



2015 Southeastern Regional Transit Conference

## **BUILDING LADDERS OF OPPORTUNITY** Through Transportation Networks

Georgia  
Tech

School of Civil and  
Environmental Engineering  
College of Engineering



CENTER FOR URBAN TRANSPORTATION RESEARCH

# Funding & Financing Transit

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Director of Planning & Capital Development

South Florida Regional Transportation Authority



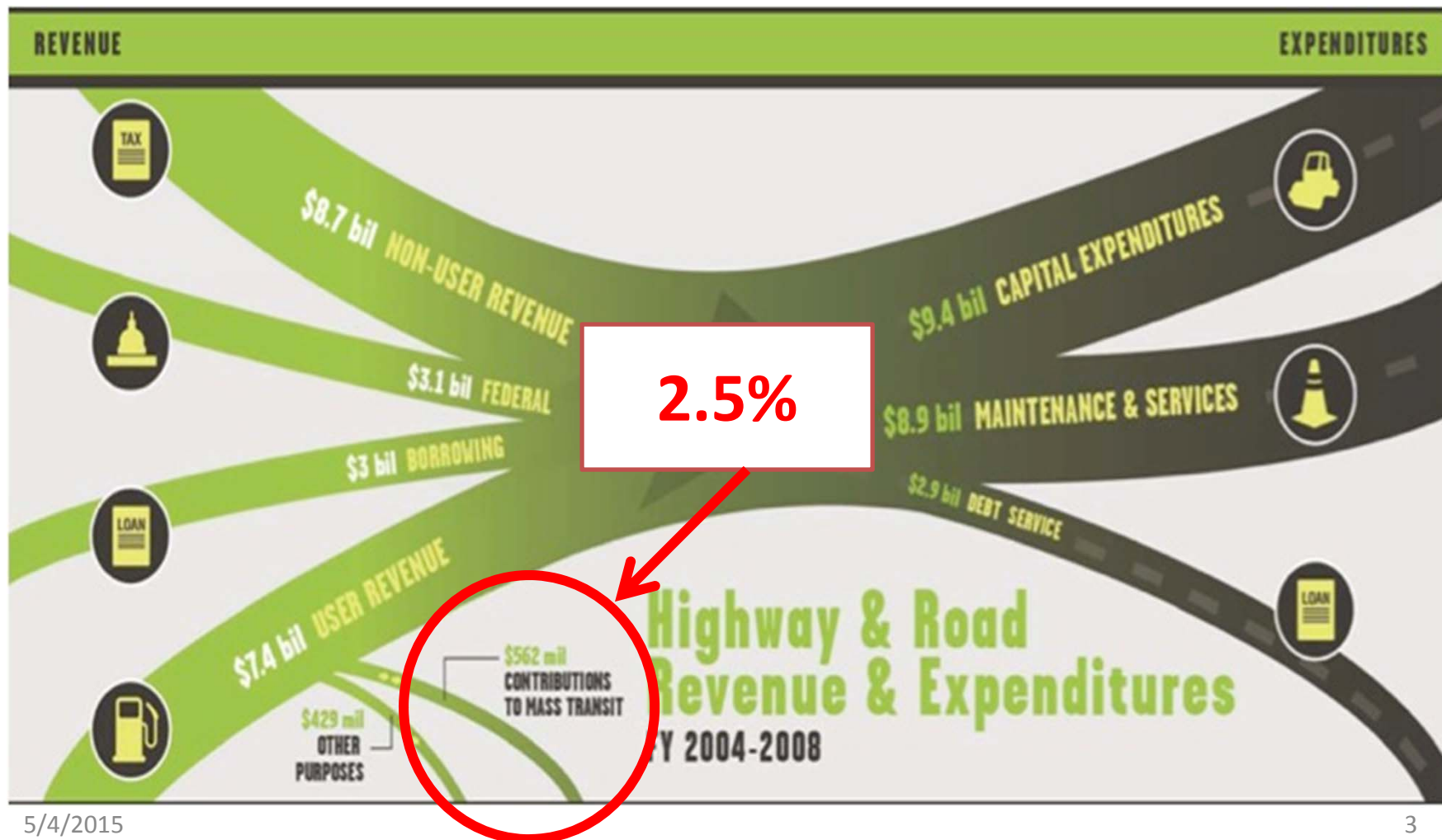


# Transit Funding & Financing





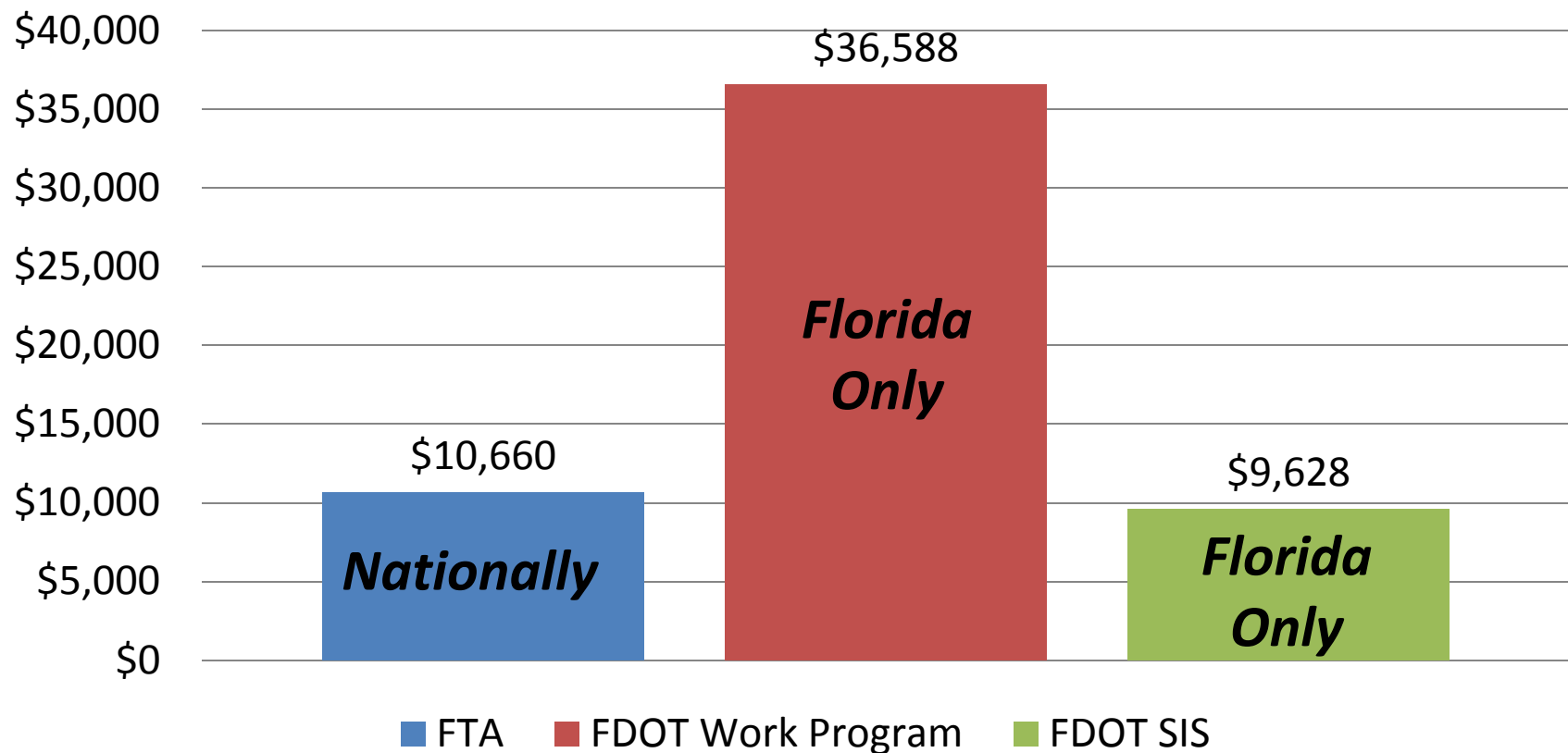
# Transit should be like Highways - paid for by “User Fees”





# Funding Challenges

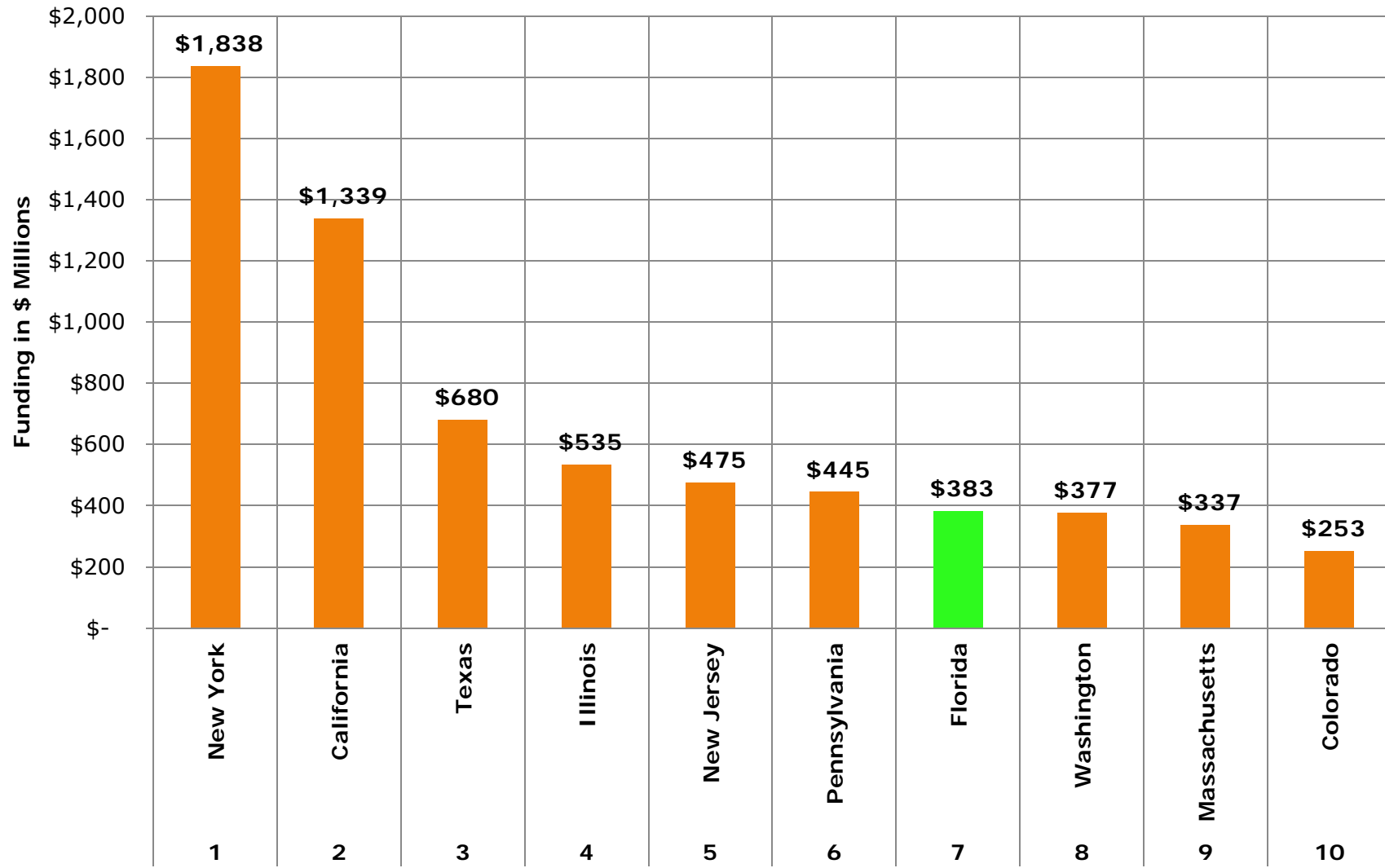
Five-Year Funding Levels (Millions of Dollars)





# Federal Funding to Transit

## 2011 Federal Transit Funding Top 10 States



Source: 4



# State Transit Funding

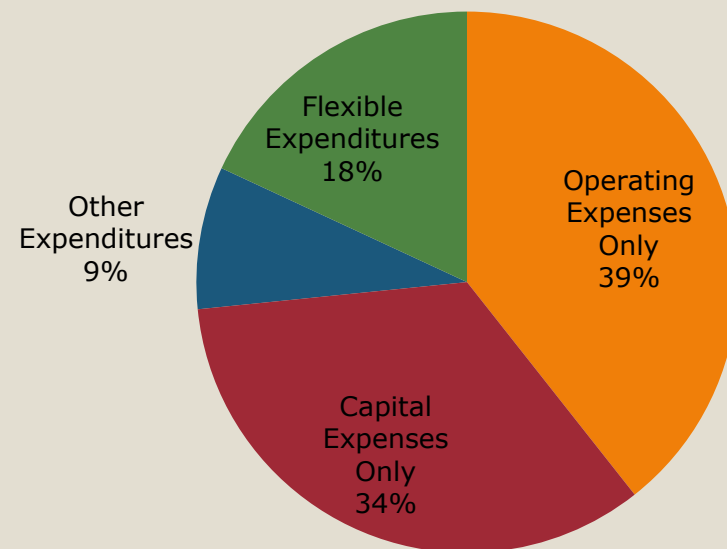
- Sources of State Funding for Transit 2011
  - Gas Taxes (14 States)
  - General Funds (15 States)
  - Motor Vehicle and Rental Car Sales Taxes (7 States)
  - Bond Proceeds (12 States)
  - Registration/Title/License Fees (8 States)
  - General Sales Taxes (6 States)
  - Interest income (2 States)
  - Designated "State Transportation Fund" (4 States)
  - Other Funds (25 States)
    - State highway funds, trust funds, fees, lottery revenues, documentary stamps, tolls, or other assessments.
  - Several States have multiple sources
  - No funding (4 States)



# Designation of State Funds

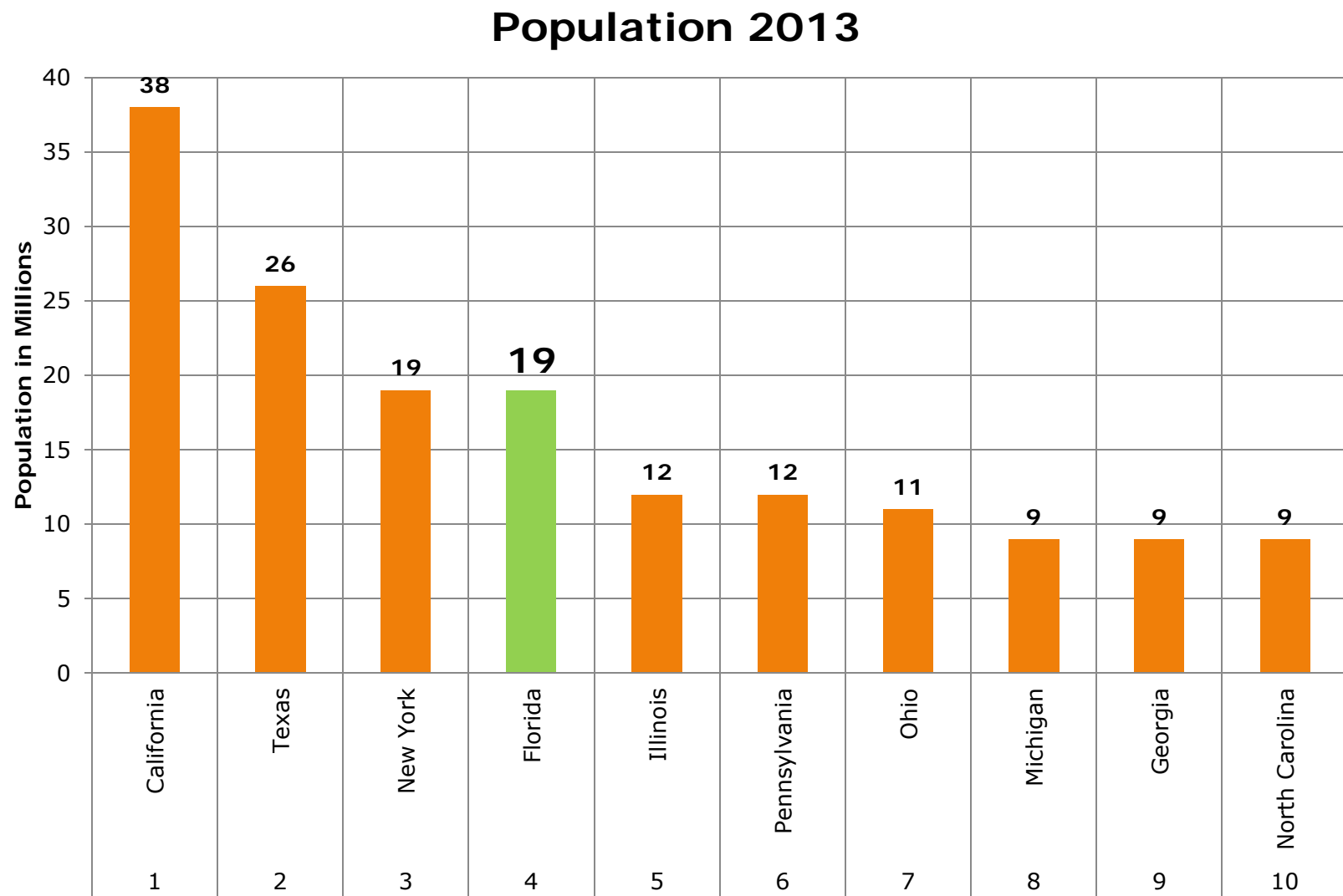
- 37 States provide Operating specific
- 32 States provide Capital specific
- 17 States provide flexible funds for Capital and Operating needs
- 8 States provide funds for Planning, Training, or other Miscellaneous Activities

**2011 State Designation**





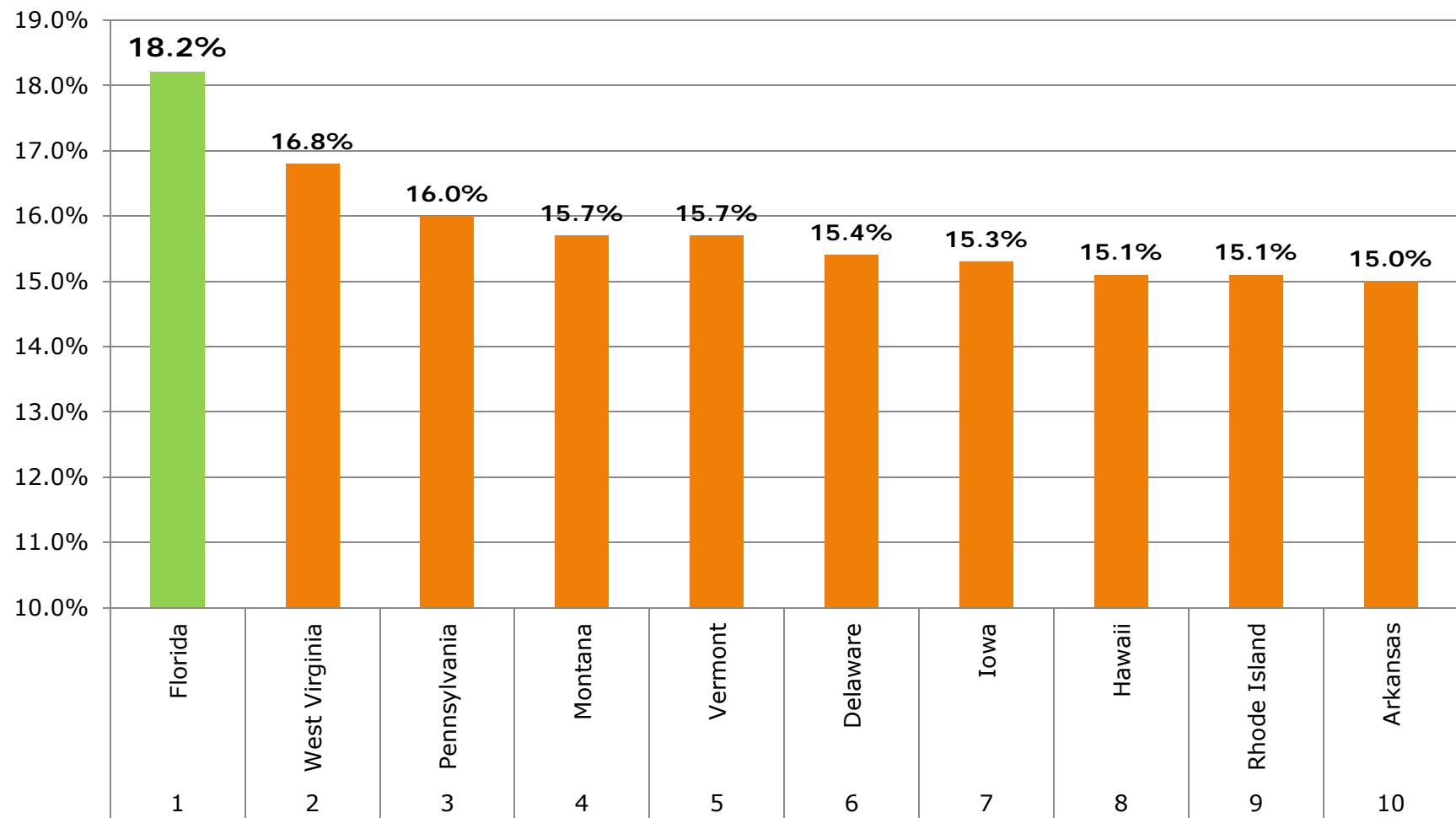
# Population 2013





# Population Over 65

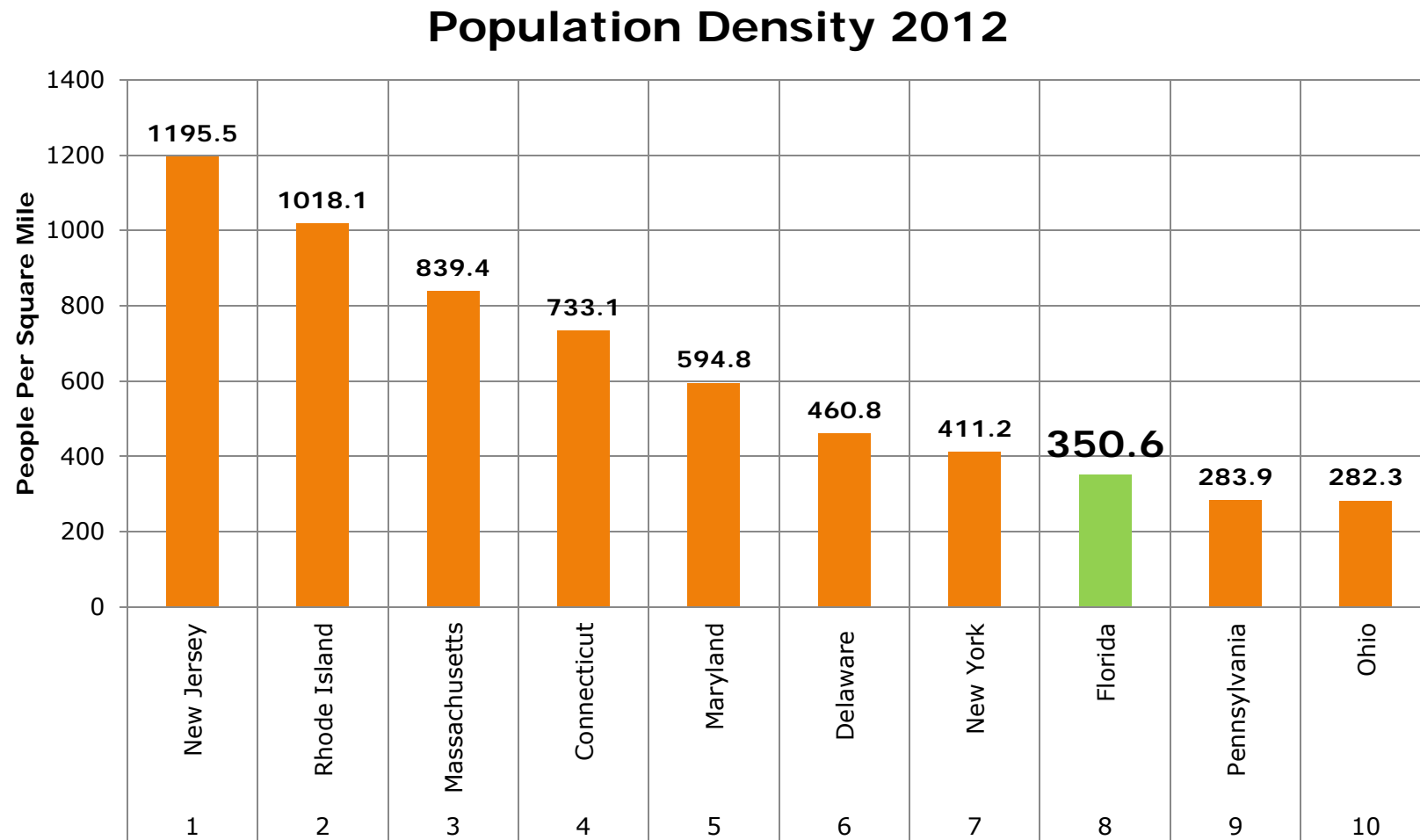
Percent of 2012 Population over 65



Source: 5



# Population Density 2012

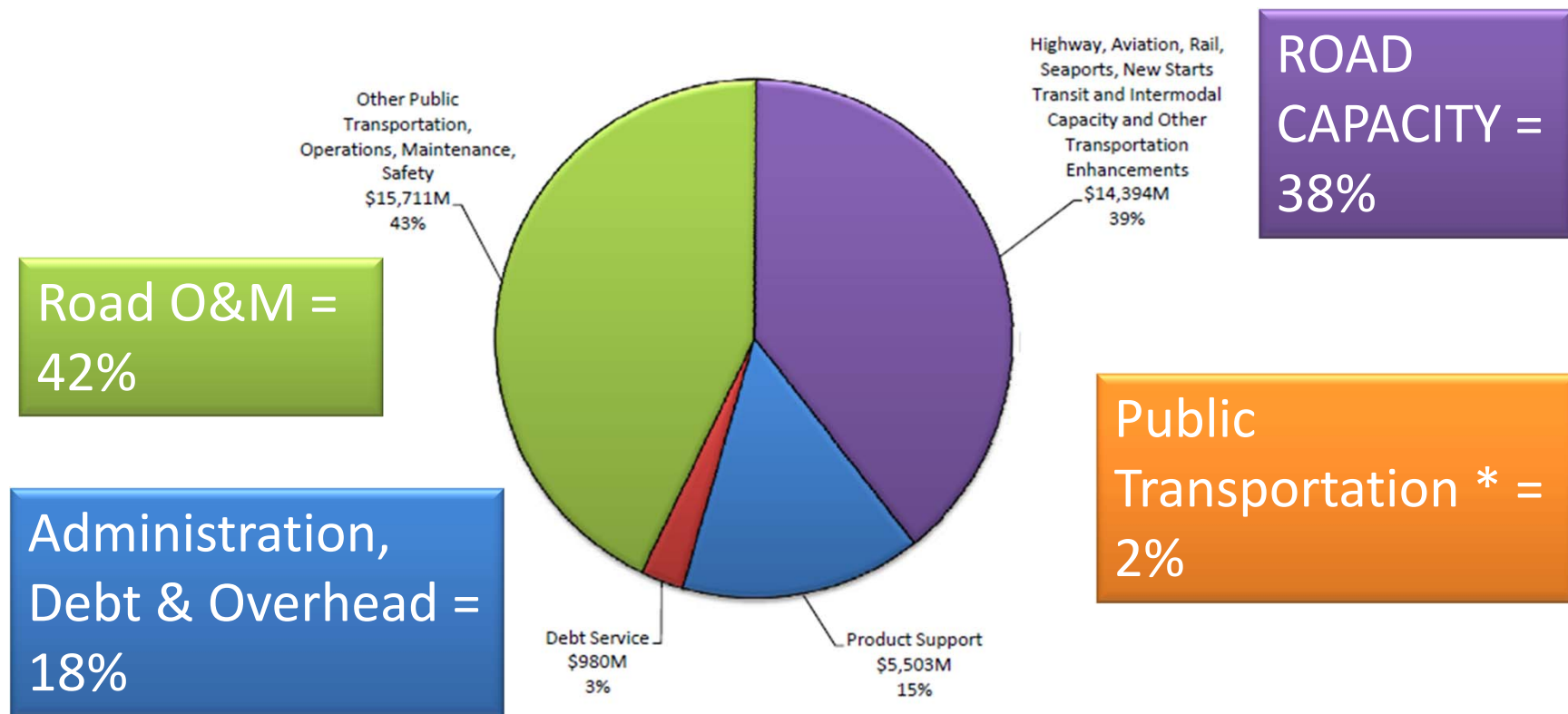


Source: 5

Note: D.C. excluded, but would rank #1 at 9,856.5 persons/sq. miles



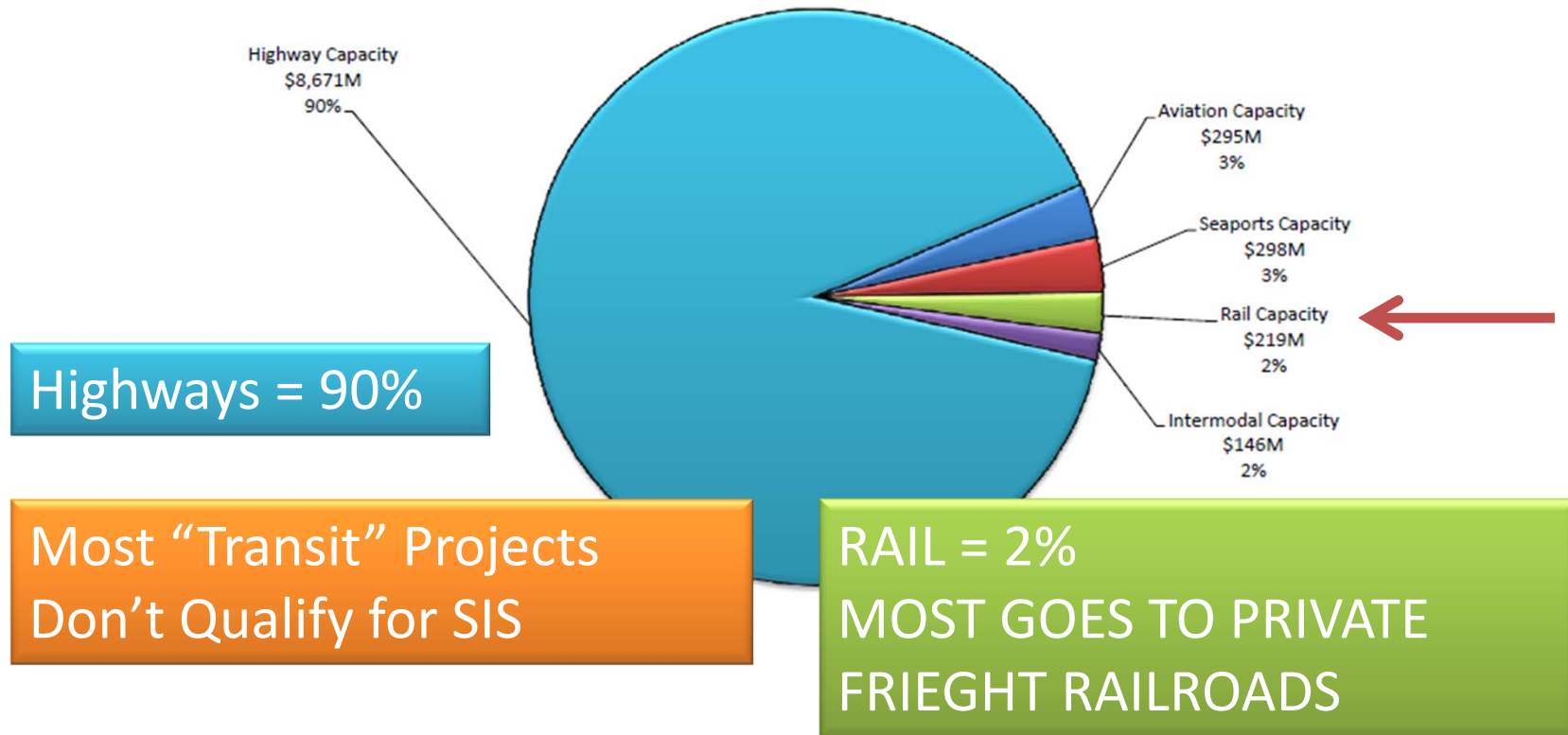
FLORIDA DEPARTMENT OF TRANSPORTATION  
TOTAL BUDGET  
FY 2013 - 2017



\* FDOT Defines Public Transportation as:  
Aviation, Seaports, Transit and Intermodal



FLORIDA DEPARTMENT OF TRANSPORTATION  
STRATEGIC INTERMODAL SYSTEM CAPACITY  
FY 2013 - 2017



TOTAL 5-YEAR ADOPTED WORK PROGRAM \$9,628M





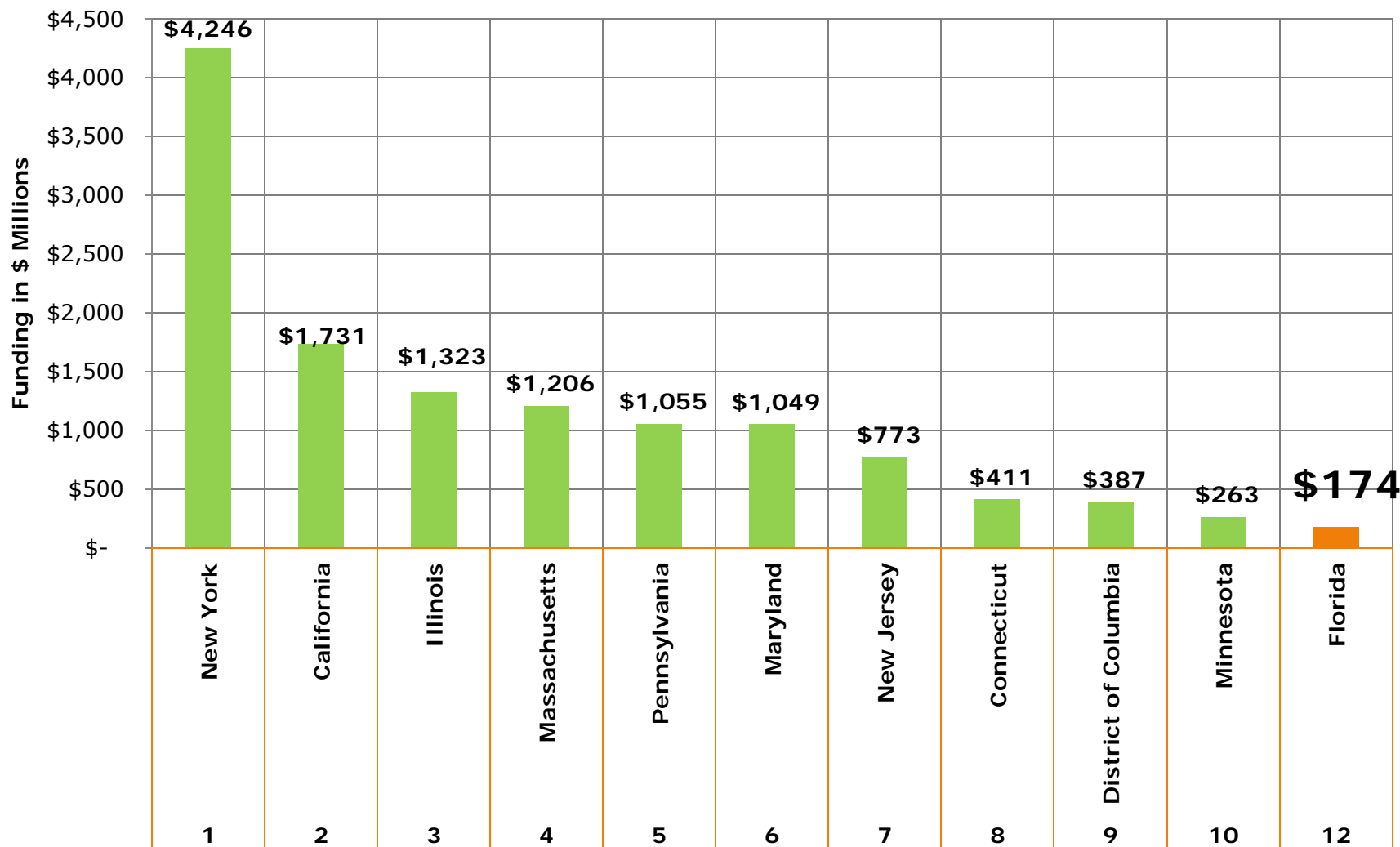
# State of Florida Policy

- Capital, not operating funds for Passenger Rail Transit (FDOT rule)
- Capital for up to 50% of Non-Federal share (FL Statute)
- Public Transportation Funding is seen as a “local” responsibility
- Result, local must identify 50% funding for transit projects PLUS operating funding



# State Transit Funding

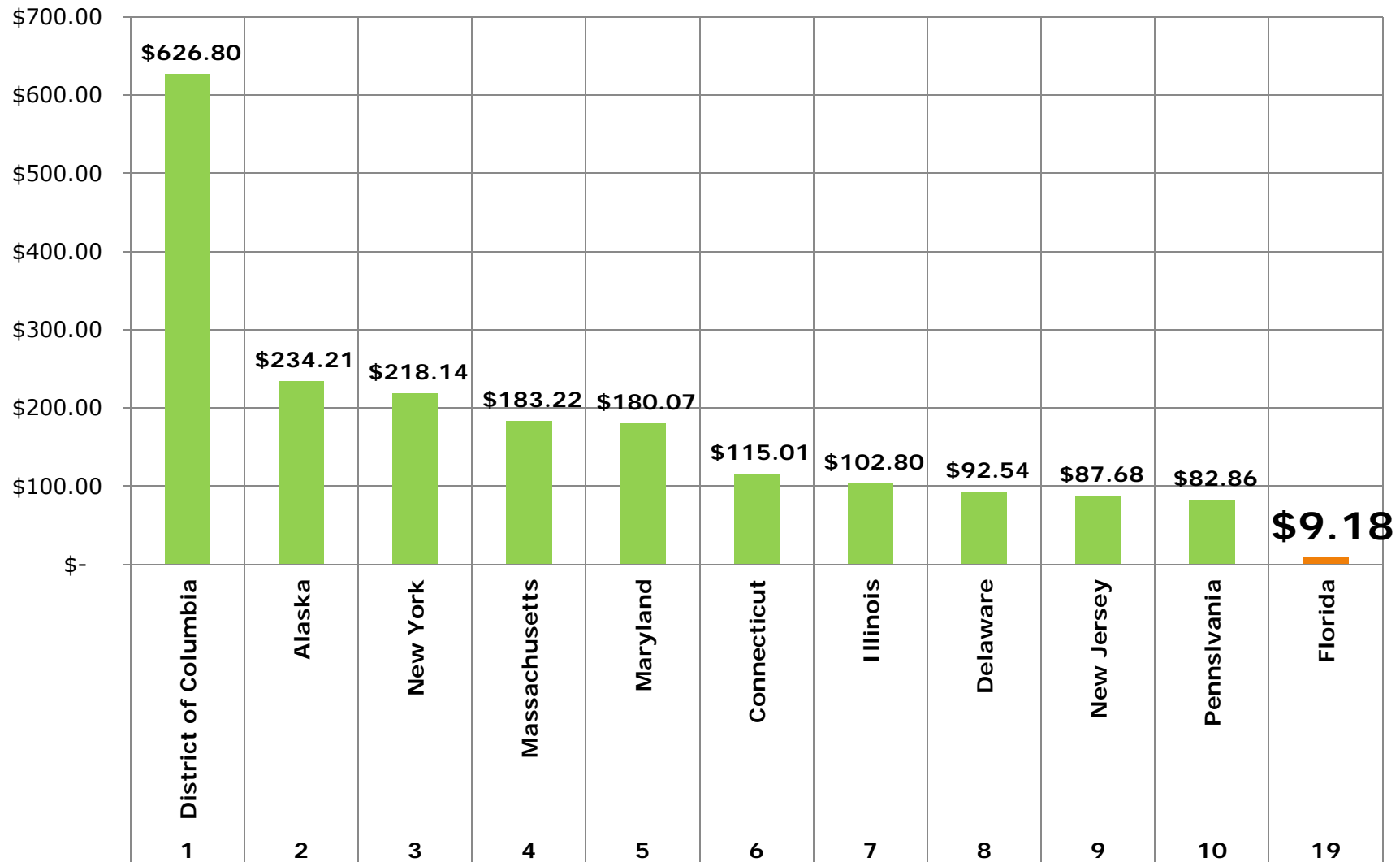
## 2011 State Transit Funding Top 10 States and Florida





# State Transit Funding (Per Capita)

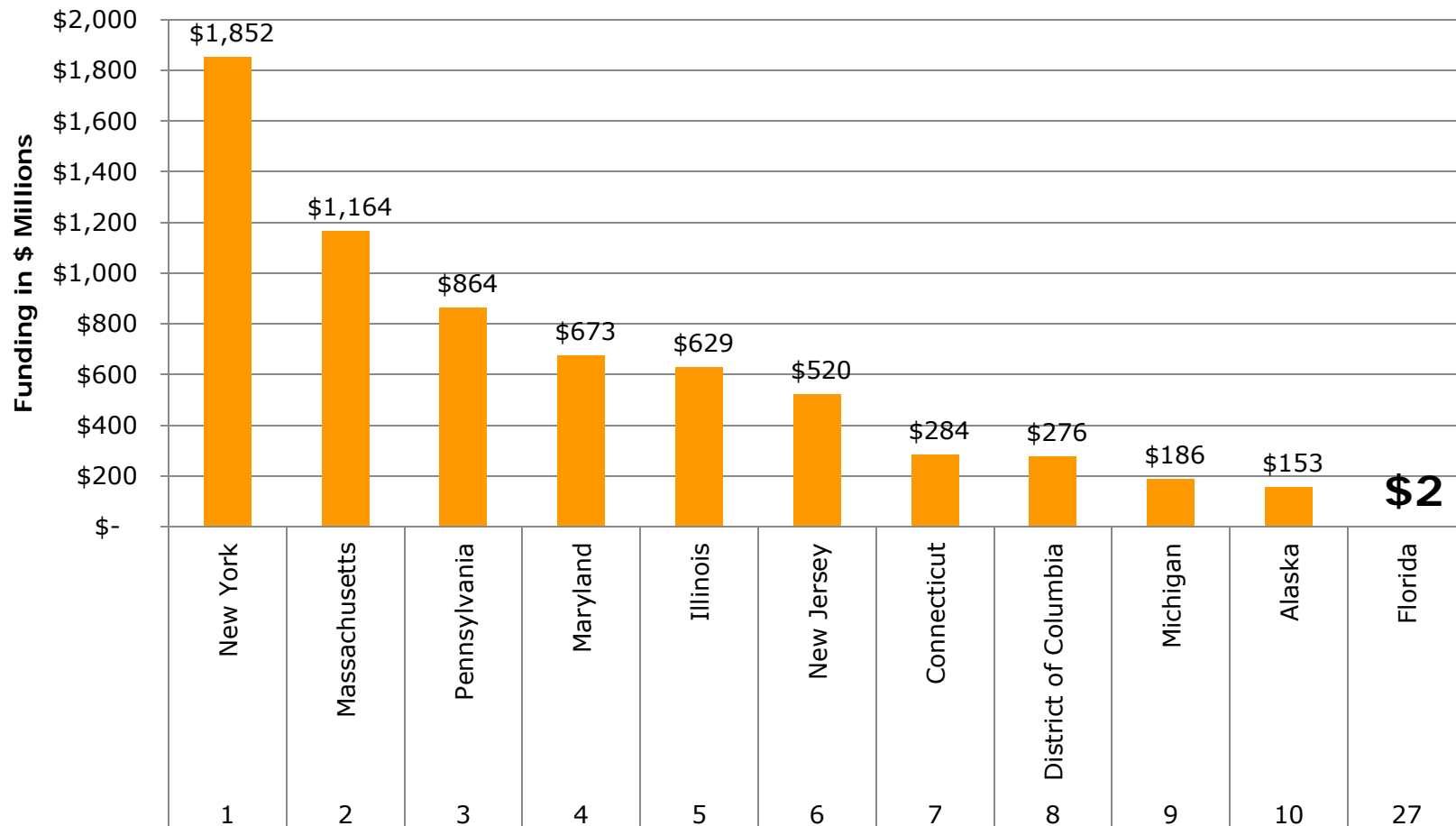
State Funding Per Capita 2011 Top 10 and Florida





# State Transit Funding 2011

## Operations Specific Funding 2011



Source: 4



# Unique Florida Funding & Finance Programs

- Florida Small Starts Program
  - Matching funds for projects with Federal Grants
  - 25% of capital
- State Infrastructure Bank
  - Low cost loans to allow advancement of transportation infrastructure projects
  - Competitive statewide





# SFRTA Projects

- Tri-Rail Coastal Link (planned)
- Tri-Rail Downtown Miami Link (funding now)
- Wave Streetcar (under design)
- Pompano Beach Station & SFRTA Operations Center (design build contract active)





# Tri-Rail Coastal Link

*Service Design  
Adopted by Steering  
Committee for  
Project Development*







## Financial Sub-Committee Membership



- **SFRTA (lead agency by agreement)**
- FDOT District Four
- Broward MPO
- Miami-Dade MPO
- Palm Beach MPO
- South Florida Regional Planning Council
- Treasure Coast Regional Planning Council
- *Palm Tran, Broward County Transit and Miami-Dade Transit invited*



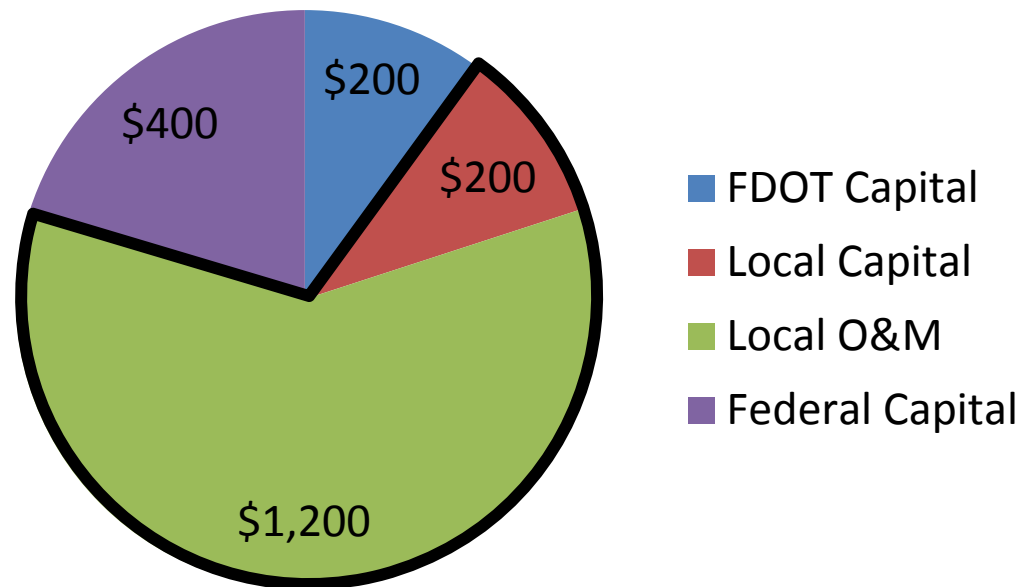
# Tri-Rail Coastal Link

Federal Transit Administration New Start Grant, State & Local

Local Share = 70%

Operating & Maintenance  
(O&M) for 30-years =  
\$1000 million

Capital = \$800 Million





# Options Reviewed

	Option Name	Applicable Florida Statute
A	Special Assessment	Special District (Dependent). Chap. 189, F.S.
B	Special Assessment	Special District (Independent – non-RTA). Chap. 189, F.S.
C	Special Region Tax	Independent RTA. Chap. 163, F.S.
D	Property Tax Increment	Community Redevelopment Districts. Chap. 166, F.S.
E	Sales Tax	Charter County Regional Transportation System. Chap 212, F.S.
F	Sales Tax	Local Government Infrastructure Surtax. Chap. 212, F.S.
G	Transient Sales Tax	Tourist Development Tax. Chap. 125, F.S.
H	Gas Tax	Local Option Gas Tax. Chap. 336, F.S.
I	Rental Car Surcharge	Rental Car Surcharge. Chap. 212, F.S.
J	Registration Fee (Auto)	Registration Fee. Chap. 320, F.S.
K	Annual Station Fee	Municipal Agreement with SFRTA



# Tax vs. Assessment

## Differences

### Taxes

**Need not benefit property**

Authorization by general law

Legislature must prescribe a tax base

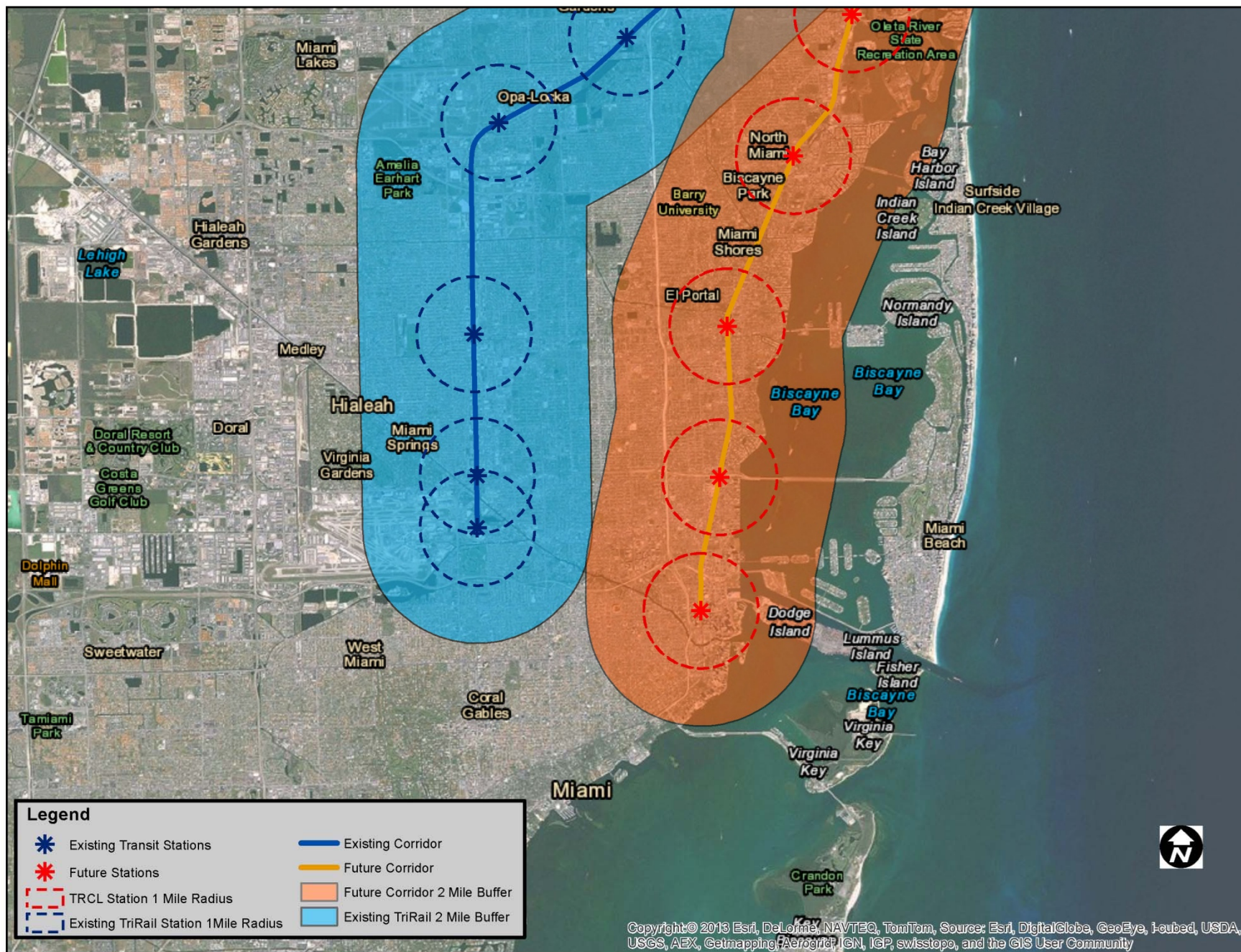
### Assessments

**Must specifically benefit property**

Authorization by home rule powers or general law

Local Governments may develop the rate of assessment and method of apportioning costs

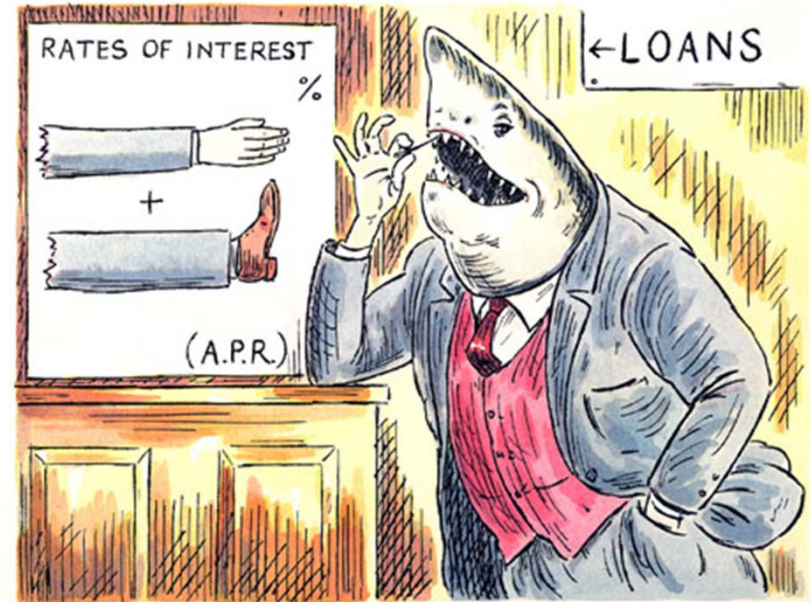






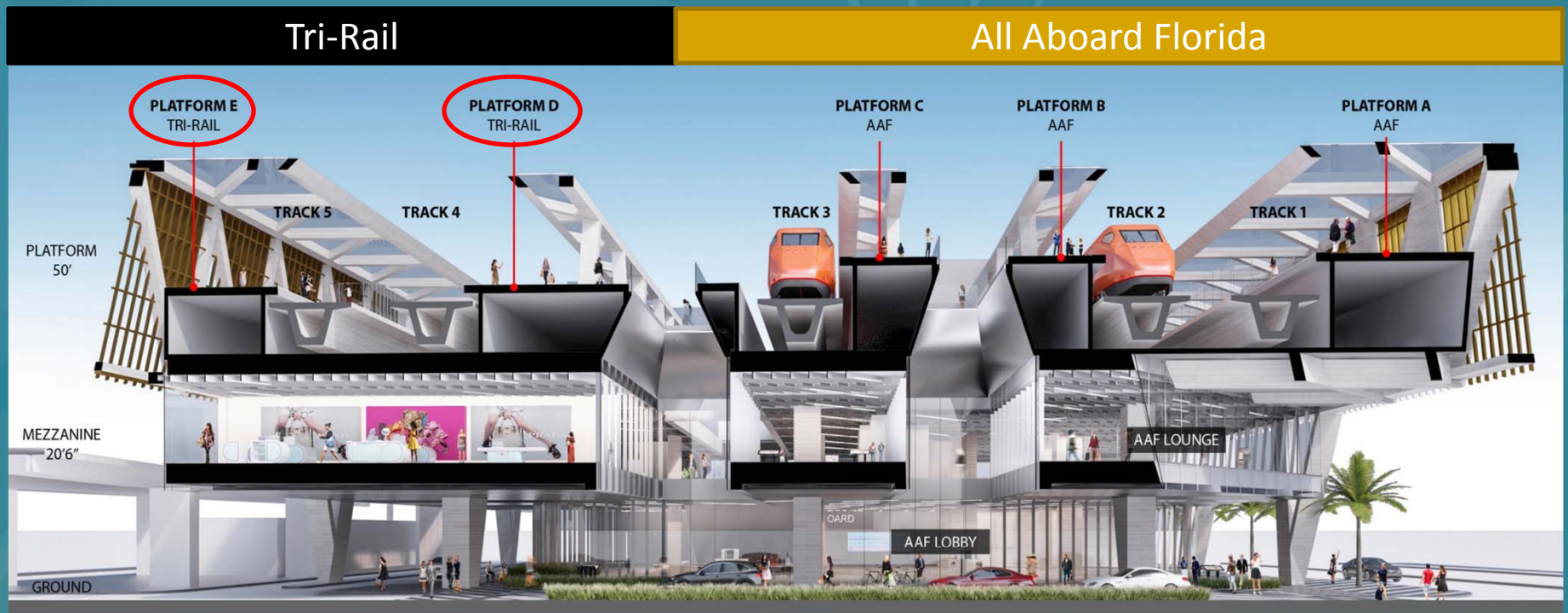
# Public Private Partnerships

- Value?
  - **Capital**
  - Fast implementation
  - Creative Ideas
  - Risk management
  - Ability to create new sources of funding
- Funding Source?
  - Mortgage future revenues
  - New revenues such as toll roads





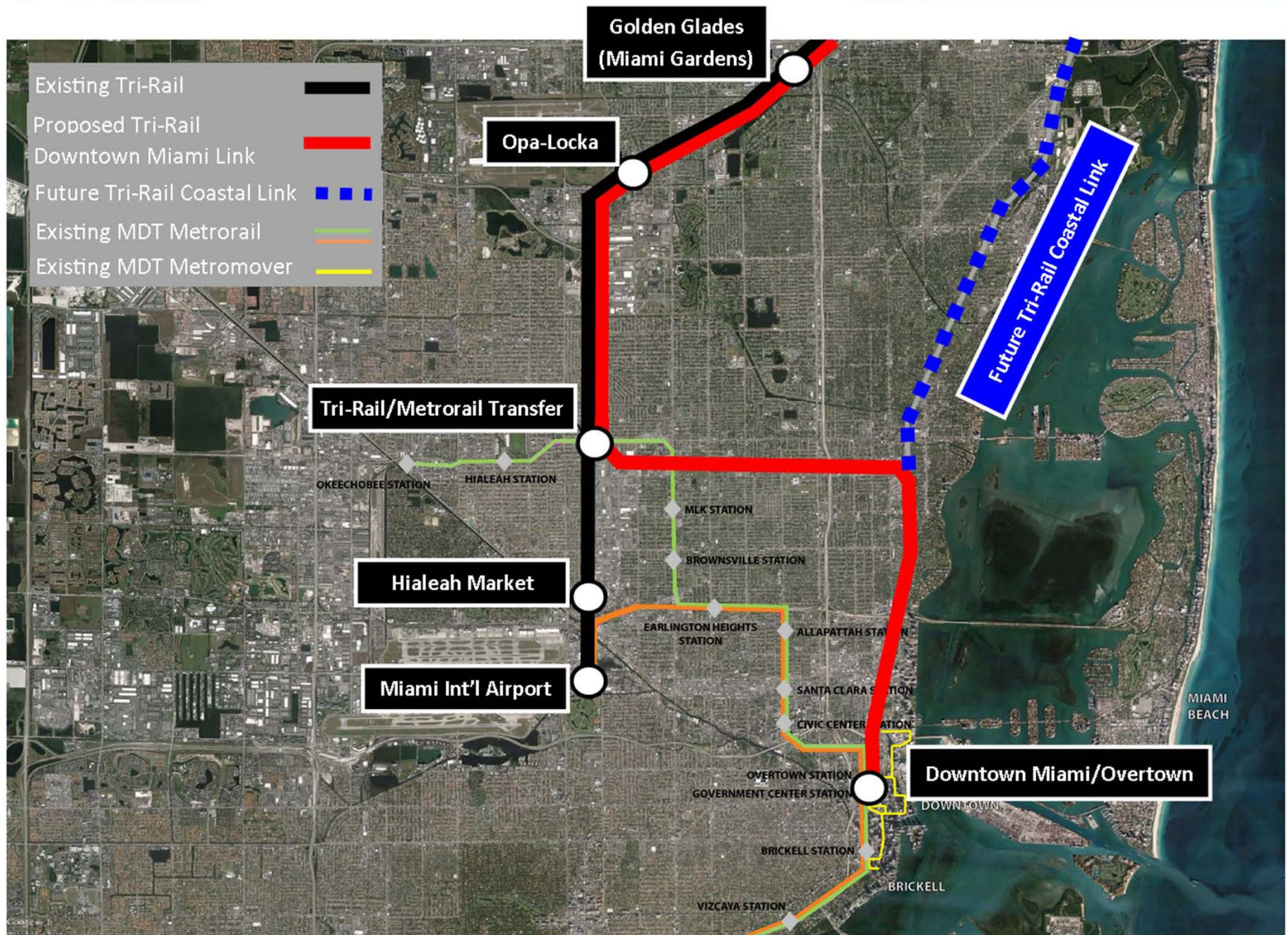
# All Aboard Florida & Tri-Rail Downtown Miami Coordination



Cross section of the proposed "MiamiCentral" Station in Downtown Miami



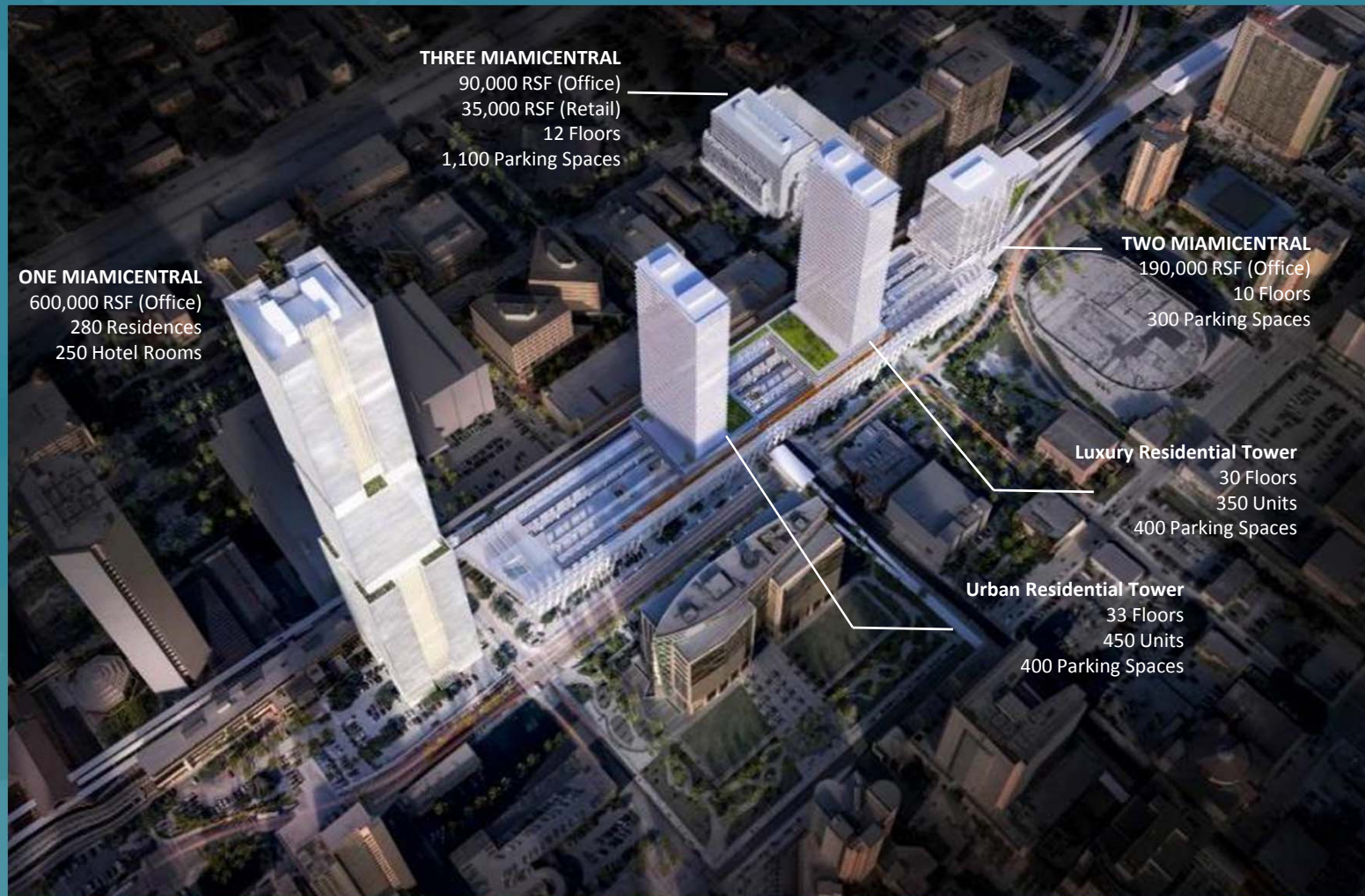
## Tri-Rail Downtown Miami Link Route







# MiamiCentral Station & Transit Oriented Development

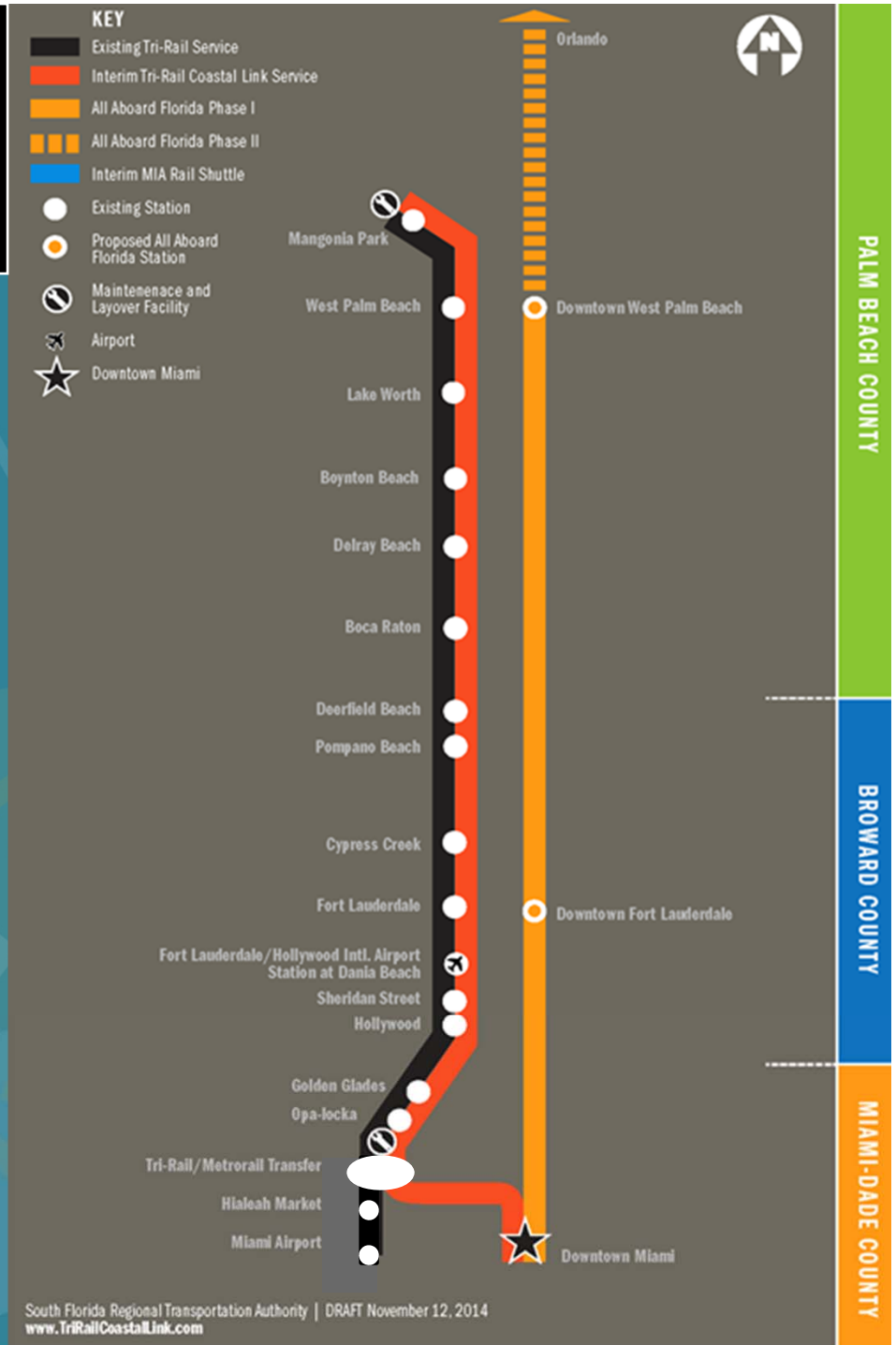




# Tri-Rail

## Downtown Miami Link

- Unique public-private partnership opportunity
- New service with 26 direct trains per weekday between Downtown Miami and all points north on the existing Tri-Rail system
- Fast implementation with service as early as Dec 2016
  - Same as All Aboard Florida
- Discussions now taking place with elected officials and various agencies





# ***Tri-Rail Downtown Miami Link***

## **Project Elements & Costs**

- Rail infrastructure
  - Track & Signals
  - Grade crossing upgrades
    - Allowing for new Quiet Zones (on E-W segment)
  - Positive Train Control (PTC)
- Corridor access fee
  - Permanent perpetual easement
  - Iris Connection to Downtown Miami
- MiamiCentral Station
  - Tri-Rail section of the elevated station
  - Tri-Rail portion of shared station elements and supports

**\$19.3  
Million**

**\$1  
Million**

**\$48.6  
Million**



# *Tri-Rail Downtown Miami Link*

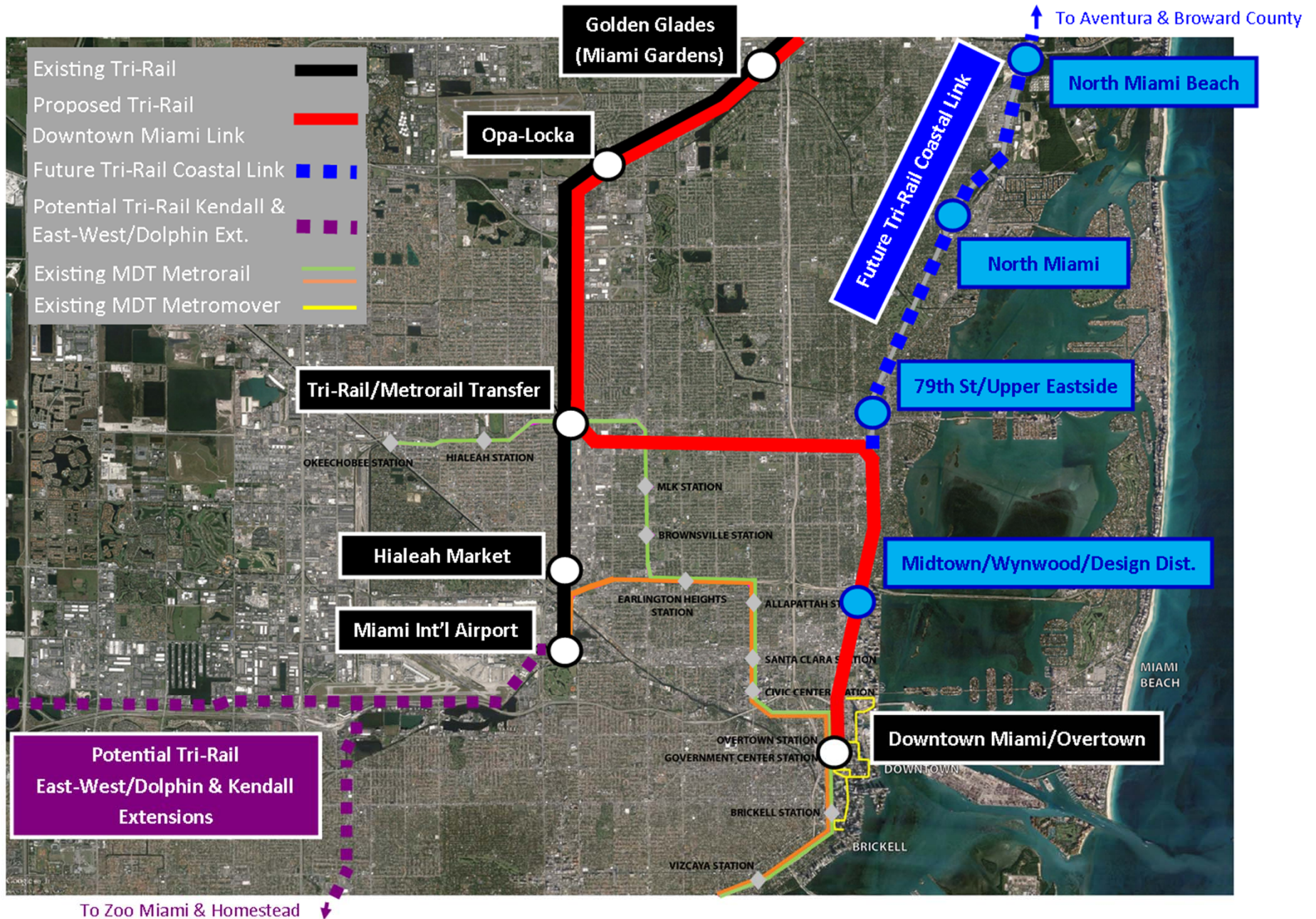
DRAFT

## Funding Plan

<u>Entity</u>	<u>Cost</u>	<u>% of TIF</u>	<u>% of Overall Cost of Project</u>
Sub-Total for TIF Participants	\$ 40,273, 082		58.43%
Sub-Total Non-TIF Participants	\$ 28,647,349		41.57%



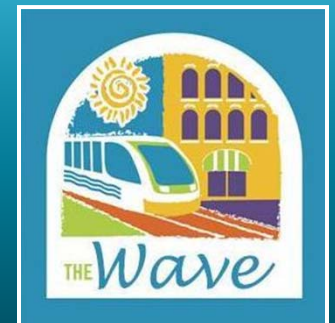
# Tri-Rail Downtown Miami Link and Other Rail Expansion Opportunities



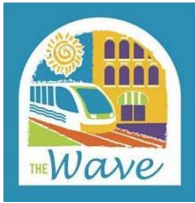




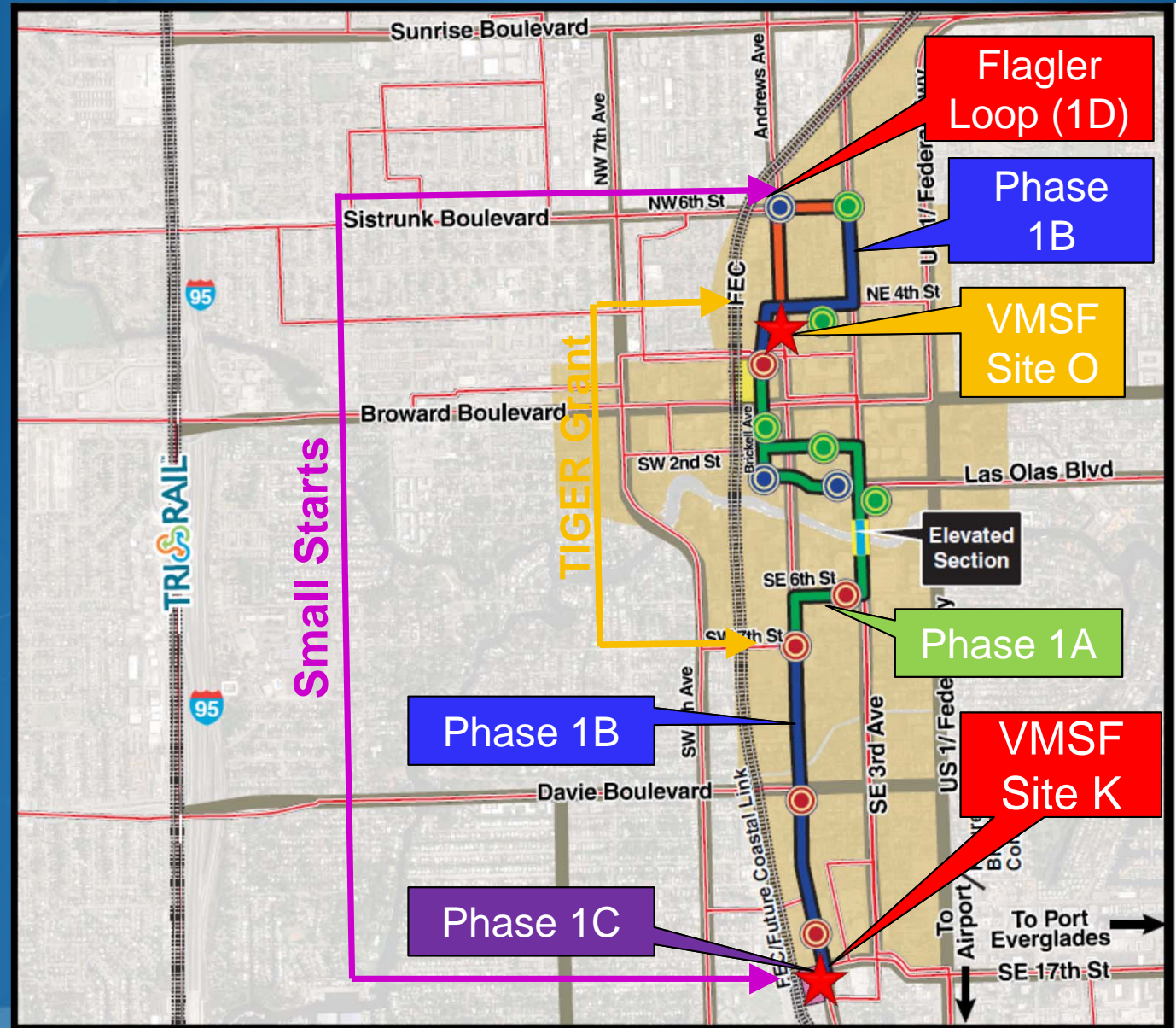
# FTA Quarterly Progress Review Meeting April 16, 2015







# Wave Project Overview

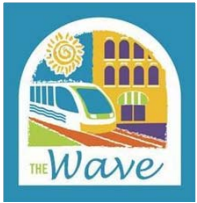




# SFRTA's Role...

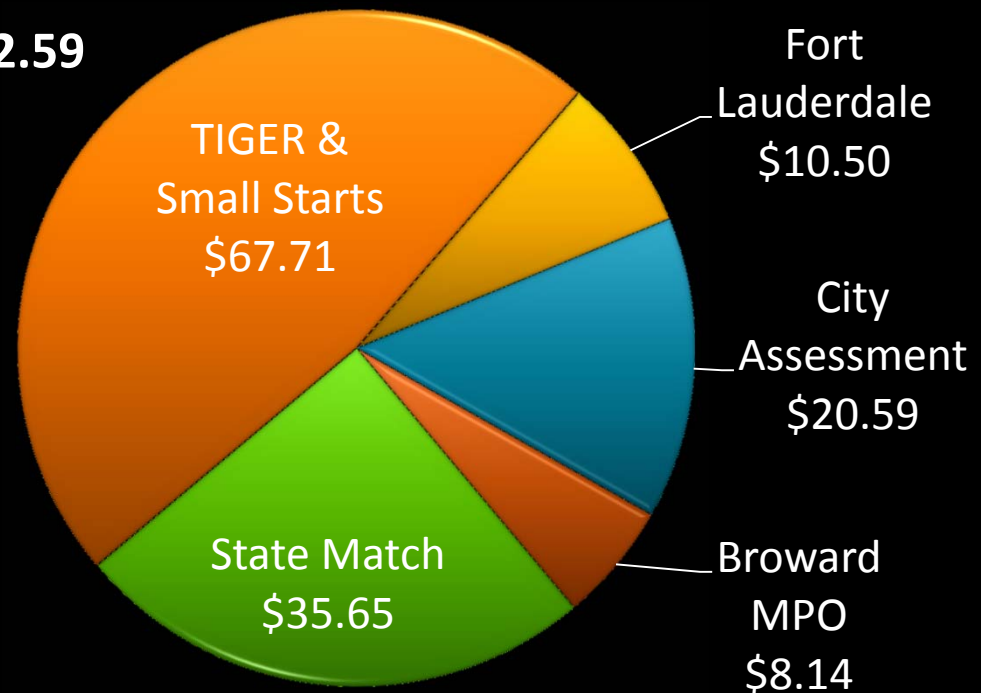
- Federal Transit Administration Project Sponsor
  - TIGER & Small Starts
- Planning, Environmental and Grant Development
- Budget Management
  - State Infrastructure Bank
  - TIP/STIP Amendments
- Interagency Agreements
- Project Design
- Construction and Construction Oversight





### 3. Project Cost and Funding

**Total Project  
Funding \$142.59**



**≈\$50 Million FTA Small Starts Grant  
Recommended in 2014 and 2015**

**State Infrastructure Bank loan was executed on 1/7/2015 to  
provide advance funds to be repaid with Special Assessment**



SFRTA CAPITAL FUND  
With STATE INFRASTRUCTURE  
BANK CONSTRUCTION LOAN

NEW  
FREEDOM  
GRANT \$2.6M

FTT TIGER  
GRANT  
\$5.7M

# Pompano Beach Tri-Rail Station and SFRTA Operations Center



Tri-Rail Station

Shared Tri-Rail &  
Employee Parking

SFRTA Operations Center



# In conclusion...

- Funding is better than Financing
- Financing is better than nothing
- Transit operating funding is the key to capital funding opportunities
- Building new transit services is hard, not impossible
- It's a team effort

