FDOT’s Role in Transit

- **Grants**
  - Federal Grants (Formula, Discretionary)
  - State Grants (Formula, Discretionary, Transportation Disadvantaged)
  - Flex Funds (both Federal and State)

- **Planning**
  - State Policy Guidance: Florida Transportation Plan
  - Programming: STIP, Work Program, TIP
  - Transit Development Plans (Rule 14-73, Public Transit)

- **Operations**
  - Safety Regulation
  - Training
  - Vehicles and Equipment, Technical Assistance
Legislatively Created under Chapter 343, F.S.
• Board makeup specified in Statute
• Powers and duties: own, operate, maintain and manage
• No dedicated funding sources

Locally Created under Section 163.56, F.S.
• Any 2 or more contiguous jurisdictions convene a charter committee
• Charter filed with Department Of State
• Governor appoints two board members
• Automatically become a Special Tax District, with authority to levy up to 3 mills ad valorem tax by referendum

Other Mechanisms (local bills, MOA, etc.)
• Polk Transit Authority (2007)
Funding

Existing and Potential Local Funding Sources

- General Revenues
- Local Fuel Taxes
- Charter County Transit Surtax
- Rental Car Surcharges
- Dedicated Ad Valorem (property tax)

State Funding Sources

- Public Transit Block Grants
- Service Development Program
- Transit Corridor Program
- Transportation Regional Incentive Program (TRIP)
Existing Regional Transit Agencies

- South Florida Regional Transportation Authority (3 counties)
  - Operates Tri-Rail, Manages JARC and New Freedoms grants
  - Local Funding: Mandated County Contributions
  - State dedicated funding (new legislation)

- Central Florida Regional Transportation Authority (3 counties)
  - Region aligns with MetroPlan Orlando
  - Local Funding: County Contributions (based on service levels)

- Tampa Bay Area Regional Transportation Authority (8 counties)
  - Administrative Funds from the State (no existing operating funds)
Consider:
- The effects of transportation decisions reach beyond municipal or county boundaries.
- Commuting needs of residents don’t end at the county line.
- There may be efficiencies in transit consolidation.

My Questions for You:
- Are St. Lucie and Martin Counties currently a region, or just neighbors?
- With respect to land uses, the economy, and transportation, will you grow together or independently?
- Transportation decisions made today can impact a region for generations to come. What is it you want to be?