



The People's Transportation Plan: Then and Now

Innovating Funding Solutions

MPO Fiscal Priorities Committee

Honorable Daniella Levine-Cava, Chair

July 20, 2015





The PTP: Then and Now

Presentation Outline

Charles Scurr & Sasha Page

- **Origins of the PTP, the Charter County Sales Surtax and the Citizens Independent Transportation Trust**
- **Surtax Revenues and Expenditures**
- **PTP Amendments**
- **Major Projects and Programs Funded by the Surtax**
- **Major Initiatives of the Trust**
- **The Future – A New Paradigm for the Funding of Major Transit Corridor Investments: Innovative Funding Approaches**



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 



Transportation Trust Oversight and Administration



Paul J. Schwiep, Esq.
Chairperson



Anna E. Ward, PhD.
First Vice-Chairperson



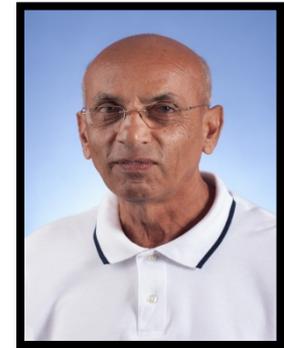
Glenn Downing CFP ©



Alicia Menardy, Esq.



Hon. Linda Zilber



Prakash Kumar



Peter L. Forrest



Alfred J. Holzman



Marilyn Smith



Miles E. Moss, P/E.



Joe Curbelo



Jonathan Martinez



Hon. James Reeder

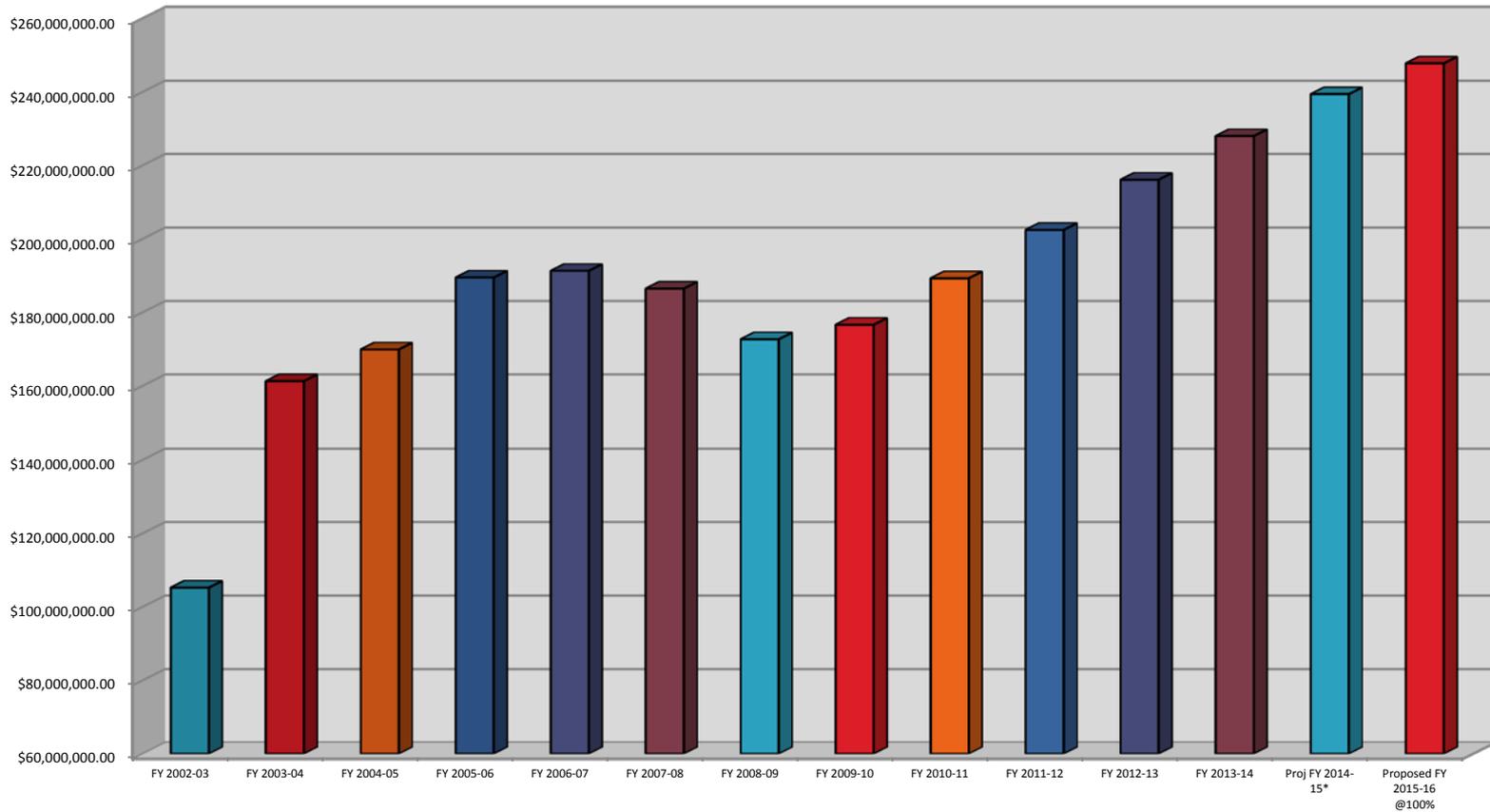


Charles Scurr, Executive Director



Historical Surtax Collections

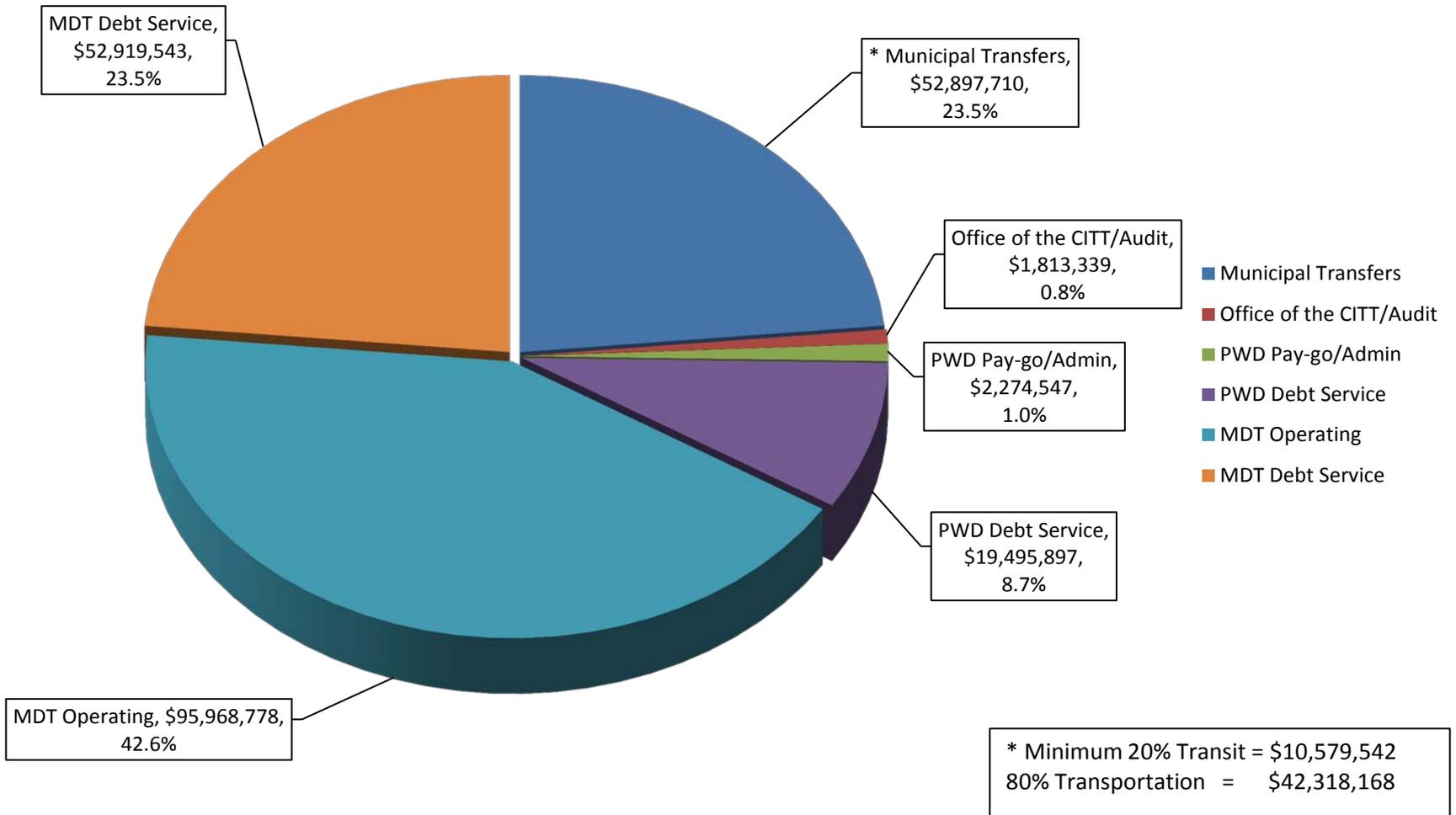
Surtax Collections





Use of Surtax Funds

Surtax Transfers for FY 2014





PTP Amendments

Amendments to the PTP between June 2003 and March 2009

#	Department	BCC		CITT		Estimated Cost (000s)	Description
		Resolution	Date	Resolution	Date		
1	PWD	R-966-03		03-001	6/23/2003	\$ -	Deleting a street widening project described as "NW 170 Street" which calls for the widening of this street from two lanes to four lanes - Erroneously included in Exhibit 1
2	MDT	R-965-03	9/9/2003	03-002	6/23/2003	\$ -	Approving the attached bus service improvements and incorporating to the PTP
3	MDT	R-1154-03	10/9/2003	03-004	7/29/2003	\$ 397,220	Approving the attached list of capital improvements projects in support of the PTP: Bus washer and vacuum replacement, Bus preventive maintenance, Additional Bus garage, Replace hydraulic lifts, Replace piston lifts, Metromover rehabilitation/refurbishment, Test track for Metrorail, Station refurbishment, Paint facilities, Replace escalators (Mover and Rail), Replace elevators (Mover, Rail, NE, Coral Way, Central), Guideway painting/refurbishing, Metrorail piers coating, Metrorail piers grounding, Replacement of acoustical barrier panels, Replace rail vehicle washer, Rail F and G inspection, Facilities roof project, Fare collection replacement, Upgrade illumination, Rail midlife rehabilitation, Enhancements (Central Control Modernization), Additional pedestrian overpasses (4), and Additional Metrorail crossovers
4	MDT	R-64-04	1/20/2004	03-011	12/3/2003	\$ 1,145	Amending resolution 03-002 PTP Bus Service Plan to reflect the implementation of the December 7, 2003 Bus Service Improvement Line-up
	PWD	R-87-04	1/20/04			\$ -	A two-year plan for the Public Works Department's People's Transportation Plan
5	MDT	R-421-04	4/13/2004	04-008	2/25/2004	\$ (3,150)	Discontinue overnight Metrorail and Metromover service, and implement replacement Metrobus route

Amendments to the PTP between June 2003 and March 2009

#	Department	BCC		CITT		Estimated Cost (000s)	Description
		Resolution	Date	Resolution	Date		
6	MDT	R-422-04	2/19/2004	04-009	2/25/2004	\$ -	Bus service improvement five-year action plan FY 2004 - add 2.1 million revenue miles FY 2005 - add 3.3 million revenue miles FY 2006 - add 3.6 million revenue miles FY 2007 - add 3.5 million revenue miles
7	PWD	R-507-04	4/27/2004	04-019	3/31/2004	\$ -	Amend the Neighborhood Improvements section in Exhibit 1 of the PTP to include Roadway Signage, Roadway Lighting, Pavement Markings, and Traffic Calming
8	MDT	R-729-04	6/8/2004	04-028	4/28/2004	\$ 2,010	Implement a demonstration program that expands Miami-Dade Transit's Golden Passport program for period of three years to include honorably discharged veterans who are Miami-Dade county residents and whose annual household income does not exceed the standard threshold applied to determine eligibility for the low-income, senior citizen's additional homestead exemption
9	MDT	R-1240-04	10/19/2004	04-047	7/28/2004	\$ 24,000	Include the procurement of twelve (12) Metromover vehicle cars and the retrofit and rehabilitation of the remaining seventeen (17) Metromover cars
10	PWD	R-1391-04	11/30/2004	04-049	9/30/2004	\$ -	Public works department's adjustment to the PTP 2-year plan removing school flashing signals from the commission districts' yearly allocation and reassigning it within the countywide neighborhood improvements section
11	MDT	R-1365-04	10/25/2004	04-062	10/27/2004	\$ 55,400	Include Paratransit/Special Transportation Services (STS) as an eligible project for Charter County Transit System Surtax funds in an amount not to exceed \$55.4 million and set to expire April 1, 2010
12	MDT	R-05-148	7/7/2005	05-025	4/27/2005	\$ 150,000	Include the use of Charter County Transit System (Surtax) funds for MDT Services in existence as of November 5, 2002 for fiscal years 2001-2002, 2002-2003, 2003-2004, and subsequent fiscal years under certain conditions (Loan), restore general fund support for MDT to pre-surtax level, and annually increase MOE 3.5%

Amendments to the PTP between June 2003 and March 2009

#	Department	BCC		CITT		Estimated Cost (000s)	Description
		Resolution	Date	Resolution	Date		
13	PWD	R-531-06	5/9/2006	06-030	3/29/2006	\$ (4,600)	Allowing the expansion of NW 74 Street project from Homestead Extension of the Florida Turnpike (HEFT) to Palmetto Expressway (SR 826) and delete NW 97 Ave project from NW 25 Street to NW 41 Street
14	PWD	R-246-07	3/6/2007	07-002	1/31/2007	\$ -	Modify the scope for the PTP project along South Bayshore Drive, from McFarlane Road to Aviation Avenue, and change the limits of the project to Darwin Street to Mercy Way
15	Communications (GIC)	R-308-07	3/6/2007	07-003	1/31/2007	\$ 350	Include a public education campaign to include Miami Dade County Public Schools promoting short-term solutions to alleviate traffic congestion in an amount not to exceed \$350,000.00 to be funded in full by the Charter County Transit System Surtax funds. Project will be completed by the Communications Department.
16	PWD	R-34-08	1/10/2008	07-089	9/26/2007	\$ 150	Amend the major roadway and neighborhood improvement projects listed in Exhibit 1 of the PTP by deleting the SW 87 Avenue project from SW 216 Street to SW 168 Street and adding Old Cutler Road project from SW 97 Avenue to SW 87 Avenue and Caribbean Boulevard project from Coral Sea Road to SW 87 Avenue
17	MDT	R-320-08	4/8/2008	08-012	1/30/2008	\$ -	Allow for the use of Surtax funds for projects other than those related to the Orange Line only if each fiscal year an annual allocation is made specifically to projects related to the Orange Line
18	MDT	R-486-08	5/6/2008	08-025	3/26/2008	\$ 41,837	Modify Miami-Dade Transit's Miscellaneous Capital Improvements projects list in Exhibit 1 of the PTP to include the purchase of 17 new Metromover replacement vehicles in an amount not to exceed \$41,836,996
19	MDT	R-488-08	5/6/2008	08-027	4/14/2008	\$ 401,451	Modify Miami-Dade Transit's Miscellaneous Capital Improvements projects list in Exhibit 1 of the PTP to include the procurement of 136 Metrorail vehicles in an amount not to exceed \$401,451,000.00
20	MDT	R-222-09	3/3/2009	08-079	11/25/2008	\$ -	Creating a Capital Expansion Reserve Fund and allowing for greater flexibility in the use of Charter County Transit Surtax funds for the operation and maintenance of the transit system



PTP Amendments

3	MDT	R-1154-03	10/9/2003	03-00	7/29/2003	\$ 397,220	Approving the attached list of capital improvements projects in support of the PTP: Bus washer and vacuum replacement, Bus preventive maintenance, Additional Bus garage, Replace hydraulic lifts, Replace piston lifts, Metromover rehabilitation/refurbishment, Test track for Metrorail, Station refurbishment, Paint facilities, Replace escalators (Mover and Rail), Replace elevators (Mover, Rail, NE, Coral Way, Central), Guideway painting/refurbishing, Metrorail piers coating, Metrorail piers grounding, Replacement of acoustical barrier panels, Replace rail vehicle washer, Rail F and G inspection, Facilities roof project, Fare collection replacement, Upgrade illumination, Rail midlife rehabilitation, Enhancements (Central Control Modernization), Additional pedestrian overpasses (4), and Additional Metrorail crossovers
9	MDT	R-1240-04	10/19/2004	04-047	7/28/2004	\$ 24,000	Include the procurement of twelve (12) Metromover vehicle cars and the retrofit and rehabilitation of the remaining seventeen (17) Metromover cars
18	MDT	R-486-08	5/6/2008	08-025	3/26/2008	\$ 41,837	Modify Miami-Dade Transit's Miscellaneous Capital Improvements projects list in Exhibit 1 of the PTP to include the purchase of 17 new Metromover replacement vehicles in an amount not to exceed \$41,836,996



PTP Amendments

19	MDT	R-488-08	5/6/2008	08-027	4/14/2008	\$ 401,451	Modify Miami-Dade Transit's Miscellaneous Capital Improvements projects list in Exhibit 1 of the PTP to include the procurement of 136 Metrorail vehicles in an amount not to exceed \$401,451,000.00
20	MDT	R-222-09	3/3/2009	08-079	11/25/2008	\$ -	Creating a Capital Expansion Reserve Fund and allowing for greater flexibility in the use of Charter County Transit Surtax funds for the operation and maintenance of the transit system



Surtax Funded Metrorail Improvements



Orange Line Extension to Miami International Airport (\$500m)



New Metrorail Fleet (\$375m)



Metrorail Operations Center Upgrade (\$8.7m)



Central Control Upgrade (\$26.2m)



Surtax Funded Metromover Improvements

- **Fare Free Metromover**
- **Ridership on Metromover now exceeds over 10 million passengers per year**
- **Surtax proceeds have funded a new fleet of Metromover vehicles (\$79 million)**
- **Surtax proceeds have funded renovation improvements to all stations and infrastructure system wide**

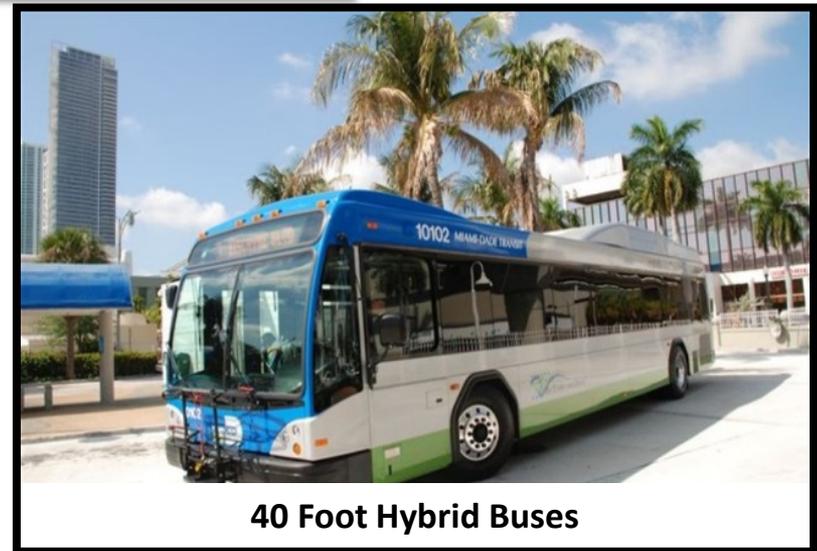


New Metromover Vehicle



Surtax Funded Metrobus Improvements

The PTP has funded major improvements to Metrobus including the purchase of new buses





Surtax Funded Passenger Programs

- **Golden Passport/Patriot Passport**
 - The PTP funded Golden Passport and Patriot Passport programs provide fare-free rides to over 230,000 senior citizens, low-income veterans and Social Security recipients
- **Solar Powered Bus Shelters**
 - Surtax funded solar powered bus shelters not only help keep waiting riders cool and dry, but also create revenue generating advertising space
- **Bus Stop Signage**
 - New bus-stop signs and information display panels provide route map, days and hours of operation, service frequency and fare information in English, Spanish and Creole.





Surtax Funded Municipal Transportation Programs

Bus circulator systems supported by the PTP are successfully operating in twenty-seven municipalities of the 34 participating municipalities carrying over 8 million passengers annually



The Miami Gardens EXPRESS “...Moving Forward!”

New Community Trolley
Service
Free For All Riders!

Pilot Program Begins Noon
Today



Click here to [watch the Miami Gardens EXPRESS in Action!](#) Video features Mayor Oliver Gilbert and residents of Miami Gardens.

Quick Facts

- The ride is FREE!
- Runs every hour from 7 AM to 7 PM Monday through Friday.
- The Express serves routes for the east and west sides of the City.
- Both routes' starting points are at City Hall.
- Seats up to 26 people with two handicap spaces.
- Provides access to major retailers, universities and Miami-Dade Transit.
- Stops include Sun Life Stadium, North Dade Regional Library, Jackson North Dade Health Center, Shoppes at the Gardens, Betty T. Ferguson Complex, additional landmark locations & local roads.
- The Express is funded by the Peoples Transportation Plan (half penny tax).
- For more information and to view routes, visit: miamigardens-fl.gov/publicworks/express.html.





Transportation Trust Initiatives

The Transportation Summit

Overview of the **2015 Transportation Summit** Proceedings



*Advancing the Community's Vision
for Public Transportation*

CITIZENS' INDEPENDENT
TRANSPORTATION TRUST
*MIAMI MOVING
FORWARD*

*Organized by the Citizens' Independent Transportation Trust,
Mayor Carlos A. Gimenez, the Board of County Commissioners,
the Greater Miami Chamber of Commerce and the
Miami-Dade County League of Cities.*





Transportation Trust Initiatives

The Transportation Summit

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.

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

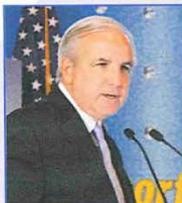
Transportation agencies need to work with the private sector to find cost-effective methods for implementing transportation improvements. Successful public-private partnerships in other parts of the country can serve as good models for local transportation agencies.

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.



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



Transportation Trust Initiatives

Follow-Up Visit to Denver, Colorado

- Denver RTD CEO and General Manager Phillip Washington spoke at the 2015 Summit describing the community's experience with developing the RTD FasTracks Plan
- A group of Miami-Dade business and community leaders and transportation advocates are planning a "fly-in" to Denver to receive a detailed briefing on the FasTracks Plan and to meet with officials there
- The trip is being coordinated by the Transportation Trust, Miami-Dade County, the Greater Miami Chamber of Commerce, and the Downtown Development Authority



Courtesy Denver RTD

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 collaboratively hosting a Denver Transportation Fly-In to find solutions and study financing options for Miami-Dade's pressing transit and transportation issues. This event is an outgrowth of the 2015 Transportation Summit where more than 500 community leaders came together and focused 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 in 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 learn first-hand how the area has been successful in implementing their transportation vision - the Denver FasTracks Program. FasTracks includes 122 miles of new commuter rail and light rail and 18 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 FasTracks projects including financing and delivery mechanisms such as Public Private Partnerships
- Tours of the major projects including the Eagle P3 Commuter Rail Project, the Denver Union Station Joint Development and the new Light Rail Lines

Presented by:

MIAMIDDA
DOWNTOWN DEVELOPMENT AUTHORITY

Sponsored by:



August
5-7

DELEGATE REGISTRATION*

\$200 per person

Price increases starting July 25:

\$250 per person

HOTEL INFORMATION

The Crawford Hotel
Denver Union Station
1701 Wynkoop Street
Denver, CO, 80202

Group Rate: \$259 per room/per night*

*available until July 15, 2015

REGISTER ONLINE AT
MiamiChamber.com

For information contact:
Daniel Tapia
305-577-5469
dtapia@miamichamber.com



greater
miami
chamber
of commerce.



Transportation Trust Initiatives

PTP Corridor Project Advocacy



Tri-Rail Downtown Miami Link



Miami Beach Light Rail Project



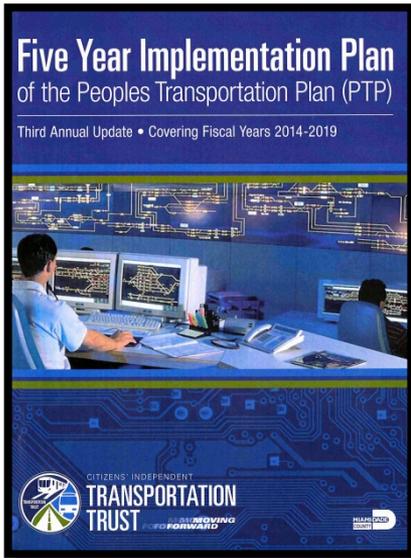
27th Avenue Corridor



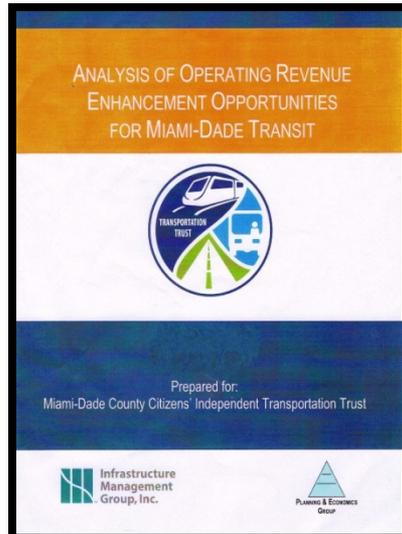
Transportation Trust Initiatives

Strategic Planning & Innovative Funding

The Transportation Trust continues to assist in the research, analysis, development and advocacy, in cooperation with the County, of creative and innovative funding and financing solutions to increase future capital and operating fund availability for transit improvements.



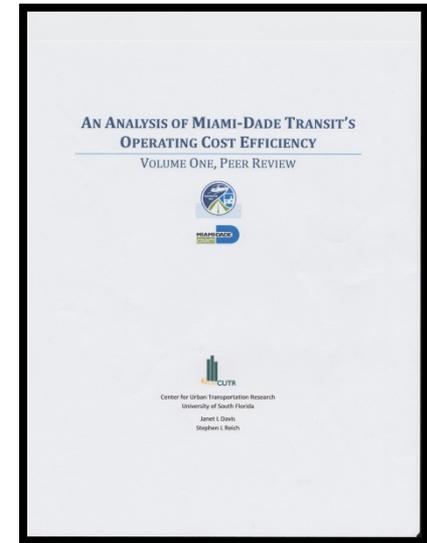
**PTP 5-Year
Implementation Plan**



**MDT Revenue Enhancement
Study**



**NW 215th Street
Planning & Transit
Study**



**MDT Cost Efficiency
Study**



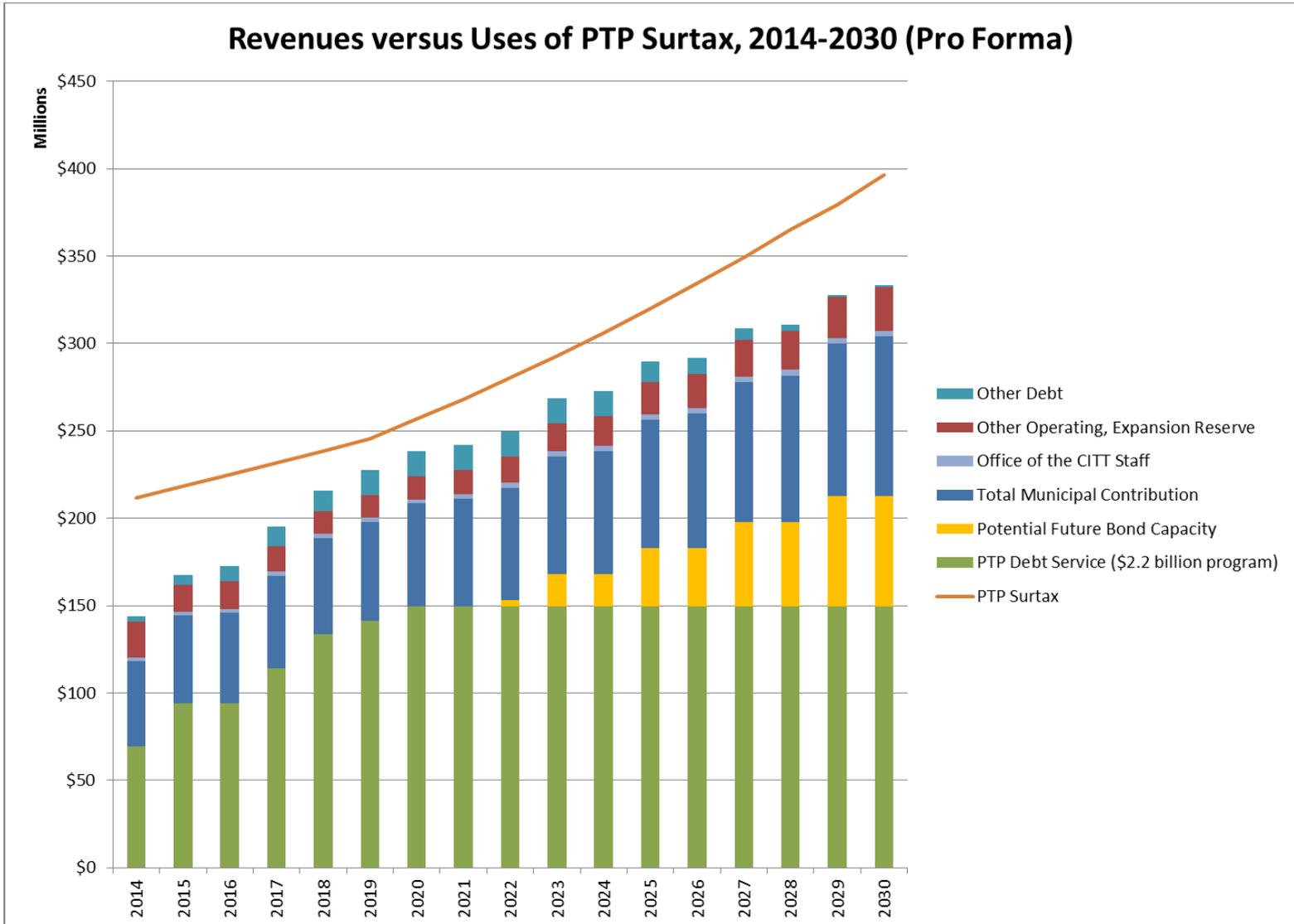
The New Funding Paradigm

- The old concept of the same technology (heavy rail) and the same funding formula (PTP & FDOT) with the same delivery system (public) is no longer valid
- The new paradigm is that each corridor has its own unique solution
 - Technology
 - o Heavy rail
 - o Light rail
 - o Commuter rail
 - o Peplemover
 - o Express Bus
 - o Bus Rapid Transit (BRT)
 - Funding
 - o Public Partnerships
 - o PTP (County)
 - o FDOT (State)
 - o Cities
 - o CRA's
 - o DDA's
 - o MDX/Turnpike
 - o Innovative Funding & Financing Sources
 - o Value Capture
 - o Tax Increment
 - o Special Assessment
 - o Parking Fees
 - o Impact Fees
 - o Naming Rights
 - o TIFIA
 - o Tolls
 - o P3 Availability Payments
 - Delivery Mechanisms
 - o Public
 - o Private
 - o Public Private Partnerships (PPP's)
 - o Public Public Partnerships



Future Availability of Surtax Revenues*

(*Forecast currently being updated)





Innovative New Governmental Partnerships

The Tri-Rail Downtown Miami Link Partnership

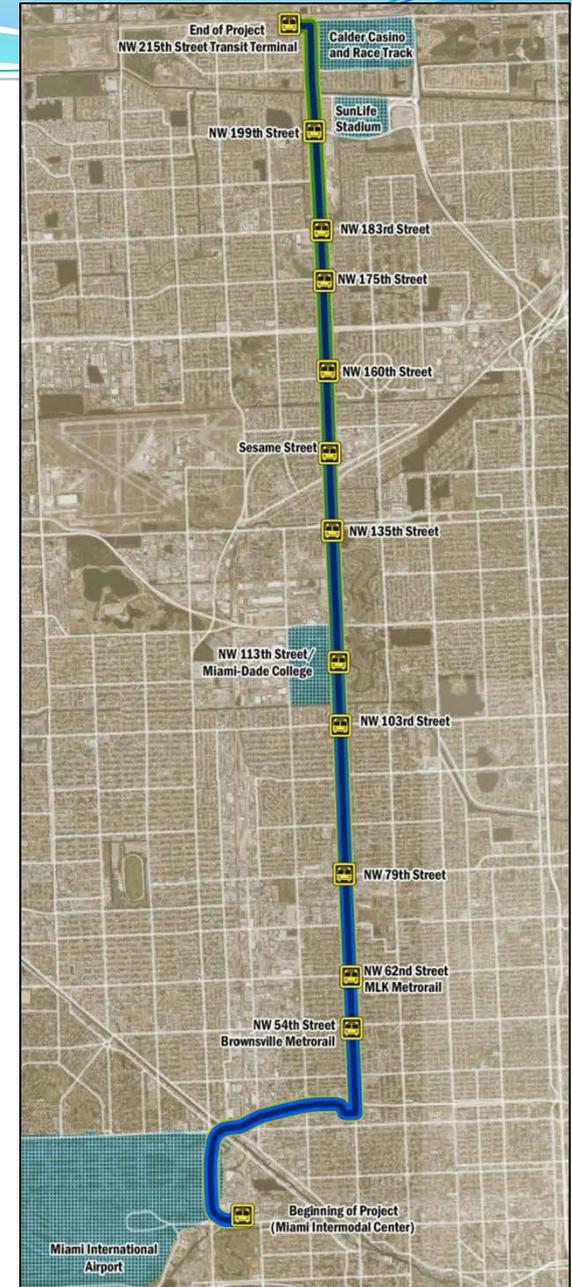
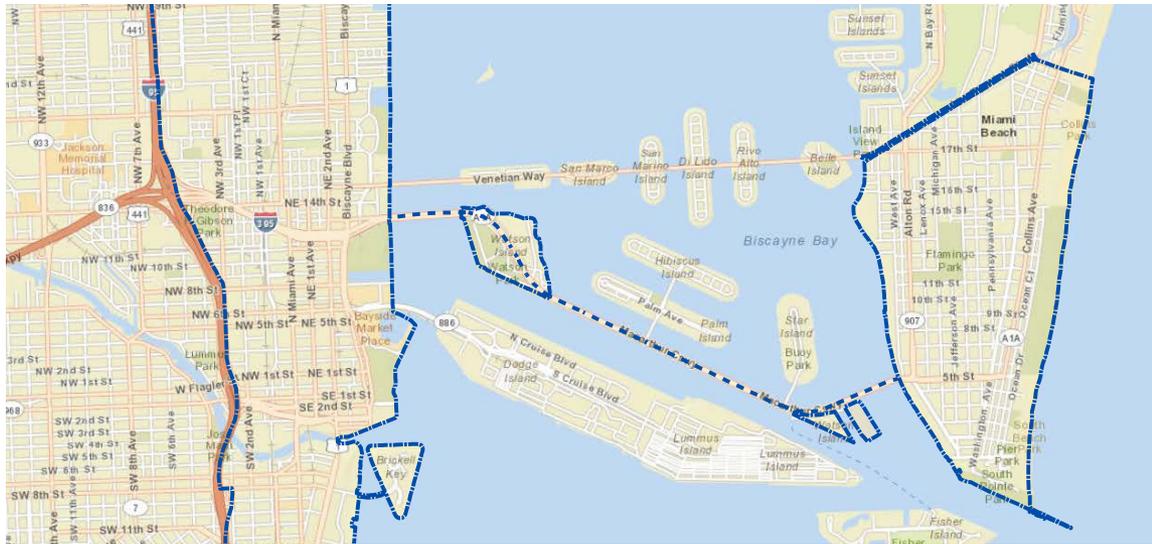
<u>Entity</u>	<u>Contribution</u>	<u>% of Overall Project Cost</u>
SEOPW CRA	\$17,528,049	25%
Omni CRA	\$3,000,000	4%
City of Miami	\$7,167,000	10%
Miami Downtown Development Authority	\$1,267,000	2%
DRI Fees	\$1,180,030	2%
Miami-Dade County	\$13,900,000	20%
FDOT Discretionary Fund* (Requested)	\$3,107,921	5%
FDOT* (Requested)	\$17,190,000	25%
South Florida Regional Transportation Authority (SFRTA)	\$4,600,000	7%
TOTAL	\$68,940,000	100%



Innovative Funding Sources for Transit Projects

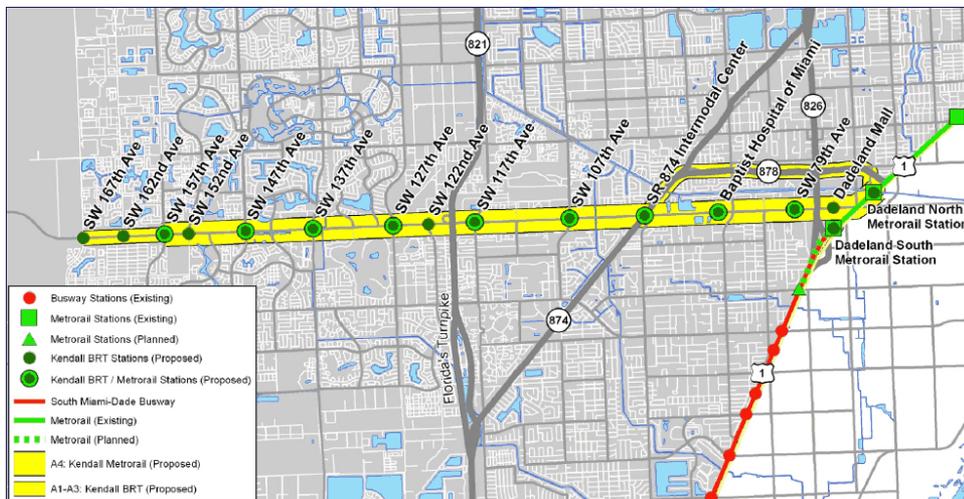
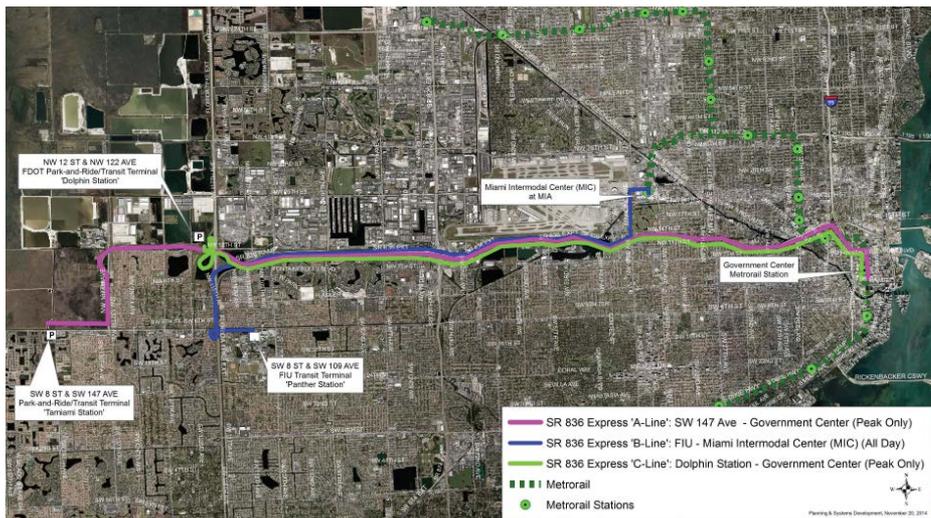
- Trust has been working with IMG Rebel, Washington, D.C.- based financial advisors, for past 4 years to develop models for estimating potential for innovative funding
- The model has been applied to 27th Avenue corridor and Miami Beach corridor
- Work is now underway on:
 - Metromover Extension (Brickell)
 - East-West Corridor/836 Commuter Rail
 - Kendall Drive Bus Rapid Transit (BRT) Corridor
 - Northeast Corridor/FEC Alignment

Previously, IMG Rebel assessed value capture funding Miami-Miami Beach project and 27th Avenue





Work Now Underway on Four Corridors: 836 Commuter Rail and Kendall BRT





Work Now Underway on Four Corridors (cont'd): Metromover Extension (Brickell) and Northeast Corridor/FEC Alignment





Innovative Funding Sources and Financing Mechanisms In Context

	Direct System Revenues	Other Funding Sources	Financing Mechanisms
Traditional	<ul style="list-style-type: none"> • Fares 	<ul style="list-style-type: none"> • Local sources, especially sales taxes • State and federal grants 	<ul style="list-style-type: none"> • Tax-exempt bonds • Bank loans
Innovative	<ul style="list-style-type: none"> • Advertising • Station revenues (parking, concessions) • Naming rights • Air rights 	<ul style="list-style-type: none"> • Tax increment financing • Assessment districts • Joint development • Impact fees • Parking increment • Tolls from partner agencies 	<ul style="list-style-type: none"> • TIFIA & Infrastructure Bank • Private activity bonds • Public-private partnerships (P3) and private equity

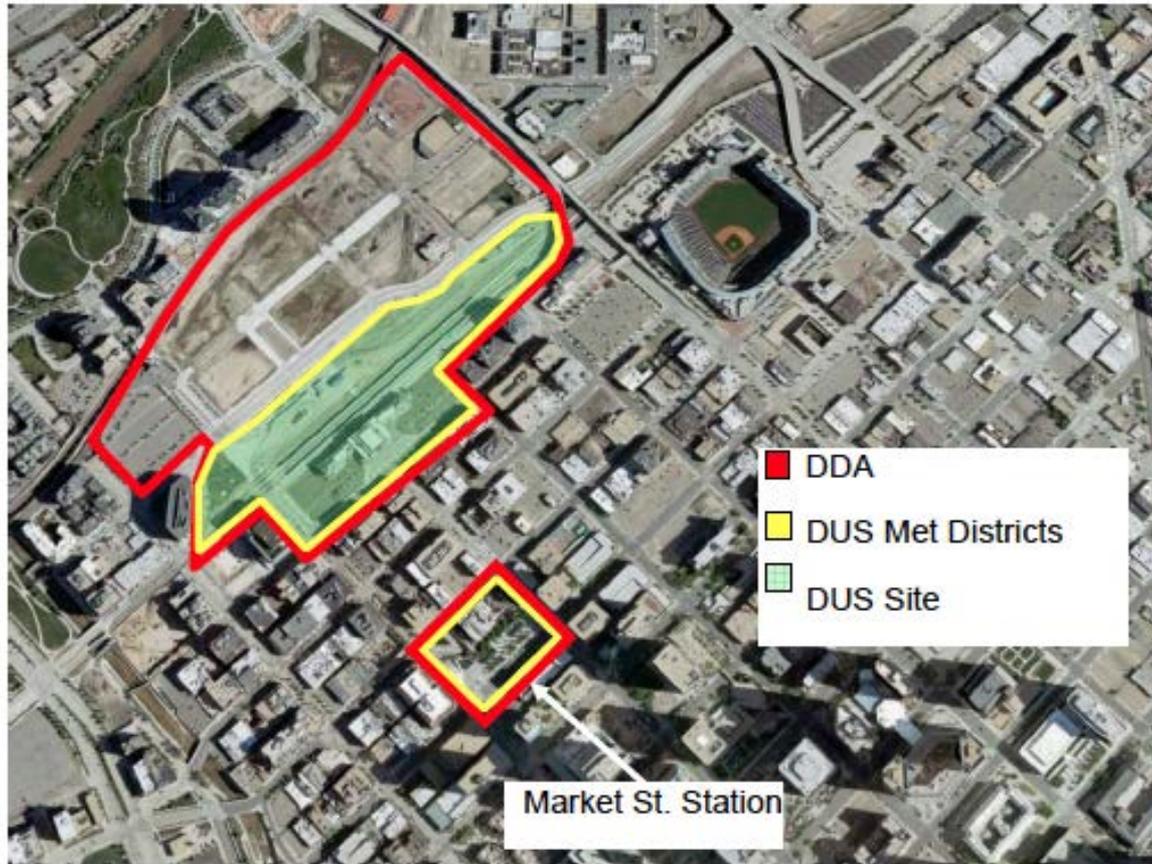


Definitions: Tax Increment Financing and Joint Development

SOURCE/METHOD	DEFINITION
Tax increment financing (TIF)	<ul style="list-style-type: none">• TIF involves creation of assessment district, usually ½ mile radius around stations or ½ mile corridor along alignment• Unlike assessment district (see below), property owners in TIF district pay no additional fee on property. Rather, district retains increases in real estate taxes as property values rise and new transit fosters development
Joint development (JD)	<ul style="list-style-type: none">• JD occurs when private or public entities, including transit agencies, provide land, assets, or funding to support development, usually near station• Transit agencies can take direct equity stakes in projects through direct cash investments or, as is more common, contributing land

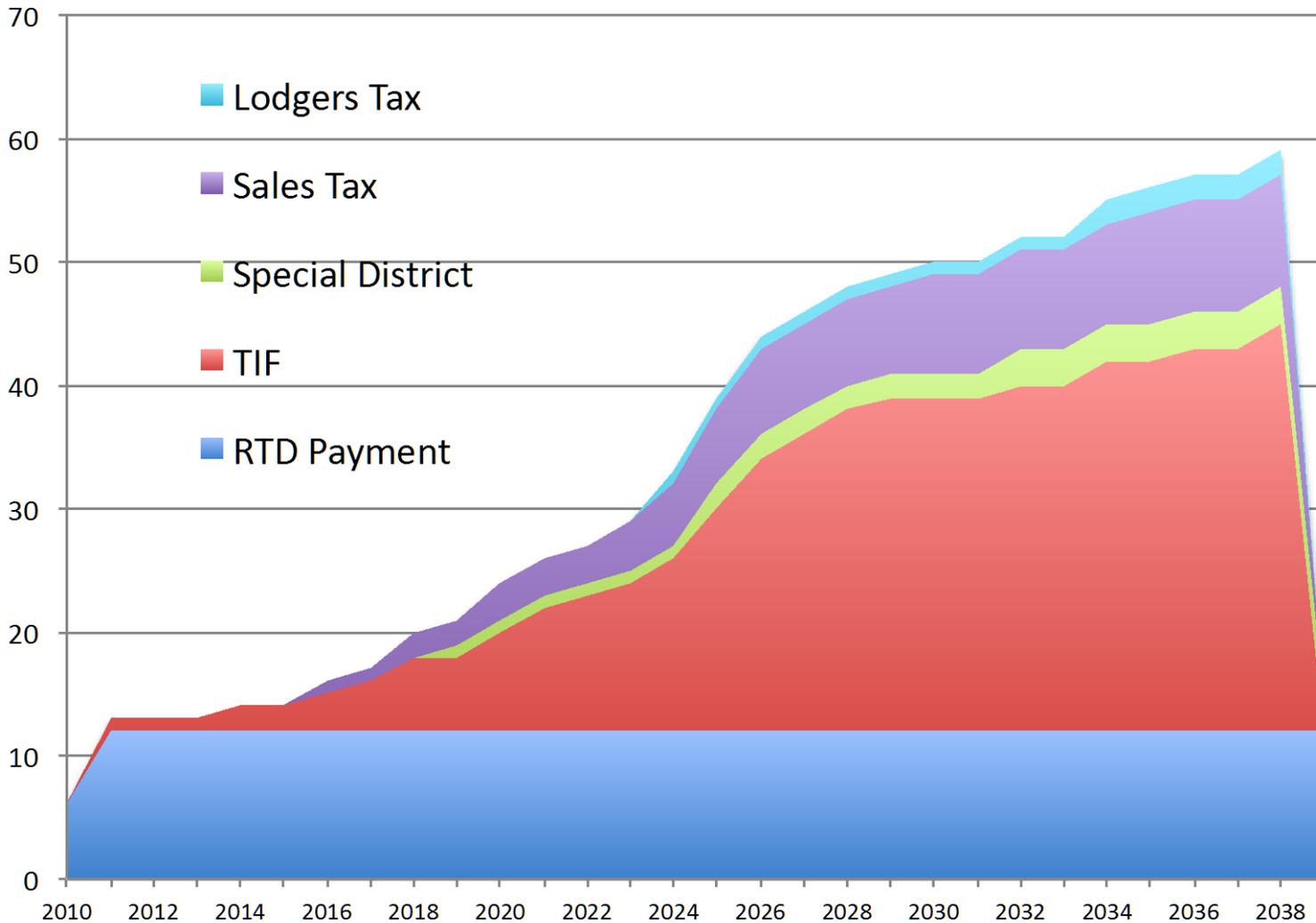


Denver Union Station funded with sales taxes, TIF, assessments, and lodgers tax





Denver Union Station funded with sales taxes, TIF, assessments, and lodgers tax (cont'd)





Definitions: Assessment Districts and Toll Revenue Sharing

SOURCE/METHOD	DEFINITION
Assessment districts (AD)	<ul style="list-style-type: none">• Special assessment area created to support construction and/or operation of new transit service. Typical AD creates ½ mile zone around stations or along alignment, with property owners within zone paying fee based on:<ul style="list-style-type: none">• real estate valuation of such property (ad valorem benefit assessment) or• levy per square foot of floor area (specific benefit assessment)• Residential property is sometimes exempted but not always• Assessment district may cover an entire rail corridor
Toll road revenue sharing	<ul style="list-style-type: none">• Partner toll road agency shares toll revenues to realize transit facility as it relieves congestion and increases mobility

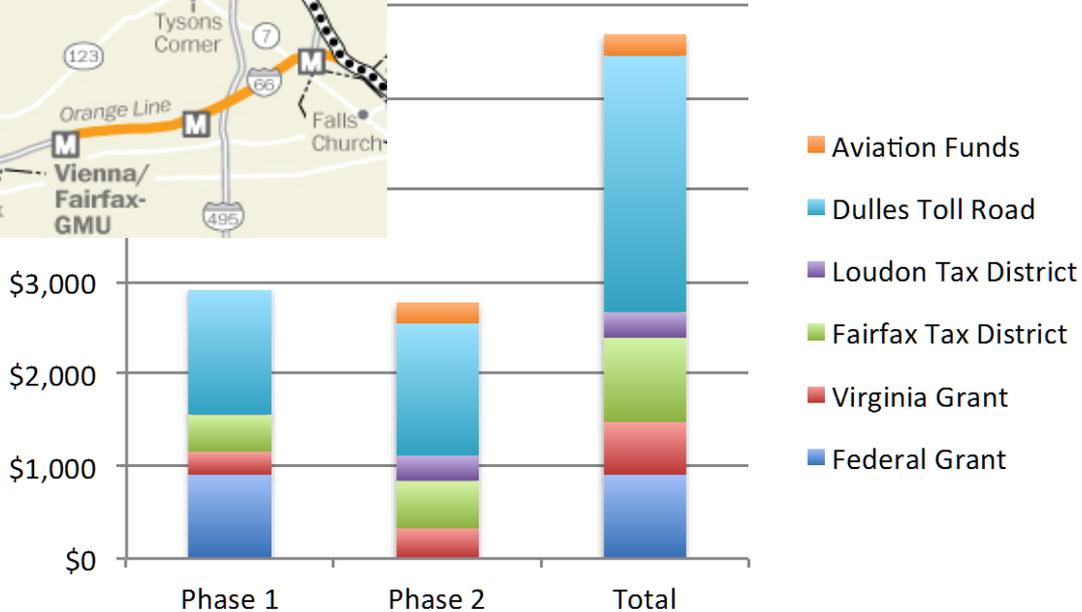
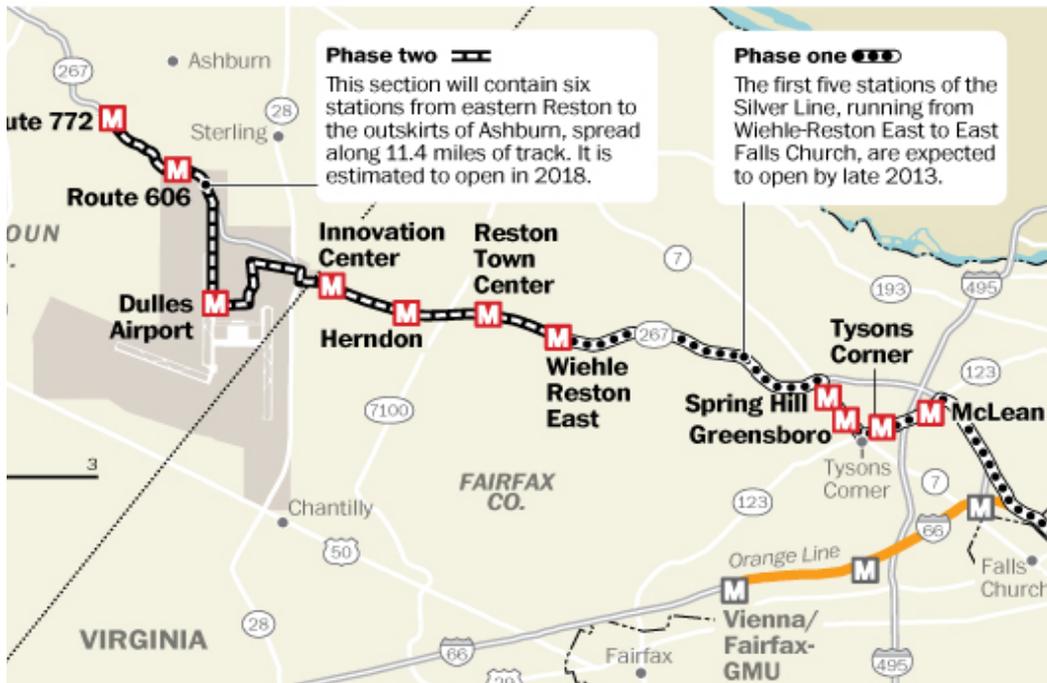


Definitions: Impact Fees

SOURCE/METHOD	DEFINITION
Impact fees	<ul style="list-style-type: none">• Fee assessed on new development within jurisdiction as means to defray cost to jurisdiction of expanding and extending public services to development, similar to AD• Since it is one-time fee, it has less benefit for transit, which needs both capital and operating costs funding



20% of Washington's DC \$6B heavy rail Silver line funded with assessments; half from toll revenues



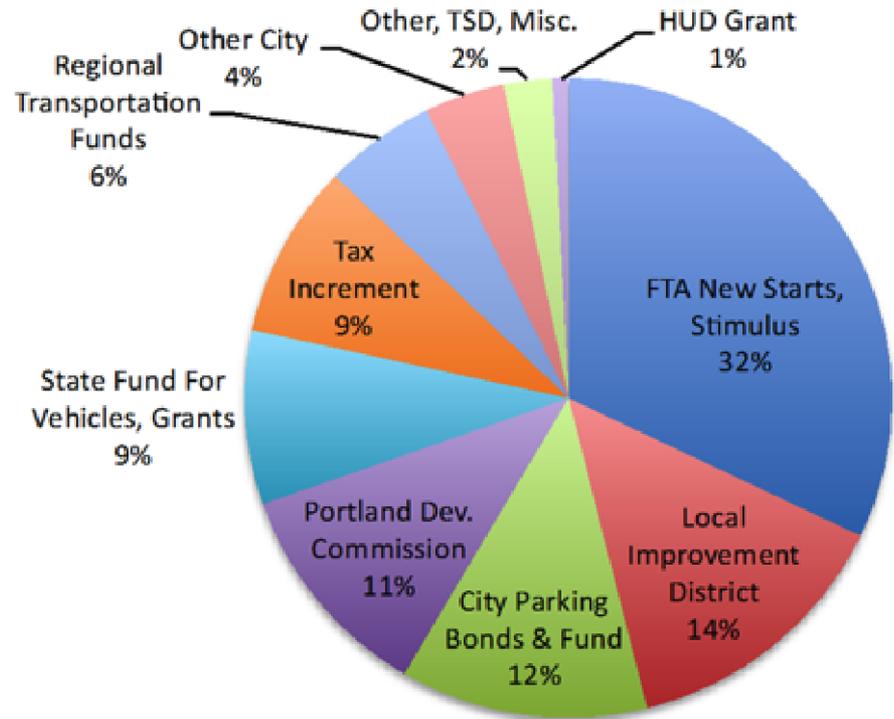
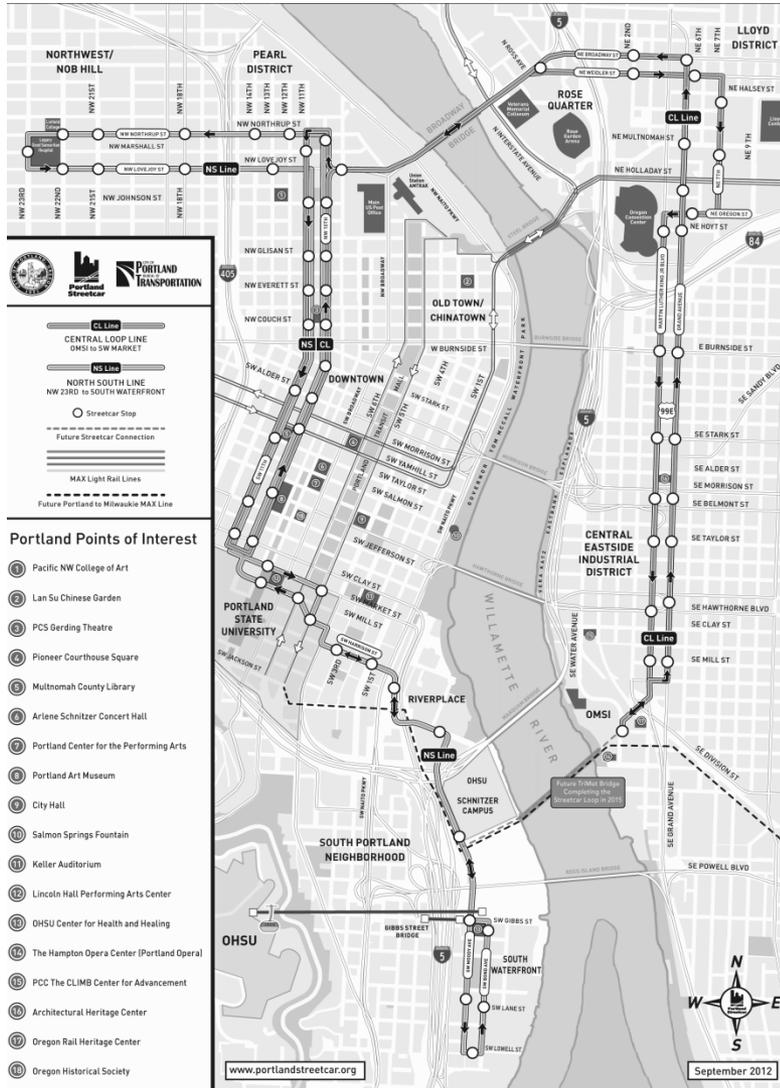


Definitions: Parking Increment

SOURCE/MECHANISM	DEFINITION
Parking increment	<ul style="list-style-type: none">• An increase in parking rates in publicly-owned parking facilities creates additional revenue. Agency of jurisdiction could choose to dedicate those revenues to fund transportation project



1/5 of Portland Streetcar funding from assessments, TIF, and parking fees





Definitions of Innovative Sources and Financing Mechanisms

SOURCE/MEC HANISM	DEFINTION
Naming rights	<ul style="list-style-type: none"><li data-bbox="517 462 1711 696">• A familiar concept for sports venues, naming rights involve an upfront and/or ongoing payment from private entity to transit agency in return for naming station or other assets for private firm

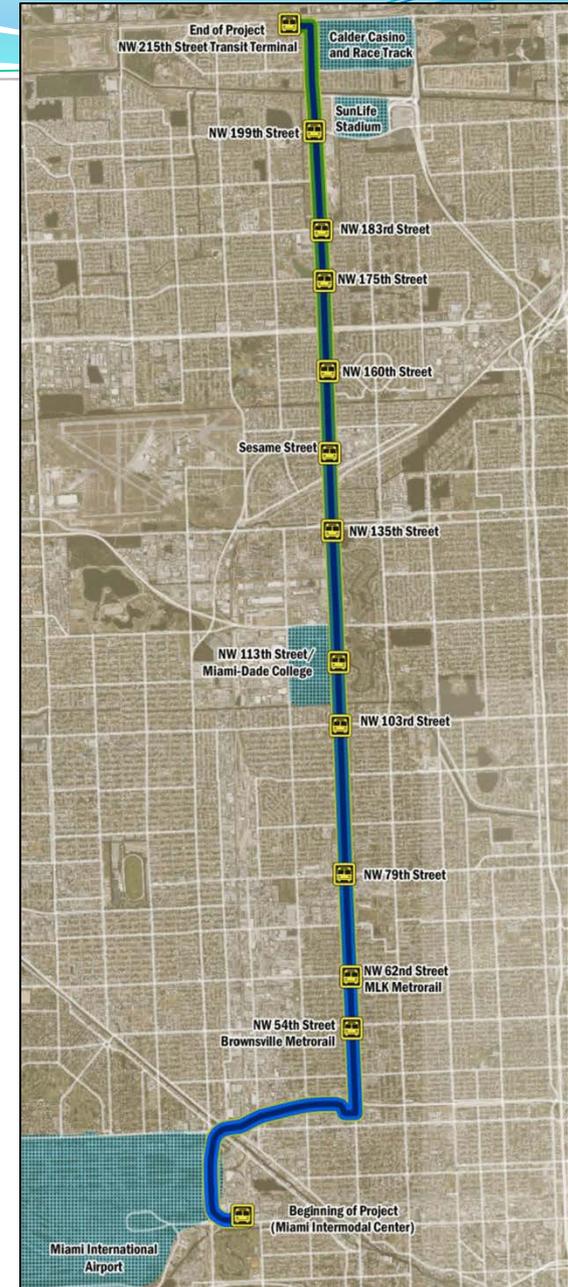
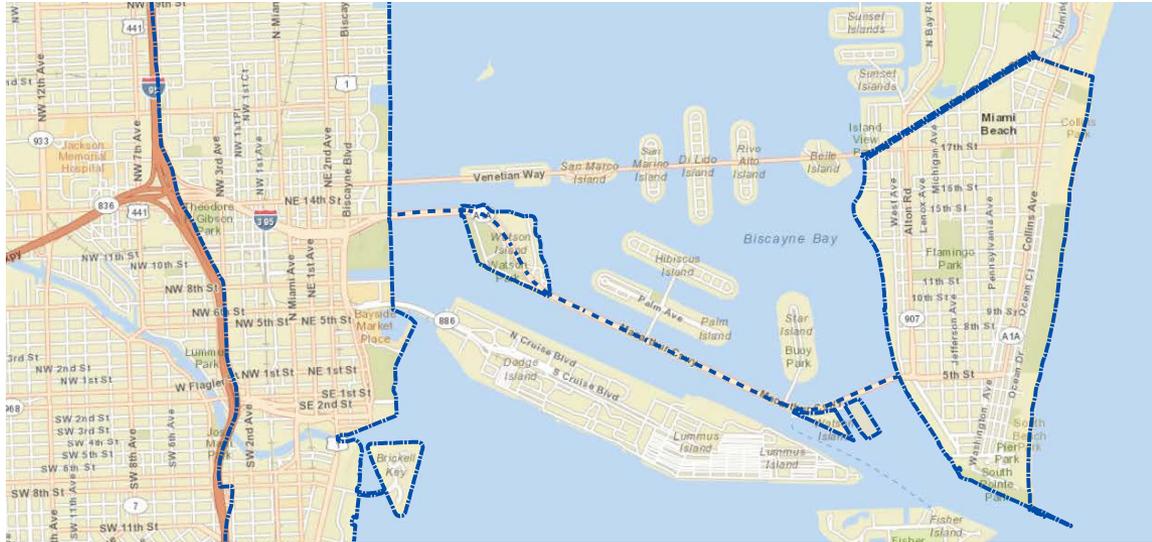


Cleveland funded \$25 million (M) of \$200M HealthLine Bus Rapid Transit with naming rights





Previously, IMG Rebel assessed value capture funding Miami-Miami Beach project and 27th Avenue





For fixed guideway project, value capture primarily through assessments and TIF district

- Value capture districts were developed around stations, ½ mile radius or entire district, in case of Downtown Miami or Miami Beach districts:
- Property owners within assessment district (AD) pay:
 - Tax or fee based on real estate valuation (ad valorem benefit assessment, AD1) or
 - Levy per square foot of floor area (specific benefit assessment, AD2)
 - Or tax increment financing (TIF) district in that zone created
- Evaluated parking revenue supplement in Downtown Miami and Miami Beach as well



Appropriateness of assessment districts and/or TIF funding depends on project

Mechanism	AD1	AD2	TIF
Type	Ad valorem assessment	Assessment on projected total floor area	Ad valorem assessment
Basis	Assessed value of properties	Assessment per square foot of floor area	Assessed value of properties
Pros	Progressive structure – those who benefit most pay most	Simple computation; does not vary with assessed value	No increase in tax rate
Cons	Beyond existing assessments, revenue based on value premium & development	Does not differentiate higher value property beyond existing floor area; revenue based on development	Depends entirely on rising assessments



Impact Area + Applicability + Density + Development Pace + Value Premium = Value Capture Realized

- The following variables affect value capture realized, in example of Downtown Miami – Miami Beach fixed guideway:
 - **Area of Impact:** Greater Downtown Miami, Miami Beach below Dade Blvd., islands along alignment
 - **Assessed Properties:** Commercial properties only
 - **Density of Development:** Future floor area development in 30-year horizon – no change in floor area ratio (FAR)
 - **Pace of Development:** Speed of development from existing to maximum
 - **Value Premium:** Split into land and building value premium and increase equally across 30-year horizon; no additional property value inflation assumed



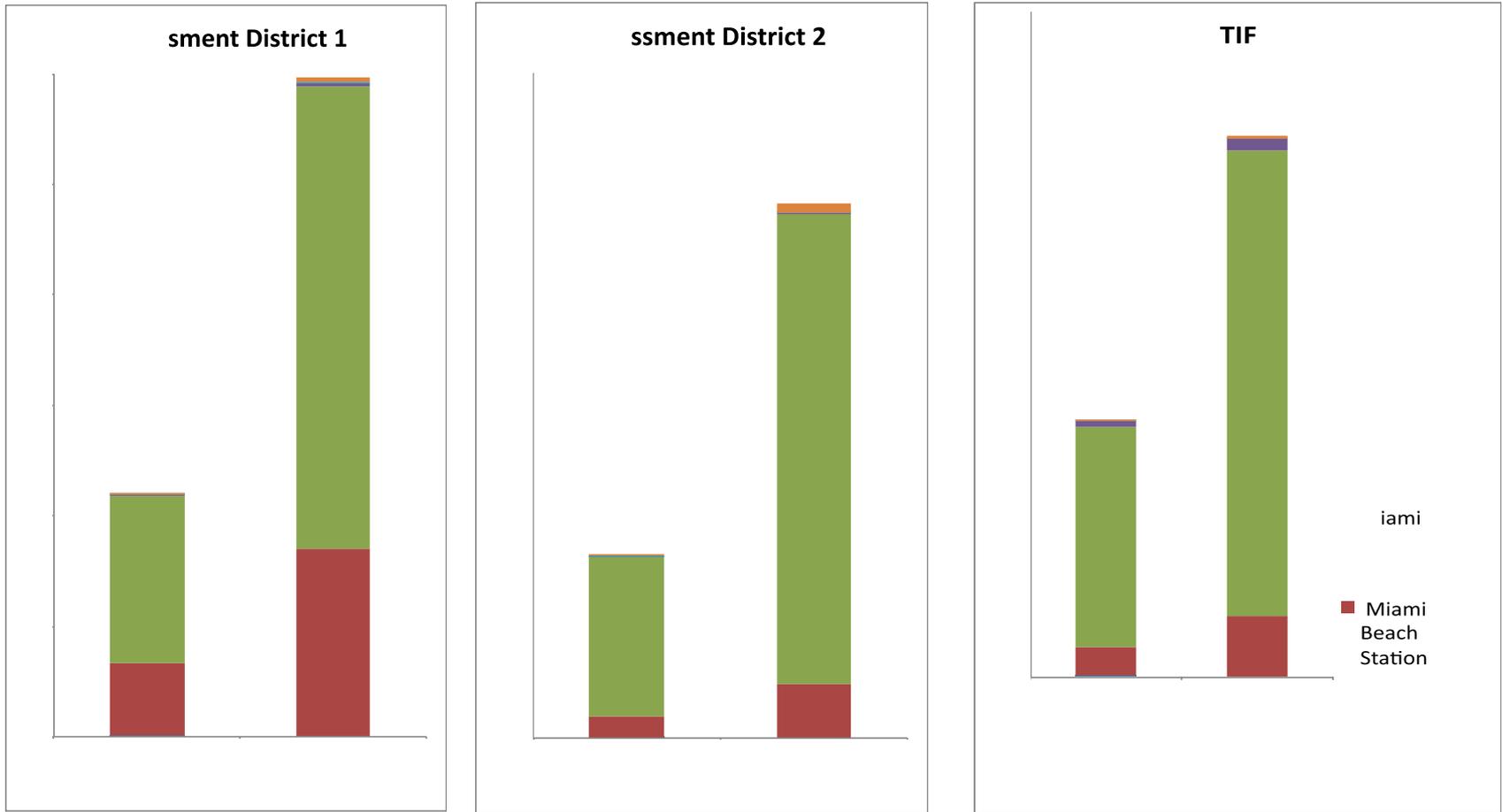
Value Capture Financing Estimates for Entire Project

	Assessment District 1		Assessment District 2		TIF
USD Million	Bonding Capacity (After Issuance Fees & Debt Service Reserve)	Average Annual Value Capture Revenue	Bonding Capacity (After Issuance Fees & Debt Service Reserve)	Average Annual Value Capture Revenue	Bonding Capacity (After Issuance Fees & Debt Service Reserve)
Slow Growth - 50% of New Development in 20 Years	184 - 196	16.7 - 18	251	25	68 - 83
Medium Growth - 50% of New Development in 10 Years	212 - 225	19.1 - 20.5	332	32	87 - 102
Fast Growth - 50% of New Development in 5 Years	230 - 244	20.2 - 21.7	385	36	100 - 115

Note: AD 1 Benefit Assessment based on \$1 for every \$ 1000 of assessed value. AD 2 Benefit Assessment based on \$0.10 per square foot of floor area. Ranges in estimates are due to various cases, which include: 1) 0% value premium and no new floor area development; 2) 15% land value premium and 0% building value premium; 3) 25% land value premium and 5% building value premium; and 4) 30% land value premium and 10% building value premium.



Value Capture Revenues by Station For Fixed Guideway Project (\$ million)





Parking Revenue Estimates – Downtown Miami

- IMG Rebel estimated revenue potential of increasing fees on city-owned hourly parking within Miami Central Business District
- Estimate of parking revenues was estimated by applying per parking space revenue to available off-street parking inventory, based on incremental rates of 5%, 10% and 15%

<i>Percent Increase</i>	<i>Estimated Revenue per Parking Space(1)</i>	<i>Number of Parking Spaces(2)</i>	<i>Projected Revenues (\$M)</i>	<i>Projected Parking Fee Revenue for Project (\$M)</i>	<i>Bonding capacity (\$M)</i>
Current	\$2,398	10,725	\$25.7	--	--
5% Increase	\$2,518	10,725	\$27.0	\$1.3	\$18
10% Increase	\$2,638	10,725	\$28.3	\$2.6	\$35
15% Increase	\$2,758	10,725	\$29.6	\$3.9	\$53

Footnotes:

(1) Revenue per parking space amount is taken from "Parking Study-analysis of Revenue Enhancement Opportunities through Parking Fees," 2012, by Florida International University, Metropolitan Center.

(2) Number of off-street spaces in Downtown Miami taken from "Impact of Parking Supply and Demand Management on Central Business District, Technical Memorandum No. 1." Projected parking revenue does not factor elasticity of demand.



Parking Revenue Methodology – Miami Beach

- Research Team estimated revenue potential of adding increasing hourly parking fees in Miami Beach south of 17th Street and providing revenue to transit project
- Bottom-up calculation took into account total parking revenues, number of parking spots, hours of operation, rate and average occupancy for each type of parking space per day
 - Assumed \$ 0.10 per hour increase in parking fees that would go to transit project
 - To calculate parking revenues from event-based flat-rate parking, Research Team assumed 5% increase (\$1) in current revenues



Parking Revenue Estimates – Miami Beach

Estimated On-Street and Garages Meter Parking Revenue

<i>Type of Parking Facility</i>	<i>Parking Spaces</i>	<i>Hours of Operation</i>	<i>Estimated Average Occupancy</i>	<i>Increase in Average Hourly Parking Rate</i>	<i>Parking Revenue</i>
On-Street Parking	1,977	18	85%	\$0.10	\$3,025 per day
Garages	5,634	10	60%	\$0.10	\$3,380 per day
Total	7,611				\$6,405 per day
Annual Revenue					\$2.3 M

Estimated Events Parking Revenue

<i>Type of Parking Facility</i>	<i>Parking Revenue</i>
Revenue for 2011	\$5.2 M
Parking Fee in 2011 (per session)	\$20.00
Percent Increase in Fee	5%
Increase in Fee	\$1.00
Annual Revenue	\$262,000

- With annual revenue potential of over \$2.5 million, bonding capacity from increased parking revenues is \$ 32 million (in current dollars)
- Combined with Downtown Miami, \$50 to \$85 million could be raised in bonding capacity



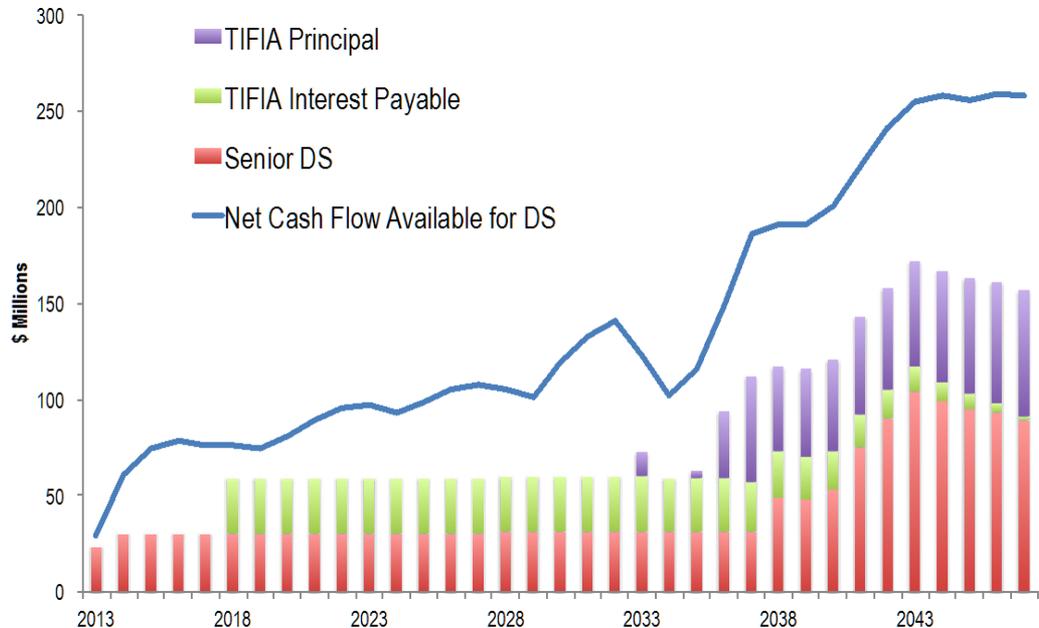
Funding/Financing Fixed-Route Project

- Real estate value capture, coupled with parking fees, could reasonably fund 25% or more of \$500 million Beach project
- Supplementing value capture, other funding sources and financing mechanisms could realize rest of project
 - FDOT State Infrastructure Bank (SIB) program could provide limited subordinate, subsidized financing
 - MAP-21 grant programs (New Starts and Small Starts) could provide up to about 50% funding
 - Joint development at selected stations could defray costs
 - TIFIA can be significant financing means
 - Public-private partnerships (P3) could reduce public costs and/or absorb some risks



US DOT's TIFIA program frequently finances public or private projects over \$50M

- Loan is sized at up to 1/3 of eligible project costs
- Terms are for up to 5 years construction plus 35 years operations
- Rates are similar to long-term U.S. treasuries
- Offers capitalized interest features, useful to address toll revenue “ramp up issues”
- As TIFIA loans are subordinate to senior debt, they offer some coverage ratio benefits
- TIFIA Capacity increased from \$1B/year to \$7–10B/year under MAP – 21; may decrease to under \$700M

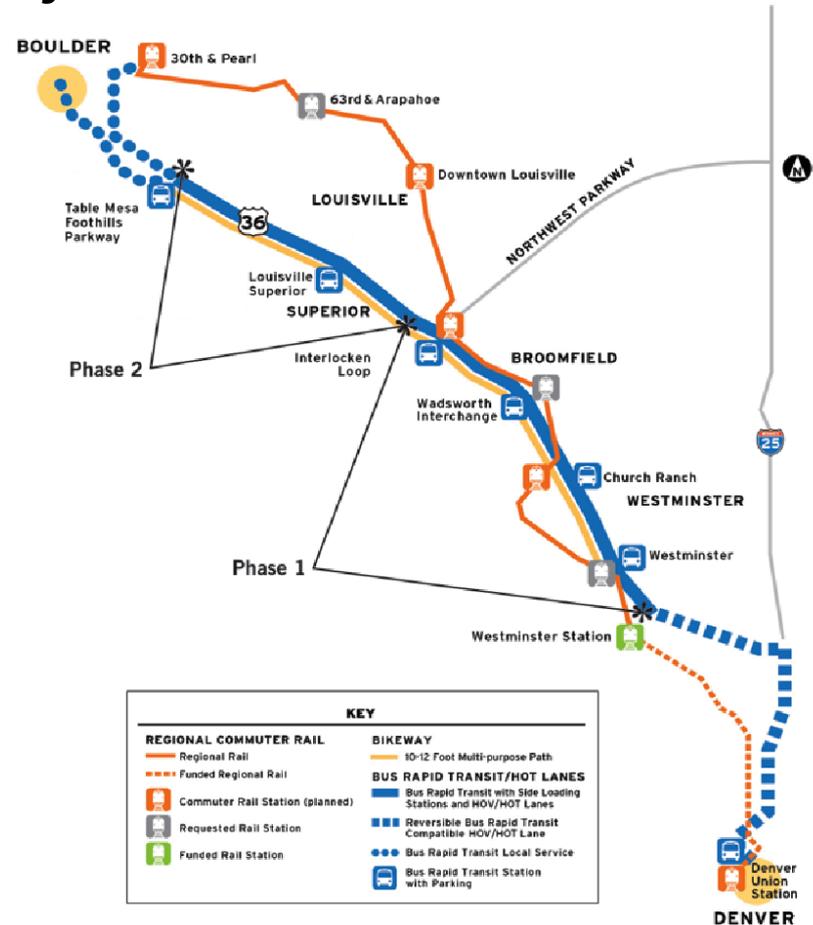




P3 & toll funding may complement transit finance, such as in Denver US 36 managed lanes/BRT

- US 36 public-private partnership (P3) and others demonstrate how managed lanes (ML) can be developed with BRT
- 15-mile, \$520M project funded with grants, sales taxes, and tolls
- Private Activity Bonds, TIFIA, and equity financing
- Innovative finance and P3s (including availability payment project delivery) works best for projects over \$75M - \$100M due to transaction costs

US 36 Map, Showing ML, BRT and Other Rail Projects Between Denver and Boulder





Many transit systems are funded with full 1 cent of sales taxes

Transit Property	Dedicated to Transit	2008 Revenue*	% of Operating Budget*
RTD (Denver, CO)	1% in Regional Transit District	\$479,196,318	127.80%
Capital Metro Transit (Austin, TX)	1%	\$153,829,029	106.40%
DART (Dallas, TX)	1% in 15 area cities	\$413,341,243	105.50%
MARTA (Atlanta, GA)	1% in Fulton and DeKalb counties	\$349,667,498	93.40%
VIA (San Antonio, TX)	¼ cent	\$119,572,707	80.40%
LYNX (Charlotte, NC)	½ cent	\$71,106,519	70.40%
LA Metro (Los Angeles, CA)	½ cent (Prop. A) + ½ cent (Prop. C) + ½ cent (Measure R)	\$792,115,316	67.50%
Regional Transit Authority (Chicago, IL)	1.25% in Cook County and 0.75% in collar counties	\$668,443,047	56.10%
MDT (Miami, FL)	½ cent	\$120,139,717	24.60%
MTA (New York, NY)	3/8 cent	\$704,400,000	11.90%

*Sales taxes are used for operations and capital costs. Comparison to operating budget is to show magnitude of collections.



Rich literature of value capture funding

<i>Project Name</i>	<i>Project Description</i>	<i>Year</i>	<i>Mechanism</i>	<i>Value Capture Revenue (US\$ Million)</i>	<i>Value Capture Share of Project Cost</i>
Los Angeles Metro Red Line, Segment One	5 underground heavy rail stations in downtown Los Angeles	1993	AD	\$130	9%
Washington, D.C. Metro New York Avenue Station	An in-fill station designed to be catalyst for transit-oriented economic development in Washington's NoMa neighborhood	1998	AD	\$25	23%
City of Portland Streetcar	An 8.0-mile continuous loop (4.0-mile in each direction) through multiple neighborhoods in Portland	Late 1990s through 2000s	TIF and AD	\$41	40%



Rich literature of value capture funding (cont'd)

<i>Project Name</i>	<i>Project Description</i>	<i>Year</i>	<i>Mechanism</i>	<i>Value Capture Revenue (US\$ Million)</i>	<i>Value Capture Share of Project Cost</i>
Seattle South Lake Union Streetcar	2.6 mile streetcar line connecting Seattle's South Lake Union neighborhood to Westlake Hub	2005	AD	\$25	47%
San Francisco Transbay Transit Center	Multi-modal transit center in downtown San Francisco serving ten transportation systems, including high speed intercity passenger rail. Project includes new mixed-use, transit-oriented neighborhood with residential towers, shops, parks, and office buildings on surrounding land	2010	TIF and AD	\$1,400	33%



The Transportation Trust Useful Links

Transportation Trust Home Page

www.miamidade.gov/citt

PTP 5-Year Implementation Plan

http://www.miamidade.gov/citt/PTP_5_year_plan.asp

Strategic Planning Studies

<http://www.miamidade.gov/citt/strategic-financial-studies.asp>

- Innovative Revenue Techniques
- MDT Cost & Efficiency Study
- NW 215th Street - Land Use & Planning Study for Highest & Best Use
- Revenue Enhancement, 2013

