improvements
- Voters also approved the creation of a **Citizens’ Independent Transportation Trust (Transportation Trust)**, an independent organization comprised of citizens who serve as volunteers with the mission to oversee expenditure of surtax revenue
- **Mission Statement:** To provide the Citizens’ Independent Transportation Trust (CITT) with professional administrative staff support to fulfill its statutory requirements to **monitor, audit, oversee and investigate the use of the Surtax proceeds and the implementation of the People’s Transportation Plan (PTP).**

COUNTY	
County Transportation Expansion Question	
Shall the County implement the People’s Transportation Plan including: Plans to build rapid transit lines to West Dade, Kendall, Florida City, Miami Beach and North Dade; expanding bus service; adding 635 buses; improving traffic signalization to reduce traffic backups; improving major and neighborhood roads and highways, including drainage; and funding to municipalities for road and transportation projects by levying a ½ percent sales surtax whose proceeds will be overseen by the Citizen’s Independent Transportation Trust?	
YES	134 
NO	135 



Surtax Collections



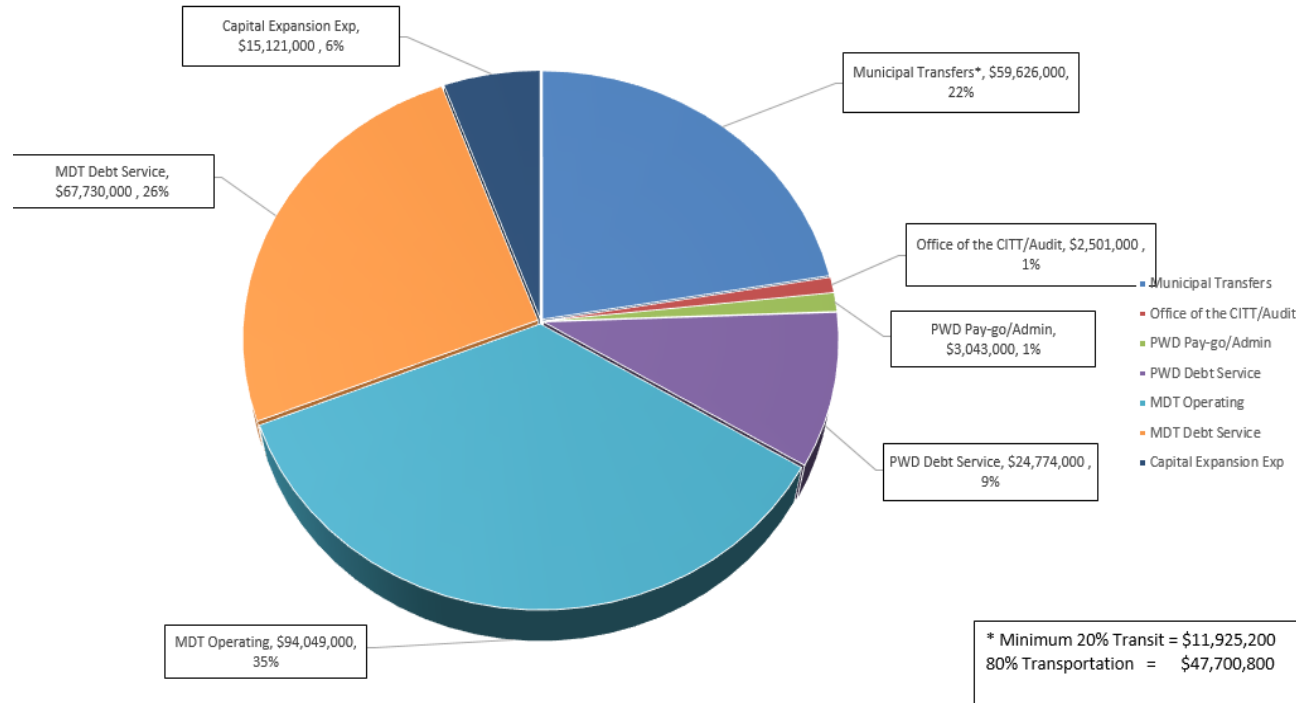
Approx. \$2.7 billion of surtax revenue has been collected since 2002

- **20% / \$590 million to municipalities (capital and debt service)**
- \$1.8 billion to Miami-Dade Transit (capital, debt service and operations)
- \$186 million to Public Works
- 1% / \$25 million to CITT for administration
- Fund balance of around \$120 million



Surtax Expenditures

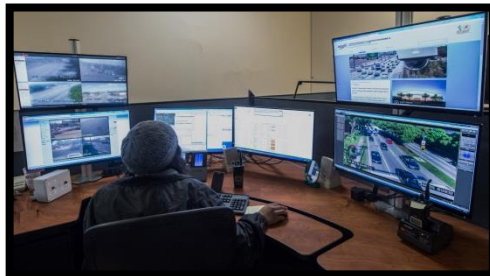
Budgeted Surtax Transfers for FY 2018



- **Municipalities receive over 20% of annual surtax revenues on a pro-rata basis**
- 10% to Capital Expansion Reserve Fund for transit expansion
- In 2008, the BCC “unified” the PTP with the existing MDT systems, allowing for surtax dollars to be used for existing O&M (currently at \$96M; “unwinding” underway)
- Public Works projects identified in the PTP are nearly all completed
- Max 5% of surtax may be used for administration; CITT budget only 1% of collections



PTP 1.0 Accomplishments

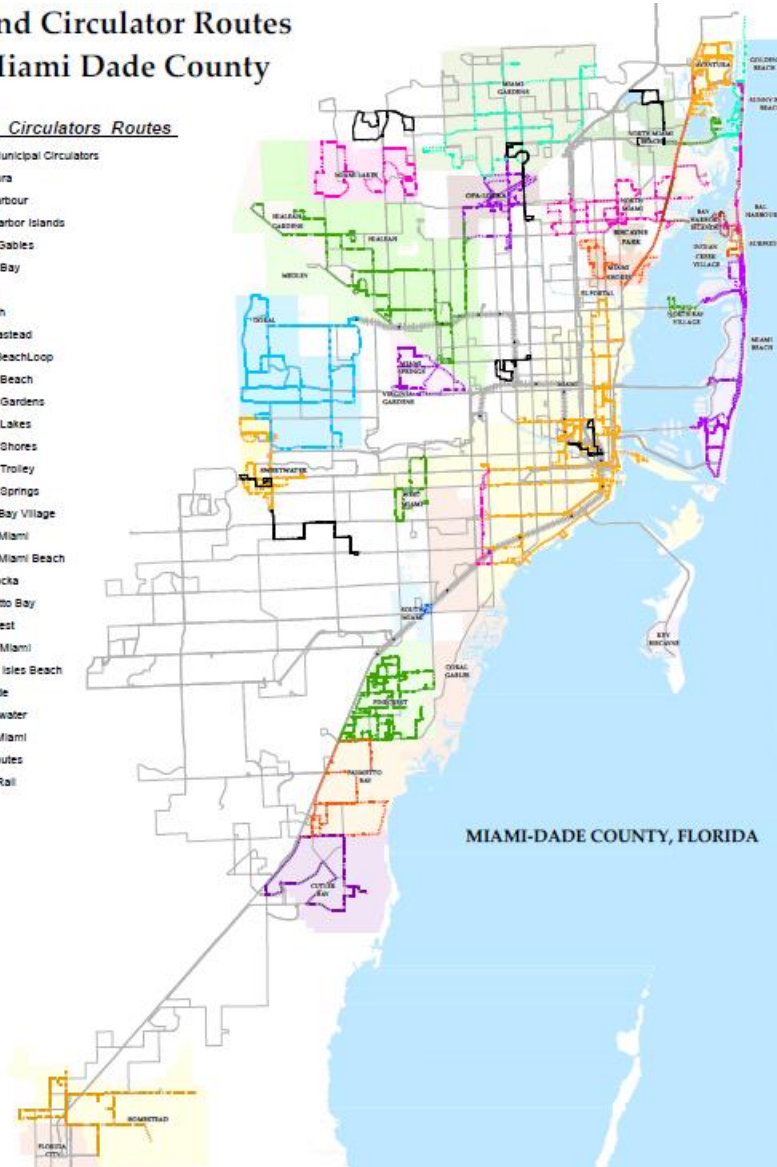




Bus and Circulator Routes in Miami Dade County

Bus and Circulators Routes

- Non-Municipal Circulators
- Aventura
- Bal Harbour
- Bay Harbor Islands
- Coral Gables
- Cutler Bay
- Doral
- Hialeah
- Homestead
- NorthBeachLoop
- Miami Beach
- Miami Gardens
- Miami Lakes
- Miami Shores
- Miami Trolley
- Miami Springs
- North Bay Village
- North Miami
- North Miami Beach
- Opa-locka
- Palmetto Bay
- Pinecrest
- South Miami
- Sunny Isles Beach
- Surfside
- Sweetwater
- West Miami
- BusRoutes
- MetroRail

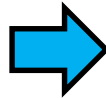


FY 16-17 Ridership	MUNICIPALITY
5,087,070	City of Miami
2,248,578	City of Miami Beach
1,120,774	City of Coral Gables
587,045	City of Doral
340,359	City of North Miami
265,532	City of Aventura
261,902	City of Hialeah
178,801	City of Opa-Locka
137,692	City of Homestead
126,487	City of Sweetwater
122,158	City of Sunny Isles Beach
85,593	City of North Miami Beach
83,338	City of Miami Gardens
52,787	Town of Cutler Bay
29,875	Village of Pinecrest
29,539	Town of Surfside
22,041	Town of Miami Lakes
21,720	City of Miami Springs
12,750	City of West Miami
11,627	Village of Bal Harbour
9,879	Miami Shores Village
7,850	Bay Harbor Islands
5,276	Village of Palmetto Bay
2,600	City of North Bay Village
1,078	Town of Medley
0	Village of Biscayne Park (C)
0	Village of El Portal (C)
0	City of Florida City (C)
0	Town of Golden Beach (C)
0	City of Hialeah Gardens (A)
0	Village of Key Biscayne (C)
0	City of South Miami (C)
0	Village of Virginia Gardens (B)
10,852,351	Total Ridership (*)

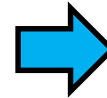


PTP "Unfulfilled Promises"

BEFORE



THE PROMISE



THE RESULT

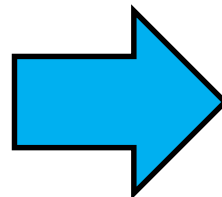




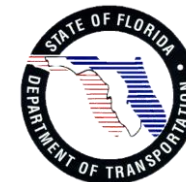
PTP 1.0

Major Corridor Investments

One Technology – Metrorail



One Financing Mechanism –PTP & FDOT

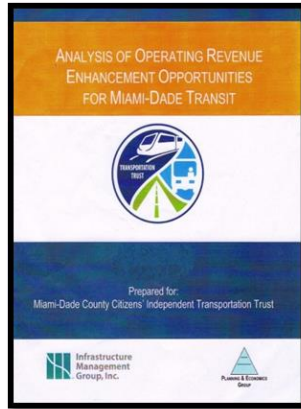


One Project – Orange Line Extension to
Miami International Airport:
Total Cost \$506 million;
PTP \$405 million;
FDOT \$101 million





Transportation Trust Initiatives Reigniting the Flame



Advancing the Community's Vision for Public Transportation

On January 22, 2015 the Citizens' Independent Transportation Trust presented the 2015 Transportation Summit in conjunction with Mayor Carlos A. Gimenez, the Board of County Commissioners, the Greater Miami Chamber of Commerce and the Miami-Dade League of Cities.

This Summit follows a very successful 2013 Summit, the goal of which was to focus on the future of public transportation in Miami-Dade County and stimulate discussion of the next major transportation projects for the community. Attendees of the 2015 Summit expressed their support for additional major transportation improvements. The event marked the next step in the process of engaging the public and other stakeholders in charting the course of local transportation development.



The gathering of over 500 attendees demonstrated widespread demand and support for increased investment in mass transportation. This one-day event included an Opening Session with keynote speeches by Mayor Gimenez and Phillip Washington, Chair of the American Public Transportation Association and General Manager of the Denver Regional Transportation District.

A general session highlighted national and international best practices, and another general session provided updates on current transportation projects and incorporated interactive breakout groups to give the public the opportunity to communicate directly to the heads of transportation agencies.

There were also concurrent panels on Livable Communities and Transportation Oriented Development. The Summit featured 24 indoor and outdoor exhibitors including municipalities and transportation agencies, as well as private firms from the transportation industry.



Carlos A. Gimenez
Mayor of Miami-Dade County



Jean Monestime
Chairman of the Board of Commissioners



Phillip Washington
Chairman of the American Public Transportation Association and General Manager of the Denver Regional Transportation District



Esteban Bovo, Jr.
Vice Chairman of the Board of Commissioners



Dennis Moss
Commissioner on the Board of Commissioners



Antonio Argiz
Chairman of the Greater Miami Chamber of Commerce



Paul Schwiep
Chairman of the Transportation Trust

Four Key Themes Emerged During the Event

1. Advancing Major Transportation Investments

The continuing development of Miami-Dade County as a world-class region depends on the implementation of a comprehensive and coordinated public transportation system. The Summit reinforced the need and widespread support for advancing major transportation projects such as the Miami/Miami Beach Light Rail project; the Tri-Rail Downtown Miami/Coastal Link and full Bus Rapid Transit (BRT) projects; and other improvements on major corridors including the North Corridor, the East-West Corridor, the South Corridor and the Kendall Corridor.

2. Transportation Financing

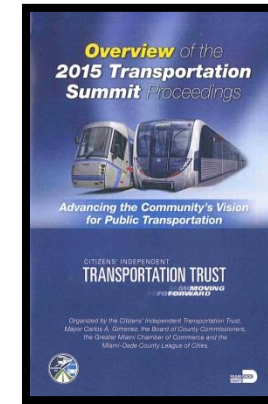
Transportation agencies need to work with the private sector to find cost-effective methods for implementing transportation improvements. Successful public-private partnerships in other parts of the country can serve as good models for local transportation agencies.

3. Livable Communities

Livability is about the human experience of a place. For improved livable communities, transportation and land use planning should be integrated to enhance the economic and social well-being of neighborhoods by creating and maintaining a safe, reliable and accessible transportation network. The public transportation system can enhance choices for transportation users, provide easy access to employment opportunities and other destinations, and cause positive effects on the surrounding community.

4. Transportation Modes and Technology

Future transit improvements in Miami-Dade County should include a combination of rail and bus service projects with technological improvements. Also, biking and walking should be promoted for a more efficient transportation system. Preferred transit modes would include Light Rail, Commuter Rail, BRT, automated guideway systems and pedestrian and bicycle networks.



DESTINATION DENVER

Transportation Fly-In

The Greater Miami Chamber of Commerce, Miami Downtown Development Authority, Miami Dade County and the Citizens' Independent Transportation Trust are announcing the Destination Denver Fly-In. This event is an integral part of the 2013 Transportation Summit where over 300 community leaders came together and reported on the critical need for improved transportation. The General Manager of the Denver Regional Transportation District, Mr. Phillip Washington, made a keynote presentation highlighting the progress and accomplishments of Denver which have become a national best practices model.

The purpose of the Fly-In will be to meet with political, business and community leaders from Denver and help first-hand how they have been successful in implementing their transportation vision, the Denver Link-Back Program. Link-Back includes 127 miles of new commuter rail and light rail and 150 miles of bus rapid transit implemented through innovative joint development and public-private partnerships.

Program includes:

- Sessions with top political, business and transit leaders
- Detailed briefings on all Link-Back projects including financing and delivery mechanisms such as Public-Private Partnerships
- Tours of the major projects including the Eagle Pass Commuter Rail Project, the Denver Link-Back Station Area Development and the new Light Rail Lines

August 5-7

DELICATE REGISTRATION*
\$150 per person
Price increases starting July 25
\$20 per person

REGISTER ONLINE AT
MiamiDade.com

For information contact:
Greater Miami Chamber of Commerce
Event Registration
Dennis Moss
Dennis.Moss@MiamiDade.com

greater miami chamber of commerce.



The Outcome: PTP 2.0

A New Paradigm

The PTP 1.0 Paradigm

A Single Technology: Metrorail



The New PTP 2.0 Paradigm

**PTP 2.0 is Technology Neutral
Includes Multiple Technologies**





The Outcome: PTP 2.0

A New Paradigm

The PTP 1.0 Paradigm

The New PTP 2.0 Paradigm



Federal Transit Administration





The Outcome: PTP 2.0

A New Paradigm

The First Opportunity - Brightline Intercity Rail



Private Passenger Rail



The Outcome: PTP 2.0

A New Paradigm

The First Opportunity - Brightline Intercity Rail

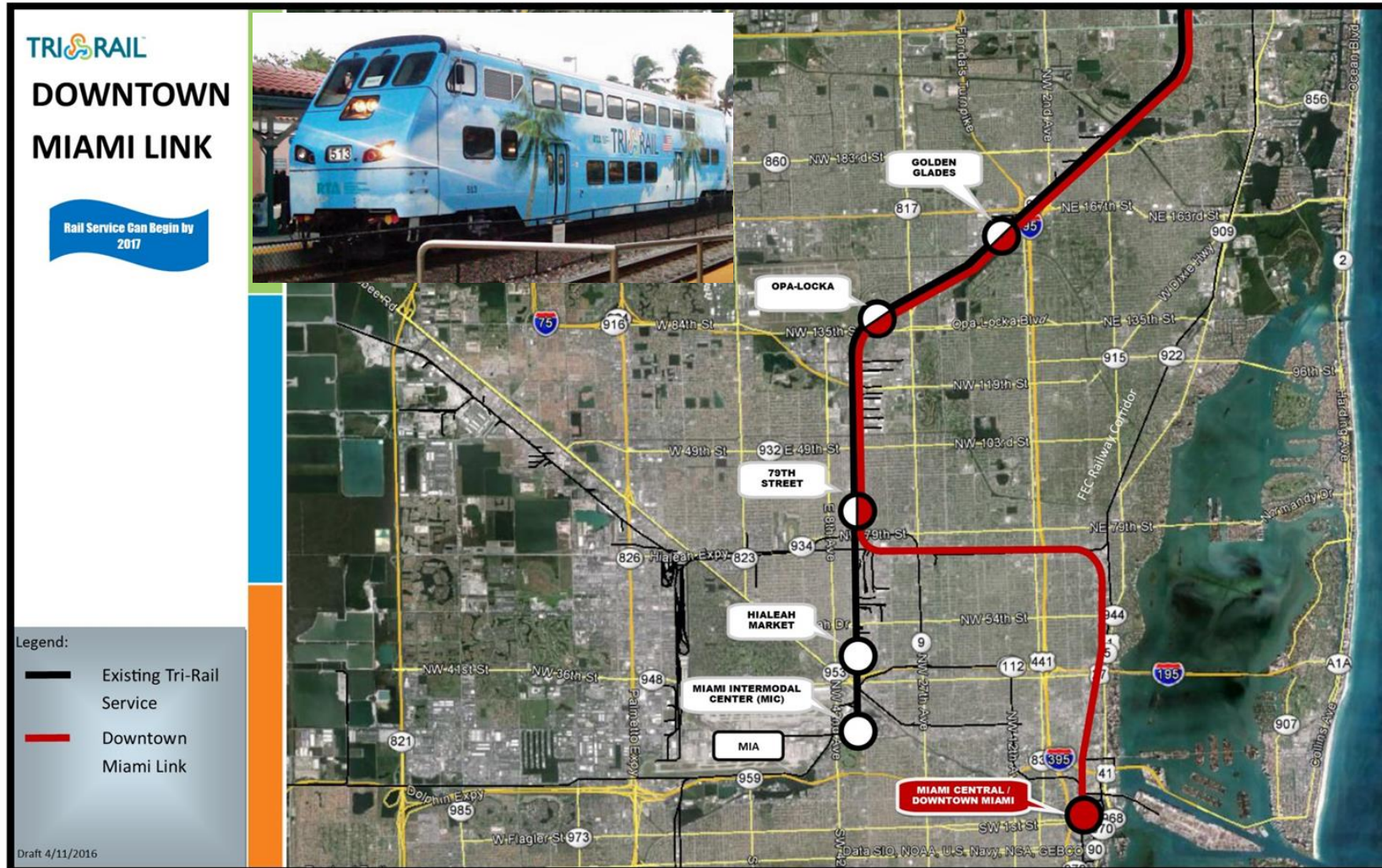




The Outcome: PTP 2.0

A New Paradigm

The First Opportunity - Tri-Rail Downtown Miami Link

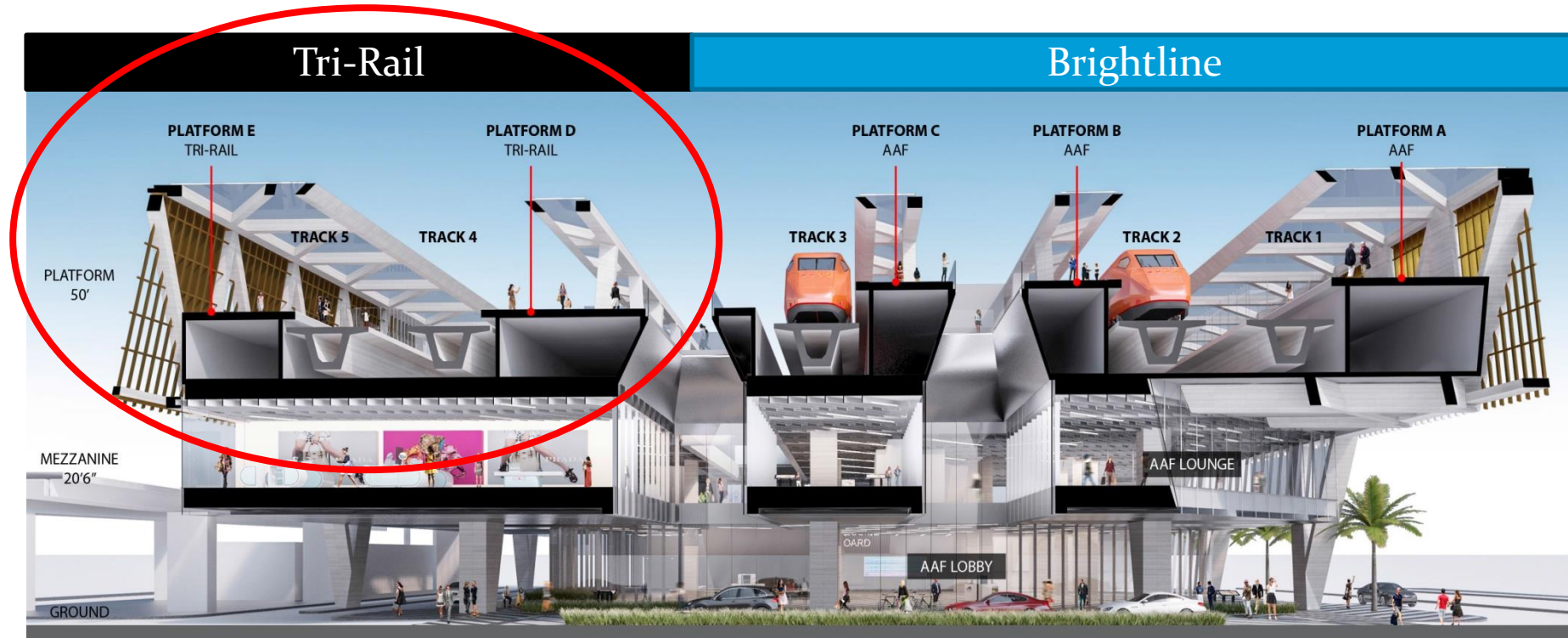




The Outcome: PTP 2.0

A New Paradigm

The First Opportunity - Tri-Rail Downtown Miami Link





The Outcome: PTP 2.0

A New Paradigm

The First Opportunity - Tri-Rail Downtown Miami Link

A Unique and Groundbreaking Public-Public-Private Partnership



\$13.9 m



SEOPW CRA - \$17.5 m (TIF)

Omni CRA - \$3.7 m (TIF)



\$6.9 m



\$1.3 m



SOUTH FLORIDA REGIONAL TRANSPORTATION AUTHORITY

\$25.9 m



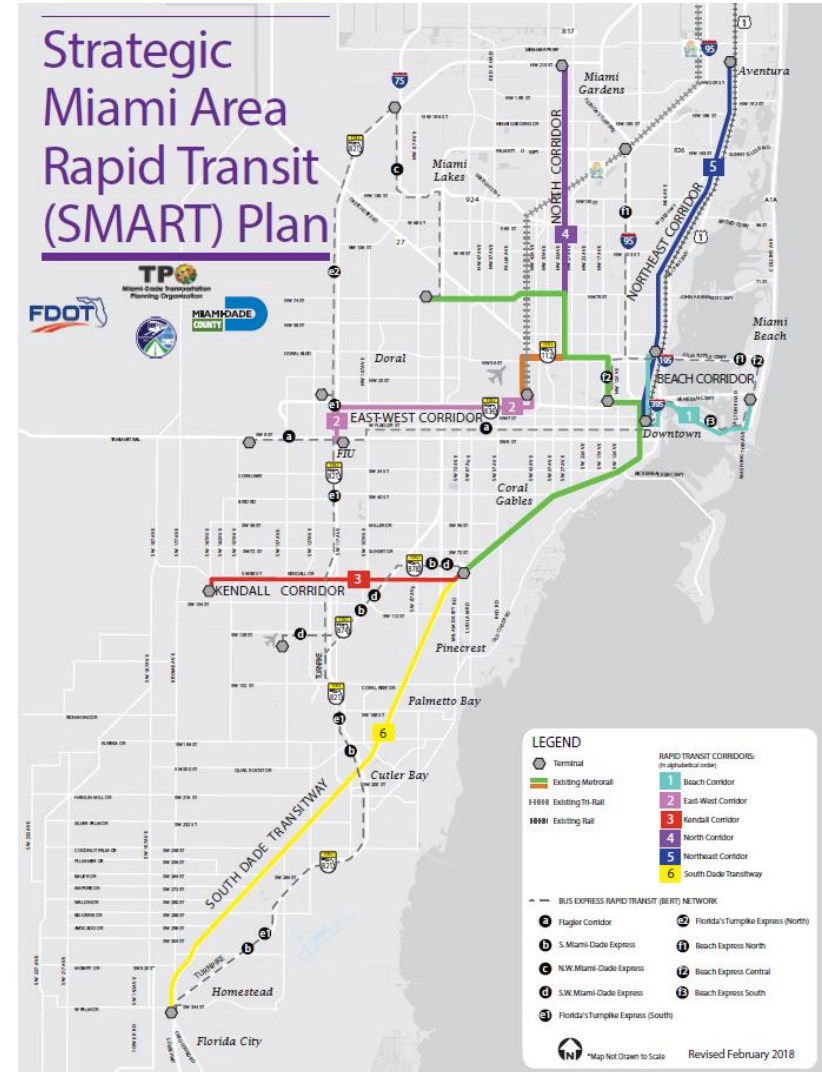
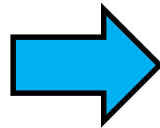
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P3 – DBF
Design, Build, Finance
with Developer
Contributions

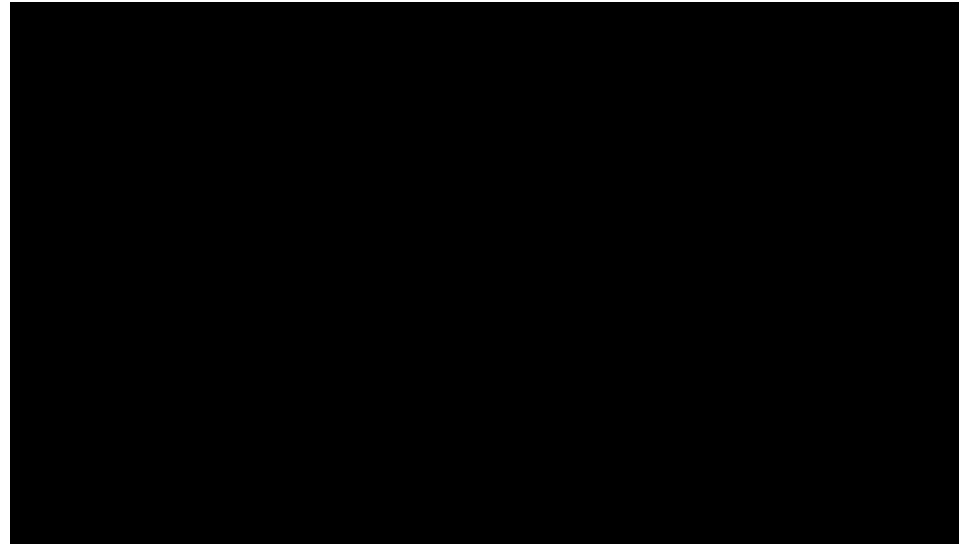


The Future: *Enter The SMART Plan*





The SMART Plan





SMART Plan Corridors

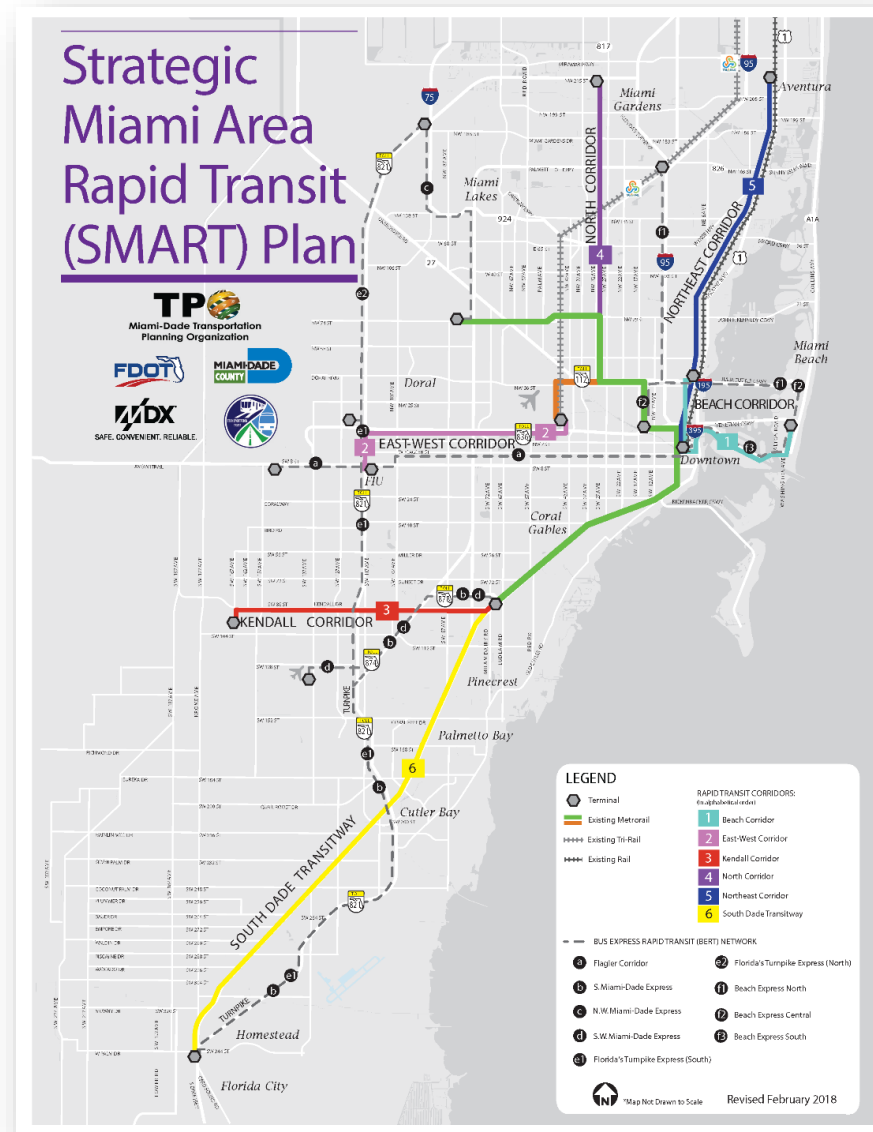
- **Six (6) Rapid Transit Corridors**

- | | | |
|--|---|---|
| <ul style="list-style-type: none"> ✓ Beach ✓ East-West ✓ Kendall ✓ North ✓ Northeast ✓ South | } | <p>(1) Project Development & Environment Phase</p> <p>(2) Implementation Plan for each corridor</p> |
|--|---|---|

- **Six (6) Bus Express Rapid Transit Corridors**

- | | | |
|---|---|--------------------------------------|
| <ul style="list-style-type: none"> ✓ Beach Express ✓ Flagler Street ✓ Florida Turnpike ✓ NW Miami-Dade Express ✓ S Miami-Dade Express ✓ SW Miami-Dade Express | } | Over 90 miles of express bus network |
|---|---|--------------------------------------|

- **Supported by the CITT, MPO, Miami-Dade County, Municipalities, State and multiple entities**





SMART Plan Corridors

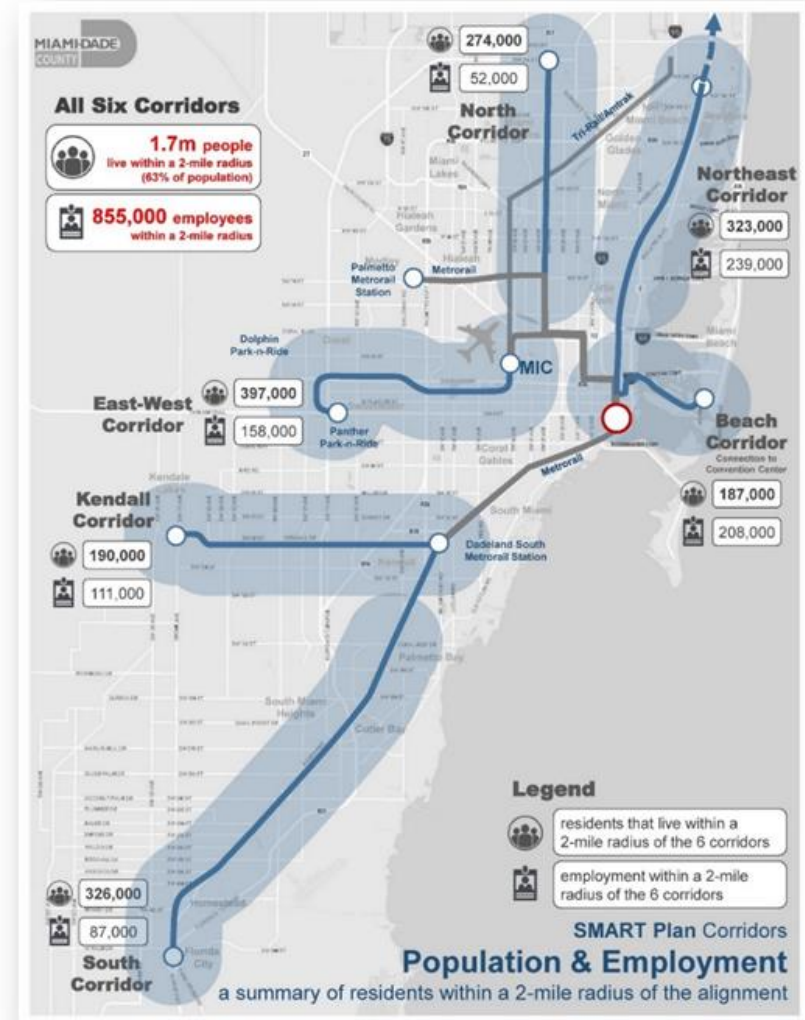
Why is the SMART Plan so critical?

The SMART Plan includes rapid transit corridors and express bus routes to increase connectivity for approximately 77% of Miami-Dade County residents that travel outside their residential district for employment in other areas of the County.



Within 2-mile radius of SMART Plan corridors:


- **1.7 million** of the County's population live
- **855,000** employees work
- **Transit Oriented Development** planned





Funding Lasagna

Sources of Funding

- PTP Surtax / half-penny
 - Capital Expansion Reserve Fund
 - Future Uncommitted Proceeds
 - Municipal Share
 - State/Federal Grants
 - TPO Flexed SU Grant
 - Toll Revenue
 - MDX
 - Florida's Turnpike
 - Express Lanes
 - Local Option Gas Tax
 - Restoration of 2 cents
 - Parking Revenue
- 
- Value Capture Districts
 - Tax Increment Financing (TIF)
 - Special Assessment Districts
 - CRAs
 - Public/Private Partnerships
 - TODs / Adopt-a-Station
 - Brightline
 - Port Tunnel Model (availability payments)
- Three green arrows originate from the lasagna image. One arrow points from the top of the lasagna to the 'PTP Surtax / half-penny' section. A second arrow points from the middle of the lasagna to the 'Local Option Gas Tax' section. A third arrow points from the bottom of the lasagna to the 'Value Capture Districts' section.



Dedicated Funding (so far)

SMART Financial Plan Framework July 2018 Update Summary of SMART Plan Funding Components

PTP-40 Year Pro-forma Funds allocated for SMART Plan: \$5,567,828,000 (YoE)

2019 - 2028	2029 - 2038	2039 - 2048	2049 - 2058
\$334,258,000	\$718,233,000	\$1,511,820,000	\$3,003,517,000

Miami-Dade County Office of Management and Budget (OMB) PTP 40-Year Pro-forma updated in July 2018. Allocation (directed by BCC) adheres to Mayor's budget recommendation

TIF Revenues (Per estimate from OMB): \$1,823,999,000 (YoE)

2019 - 2028	2029 - 2038	2039 - 2048	2049 - 2058
\$125,628,000	\$578,510,000	\$1,119,861,000	\$0

Miami-Dade County OMB TIF Model forecasts for a 30-Year Term from 2019 to 2048

TPO SU Dedicated allocations: \$974,671,000 (Fixed Amounts)

2019 - 2028	2029 - 2038	2039 - 2048	2049 - 2058
\$254,671,000	\$300,000,000	\$300,000,000	\$120,000,000

TPO SU funds dedicated for \$30 million a year from 2023 to 2052, to be shifted to Local funds and \$74,671,020 of SU funds in FDOT D6 Work Program FY 2020-2022

Transit operating fund transfer from Joint Development: \$130,964,000 (YoE)

2019 - 2028	2029 - 2038	2039 - 2048	2049 - 2058
\$25,809,000	\$27,341,000	\$34,343,000	\$43,471,000

First 10
\$740,366,000

Second 10
\$1,624,084,000

Third 10
\$2,966,024,000

Fourth 10
\$3,166,988,000

40 Year Total All Sources: \$8,497,462,000

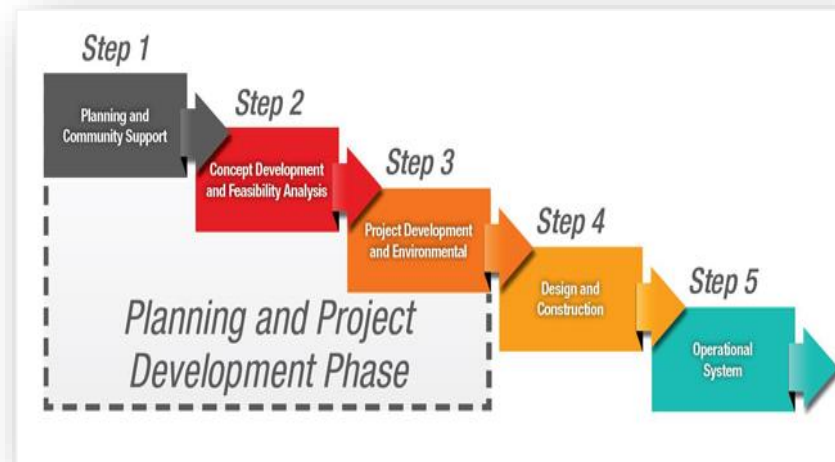
Note: PTP and TIF funding is shown in Year of Expenditure dollars, which have a 4% discount rate in present value. SU funds are fixed allocations passed through FDOT.



Current Efforts

Project Development and Environment (PD&E) Studies Public Meetings

Evaluating the implementation of a cost-effective, premium transit system with a focus on providing improvements through an evaluation of transit options – mode, alignment, station stop locations, etc.



Land Use Scenario & Visioning Planning Charrettes

Complements the PD&E process by providing the vision for the development of a transit supportive Land Use Scenario Plan for each of the six SMART Plan corridors.



Thank You

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