Southeast Florida’s Regional Vision for Economic Prosperity

Transportation Challenges and Opportunities in SE Florida

the blueprint
Transportation in SE Florida: Challenges and Opportunities

- Multiple Planning Agencies
- Freight & Goods Distribution: Rail, Ports, Inland Ports and SIS Systems
- Commuter Rail: SFECC (FDOT) & NEW START (SFRTA)
- Transit
- Connecting LAND USE and TRANSPORTATION
- Sea Level Rise
- High Speed Rail
Agencies with Planning Responsibilities

MPOs & TPOs
- Miami-Dade
- Broward
- Palm Beach
- Martin
- St. Lucie
- Indian River

Public Sector Operators
- Miami-Dade Transit
- Broward County Transit
- Palm Tran
- SFRTA/Tri-Rail
- FDOT
- Turnpike Enterprise
- Rail Enterprise
- Miami-Dade Expressway Authority
- Martin Council on Aging
- St Lucie Council on Aging
- Indian River GoLine
- Ports
- Airports

State, Regional & Local
- State: FDOT, DCA
- Region: SFRPC & TCRPC
- Local: County & municipalities
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23 Transportation Planning Agencies, 7 Counties and 121 Towns and Cities
The “Lay of the Land”

- Monroe
- Miami-Dade
  - Miami Urbanized Area
  - MPO
  - Southeast Florida Transportation Council (SEFTC)
- Broward
- Palm Beach
- Martin
  - Port St. Lucie UA
  - MPO
  - Treasure Coast Transportation Council
- Saint Lucie
  - TPO
  - MPO
- Indian River
  - Vero UA
  - MPO

- FDOT District VI
- FDOT District IV
- Rail Enterprise
- Turnpike Enterprise
- South Florida Regional Transportation Authority/Tri-Rail
  - MDT
  - BCT
  - Palm Tran
  - MDX
- Martin/St. Lucie RTO
  - MC Council on Aging
  - SLC Council on Aging
  - GoLine IRT

- South Florida RPC
- Treasure Coast Regional Planning Council
- Local Governments
Freight and Goods
Increase Global Commerce
80% of all goods IN and OUT of Florida are moved by truck. *(We have limited highway capacity, (this trend is NOT SUSTAINABLE)).*
Today’s Transportation System Cannot Meet Increase in Demand

CURRENT & FUTURE HEAVILY CONGESTED CORRIDORS

Legend
- Heavily Congested Corridors as of Year 2035
- Existing GIS/SSS Facilities
- Planned GIS/SSS Facilities

Legend Notes:
1. Heavy congestion in urban areas means that traffic is either moving bumper to bumper or is at a crawl during peak periods of the day or evening.
2. Heavy congestion in rural areas means that passage of vehicles and trucks is so slow that it is difficult to maintain a safe following distance in very slow traffic (Level of Service C or worse).
3. 2035 System includes lanes added as a result of constructing the Ten-Year Plan Route(s) 2035 with Growth Management Funds.
4. 2035 System includes lanes added as a result of constructing the Ten-Year Plan Route(s) 2035 with Growth Management Funds and the SIS Cost Savings Plan.

Traffic data as of 2004 by the FDOT Transportation Statistics Office.

2035
Other Challenges…

- Our Ports have limited land side capacity and depth.
- Other US Port competition for the Panamax freighters
- Our Coastal Rail Lines have limited capacity to handle the increased freight AND passenger service that is expected to increase in the future.

… A More Robust, Interconnected, Intermodal Transportation System is Needed
Goal: To Increase Freight and Goods transportation capacity and enhance the integration of freight into the existing Transportation System.
• US 27 Planning and Conceptual Engineering Study: Investigate the technical and economic feasibility of developing the US-27 corridor to accommodate multimodal options, including rail and highway modes of transportation.

• US-27 to accommodate future regional travel demand, in a manner consistent with Strategic Intermodal System (SIS) highway standards.
Ports: SE Florida Port System

- SE Florida Port System
- Port of Fort Pierce
- Port of Palm Beach
- Port of Ft. Lauderdale
- Port of Miami
- Port of Key West

Major Cargo Gateway Port (Deep Draft):
- Gateway for non-Florida commodities
- Gateway for strategic Florida commodities: containers, petroleum, coal, aggregates, etc.
- Very strong truck, rail, barge connectivity

Regional Cargo Gateway Port:
- Gateway for regional commodities
- Special services, niche commodities
- Effective truck, rail, barge connectivity

Major Cruise (>1,000,000 /yr):
- Strong auto/transit/air connectivity
- Strong truck connectivity for provisioning
Ports: SE Florida Port System

Port of Miami

• **Port Tunnel**
  – Construction underway to connect the Port with I-395

• **On-Port Rail**
  – Re-construction of on-port rail and repair of bridge funded by Tiger II Grant
  – FEC Railway funding line improvements connecting to Hialeah intermodal yard
  – Flagler working to develop inland port in western Miami-Dade County to serve the Port

• **Deep Dredging**
  – Dredging to 50 feet approved and fully funded
  – Governor Scott allocated final funding in March 2011
**Port Everglades**

- **On-Port ICTF Development**
  - Port Everglades is developing an on-port ICTF in its Southport complex.
  - This will eliminate existing dray movements to FEC’s Fort Lauderdale and Hialeah intermodal ramps.
  - Operational by 2014.

- **South Turning Notch Expansion**
  - Port Everglades is expanding its turning notch to address navigational and berthing limits for large post-panamax vessels.

- **Deep Dredging**
  - Port Everglades is pursuing approval from the USACE to dredge to -50 feet.
  - If approved, the deepening could be completed by 2017, if fully funded.
Port of Palm Beach

- Blue Heron Blvd/Port Stacking Mitigation
- Slip 3 redevelopment and expansion – existing bulkheads in dire need of repair currently reviewing alternatives to rebuild and expand. Would allow for 2 additional ships to dock.
- New Master Plan just underway

Port of Ft. Pierce

- Taylor Creek Phase III fully funded
- Spoils site purchased and ready for final Phase of Taylor Creek Dredging
- New Master Plan for the Port of Fort Pierce
Inland Ports: Proposed System

(Intermodal Logistic Centers)

- Port Everglades ICTF
  - 42 acres of ILC
- Hialeah Logistics Hub
  - 300 acres of Logistics Hub
- Palm Beach County ILC
  - 255 acres of Intermodal Rail Yard
  - 8.82 million square feet of warehouse space
- St. Lucie County ILC
  - 611 acres of Intermodal Rail Yard
  - 40 million square feet of intermodal campus, distribution center and mining.
- Glades County ILC
  - Similar footprint as St. Lucie County ILC

Inland Ports: Proposed System

(Intermodal Logistic Centers)
South Florida Airport System

Distribution of $114.7 Billion in Annual Economic Impact by Category

- AIRPORTS: $28.8 billion (25%)
- VISITORS: $59.2 billion (51%)
- CONSTRUCTION: $2.9 billion (6%)
- MILITARY: $10.8 billion (9%)
- AIR CARGO: $6.6 billion (2%)
- AVIATION EDUCATION: $573 million (1%)
- AVIATION BUSINESSES: $5.3 billion (1%)
- FEDERAL AVIATION ADMINISTRATION (FAA): $618 million (1%)

Total: $114.7 billion
## Annual Economic Impact of Commercial Airports

<table>
<thead>
<tr>
<th>Associated City</th>
<th>Airport Name</th>
<th>Total Employment</th>
<th>Total Payroll</th>
<th>Total Output</th>
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<tbody>
<tr>
<td>Daytona Beach</td>
<td>Daytona Beach International Airport</td>
<td>8,340</td>
<td>$237,414,200</td>
<td>$741,319,500</td>
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<td>Fort Lauderdale</td>
<td>Ft. Lauderdale - International Airport</td>
<td>134,688</td>
<td>$3,470,123,700</td>
<td>$10,637,293,900</td>
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<td>Fort Myers</td>
<td>Southwest Florida International Airport</td>
<td>2,391</td>
<td>$73,327,600</td>
<td>$231,383,700</td>
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<td>Gainesville</td>
<td>Gainesville Regional Airport</td>
<td>23,040</td>
<td>$690,216,500</td>
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<td>Jacksonville</td>
<td>Jacksonville International Airport</td>
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<td>$154,368,900</td>
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<td>Key West</td>
<td>Key West - International Airport</td>
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<td>Melbourne</td>
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<td>Miami</td>
<td>Miami International Airport</td>
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<td>Naples</td>
<td>Naples International Airport</td>
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<td>Panama City</td>
<td>Northwest Florida Beaches International Airport *</td>
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<td>Pensacola</td>
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<td>$565,839,500</td>
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<td>Sarasota</td>
<td>Sarasota/Bradenton International Airport</td>
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<td>$314,435,900</td>
<td>$966,936,400</td>
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<td>St. Petersburg/Clearwater</td>
<td>St. Petersburg-Clearwater International Airport</td>
<td>8,254</td>
<td>$275,444,700</td>
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<td>Tallahassee</td>
<td>Tallahassee Regional Airport</td>
<td>3,930</td>
<td>$122,355,200</td>
<td>$377,310,000</td>
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<td>Tampa</td>
<td>Tampa International Airport</td>
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<td>Valparaiso</td>
<td>Valparaiso International Airport</td>
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<td>West Palm Beach</td>
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<td>37,504</td>
<td>$1,074,413,600</td>
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### Commercial Service Airports Total

<table>
<thead>
<tr>
<th></th>
<th>Total Employment</th>
<th>Total Payroll</th>
<th>Total Output</th>
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<tr>
<td></td>
<td>946,382</td>
<td>$28,824,193,200</td>
<td>$90,987,044,900</td>
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* Impacts supported by construction activity only.
South Florida Airport System
The Challenges

- Integrating Competition: Cargo vs. Passenger
- Competition between airports in the region
- Intermodal facilities – Does it make sense to have cargo airport?
- Connecting Airports to Transit
- Aligning with the Airport’s Economic Prosperity Vision
SE Florida Passenger Rail: The Goals

• Re-introduce Passenger Rail Service on FEC Corridor (85 miles)
• Enhance Mobility Options in Eastern Core Areas of 3 Counties
• Create Conditions for Economic Growth and Redevelopment
• Leverage Existing Rail System Infrastructure – Balance Passenger & Freight
• Strengthen East-West Connections
Passenger Rail
The Challenge: Dueling Proposals

**FAST START**
- Integrated Service on the FEC
- Jupiter to Miami
- Connects to SFRC at Pompano
- 85 miles
- Up to 52 stations (modified Service and New Service)
- Relying on Local Funds
- Fast Implementation
- Low Operating Costs

**SFECC**
- Regional Rail Service
- Jupiter to Miami
- Connects to SFRC at Northwood, Pompano and IRIS
- 85 miles
- Up to 52 stations in LPA (under refinement)
- First Phase to Ft. Lauderdale
- Relying on Federal Funds
A Third Passenger Rail Proposal

FEC Amtrak Intercity Rail

- Intercity Passenger Rail Service
- JAX to Miami thru WPB;
- Switches to SFRC at Northwood;
- Terminates at Miami Int’l Airport
- 280 miles
- 8 New Stations

Funding & Liability

The “Flagler Legacy”

86 stations from Miami to Key West
Connecting Land Use & Transportation

The Challenge: Change the Culture, Create Quality Places

Stop Thinking so Suburban in our approaches to solving transportation.

Change the Culture of Thinking Among Those in Charge of Solving Our Transportation Problems
Lack of Integration: A Typical Commuter Trip
Land Use/Transportation Challenges

Southeast Florida’s congestion costs, based on wasted time and fuel, were approximately $3.3 Billion in 2009

Texas Trans. Inst., 2010 Urban Mobility Study

140 Million Hours wasted every year ... just sitting in traffic
Virtual Present....Future Trend?

High gas prices lead to surge in mass transit

“Let our advance worrying become advance thinking and planning.”
-- Winston Churchill
What’s the Roadway Forecast?

“I have 25% of the money I need to build 100% of the State’s Intermodal Highway System in District Four”

James Wolfe, FDOT Secretary, District Four
What’s the Roadway Forecast?

FDOT’s 2060 Florida Transportation Plan, adopted in Dec 2010, indicates the state has a $53 Billion shortfall through 2035, which underscores the need for greater efficiency (and multi-modality) going forward for the State’s transportation network.

“Intermodal Highway System in District Four”

James Wolfe, FDOT Secretary, District Four
SE Florida Transit
The Challenges:

- No service across County Lines
- Limited connection coordination
Sea Level Rise
The blueprint:
The Chance to Bring All the Different and Sometimes Uncoordinated Pieces of the Transportation Puzzle Together.

- 23 Transportation Planning Agencies, 7 Counties and 121 Towns and Cities
- Freight & Goods Distribution: Rail, Ports, Inland Ports and SIS Systems
- Commuter Rail: SF ECC (FDOT) & NEW START (SFRTA)
- Transit
- Connecting LAND USE and TRANSPORTATION
- Sea Level Rise
- High Speed Rail

Consistent With The 2060 Vision for the Region