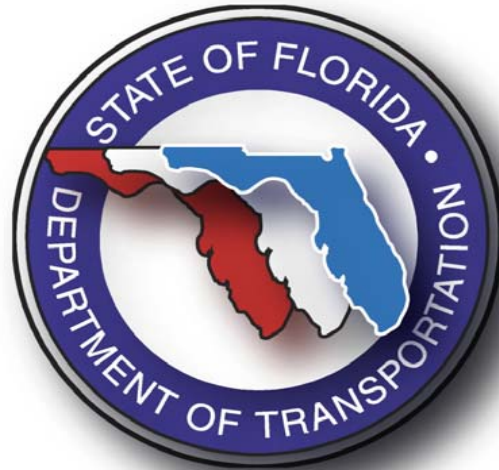


# ***Florida Department of Transportation***



**Kevin Thibault, Assistant Secretary**

**Engineering and Operations**

**September 10, 2007**

# *Florida's Transportation System*

State Highways	12,043 Centerline Miles
Local Roads	107,482 Centerline Miles
Public Transit	29 Fixed-Route Systems
Rail	2,100 Railway Miles
Seaports	14 Seaports
Aviation	800 Active Facilities <ul style="list-style-type: none"><li>- 19 Commercial, 27 Military</li><li>- 130 Public General Aviation</li><li>- 642 Private General Aviation</li></ul>



# *Today's Presentation*

- ◆ State Responsibilities and Focus Areas
- ◆ Challenges
- ◆ State Transportation Needs
- ◆ State Revenue Sources
- ◆ Planned State Transportation Investments and Needs
- ◆ Financing Options



# *State Responsibilities*

- ◆ Primary responsibility for international, interstate and interregional movement of people and goods
  - ✓ Operate and maintain State Highways (12,067 miles)
  - ✓ Focus resources on implementing the Strategic Intermodal System (SIS)
- ◆ Shared responsibility, with private and other public interests, for regional and local movement of people and goods
  - ✓ Assist owners of Transit, Aviation, Rail, and Port facilities and services



# *Legal and Policy Direction*

The Florida Department of Transportation:

- ◆ Has the principal responsibility for the statewide movement of people and goods
- ◆ Guided by Federal law – primarily Titles 23, 45, and 49, of the Code of Federal Regulations (CFR)
- ◆ Guided by State law – primarily Chapters 215, 332, 334, 335, 338, 339, 341 and 479 and Section 20.23, F. S.
- ◆ Guided by the Florida Transportation Plan (FTP)

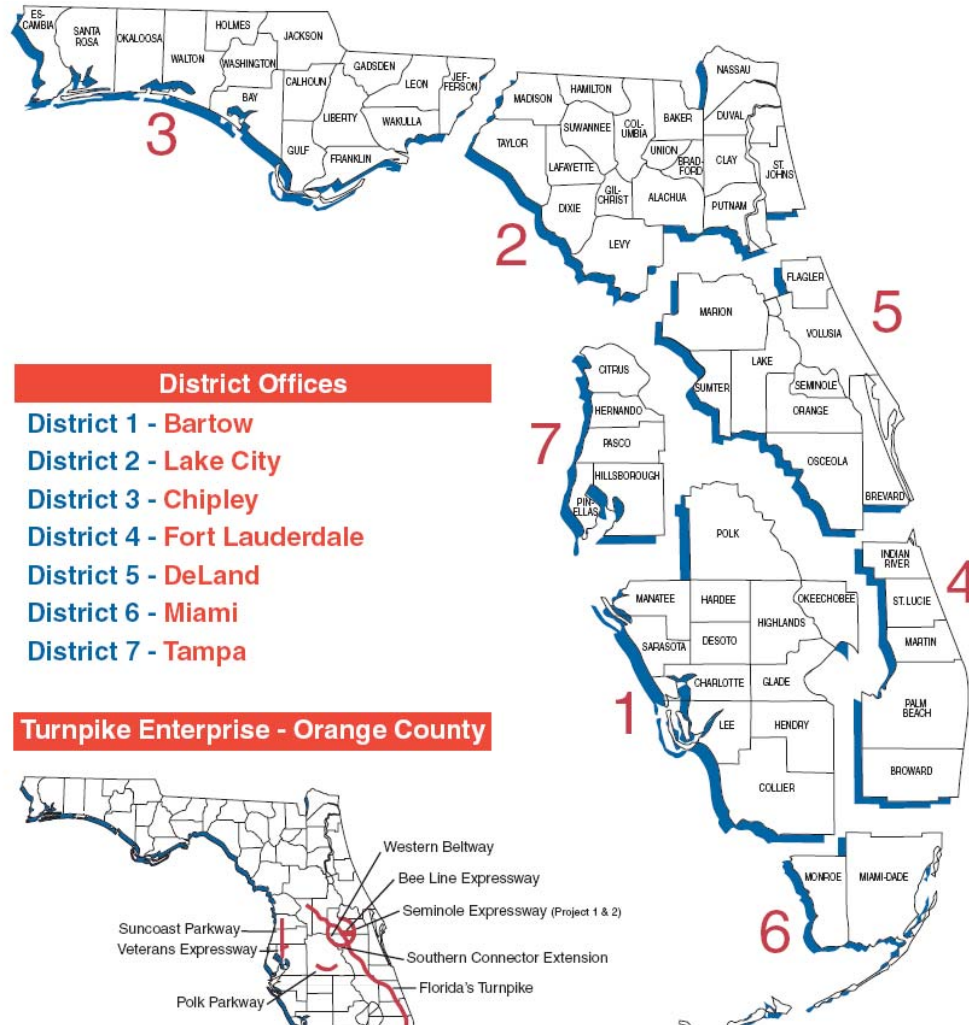


# Key Facts

- ◆ Secretary is Chief Executive Officer
- ◆ Florida Transportation Commission - Advisory
- ◆ Decentralized Agency – 7 districts and Turnpike
- ◆ \$8+ Billion Annual Budget - Trust Funded
- ◆ 7,548 Positions (10,354 in 2001)
- ◆ Highly Privatized
  - ✓ Planning 74%
  - ✓ Design 83%
  - ✓ Construction 100%
  - ✓ Maintenance 80%



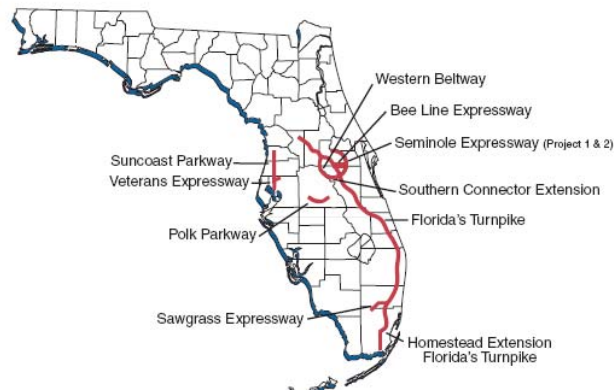
# FDOT Districts



## District Offices

- District 1 - Bartow
- District 2 - Lake City
- District 3 - Chipley
- District 4 - Fort Lauderdale
- District 5 - DeLand
- District 6 - Miami
- District 7 - Tampa

## Turnpike Enterprise - Orange County



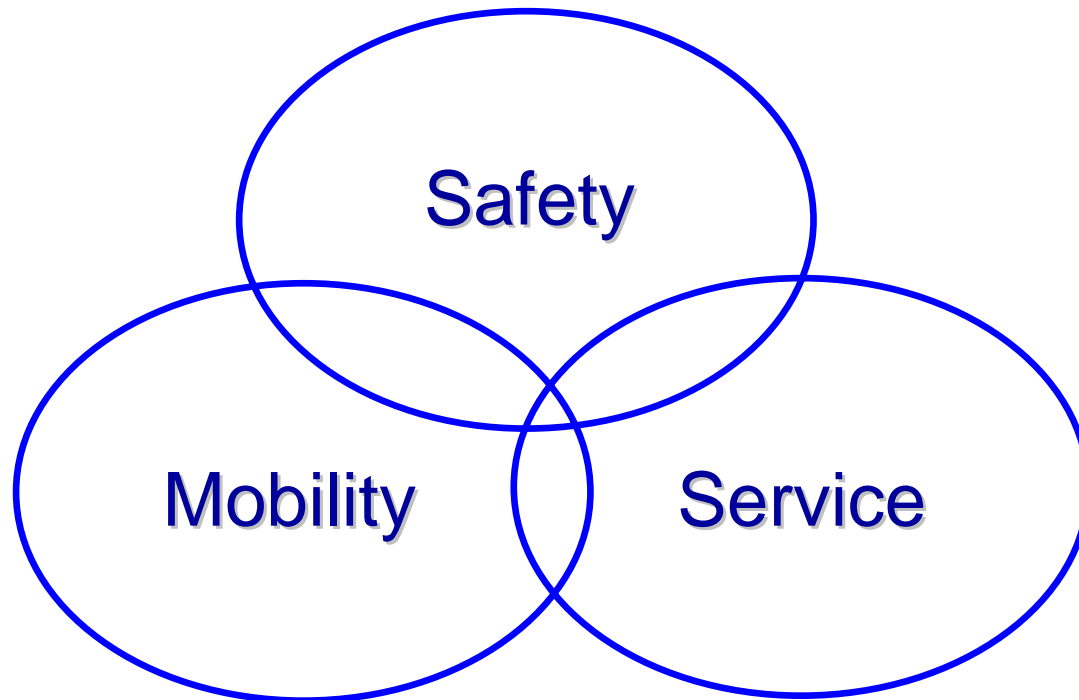
# *Customers and Partners*

- ◆ Traveling Public and Freight Shippers
- ◆ 26 Metropolitan Planning Organizations/Local Governments
- ◆ USDOT, State/Federal Regulatory Agencies
- ◆ Industry
- ◆ Statewide Modal Partners
  - ✓ aviation, seaports, rail, public transit operators
- ◆ Regional Entities
- ◆ Transportation, Expressway and Bridge Authorities



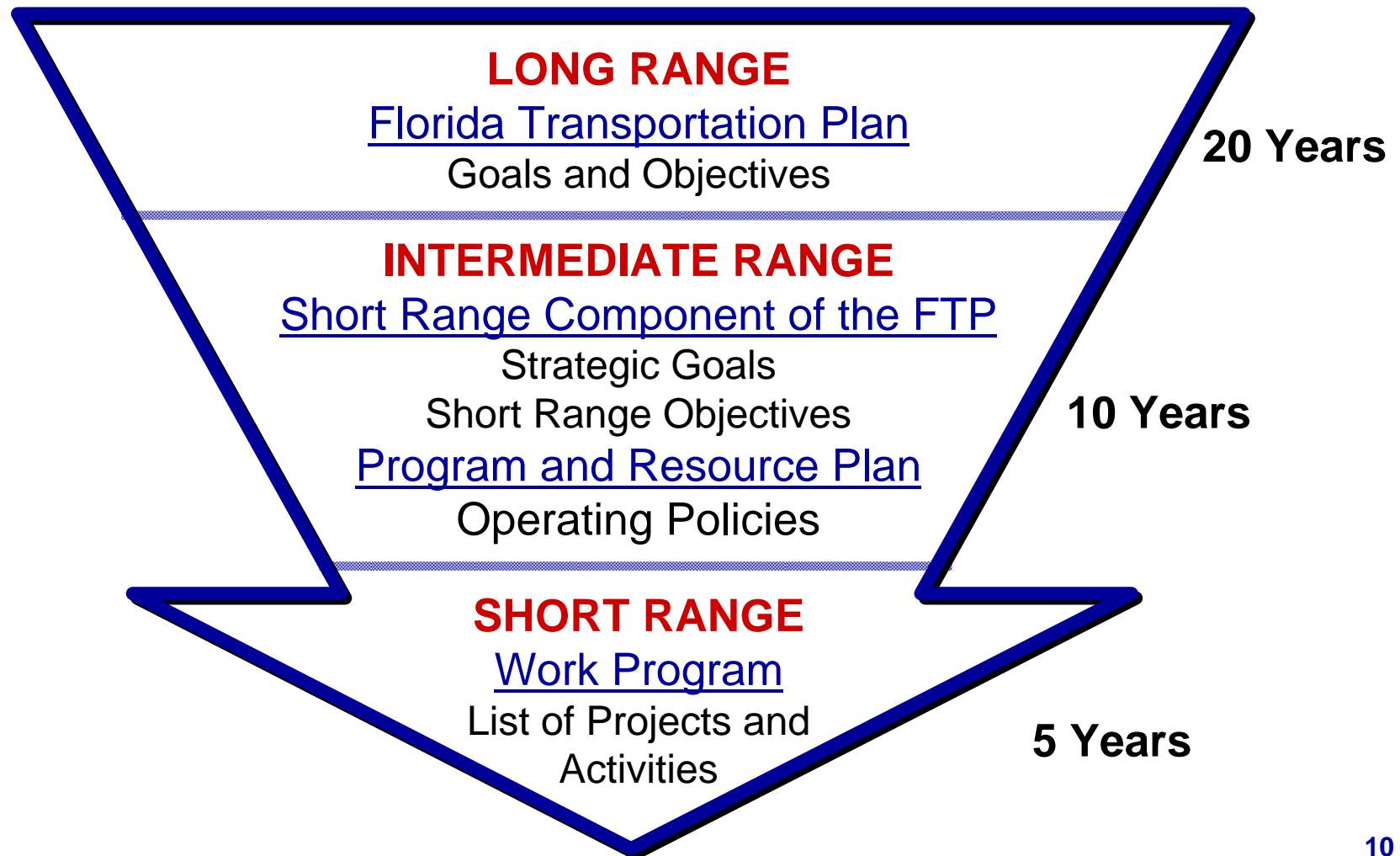


# *Focus Areas*



# *Linkage: Goals to Program Funding*

**Funding Directed by Policy and Program Objectives  
Identified in Law and FDOT Plans**



# *DOT Work Program*

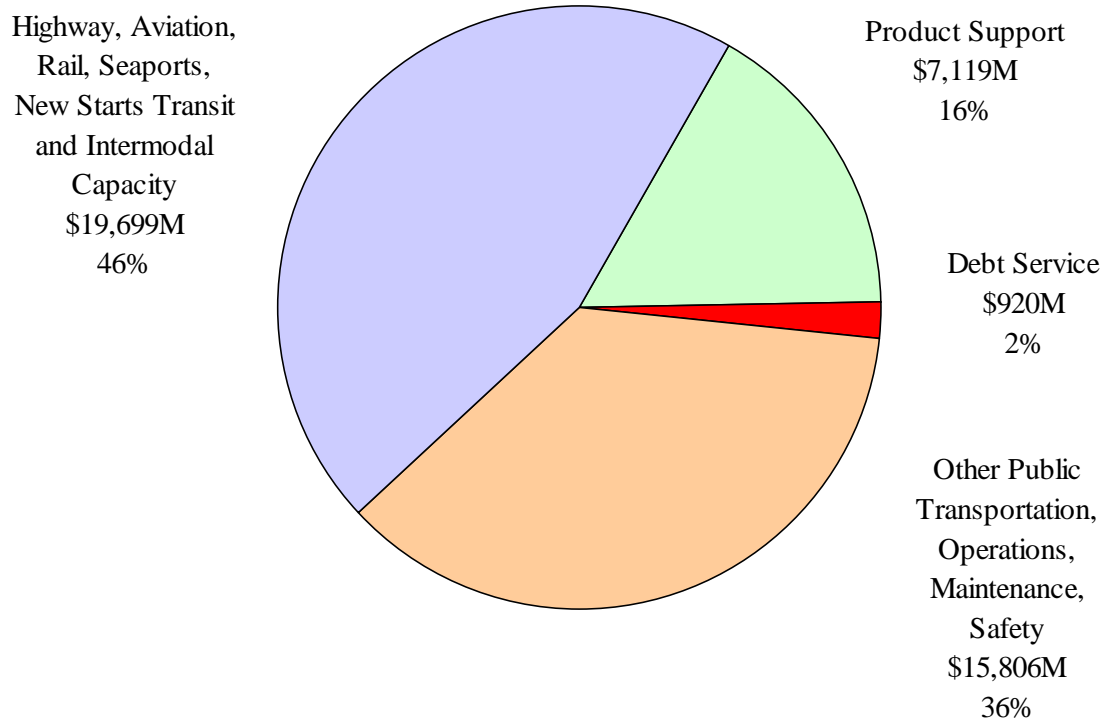
- ◆ Work Program covers five years and is updated annually
- ◆ By law, the Work Program must be balanced to available revenues
- ◆ Any loss in revenue will likely cause project slippage and possible project deferrals outside the Work Program
- ◆ Continuation loss of revenues, compared to current estimates, will create an inability to deliver
  - ✓ the Work Program, and
  - ✓ longer-range plans beyond the five years



# Adopted Five Year Work Program

Total Uses, FY 07/08 – 11/12

In Millions

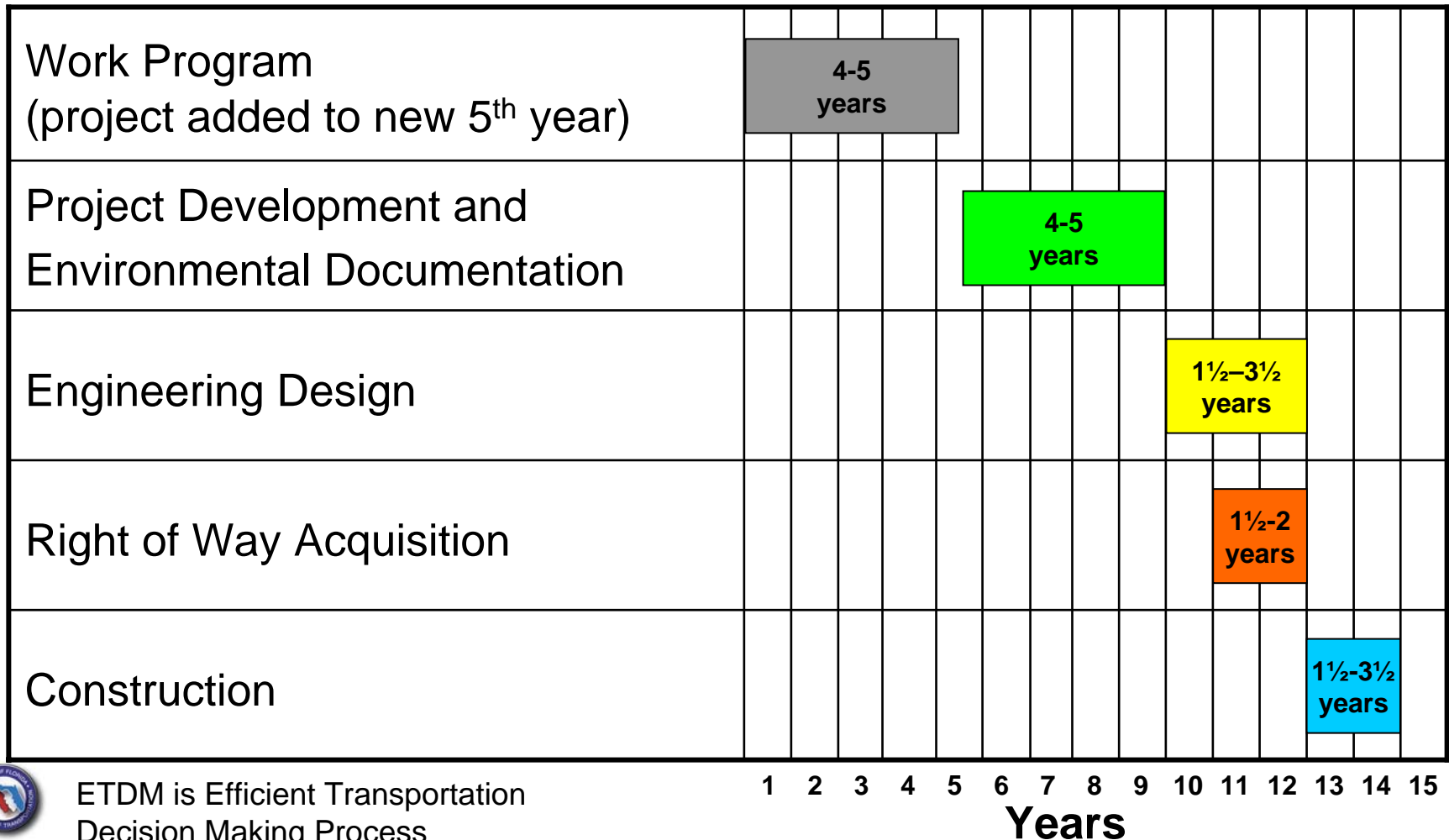


**Average Annual Funding \$8.7 Billion**



# *Time Requirements to Program and Construct Typical Major Project*

**Includes Environmental Impact Statement with ETDM Input**



# *The Challenges We Face*

- ◆ Safety
- ◆ Travel Demand
- ◆ Delay and Congestion
- ◆ Recent Cost Increases

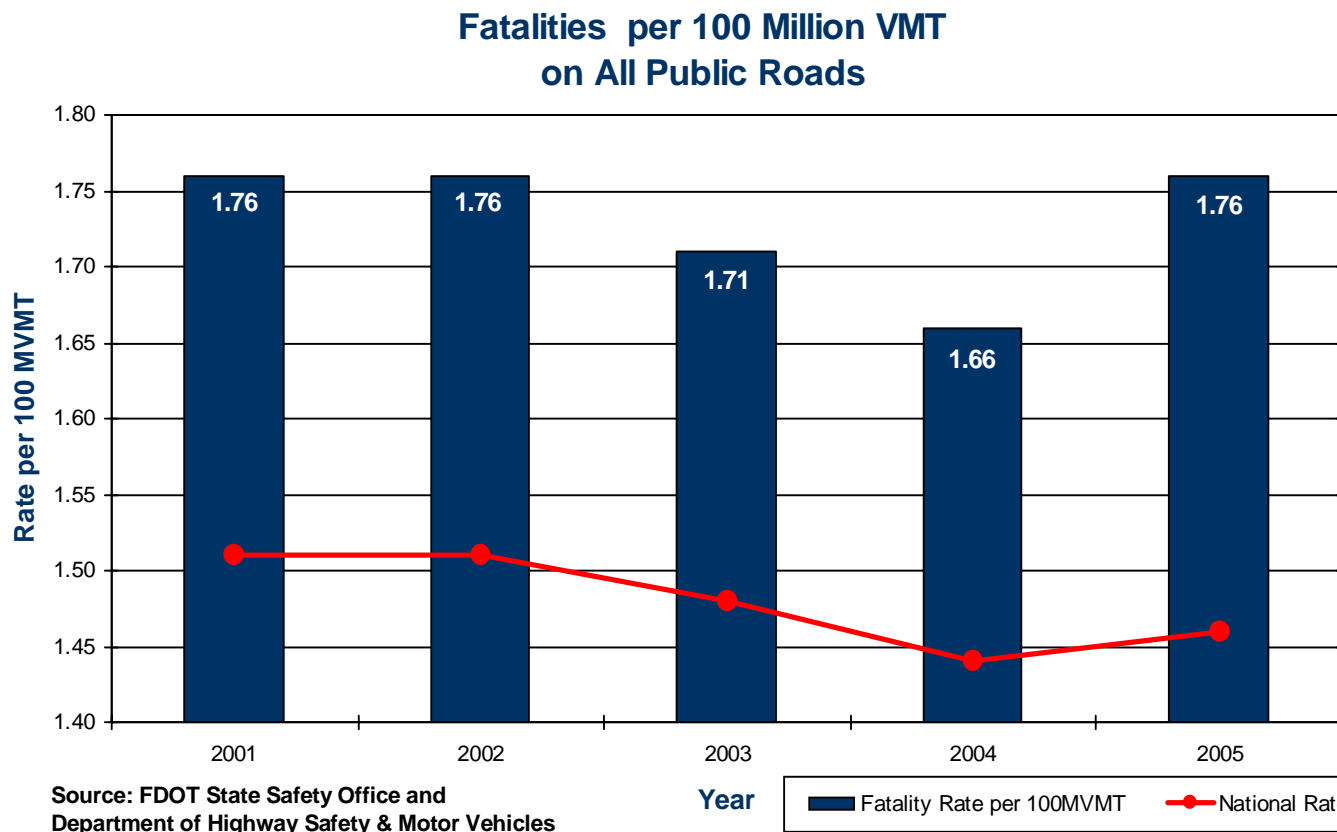


# Safety: Highway Fatalities

## Highway Fatalities Exceed the National Average

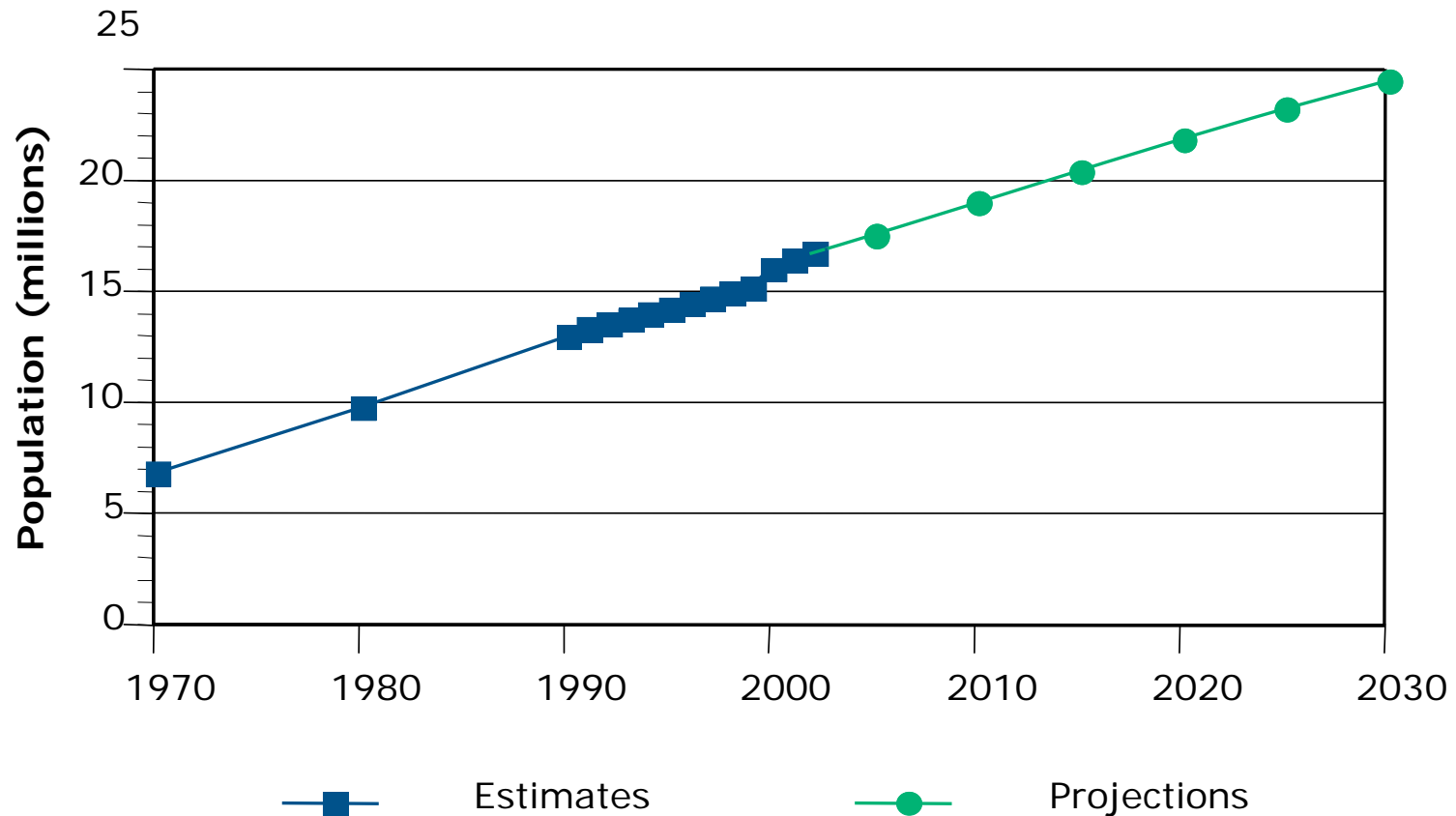
1.1

Short Range Objective



# Population Growth

## Florida Population, 1970-2030



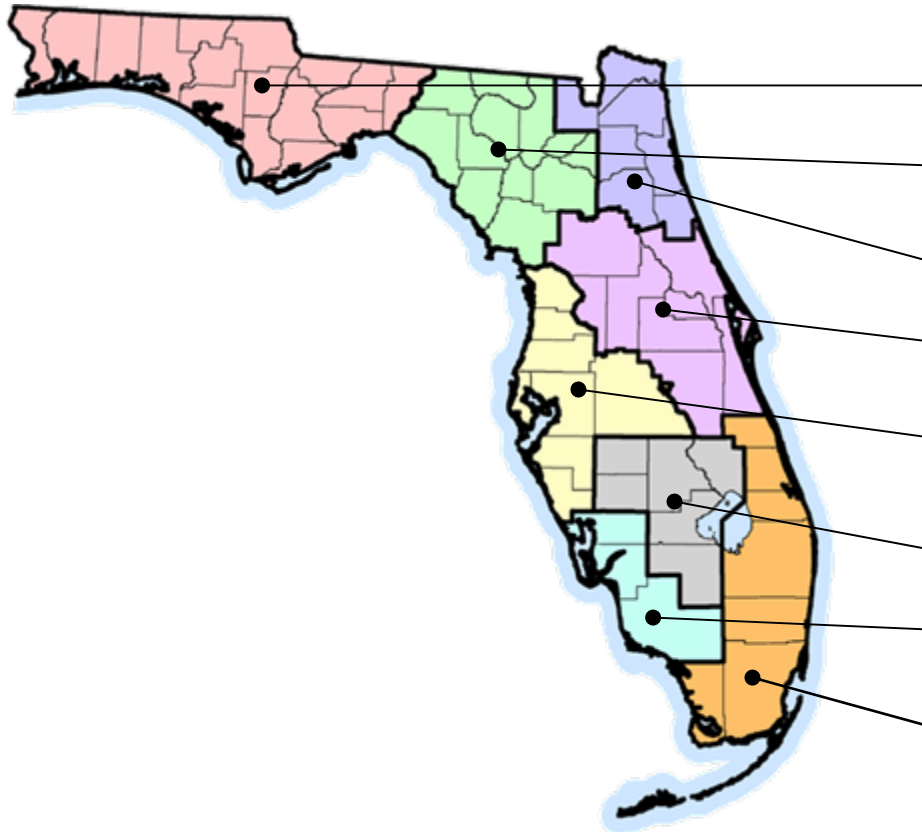
Source: U.S. Census Bureau, Historical Census; University of Florida, Bureau of Economic and Research, Projections of Florida Population by 2002.





# All Economic Regions Will Grow

## Population Change from 2005 to 2030



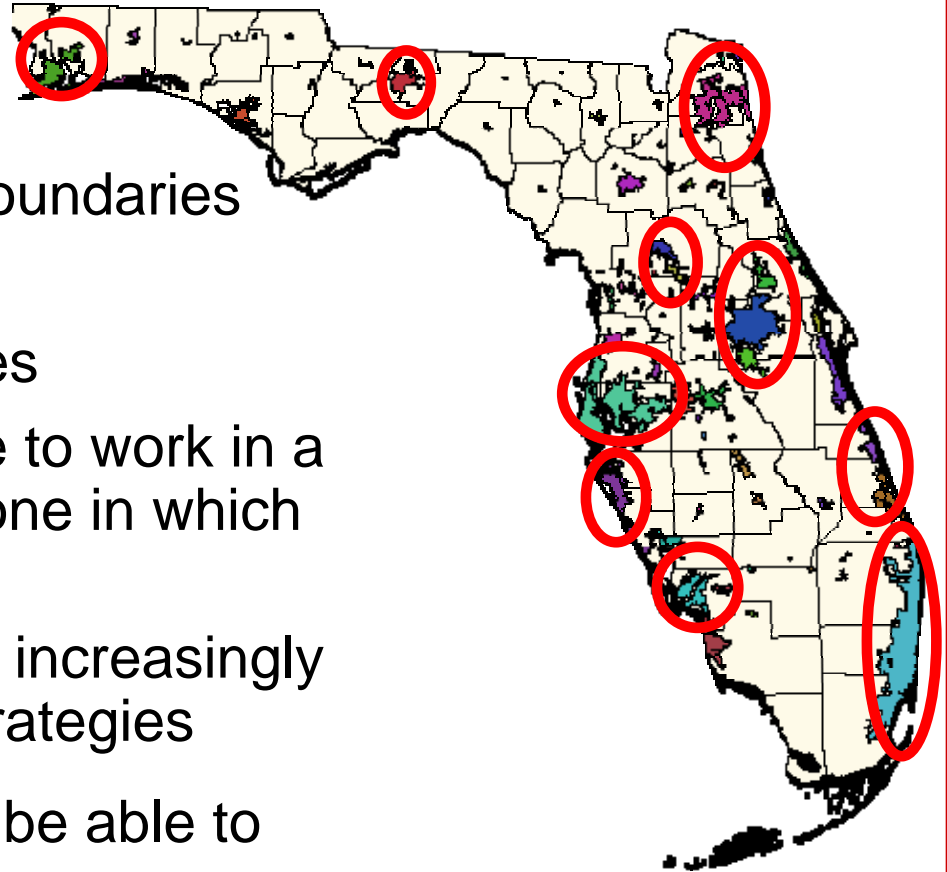
Region	2005 Level (1,000s)	Change 2005-2030 (1,000s)	% Change
Northwest	1,334	+460	35%
North Central	516	+177	34%
Northeast	1,397	+629	45%
Central	3,313	+1,835	55%
Tampa Bay	3,937	+1,450	37%
Heartland	245	+95	39%
Southwest	999	+684	68%
Southeast	6,018	+2,404	40%

Source: Enterprise Florida, Florida's Strategic Plan for Economic Development;  
U.S. Census Bureau; and Florida Department of Transportation.



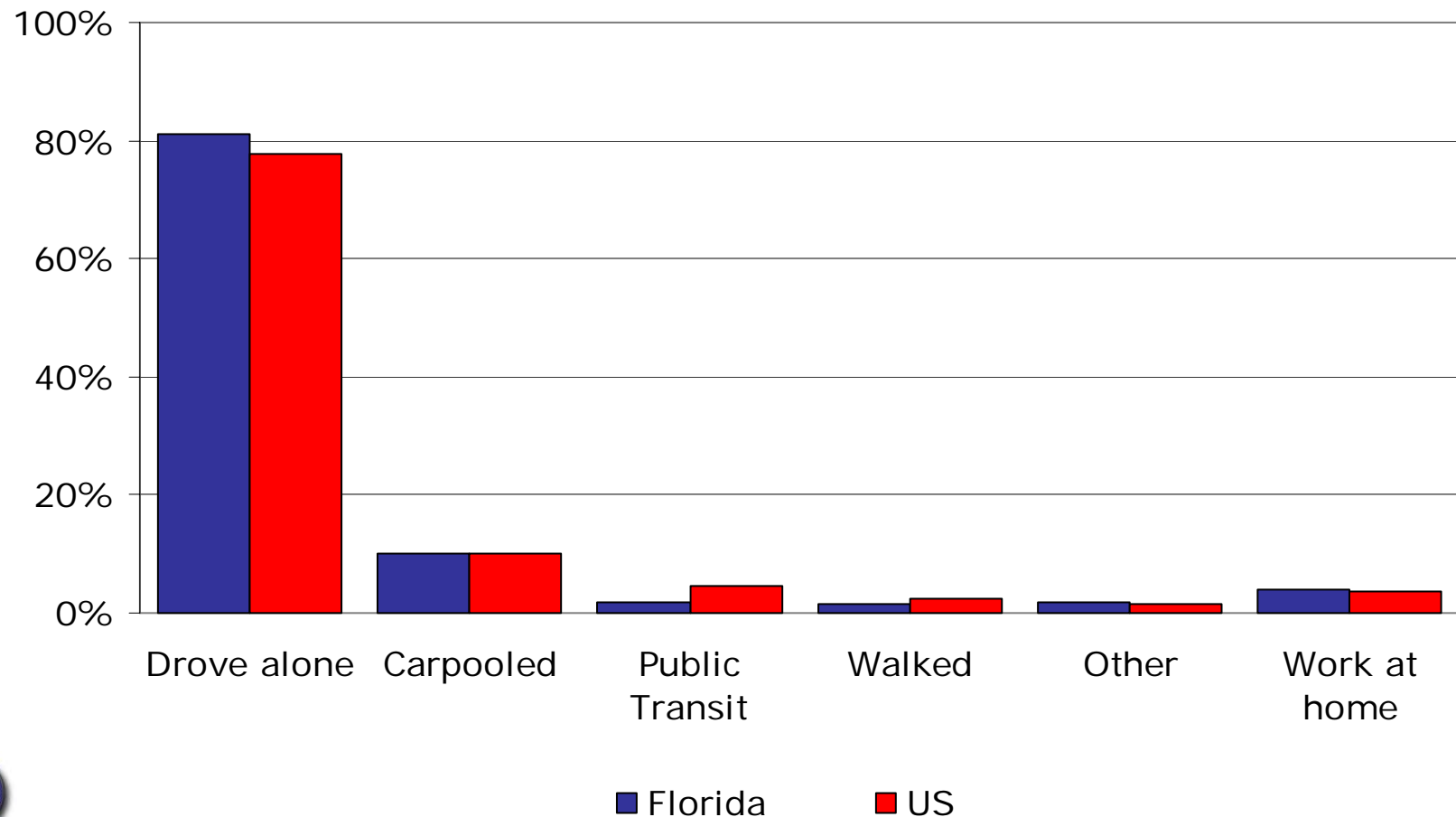
# Regional Development

- ◆ Growth of Urbanized Area Boundaries across County Lines
- ◆ Emerging Regional Economies
  - ✓ 1-in-5 Floridians commute to work in a different county than the one in which they live
  - ✓ Businesses have become increasingly regional in their growth strategies
- ◆ Transportation systems must be able to respond



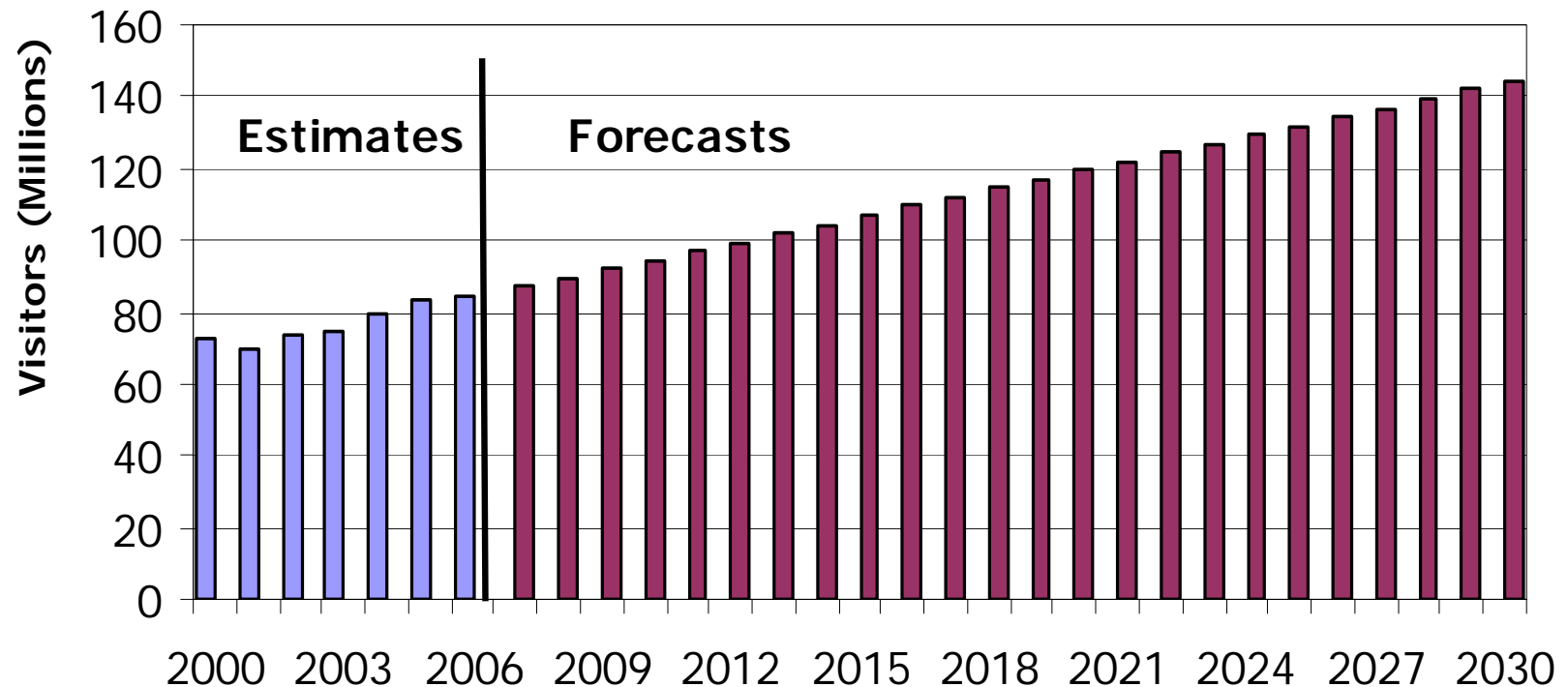
# *Principal Travel Mode to Work*

## Driving Alone Dominates



# Visitor Growth

More Visitors are Arriving

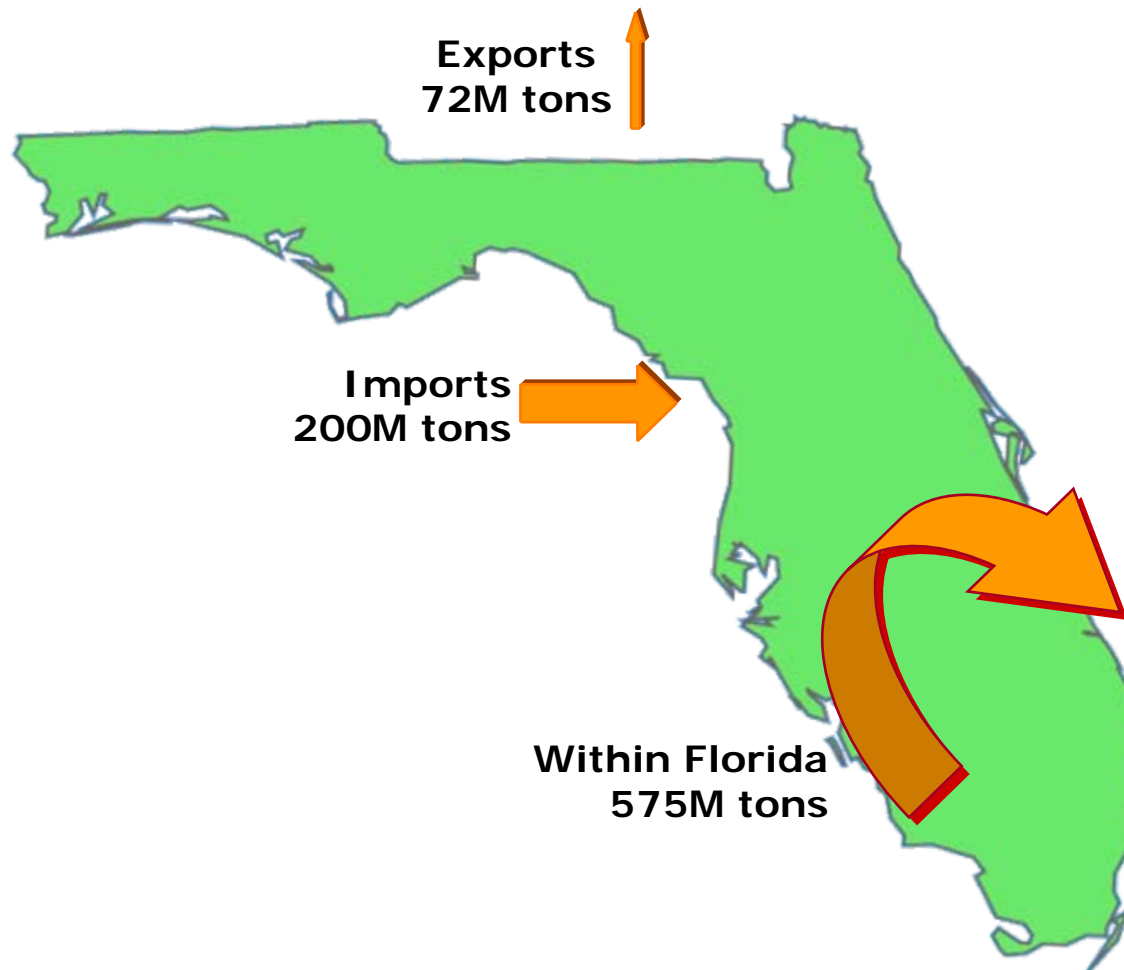


Source: Florida Department of Transportation using Visit Florida data.



# *Trade and Freight*

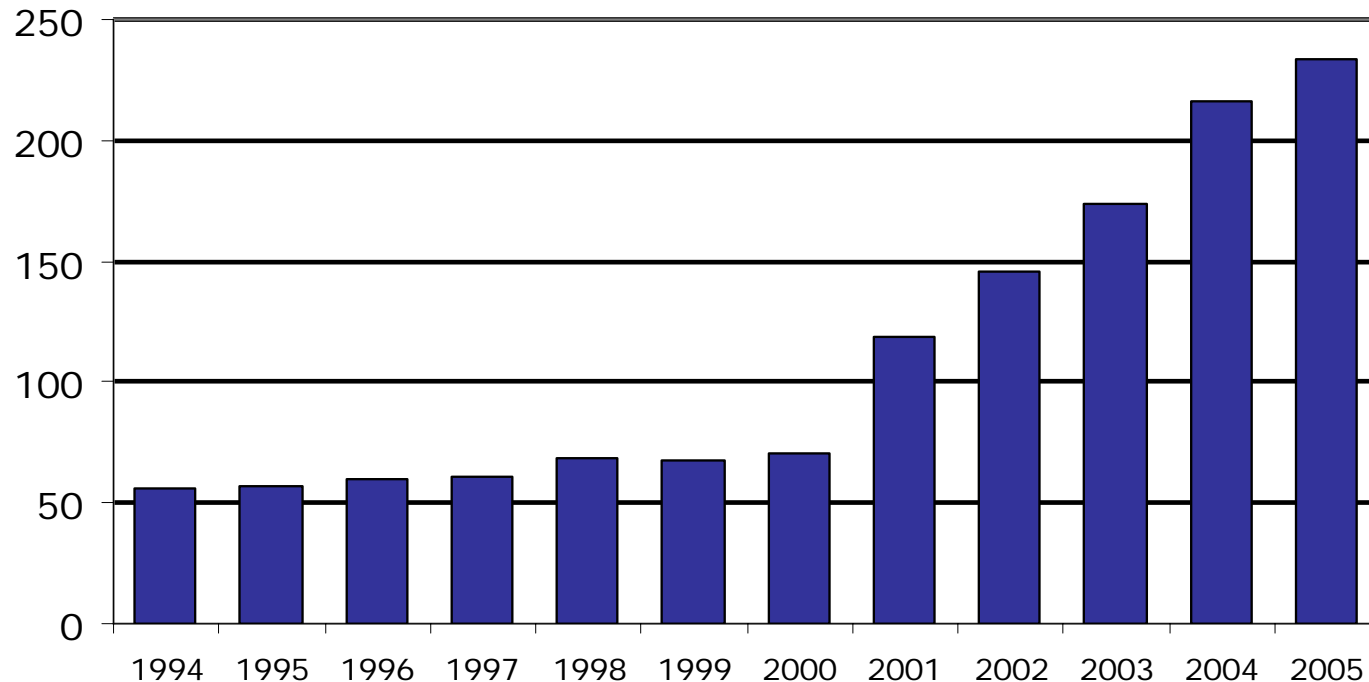
68 Percent of Freight is Shipped Within Florida



# Truck Tractor Registrations in Florida

Truck Registrations Have Skyrocketed Since 2000

Registrations  
(Thousands)

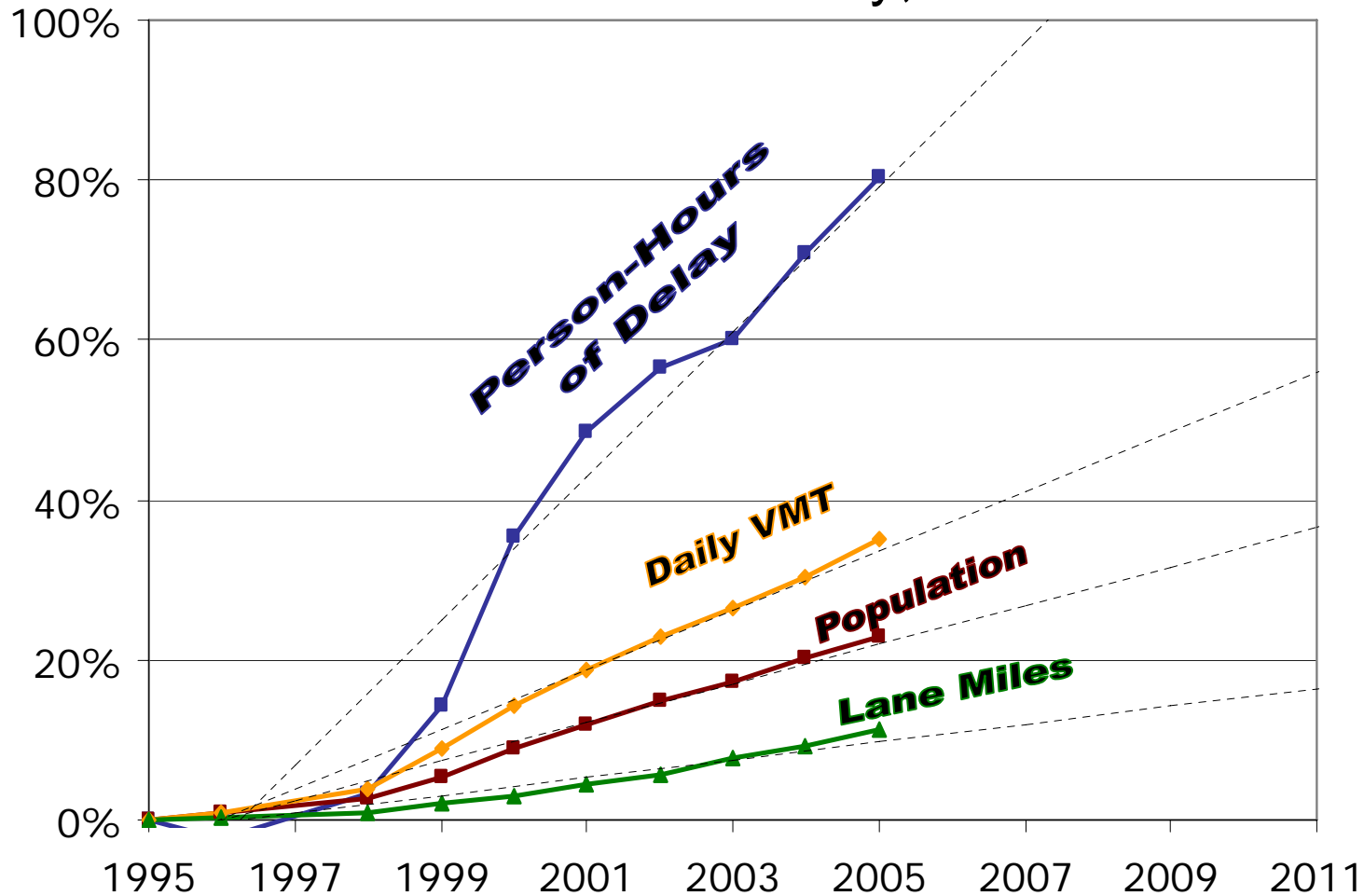


Source: FHWA, Highway Statistics Series, Motor Vehicles, Truck Tractor Registrations.



# Delay Trends: Statewide

Person-Hours of Delay, Statewide



# *Recent Transportation Cost Increases*

## *(2004 - ? )*

### ◆ Cost increases

- ✓ Affected all levels of government and private sector
- ✓ Have led to project delays and deferrals in Work Program and local capital improvement plans

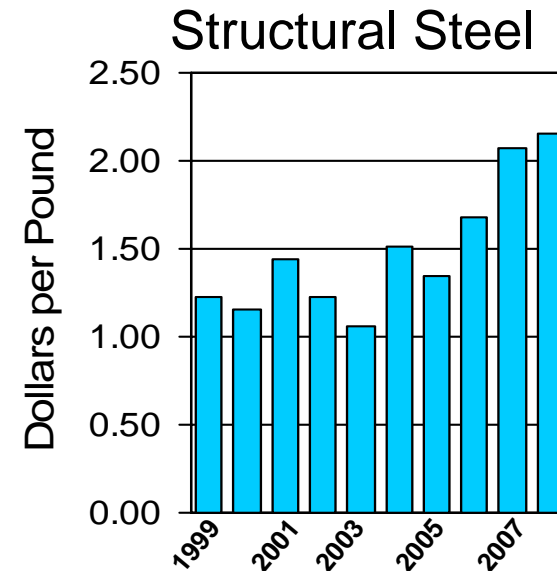
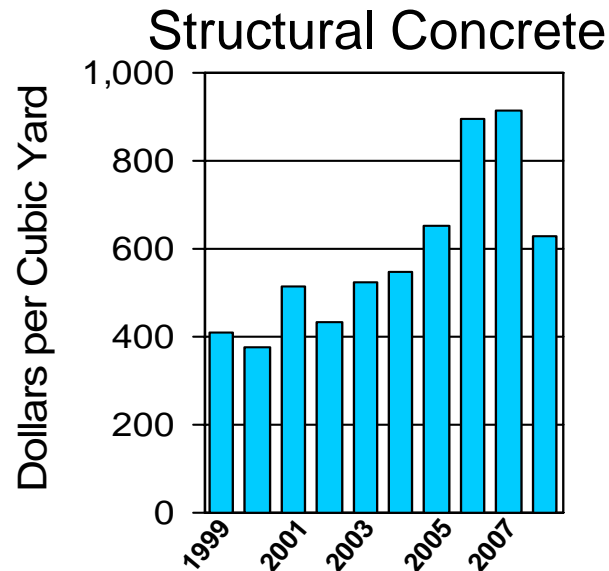
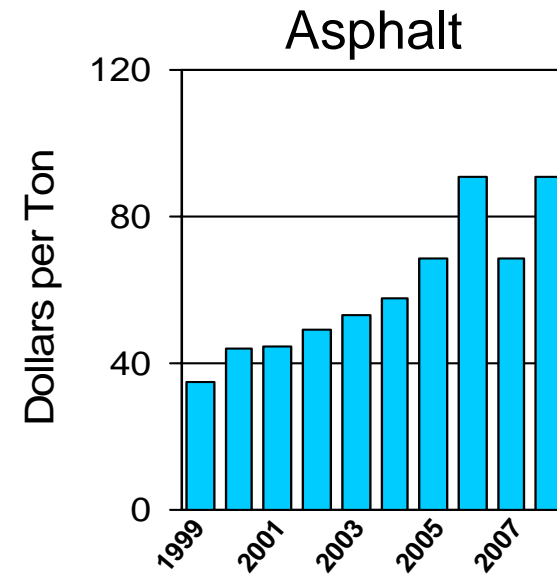
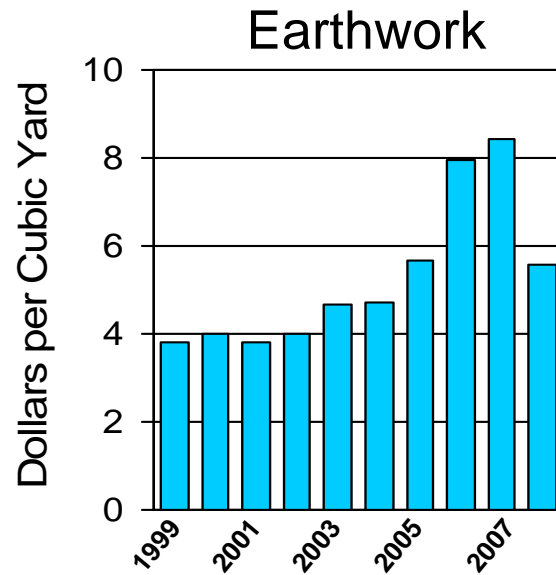
### ◆ Considerations

- ✓ Robust Florida population and economic growth
- ✓ Global competition for materials
- ✓ Rising energy costs
- ✓ Hurricane rebuilding
- ✓ Labor shortages
- ✓ Aggregates supply





# Example Cost Increases



# *State Transportation Needs*

- ◆ Strategic Intermodal System
- ◆ Other State Highways
- ◆ Other Public Transportation: Aviation, Transit, Rail, Ports



# *What is the Strategic Intermodal System?*

- ◆ Statewide system of high-priority transportation hubs, corridors and connectors
- ◆ Focus on moving people and freight
  - ✓ Between Florida and other states and nations
  - ✓ Between regions within Florida
- ◆ Designated based on objective measures of transportation and economic activity

“...it is the intent of the Legislature that the Strategic Intermodal System consist of transportation facilities and services that meet a strategic and essential state interest and that limited resources available for the implementation of statewide and interregional transportation priorities be focused on that system.”

s. 339.61(2), Florida Statutes

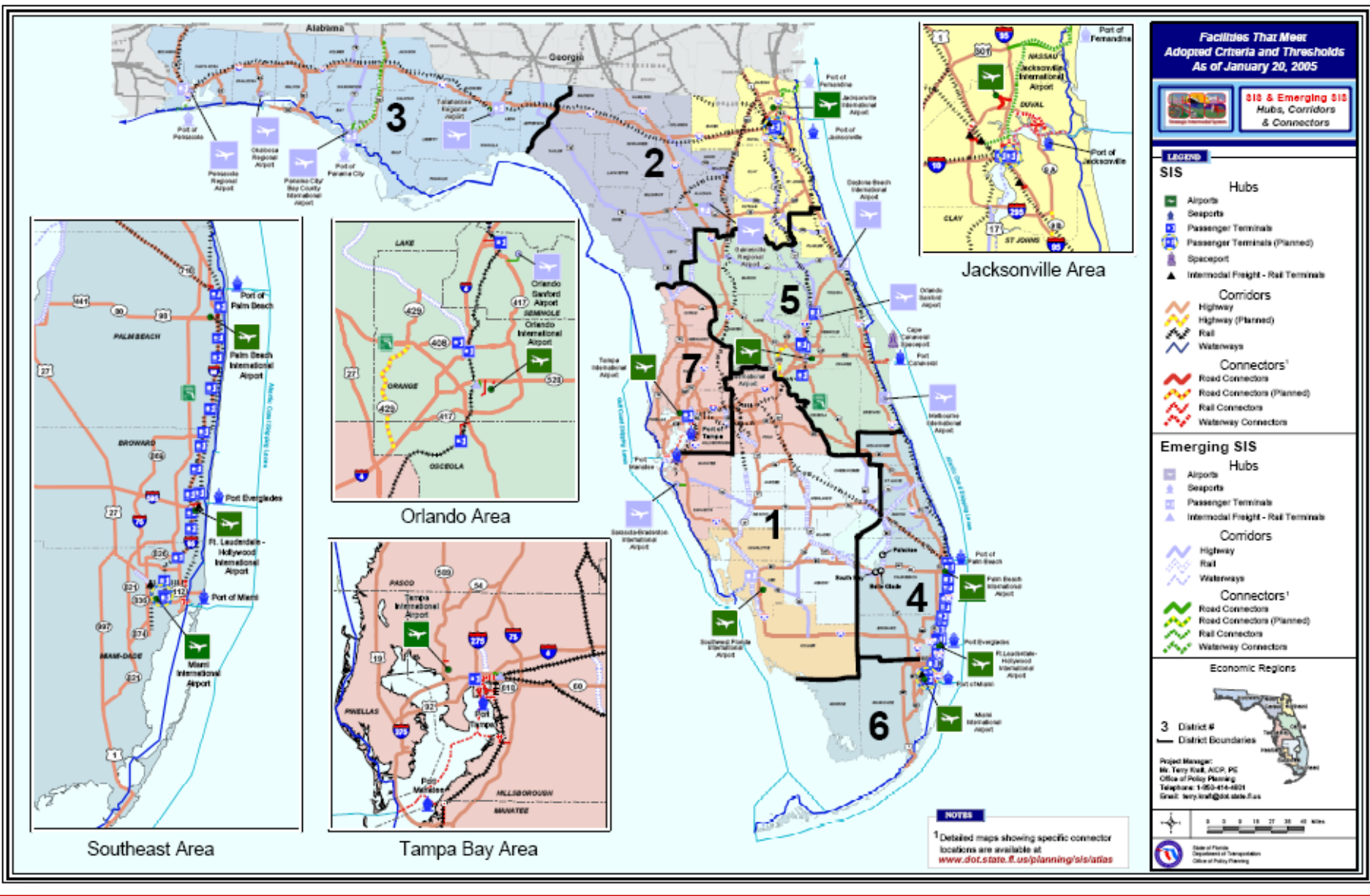


# *Significance of the Strategic Intermodal System*

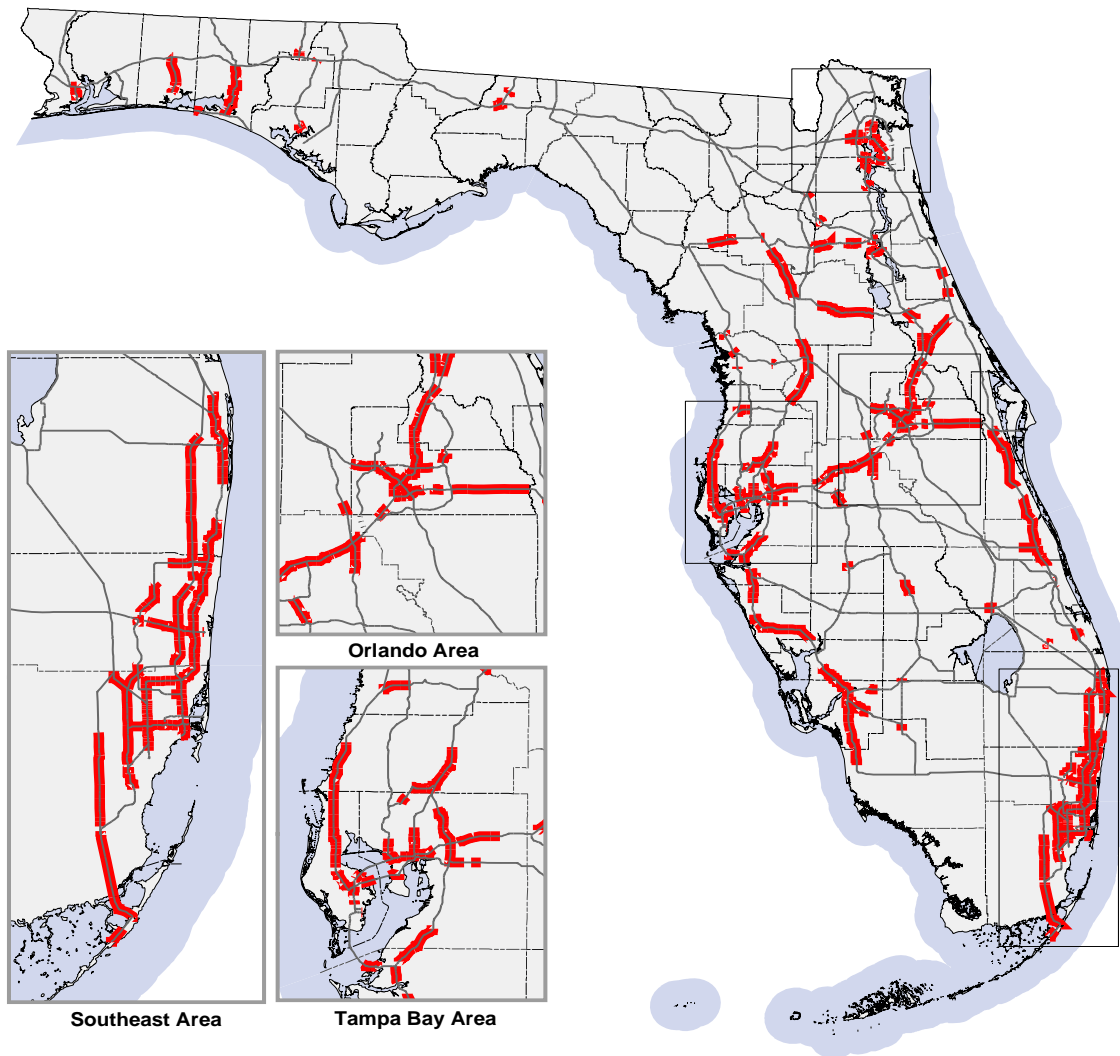
Facility Type	Measure	% of Florida
Airports	Passenger enplanements	99%
	Air cargo tonnage	99%
Seaports	Home-port cruise passengers	>99%
	Waterborne freight tonnage	>99%
Rail Corridors	Interregional passengers	100%
	Freight rail tonnage	>90%
Highways	All traffic on State Highway System	54%
	Truck traffic only	68%



# Strategic Intermodal System (SIS)



# Congested SIS Highway Corridors, 2005



## SIS Highways Not Meeting Level of Service Standards in 2005

State of Florida  
Department of Transportation

### LEGEND

 Highways Not Meeting Standards as of Year 2005\*

### Other Facilities:

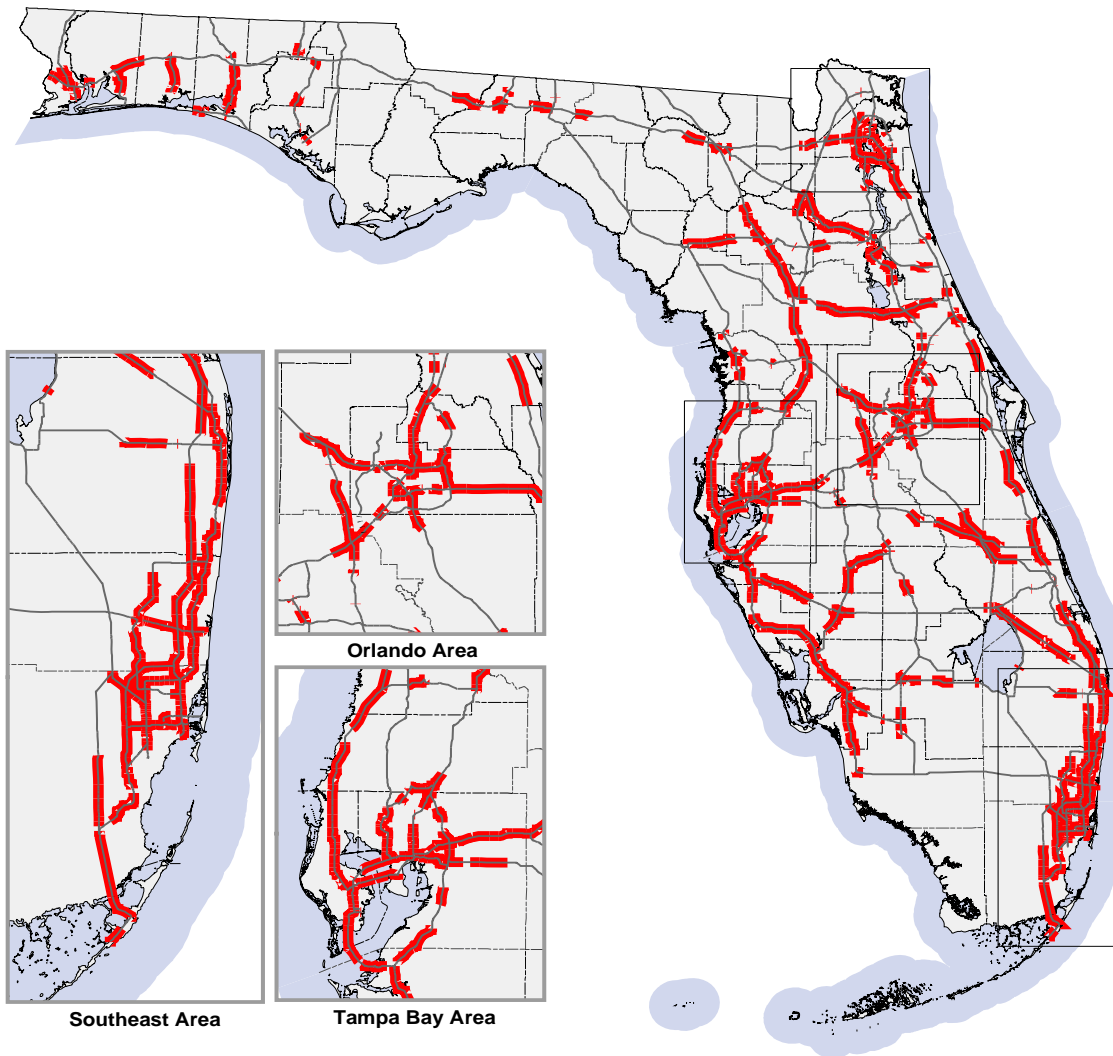
 Existing SIS/ESIS Facilities  
 Planned SIS/ESIS Facilities

### NOTES

\* SIS Highways not meeting standards are defined as those facilities operating below FDOT's statewide minimum level of service standards as specified in "Rule Chapter No. 14-94".



# Congested SIS Highway Corridors, 2015



## SIS Highways Not Meeting Level of Service Standards in 2015\*

State of Florida  
Department of Transportation

### LEGEND

— Highways Not Meeting Standards as of Year 2015\*\*

### Other Facilities:

— Existing SIS/ESIS Facilities

--- Planned SIS/ESIS Facilities

### NOTES

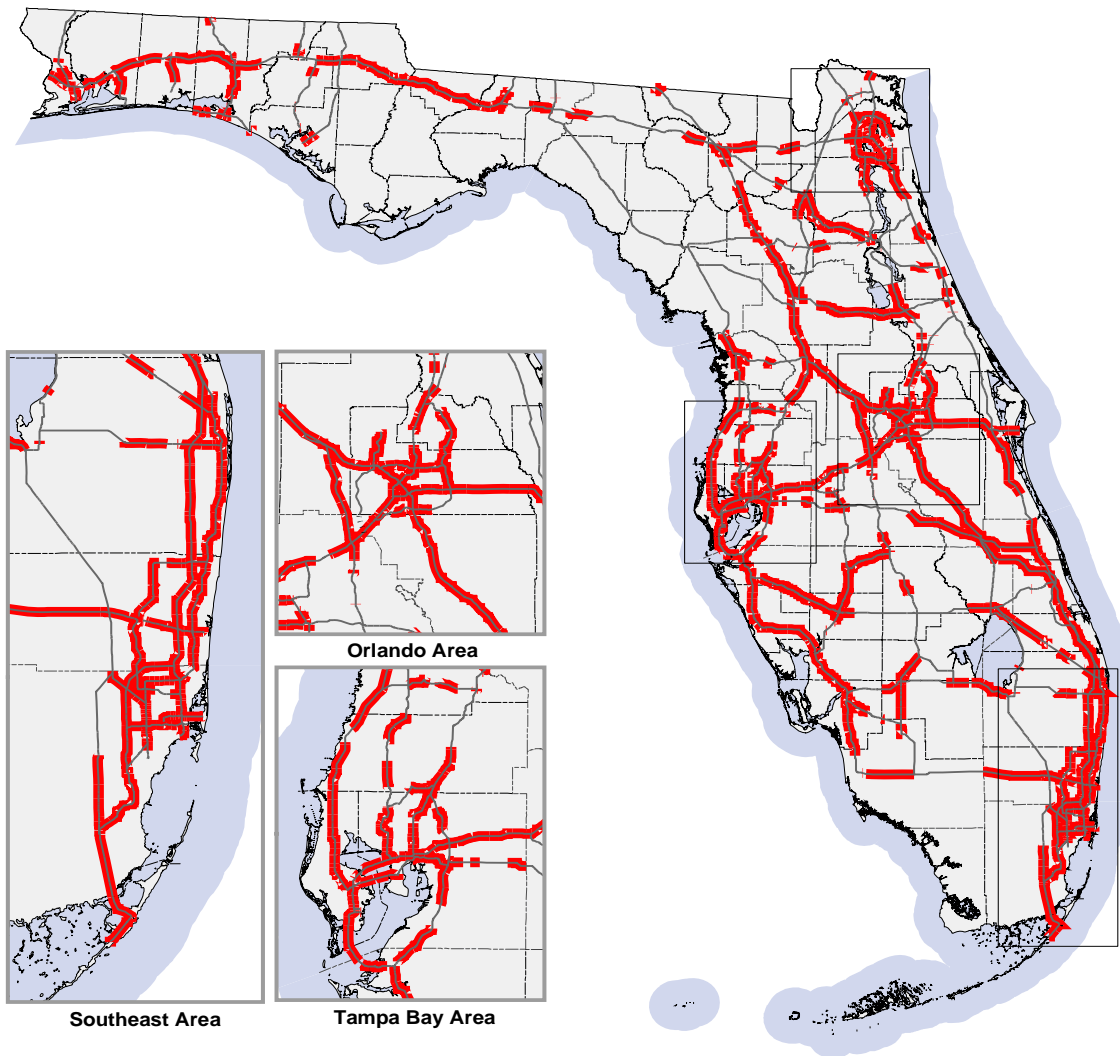
\* Includes lanes added as a result of constructing the Ten-Year Plan through 2015 with Growth Management funds.

\*\* SIS Highways not meeting standards are defined as those facilities operating below FDOT's statewide minimum level of service standards as specified in "Rule Chapter No. 14-94".





# Congested SIS Highway Corridors, 2025



## SIS Highways Not Meeting Level of Service Standards in 2025\*

State of Florida  
Department of Transportation

### LEGEND

— Highways Not Meeting Standards as of Year 2025\*\*

### Other Facilities:

— Existing SIS/ESIS Facilities

--- Planned SIS/ESIS Facilities

### NOTES

\* Includes lanes added as a result of constructing the Ten-Year Plan through 2015 with Growth Management funds and the FHHS Cost Feasible Plan through 2025.

\*\* SIS Highways not meeting standards are defined as those facilities operating below FDOT's statewide minimum level of service standards as specified in "Rule Chapter No. 14-94".





# *Strategic Intermodal System Unfunded Needs*

- ◆ 2030 SIS multi-modal unfunded needs plan: \$53.2 billion in 2006 dollars
  - ✓ Highways: \$45.1 billion
  - ✓ Aviation: \$3.1 billion
  - ✓ Seaports: \$2.8 billion
  - ✓ Rail: \$1.9 billion
  - ✓ Spaceport: \$0.3 billion
- ◆ Transit needs in support of the SIS: \$4.5 billion



# *State Revenue Sources*

- ◆ State Taxes and Fees
  - ✓ Highway fuel-related
  - ✓ Vehicle-related
  - ✓ Tourism-related
- ◆ Tolls
- ◆ Growth Management Funding
- ◆ Federal Aid



# State Revenue Sources

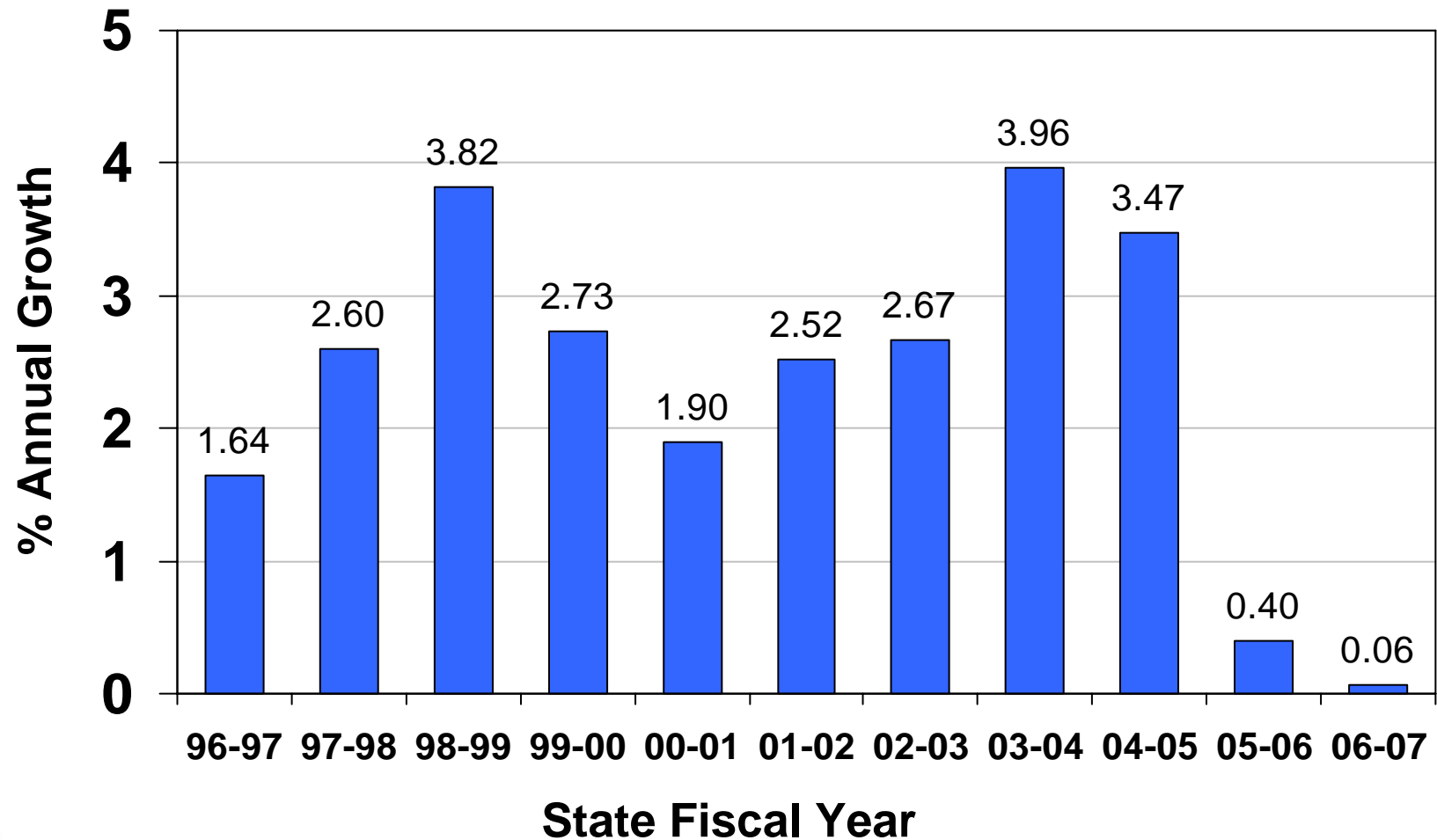
## 2006-07 Proceeds, Millions

Source	Amount	% of State
<b>State</b>		
Highway Fuel Taxes	\$1,793	44
Motor Vehicle License Taxes	\$575	14
Initial Registration Fee	\$139	3
Incremental Title Fee	\$110	3
Rental Car Surcharge	\$108	3
Aviation Fuel Tax	\$57	1
Turnpike Tolls and Concessions	\$675	17
Non-Turnpike Tolls	\$69	2
Growth Management (Documentary Stamps)	\$542	13
<b>Federal</b> (Highway Fuel Taxes, other excise and heavy vehicle-related taxes)	\$2,158	n/a



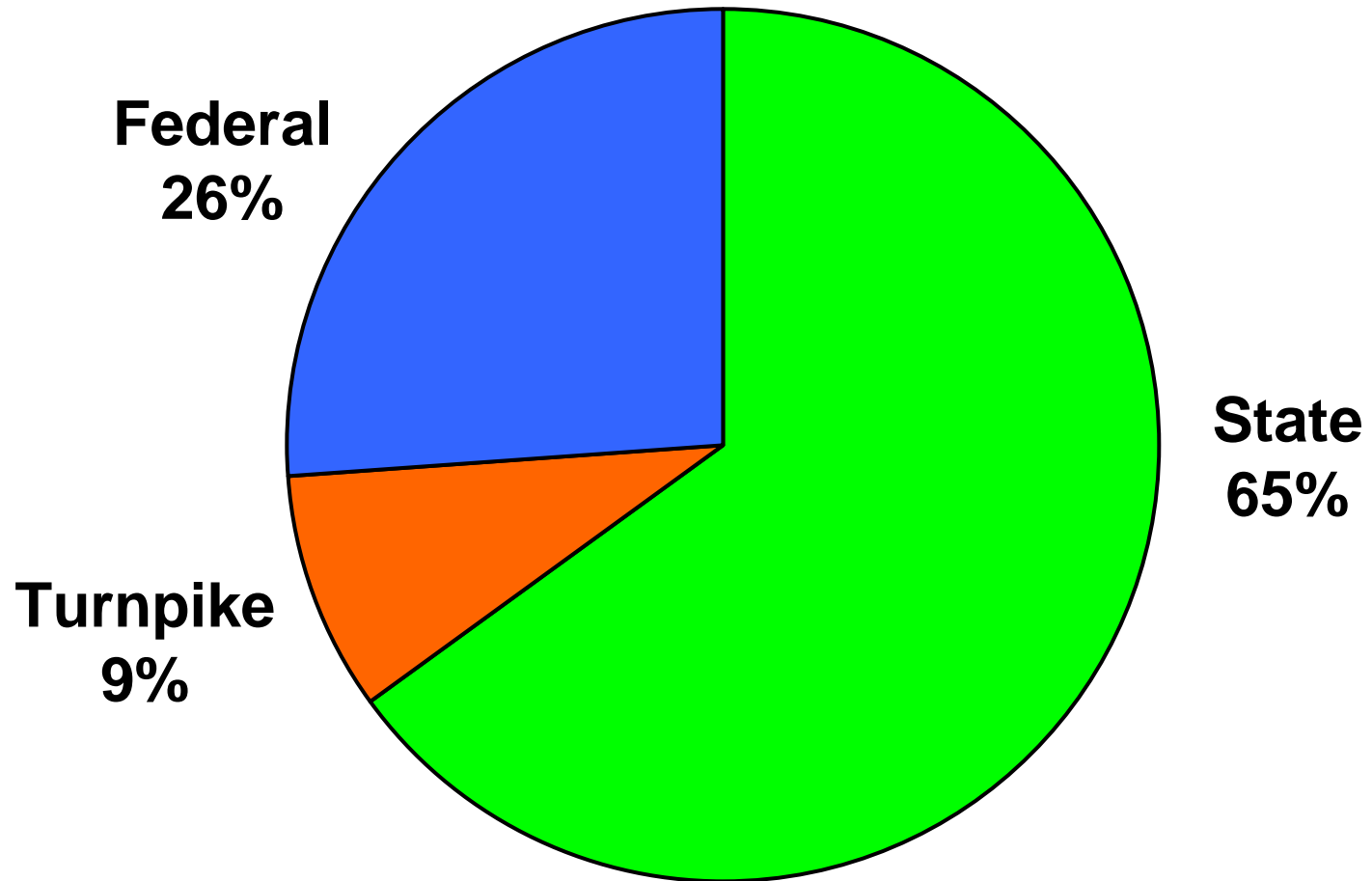
# Motor Fuel Consumption

## 10+ Year History



# *Estimated State Revenue Sources*

## *2006-2030*



**25-year Total = \$129 Billion (2006 Dollars)**



# *National Revenue Outlook*

- ◆ Congress consumed all available funds in the National Highway Trust Fund through Federal Fiscal Year 2008-09 in funding the last six-year Transportation Act (SAFETEA-LU)
- ◆ Federal revenue estimates are also tracking lower than originally forecasted for SAFETEA-LU
- ◆ Congress is faced with a transportation funding “problem” as early as 2008



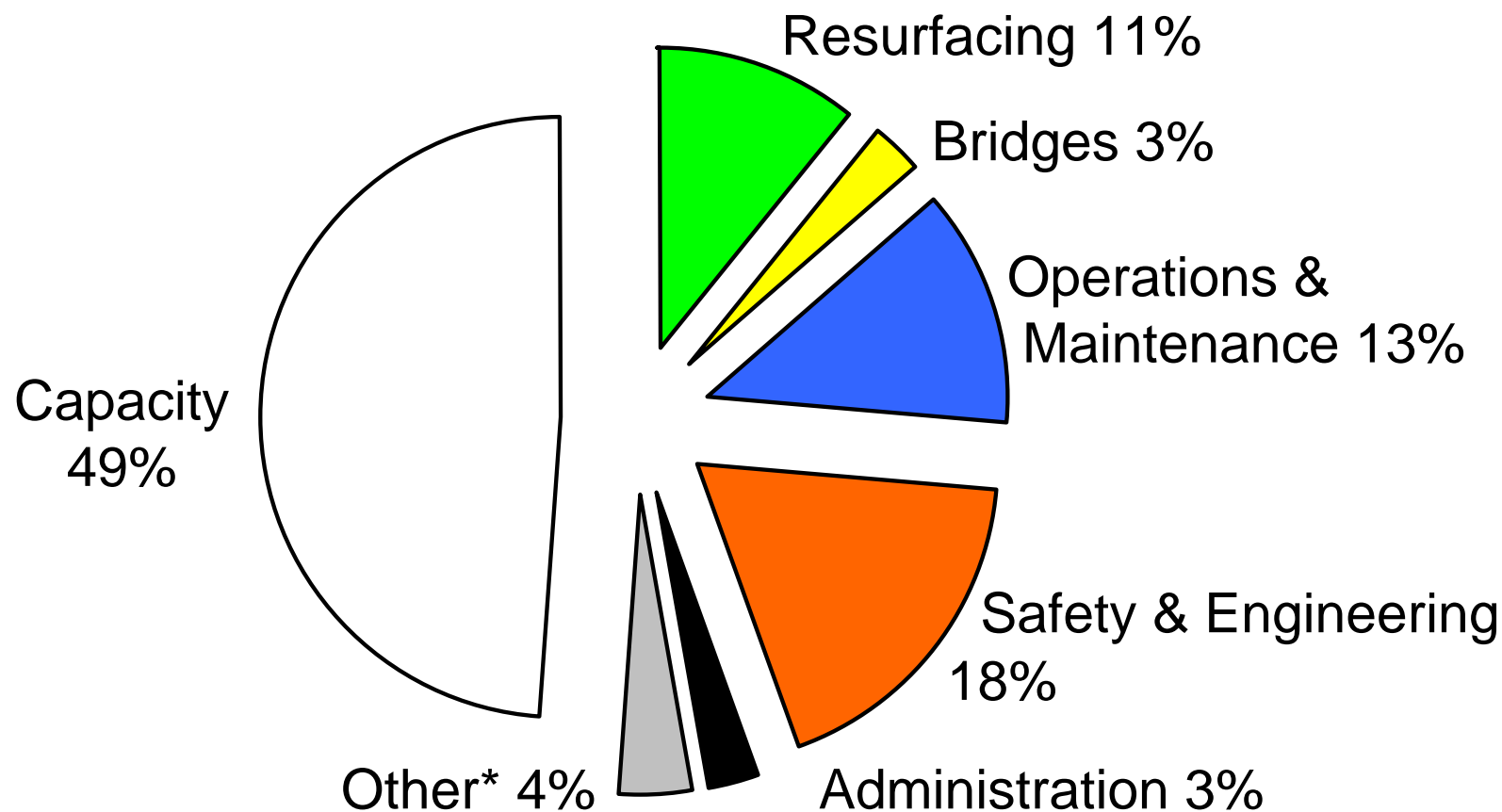
# *State Investment Priorities*

- ◆ Safety (all Programs)
- ◆ Meet all System Preservation and Maintenance objectives
  - ✓ State-Maintained Bridges
  - ✓ Pavement Condition of State Highways
  - ✓ Maintenance of State Highways
- ◆ Transportation System Capacity
  - ✓ Meet Statutory requirements for Public Transportation: Aviation, Transit, Rail, Ports
  - ✓ Strategic Intermodal System
  - ✓ Other State Highways and other Public Transportation Programs



# *Estimated State Investments*

*2006-2030 = \$129 Billion (2006 Dollars)*



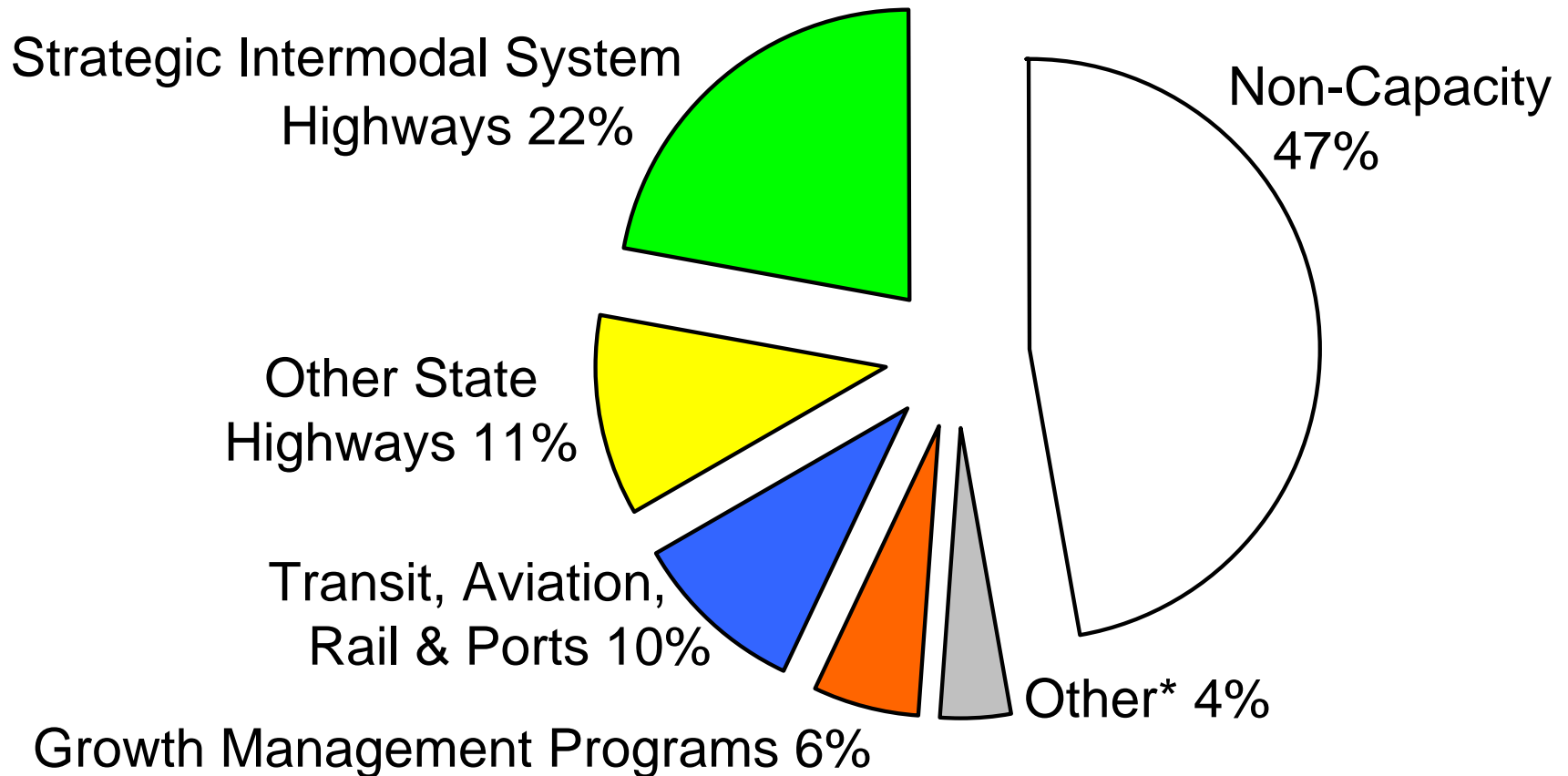
\* "Other" is primarily Debt Service  
Values may not add due to rounding





# *Estimated State Investments*

*2006-2030 = \$129 Billion (2006 Dollars)*



\* "Other" is primarily Debt Service  
Values may not add due to rounding

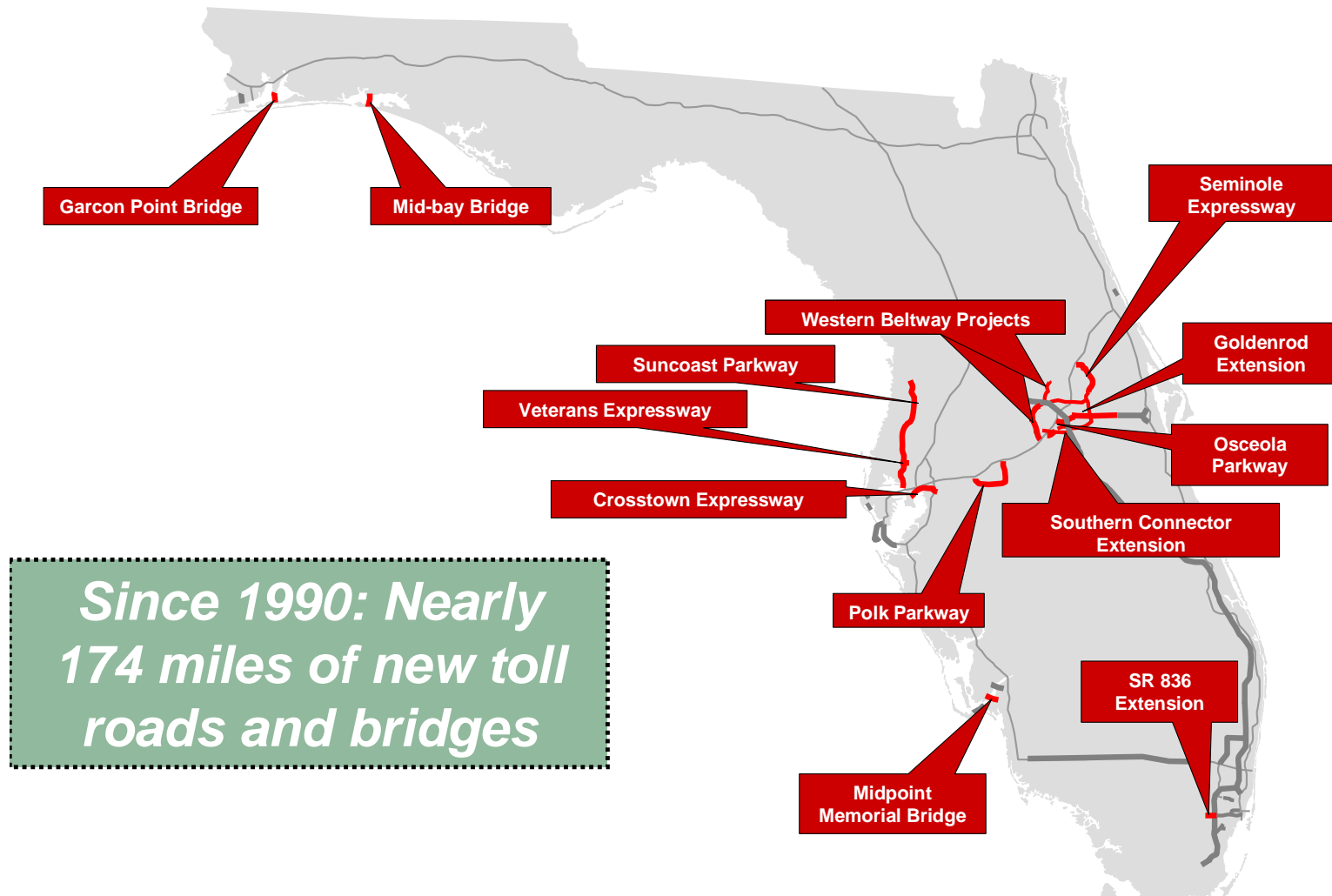


# *Short-Term Financing Options*

- ◆ “Market price” tolls to enhance Turnpike and other state toll facilities
- ◆ Toll new expressways
- ◆ Leverage existing funding sources
- ◆ Public Private Partnerships (PPP)
  - ✓ Build new tolled expressways
  - ✓ Lease existing toll facilities



# *Toll Roads and Bridges Since 1990*



# *Long-Term Financing Options*

- ◆ Open Road Tolling
- ◆ Toll new lanes added to expressways?
- ◆ Toll existing lanes on current non-tolled expressways such the Interstate System?
  - ✓ Need to eliminate prohibition in law
- ◆ Change revenue collection system?
  - ✓ Example: Vehicle Miles Traveled (VMT) based fees
- ◆ Future federal role



# *Transportation's “Perfect Storm”*

- ◆ Increasing demand on the transportation system
- ◆ Declining revenues from traditional sources
- ◆ Increasing costs for materials and labor



