Manufacturing in Florida

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Manufacturing Industry Health

Key Measures
• Share of total income earned by manufacturing employees
• Wage premium paid to manufacturing workers relative to other states
• Share of manufacturing employment per capita

Sources: US Census Bureau and Bureau of Economic Analysis
If the world stood still...

To be among the top 5 States for manufacturing jobs, we would need to add

+ 214,071 jobs

Source: Bureau of Labor Statistics
Cost to Florida’s economy of operating at a productivity level below the U.S. average: $12.7B

U.S. Average: $184,233
Florida: $150,128

Source: Bureau of Economic Analysis, Bureau of Labor Statistics
A Positive Relationship Between Value-Added and Compensation

Source: Ken Voytek, National Institute of Standards and Technology

Florida
Issues Identified

1. Florida’s manufacturing economy is weak and is highly dependent on importing its high-value manufactured goods
2. Florida’s manufacturers proved to be a stabilizing element of the economy throughout the crisis
3. Florida’s manufacturers proved to be highly resilient and agile throughout the crisis
4. Variation in local ordinances – essential business, safety protocols, etc – were subject to varied interpretation
5. Florida’s most expensive exports are empty containers
6. Florida’s Government has an outdated and overall lack of appreciation for the essential role a strong manufacturing sector has in contributing to a resilient, secure, and thriving economy and in the standard of living of its citizenry
Manufacturing & Supply Chain Working Group

Recommendations

1. Establish a Manufacturing & Supply Chain Caucus in the Florida legislature
2. Invest in training and jobs programs
3. Establish a Florida supplier tax credit initiative
4. Strengthen the resilience of Florida’s manufacturing sector through advancements in research, technology, and education
5. Strengthen economic development initiatives that promote the development, retention, and expansion of Florida’s 21st century manufacturing economy
“Never doubt that a small group of thoughtful, committed people can change the world; indeed, it’s the only thing that ever has.”

-Margaret Mead, Anthropologist
Policies

Regional transit with supporting infrastructure

New revenue sources

Complementary land use

Flexible revenue spending
1. Regional transit with supporting infrastructure are primary long-term mobility objectives

   a. A regionally connected high-capacity transit system fundamentally changes Southeast Florida’s mobility outlook. It is needed to move the amount of people we are anticipating.

   b. There will always be demand for auto travel and associated congestion but implementing a high-capacity transit system provides Southeast Floridians with viable and more reliable mobility.

   c. A safe, complete, and well-connected first/last mile system is needed to support the transit system.
2. Complementary land use is essential

a. A major high-capacity transit investment in the region will not be successful without complementary land uses.

b. A majority of new development should occur around existing and future high-capacity transit routes.

c. Complementary land uses also make short walk/bike trips possible and further reduce the need for motorized transportation.
3. Creating flexibility within how our existing revenue resources are spent is vital

a. The current State funding programs are too restrictive and do not allow for implementing transit investments in the manner needed to serve our rapidly growing urbanized area.

b. Greater flexibility is needed with existing State funding sources so they may also be used to fund transit investments and other supporting infrastructure.

c. Each dollar spent on transit will have greater impact on moving people than each dollar spent on highways.

d. We must continue to operate and maintain our highway system.
4. New revenue sources are necessary

a. Our current revenue projections indicate we will not have enough funding to cover the cost of building, operating and maintaining the desired regional high-capacity transit system.

b. We will need to seek additional funding sources at all levels (Federal, State, County and Local) to build, operate, and maintain the regional high-capacity transit system.
What is SEFTC?

The Southeast Florida Transportation Council (SEFTC) is a formal partnership of the three MPOs all within the U.S. Census designated Miami Urbanized Area.
“Straightforward” analysis of programs and sources

* General revenue service charges, administrative charges, refunds, credits, exemptions, collection allowance and other minor transfers are omitted. See graphs following each section for a more detailed distribution of revenues.

FEDERAL SOURCES

HIGHWAY USER FEES

GAS TAX 2.86 c/GAL

TRUCK FUEL FEE 12%

TRUCK TIRE FEE 9 c/GAL

AVIATION FUEL FEE 7.4 c/GAL

SCETS TAX 7.4 c/GAL

FUEL SALES TAX 13.6 c/GAL

AVIATION FUELS TAX 6.9 c/GAL

MVI BASE FEE BY WEIGHT

INITIAL REG FEES $225

RENTAL CAR SURCHARGE $2

LOCAL SOURCES

LEVIED BY STATE

CONSTIT. FUEL TAX 1 1/4 c/GAL

COUNTY FUEL TAX 1 1/4 c/GAL

MUNICIPAL FUEL TAX 1 1/4 c/GAL

ALTERNATIV. FUEL TAX (b) 0.1 c/GAL

LEVIED BY COUNTY

REVENUE SHARING FUND FOR MUNICIPALITIES

STATE TRANSPORTATION TRUST FUND

STATE GENERAL FUND

STATE TRANSIT OPERATING TRUST FUND

TOURISM & TRADE TRUST FUNDS

STATE FID. OF ADMIN (BOND DEBT SERVICE)

REVENUE SHARING FUND FOR MUNICIPALITIES

INDIVIDUAL COUNTY TRANSPORTATION TRUST FUNDS

1 c/GAL

MUNICIPALITIES

6 c/GAL

LOCAL OPTION TRUST FUND

1 c/GAL

NINTH-CENT TRUST FUND

NINTH-CENT FUEL TAX 1 1/4 c/GAL

LOCAL OPT. FUEL TAX 1 1/4 c/GAL

CHARTER CO. & REGIONAL TRANS. SYSTEM SURTAX 0.5% - 1%

$21 TO STTF, $47 FIRST $200M TO STTF AFTER THE REST TO GR

FEDERAL HIGHWAY TRUST FUND

MASS TRANSIT ACCOUNT

HIGHWAY ACCOUNT

STATE SOURCES

LEAKING UNDERGROUND STORAGE TANK TRUST FUND

0.1 c/GAL

AVIATION USER FEES

AVIATION FUEL FEE (VARIES BY TYPE AND USE)

REMAINDER

WAYBILL TAX 6.25%

MILIT. DEP/ AGR. TAX $17.80

Federal Highway and Airway Trust Funds

AIRPORT PROGRAMS

TRANSIT PROGRAMS

RAIL PROGRAMS

WATER PORT PROGRAMS

HIGHWAY PROGRAMS

DISTRIBUTION PERCENTAGES VARY BY VEHICLE TYPE

$21 TO STTF, $47 FIRST $200M TO STTF AFTER THE REST TO GR

2045

--- EXCLUSIVE HIGHWAY USE --- FROM FUEL USE TAX ---

(a) Excluding revenue exempt from 206.46(3) F.S.

(b) No tax is charged 2014 until 2019.
2045 RTP VISION: CREATE A SHARED REGIONAL TRANSPORTATION PLAN THAT IDENTIFIES REGIONAL, FUNDING, AND POLICIES THAT SERVE AND BENEFIT THE ENTIRE SOUTHEAST FLORIDA REGION

SUSTAINABILITY AND QUALITY OF LIFE

1. MULTIMODAL SYSTEM & LAND USE
   - Provide an accessible, efficient, and reliable multimodal transportation system that is well integrated with supportive land uses

2. HEALTH, ENVIRONMENT, & SAFETY
   - Protect the region's health and environment, and provide for a safer and more secure transportation system for the region's residents, businesses and visitors

3. ECONOMY
   - Optimize and expedite sound investment strategies to support an expanding regional economy

4. EQUITY & PUBLIC SUPPORT
   - Invest in publicly supported, equitable transportation options for all users, including low-income and minority neighborhoods, as well as the aging population
GROWING POPULATION

MISMATCHED INVESTMENTS

LAND USE LIMITS ACCESS
Planning for Different Future Scenarios

1. HIGH-CAPACITY TRANSIT NEEDS:
   What regional-scale transit services are needed to accommodate the future growth anticipated for the region?

2. GROWTH AND DEVELOPMENT:
   Are changes in development patterns necessary to complement regional high-capacity transit investments?

3. FINANCIAL AND LEGISLATIVE:
   What changes to policy and legislation will allow for greater flexibility in how existing revenue sources are used? What new revenue sources can feasibly generate revenue for regional transportation infrastructure?

Scenario 1: Trend Scenario
- Status Quo

Scenario 2: Regional Transit Scenario
- Acquire New Revenue
- Create Flexibility in Existing Revenue
- Build High-Capacity Transit System
- Status Quo Development Patterns

Scenario 3: Growth and Development Scenario
- Shift Growth to High-Capacity Transit Corridors

LEGISLATIVE CHANGE NEEDED
High-capacity transit system ridership

- Unchanged Future: ≈190,000 Daily riders
- Alternative Future: ≈665,000 Daily riders

Walkable access to high-capacity transit from home

- Unchanged Future: 1 out of 20 people
- Alternative Future: 7 out of 20 people

Walkable access to jobs from high-capacity transit

- Unchanged Future: 2 out of 20 jobs
- Alternative Future: 10 out of 20 jobs
Closer origins and destinations = More walk + bike trips
Our Investment Decisions as a Region through 2045

- Complete Streets: 18%
- Systems Management: 4%
- Transit: 2%
- Roadway/Freight: 76%

### High-Capacity Transit and Commuter/Express Service Route Miles Added

<table>
<thead>
<tr>
<th>Transit Operator</th>
<th>2015</th>
<th>2045</th>
<th>Change</th>
<th>Percentage Difference</th>
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<tbody>
<tr>
<td>Commuter Rail</td>
<td>71</td>
<td>85</td>
<td>14</td>
<td>+19%</td>
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<tr>
<td>Urban Rail</td>
<td>24</td>
<td>35</td>
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<td>+45%</td>
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<tr>
<td>BRT/LRT</td>
<td>0</td>
<td>149</td>
<td>149</td>
<td>+100%</td>
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<tr>
<td>Express Routes</td>
<td>328</td>
<td>465</td>
<td>137</td>
<td>+42%</td>
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<tr>
<td><strong>TOTAL</strong></td>
<td>424</td>
<td>735</td>
<td>311</td>
<td>+73%</td>
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</tbody>
</table>

### Lane Miles Added by Facility Type

<table>
<thead>
<tr>
<th>Facility Type</th>
<th>2015</th>
<th>2045</th>
<th>Difference</th>
<th>Percentage Difference</th>
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<tbody>
<tr>
<td>Limited Access</td>
<td>3,400</td>
<td>4,500</td>
<td>1,100</td>
<td>+33%</td>
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<tr>
<td>High Speed Arterials</td>
<td>8,600</td>
<td>9,100</td>
<td>500</td>
<td>+6%</td>
</tr>
<tr>
<td>Low Speed Roadways</td>
<td>4,000</td>
<td>4,300</td>
<td>300</td>
<td>+7%</td>
</tr>
<tr>
<td><strong>TOTAL</strong></td>
<td>16,000</td>
<td>17,900</td>
<td>1,900</td>
<td>+12%</td>
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</tbody>
</table>

* Estimate does not include Miami-Dade DTPW existing transit O&M expenses of $22.71B or Broward County’s $10.76B Sales Surtax.
Southeast Florida vs. Regions with Transit

Southeast Florida

Portland

Seattle

Hong Kong

London
We are making great strides towards achieving the Vision!

- Broward County Mobility Advancement Program/Sales Surtax
- SMARTPlan
- Safety Plans at the state, county and local levels
- Global leadership in Climate Change planning
- Palm Beach TPA 561 Plan
- Revamped FDOT design manual - context classification based
- Complete Streets Policies and Guidelines
- Tri-Rail Extension into Downtown Miami
- SEFTC VISION
- Partnership
- Implementation
- Ridership
- Brightline Trains West Palm Beach to Miami
- Transit
- Funding
- Land Use

Brightline Trains West Palm Beach to Miami
FOR MORE INFORMATION:

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