

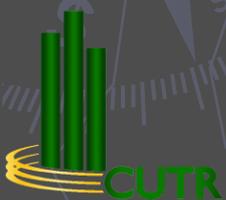
Economic Development

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

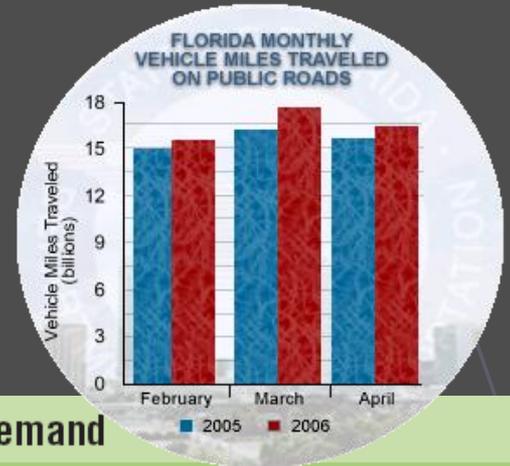
- ▶ **18,184,837** people currently call Florida home.

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

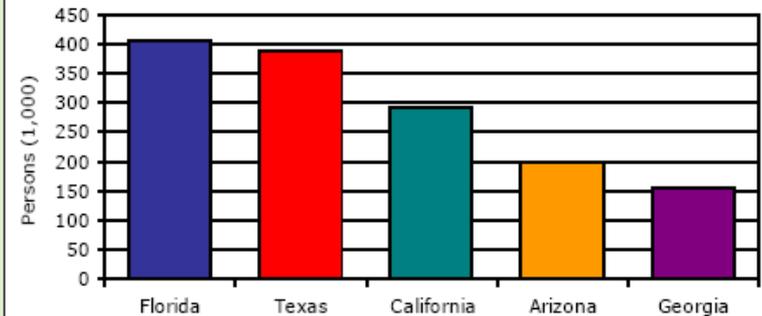
- ▶ Older Population Distribution = Mobility Demands



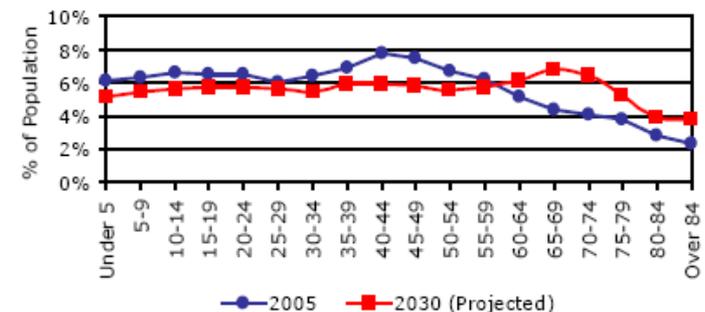
Growing Travel Demand

Population

2005 Population Increases for Fastest Growing States



Florida's Age Distribution, 2005 & 2030



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**

2006 Estimates U.S. Census Bureau

Registered Vehicles

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

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

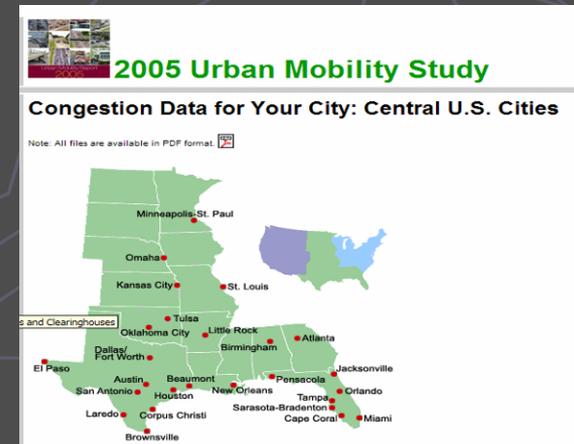
Florida Public Transportation Quick Facts

- ▶ 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

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 !

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

Annual Cost of Congestion: Florida

Major Urbanized Areas

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

Total 7 Areas: \$4.4 Billion Cost;

156.5 Million Gallons Lost; **Transit Saves = \$421 Million**

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:

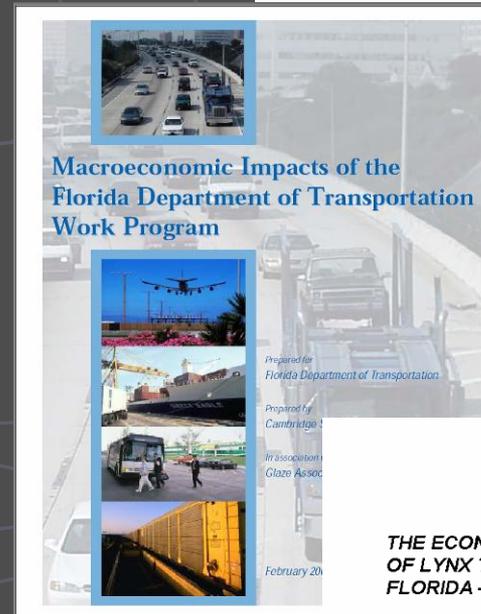
- ✓ \$1 Transit Investment = \$5.50 Economic Benefit
- ✓ Creates \$ Billions of Personal Income for Residents
- ✓ Creates Thousands of Permanent Jobs
- ✓ Reduces Travel Time, Operating Costs, & Accidents

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

Public Transportation and the Nation's Economy

*A Quantitative Analysis of
Public Transportation's Economic Impact*



THE ECONOMIC IMPORTANCE OF LYNX TO CENTRAL FLORIDA — 2002

W. WARREN MCHONE
2009

THE CENTER FOR BUSINESS AND
ECONOMIC RESEARCH

UNIVERSITY OF CENTRAL FLORIDA
COLLEGE OF BUSINESS ADMINISTRATION
DEPARTMENT OF ECONOMICS

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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*



Energy Consumption

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**



FOR IMMEDIATE RELEASE

Tuesday, January 9, 2007

AMERICAN
PUBLIC
TRANSPORTATION
ASSOCIATION

TRANSIT NEWS

CONTACT: Virginia Miller, 202-496-4816
Mantill Williams, 202-496-4869

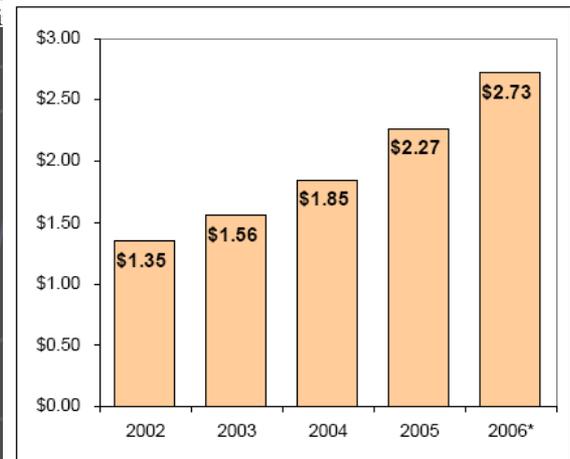
Groundbreaking New Analysis:

Public Transportation Saves \$6,200 Per Household, 1.4 Billion Gallons of Gasoline

WASHINGTON, DC – Today, the American Public Transportation Association (APTA) released a groundbreaking new study finding that public transportation use saves 1.4 billion gallons of gasoline every year, and can reduce household expenses by \$6,200 – more than the average household pays for food in a year.

“This should be a wake-up call as Congress and the President discuss how America can move towards energy independence,” said APTA President. “Public transportation provides Americans with greater freedom, access to jobs and services, and a better quality of life since 1995, because Americans knew insti-

Figure 1. Price for Gas, Regular Grade (National Average)



Source: U.S. Energy Information Administration
*Average retail price of regular gasoline through September 2006

Transit & Growth Management

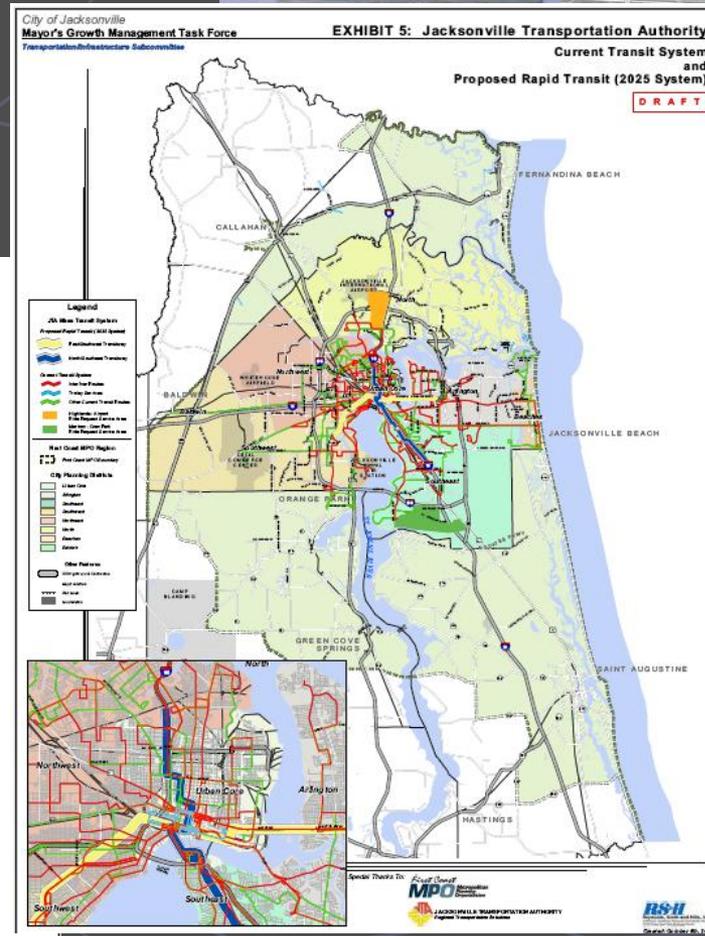
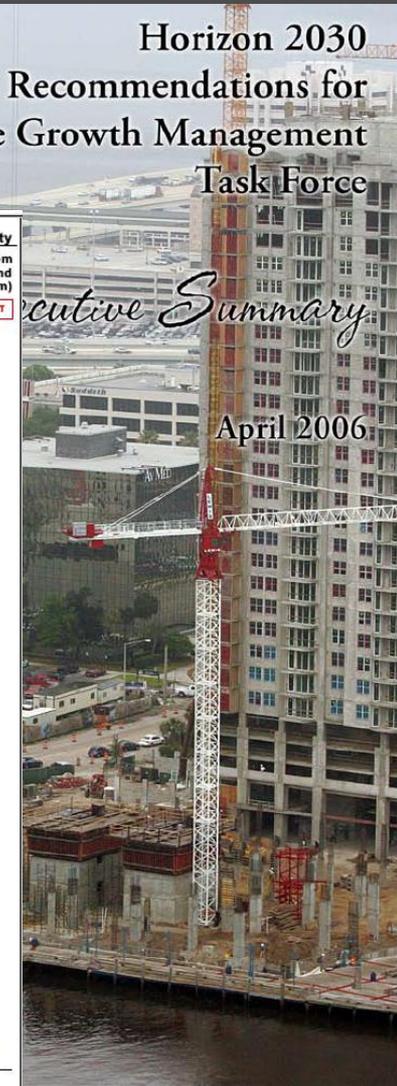
- ▶ Local Government Initiatives
- ▶ Regional Coordination
- ▶ Developer Partnerships



Horizon 2030
Recommendations for
the Growth Management
Task Force

Executive Summary

April 2006



MAYOR'S GROWTH MANAGEMENT TASK FORCE
EXECUTIVE SUMMARY
HORIZON 2030 DRAFT RECOMMENDATIONS

EXECUTIVE SUMMARY:
COMMIT TO TRANSIT

COMMIT TO TRANSIT

As Jacksonville continues to grow in population and as that population continues to grow in average age, a viable transit system becomes more essential. Whereas today only 3.7% of the City's commuters utilize transit, a much higher percentage will demand transit service in twenty-five years. The increased demand for transit alternatives is not unique to Jacksonville; such a demand is being recognized around the country. In the recent Federal legislation, transit funding received a larger percentage increase than the highway counterpart.

As part of JTA's Rapid Transit System (RTS), Bus Rapid Transit (BRT) has been selected as the premium platform for Jacksonville's Rapid Transit. BRT is a modern bus technology that combines many of the features of a rail system (off board fare collection, low floor entry and multiple doorway vehicles) that can support operational speeds comparable to heavy rail, which is two to three times faster than light rail. By using aesthetically pleasing vehicles and transit terminals, BRT can provide a look and feel comparable to light rail service with greater long term flexibility at a substantially lower cost. The service is differentiated from the current, traditional bus system by its frequent service and shorter travel times utilizing dedicated travel paths. The development of rail-like transit stations further emphasizes route certainty and service predictability. RTS will also include enhanced express bus service to suburban transit centers and neighborhood circulation, or feeder buses, will provide convenient access to the system for all residents.

As land use patterns move toward redevelopment, the opportunities for transit success increase dramatically. With the encouragement of a land use development pattern that incorporates mixed-uses, urban and suburban villages, the potential success of transit increases. Conversely, the provision of transit can be used to support the desired infill and redevelopment land uses.



Economic Development

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



Station Location	NW.62 nd Street & NW.27 th Avenue
Project	Dr. Martin Luther King, Jr. Plaza Office Building <ul style="list-style-type: none">❑ 5-story, 172,000 sq. ft. office building housing County agencies, including 13,500 sq. ft. of ground floor retail❑ Demolition of portion of parking structure and renovation of entire garage❑ Covered walkway linking building with station
Developer:	BAC Funding, Inc.
How Initiated	Unsolicited bid from not-for-profit agency
Status	Groundbreaking occurred in March 2001. Office building opened, and garage re-opened, August 2004.
Financial	BAC leases land for project development. County agencies lease office space from BAC. County has option to purchase office building at a later date.

Brownsville MetroRail Station

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



BROWNSVILLE METRORAIL STATION

Station Location	5200 NW 27 th Avenue 4.5-acre site
Project	Proposed project includes: <ul style="list-style-type: none">□ Transport Workers Union headquarters office and educational & training facility□ Over 200 units of affordable rental housing□ Retail and food shops□ parking
Developer	Transport Workers Union 291 Community Service Trust and Benefit Fund, Inc. (TWU)
How Initiated	Unsolicited bid from not-for-profit agency.
Status	County Commission awarded a lease to the TWU in May 2006.
Financial	Miami-Dade will receive approximately \$300,000 per year with annual CPI adjustments plus 2 % of gross income from the project.

Allapattah MetroRail Station

- ▶ Rail Station
- ▶ Joint Development:
 - Affordable Housing
 - Daycare



ALLAPATTAH METRORAIL STATION



Station Location	NW 36 th Street at NW 12 th Avenue
Project	"Allapattah Garden Apartments" (3400 N.W. 11 th Place) <ul style="list-style-type: none">□ Affordable rental housing complex□ 5-acre site with surface parking□ 8 garden-style, 3-story buildings totaling 135,100 SF with 128 two and three bedroom units□ Clubhouse and tenant amenities□ Resident programs and services, day care center
Developer	New Century Development Corporation and The Carlisle Group, LLC
Rental Office	305-633-8111
How Initiated	In 1999, the Miami-Dade County Office of Community and Economic Development (OCED) acquired jurisdiction of the site from Miami-Dade Transit with block grants. Miami-Dade County conveyed ownership of the site to New Century Development Corporation Inc. for development of the improvements, "Allapattah Garden Apartments."
Status	Groundbreaking October 2002. Completed Spring 2004.

Santa Clara MetroRail Station

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



SANTA CLARA METRO RAIL STATION



Station Location	NW 20 th Street at NW 12 th Avenue
Project	Santa Clara Apartments I and II <ul style="list-style-type: none"> □ Phase I: 9-story, 208-unit affordable rental apartment building, surface parking (219,376 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, Ltd. (Phase I) 2000 N.W. 12 Ave.
Rental Office	The Related Group – 305-548-3811
Subtenant	Santa Clara Apartments II, Ltd. (Phase II) 1250 N.W. 21 St.
Rental Office	The Carlisle Group – 305-628-0829
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 (50% net income)
Term	90-year lease

03-22-06

Overtown MetroRail Station

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


OVERTOWN METRORAIL STATION



Station Location	N.W. 1 st Court between N.W. 6 th and 8 th Streets
Project	"Overtown Transit Village I" (Phase I) <ul style="list-style-type: none"> o 17-story, 341,000 sq. ft. office building o 8-½ story, 596-space parking garage (209,419 sq. ft.), including 4,000 sq. ft. ground floor retail space "Overtown Transit Village II" (Phase II) <ul style="list-style-type: none"> o 22-story office building with office atop garage: o 7,152 sq. ft. ground floor lobby o 6-story parking garage o 15-story office building (309,900 sq. ft.)
Phase I Tenant	GSA (County purchased building 2006)
Phase II Tenant	St. Agnes Rainbow Village Development Corporation, Inc., a not-for-profit Florida corporation
Phase II Assignee	NGP Overtown I, LLC
How Initiated	Following a non-responsive RFP process, the not-for-profit agency submitted an unsolicited proposal in 2000
Status	OTV I: Groundbreaking May 2004, construction began May 2004, completed June 2006, occupancy February 2007 OTV II: Construction to begin summer 2007
Financial	MDT receives annual guaranteed minimum rent and annual participation rent (2% of gross revenue)
Term	90-year lease (Commenced 12-15-2003)

12-19-06

Coconut Grove MetroRail Station

- ▶ Rail Station
- ▶ Joint Development:
 - Townhouses
 - Retail
 - Parking
- ▶ Transit Income
 - Annual Rent



COCONUT GROVE METRORAIL STATION



Station Location	South Dixie Highway & SW 27 th Avenue
Project	Coconut Grove Transit Village <ul style="list-style-type: none">□ Market rate rental apartment tower(s) with perimeter townhomes□ Retail□ Metrorail parking
	Note: Rendering for illustrative purposes only; currently under revision
Developer	<u>South Dixie/27 Inc / Coconut Grove Station Devel. Ltd.</u>
How Initiated	Competitive Request for Proposal process
Status	A 2006/2007 groundbreaking is anticipated
Financial	MDT receives guaranteed annual rent plus participation rent generated from all uses. Initial 30-year lease estimated to yield over \$16 million to MDT.

Dadeland North MetroRail Station

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



DADELAND NORTH METRO RAIL STATION



Station Location	South Dixie Highway at theoretical SW 83 rd Street
Project	<p><u>Dadeland Station (Phase I)</u></p> <ul style="list-style-type: none"> □ 345,000 SF "Big Box" vertical retail plus garage □ plus 9,600 sq. ft. ground floor transit-oriented retail □ plus 2-story 16,000 sq. ft. retail building (furniture and fast food) <p><u>Dadeland Vista (Phase B) (42,100 SF)</u></p> <ul style="list-style-type: none"> □ 4-story, 48-unit market rate rental apartments □ Rental Office: 305-665-9506 <p><u>Towers of Dadeland (Phase III) (142,428 SF plus 96,000 SF garage)</u></p> <ul style="list-style-type: none"> □ 14-story with 110-units and 10 two-story townhouses on 3rd-4th and 5th-6th floors, market rate rental, garage and 6,084 sq. ft. retail; option to convert to condominium. Leased as of January 2006: 85% residential units and 100% retail space □ Rental Office: 305-669-4580 <p><u>Green Dadeland Station (Phase III) ("Towers of Dadeland Office")</u></p> <ul style="list-style-type: none"> □ 150,000 sq. ft. office building □ 6,000 sq. ft. ground floor retail and 2,000 sq. ft. storage □ 298 parking space garage
Tenants	Green Dadeland Station, Ltd. (Tenant) Phase III. Land lease assignments: Phase I to Dadeland Station Associates, Ltd., Phase B to Dadeland Vista, Ltd., Phase II to Towers of Dadeland I, LLC.
How Initiated	Competitive Request for Proposal process, May 1994.
Status	Lease commenced 1994. Phase I completed 1996, Phase B occupied 2000, Phase II occupied May 2005, Phase III to be complete by 2008
Financial	MDT receives greater of \$400,000 or 5% of gross revenue annually
Term	90-year lease (expires 2084)

12-19-06

Tri-Rail

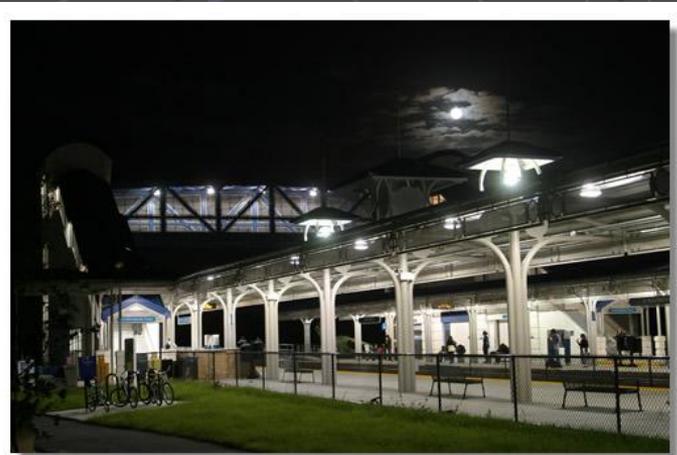
► Boca Raton Intermodal Facility

- 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



Hillsborough Area Regional
Transit Authority



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

LYNX

Serving a growing community ...

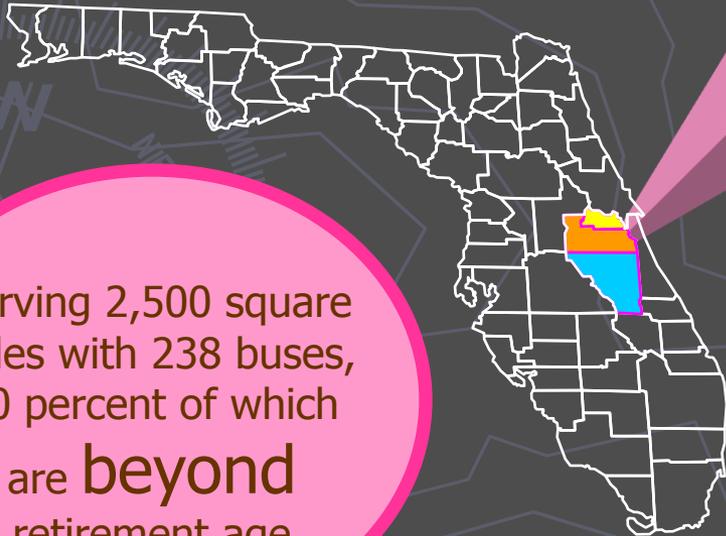
Record funding increases
from county partners after breaking
ridership records for 25 years



... with partnerships
that move people

Serving 2,500 square
miles with 238 buses,
50 percent of which
are **beyond**
retirement age

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



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



Your Ride is Here

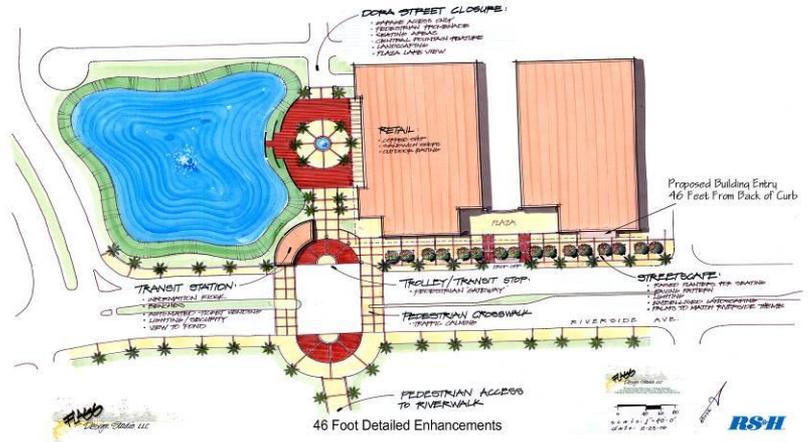
Jacksonville Transportation Authority (JTA) Joint Development Projects



FLMB
Design Studio LLC

Perspective at Riverside Avenue and Dora Street

RSH



FLMB
Design Studio LLC

RSH

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

Economic Development

The background is a dark grey color with a complex, light blue graphic overlay. This graphic includes a map of the state of Florida, a compass rose with cardinal directions (N, S, E, W) and a dollar sign, and several white arrows pointing in various directions across the page.

Thank You!

**Florida Public Transportation
Association**

<http://www.floridatransit.org>