



The People's Transportation Plan: PTP 2.0

Innovative Funding Solutions



October 19, 2015





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 1/2 percent sales surtax whose proceeds will be overseen by the Citizen's Independent Transportation Trust?	
YES	134 
NO	135 



PTP 1.0 Accomplishments





PTP 1.0

The PTP Corridors – Very Limited Progress

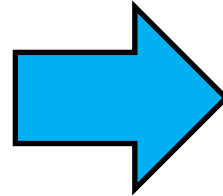




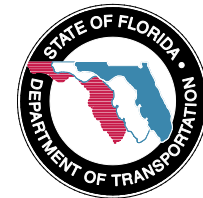
PTP 1.0

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



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 Schwiop
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

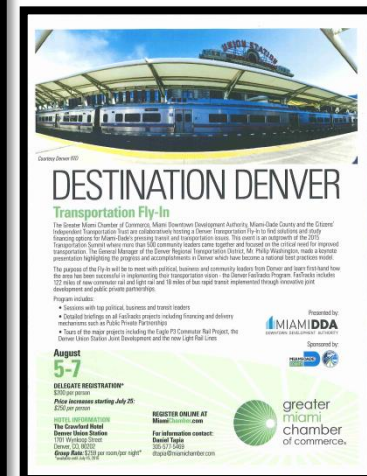
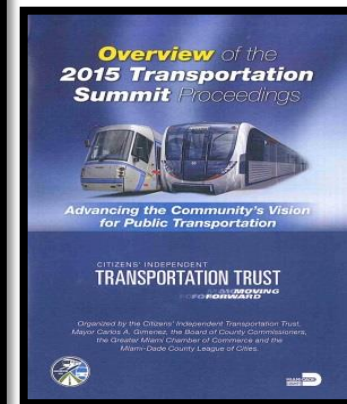
Transportation agencies need to work with the private sector to find cost-effective methods for implementing transportation improvements. Successful public-private partnerships in other parts of the country can serve as good models for local transportation agencies.

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.





The Outcome: PTP 2.0

A New Paradigm

Each PTP Corridor Has Its Own Unique Solution

- **Technology**
 - o Heavy rail
 - o Light rail
 - o Commuter rail
 - o Peoplemover
 - o Express Bus
 - o Bus Rapid Transit (BRT)
- **Funding**
 - o Public Partnerships
 - o County (PTP)
 - o FDOT (State)
 - o Cities (PTP)
 - 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



PTP 2.0

A New Paradigm



Metrorail



Light Rail



Full BRT



Metromover



Commuter Rail



Express Bus

Technology -
Each PTP corridor has
a unique technology
solution including:

- Metrorail**
- Metromover**
- Light Rail**
- Commuter Rail**
- BRT**
- Express Bus**



The PTP 1.0 Paradigm

A Single Technology: Metrorail



The New Paradigm – PTP 2.0

Features Multiple Technologies





PTP 2.0

A New Paradigm

**Public Sector Funding –
Each PTP corridor has a
unique funding solution
with
new public sector
collaborations:**



MIAMI BEACH



- County PTP
- FDOT
- Municipal PTP
- CRA'S
- MDX
- SFRTA
- FTA
- Special Authorities
- Universities



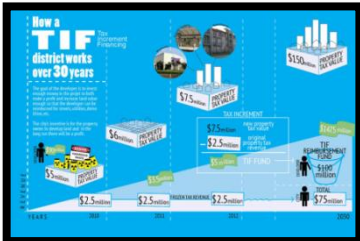
Federal Transit Administration





PTP 2.0

A New Paradigm

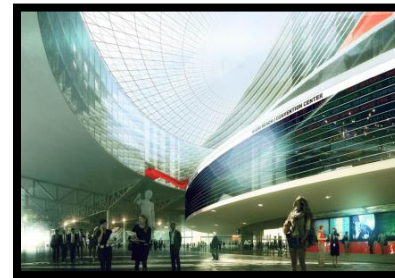


**BUSINESS
IMPROVEMENT
DISTRICT
SOLUTIONS**



**Innovative Funding –
Each PTP corridor has a unique
funding solution with
innovative funding sources
including:**

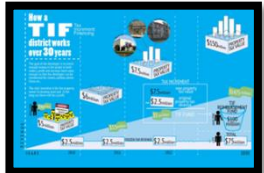
- Public Private Partnerships
- Private Sector Contributions
- Tax Increment Financing
- Special Assessment Districts
- Convention Development Tax
- Joint Development
- Parking Surcharges
- Toll Revenue
- Naming Rights
- TIFIA Loans





The PTP 1.0 Paradigm

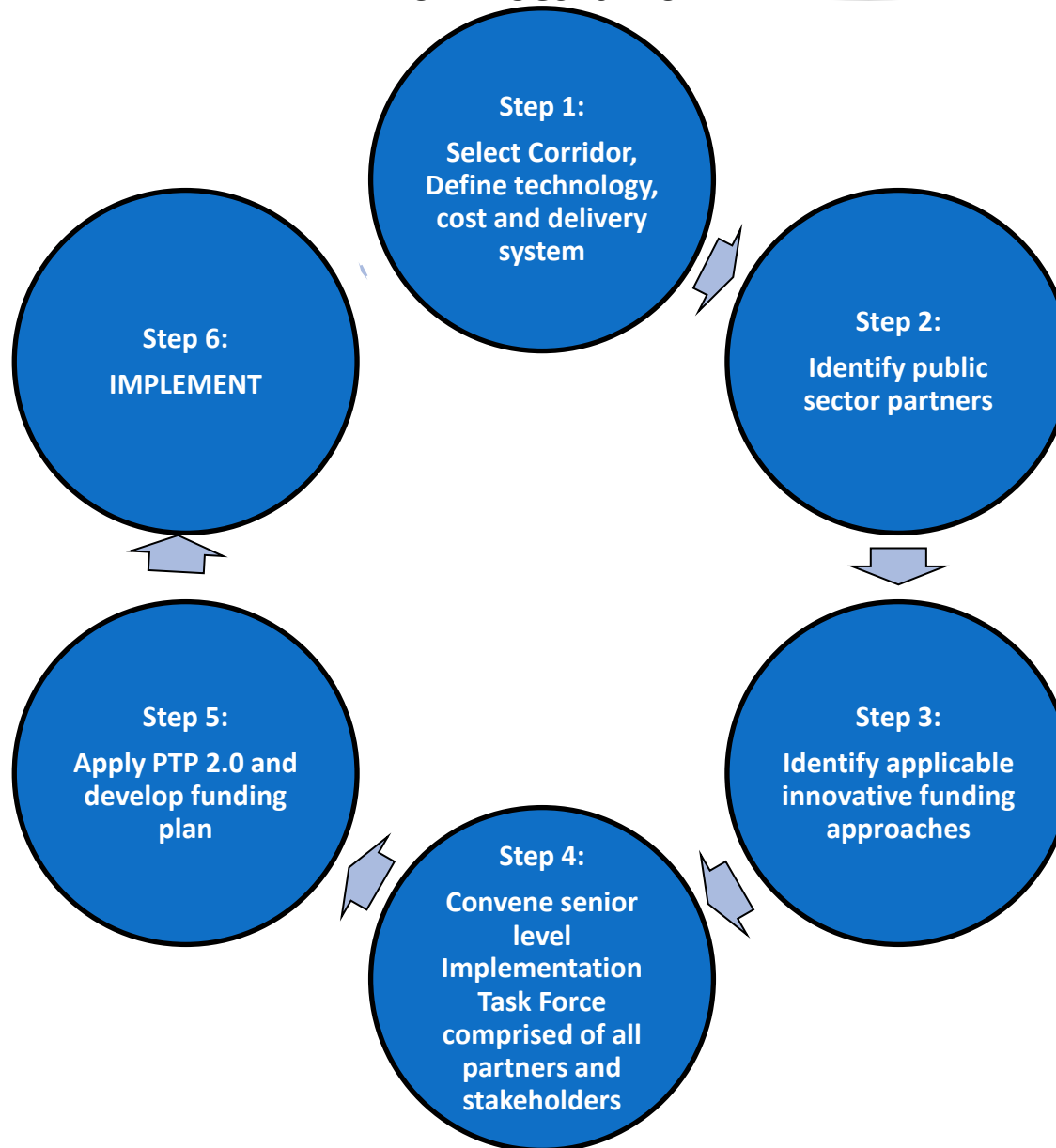
The New Paradigm – PTP 2.0





PTP 2.0

How Does it Work



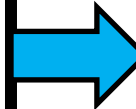


PTP 2.0

Can it Work? It Already Has Tri-Rail Downtown Miami Link

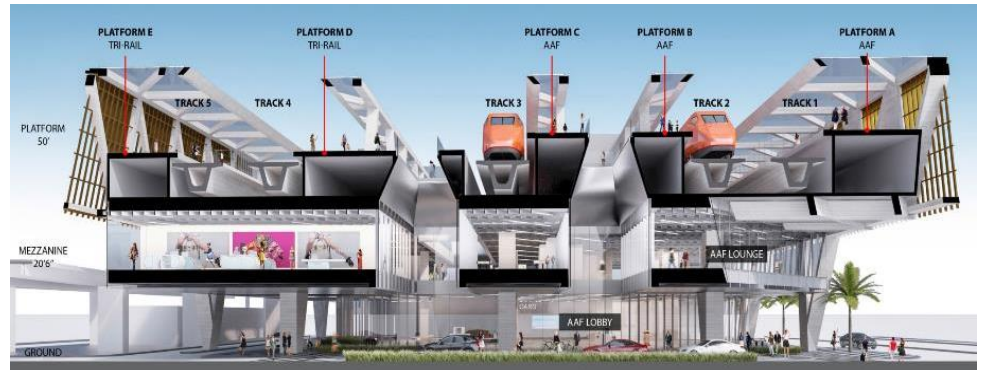
Step 1a: Select Corridor

- **Tri-Rail Downtown Miami Link**



Step 1b:

Identify Project, Technology and Cost:



- **Capital - \$69 m**
- **O&M - Existing SFRTA Budget**



PTP 2.0

Can it Work? It Already Has Tri-Rail Downtown Miami Link

Steps 2-6:

Develop and Implement a Unique and Groundbreaking Partnership



\$13.9 m



SEOPW CRA - \$17.5 m (TIF)
Omni CRA - \$3.7 m (TIF)



\$20.3 m



\$1.3 m



\$6.9 m



\$.25 m



\$5.6 m



P3 – DBF
Design, Build, Finance
with Developer
Contributions

DRI - \$1.1 m



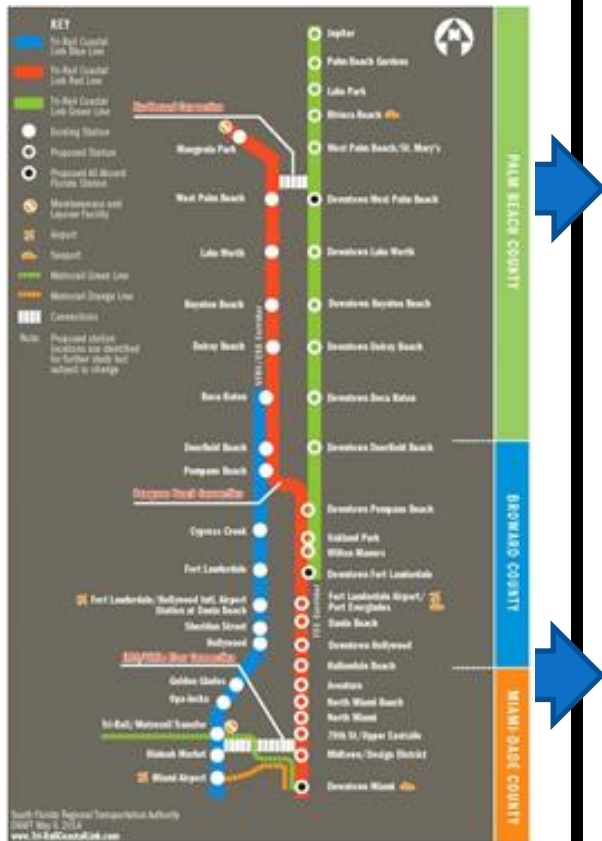
PTP 2.0

Can it Work Again? Tri-Rail Coastal Link

Step 1a:

Select Corridor

- Tri-Rail Coastal Link



Step 1b:

Identify Project, Technology and Cost:



- Capital - \$119 m (Miami-Dade Portion)
- O&M - \$8 m (Miami-Dade Portion)



PTP 2.0

Can it Work Again? Tri-Rail Coastal Link

Step 2: Identify Potential Public Sector Partners



SEOPW CRA
Omni CRA
Midtown CRA





PTP 2.0

Can it Work Again? Tri-Rail Coastal Link

Step 2:

Municipal PTP Potential



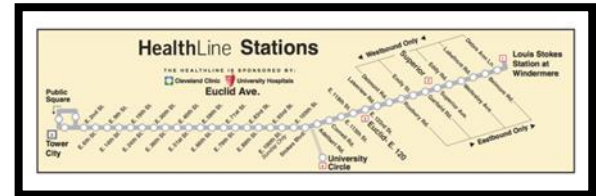
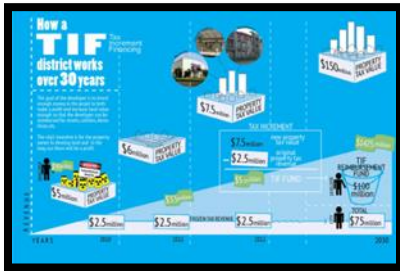
City	Total PTP \$	Trans 80%	Bond Capacity	1/2 Trans	Bond Capacity	1/4 Trans	Bond Capacity
Miami*	\$ 3.9	\$ 3.1	\$ 40.6	\$ 1.6	\$ 20.3	\$ 0.8	\$ 10.1
North Miami	\$ 2.2	\$ 1.8	\$ 22.9	\$ 0.9	\$ 11.4	\$ 0.4	\$ 5.7
North Miami Beach	\$ 1.6	\$ 1.3	\$ 16.6	\$ 0.6	\$ 8.3	\$ 0.3	\$ 4.2
Aventura	\$ 1.4	\$ 1.1	\$ 14.6	\$ 0.6	\$ 7.3	\$ 0.3	\$ 3.6
Totals	\$ 9.1	\$ 7.3	\$ 94.6	\$ 3.6	\$ 47.3	\$ 1.8	\$ 23.7
* Factored to 25%							



PTP 2.0

Can it Work Again? Tri-Rail Coastal Link

Step 3: Identify Applicable Innovative Funding Sources





PTP 2.0

Can it Work Again? Tri-Rail Coastal Link

**Can our community come together to make
this project a reality?**



- **Capital - \$119 m (Miami-Dade Portion)**
- **O&M - \$8 m (Miami-Dade Portion)**



The Future: PTP 2.0

A New Paradigm

- PTP 1.0 has achieved some significant results
- The progress on major corridors, however, has been very limited
- A new solution, a new paradigm, is needed
- PTP 2.0 has the potential to be that solution
- Can our community come together and develop solutions for each of the PTP corridors?





Thank You

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