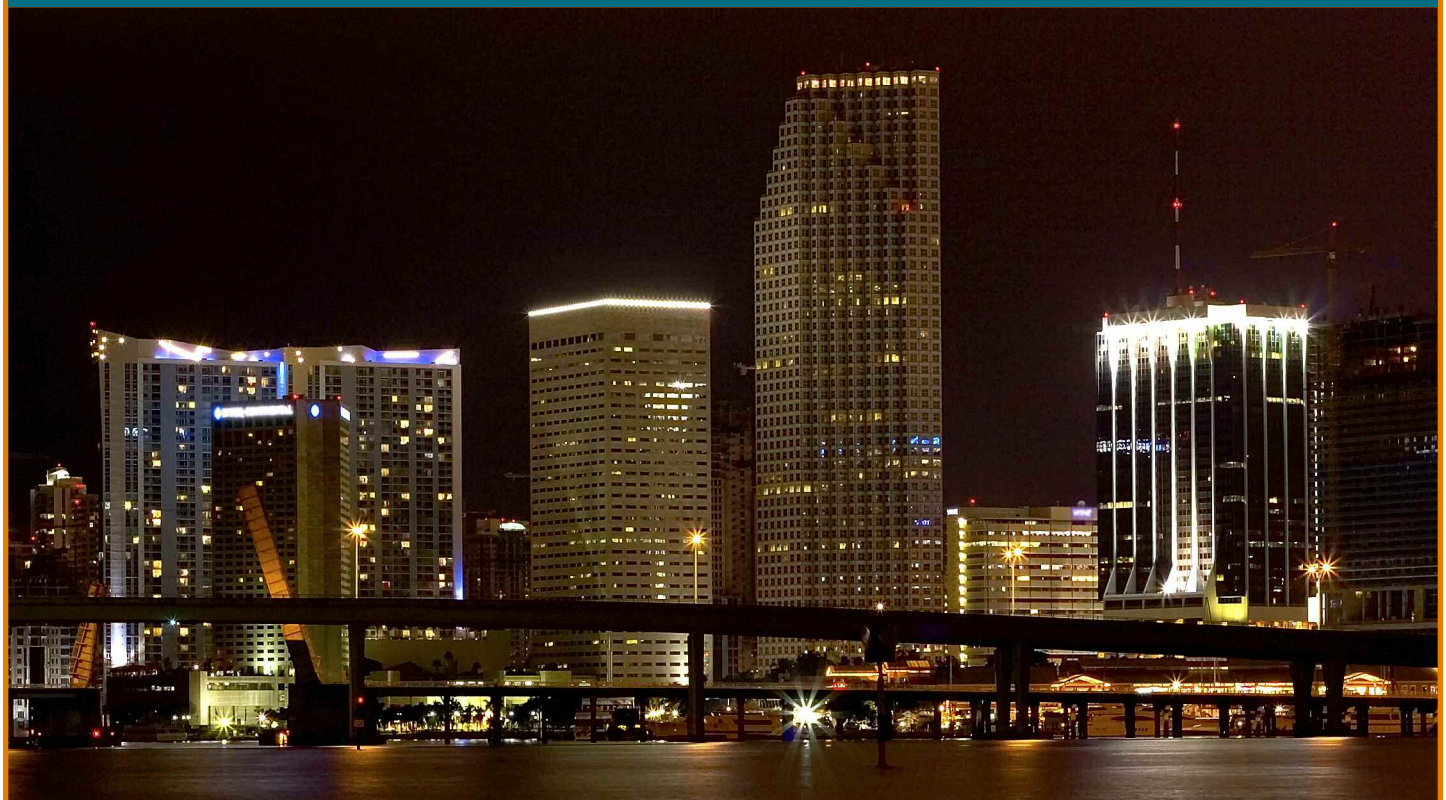
SOUTH FLORIDA TRANSIT RESOURCE GUIDE



AGENCIES AND PROGRAMS SUPPORTING TRANSIT IN SOUTH FLORIDA

SEPTEMBER 2008

SOUTH FLORIDA REGIONAL TRANSPORTATION AUTHORITY

OFFICE OF PLANNING & CAPITAL DEVELOPMENT

SOUTH FLORIDA REGIONAL TRANSPORTATION AUTHORITY
800 NW 33rd Street | Pompano Beach, Florida 33064 | P954/942-7245 | F954/788-7878 | www.sfrta.fl.gov

September 26, 2008

Dear Colleague:

The South Florida Regional Transportation Authority (SFRTA) is pleased to introduce the first South Florida Transit Resource Guide, which explores the vital connection between transportation and land use in Broward, Miami-Dade and Palm Beach Counties.

Decisions about transportation and land use directly affect our quality of life. The choices we make influence how much free time we have, where we live and work, our recreational activities, how we travel, the state of our environment and, so much more.

The SFRTA places great value on the strong connection between transportation and land use, as the agency operates Tri-Rail - the region's first and only commuter railroad. Tri-Rail, which operates along 72 miles of the South Florida Rail Corridor, has seen unprecedented growth in 2006 and 2007, and continues to reach new heights with each year.

Increased development around Tri-Rail stations not only positively impacts Tri-Rail ridership, but can also influence regional growth as it pertains to transportation and land use. In June 2003, Tri-Rail took a big leap toward regionalism when the Florida Legislature re-designated Tri-Rail as the South Florida Regional Transportation Authority. At that time, the SFRTA was given the ability to coordinate, develop and operate, with other government agencies and the community, a true regional transportation system; the goal - to create a viable transportation system in South Florida that improves quality of life and promotes sustainable growth for future generations.

Station area-development decisions are governed by the city or county in which each station is located. There are many factors which affect how the cities and counties feel about using their ability to promote station-area development. The South Florida Transit Resource Guide looks at some of these factors:

- How is the regional economy doing? Is the region's population growing?
- Where are major travel hubs located? How can people get to them?
- Who is making the decisions regarding transit?
- Who are the transportation providers and what services do they offer?
- Are there plans, policies and programs in place that support the use of transportation?
- Are there organizations in the region that support the growth and development of transit?

GOVERNING BOARD Commissioner Bruno A. Barreiro | Alice N. Bravo, P.E. | James A. Cummings | Commissioner Josephus Eggelletion, Jr. | Marie Horenburger | Commissioner Jeff Koons | Felix M. Lasarte, Esq. | George Morgan, Jr. | Bill T. Smith, Jr., Esq. | EXECUTIVE DIRECTOR Joseph Giulietti

In summary, the South Florida Transit Resource Guide supports the SFRTA's mission of creating a viable regional transportation system and our highest priority goal in supporting that system with pedestrian-friendly, transit-oriented development strategies.

We hope that this document will help provide information needed to help communities and organizations make decisions which can improve the connection between land use and transportation.

Sincerely,

Joseph Giulietti
Executive Director
South Florida Regional Transportation Authority

Acknowledgements

Many professionals contributed their time and expertise to the publication of this document. The South Florida Regional Transportation Authority would like to especially thank:

- The numerous transit providers and land use policy makers in South Florida:

  - The Governing Board of the South Florida Regional Transportation Authority;

  - The Florida Department of Transportation Districts IV and VI;

  - The Treasure Coast and South Florida Regional Planning Councils;

  - Palm Tran, Broward County Transit, Miami-Dade Transit;

  - The Metropolitan Planning Organizations of Palm Beach, Broward, and Miami-Dade County;

  - Palm Beach, Broward, and Miami-Dade Counties; and

  - The one-hundred and four South Florida municipalities setting local land use and transportation policy on a daily basis.

- The South Florida Regional Planning Council and the Treasure Coast Regional Planning Council, who researched and wrote many of the descriptions contained in the document.

- The South Florida Regional Transportation Authority's Planning Technical Advisory Committee, who provided review and comment on the initial draft document.

- The many agencies, service providers, and programs profiled in this document.

- Tri-Met of Portland Oregon, for providing the inspiration for this document.

South Florida Regional Transportation Authority
Planning and Capital Development
800 NW 33rd Street, Suite 100
Pompano Beach, FL 33064
(954) 788-7949

Foreword

Effective transit in South Florida is an enormous undertaking. There are multiple transit modes, numerous layers of government, and an ever growing population depending on its services.

Continued improvement in South Florida transit services and strengthening the link between transit and land use is critical to strengthening the quality of life in the region. We hope that this document can improve the quality of life in South Florida by providing a baseline for future analysis and promoting coordination between providers and program managers.

The South Florida Transit Resource Guide profiles factors affecting the transit and land use connection in South Florida, specifically:

- Chapter One: Regional Snapshot
  This chapter looks at regional population and employment trends, and lists major employers by county.

- Chapter Two: Major Transit Hubs
  This chapter summarizes the activity at the region's three ports and three airports, all of which are large scale activity and traffic generators.

- Chapter Three: Transit Planning Coordinators
  This chapter gives a synopsis of the entities setting transportation policy in South Florida.

- Chapter Four: Transit Providers
  This chapter reports on existing South Florida transit services.

- Chapter Five: Transit Supportive Plans
  This chapter summarizes plans and studies that support development of the region's transit resources.

- Chapter Six: Transit Supportive Policies and Programs
  This chapter reviews the policies and programs that encourage use, growth and development of transit.

- Chapter Seven: Organizations
  This chapter describes the organizations whose goals would benefit by an effective transit system. Generally, these goals fall into the categories of economic development, infill development and environmental preservation.

The South Florida Regional Transportation Authority hopes that viewing these resources together can benefit the community by promoting improved transit and closer coordination between transit and land use.

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CHAPTER ONE

Regional Snapshot

REGIONAL SNAPSHOT

This page provides a brief summary of South Florida – its people, employers, and transit resources. According to 2002 population estimates developed by Claritas, Inc. using 2000 U.S. Burea of Census data, the Southeast Florida Metropolitan Statistical Area (as aggregated by the U.S. Office of Management and Budget), is the sixth largest in the United States with more than 5.1 million people. The South Florida urbanized area is generally considered to be Palm Beach, Broward, and Miami-Dade counties.

South Florida's growth is expected to continue. The population will climb to nearly 7.4 million by 2030, an increase of 48 percent since 2000. Thirty percent of Floridians live in South Florida.

Public transportation in South Florida is provided by Palm Tran, Broward County Transit, Miami-Dade Transit, and Tri-Rail, a commuter rail system. In addition, many communities have developed community shuttle programs. These are becoming important factors in enhancing mobility. On a yearly basis, the major transit systems provide over 160 million trips each year.

The investment in public transportation is critical to the growth of South Florida. It provides enhanced quality of life, reduces traffic congestion, helps the environment, and is a vital link for many people in their day-to-day life.

REGIONAL SNAPSHOT – DEMOGRAPHICS

County	Population		Employment	
	2000	2030	2000	2030
Palm Beach	1,086,640	1,754,825	498,842	770,408
Broward	1,601,918	2,383,116	651,360	944,416
Miami-Dade	2,253,485	3,202,196	1,876,003	1,876,315

Source: Metropolitan Planning Organizations for Palm Beach, Broward, and Miami-Dade Department of Planning and Zoning.

REGIONAL SNAPSHOT – LARGE EMPLOYERS

County	Employers	Employees
Palm Beach	School Board	21,616
	Palm Beach County	6,594
	Columbia PB Healthcare System, Inc.	5,200
	Tenet Healthcare Corp.	4,794
	Florida Power & Light	2,850
Broward	Broward County School Board	38,000
	Memorial Healthcare Systems	10,000
	North Broward Hospital District	8,148
	Broward County Sheriff's Office	6,300
	Tenet Healthcare Corp.	5,000
Miami-Dade	Miami-Dade County Public Schools	50,000
	Miami-Dade County	32,000
	Federal Government	20,400
	Florida State Government	17,000
	Publix Super Markets	11,000

Source: Metropolitan Planning Organizations for Palm Beach, Broward, and Miami-Dade Counties (2007)

REGIONAL SNAPSHOT – MAJOR TRANSIT PROVIDERS

Provider	Annual Unlinked Trips	Annual Operating Cost	Percent Local Funding	Percent Fares
Palm Tran	9,970,563	$62,038,083	70%	11%
Tri-Rail	3,064,074	$32,603,818	21%	18%
Broward County Transit	40,637,984	$107,619,263	70%	18%
Miami-Dade Transit	107,094,084	$443,473,246	64%	21%
TOTAL	160,766,705	$645,734,410	56%	17%

Source: 2006 National Transit Data Base (Tri-Rail Data is 2005)

CHAPTER TWO

Major Transportation Hubs

PALM BEACH INTERNATIONAL AIRPORT

Bruce V. Pelly, Director
Palm Beach County Department of Airports
1000 Tournage Blvd.
West Palm Beach, FL 33406
Tel: 561.471.7420
www.PBIA.org

Palm Beach County, through its Department of Airports, operates and maintains Palm Beach International Airport (PBIA).

Palm Beach International Airport is conveniently located to serve the air trade area of Palm Beach County and the four surrounding counties. The airport is 2.5 miles west of downtown West Palm Beach and adjacent to I-95.

In its Strategic Master Plan, PBIA emphasizes community enhancement. A key future project is the Ground Transportation Center, which offers a centralized location for integrating the services provided by the Palm Beach International Airport's various ground transportation providers, including the on-airport rental car companies, Tri-Rail, and local bus service.

Commercially, PBIA had its beginning in 1936 when it was known as Morrison Field. It was named for Miss Grace K. Morrison, who was a pioneer in the early planning and organizing which culminated in the establishment of the field. The inaugural airline flight was made by a New York bound Eastern Air Lines DC-2 in 1936.

In October 1966, a jet-age eight-gate Main Terminal Building was opened on the northeast quadrant of the airport. In 1974, Delta Airlines moved into its own six-gate unit terminal which featured the airport's first jetways.

Source: Palm Beach International Airport

The FAA built a new ATC Control Tower on the south side of the airport during this period.

On October 23, 1988, the 25-gate David McCampbell Terminal, named for World War II naval flying ace, Medal of Honor winner, and Palm Beach County resident, was officially dedicated.

While passenger traffic was stagnant in the 1990s due to competition from rapidly expanding Fort Lauderdale/Hollywood International Airport and in the early 2000s from the September 11 terrorist attacks, passenger traffic has surged in the last several years. In 2006, the county broke ground on a new seven-story parking garage.

Palm Beach International Airport

Location	West Palm Beach, Florida
Date Originated	1936
Passenger Volume 2001	6,907,202
Passenger Volume 2007	6,824,789
Cargo Volume 2001 (tons)	22,715
Cargo Volume 2007 (tons)	16,174
Number of Passenger Carriers Served	16
Number of Freight Carriers Served	4
Governance	Palm Beach County Commission

Source: Palm Beach County Department of Airports

Palm Beach International Airport
GATEWAY TO
the Best of Everything!

PORT OF PALM BEACH

Kathy Andress, Interim Executive Director
Port of Palm Beach
One E. 11th St., Suite 400
Riviera Beach, Florida 33404
Tel: 561.383.4100
www.portofpalmbeach.com

The Port of Palm Beach is located eighty miles north of Miami and 135 miles south of Port Canaveral. The vessel entrance is through an inlet channel 300 feet wide with no aerial obstructions to the port. It was established in 1915 and covers 971 square miles.

The Port has three slips, four marginal wharves and two ramps for a total of 5,200 linear feet of berthing space.

The operator of the port is The Port of Palm Beach District, which is an independent special taxing district. The District is authorized to raise funds through General Obligation Bonds. Other income is derived through user fees such as wharfage, dockage, leasing, permitting, equipment, labor, special services and sale of potable water.

The Port of Palm Beach is the fourth busiest container port in Florida and the 18th busiest in the continental U.S. In addition to intermodal capacity, the Port is a major nodal point for the shipment of bulk sugar (domestic usages), molasses, cement, utility fuels, water, produce and breakbulk items.

The Florida East Coast Railway Company (FEC) services the docks and piers through the Port's industrial rail switching operations. It is the only port facility in South Florida operating a rail system with pier-side box, hopper and intermodal cars operating 24 hours a day. Located on Port property are six miles of trackage for intermodal transfers and handling.

Trams move cruise passengers to and from parking areas.

An aerial view of the port.

Port of Palm Beach

Location	Riviera Beach, Florida
Date Originated	1915
Passenger Volume 2001	508,391
Passenger Volume 2007	566,408
Cargo Volume 2001 (tons)	1,062,115
Cargo Volume 2007 (tons)	1,330,208
Number of Passenger Carriers Served	2
Number of Freight Carriers Served	6
Governance	Port of Palm Beach District

Source: Port of Palm Beach

FORT LAUDERDALE/HOLLYWOOD INTERNATIONAL AIRPORT

Kent George, Airport Director
Broward County Aviation Department
100 Aviation Blvd.
Ft. Lauderdale, Florida 33315
Tel: 954.359.6116
www.broward.org/airport

Fort Lauderdale-Hollywood International Airport (FLL) is located in the southern portion of Broward County, 21 miles north of Miami International Airport (MIA) and 42 miles south of West Palm Beach International Airport (PBI). FLL is the 22nd largest airport in the US in terms of passenger traffic (2007 data). A total of 27 scheduled passenger airlines provide more than 700 flights a day to 106 domestic and international destinations (December 2007 Official Airline Guide for March 2008).

This world-class facility is the heart of a thriving South Florida global transportation network. Its growth has been fueled by a booming cruise market, growing international trade and tourism, and the proliferation of discount air carriers. FLL's unique location less than two miles from Port Everglades makes it the closest airport/seaport connection in the nation. Operating efficiencies have resulted in one of the lowest costs per enplaned passenger of any airport in the world.

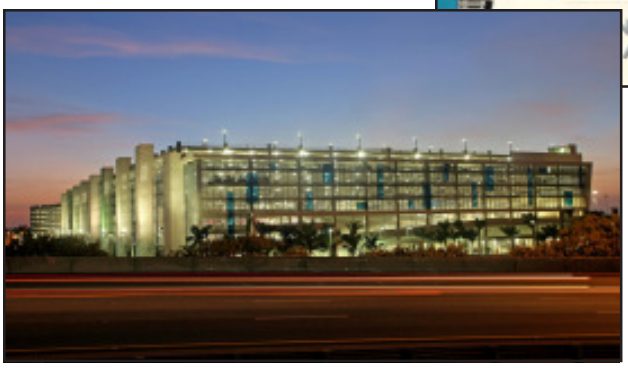
FLL is situated on approximately 1,400 acres. The airfield consists of two parallel runways and one diagonal runway. The primary air carrier runway is 9R/27L and is 9,000 feet in length. The diagonal runway is 13/31 and is 6,930 feet long. The remaining runway is 9L/27R, used primarily for general aviation, and is 5,276 feet long.

The terminal complex consists of four (4) terminals, six (6) concourses, and 57 gates. There is also a commuter terminal located next to Terminal 4 for commuter operations.

The parking complex consists of 4,000 remote parking spots located west of the terminal area and 11,500 covered spaces which are located in three (3) parking garages, the Palm Garage, the Hibiscus Garage, and the Cypress Garage/Rental Car Center.

The Rental Car Center houses 12 rental car companies which rent 95% of the vehicles rented in Broward County. The County owns and operates a common shuttle bus operation. All airport shuttle busses are biodiesel and five (5) are also hybrid electric.

Strategically located in the heart of the South Florida region, FLL is one of the economic engines that drive Broward County and provides 37,000 jobs and generates $2.7 billion annually for the local economy.



FLL Rental Car Center - Cypress Garage

Fort Lauderdale/Hollywood International Airport

Location	Fort Lauderdale
Date Originated	1929
Passenger Volume 2001	16,407,927
Passenger Volume 2007	22,681,903
Cargo Volume 2001 (tons)	200,559
Cargo Volume 2007 (tons)	151,289
Number of Passenger Carriers Served	27
Number of Freight Carriers Served	6
Governance	Broward County Commission

Source: Fort Lauderdale/Hollywood International Airport

PORT EVERGLADES

Phillip C. Allen, Port Director
Port Everglades
1850 Eller Drive
Ft. Lauderdale, Florida 33316
Tel: 954.523.3404
www.broward.org/port

For three-quarters of a century, Port Everglades has been a vital contributor to the economic success of South Florida and remains a dynamic business force in today's market. In Fiscal Year 2007 (October 1, 2006, through September 30, 2007), Port Everglades experienced:

- 5,500 total ship calls;
- Container cargo revenue of more than $28 million;
- Cruise revenue of $31.5 million;
- 6 million tons of container cargo; and,
- 3.4 million cruise passengers.

Conveniently situated near the Atlantic Ocean shipping lanes, the Florida East Coast railway, Florida's highway system, Fort Lauderdale-Hollywood International Airport and the beautiful beaches of Greater Fort Lauderdale and Hollywood, Port Everglades remains one of the nation's top seaports with an internationally renowned reputation. Nearly 15 cruise lines and approximately 35 cargo shipping lines conduct business at Port Everglades. Port Everglades is one of the world's busiest cruise ports providing guests with a wide array of cruise vacation options. Port Everglades is South Florida's main seaport for receiving petroleum products including, gasoline and jet fuel.

With a long and interesting history in the Fort Lauderdale area, Port Everglades, originally known as Lake Mabel or Bay Mabel Harbor, was officially established as a deep-water harbor in 1927 by the Florida State Legislature and dedicated in 1928. The Port's jurisdiction now encompasses a total of 2,190 acres with world-class cruise, cargo and petroleum facilities including 11 cruise terminals, 356,800 square feet (33,148 square meters) of warehouse space, 32 deep-water berths (more than 25,000 lineal feet/ 7,600 meters) and 13 privately owned petroleum terminals.

An aerial view of Port Everglades

Operated under the authority of the Broward County Board of County Commissioners, the Port's administrative staff and most of its divisions are housed at 1850 Eller Drive in Fort Lauderdale. A misnomer, Port Everglades is not actually part of the wetland ecosystem known as the Florida Everglades, but is located on the southeastern coast of the Florida peninsula within the three cities of Fort Lauderdale, Hollywood and Dania Beach, as well as unincorporated Broward County.

The Port serves all of South Florida and is in close proximity to Miami (23 miles south), West Palm Beach (48 miles north) and Orlando (215 miles north). Approximately 11,525 people are directly employed at the seaport, which offers a wide range of career opportunities.

Port Everglades

Location	Fort Lauderdale
Date Originated	1927
Passenger Volume 2001	3,072,343
Passenger Volume 2007	3,409,946
Containerized Cargo Volume 2001 (tons)	3,907,890
Containerized Cargo Volume 2007 (tons)	6,060,149
Number of Passenger Carriers Served	15
Number of Freight Carriers Served	34
Governance	Broward County Commission

Source: Port Everglades

MIAMI INTERNATIONAL AIRPORT

Jose Abreu, P.E., Director
Miami International Airport
4200 NW 21st St.
Miami, FL 33142
Tel: 305.876.7000
www.miami-airport.com

With more takeoffs and landings per runway than any other airport in the United States, Miami International Airport (MIA) is currently exceeding its capacity during peak hours. MIA ranks as:

- The tenth busiest airport in the world for freight;
- Third in the United States for transporting international passengers;
- First among U.S. airports for international freight; and,
- Fourth among U.S. airports for total freight and 15th for total passengers.

MIA is currently engaged in building the Miami Intermodal Center (MIC), which will house all landside transportation functions and be connected to the terminal area by the MIA mover. This elevated landside Automated People Mover system will provide an effective means of transporting passengers between MIA's three primary terminals and the MIC. MIA's construction program for the MIC is creating approximately 6,000 jobs annually, in addition to the economic impact and employment created by day to day operations of the airport.

The MIC will be integral to the region's public transportation system as it will provide direct linkage to Tri-Rail, Miami-Dade Transit Metrorail and bus operations, and private transportation providers.

Miami International Airport was first opened in 1928, under the name of Pan American Field. It began as the main base of Pan American Airways Corporation. After it acquired several new airlines, the corporation actually shifted most of its usage to another field, which left what would become the Miami International Airport virtually unused. However, in 1945, the Port Authority was established in Miami, which led to a further reorganization in the airports. The Pan Am airport was purchased by the city, merged with another airport near it, and expanded through 1951. This was the area that is now known as Miami International Airport.

Miami International Airport

Location	Miami, Florida
Date Originated	1928
Passenger Volume 2001	31,668,450
Passenger Volume 2007	33,740,416
Cargo Volume 2001 (tons)	1,807,894
Cargo Volume 2007 (tons)	2,120,159
Number of Passenger Carriers Served	53
Number of Freight Carriers Served	41
Governance	Miami-Dade County Commission

Source: Miami International Airport

An aerial view of Miami International Airport

PORT OF MIAMI

Bill Johnson, Director
Port of Miami
1015 N. America Way
Miami, Florida 33132
Tel: 305.371.7678
www.miamidade.gov/portofmiami

Located in downtown Miami, the Port of Miami plays a dual role as contributor and benefactor of the global activity that makes Miami a household word in so many countries around the world.

The shift in Asian trade to east coast ports via all-water routes through the Suez and Panama canals has resulted in the Far East being the fastest growing trade region for the port. Among the Port's top trading partners China ranked highest for the third year in a row in 2007. Latin America and the Caribbean continue to play a significant role at the Port of Miami, ensuring its continued distinction as the Cargo Gateway of the Americas.

The Port is a major source of truck traffic in Miami. A tunnel between the Port and interstate system, allowing trucks to bypass downtown, is moving forward. This project would alleviate congestion on downtown Miami roadways.

After a decline, the number of passengers enjoying cruise vacations is back to pre-9/11 levels. During fiscal 2007, the port saw its passenger count rise to 3.7 million, an increase of almost 1.5 percent over 2006.

Homeports must provide larger passenger terminals, more parking facilities, and improved roads and traffic coordination while integrating new security mandates into every aspect of the development project.

To meet the demands of the new Mega-ships the Port of Miami recently completed new cruise terminals D and E, some of the most modern cruise facilites in the world.

For additional information please visit www.miamidade.gov/portofmiami.

Port of Miami

Location	Miami, Florida
Date Originated	1893
Passenger Volume 2001	3,391,091
Passenger Volume 2007	3,787,410
Cargo Volume 2001 (tons)	8,247,004
Cargo Volume 2007 (tons)	7,835,132
Number of Passenger Carriers Served	8
Number of Freight Carriers Served	23
Governance	Miami-Dade County

Source: Port of Miami

An aerial view of Port of Miami

CHAPTER THREE

Transportation Planning Coordinators

FLORIDA DEPARTMENT OF TRANSPORTATION

Stephanie C. Kopelousos, Secretary
Florida Department of Transportation
605 Suwannee St.
Tallahassee, FL 32399-0450
Tel: 850.414.4100
www.dot.state.fl.us

Jim Wolfe, District Secretary
Florida Department of Transportation
District Four
3400 W. Commercial Blvd.
Ft. Lauderdale, FL 33309
Tel: 954.777.4110
www.dot.state.fl.us

Gus Pego, District Secretary
Florida Department of Transportation
District Six
1000 NW 111th Ave.
Miami, FL 33172
Tel: 305.470.5197
www.dot.state.fl.us

The Florida Department of Transportation (FDOT) was initially authorized in 1915 by the Florida Legislature as the State Road Department. Today, FDOT is responsible for the much of the state's transportation infrastructure including roadways, bridges, air facilities, seaports, rail, and public transportation systems. FDOT, in accordance with legislative mandates, is decentralized to allow operational decisions to be made in the Department's seven district offices as well as the Turnpike Enterprise. In Southeast Florida, there are two districts: District IV and District VI. District IV covers Indian River, Martin, St. Lucie, Palm Beach and Broward Counties. District VI covers Miami-Dade and Monroe Counties.

In addition to providing funding through its Public Transit Block Grant Program to public transportation systems in the state, FDOT has a number of important programs supporting public transportation.

- The Public Transit Block Grant Program was enacted by the Florida Legislature to provide a stable source of funding for public transit. The funds may be used for eligible capital and operating costs of public transit providers across the state.

- The Service Development Program provides a resource for local transit agencies and municipalites/counties to determine whether a new or innovative technique or measure can be used to improve or expand public transit services.

- FDOT's Park and Ride lot program provides for the purchase and/or leasing of private land for the construction of park-and-ride lots or the promotion of these lots.

- The Intermodal Development Program provides assistance for major capital investment in fixed-guideway transportation systems, access to seaports, airports, construction of intermodal or multimodal terminals, and other transportation terminals.

- The Transit Corridor Program is designed to relieve congestion and improve capacity within an identified transportation corridor by increasing people-carrying capacity of the system through the use and facilitated movement of high-occupancy conveyances.

- The Florida New Starts Transit Program helps facilitate and fund transit fixed-guideway projects and facilities that qualify under the Federal Transit Administration (FTA) New Starts Program.

All of these programs represent the strong emphasis at FDOT on finding multimodal solutions to address increasing demand for greater mobility, increased demand to create greater transportation capacity, and limited resources with which to work.

Key Facts:

Florida has approximately:

- 42,000 highway lane miles;
- 6,500 bridges;
- 783 aviation facilities;
- 28 fixed route transit systems;
- 14 deepwater seaports; and,
- 2,800 miles of rail.

Source: Florida Department of Transportation

FLORIDA'S TURNPIKE ENTERPRISE

James L. Ely, Chief Executive Officer
Florida's Turnpike Enterprise
Turnpike Mile Post 263
Bldg. 5315
Ocoee, Florida 34761
Tel: 407.532.3999
www.floridasturnpike.com

Florida's Turnpike Enterprise had its origins in 1953 when the Florida State Legislature created the Florida State Turnpike Authority, which was eventually absorbed by the Florida Department of Transportation (FDOT) in the 1970s.

The first road under the Authority was the Sunshine State Parkway, between Golden Glades in Miami and Fort Pierce. The Sunshine State Parkway opened on January 25, 1957.

Today, Florida's Turnpike is responsible for all operations on every FDOT-owned and operated toll road and bridge. This represents about 460 miles of roadway and 80 percent of all toll facilities in Florida.

Florida's Turnpike system includes the mainline from Miami to Central Florida, as well as the Homestead Extension, the Sawgrass Expressway, the Seminole Expressway, the Beachline Expressway, the Southern Connector Extension of the Central Florida Greenway, Veterans Expressway, the Suncoast Parkway and the Polk Parkway. On average, 1.8 million motorists use Florida's Turnpike each day.

An innovative experiment combining the best of both the government and business worlds, Florida's Turnpike Enterprise uses the best practices of the private sector while operating in the public interest. Operating as a separate business unit of the FDOT, Florida's Turnpike has expanded and increased revenue, while continuing to protect bondholders and improve customer service across the board. The results have been improved efficiency, cost-effectiveness and timely project delivery.

FLORIDA TRANSPORTATION COMMISSION

Sally Patrenos, Executive Director
Florida Transportation Commission
605 Suwannee St., MS-9
Tallahassee, FL 32399
Tel: 850.414.4102
www.ftc.state.fl.us

The Florida Transportation Commission was created by the 1987 Legislature to serve as a citizens oversight board for the Florida Department of Transportation (FDOT). The Commission is independent of the Department.

Composed of nine commissioners appointed by the Governor and confirmed by the Florida Senate for four-year terms, the Commission is statutorily required to meet at least four times per year. Historically, however, the Commission meets seven to eight times annually. They meet in locations throughtout the state in order to receive local and regional input.

The law requires that membership "equitably represent all geographic areas." Historical precedent is one commissioner from each of FDOT's districts, and two at-large commissioners; one with rail and one with port expertise.

The commissioners must represent transportation needs of the state as a whole and may not subordinate state needs to those of any particular area. The Commission is prohibited from involvement in day-to-day operations of the department (e.g., consultant or contractor selection, specific projects, personnel matters).

The Commission's primary functions are to:

- Review major transportation policy initiatives or revisions submitted by the department pursuant to law;
- Recommend major transportation policy to the Governor and Legislature (Commission has recommended policies related to public transit, funding, road jurisdiction, truck weights, and penalties, etc.);
- Serve as an oversight body for the FDOT (Commission assesses performance, monitors financial status, and reviews work program, budget requests, and long-range plan); and,
- Serve as nominating Commission in the selection of the Secretary of Transportation (Governor appoints secretary from among three candidates nominated by the Commission).

The 2007 Florida Legislature expanded the role of the Commission to include the monitoring and oversight of those transportation authorities created under Chapters 343 and 348, including those formed using the provisions of Part 1 of Chapter 348, Florida Statutes. This new role includes the oversight of the South Florida Regional Transportation Authority. The Commission established a set of performance measures and areas of organizational governance to be reviewed and reported to the Governor and Legislature annually. The first annual report was published March 21, 2008

SOUTH FLORIDA REGIONAL TRANSPORTATION AUTHORITY

Joseph Giulietti, Executive Director
South Florida Regional Transportation Authority
800 NW 33rd St.
Pompano Beach, FL 33064
Tel: 954.942.7245
www.sfrta.fl.gov

In 2003, the Florida Legislature transformed the Tri-County Commuter Rail Authority (Tri-Rail) into the South Florida Regional Transportation Authority (SFRTA).

Tri-Rail had its origins when, in 1989 it began to operate as a temporary commuter rail service while construction crews widened Interstate 95 and the parallel Florida's Turnpike. Tri-Rail outlasted its temporary status and now operates over 72 miles with 18 stations.

The Authority was created with a vision to provide greater mobility in South Florida, thereby improving the economic viability and quality of life of the community, region and state. The Authority's mission is to coordinate, develop and implement a viable regional transportation system in South Florida that endeavors to meet the desires and needs for the movement of people, goods and services. The SFRTA currently operates the state's only commuter rail service, Tri-Rail, which spans Palm Beach, Broward, and Miami-Dade counties. Additional regional services may be added in the future.

The SFRTA has developed and maintains a Transit Development Plan (FY 2006-2010) which focuses on Tri-Rail operations (rail service and feeder bus needs), as well as regional long-range transportation.

Key Facts:

- Operates the only commuter passenger rail line in Florida.
- Serves Palm Beach, Broward and Miami-Dade Counties.
- Served 3.5 million passengers in 2007.
- Completed double tracking project in 2006.

Source: South Florida Regional Transportation Authority

SFRTA was created to bring regional resources together to create mobility in South Florida.

SOUTH FLORIDA REGIONAL TRANSPORTATION AUTHORITY

METROPOLITAN PLANNING ORGANIZATIONS

As mandated by the Federal Highway Act of 1973, Metropolitan Planning Organizations (MPOs) provide a cooperative, comprehensive, and continuing transportation planning and decision-making process. The process encompasses all modes. It covers both short-range and long-range transportation planning, and covers roadway facilities, as well as multi-modal facilities (e.g., transit, bicycle facilities, pedestrian facilities).

In South Florida, MPO's have been established in each of the urbanized counties to guide localized transportation decision-making. Each MPO maintains a 25 to 30 year planning horizon through its Long Range Transportation Plan (LRTP) and a shorter five-year program known as the Transportation Improvement Program (TIP). The MPOs also participate in the development of the five-year Transit Development Plans (TDPs) by the transit agencies in each county.

As directed by the federal government, the formerly independent Miami-Dade, Broward, and Palm Beach urbanized areas have been combined into one Miami Urbanized Area for the purpose of long-range, large-scale federal transportation planning. Within this entity, each MPO shares responsibility for ensuring that major issues and federal requirements in their combined metropolitan planning areas are addressed appropriately. The three MPOs also share responsibility for ensuring that the enhanced regional coordination commitments they made, in trade for staying separate following the last decennial census, result in effective regional level planning and improvements to the regional transportation system. The performance of the three MPOs is periodically evaluated in reviews by the Florida Department of Transportation, Federal Highway Administration, and Federal Transit Administration.

Randy Whitfield, PE, Director
Palm Beach
Metropolitan Planning Organization
2300 N. Jog Rd., Fourth Floor
West Palm Beach, FL 33411
Tel: 561.684.4170
www.pbcgov.com/mpo

Roger Del Rio, Executive Director
Broward County
Metropolitan Planning Organization
115 S. Andrews Ave.
Ft. Lauderdale, FL 33301
Tel: 954.357.6653
www.broward.org/mpo

Jose Luis Mesa, Director
Miami-Dade County
Metropolitan Planning Organization
111 NW First St., Suite 920
Miami, FL 33310
Tel: 305.375.4507
www.miamidade.gov/mpo

SOUTHEAST FLORIDA TRANSPORTATION COUNCIL FOR REGIONAL TRANSPORTATION PLANNING AND COORDINATION

Wilson Fernandez
Transportation Systems Manager
Miami-Dade County Metropolitan Planning Organization
111 NW First St., Suite 920
Miami, FL 33128
Tel: 305.375.4507
www.seftc.org

As a result of the 2000 U.S. Census, the Miami Urbanized Area encompasses parts of the Miami-Dade, Broward and Palm Beach Counties. The Metropolitan Planning Organizations (MPOs) for each respective county responded to the potential of consolidating into a single MPO by committing to develop and implement a coordinated planning effort resulting in, but not limited to:

- Regional long range transportation plan covering the tri-county region;
- Regional project prioritization and selection process;
- Regional public involvement processes; and,
- Regional performance measure development to assess the effectiveness of regional coordination.

After several years of ad hoc coordination, the Southeast Florida Council for Regional Transportation and Coordination (SEFTC) was created, under Florida Statutes Chapter 334.175(5)(1)(2), to serve as a formal forum for policy coordination and communication to carry out these regional initiatives agreed upon by the MPOs from Broward, Miami-Dade, and Palm Beach Counties. An interlocal agreement between the MPOs was completed in 2005 paving the way for the first SEFTC meeting in January 2006.

Since its inception the SEFTC has adopted:

- Regional goals and objectives;
- Regional corridor of significance criteria;
- Regional Long Range Transportation Plan; and,
- Project lists for Transportation Regional Incentive Program (TRIP).

The SEFTC is staffed by the respective MPOs in a rotating fashion. It anually prepares a Regional Long Range Transportation Plan (RLRTP) consistent with the MPO's five year long range plan cycle.

A staff-level committee known as the RLRTP Committee is tasked to address many of the issues brought before the SEFTC. The committee has direct responsibility for the preparation of a Regional Long Range Transportation Plan, which reflects the transportation needs and concerns of all three counties. The RLRTP Committee is made up of the major transportation planning agencies within the region including the Broward MPO, Miami-Dade MPO, and Palm Beach MPO.

CITIZENS' INDEPENDENT TRANSPORTATION TRUST

Nan A. Markowitz, Executive Director
Office of the Citizens' Independent Transportation Trust
111 NW First St., Suite 1010
Miami, FL 33128
Tel: 305.375.1357
www.miamidade.gov/city

The Citizens' Independent Transportation Trust (CITT) is the 15 member board created in Miami-Dade County by voters to monitor the expenditure of the half-percent transportation Surtax and the implementation of the People's Transportation Plan (PTP). Its fifteen members represent a cross-section of the community and are appointed by each member of the Board of County Commissioners, the Miami-Dade County Mayor, and the Miami-Dade League of Cities. The PTP is the comprehensive program of transit and roadway improvements developed in close coordination with the community to insure that the proposed projects will enhance and improve public transportation countywide and reflect the public's mobility needs.

The CITT has direct responsibility for the twenty-percent of surtax proceeds distributed to those municipalities that existed as of November 5, 2002. The cities receive funds on a pro rata basis based upon population and must apply them to transportation and transit projects. The participating municipalities are also required to maintain a five-year transportation plan, which is updated annually, and must apply at least 20% percent of their share of surtax proceeds toward transit uses.

Along with mass transit improvements, the PTP calls for $504 million to be spent on major highway and road improvements such as street resurfacing and drainage upgrades throughout the County, accelerating the program to provide ADA access to bus stops, synchronizing all 2,600 traffic signals in the County, the installation of flashing signals in school zones, installation of new street name signs, and upgrading the County's traffic signalization system the state-of-the-art Advanced Traffic Management System.

The major responsibilities of the CITT include:

- To exercise its authority to monitor, oversee and investigate surtax expenditures to insure that surtax funds are properly spent;
- To work closely with the Board of County Commissioners to review contracts requesting funding for PTP projects;
- To initiate necessary amendments to the People's Transportation Plan to the Board of County Commissioners; and
- To file quarterly reports on the expenditure of the surtax with the Board of County Commissioners.

Key Facts:

- The half-penny surtax that funds the People's Transportation Plan generates approximately $190 million annually.
- Twenty percent of the total annual surtax revenue, about $38 million annually, goes to the thirty-one Miami-Dade County municipalities that were incorporated as of November 5, 2002.
- CITT actions have resulted in significant improvements to the County's public transportation system including expanding the Metrobus fleet, completion of numerous roadway projects, providing the local funding for the MIC/Earlington Heights Metrorail extension and installation of school flashing signals and street name signs.

Source: CITT

CITT meeting in progress.

CITT
CITIZENS' INDEPENDENT TRANSPORTATION TRUST

MIAMI-DADE EXPRESSWAY AUTHORITY

Javier Rodriguez, Executive Director
Miami-Dade Expressway Authority
3790 NW 21st St.
Miami, FL 33142
Tel: 305.637.3277
www.mdx-way.com

MDX is a state sanctioned, locally administered, public agency created in 1994 by the State of Florida and the Board of County Commissioners of Miami-Dade County. MDX is governed by a Board comprised of 13 volunteer members appointed by the Board of County Commissioners and the Governor of the State of Florida. MDX oversees, operates and maintains five expressways:

- State Road 836 (Dolphin Expressway)
- State Road 112 (Airport Expressway)
- State Road 874 (Don Shula Expressway)
- State Road 878 (Snapper Creek Expressway)
- State Road 924 (Gratigny Parkway)

MDX was created to ensure that all toll revenues are dedicated to supporting the expressway system and to create new roadway capacity.

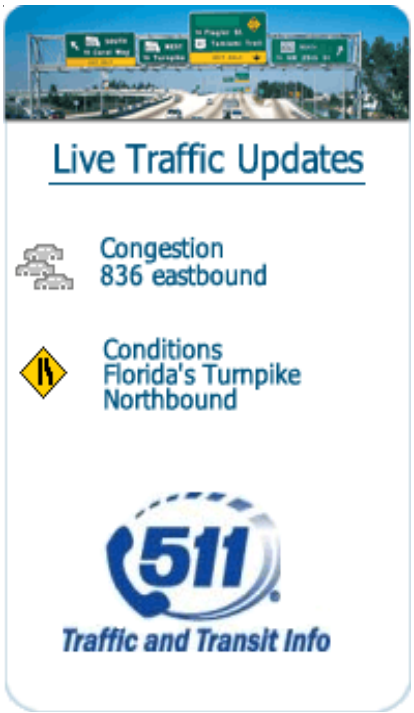
MDX has instituted a number of services to enhance mobility. These include the road rangers, who patrol the expressways 24/7 to assist stranded motorists, and an Intelligent Transportation System (ITS).

Key Facts:

In the past 10 years, MDX has:

- Invested over $170 million in completed projects and $410 million in ongoing projects;
- Contributed over $300 million in joint construction projects with other agencies;
- Resurfaced most of the MDX system; and,
- Performed systemwide bridge upgrades.

Source: Miami-Dade Expressway Authority



CHAPTER FOUR

Public Transportation Providers

SOUTH FLORIDA VANPOOL PROGRAM

Jesus Guerra, Transportation Systems Manager
Miami-Dade County Metropolitan Planning Organization
111 NW First St., Suite 920
Miami, FL 33128
Tel: 305.375.4507
www.miamidade.gov/mpo

Vanpool programs have long been an important piece of regional congestion mitigation strategies. Vanpools are groups of seven to 15 people who travel between common origins and destinations on a regular basis, usually for work trips. The Miami-Dade County Metropolitan Planning Organization (MPO) initiated the South Florida Vanpool Program (SFVP) in 1998. The program is a joint effort between the MPOs in Palm Beach, Broward, and Miami-Dade counties and the Florida Department of Transportation (Districts 6 and 4) and the South Florida Commuter Services. The goal of the program is to provide transportation options for people who traditionally commute to work or school by themselves in an automobile.

The Miami-Dade MPO administers the program and provides oversight. South Florida Commuter Services helps promote ride sharing options for commuters in Miami-Dade, Broward and Palm Beach counties. They are the outreach arm of the operation. They provide commuters with information on the various modes available. In addition, they also work closely with employers to identify commuter issues, and provide support to relieve these issues.

The program is operated by VPSI, Inc., which provides the day-to-day operation and coordination of the vanpool program. The cost of the van and fuel are shared by the passengers with a subsidy from the program, which reduces significantly the overall commute cost.

As of 2007, the program had 164 vans in operation representing more than 400,000 passenger trips annually and savings of more than $3 million in commuter costs. The program is a good example of public and private sector coordination and continues to thrive under its multi-regional partnership.

Key Facts:

- 164 vans in operation.
- 400,000 passenger trips annually.
- $3 million annual savings in commuter costs.

Source: Miami-Dade Metropolitan Planning Organization

Source: South Florida Vanpool Program

TRI-RAIL

Joseph Giulietti, Executive Director
South Florida Regional Transportation Authority
800 NW 33rd St.
Pompano Beach, FL 33064
Tel: 954.942.7245
www.tri-rail.com

Tri-Rail is Southeast Florida's commuter rail line, which extends 72 miles from Miami (at a station near the airport) to Mangonia Park (just north of West Palm Beach), with a total of 18 stations. The name refers to the three counties through which the line passes: Miami-Dade, Broward and Palm Beach. It is operated by the South Florida Regional Transportation Authority, an agency of the State of Florida. Service began in 1989, as an alternative to the I-95 expressway during its reconstruction.

Morning and afternoon peak hour commute times average 20-minute headways between trains. Midday headways average 60 minutes. Multiple trip discounts are available.

Palm Tran, BCT, MDT, and shuttle buses connect most Tri-Rail stations with nearby downtowns and other important locations, including the Miami, Fort Lauderdale/Hollywood and Palm Beach airports. Passengers can also transfer between Tri-Rail and Metrorail at the Tri-Rail/Metrorail Transfer station in Miami-Dade Hialeah.

Tri-Rail Shuttles:

West Palm Beach Station
Palm Tran Route 50

Boynton Beach Station
Boynton Beach Trolley

Boca Raton Station
Boca Center Shuttle

Deerfield Beach Station
Routes DB 1 and DB 2

Pompano Beach Station
Route PB 1

Cypress Creek Station
Routes CC 1, CC 2, and CC 3

Fort Lauderdale Station
Sun Trolley Shuttle
(formerly City Cruiser)

Fort Lauderdale/Hollywood International Airport Station at Dania Beach.
Route FLA 1 and FLA 2 (Port Everglades)

Fort Lauderdale/Hollywood International Airport Station at Dania Beach.
South Florida Education Center (SFEC)/Davie Campus Shuttle

Sheridan Street Station
Route SS1

Hialeah Market Station
NW 35th Street/Koger Shuttle

Miami Airport Station
MIA Terminal Shuttle

Key Facts:

- Tri-Rail was established in 1989 to provide an alternative for people affected by construction on I-95 and the Florida Turnpike.
- In 2006, Tri-Rail completed a double tracking project that allowed it to reduce its peak hour headway.
- By 2015 Tri-Rail anticipates 19,049 daily boardings.
- Feeder buses service nearby downtown areas.

Source: Tri-Rail

Source: Tri-Rail

PALM TRAN

Chuck Cohen, Executive Director
Palm Tran
3201 Electronics Way
West Palm Beach, FL 33407
Tel: 561.841.8200
www.co.palm-beach.fl.us/palmtran

Palm Tran, a department of Palm Beach County government, is responsible for providing transit services in Palm Beach County. Operations include an integrated system of bus routes connecting with other mass transit bus routes, local circulator services, Tri-Rail, and Palm Tran's CONNECTION – a paratransit service for the elderly and mobility impaired. Annual ridership is more than ten million with nearly 40,000 riders each weekday. The system is funded by Palm Beach County and the Palm Beach Metropolitan Planning Organization, as well as farebox revenues, grant funds, and other revenues.

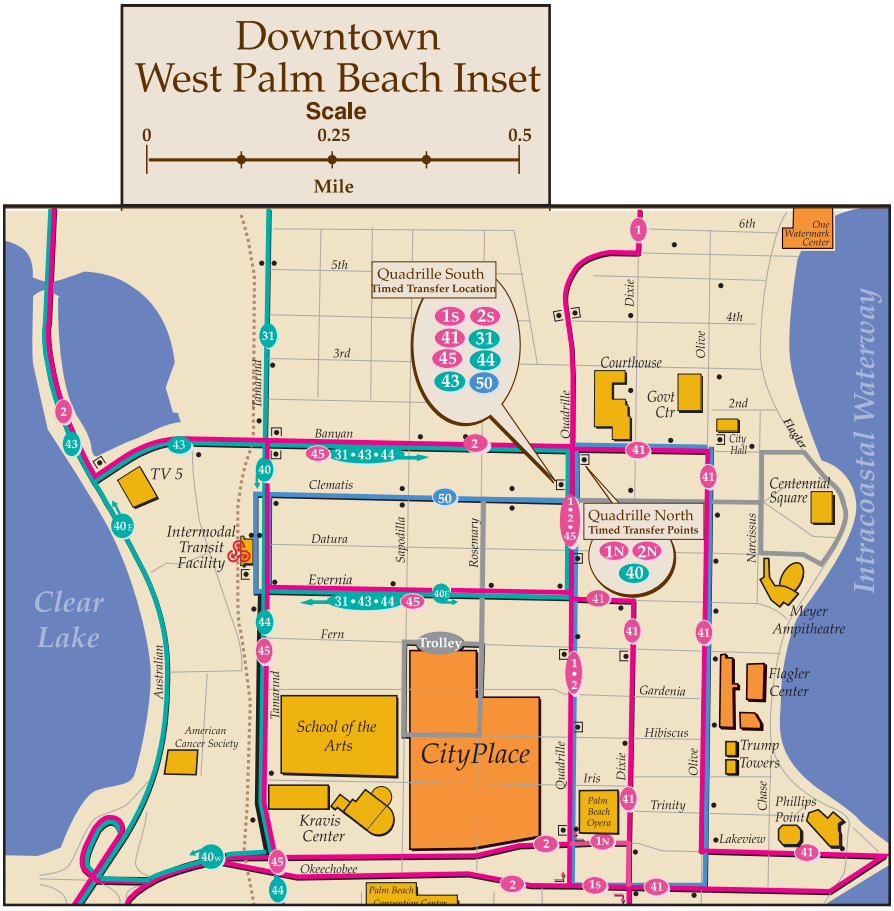
There are several trolleys operating in Palm Beach County. These are:

West Palm Beach Trolley
561.822.1200

Boynton Beach Shopper Hopper
561.742.6255

Boynton Beach Trolley
561.737.3256

Delray Beach Downtown Roundabout
561.243.7196



Source: Palm Tran

Key Facts:

- Palm Tran provided over 10 million rides in 2007.
- All buses have bike racks.
- All buses have wheel chair ramps and automatic stop announcements.
- Palm Tran provides connections to Tri-Rail.

Source: Palm Tran

Palm Tran
Public Transportation

BROWARD COUNTY TRANSIT

Chris Walton, Director
Broward County Transit
3201 W. Copans Rd.
Pompano Beach, FL 33069
Tel: 954.357.8300
www.broward.org/bct

Broward County Transit, commonly known as BCT, is an agency of Broward County Government. BCT delivers public transportation services to 31 cities and the unincorporated area of the County's urbanized area which comprises approximately 410 square miles.

These public transportation services are provided through a network of services, including the operation of a fleet of 289 buses on fixed routes, contracted paratransit services for the transportation disadvantaged and persons with disabilities, BCT-owned minibuses and mid-sized buses operated in partnerships with municipalities and other entities for community bus service, fixed route bus service to Tri-Rail stations, and partnerships with other entities to provide alternative local public transit services. BCT continuously evaluates its routes, headways and connections to other transportation modes including Tri-Rail, Miami-Dade Transit and PalmTran to maintain efficiencies in service.

BCT operates 43 routes on weekdays, 40 on Saturdays and 36 on Sundays. In addition to fixed route bus service and paratransit; BCT's Community Bus Service operates in partnership with 22 area municipalities including: the cities of Coconut Creek, Cooper City, Coral Springs, Dania Beach, Deerfield Beach, Fort Lauderdale, Hallandale Beach, Lauderdale Lakes, Lauderdale-By-The-Sea, Lauderhill, Lighthouse Point, Margate, Miramar, Oakland Park, North Lauderdale, Pembroke Pines, Plantation, Pompano Beach, Tamarac, Wilton Manors and the Towns of Davie and Hillsboro Beach. Community Bus Service is designed to increase the number of destinations that residents can access through public transit.

BCT continues to update and upgrade its bus stops and bus stop amenities for the riding public. The system currently has a total of 5,027 bus stops. 10% of these stops (481) have bus shelters. Nearly half of all BCT's stops have (2,390) have benches. As of February, 2008, 55% (2,774) of the system's stops are ADA-accessible, up from 2,226 a year ago. This increase is attributable to fully analyzing nearly 2,000 stops for ADA accessibility compliance and due to partnerships with FDOT, the County's Highway and Bridge Maintenance and Highway Construction and Engineering Divisions, and cities throughout the County to include ADA accessibility into roadway projects wherever possible.

As Broward County's population continues to grow, the impact on the time spent by individuals who are stuck in traffic also grows. As a result of the traffic impacts suffered, as well as the rising costs of gasoline, mass transit ridership has continued to grow. **BCT, through its integrated services, provided 42.4 million passenger trips systemwide in Fiscal Year 2007**.

Key Facts:

- Broward County Transit Serves 410 square miles.
- Broward County Transit has 43 routes.
- Broward County Transit has an annual ridership of 42.4 million.

Source: Broward County Transit

BROWARD COUNTY COMMUNITY CIRCULATORS

Many municipalities in Broward County operate local circulator bus services. These services have been developed over the years in partnership with Broward County. Following are the various circulators and contact information.

Community Bus Program:

Broward Western Express
954.357.8400

Broward Urban Shuttle
954.295.6709

Coconut Creek
954.973.6789

Cooper City
954.434.4300

Coral Springs
954.345.2107

Dania Beach
954.924.3601

Davie
954.797.1042

Deerfield Beach
954.480.4444

Hallandale
954.457.1600

Hillsboro Beach
954.427.4011

Lauderdale Lakes
954.535.2806

Lauderdale-by-the Sea
954.776.0576

Lauderhill
954.572.2933

Lighthouse Point
954.946.7386

Margate
954.972-.5497

Miramar
954.967.1605

North Lauderdale
954.724.7061

Oakland Park
954.561.6276

Pembroke Pines
954.450.6850

Plantation
954.452.2535

Pompano Beach
954.786.4601

Sunrise
954.746.3677

Tamarac
954.597.3649

The City of Plantation operates a community bus service.

MIAMI-DADE TRANSIT

Harpal Kapoor, Director
Miami-Dade Transit
701 NW First Ct., Suite 1700
Miami, FL 33136
Tel: 786.469.5410
www.miamidade.gov/transit

Miami-Dade Transit is the 12th largest public transit system in the country and the largest transit system in the state of Florida. Its integrated transportation system has four major components:

- Metrorail
- Metrobus
- South Miami-Dade Busway
- Metromover

Metrorail
This electrically-powered, elevated, rapid-transit rail system extends from Kendall in south Miami-Dade to Medley in west Miami-Dade. Metrorail connects a major portion of Miami-Dade County to businesses and cultural centers and shopping centers. Travel from one end of the system to the other takes 42 minutes.

Metrobus
Miami-Dade Transit provides bus service throughout Miami-Dade County with connections in Broward and Monroe County. The Metrobus system, designed to intersect with Metrorail and Metromover, serves all major business, shopping, entertainment, and cultural centers, as well as major hospitals and schools.

South Miami-Dade Busway
The South Miami-Dade Busway began operating in 1997 when FDOT built the initial 8.5-mile roadway for exclusive use by Metrobus routes on abandoned Florida East Coast Railroad right-of-way. On December 16, 2007, the final segment of Phase 2 opened and there is now service from the Dadeland South Metrorail Station to Florida City.

Metromover
The Metromover offers free convenient access to a variety of government, business, entertainment, and cultural centers in the central downtown, Omni, and Brickell areas. Major destinations include American Airlines Arena, Bayside Marketplace, Miami-Dade College, the James L. Knight Center, the Miami-Dade County School Board, the Miami Herald, and the Stephen P. Clark and Cultural Centers.

Municipal Circulators
All municipal circulators operate under Interlocal Agreements between Miami-Dade County and the particular municipality.

City of Aventura Municipal Public Transit
305.932.1BUS(1287)

Coral Gables City Trolley Service
305.460.5070

City of Doral Trolley
305.593.6740

Hialeah Transit Circulator
305.681.5757

North Miami Beach
305.957.3523

Bal Harbor Express
305.866.8597

North Bay Village Mini-Bus
305.756.7171 or 305.865.0506

Sunny Isles Beach Community Shuttle
305.957.1306

Miami Lakes Shuttle Express
305.634.2272

Village of Palmetto Bay Ibis Circulator
305.259.1234

Sweetwater Circulator
305.221.0411

Surfside Mini-Bus
305.861.4863

Town of Bay Harbor Islands Mini-Bus
305.866.6241

Miami Beach-South Beach Local
305.673.7080

Key Facts:

- 12th largest transit system in U.S.
- 24 hour service on 10 bus routes.
- 22.4 miles of rail system.
- 4.4 miles elevated people mover.
- 360,000+ average weekday boardings.

Source: Miami-Dade Transit

CHAPTER FIVE

Transportation Supportive Plans

2025 FLORIDA TRANSPORTATION PLAN

Kathy Neill, Director
Florida Department of Transportation
Office of Policy Planning
605 Suwannee St.
Tallahassee, FL 32399
Phone: 850.414.4814
www.dot.state.fl.us/planning/ftp

The 2025 Florida Transportation Plan (FTP) identifies goals, objectives, and strategies to guide transportation decisions in Florida over the next 20 years. Adopted in December 2005, it establishes a policy framework to guide investment in the transportation system by all public and private partners. The 2025 FTP contains five goals:

- A safer and more secure transportation system for residents, businesses, and visitors;
- Enriched quality of life and responsible environmental stewardship;
- Adequate and cost-efficient maintenance and preservation of Florida's transportation assets;
- Stronger economy through enhanced mobility for people and freight; and,
- Sustainable transportation investments for Florida's future.

The plan was developed by a broad coalition of interests from all levels of government, all modes of transportation, the private sector, economic development organizations, environmental institutions, and all regions of the state represented on a 45-person steering committee. The planning process was led by FDOT.

The plan calls for coordination of investments to ensure an integrated system that safeguards existing assets, enhances mobility options, ensures a safer and more secure system, supports community livability, embraces new technology, and invests to meet future needs.

The plan encourages Florida's transportation partners to develop a variety of revenue sources that can be tailored to the specific needs of local and regional areas, collaborate to maximize available funding, jointly fund projects when feasible, and reduce capital and operating costs where possible.

Key Facts: Florida in 2025

- 24.4 million residents.
- 5.8 million senior citizens.
- 11.6 million jobs.
- 92 million visitors.
- 1.5 million tons of freight.

Source: 2025 Florida Transportation Plan

Source: Florida Department of Transportation

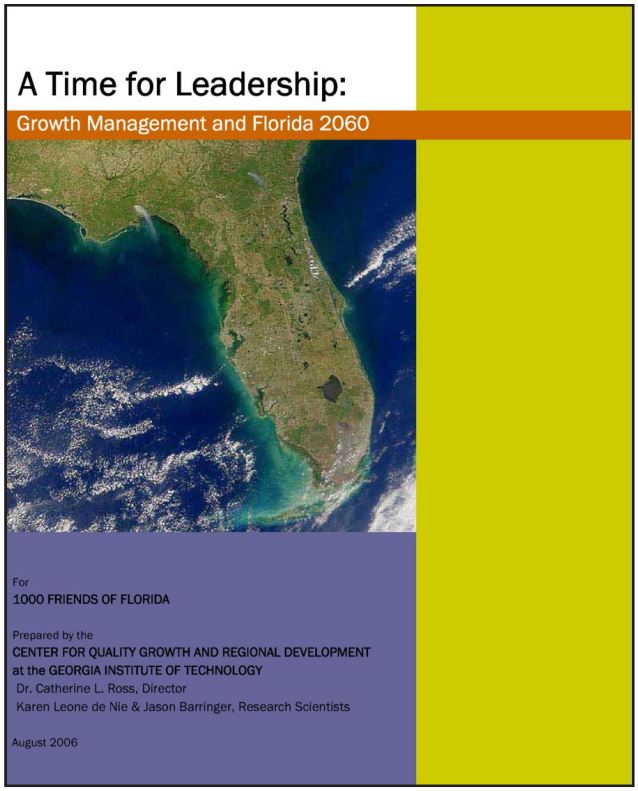
A TIME FOR LEADERSHIP: GROWTH MANAGEMENT AND FLORIDA 2060

Vivian Young, Communications Director
1000 Friends of Florida
926 E. Park Ave.
Tallahassee, FL 32314
Tel: 850.222.6277
www.1000friendsofflorida.org

"A Time for Leadership: Growth Management and Florida 2060," was commissioned by 1000 Friends of Florida to provide guidance to state leaders and citizens as they help shape Florida's future. The results of the study show the state of Florida sitting at a "tipping point" in regard to land consumption for urban development. It concludes that without immediate proactive initiatives, the result will be sprawling disconnected subdivisions spread from coast to coast. Today's action, or the lack of action, will determine the legacy of future generations of Floridians forever.

A Time for Leadership builds on the 2003 report by the Florida Chamber Foundation titled New Cornerstone, which called for a shift from growth management to growth leadership. Growth leadership is described as a proactive approach to plan for future growth that is both sustainable and environmentally-friendly. To support the New Cornerstone call for growth leadership, this report offers a policy framework and recommendations for land development and preservation planning in Florida.

This report presents a policy framework designed to link the "Four Ps" of land development and management: Patterns, Preservation, Passages, and Places. The third "P," Passages, refers to the ways in which places are connected. Passages can take the form of transportation systems, greenways, water systems, or telecommunications network.



This study is one of a series that examines how Florida will grow and develop over the next 60 years.

The report recognizes that the state's transportation infrastructure has not been able to keep pace with growth, leading to congestion and negative impacts on quality of life.

The report includes numerous recommendations. Following are those considered essential to a new paradigm in future growth:

- Expand the highly successful "Florida Forever" natural lands acquisition program;
- Adopt a more stringent policy on conversion of rural lands to urban use;
- Create a "100 Year" legacy plan; and,
- Identify leaders who can galvanize supporting private and public sector interests.

An important concept promoted by the study is an integrated plan for green (roads, bridges, rail, etc.) infrastructure to promote economic vitality, quality of life, and revitalize habitat.

BUILDING FLORIDA'S FUTURE: STATE STRATEGIES FOR REGIONAL COOPERATION

Suzanne Cartwright, Director of Community Outreach
Urban Land Institute
1025 Thomas Jefferson St.
Washington, DC 20007
Tel: 202.624.7029
www.uli.org

Carla Coleman, Executive Director
Urban Land Institute
Southeast Florida/Caribbean Chapter
2401 E. Atlantic Blvd.
Pompano Beach, FL 33062
Tel: 954.783.9504
www.seflorida.uli.org

At every level of government today, it is accepted that developing regional approaches to challenges that cross arbitrary boundaries is essential to ensuring the quality of life and success in the global economy.

The Urban Land Institute (ULI), in collaboration with its four Florida district councils, undertook the ULI Florida Initiative on Regional Collaboration in 2003. At the forefront of this multi-year initiative is the statewide ULI Florida Committee for Regional Cooperation, composed of leaders from the development community, civic and environmental groups, community-based organizations, and the public sector. The committee engaged in a 12-month fact-finding process to identify state barriers to regional cooperation and to forge a consensus on a recommended set of state actions and reforms to facilitate regional thinking and regional action. The committee augmented its work with input from regional forums and from experts who shared their experiences in other parts of the country.

This project was funded with a grant from the John D. and Catherine T. MacArthur foundation, as well as funding from ULI and four ULI district councils.

In response to what members heard, and drawing on its own substantial experience and knowledge, the committee adopted four major recommendations and identified several strategies to implement them. Those recommendations are:

- The governor should exercise leadership and an ongoing commitment to statewide regional cooperation;
- The state should enable each region to develop a regional vision and an action plan to implement that vision;
- The state should ensure that all state agencies function in a highly responsive and integrated way to foster and monitor regional cooperation and promote and support regional initiatives; and,
- Because regional cooperation must be sustained and improved over time, the state should encourage and support each region's efforts to make measurable progress toward its vision and to continue to improve regional cooperation.

INTERPRETIVE MASTER PLAN FOR THE FLORIDA KEYS SCENIC HIGHWAY

David Korros, Assistant Planning Manager
Florida Department of Transportation
District Six Planning Office
1000 NW 111 Ave., Suite 6112
Miami, FL 33172
Tel. 305.470.5826
www.dot.state.fl.us

U.S. 1 through the Florida Keys, from MM 0 to MM 106, is a State designated Scenic Highway. The local Scenic Highway Corridor Management Entity, or CME, has developed two planning documents, with substantial public involvement and interagency coordination, to establish and facilitate the vision for the Scenic Highway.

The Corridor Management Plan (CMP), finalized in May 2001, is required by the Florida Department of Transportation when communities apply for a corridor to be designated as a State Scenic Highway. The application and the plan were sponsored by Clean Florida Keys, a 501(c)(3) organization, which served as the CME for the Florida Keys Scenic Highway. Subsequently, a new non-profit group, the Florida Keys Scenic Corridor Alliance (FKSCA), was established as the CME for the Scenic Highway, as well as the citizen's support organization for the Florida Keys Overseas Heritage Trail.

The CMP is a prescription for the Scenic Highway's development, and it includes strategies on how to maintain and enhance the corridor. It provides a record of the actions and agreements necessary to sustain the Scenic Highway. All local government jurisdictions through which the corridor runs must approve the CMP and incorporate applicable provisions into their local Comprehensive Plans. In addition, a representative from each local government serves as a member of the CME.

The second planning document prepared by the CME is the Interpretive Master Plan (IMP). Developed in 2006, the IMP was prepared to create a comprehensive set of planning and design strategies which plot out unique interpretive experiences for both residents and visitors to the Florida Keys.

The IMP creates an inventory of the cultural and biophysical resources of the Keys and then outlines a thematic organizational structure for the interpretation of those features along the Scenic Highway. The IMP identifies three distinct "story lines" that are told as the traveler moves through the Keys: historical, cultural, and ecological.

The planning process had extensive interagency coordination including entities such as the FDOT Scenic Highways Coordinator, the Monroe County Growth Management Office, the Florida DEP, the Florida Keys Overseas Heritage Trail, the Florida Keys Overseas Kayaking Trail, and several resource management groups.

Essentially, the IMP creates a blueprint for the development of the Scenic Highway. It takes into account the experiences of both the local residents and out-of-state travelers. The plan is divided into several categories: 1) the Corridor Plan, which ties together all of the themes and features; 2) the Interpretive Plan, which tells the story of the Keys from the three tiers of historical, cultural, and ecological; 3) the Implementation Plan, which looks at governance, administration, marketing and funding; and, 4) roadside facility design.

It is the intent of FDOT, the CME and other partners to focus these resources to provide an incredible resource for residents and tourists, traveling in the Florida Keys.

The Interpretive Master Plan creates a blueprint for the development of the Scenic Highway.

THE STRATEGIC REGIONAL POLICY PLAN FOR THE TREASURE COAST REGION

Michael Busha, Executive Director
Treasure Coast Regional Planning Council
301 E. Ocean Blvd.
Stuart, Florida 34994
Tel: 772.221.406
www.tcrpc.org

The Treasure Coast Regional Planning Council (TCRPC) is one of Florida's 11 regional planning councils designated by state statute. TCRPC's boundaries include four counties: Palm Beach, Martin, St. Lucie, and Indian River, encompassing nearly 1.6 million residents in 2006.

As do the other councils, TCRPC maintains a Strategic Regional Policy Plan (SRPP), adopted in 1995, which is codified in Florida Administrative Code (Chapter 27E-5). The SRPP is designed to provide a holistic, comprehensive approach to building a region – from the identification and organization of its largest physical environmental features down to the arrangement of the block, street, and buildings of the smallest increment of the built environment.

Within the SRPP are particular objectives and policies relevant to improved transportation and mobility. The lead regional goal regarding transportation is to develop a balanced and integrated transportation system, a broad goal supported by several specific strategies.

Strategy 7.12 advocates the development of a complete and coordinated transportation planning process, supported by policies to increase land use densities and the mix of land uses around commuter rail stations and at strategic locations along designated public transportation corridors.

Public transportation alternatives are also encouraged in Strategy 7.1.4, which supports alternative concurrency mechanisms to increase densities, infill development, and mobility (Policy 7.1.4.4).

Key Fact:

"That in 1995, a group of 53 local governments in a sprawl-friendly state like Florida would adopt such a forward thinking plan is quite remarkable. Even more so, it remains the benchmark by which all regional plans in Florida are judged."

Source: Treasure Coast Regional Planning Council Web site (www.tcrpc.org/publications).

Source: Treasure Coast Regional Planning Council

STRATEGIC REGIONAL POLICY PLAN FOR SOUTH FLORIDA

Carolyn A. Dekle, Executive Director
South Florida Regional Planning Council
3440 Hollywood Blvd., Suite 140
Hollywood Florida 33021
Tel: 954.985.4416
www.sfrpc.com

Created with broad public input, the Strategic Regional Policy Plan (SRPP) for South Florida focuses on high priority, strategic issues facing the region over a 20-year time horizon. Its goals promote sustainability, connectivity and responsibility in regional thinking, approaches, and development. By addressing critical regional issues, it provides a guide to local governments in the development and implementation of their comprehensive plans.

The SRPP's transportation goal is to enhance the region's mobility, efficiency, safety, quality of life and economic health through improvements to road, port and public transportation infrastructure.

Many residents in South Florida live in one county and work in another. However, land use and transportation systems in the region are not effectively integrated. The SRPP recognizes the need to alleviate regional roadway congestion by decreasing the number of single occupant vehicles. It establishes a target of five percent reduction by 2010.

The SRPP's connectivity goal is to achieve long-term efficient and sustainable development patterns that protect natural resources and connect diverse housing, transportation, education and employment opportunities.

The SRPP identifies a vital link between the efficiency of the transportation system and health of the region's economy. New development and redevelopment activities should be coordinated with transportation and public transit improvements in order to increase connectivity and enhance economic and environmental sustainability.

To guide growth and enhance connectivity, the SRPP recommends that future development and redevelopment be directed to areas served by existing infrastructure and that local governments promote development along public transportation corridors. The plan recommends concentrating residential, commercial and mixed use development along major transportation corridors and at intermodal centers in concert with locally adopted long-range transportation plans. The plan supports development of an integrated multimodal regional transportation system.

Key Facts

The plan recommends:

- Increasing public transportation funding and improvements;
- Promoting efficiency;
- Increasing port funding and improvements; and,
- Increasing traffic safety.

Source: South Florida Regional Planning Council

CHARTING THE COURSE
WHERE IS SOUTH FLORIDA HEADING?

James F. Murley, Director
Catanese Center for Urban and Environmental Solutions at Florida Atlantic University
111 E. Las Olas Blvd., AT709
Ft. Lauderdale, FL 33301
Tel.: 954.762.5255
www.cuesfau.org

In March 2006, Florida Atlantic University's Center for Urban and Environmental Solutions published the third of a series of regional indicator reports. The first two reports focused on existing conditions. The goal of the third report was to take existing trends and project them to 2030 to invite informed discussion about whether projected trends will lead to future sustainability and prosperity over the next 25 years.

There are two overriding challenges that South Florida must be able to meet as a region. First, it must be able to grow physically in a manner that is sustainable. Second, it must be able to develop its economy in a way that assures prosperity. Clearly these two challenges are related, but succeeding at one does not assure success with the other. Some alternative futures might be based on differing degrees of success at meeting the goals of a sustainable and prosperous region. The report presents the possibility of four alternative futures by 2030. These four are defined by success or failure at achieving sustainability and prosperity.

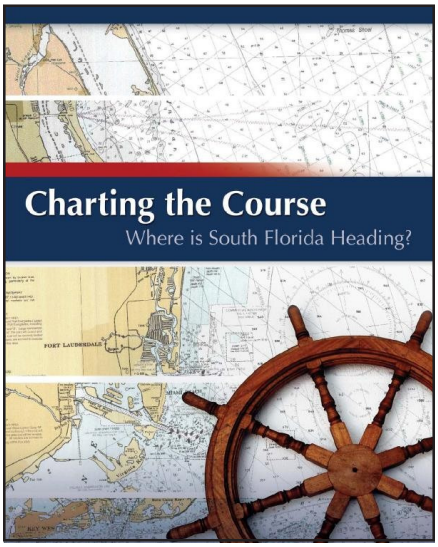
1. Promised Land
The future would be one in which both goals are achieved. By 2030, South Florida would be a region in which Everglades habitats and the underlying water supply were significantly restored. It would be a place with reduced social disparities because the economy has generated more high-paying jobs. It would also be a place with reduced congestion because of an improved balance between jobs and housing.

2. Paved Paradise
Prosperity would have been achieved, but at a significant cost to the region's environment. This could be a future in which urban growth was allowed to push west and north in order to maintain current forms of development, displacing wetlands and agriculture, defeating Everglades restoration, and aggravating roadway congestion. Prosperity could be built by attracting more international capital to the region. Other residents would presumably benefit from the trickle down effects of this wealth.

3. Economic Divide
Citizens of the region would enjoy a good physical environment, but poor socioeconomic conditions. Such a future could occur if environmental sustainability were achieved without a vision for how urban areas deal with population growth. Increased competition for limited land could raise housing costs, further aggravating social disparities and impacting the recruitment of new industries.

4. Devastated Wasteland
In this future, neither the goal of prosperity nor environmental protection has been achieved. This is a likely outcome if current governmental fragmentation prevails, and each community assumes a go-it-alone stance. Something that would definitely tip the balance toward this quadrant is a failure of the Everglades restoration project, especially if it were combined with the impact of some major devastating hurricane, such as Hurricane Katrina's damage to the Gulf Coast.

The scenarios described above will help South Florida understand the need for a regional vision. It will also help the region measure its progress in moving toward that vision.



In 25 years or less, Florida will surpass New York, becoming the third most populated state in the country.

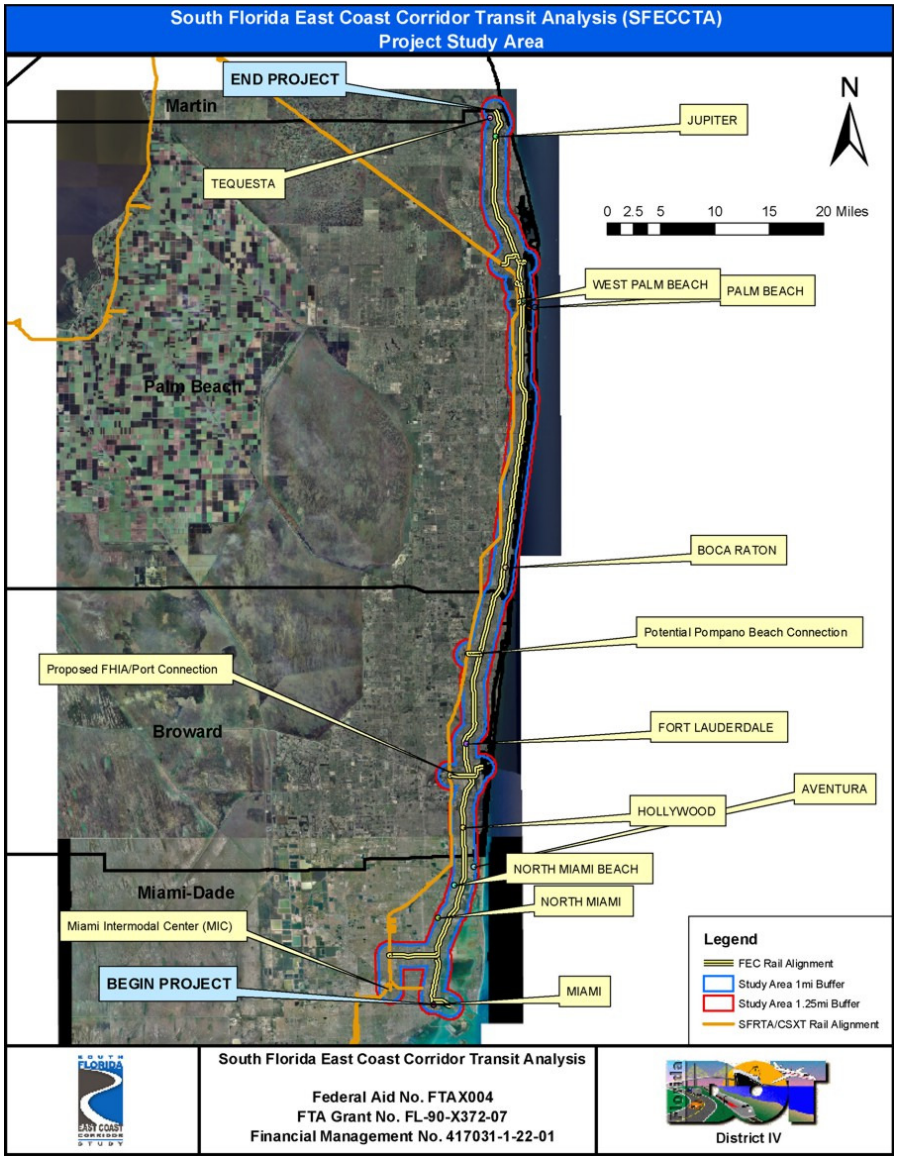
SOUTH FLORIDA EAST COAST CORRIDOR TRANSIT ANALYSIS STUDY

Scott Seeburger, Special Projects Manager
Florida Department of Transportation
3400 W. Commercial Blvd.
Ft. Lauderdale, Florida 33309
Tel: 954.777.4632
www.state.dot.fl.us

The Florida Department of Transportation (FDOT) District IV is leading a regional partnership that is conducting the South Florida East Coast Corridor (SFECC) Transit Analysis Study. The scope of this effort is to develop and analyze alternatives that potentially integrate passenger and freight transport along the SFECC, which is centered along the existing FEC Railway. The study considers various alignments and transit technologies. The different technologies considered include bus, waterway transit, light-rail, commuter-rail, and heavy-rail.

Travel along the eastern portions of the three counties, mainly along I-95, U.S. 1 and Old Dixie/Federal Highway, has become increasingly difficult due to growth in development and traffic. Therefore, a regional solution is being sought by the study partners to relieve roadway congestion along the roadways while providing the needed freight transport to the area. Additional transit service along the corridor would provide connectivity to existing and proposed transit and connect to the three major airports, Miami International, Fort Lauderdale-Hollywood International and Palm Beach International, as well as the four regional airports within the tri-county area, and to the seaports, Port of Miami, Port Everglades and Port of Palm Beach.

The Tier 1 part of the study resulted in a programmatic environmental impact statement for the corridor which is expected to be completed in April 2008. As a result of the Tier 1 study, a preferred alignment on the FEC was determined. Tier 2 of the study will result in a preferred mode and an overall implementation plan.



Tier 1 of the study identified the FEC corridor as the preferred alignment.

SOUTH FLORIDA REGIONAL TRANSPORTATION AUTHORITY STRATEGIC PLAN

Joseph Quinty, AICP, Transportation Planning Manager
South Florida Regional Transportation Authority
800 NW 33rd St.
Pompano Beach, FL 33064
Tel: 954.788.7928
www.sfrta.fl.gov

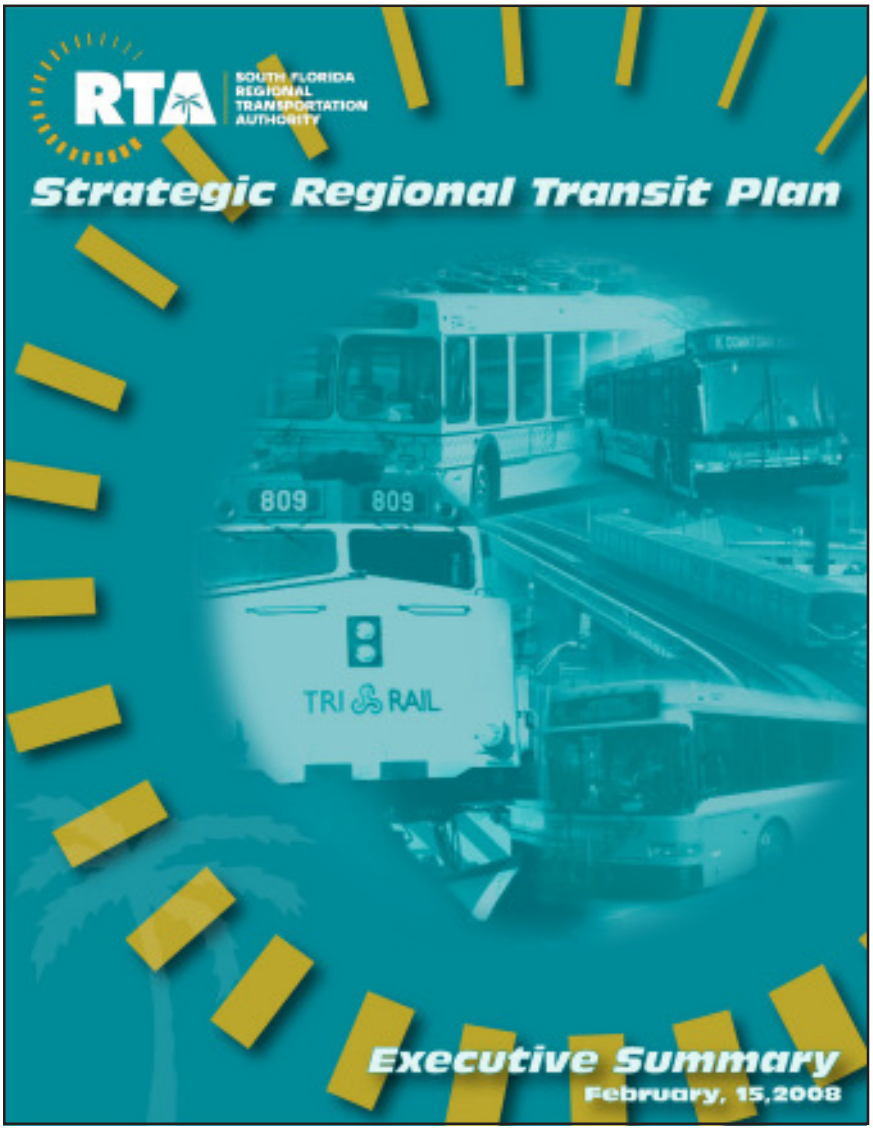
In the summer of 2006, the South Florida Regional Transportation Authority (SFRTA) embarked on an effort to produce a strategic regional transit plan. The goal of the strategic plan is to think creatively to define a bold vision for SFRTA's role in the overall regional transportation system to ensure mobility, economic viability, and quality of life in the South Florida region for the next generation.

The Objectives of the Strategic Regional Transit Plan are to:

- Identify key regional transit corridors and infrastructure needs;
- Define regional transit investment strategies;
- Positively impact future development patterns in the region;
- Assess the region's current and future goals;
- Identify a safe and cost-effective regional transit system; and,
- Define SFRTA's role in the development, funding, and operations of regional transit services.

SFRTA worked with its partner agencies via the SFRTA Planning Technical Advisory Committee (PTAC) to develop and test multiple regional transit networks. This resulted in the first truly regional analysis of potential future transit in South Florida, which produced estimates of the performance and massive costs required for a viable transit network. This analysis also investigated the impact of land use on future ridership as alternative scenarios were tested with population growth shifted to areas around transit stations, regional activity centers, and community redevelopment areas. This land use exercise showed that a regional transit network benefits tremendously from such land use alternatives, with sharp increases in ridership and farebox recovery and a substantial reduction in the required operating subsidy.

The findings of the SFRTA Strategic Regional Transit Plan are scheduled to be shared with the region's MPO's, RPC's, and other partner agencies throughout 2008. The data from the project will also be incorporated into the three MPO's collaborative 2035 Regional Long Range Transportation Plan effort.



Source: South Florida Regional Transportation Authority

SOUTH FLORIDA REGIONAL TRANSPORTATION AUTHORITY TRANSIT DEVELOPMENT PLAN

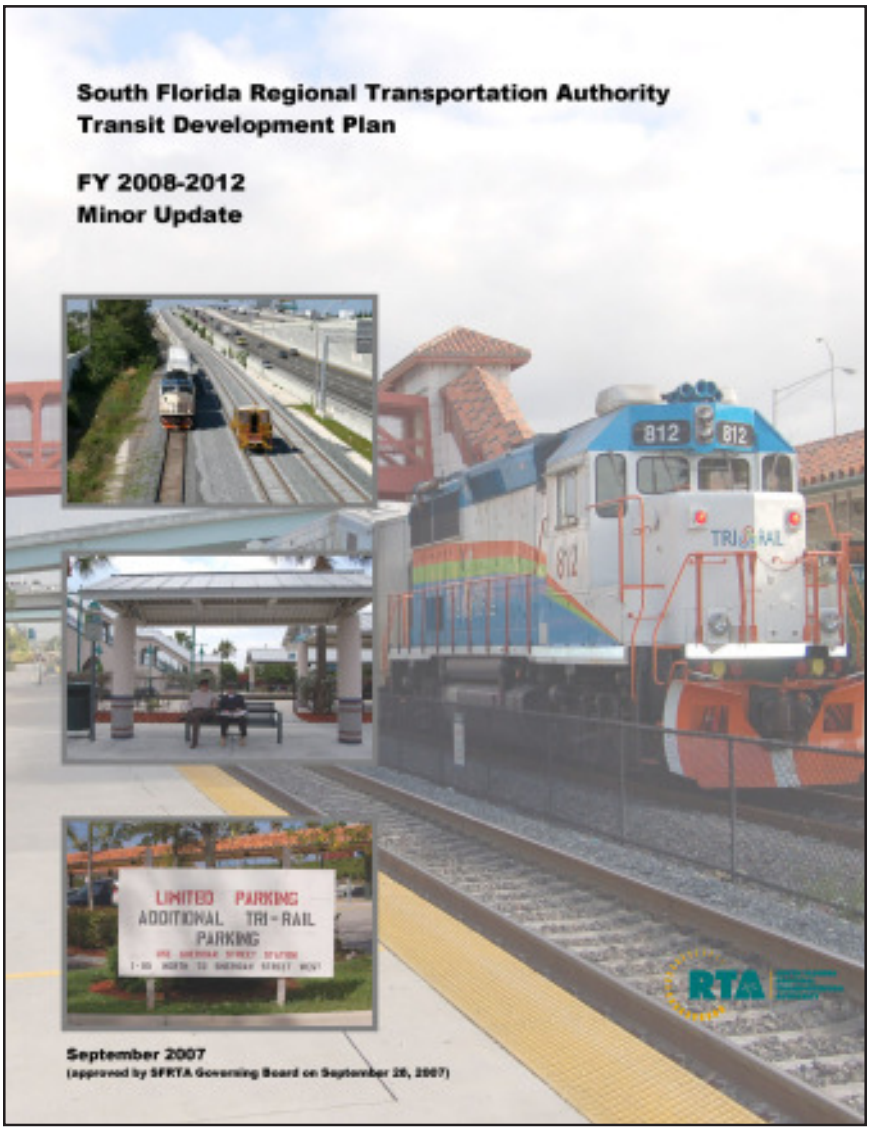
Joseph Quinty, AICP, Transportation Planning Manager
South Florida Regional Transportation Authority
800 NW 33rd St.
Pompano Beach, FL 33064
Tel: 954.788.7928
www.sfrta.fl.gov

Since 2005, the South Florida Regional Transportation Authority (SFRTA) has produced a Transit Development Plan (TDP) on an annual basis. All of these TDP's have covered a five year period, addressing the SFRTA's short-term capital and operating needs. Completion of the TDP allows SFRTA to be eligible for block grants administered by the Florida Department of Transportation (FDOT).

In fall 2007, SFRTA completed a TDP Minor Update covering the period FY 2008 to FY 2012. While addressing the basic TDP requirements, the 2007 Minor Update also included a number of technical analyses intended to feed information into both the Minor Update and the following year's TDP Major Update. Some of these analyses included an extensive on-board rider survey, evaluation of Tri-Rail's new 50 train weekday service, analysis of shuttle and feeder bus services, park-and-ride lot recommendations, development of station location standards, and development of a rail corridor operations simulation (using Rail Traffic Controller software).

New state rules are in place that require the TDP to cover a ten year timeframe. As a result, SFRTA's TDP Major Update (currently under development) will cover the period FY 2009 to FY 2018. This TDP Major Update will be completed in fall 2008.

SFRTA's past and current TDP documents are available online at http://www.sfrta.fl.gov/planning.html.



Source: South Florida Regional Transportation Authority

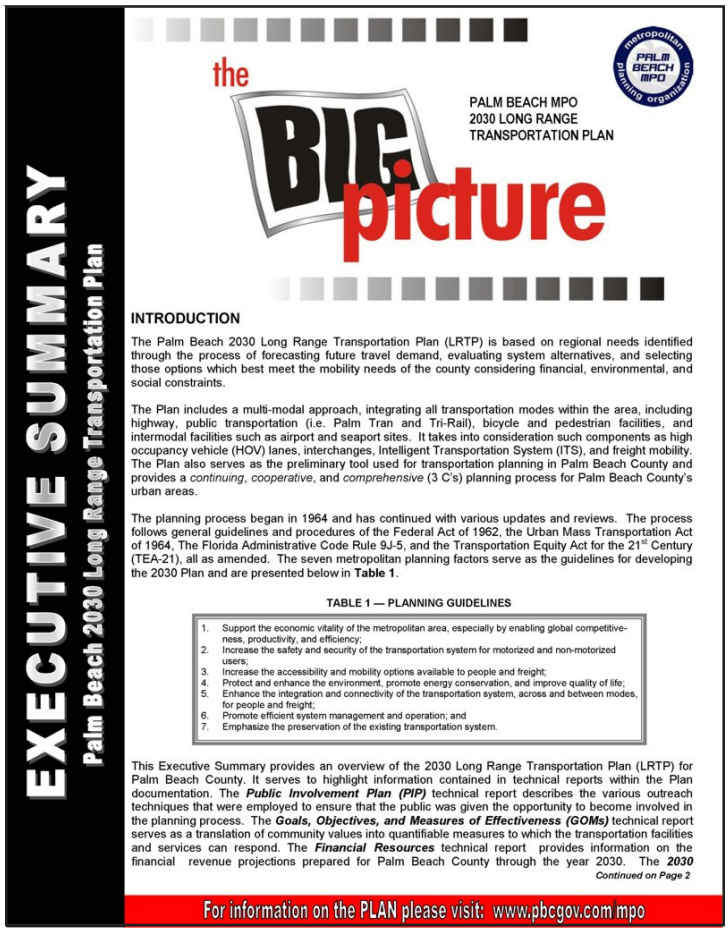
PALM BEACH COUNTY LRTP AND TIP

Randy Whitfield, PE, Director
Palm Beach Metropolitan Planning Organization
2300 N. Jog Rd., Fourth Floor
West Palm Beach, FL 33411
Tel: 561.684.4170
www.pbcgov.com/mpo

Metropolitan Planning Organizations (MPO) in Florida are responsible for preparing Long Range Transportation Plans (LRTP) and Transportation Improvement Programs (TIP) on regular cycles (generally every five years for LRTPs, and every year for TIPs).

Long Range Transportation Plan
The 2030 Long Range Transportation Plan for Palm Beach County was developed according to federal statute and was adopted by the MPO Board on December 17, 2004. The plan received federal approval in mid-March 2005.

The 2030 plan includes extensive roadway enhancements on roadways throughout the county, while also including an aggressive transit component with creation of a grid system with more concentrated bus services on major corridors in the county. There will also be an increase in express bus service. The final cost feasible plan represents about $6 billion in investment.



EXECUTIVE SUMMARY
Palm Beach 2030 Long Range Transportation Plan

the BIG picture

PALM BEACH MPO
2030 LONG RANGE
TRANSPORTATION PLAN

INTRODUCTION

The Palm Beach 2030 Long Range Transportation Plan (LRTP) is based on regional needs identified through the process of forecasting future travel demand, evaluating system alternatives, and selecting those options which best meet the mobility needs of the county considering financial, environmental, and social constraints.

The Plan includes a multi-modal approach, integrating all transportation modes within the area, including highway, public transportation (i.e. Palm Tran and Tri-Rail), bicycle and pedestrian facilities, and intermodal facilities such as airport and seaport sites. It takes into consideration such components as high occupancy vehicle (HOV) lanes, interchanges, Intelligent Transportation System (ITS), and freight mobility. The Plan also serves as the preliminary tool used for transportation planning in Palm Beach County and provides a *continuing*, *cooperative*, and *comprehensive* (3 C's) planning process for Palm Beach County's urban areas.

The planning process began in 1964 and has continued with various updates and reviews. The process follows general guidelines and procedures of the Federal Act of 1962, the Urban Mass Transportation Act of 1964, The Florida Administrative Code Rule 9J-5, and the Transportation Equity Act for the 21st Century (TEA-21), all as amended. The seven metropolitan planning factors serve as the guidelines for developing the 2030 Plan and are presented below in **Table 1**.

TABLE 1 — PLANNING GUIDELINES

1. Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency;
2. Increase the safety and security of the transportation system for motorized and non-motorized users;
3. Increase the accessibility and mobility options available to people and freight;
4. Protect and enhance the environment, promote energy conservation, and improve quality of life;
5. Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight;
6. Promote efficient system management and operation; and
7. Emphasize the preservation of the existing transportation system.

This Executive Summary provides an overview of the 2030 Long Range Transportation Plan (LRTP) for Palm Beach County. It serves to highlight information contained in technical reports within the Plan documentation. The ***Public Involvement Plan (PIP)*** technical report describes the various outreach techniques that were employed to ensure that the public was given the opportunity to become involved in the planning process. The ***Goals, Objectives, and Measures of Effectiveness (GOMs)*** technical report serves as a translation of community values into quantifiable measures to which the transportation facilities and services can respond. The ***Financial Resources*** technical report provides information on the financial revenue projections prepared for Palm Beach County through the year 2030. The ***2030***

Continued on Page 2

For information on the PLAN please visit: www.pbcgov.com/mpo

The current LRTP for Palm Beach County features an integrated multimodal transportation system.

Transportation Improvement Program
The Transportation Improvement Program is prepared annually encompassing a five-year period consisting of all regionally significant transportation improvements to all modes of travel in Palm Beach County.

The TIP is developed through an effort involving the Florida Department of Transportation (FDOT), the Board of County Commissioners, the Port of Palm Beach, Tri-County Commuter Rail Authority, and municipalities within the county. Consultation is also carried out with the Miami-Dade and Broward MPOs during the TIP process. The TIP contains transportation projects funded by federal, state and local sources located primarily on the state highway system. The TIP is based on and reflects FDOT's FY2008-2012 Five-year Work Program for Palm Beach County, and generally moves forward the projects in the time frame from previous Work Programs. The County Five-year Road Program is also included.

THE PALM BEACH COUNTY TRANSIT DEVELOPMENT PLAN

Chuck Cohen, Executive Director
Palm Tran
3201 Electronics Way
West Palm Beach, FL 33407
Tel: 561.841.8200
www.co.palm-beach.fl.us/palmtran

The Palm Beach County Transit Development Plan (TDP) provides an assessment of current public transportation services provided by Palm Tran and examines peer services and trends. It estimates existing and future public transportation demand, establishes goals, objectives, and strategies and presents a service plan alternative along with a financial analysis.

A major update of the TDP is prepared every five years while minor updates are prepared annually.

The current plan (TDP 2004-2008) has a number of important recommendations. These include implementation of a community bus program that will enable Palm Tran to focus on its core service and its regional connections to Tri-Rail. The plan also recommends increased weekday and weekend service frequencies, several route realignments, and increased marketing outreach.

Improvement Target Areas:

- Service excellence and market demand focus.
- Accountability guidelines and performance standards.
- Capital investment priorities.
- Strategic alliance and coalition.
- Growth management and mobility infrastructure.
- Palm Tran teamwork.

Source: Palm Tran

Palm Tran

THE CITY OF LAKE WORTH REDEVELOPMENT PLAN

Joan Oliva, Executive Director
City of Lake Worth
Community Redevelopment Agency
8 South J. St., #7
Lake Worth, FL 33460
Tel: 561.493.2550
www.lakeworthcra.org

The Lake Worth Community Redevelopment Agency (CRA) has a generalized, policy-oriented redevelopment plan that provides policy guidance to the CRA Board for the adoption and implementation of CRA projects and programs.

The redevelopment area for the plan was divided into four districts:

- North Dixie and South Dixie Commercial – District 1;
- Historic Downtown – District 2;
- 10th Avenue North and 6th Avenue Gateways – District 3; and,
- Western Residential – District 4.

A vision and future land use plan with projects specific to the four districts was identified. Of note, the plan supports development that minimizes commuting distances and reinforces future public transportation options. The city hopes to maximize the benefits of rail service for its residents. Its historic downtown is situated directly between the existing Tri-Rail station and the FEC rail aligment, which may one day return to passenger service. Other plan goals include creating a safe efficient traffic circulation system that provides sufficient access by all modes to transportation between activity centers within the redevelopment area and the balance of the community.

The plan also calls for creating a safe, secure, appealing and efficient pedestrian system linking all major activity centers, parking facilities and other interchange points.

Finally, the plan calls for construction of sidewalk and bicycle pathways through the district, appropriately designed and separated from auto circulation for safety purposes, to be used as positive tools to improve the area's environment through the use of landscaping and other visual treatments.

WEST PALM BEACH DOWNTOWN MASTER PLAN

Charles Wu, Planning Director
City of West Palm Beach
200 Second St., Fifth Floor
West Palm Beach, FL 33401
Tel: 561.822.1435
www.cityofwpb.com

The Downtown Master Plan (DMP) outlines the vision and goals of downtown West Palm Beach, creating a framework for future development within the urban center of both the City and Palm Beach County. The plan describes the many unique districts within the downtown area, and establishes strategies for protecting their unique character while supporting compatible development. Important districts, such as Clematis Street and the Transit-Oriented Development (TOD) area surrounding the West Palm Beach Tri-Rail station, have specific regulations which promote their character and intent. The DMP recognizes the need to further promote a mixed-use downtown, with a balance of jobs, housing, and amenities to support both residents and visitors. The recent, rapid growth within the downtown area has highlighted the need for additional services for those who wish to live in the downtown core. At the same time, the plan supports the continued development of the area's cultural resources which attract visitors from around the world.

Downtown West Palm Beach is roughly a mile in diameter, bound by water on the east and west and single-family residential neighborhoods on the north and south. Its classic urban plan and mix of regional destinations make it an ideal setting for a city center that is walkable, livable, and attractive to a regional population. With the goal to make Downtown more pedestrian friendly, the traffic component of the Master Plan shifts the priority of the most important streets from a primarily vehicular orientation to one that encourages high levels of pedestrian traffic and transit. Given that the Florida East Coast (FEC) Railroad runs through the downtown, applying the principles of this plan (and updates) will be important to the overall cohesion of the downtown if future passenger service is provided on the FEC.

Source: City of West Palm Beach

WEST PALM BEACH TRANSIT VILLAGE CHARRETTE REPORT

Charles Wu, Planning Director
City of West Palm Beach
200 Second St., Fifth Floor
West Palm Beach, FL 33401
Tel: 561.822.1435
www.cityofwpb.com

Kim Delaney, Growth Management Coordinator
Treasure Coast Regional Planning Council
301 E. Ocean Blvd, Suite 300
Stuart, FL 34994
Tel: 772.221.4067
www.tcrpc.org

The West Palm Beach Transit Village Charrette was conducted in January 2005. The focus of the charrette was an approximately thirty-six acre area located immediately adjacent to and abutting the historical Seaboard Train Station in downtown West Palm Beach. The boundaries of the Study Area included Banyan Boulevard to the north, Sapodilla Avenue to the east, Fern Street to the south, and Tamarind Avenue to the west.

Based on pre-charrette interviews, the public input session, and public input gathered during the week, the key public recommendations were as follows:

- There is a need for a significant amount of new housing within the study area, especially "workforce" housing;
- The project should comply with the Downtown Master Plan, especially regarding building heights and the utilization of its incentives;
- There should be a green connector between the new Federal courthouse and the educational sector south of Fern Street;
- Tamarind Avenue should be humanized and made more attractive and safer for pedestrians to cross;
- The 1,000-foot "superblocks" should be subdivided to make them more walkable;
- Parking should be located mid-block and lined with buildings;
- A true neighborhood village should be created;
- Higher educational uses should be expanded;
- An educational complex should be created, including the existing Palm Beach Community College building and the addition of a new small elementary school;
- The new transit village should be connected to Clematis Street and CityPlace, but it should not compete with the retail in either of these two destinations;
- The City's trolley system should be integrated with the Intermodal Facility;
- A newly integrated Palm-Tran transfer station, designed for fifteen bus bays, should be provided within the study area;
- An appropriate location and quantity of space should be identified for the new and expanded Department of Health buildings; and,
- The new Federal Courthouse should be surrounded with plazas.

Since the charrette was completed, the Department of Health campus has been expanded and Palm Tran is currently building a new intermodal transfer facility.

A key outcome of the charrette is an intermodal transfer facility in the downtown.

PALM BEACH COUNTY CORRIDOR MASTER PLANS

Bryan Davis, Principal Planner
Planning Division
Palm Beach County Planning, Zoning, and Building Department
2300 N. Jog Rd.
West Palm Beach, FL 33411
Tel: 561.233-5300
www.co.palm-beach.fl.us

In Palm Beach County, local governments may elect to create Corridor Master Plans (CMP), which are comprehensive planning documents that integrate land use strategies and recommendations with mobility improvements. These CMPs allow local government to better control development in high traffic corridors. CMPs are available for high-demand transportation corridors where adopted roadway levels-of-service are projected to fail in the long-range (20-year) projections.

County regulations require CMPs be developed in cooperation with the affected local governments, public agencies, and property owners within each corridor. At a minimum, the plans shall address mitigation methods to maintain good mobility within the corridor, including but not limited to land use modifications, connectivity, mixed-use developments, alternative modes of transportation, and increased roadway capacity.

Twenty-eight corridors in Palm Beach County have been targeted for CMPs, with two nearing completion (one in Boca Raton and the other in the Town of Jupiter). Once a Corridor Master Plan has been adopted for a corridor, no project with significant traffic on the corridor can be approved for development by that jurisdiction unless it complies with the Corridor Master Plan.

Source: Palm Beach County Urban Redevelopment Area Corridor Master Plan

PALM BEACH COUNTY URBAN REDEVELOPMENT STUDY AND MASTER PLAN

Michael Busha, Executive Director
Treasure Coast Regional Planning Council
301 E. Ocean Blvd.,
Stuart, FL 34994
Tel: 772.221.4060
www.tcrpc.org

In recent decades, Palm Beach County has experienced remarkable growth and change. Entire communities have emerged, history has been preserved, and generations of new residents call Palm Beach County home. With this growth has come prosperity and challenges. Most planning and development energies have focused on the gradual expansion westward, leaping over the central "core" of incorporated Palm Beach County. As such, many areas in the county, centrally located and typically underutilized, provide great opportunities for urban redevelopment.

In May 2006, the Palm Beach County Board of County Commissioners contracted with Treasure Coast Regional Planning Council to develop an Urban Redevelopment Area (URA), Redevelopment Study and Master Plan. The study area is roughly north of Okeechobee Boulevard to 10th Avenue South to the south, a jagged boundary along Jog Road to the west, and I-95 to the east.

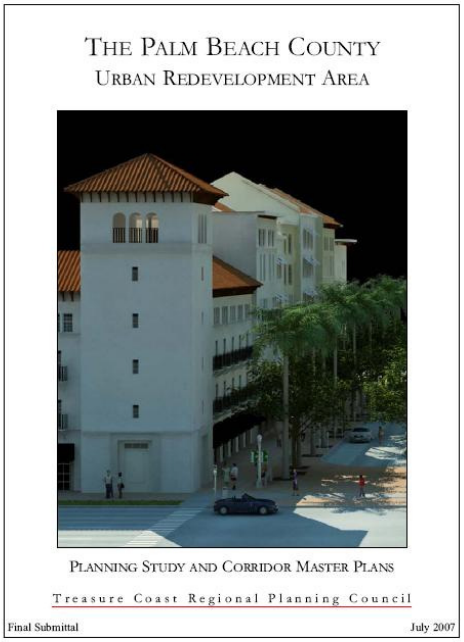
Established in 2005 and borne out of the county's Infill and Redevelopment Study, the URA was created to "promote infill and redevelopment" in the area.

The Palm Beach County URA Study and Master Plan is an effort to forge a vision for urban redevelopment in central Palm Beach County to illustrate obstacles and opportunities for that redevelopment, and to provide recommendations and priorities for implementing the vision.

Key Recommendations:

- Establish a storm water utility program for the priority corridors.
- Create a "performance-based" Transportation Concurrency Exception Area for the priority corridors that rewards projects consistent with the study.
- Create a new future land use category as part of the redevelopment incentives.
- Develop a form-based code to define and implement urban development criteria for the priority corridors.
- Prepare for substantial redevelopment of existing commercial buildings and retail centers.
- Coordinate with the Palm Beach County School District to develop new elementary schools in priority corridors.

Source: Treasure Coast Regional Planning Council



Source: Treasure Coast Regional Planning Council

BROWARD COUNTY LRTP AND TIP

Roger Del Rio, Executive Director
Broward County Metropolitan Planning Organization
115 S. Andrews Ave.
Ft. Lauderdale, FL 33301
Tel: 954.357.6608
www.broward.org/mpo

The Broward County MPO is responsible for preparation of the Long Range Transportation Plan (LRTP) and the Transportation Improvement Program.

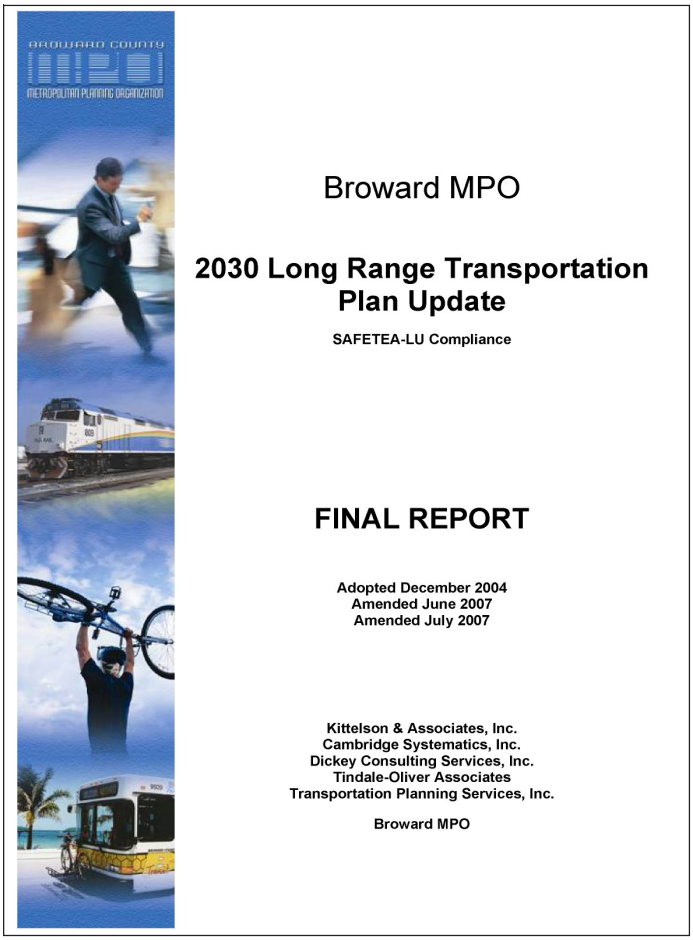
Long Range Transportation Plan
The current 2030 LRTP was developed using a computerized travel forecasting model called the Florida Standard Urban Transportation Model Structure. This model projects future travel demand using input data such as population, employment, school enrollment, the highway network, and the transit network. The model was validated for base year 2000 to ensure its capability to simulate future travel demand.

The plan includes a cost feasible element which includes projects identified by mode: pedestrian, greenway, bicycle, waterbourne, transit, and highway. The cost of implementing this multimodal plan is estimated at $9.3 billion with the major expenditures being transit at $4 billion and highway at $2 billion.

Transportation Improvement Program
Broward County's Transportation Improvement Program (TIP) is a comprehensive listing of state and locally funded transportation projects. All modes of transportation are included, including transit, roadways, bridges, aviation, seaport, rail and commuter rail. Increasingly popular are some other transportation modes such as bicycle facilities, pedestrian provision, and enhancement projects like landscaping and greenways.

Produced annually, the TIP is a short-range plan because it allocates resources and dollars over each upcoming five-year period by project phase.

Transit projects in the TIP include planning for a major transit improvement in the I-595 corridor, vanpools, purchase of vehicles for Broward County Transit and Community Shuttles, transit amenities (shelters, signs, etc.) on University Drive, and ferry boat commuter service.



The Broward County LRTP provides a plan for the transportation improvements 25 years into the future.

BROWARD COUNTY TRANSIT DEVELOPMENT PLAN

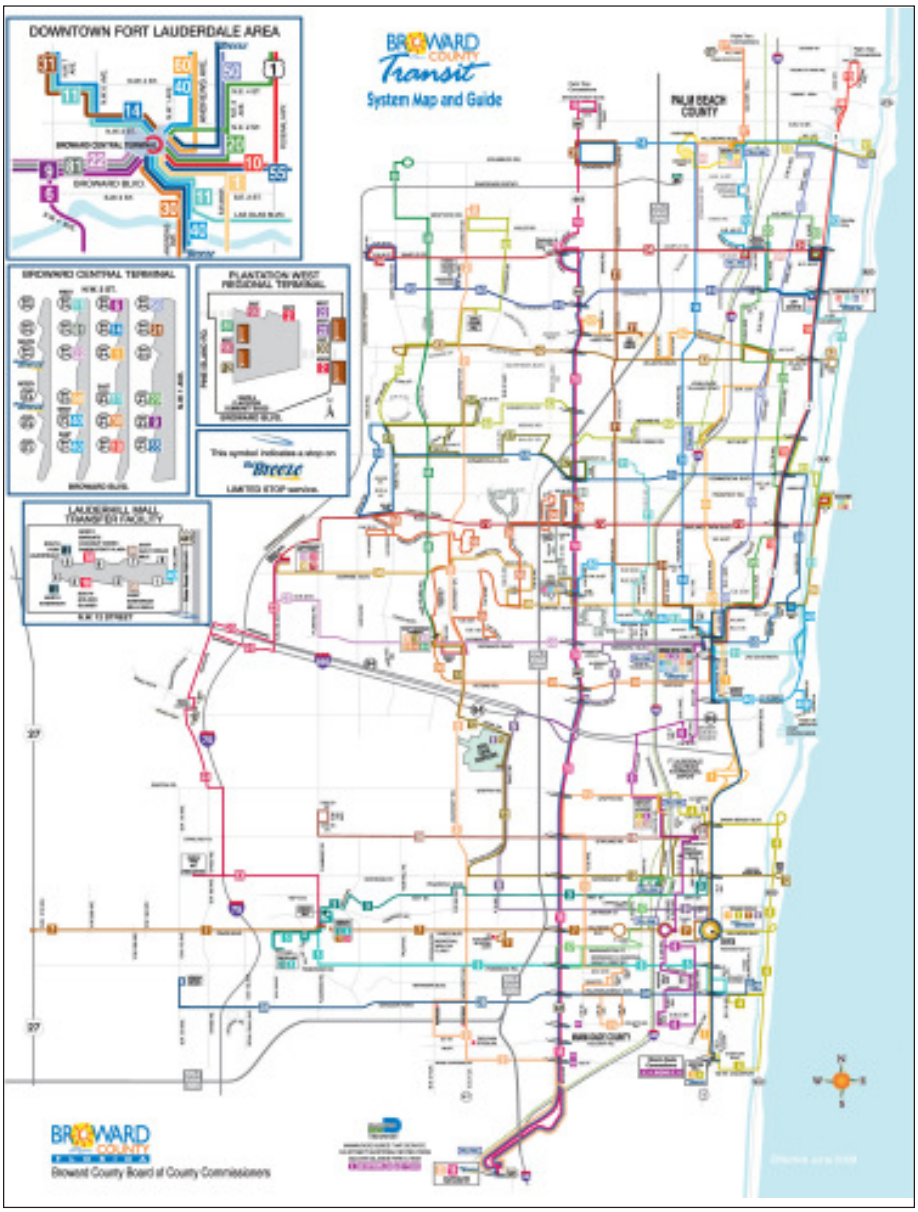
Chris Walton, Director
Broward County Transit
3201 W. Copans Rd.
Pompano Beach, FL 33069
Tel: 954.357.8300
www.broward.org/bet

Broward County Transit is scheduled to complete its FY 2009-2018 TDP by the end of October 2008.

The FY 2009-2018 TDP will have the following components:

- Extensive use of the Broward County Transit (BCT) and MPO Public Involvement Process;
- Situational Appraisal (including an analysis of transit/land use trends and policies affecting transit use, urban design impacts on transit use, local and regional demographic trends, existing transit-supportive technology);
- Performance/Peer Review of BCT system;
- Bus transit demand estimation;
- Ten-Year Horizon of Funded and Unfunded Transit Needs for the Broward County Transit system (including funded and unfunded capital and operating needs for BCT, maps, performance monitoring);
- Introductory discussion of strategies and policies needed for securing additional funding for BCT's unfunded transit needs.

Information on BCT's latest TDP activity is located at: http://www.broward.org/bct/transitplan.htm



Source: Broward County Transit

ATLANTIC BOULEVARD MULTIMODAL CORRIDOR STUDY

Roger Del Rio, Executive Director
Broward County Metropolitan Planning Organization
115 S. Andrews Ave.
Ft. Lauderdale, FL 33301
Tel: 954.357.6608
www.broward.org/mpo

This study was completed in 1999. The three main objectives of the Atlantic Boulevard Multimodal Corridor study were to enhance travel mobility, mitigate traffic congestion, and address other deficiencies within the corridor.

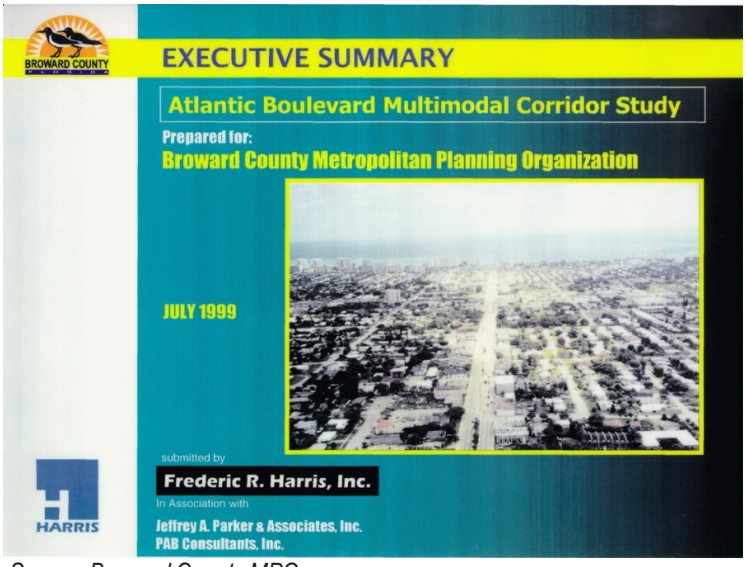
Pedestrian accessibility is lacking in many areas as sidewalks are interrupted near many critical intersections.

Recommendations of this plan included signal timing optimization, access management improvements, pedestrian sidewalk improvements, traffic signal removals, turn restrictions at signalized intersections, geometric improvements, bicycle lane improvements, Margate school zone improvements, ADA accessibility improvements, and community bus shuttles.

Key Facts:

- Atlantic Boulevard is a major east/west boulevard in northern Broward County.
- Most roadways in the study area are congested. The average car in the area carries an average 1.20 persons.
- Four intersections along Atlantic Boulevard are high traffic accident areas.
- Mass transit takes twice as long as auto travel.
- Sidewalk space is limited along Atlantic Boulevard.

Source: Broward County MPO



Source: Broward County MPO

BROWARD TRANSIT BRIDGE CORRIDOR

Roger Del Rio, Executive Director
Broward County
Metropolitan Planning Organization
115 S. Andrews Ave.
Ft. Lauderdale, FL 33301
Tel: 954.357.6608
www.broward.org/mpo

The Broward Transit Bridge Corridor Study was sponsored by the Broward County Metropolitan Planning Organization, working in conjunction with local governments, the Federal Transit Administration (FTA), and the help of the general public.

The transit bridge concept was intended to communicate the creation of new premium transit service that would connect the Miami-Dade and Broward counties and supplement local transit services in the area.

The transit study was initiated with a corridor that was to extend from Dolphin Stadium in Miami-Dade County to the Hollywood Tri-Rail Station in Broward County. This corridor was identified in the Broward County Transportation Plan. The bridge concept was intended to denote the creation of new premium transit service that would connect the two counties and supplement local transit services in the area. The study's intent was to identify a locally preferred alternative that could be integrated into a potential FTA New Start Project proposal.

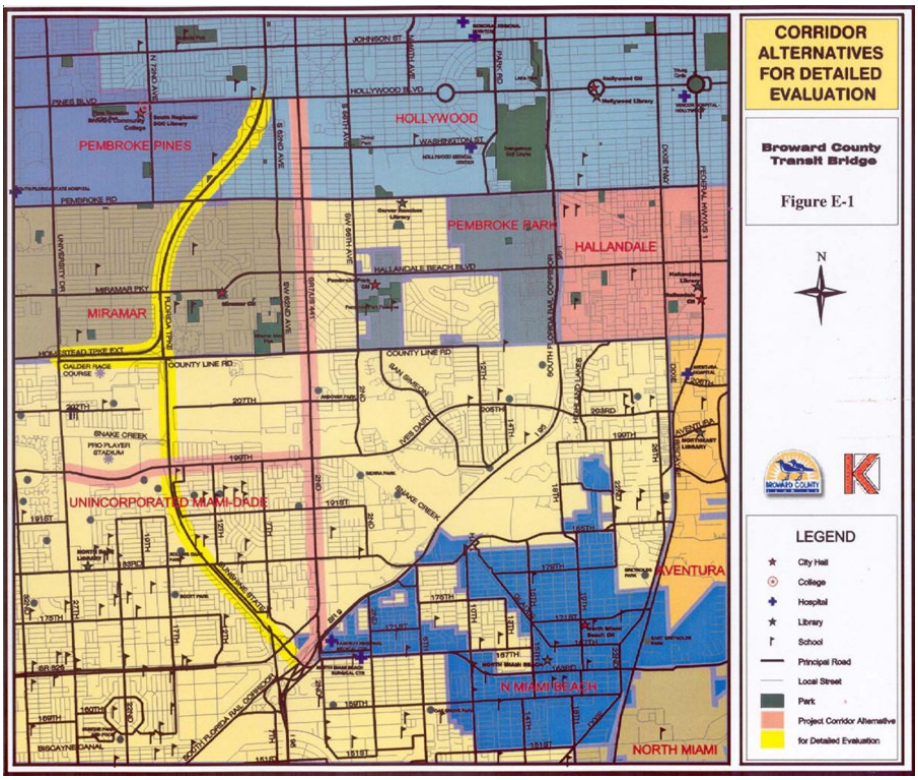
Scoping for the project began with a public meeting in September 2000. Four initial transit mode alternatives were identified in project scoping, both concurrent and contra flow bus lanes, bus rapid transit, and light rail transit.

The total project cost is estimated to be up to $26.4 million dollars.

Key Facts:

- The study resulted in identification of two corridor alternatives; U.S. 441 and Florida's Turnpike.
- Capital costs for construction and equipment ranged from $7.3 million to $26.4 million.

Source: Broward County Metropolitan Planning Organization



Source: Broward County Metropolitan Planning Organization

CENTRAL BROWARD EAST/WEST CORRIDOR STUDY

Scott Seeburger, Special Projects Manager
Florida Department of Transportation
3400 W. Commercial Blvd.
Ft. Lauderdale, Florida 33309
Tel: 954.777.4632
www.dot.state.fl.us

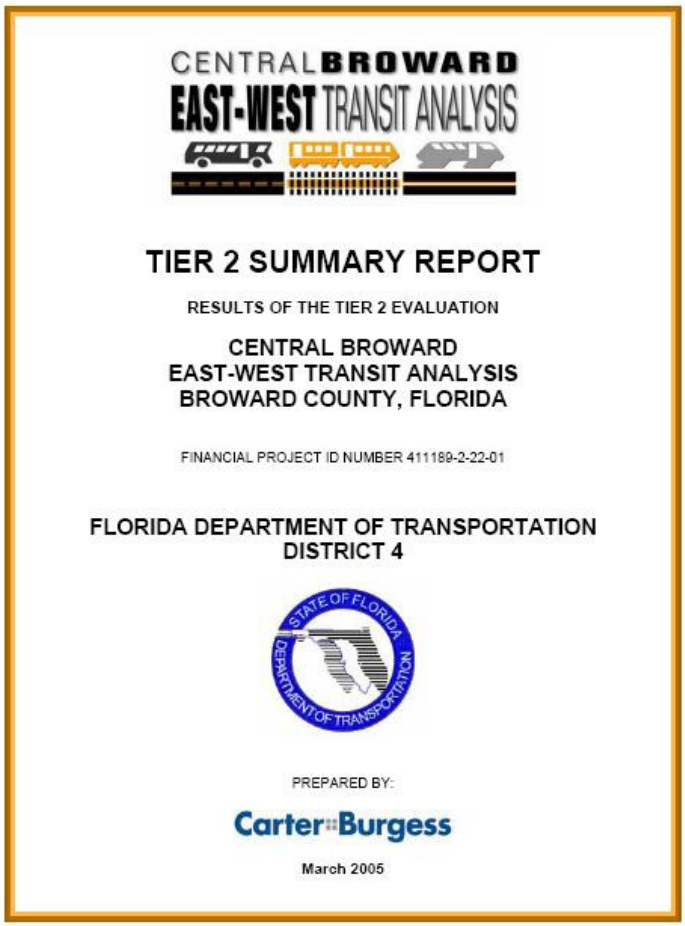
The Broward County Metropolitan Planning Organization (MPO) and District Four of the Florida Department of Transportation (FDOT) in 2003 initiated a study in central Broward County to identify an east/west transit corridor that would support a high-capacity transit service.

The project study area is in Central Broward County. It is generally bounded by Oakland Park Boulevard, the Weston/Sawgrass Mills area, Griffin Road, and the Intracoastal Waterway. Conditions are characterized by high levels of travel and congestion on major east/west roadways. The traditional travel patterns are directional—eastbound in the morning and westbound in the afternoon—fueled by the residential communities in the west and employment centers in the east.

The purpose of the Central Broward East/West Transit Alternatives Analysis is to assess the large number of transit initiatives currently being considered in Central Broward County and present the County with a transit system serving east/west travel that is feasible from engineering and public acceptance perspectives, and is fundable.

The study began in 2003 and should be completed by 2010. It is evaluating the need for capital transit in the Central Broward corridor, the alternative alignments, the appropriate technologies, and the land use requirements to support a viable east/west transit system.

Central issues being considered during the study include key destinations served, connectivity with existing and proposed transit systems, effect on roadway congestion, costs and economic impacts, environmental issues, ridership and travel time savings, station design and locations, and linkages between transit and land use.


CENTRAL BROWARD
EAST-WEST TRANSIT ANALYSIS

TIER 2 SUMMARY REPORT

RESULTS OF THE TIER 2 EVALUATION

CENTRAL BROWARD
EAST-WEST TRANSIT ANALYSIS
BROWARD COUNTY, FLORIDA

FINANCIAL PROJECT ID NUMBER 411189-2-22-01

FLORIDA DEPARTMENT OF TRANSPORTATION
DISTRICT 4

PREPARED BY:

Carter Burgess

March 2005

A primary focus of transportation planning in Broward County is I-595 and accommodating the traffic demand between Fort Lauderdale and the western suburbs.

HOLLYWOOD/PINES MULTIMODAL CORRIDOR STUDY

Roger Del Rio, Executive Director
Broward County Metropolitan Planning Organization
115 S. Andrews Ave.
Ft. Lauderdale, FL 33301
Tel: 954.357.6608
www.broward.org/mpo

In 2004, the Hollywood/Pines Boulevard Multimodal Corridor Study was undertaken by the Broward County Metropolitan Planning Organization (MPO) to develop a congestion management system (CMS) plan to enhance travel in the corridor. Congestion management strategies are intended to improve the efficiency of transportation corridors through improvements that encourage alternatives to the single occupant vehicle and promote better use of existing resources.

Hollywood/Pines Boulevard is a principal east/west arterial road in southern Broward County. The study area extends from U.S. 27 in the west to SR A1A in the east, a distance of almost 20 miles.

The Hollywood/Pines Boulevard Multimodal Corridor Study created a mobility vision. Strategies ranged from filling in gaps in the sidewalk network to providing a continuous bicycle trail to developing infrastructure at multimodal hubs (key transfer locations) for enhanced integration of transit and other alternative travel modes. Bus stop infrastructure improvements were identified by location to improve the level of comfort and perception associated with bus transit. Intersection improvements were also identified to reduce traffic delay and enhance safety. The costs by mode for a five-year period for the study's recommendations totaled $25.6 million.

Key Facts:

Costs by mode

- Pedestrian - $1,600,000
- Bicycle - $5,500,000
- Transit - $8,900,000
- Multimodal - $3,100,000
- Roadway - $6,500,000
- Total - $25,600,000

Source: Broward County Metropolitan Planning Organization

Hollywood/Pines Boulevard passes through cities and neighborhoods and provides connections to commercial, institutional, and educational uses.

BROWARD COUNTY COMMUNITY DESIGN GUIDEBOOK

Cynthia Chambers, Director, Broward County
Urban Planning and Redevelopment Department
115 S. Andrews Ave., Room 329H
Ft. Lauderdale, FL 33301
Tel: 954.357.6612
www.broward.org/planningservices

The Broward County Commission identified the establishment of a "Sense of Place" for Broward County as one of its priority goals. In partnership with local municipalities, the county developed a Community Design Guidebook in 2003, that identifies standards and patterns for land uses, road cross-sections and design features, building designs and orientation, street layouts, and pedestrian and transit linkages.

The guidebook is being used as the county redevelops to accommodate the anticipated future population and addresses the following principles:

- Creating a more pedestrian/transit friendly environment;
- Making Broward County one of the nations most visually attractive counties;
- Providing a mix of land uses; and,
- Creating an integrated multimodal transportation environment.

The recommended design principles and concepts of the Community Design Guidebook are organized according to five design systems that respond to sense of place:

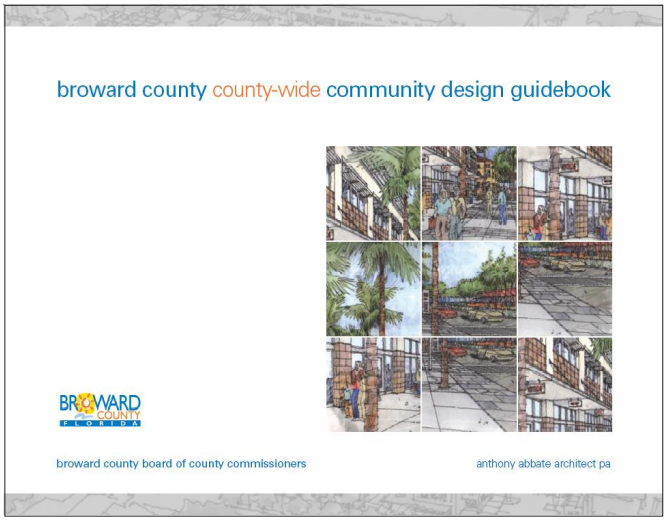
- Transportation Design;
- Urban Design;
- Landscape Architecture;
- Architectural Design; and,
- Environmental Graphics.

Taken together, these five systems determine the actions to be taken on the natural and built environment.

While these five systems are independent, they are conventionally fragmented and separate design activities that are usually resolved either through negotiation or a rigid application of a particular set of standards.

Six demonstration areas were selected to be included in the scope of this project as a way of putting the guidebook principles into action and to better illustrate how the process helps achieve the county's overall goals, as well as local community goals. The communities selected for participation in the pilot program were Coconut Creek, Dania Beach, Miramar, NW 27th Avenue (unincorporated Broward County), Pompano Beach, and Wilton Manors.

Each of the six demonstration areas had very specific, and very real issues to resolve. Workshops were held in each of the participating municipalities with the public, city commissions, planning and zoning boards, and municipal and county planning, zoning, and engineering staff.



The community design guidebook is being used to focus redevelopment in Broward County on a number of issues, including creating a pedestrian/transit friendly environment.

VISION BROWARD

Devin Avery, Strategic Development Manager
Broward County Office of Economic Development
115 S. Andrews Ave., Suite A540
Ft. Lauderdale, FL 33301
Tel: 954.357.5789
www.broward.org

Vision Broward is a community economic development partnership which created a strategic vision for Broward County. The major partners are:

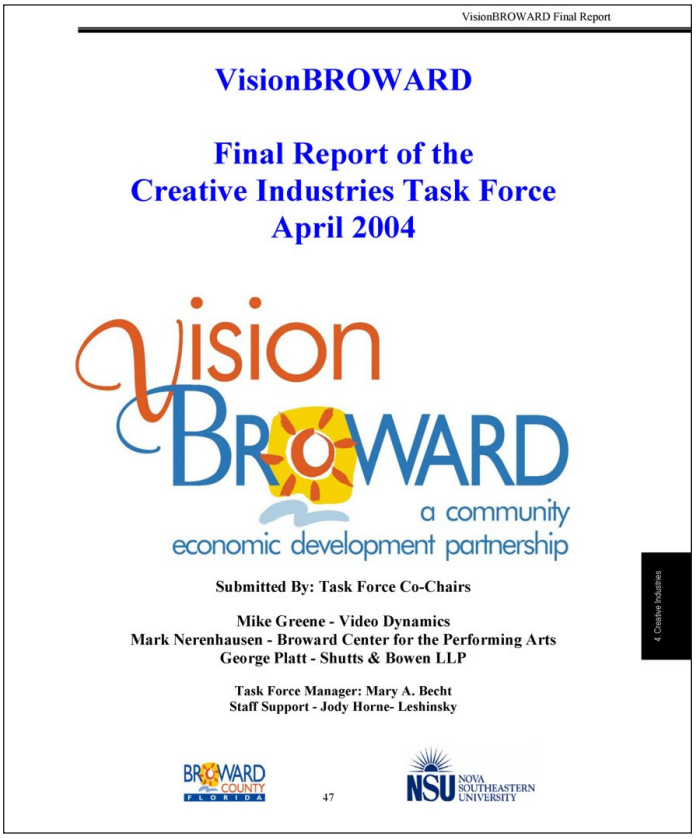
- Broward County Board of County Commissioners;
- Broward Alliance;
- Broward Workshop;
- Nova Southeastern University; and,
- Broward League of Cities.

In 2003-2004, Vision Broward initiated an extensive visioning process involving hundreds of individuals representing private businesses, the educational community, local governments, community organizations, and the public.

In its final report, published in 2004, Vision Broward recommended establishing an accessible public transportation network to serve Broward County and the region, linking transit corridors, bicycle and pedestrian corridors, greenways and waterways.

Vision Broward's executive committee continues to work toward implementation of the recommendations, although responsibility for implementation rests with many different agencies and organizations.

Broward County has aligned its own commission goals with those of Vision Broward, and some of the recommendations have been incorporated into the Broward County Comprehensive Plan.


VisionBROWARD Final Report

VisionBROWARD

Final Report of the Creative Industries Task Force April 2004

Vision BROWARD a community economic development partnership

Submitted By: Task Force Co-Chairs

Mike Greene - Video Dynamics
Mark Nerenhausen - Broward Center for the Performing Arts
George Platt - Shutts & Bowen LLP

Task Force Manager: Mary A. Becht
Staff Support - Jody Horne- Leshinsky

BROWARD COUNTY FLORIDA 47 NSU NOVA SOUTHEASTERN UNIVERSITY

Key recommendations from Vision Broward have been incorporated into the Broward County Comprehensive Plan.

MIAMI-DADE COUNTY LRTP AND TIP

Carlos Roa, Transportation System Manager
Miami-Dade County Metropolitan Planning Organization
111 NW First St., Suite 910
Miami, FL 33128
Tel: 305.375.4507
www.miamidade.gov/mpo

Long Range Transportation Plan
The Miami-Dade Long Range Transportation Plan to the year 2030 was completed by the Miami-Dade Metropolitan Planning Organization (MPO). The MPO is currently working on an update to this plan.

This plan sets out to improve accessibility and mobility, maximize multimodal travel options and choices, and promote sustainability in transportation systems.

Between 2000 and 2030, the following growth trends are expected:

- Population and households within Miami-Dade County are expected to increase by 43 and 40 percent respectively;
- Employment is projected to have a 34 percent increase; and,
- Automobiles and person trips are projected to increase by 48 and 40 percent respectively.

The 2030 Cost Feasible Plan was developed based on the projected available revenue of $19.3 billion for the plan period. New to the 2030 Cost Feasible Plan was the People's Transportation Plan, which provides additional revenues for transportation through a half penny sales tax.

Improvements to the public transportation system are a primary emphasis of the projects listed in the 2030 Cost Feasible Plan. These include possible metro-rail, bus rapid transit, and increases in the transit fleet.

Highway improvements are another emphasis of the 2030 Cost Feasible Plan. High Occupancy Vehicle lanes are proposed along major expressways such as I-95 and SR 836. Also reversible flow lanes, designed to add capacity in peak directions during peak travel times are planned for Interstate 95. Incorporation of the latest electronics technology or Intelligent Transportation Systems is also proposed for several major projects as a measure of easing congested traffic conditions.

The plan addresses and takes into consideration the following: Intelligent Transportation Systems, the Transportation Improvement Program projects, the Air Quality Conformity Determination to the 1990 Clean Air Act Amendments, the Efficient Transportation Decision Making, Safety and Security, and Regional Transportation Planning.

Non-motorized facilities (on-road bicycle lanes, off-road greenways/ trails and sidewalks) are included in the 2030 Plan.

A variety of short-term strategies are also identified to deal with urban travel congestion. These range from highway traffic design solutions to employer-based measures to promote use of carpooling and public transportation.

Transportation Improvement Program
Federal regulations require the development of a Transportation Improvement Program (TIP). The document must include a three-year priority list of federally funded transportation projects. Miami-Dade County's TIP includes a four-year priority list of federally funded projects and all other transportation projects funded with state and/or local monies.

Key Facts:

Significant cost feasible transit projects in the LRTP include:

- The Miami Intermodal Center;
- The construction of a roadway bridge over the Miami River Canal at 138th Street;
- The addition of a Metromover loop through the Brickell Financial District; and,
- Bus rapid transit from Golden Glades to connect to Broward County Transit buses.

Source: Miami-Dade Metropolitan Planning Organization

MIAMI-DADE TRANSIT
TRANSIT DEVELOPMENT PLAN

Maria Batista, Principal Planner
Planning and Development Division
Miami-Dade Transit
701 NW First Court
Miami, FL 33136
Tel. 786.469.5245
www.miamidade.gov/transit

Miami-Dade Transit (MDT) is responsible for preparation of the Transit Development Plan (TDP) required by Florida Statute to receive funding under Florida's Transit Block Grant program. This mandate is spelled out under Sections 341.052 and 341.071 of the Florida Statutes. The TDP is a short-range five-year plan that lays out the capital and operational requirements for system operations. Transit agencies are required to prepare major updates of the TDP every five years and then prepare minor updates on an annual basis. The last major update of the MDT plan was prepared in 2005.

Miami-Dade County voters in November 2002 overwhelmingly approved the People's Transportation Plan sales tax referendum. The ½ penny (or ½ %) surtax is used to fund improvements to Metrobus, Metrorail, Metromover and other related projects. The 2008 Administrative Update to the TDP presents the operating environment, committed improvement, an amended 10-year Recommended Service Plan (RSP), and the financial analysis of proposed transit improvements for the period ending in 2018. The improvements in the 2018 RSP include 50 service improvements to Metrobus routes, expanding the bus fleet, developing more transit hubs and the replacement of Metromover and Metrorail vehicles.

Metrobus

Metrorail

Metromover

Source: Miami-Dade Transit

MIAMI-DADE COUNTY

Delivering Excellence Every Day

MIAMI-DADE TRANSIT STUDIES
North Corridor

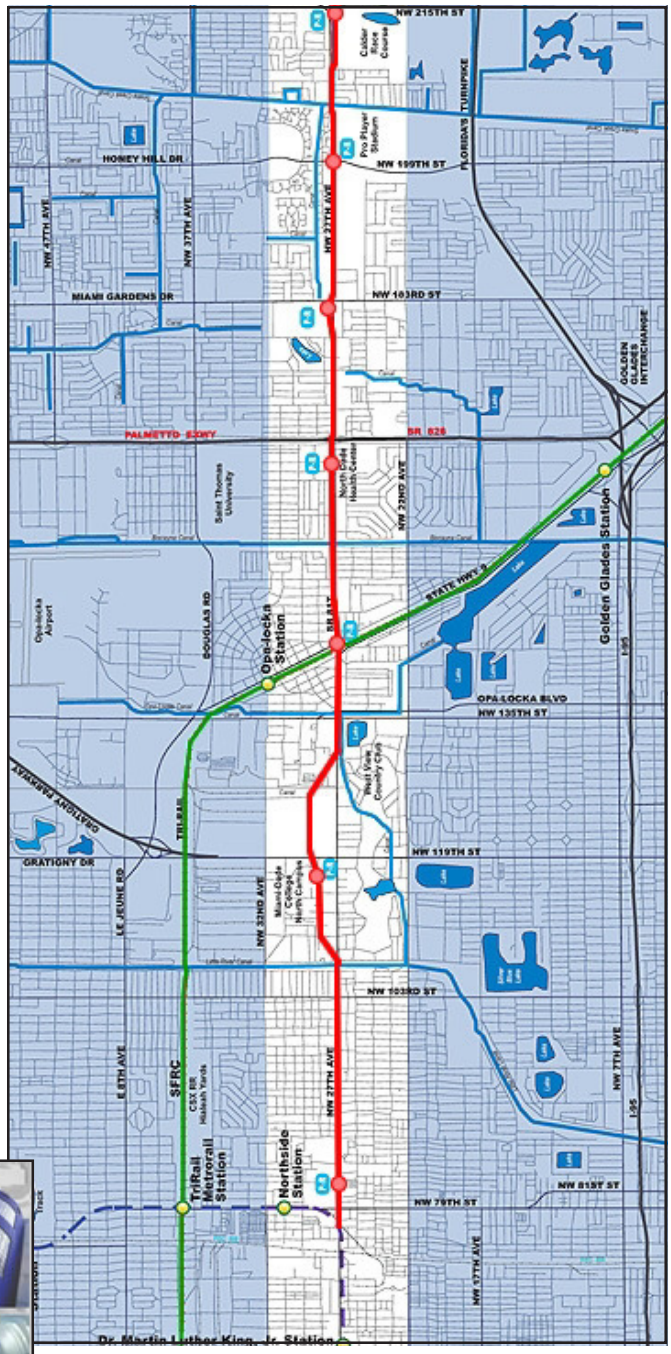
Richard Pereira, Project Director
Miami-Dade Transit
701 NW First Ct., Suite 1700
Miami, FL 33136
Tel: 786.469.5261
www.miamidade.gov/mpo

The North Corridor Project is an elevated 9.5-mile double-track, heavy rail extension of the Miami-Dade Metrorail system. It is to be located between NW 22nd Avenue and NW 32nd Avenue and would extend from the Dr. Martin Luther King Jr. Plaza Metrorail station at NW 62nd Street north to 215th Street. There are several major destinations and employment centers located within the corridor that will be easily served by transit.

Seven new stations will serve the extension. These are:

- NW 82nd Street/Northside;
- NW 119th Street/Miami-Dade College;
- Ali-Baba Avenue/Opa-Locka;
- NW 163rd Street/Bunche Park;
- NW 183rd Street/Miami Gardens;
- NW 199th Street/Dolphin Stadium; and,
- NW 215th Street/Calder Race Course.

Provisions will also be made to accommodate a future station at NW 103rd Street.



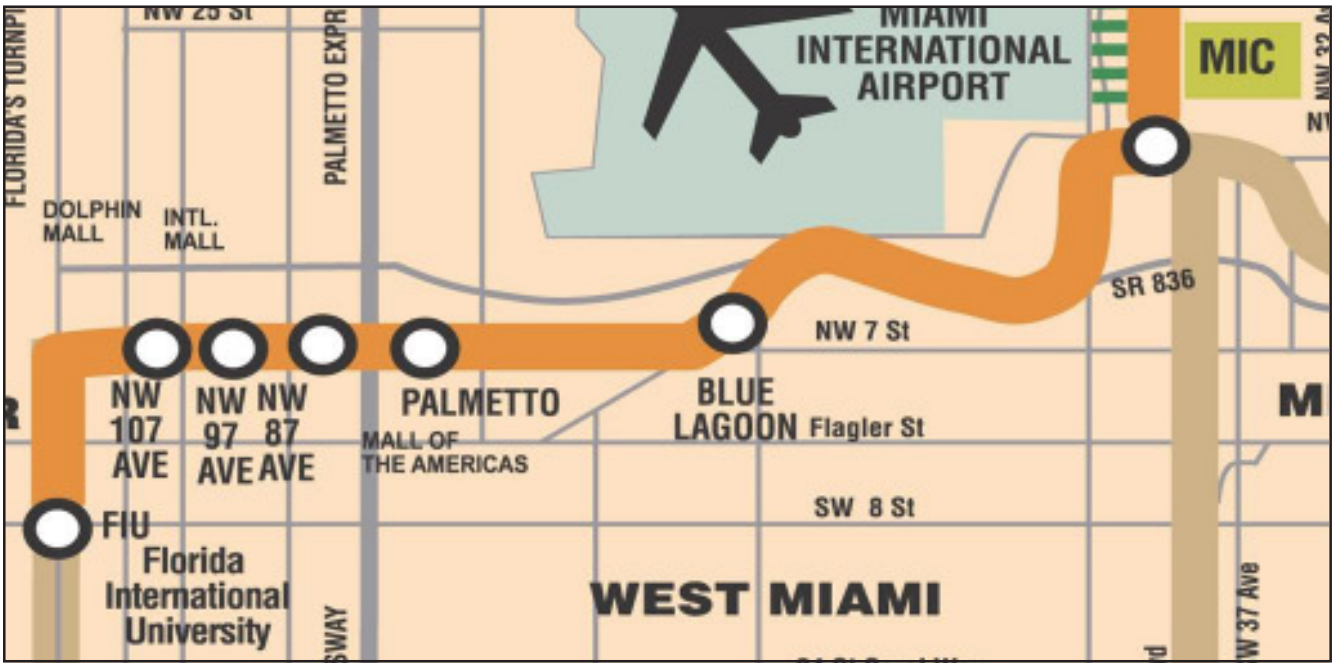
Source: Miami-Dade Metropolitan Planning Organization

MIAMI-DADE TRANSIT STUDIES
East-West Corridor

John Spillman, Manager, Long Range Planning
Miami-Dade Transit
701 NW First Ct., Suite 1700
Miami, FL 33136
Tel: 786.469.5261
www.miamidade.gov/mpo

Miami-Dade Transit proposes to construct an approximately 10 - 13 mile Metrorail extension known as the Orange Line Phase 3: East-West Corridor Metrorail Extension from the Miami Intermodal Center (MIC) at Miami International Airport (MIA) to Florida International University (FIU) and points west to SW 137th Avenue. A Build alternative consisting of an extension of Metrorail service west from the MIC will be evaluated against a No-Build or a Baseline/ Transportation System Management (TSM) alternative.

The area adjacent to the Orange Line Phase 3/East-West has seen significant growth in recent years. The population of Miami-Dade County was more than 2.2 million in 2000, an increase of 16% from 1990. The project area currently has more than 195,000 residents in 68,000 households and some 180,500 jobs. Official growth forecasts indicate that growth in the project area will continue with population increasing by 44,000 (23%) in 2030 and jobs increasing by 60,000 (33%).



Source: Miami-Dade Metropolitan Planning Organization

MIAMI-DADE TRANSIT STUDIES
Bay Link

Wilson Fernandez, Transportation System Manager
Miami-Dade County Metropolitan Planning Organization
111 NW First St., Suite 920
Miami, FL 33128
Tel: 305.375.4507
www.miamidade.gov/mpo

The Bay Link is a proposed streetcar line providing a regional direct transit connection between Miami and Miami Beach. The Bay Link would connect to the Miami Streetcar project in downtown Miami, using the same technology and station locations.

The 18-mile long system is expected to cost $487.7 million (2004 estimate) to complete and will feature a closed local loop on Miami Beach in addition to the regional connection route. On Miami Beach the alignment includes two large loops. The regional system, running counter-clockwise, consists of a large single-track loop operating in shared right-of-way that would enter the city on 5th Street, turn north on Washington Avenue, west on 17th Street, south on Alton Road and west again onto MacArthur Causeway.

The local circulator would be a large single-track loop operating clockwise and would run north on Alton Road to Lincoln Road where it would turn west to access West Avenue and continue north to Dade Boulevard. The alignment would then turn east on 23rd Street and immediately south on Park Avenue. It would proceed to Collins Avenue and connect to Washington Avenue via 17th Street, then head south to South Point. At 1st Street, or South Point, the alignment would turn west, access Alton Road, and then north to 5th Street completing the loop.

Twenty-one low-floor streetcars would be used to provide peak five-minute headways, while the travel time from Miami Beach to Downtown Miami would take an estimated twenty minutes. There are a planned 42 stations along the route including stops along Watson Island and the MacArthur Causeway. Bay Link is projected to carry 19,677 daily riders and 6.1 million annually.

Bay Link is currently on hold and will be reevaluated for development with possible funding to be available beginning in 2016.

Source: Miami-Dade Metropolitan Planning Organization

MIAMI-DADE TRANSIT STUDIES
Kendall Link

Wilson Fernandez, Transportation System Manager
Miami-Dade County Metropolitan Planning Organization
111 NW First St., Suite 920
Miami, FL 33128
Tel: 305.375.4507
www.miamidade.gov/mpo

The Kendall Corridor Alternative Study was developed by the Metropolitan Planning Organization (MPO) in 2006. The study area extends from SR 836 to the north, SW 152nd Street to the south, U.S. 1/Dixie Highway to the east, and SW 157th Avenue to the west. The center of the study is Kendall Drive/ SW 88th Street/SR 94, which is one of the most important east-west corridors in the county. Three corridors were identified – Kendall corridor, HEFT/107th corridor, and the CSX corridor. This study was completed in January 2007.

Kendall Corridor
The alternatives available for the Kendall Drive corridor include Bus Rapid Transit (BRT) and Metrorail service. Three BRT alignments could operate along exclusive rights-of-way in the median of Kendall Drive, from the Dadeland North Metrorail station, west to SW 167th Avenue. The BRT alternatives would run at 10-15 minute peak hour headways, cost approximately $300 million to implement, and would generate over 10,000 daily trips.

Metrorail service along Kendall Drive would include nine additional elevated stations at a cost of $1.6 billion. It is estimated that the corridor would generate 15,565 daily riders.

HEFT / 107thCorridor
The two alternatives available for the HEFT/107th corridor include Bus Rapid Transit (BRT) and Metrorail service. BRT would operate along the exclusive right-of-way BRT corridor at a 6-10 minute peak hour headway at a $407 million construction cost. This line is projected to generate 7,600 daily boardings.

CSX Corridor
There are three alternatives available for the CSX Corridor, all of which involve upgrading the existing rail corridor for passenger service using diesel multiple units (DMUs) or similar technology. The alternatives vary from three to nine stations that would directly link Kendall-Tamiami Airport with the Miami Intermodal Center (MIC).

Source: Miami-Dade Metropolitan Planning Organization

MIAMI-DADE TRANSIT STUDIES
South Link

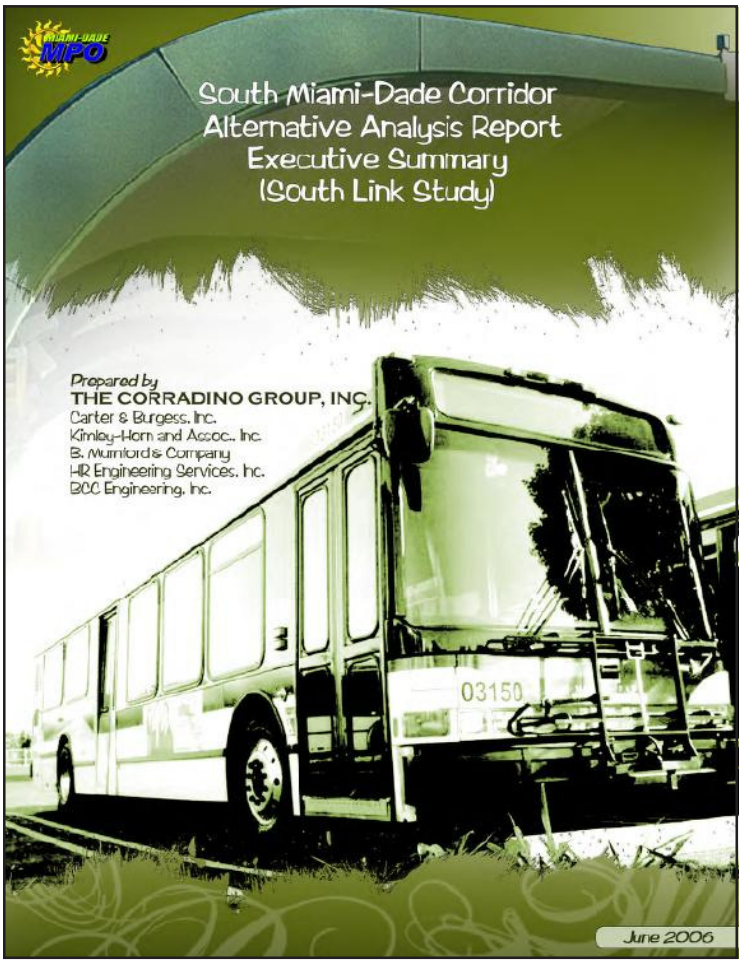
Wilson Fernandez, Transportation System Manager
Miami-Dade County Metropolitan Planning Organization
111 NW First St., Suite 920
Miami, FL 33128
Tel: 305.375.4507
www.miamidade.gov/mpo

The South Miami-Dade Corridor Alternative Analysis Report (South Link) was started by the MPO in 2004. The study area stretches from the Metrorail terminus at Dadeland South to Florida City along U.S. 1, a distance of about 20 miles. The purpose of this study was to develop a transportation investment strategy for the South Miami-Dade Corridor. The study was completed in 2006 and several potential elements of the project are being considered.

With only three continuous roadway facilities in the South Miami-Dade region (Homestead Extension of Florida's Turnpike, US 1, Krome Avenue), transit improvements such as the South-Dade Busway have represented a real alternative to support the area's growing needs. Alternatives that were examined in the analysis included No-Build, Transportation Systems Management (TSM), Light Rail Transit (LRT), Enhanced Bus Rapid Transit (BRT), an extension of Metrorail to Southland, and an extension of Metrorail to Florida City.

The study also examined the possibility of operating Diesel Multiple Unit (DMU) service in the CSX corridor between Florida City and Dadeland, combined with the TSM alternative on the existing South Dade Busway.

On June 22, 2006 the Miami-Dade Metropolitan Planning Organization (MPO) voted by simple majority to support the Modified Enhanced Bus Rapid Transit alternative as the Locally Preferred Alternative for the South Link Corridor. The LPA is expected to attract approximately 3,200 new riders daily more than the TSM alternative. The total cost of the LPA was estimated to be about $400 million with additional operations and maintenance costs of about $11 million.



Source: Miami-Dade Metropolitan Planning Organization

MIAMI GARDENS TRANSPORTATION MASTER PLAN

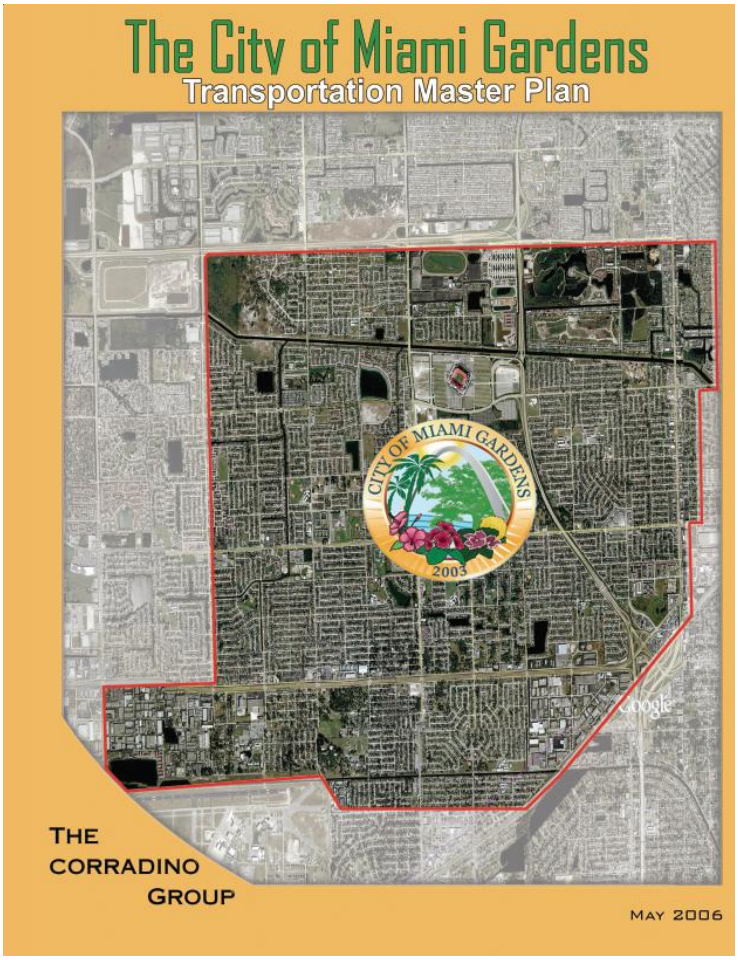
Jay Marder, Development Services Director
City of Miami Gardens
1515 NW 16th St., Suite 200
Miami Gardens, FL 33169
Tel: 305.622.8025
www.miamigardens-fl.gov

In 2005, the City of Miami Gardens completed its first transportation master plan as part of its Comprehensive Development Master Plan. The goal of this plan is to develop a system of multimodal projects that will lead to a diverse and vital land use mix, with appropriate intensities around transit hubs.

The main corridor, or area of focus, is NW 27th Avenue, between County Line Road and NW 151st Street. This six-lane roadway is home to several traffic generators, including Calder Racetrack and Dolphin Stadium. The existing town center will be enhanced. A Metrorail extension is planned along this corridor. The area of SR 7/NW Second Avenue will also be a focus.

One of the main features of this plan is creation of three new mixed-use land use categories. These areas are between corridors and will provide a link for any future transit systems.

The Municipal Transit Corridor Study is a project contained in the Transportation Master Plan. The purpose of this study is to determine the need for a circulator that would connect to existing transit services. This proposed circulator would provide transit connections to the Golden Glades Multimodal Center, as well as access to the Palmetto Expressway Corridor.



The Miami Gardens Transportation Master Plan had a multimodal emphasis.

THE PEOPLE'S TRANSPORTATION PLAN

Nan Markowitz, Executive Director
Office of the Citizens' Independent Transportation Trust
111 NW First St., Suite 1010
Miami, FL 33128
Tel: 305.375.1357
www.miamidade.gov/city

The People's Transportation Plan (PTP) was created to address mobility and accessibility issues in Miami-Dade County by implementing a comprehensive program of transportation improvements designed to enhance the movement and safety of people and goods on public transit and local roadways. Under the PTP's $17 billion dollar business plan, Miami-Dade County commits to adding more buses and routes, improving service, expanding rapid transit and creating thousands of transportation and construction-related jobs over the next 25 years.

The half-penny transportation surtax enacted by Miami-Dade County by voters in 2002 provides the local funding source dedicated to implement the projects in the PTP. The following are among the projects that have been implemented.

Metrobus service - Overnight service was added to several routes, service frequencies were improved and more than a dozen new bus routes were implemented resulting in 6 million additional annual bus service miles.

Metrorail service - Metrorail service miles have increased to 1,685,000 annual service miles which is a 29 percent increase since the PTP was approved in 2002.

Roadways and Signage - The Grand Avenue Streetscape Project was completed and the construction of improvements to NW 62nd Street in Hialeah. Approximately 132 lane miles of road have been resurfaced and more than 40 roadway projects are underway. To date, 68 new illuminated street name signs have been installed and more than 24,000 deteriorated street name signs have been replaced.

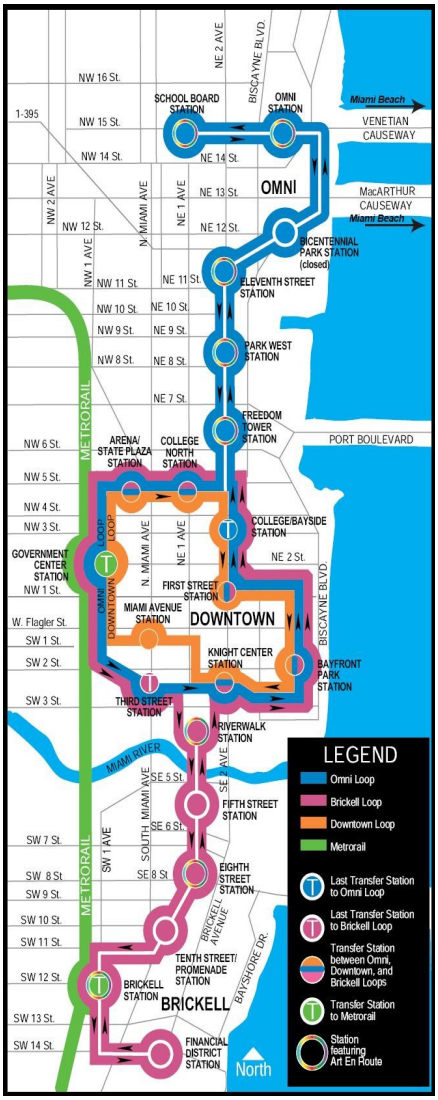
Golden Passport program - Expanded to provide public transportation to all senior citizens 65 years of age and older, regardless of income, and to those who receive Social Security benefits. Added three-year pilot program called the Patriot Pass which enables low-income, honorably-discharged veterans to ride free.

Metromover service – The Metromover system became free to all riders with the passage of the PTP.

Key Facts:

- The Citizens' Independent Transportation Trust is the 15-member body created to oversee the People's Transportation Plan funded with the half penny sales surtax.
- Under the provisions of the plan, 20 percent of the PTP revenues go to eligible municipalities for transportation projects.

Source: Miami-Dade County



Source: Miami-Dade County

MIAMI RIVER MULTIMODAL TRANSPORTATION PLAN

Brett Bibeau, Managing Director
Miami River Commission
c/o Robert King High
1407 NW Seveth St., Suite D
Miami, FL 33125
Tel: 305.644.0544
www.miamirivercommission.com

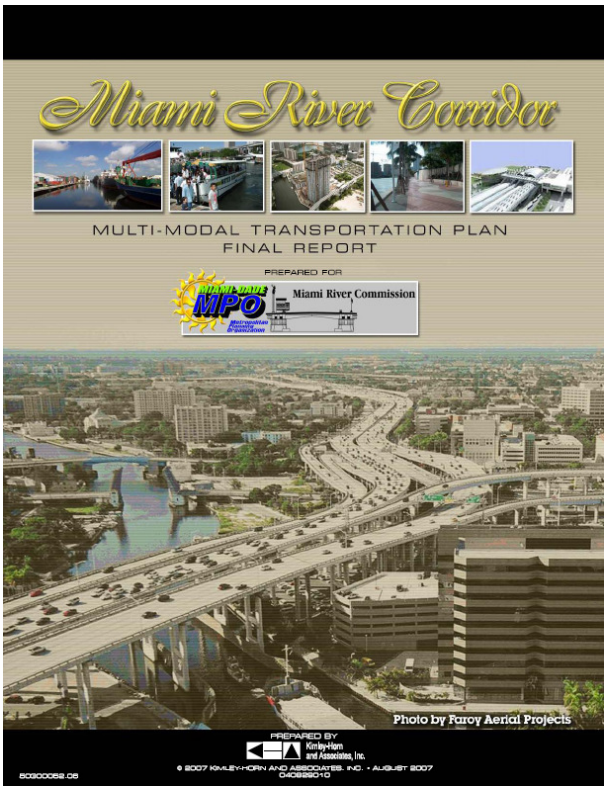
David Henderson
Bicycle-Pedestrian Coordinator
Miami-Dade County
Metropolitan Planning Organization
111 NW First St., Suite 910
Miami, FL 33128
Tel: 305.375.4507
www.miamidade.gov/mpo

The Miami River Multimodal Transportation Plan, completed in 2007, addresses the various types of transportation on and along the Miami River corridor. The plan incorporates the Miami River Greenway Action Plan and details the relationship between the existing/proposed Greenway sections and the multiple modes of transportation along the corridor, including pedestrian, bicycle, transit, and roadway improvements.

The Miami River is the historical lifeblood of Miami's commerce and trade. The community that would later become Miami first settled at the mouth of the Miami River and then expanded along the river. As Miami expanded, life along the river did so hand-in-hand. Eventually, the river experienced an expansion of not only marine facilities, but industrial and transportation activities as well. To meet the needs of these expanding facilities, homes were built along the river. Recreational facilities were also constructed along the river to create a more desirable Miami. In 1905, City Park (now Lummus Park, which is recognized as the city's oldest park) was created on the north bank of the river. A street network soon developed around the river, which served land-based travel modes.

The study developed a multimodal transportation plan for the Miami River and the area surrounding the Miami River corridor. Envisioned are alternative modes of transportation including a network of pedestrian and bicycle facilities, and public transit, which will help to alleviate the traffic congestion on the roads and increase the attractiveness and functionality of the Miami River corridor.

The plan recommends that the corridor be examined periodically to assess the status of the implementation of the improvements identified within this plan. The examination should include an evaluation of project scheduling, associated costs, infrastructure needs, and available funding sources. Based on the findings, the phasing of the projects should be adjusted over time in response to the changing needs of the community and be incorporated into future capital improvement plans.



Source: Miami-Dade Metropolitan Planning Organization

CHAPTER SIX

Transportation Supportive Policies and Programs

FEDERAL BROWNFIELDS PROGRAM

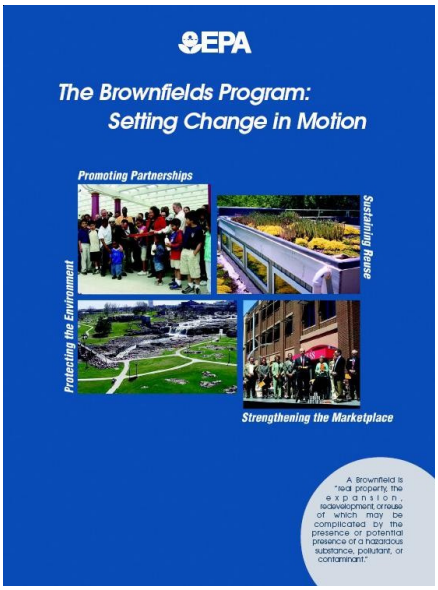
Carolyn A. Dekle, Executive Director
South Florida Regional Planning Council
3440 Hollywood Blvd., Suite 140
Hollywood, FL 33021
Tel: 954.985.4416
www.sfrpc.com

Many communities are using brownfield areas as locations for transit-oriented development. A brownfield is a property, the expansion, redevelopment, or reuse of which may be complicated by the real or perceived presence of a hazardous substance, pollutant, or contaminant. It is estimated that there are more than 450,000 brownfields in the U.S. Cleaning up and reinvesting in these properties increases local tax bases, facilitates job growth, uses existing infrastructure, takes development pressures off of undeveloped, open land, and both improves and protects the environment.

For the last ten years, the South Florida Regional Planning Council (SFRPC) has worked on brownfield initiatives in the area. Created in 1997 as part of the Eastward Ho! Initiative, the Eastward Ho! Brownfields Partnership brings together public, private, non-profit, and community stakeholders to clean up the environment and improve the quality of life in South Florida. Since its designation in 1998 as one of the nation's first National Brownfields Showcase Communities, the Partnership has focused on combining federal and state programs with local efforts.

In West Palm Beach, SFRPC worked with the Treasure Coast Regional Planning Council to facilitate a loan to a developer who built 264 affordable rental units at Palm Beach Lakes Boulevard and Congress Avenue. Part of the impetus for the developer to build was the presence of a Palm Tran trunk line bus route. Another example is in Miami-Dade County where SFRPC helped with a brownfield initiative for a new freight transportation terminal near the Florida's Turnpike. Also, in Pompano Beach in Broward County, the SFRPC has contributed to a brownfields project being developed as a mixed-use project including a transit center as part of a neighborhood initiative.

EPA's investment in the Brownfields Program has resulted in many accomplishments, including leveraging more than $6.5 billion in brownfields cleanup and redevelopment funding from the private and public sectors and creating approximately 25,000 new jobs. The momentum generated by the program is leaving an enduring legacy. The Brownfields Program and its partners have provided guidance and incentives to support economic revitalization, and empowered communities to address the brownfields in their midst. EPA's Brownfield Program continues to look to the future by expanding the types of properties it addresses, forming new partnerships, and undertaking new initiatives to help revitalize communities across the nation.



The EPA regularly offers Brownfield Redevelopment grants. In 2008 about $72 million will be available.

FLORIDA STATE COMPREHENSIVE PLANNING

Thomas G. Pelham, Secretary
State of Florida Department of Community Affairs
2555 Shumard Oak Blvd.
Tallahassee, FL 32399-2100
Tel: 850.488.8466
www.dca.state.fl.us

The State of Florida maintains a State Comprehensive Plan, as directed by Florida statutes. The plan provides long-range policy guidance for the social, economic, and physical growth of the state. It is intended as a direction-setting document, and its policies may be implemented only to the extent that financial resources are provided pursuant to legislative appropriation or grants or appropriations of any other public or private entities.

An important part of the plan is emphasizing land use patterns that create densities that are conducive to and support transit.

Within the Section titled "Energy," the primary goal is for Florida to "reduce its energy requirements through enhanced conservation and efficiency measures, while at the same time promoting an increased use of renewable energy resources." This is supported by policies to reduce per capita energy consumption (Policy 1) and ensure energy efficiency in transportation design and planning and increase the availability of more efficient modes of transportation (Policy 4).

A subsequent section is focused on "Land Use," with a primary goal to direct development to those areas which have in place, or have agreements to provide the land and water resources, fiscal abilities, and service capacity including transit to accommodate growth in an environmentally acceptable manner.

With respect to "Urban and Downtown Revitalization," the state's goal is to encourage the centralization of commercial, governmental, retail, residential, and cultural activities within downtown areas. In support of this goal are policies to enhance the linkages between land use, water use, and transportation planning in state, regional and local plans for current and future designated urban areas (Policy 6) and encourage the development of mass transit systems for urban centers, including multimodal transportation feeder systems, as a priority of local, metropolitan, regional, and state transportation planning (Policy 9).

A final key section regarding "Transportation" focuses on directing future transportation improvements to help manage growth and promote a state transportation system integrating highway, air, mass transit, and other transportation modes. This goal is supported by policies to coordinate transportation investments in major travel corridors enhancing system efficiency and minimizing adverse environmental impacts (Policy 2); promoting a comprehensive transportation planning process which coordinates state, regional, and local transportation plans (Policy 3); encouraging the construction and utilization of a public transit system, including, but not limited to, a high-speed rail system, in lieu of the expansion of the highway system, where appropriate (Policy 8); ensuring that the transportation system provides Florida's citizens and visitors with timely and efficient access to services, jobs, markets, and attractions (Policy 9); promoting ride sharing (Policy 10); emphasizing state transportation investments in major travel corridors and towards efficient urban development (Policy 11); and, promoting effective coordination among various modes of transportation in urban areas to assist urban development and redevelopment efforts (Policy 12).

SERVE TO PRESERVE: GOVERNOR'S CLIMATE CHANGE INITIATIVE

Charlie Crist, Governor
State of Florida
The Capitol
400 S. Monroe St.
Tallahassee, FL 32399
Tel: 850.488.4441
www.myfloridaclimate.com

On July 13, 2007, Governor Charlie Crist set a new direction for Florida's energy future by signing a groundbreaking set of Executive Orders during the Serve to Preserve Florida Summit on Global Climate Change. The three Executive Orders represent the Governor's commitment to addressing global climate change. The orders will guide Florida to reduce greenhouse gases, increase energy efficiency and pursue more renewable and alternative energy sources, such as solar and wind technologies, ethanol and hydrogen.

Governor Crist signs House Bill 7135, a comprehensive energy and economic development package aimed at reducing greenhouse gas emissions as well as encouraging investment in alternative and renewable energy technologies.

During the summit, Florida formed a partnership with the United Kingdom and outlined action items to support the climate control policies of each partner and work towards the rapid transition to a global low carbon economy.

At the close of the summit, Governor Crist appointed an Action Team on Energy and Climate Change. The Action Team has already completed the Phase One report and will continue to develop a strategy to protect our state from the effects of climate change.

Lt. Governor Jeff Kottkamp test drives a hydrogen fuel cell vehicle during the 2008 Serve to Preserve Summit on Global Climate Change.

The Governor is moving Florida forward to ensure the continued prosperity of the state's economy and the protection of its beautiful natural resources.

ServetoPreserve

FLORIDA DEPARTMENT OF TRANSPORTATION STATE TRANSPORTATION INITIATIVES

Kathy Neill, Director
FDOT Office of Policy Planning
605 Suwannee Street, MS 28
Tallahassee, FL 32399-0450
Tel: 850.414.4814
www.dot.state.fl.us/planning

TRIP Program

The Transportation Regional Incentive Program (TRIP) was created as part of major growth management legislation enacted during the 2005 Legislative Session (SB 360). The purpose of the program is to encourage regional planning by providing state matching funds for improvements to regionally significant transportation facilities identified and prioritized by regional partners. Entities eligible for TRIP funds include:

- Two or more contiguous Metropolitan Planning Organizations (MPO);
- One or more MPOs and one or more contiguous counties that are not members of a MPO;
- A multi-county regional transportation authority created by or pursuant to law;
- Two or more contiguous counties that are not members of a MPO; and,
- MPOs comprised of three or more counties.

TRIP funds can be used to match local or regional funds on a 50/50 basis or to match up to 50 percent of the total project costs for public transportation projects. In kind matches such as right-of-way donations and private funds are also allowed. Federal funds attributable to urbanized areas over 200,000 population may also be used for the local/regional match.

SIS Program

Florida's Strategic Intermodal System (SIS) was established in 2003 to enhance Florida's economic competitiveness by focusing limited state resources on those facilities that are critical to Florida's economy and quality of life.

The SIS is a statewide network of high-priority transportation facilities, including the state's largest and most significant commercial service airports, spaceport, deepwater seaports, freight rail terminals, passenger rail and intercity bus terminals, rail corridors, waterways and highways. These facilities are the workhorses of Florida's transportation system, carrying more than 99 percent of all commercial air passengers, virtually all waterborne freight tonnage, almost all rail freight, and more than 68 percent of all truck traffic and 54 percent of total traffic on the state highway system.

Once fully developed, the SIS could be as significant to Florida's future as the construction of the interstate highway system.

The SIS has the following goals:

1. A safer and more secure transportation system for residents, businesses and visitors.
2. Effective preservation and management of Florida's transportation facilities and services.
3. Increased mobility for people and for freight and efficient operations of Florida's transportation system.
4. Enhanced economic competitiveness and economic diversification.
5. Enriched quality of life and responsible environmental stewardship.

Overall, the SIS will help Florida respond to several key trends that are shaping the state's economy, and therefore, the use of the transportation system. These trends include a strong population and economic growth, a shift toward regional economic centers, lagging economic performance of rural areas, a shift toward service and information industries, and continued concerns about growth management and environmental quality.

FLORIDA DEPARTMENT OF TRANSPORTATION TRANSIT-ORIENTED DEVELOPMENT INITIATIVES

Tara Bartee, Transit Planning Administrator
Florida Department of Transportation
605 Suwannee St., MS-26
Tallahassee, FL 32399
Tel: 850.414.4520
www.dot.fl.us/transit

The Florida Department of Transportation is developing a set of Transit-oriented Development (TOD) Design Guidelines to be used as a growth management and concurrency management tool in guiding future growth. Transit-oriented development refers to compact, mixed-use type projects in an area generally within one-half mile of a transit station. These development efforts maximize access to public transportation, provide a walkable environment, and support appropriate transit facilities and services.

The purpose of the project, which began in summer/fall 2007, is to identify and promote TOD, provide an implementation tool for local governments and agencies, support improvement and expansion of transit networks, manage growth, and manage congestion on the Strategic Intermodal System (SIS). The SIS is a network of state roads considered vital to the economy and quality of life. By law, local governments have to enact programs to mitigate impacts to the SIS. Because TOD reduces vehicle miles traveled, it is an important tool for local government in their efforts to manage growth and development.

TOD focuses on different types of development for various areas or zones. So, the types of development proposed for a transit station in a suburban area are different from those in a more densely populated urban area. TOD is considered optimal for stations servicing commuter or light rail but increasingly communities are focusing TOD around Bus Rapid Transit projects and even areas with prominent bus service.

FLORIDA'S TRANSPORTATION CONCURRENCY PROGRAMS

Kathy Neill, Director
FDOT Office of Policy Planning
605 Suwannee Street, MS 28
Tallahassee, FL 32399-0450
Tel: 850.414.4814
www.dot.state.fl.us/planning/policy

In Florida, concurrency is a planning mechanism that requires adequate public facilities be in place concurrent with the impacts of development. These facilities include transportation as well as other infrastructure items (e.g., water, wastewater and recreational facilities). Traditionally, local governments adopted concurrency programs with fixed levels of service which compare demand on a roadway link with its capacity. In circumstances where concurrency requirements may hinder sustainable development (for example, in urban downtowns), local governments may establish special concurrency exemption programs such as CRALLS, MMTDs, TCMAs and TCEAs. The following is a brief description of these programs.

Constrained Roadway at Lower Level of Service (CRALLS).
A CRALLS designation is applied to a roadway segment that has reached the established "level of service" (LOS) standard, and which, for a variety of reasons cannot be widened to accommodate additional traffic flow at the adopted LOS standard. Essentially, the CRALLS designation modified the adopted LOS for that roadway segment to allow a certain amount of development to be permitted. An amendment to both the County and the City Comprehensive Plan is required to designate a constrained roadway at a lower LOS.

Multimodal Transportation Districts (MMTD).
In 1999, the Florida Legislature enabled local governments to create Multimodal Transportation Districts (MMTD) as a component of their comprehensive plans as a means of promoting high quality multimodal environments within selected urban areas. Within these districts, priority is placed upon walking, bicycling, and transit use through a coordinated package of land use and transportation strategies.

Communities must incorporate community design features to reduce vehicular usage while supporting an integrated multimodal transportation system. Such features may include mixed-use activity centers, connectivity of streets and land uses, transit-friendly design features and accessibility to alternative modes of transportation.

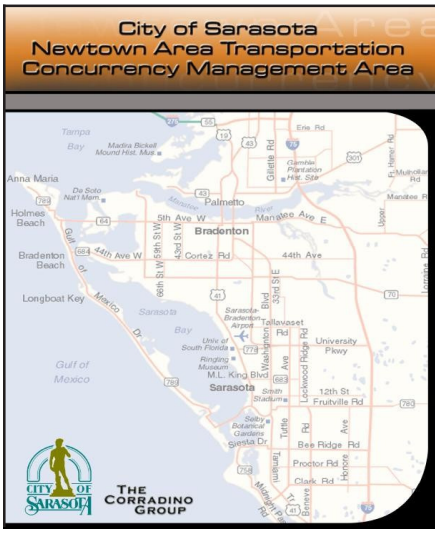
One example is the City of Boca Raton which is currently pursuing the creation of Palm Beach County's first MMTD, as directed by the city's recent evaluation of its Comprehensive Plan. The MMTD focus will include the city's Tri-Rail station along with local transit, bicycle/pedestrian interconnectivity, and related land use and transportation strategies.

Transportation Concurrency Management Areas (TCMA).
Florida Administrative Code Rule 9J-5.0055(5): The purpose of this optional alternative transportation concurrency approach is to promote infill development or redevelopment within selected portions of urban areas in a manner that supports the provision of more efficient mobility alternatives, including public transit.

TCMA's provide an additional level of concurrency measurement whereby remaining capacities are evaluated on an areawide basis. Level of service bonuses are provided for developments in areas with high transit use, thus promoting urban infill or redevelopment.

Transportation Concurrency Exception Areas (TCEA).
Florida Administrative Code Rule 9J-5.0055(6): The purpose of the TCEA is to reduce the adverse impact transportation concurrency may have on urban infill development and redevelopment and to promote alternative modes of transportation.

TCEA's represent a level of transportation concurrency measurement where remaining roadway capacities are tracked, but development is allowed to continue regardless of the traffic level of service in place.



Source: The Corradino Group

TRANSPORTATION CONCURRENCY IN PALM BEACH COUNTY

Lorenzo Aghemo, Director, Planning Division
Department of Planning, Zoning and Building
Palm Beach County
2300 N. Jog Rd.
West Palm Beach, FL 33411
Tel: 561.233.5351
www.pbcgov.com

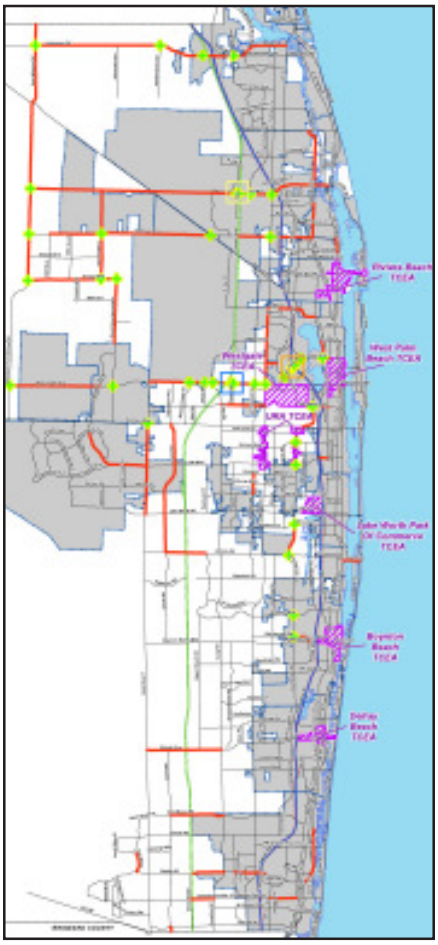
Concurrency is a growth management tool mandated by Chapter 163 of the Florida Statutes known as the "Growth Management Act". The purpose of Concurrency is to ensure that the infrastructure required for a development is in place and reserved concurrent with the impact of that development on the public facilities. Concurrency is required for all development orders in unincorporated Palm Beach County unless the project is exempt as outlined in Article 2.F.1.D of the Unified Land Development Code. The Concurrency review process involves review of a proposed development by the pertinent service providers to determine if services and infrastructures are adequate to serve that development. A Concurrency Reservation for a project is evidence that the services and infrastructure are in place and adequate.

In Palm Beach County, transportation or traffic concurrency is enforced through the Unified Land Development Code, Article 12: Traffic Performance Standards. Applicants must process projects through the traffic engineering division to obtain concurrency permits. The County has established a variety of mechanisms to allow developers or local governments to pursue projects which may not meet the traffic standards. These are discussed next.

The County has in place policies for enabling Transportation Concurrency Management Areas (TCMAs), Transportation Concurrency Exception Areas (TCEAs), and Transportation Concurrency Exemption for Projects that Promote Public Transportation. TCMAs can be established as an alternative transportation approach to promote infill development within select portions of urban areas in a manner that supports the provision of more efficient mobility alternatives, including transit.

TCEAs in Palm Beach County allow exceptions to the adopted traffic standards to provide flexibility in order to encourage the application of a wide range of planning strategies that correspond to the local circumstances of a specific geographic area. Projects that directly promote public transportation can also be granted an exception from local governments from the concurrency requirements. These include transit terminals, transit lines and routes, separate lanes for the exclusive use of public transit services, transit stops, office buildings or projects that include fixed rail or transit terminals as part of the building, and projects which are transit-oriented and designed to complement reasonably nearby planned or existing public facilities.

A CRALLS (Constrained Roadway At Lower Level of Service) designation is also available in Palm Beach County for links/intersections that cannot be widened/expanded. The designation of CRALLS usually requires provision of mitigation strategies such as reduction of single occupant vehicle trips by encouraging ridesharing, diversion to alternate travel modes, and telecommuting as well as increases in land use densities where land use mix maximizes the feasibility of mass transit modes.



TRANSPORTATION CONCURRENCY IN BROWARD COUNTY

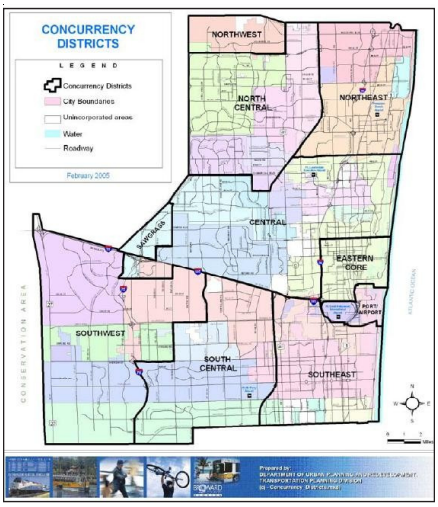
Tom Cooney, Associate Planner
Broward County Development Management Division
115 S. Andrews Ave., Suite A-240
Ft. Lauderdale, FL 33301
Tel: 954.357.6666
www.co.broward.fl.us

The Broward County Land Development Code sets forth the system for complying with the State requirements for traffic concurrency for developments seeking approvals by the County. Each municipality also has regulations governing development requests it may approve. The County Commission has authority for plat approval countywide, and for approval of site plans and building permits in the unincorporated area. Broward County does not approve building permits and site plans within municipalities. Anyone requesting plat approval from the county, approval of an unincorporated site plan or building permit, or anyone requesting changes to a plat to increase traffic impacts need to meet the county's traffic concurrency requirements.

Traffic concurrency in Broward County is measured by a system that looks at traffic and determines whether total traffic exceeds the road's capacity. If the total traffic exceeds the road's capacity, the road is considered overcapacity and a traffic impact area is created. A traffic impact area is a circular area around a proposed development having a radius from one to three miles, depending upon the proposed use.

Development proposed within a traffic impact area cannot be approved unless one of several conditions is met. Transportation Concurrency Exception Areas (TCEAs) are areas designated on the County Land Use Plan for urban infill, urban redevelopment, or downtown revitalization. Much of eastern Broward County, as well as portions of several municipalities, fall under this provision. These were adopted in 1994 and included a provision that the majority of transportation-related impact fees generated within the boundaries of the TCEA be used for transit improvements. Other conditions that can qualify a project for approval include if a project is on a roadway currently being improved under a state or local funded contract, the development is authorized by an approved Development of Regional Impact (DRI), and if there is an Action Plan approved by the County commission to accommodate the traffic impacts of the development.

In April 2005, Broward County expanded the area in which transit impact fees were paid, by adopting a new Transit Concurrency system which incorporates multimodal standards. LOS standards for public transit were established in ten districts within the county. Eight of these were designated as Transit Concurrency Districts (the southwest and northwest districts remain in the roadway concurrency system) covering the majority of the county. Transit-oriented development projects are eligible for a credit of up to 50 percent of the transit impact fees when they incorporate transit-oriented development into their design.



In April 2005, Broward County expanded the area in which transit impact fees were paid.

TRANSPORTATION CONCURRENCY IN MIAMI-DADE COUNTY

Helen Brown, Planner
Miami-Dade County Department of Planning and Zoning
111 NW First St., Suite 1210
Miami, FL 33128
Tel: 305.375.2800
www.miamidade.gov

Concurrency in Florida is mandated by Chapter 163, Florida Statutes. In Miami-Dade County, the implementing ordinance was adopted on July 11, 1989 and is titled the "Miami-Dade County Service Concurrency Management Program," Chapter 33G of the Miami-Dade County Code. The seven services reviewed for concurrency are water, sewer, solid waste, roadways, mass transit, flood protection, and parks for residential only.

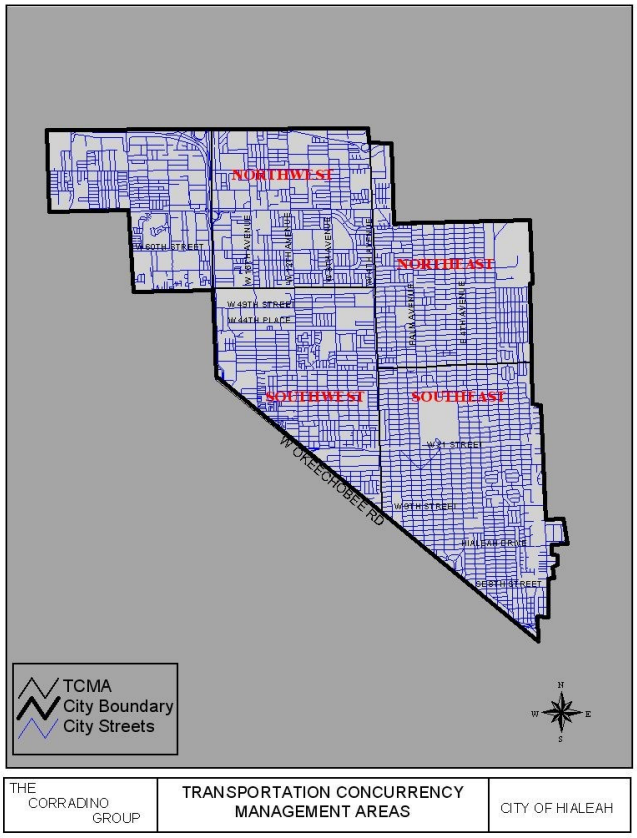
The Level of Service (LOS) standard for roadways inside the Urban Infill Area (UIA, and described more fully below) is LOS E with exceptions (i.e., percent LOS allowed over E) permitted based on the level of mass transit. Between the UIA and the Urban Development Boundary (UDB), the LOS standard is LOS D, with exceptions allowed based on the level of mass transit. There is also a minimum peak-hour mass transit LOS which states that all areas within the UDB where the combined resident and work force population is more than 10,000 persons per square mile should have public transit service with at least 30 minute headways and an average route spacing of one mile.

The County only has jurisdiction of concurrency in unincorporated Miami-Dade County. Local municipalities have their own concurrency mechanisms, although many have adopted the County's standards.

Transportation Concurrency Exception Area (TCEA)
Miami-Dade County has adopted a TCEA for the area located east of, and including, S.R. 826 (Palmetto Expressway) and NW/SW 77 Avenue, excluding the area north of S.R. 826 and west of I-95, and the City of Islandia. This is an Urban Infill Area of 128,000 acres where urban infill, redevelopment and pubic transit are encouraged, and the existing roadway pattern is established. Municipalities in Miami-Dade County have also adopted the TCEA. All Tri-Rail stations in Miami-Dade County are located within the TCEA. Miami-Dade County is considering expanding the TCEA to include all designated urban centers along existing metrorail and metrobus routes.

Impact Fees
Miami-Dade County collects impact fees for all building permits in Miami-Dade County and then disburse funds to the appropriate entities. Roadway impact fee assessments are determined by the location of the project within the county. Municipalities collect impact fees within their jurisdictional boundaries.

None of the municipalities nor the county has adopted a transit impact fee. However, one is currently under consideration by Miami-Dade County.



Source: The Corradino Group

AFFORDABLE/WORKFORCE HOUSING IN PALM BEACH COUNTY

Jonathon Brown, Manager of the Commission of Affordable Housing
Palm Beach County Department of Housing and Urban Development
160 Australian Ave., Suite 500
West Palm Beach, FL 33406
Tel: 561.233.3630
www.pbcgov.com

Lois J. Frankel, Mayor
City of West Palm Beach
200 Second St., Second Floor
West Palm Beach, FL 33401
Tel: 561.822.1250
www.cityofwpb.com

Kurt Bressner, City Manager
City of Boynton Beach
100 E. Boynton Beach Blvd.
Boynton Beach, FL 33435
Tel: 561.742.6000
www.boynton-beach.org

David T. Harden, City Manager
City of Delray Beach
100 NW First Ave.
Delray Beach, FL 33444
Tel: 561.243.7000
www.mydelraybeach.com

Leif J. Ahnell, City Manager
City of Boca Raton
201 W. Palmetto Park Rd.
Boca Raton, FL 33432
Tel: 561.393.7700
www.ci.boca-raton.fl.us

As is the case across the state and nation, affordable and workforce housing has been among the topic policy issues in Southeast Florida. Palm Beach County is no exception. Both the county and its municipalities have emphasized the need for additional housing especially for the workforce, young families, and recent college graduates.

Palm Beach County
Palm Beach County has recently (2006) developed a workforce housing program which requires a tiered set-aside for various target price ranges (very low, low, moderate, and moderate high income segments) for all density increases, as well as funding commitments via impact fees.

West Palm Beach
The City of West Palm Beach has taken an active role in providing housing for all of its citizens including very low, low and moderate income households. The city will continue to pursue federal, state and private sector funding for a variety of housing programs to meet housing needs in West Palm Beach.

Boynton Beach
Boynton Beach adopted a workforce housing ordinance that requires all residential developers requesting zoning with permitted density in excess of 10 units per acre to set aside a certain percentage of units for low-and moderate income households. The City also amended its Comprehensive Plan to allow a High Density Residential land use in areas outside the Federal Highway corridor, for development of affordable housing.

Delray Beach
The City's existing housing supply includes households having a wide range of economic ability. The City has implemented a Family/ Workforce housing program. Most of the new units provided under this program will come through the redevelopment of existing properties in the southwest neighborhood and the Congress Avenue corridor.

The Delray Beach Community Land Trust (DBCLT) is another affordable/workforce housing initiative created to preserve the affordability of owner-occupied and rental units in the City of Delray Beach. The DBCLT was formed by government leaders and community stakeholders in December, 2005 to provide a middle ground where both individual families and the community at large can share in the long-term affordability and wealth creation that results from the wise investment of public money.

Boca Raton
The city's 2005 Comprehensive Plan Evaluation and Appraisal Report made the following recommendations regarding affordable housing provision in the city: a new policy in the Housing Element is recommended that would require the City of Boca Raton to investigate the merits of having additional regulatory mechanisms to encourage the construction of very low, low and moderate income housing.

AFFORDABLE HOUSING IN BROWARD COUNTY

Valerie Sharkey, Housing Coordinator
Broward County Department of Urban Planning
Housing and Community Development Division
110 NE Third St., Suite 300
Ft. Lauderdale, FL 33301
Tel: 954.765.5311
www.broward.org

Broward County is trying to increase density along the major corridors. The ultimate vision is to take a major corridor such as State Road 7/U.S. 441 or Commercial or Federal Highway, and start to redevelop it with greater height for more density, mixed use, and then perhaps either a bus or a light rail system could be justified.

Broward County is currently seeking a way to provide alternatives to the automobile for all residents. In addition, the county wants to increase transportation options for those residents who face a housing cost burden. With increased public transportation available, the county is hoping to integrate transportation, land use and affordable housing programs. Provisions have been adopted to concurrently address these issues and include the following:

- To facilitate the provision of affordable housing within Broward County, the Broward County Land Use Plan provides for bonus density allocation for affordable housing. The housing density bonuses are conditioned on the developer or purchaser providing guarantees that the affordability of the bonus units will be maintained for a period of at least 30 years for rental housing and at least 30 years for owner-occupied housing. The density bonus depends on the income group being served. For example, five bonus units may be granted for every low income unit provided.
- For comprehensive plan amendments which propose to add 100 or more residential dwelling units to the existing densities approved by the Broward County Land Use Plan, Broward County and affected municipalities shall coordinate and cooperate to implement the affected municipality's chosen policies, methods and programs to achieve and/or maintain a sufficient supply of affordable housing.
- Transit-oriented Corridors, a land use category defined within the Broward County Land Use Plan, are intended to facilitate mixed-use development with access to transit stations or stops along existing and planned high performance transit service corridors (such as bus rapid transit or rapid bus). The land use category requires that residential development be a primary component of the land uses in the area and include at least two other non-residential land use categories. Additional or expanded stand alone automobile-oriented uses are discouraged or limited unless designed in a manner to encourage pedestrian transit usage.

- Transit-oriented Development, a separate land use category within the Broward County Land Use Plan, is intended to encourage mixed-use development in areas serviced by regional transit stations, such as Tri-Rail stations, major transit hubs, and neighborhood and regional transit centers.
- The Transit-oriented Development land use category must be supported by policies in the local land use element that incorporate design criteria to require pedestrian connectivity to regional transit stations with development that is mixed use with a "sense of place" and is transit supportive. The land use category requires that residential development be a primary component of the land uses in the area and include at least two other non-residential land use categories.

BROWARD COUNTY HFA HOUSING FINANCE AUTHORITY

AFFORDABLE HOUSING IN MIAMI-DADE COUNTY

Jose Cintron, Director
Miami-Dade County Office of Community and Economic Development
OCED Main Building
Overtown Transit Village North
701 NW First Ct. - 14th Floor
Miami, FL 33136
Tel: 786.469.2100
www.miamidade.gov/ced/

Patricia Jennings Braynon, Director
The Housing Finance Authority of Miami-Dade County
7300 NW 19 St., Suite 501
Miami, FL 33126
Tel: 786.331.5361
www.miamidade.gov/hfa/

Opal Jones, Executive Director
The Miami-Dade Affordable Housing Foundation, Inc.
19 W Flagler St., #311
Miami FL 33130
Tel: 305.373.9750
www.miamidade.gov/hfa/found_about_us.asp

Miami-Dade County administers local, federal and state funding that supports the development of affordable housing, including programs addressing home-buyers, renters, affordable housing developers. Programs are administered primarily through three agencies and a county department, partnering with public and non-profit agencies whenever possible. The agencies and their programs are described below:

Miami-Dade Office of Community and Economic Development (OCED)
The Miami-Dade County Office of Community and Economic Development (OCED) administers federal and state funding that supports the development of viable urban neighborhoods in Miami-Dade County, characterized by decent housing, expansion of economic opportunities, and the preservation of historic properties. OCED provides funding to builders, developers, lenders and private housing providers to expand affordable housing opportunities. Financial assistance is also available through a locally funded source, a Documentary Surtax on sales of non-residential properties in the county. Services afforded to Miami-Dade County residents include home-ownership loan assistance, homebuyer counseling, single-family rehabilitation loans, and window/shutter loans.

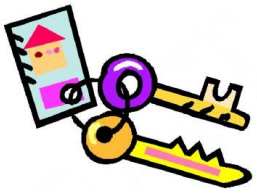
The Special Projects Division of OCED maintains the Housing Asset Management Unit, which is responsible for the monitoring and oversight of County owned (non-public housing) housing developments. These developments include fourteen multi-family and single family scattered structures that account for 1159 total units.

OCED's Development and Loan Administration Division will administer the Multi-Family Housing Development Program of the Building Better Communities General Obligation Bond Program (GOB) which will direct $137.7 million towards development of affordable housing on County-owned sites for families and individuals.

The Housing Finance Authority of Miami-Dade County
The authority is a public body created under the laws of the State of Florida, to address the housing shortage in the county by stimulating the construction and rehabilitation of housing. The Authority assists potential home buyers to prepare for the purchase of a home through a comprehensive home buying process training program. In addition, the Multifamily Revenue Bond Financing Program was developed to stimulate the production of affordable housing by providing low interest loans for developers who will produce new or rehabilitated housing.

The Miami-Dade Affordable Housing Foundation, Inc.
The foundation, a 501(c)3 not-forprofit organization, was created to increase the ability of low and moderate income families to attain home ownership by providing affordable mortgage financing, support community and economic development in the area of housing, and lessen the impact of the demand for affordable housing on local governmental resources. Miami-Dade County and developers have come together to build two affordable housing projects at Metrorail stations. The developments in the blighted Allapattah neighborhood are expected to create 336 apartments that rent for less than $670 per month.

The Miami-Dade Housing Agency
The agency which administers state and federal subsidies that support more than 10,000 units of public and other assisted housing.



BICYCLE/PEDESTRIAN PLANNING IN PALM BEACH COUNTY

Bret Baronak, Senior Planner
Bicycle, Greenways, Pedestrian Coordinator
Palm Beach Metropolitan Planning Organization
2300 N. Jog Rd., Fourth Floor
West Palm Beach, FL 33411
Tel: 561.684.4170
www.pbcgov.com

Bicycle/pedestrian planning is an important function in the Metropolitan Planning Organization (MPO). MPO project funding is identified and prioritized annually in a five-year Transportation Improvement Program (TIP), which includes non-motorized facilities under a category of "Highways – Enhancement Projects."

Bicycle and Pedestrian Planning
The Palm Beach MPO has set up a Bicycle, Greenway and Pedestrian Advisory Committee (BGPAC). The committee is comprised of 15 members having a stake in non-motorized transportation. The BGPAC plays an advisory role and makes recommendations to the MPO board on non-motorized transportation planning decisions.

Countywide Bicycle and Pedestrian Plan Update
Beginning in July of 2008, the MPO will be undertakin an effort to complete a comprehensive plan to identify the bicycle and pedestrian needs of Palm Beach County, and recommen projects for future implementation. Analysis will include bicycle to transit linkages. Findings in this year-long study will be included as an element of the 2035 LRTP for PBC.

2007-2011 Transportation Improvement Program
The current 2007-2011 TIP includes projects such as a series of bike paths/trails throughout Palm Beach County including specifically Boca Raton Boulevard, City of Greenacres, El Rio Boulevard, Homewood Boulevard, Okeechobee Boulevard, Palmetto Greens Park, Royal Palm Beach Boulevard, St. Andrews Boulevard, and SW 18th Street, a green multi-use path through Barton Memorial Park, and sidewalk improvements throughout Palm Beach County including specifically Maplewood Drive and a variety of county roadways.

Long Range Bikeway Facilities Corridor Plan
The Palm Beach MPO developed the Long Range Bikeway Facilities Corridor Plan in 1996. The Plan represents the overall bicycle facilities plan for Palm Beach County and includes specifications for corridors featuring on-road bicycle lanes and off-road pathways.

Bikes on Buses
Palm Tran established its "Bikes on Buses" program to integrate transit with bicycle use by installing bike racks on their vehicles.

BICYCLE/PEDESTRIAN PLANNING IN BROWARD COUNTY

Mark Horowitz, Bicycle/Pedestrian Coordinator
Broward County Metropolitan Planning Organization
115 S. Andrews Ave.
Fort Lauderdale, FL 33301
Tel: 954.357.6641
www.broward.org

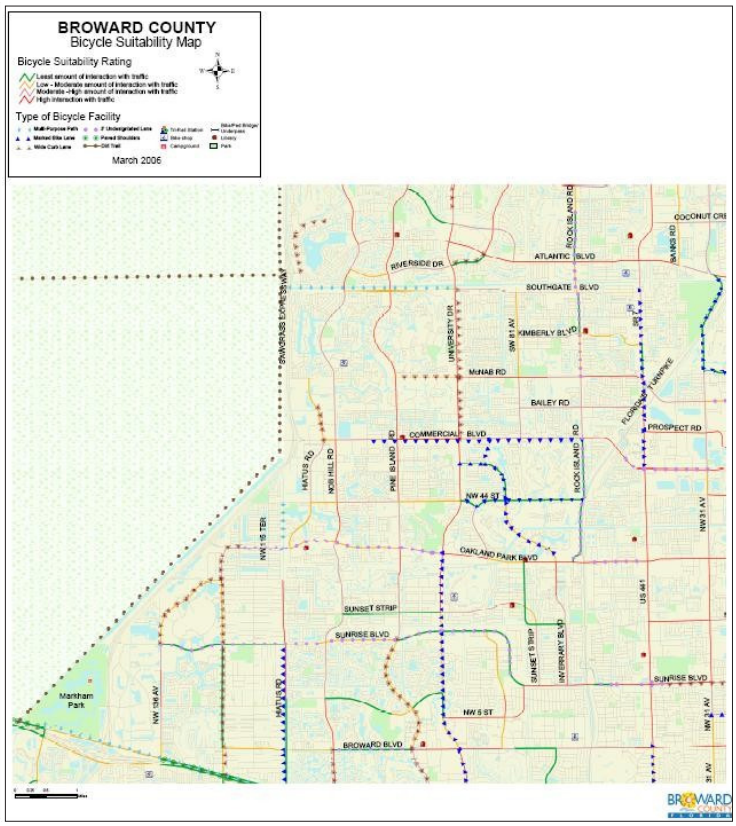
Bicycle Planning
Broward County has set up the Bicycle Advisory Committee (BAC). This committee is comprised of seven members, representing cyclists of all ages and abilities. The purpose of the BAC is to advise the County Commission and its staff on all matters related to bicycling.

Bicycle Suitability Map
The BAC, with the help of county staff, created the Bicycle Suitability Map, which shows the different roads in the county, along with their rating. The ratings are designed to show the amount of interaction a bicyclist would have with traffic.

The Broward County Comprehensive Plan also identifies current significant bikeways, as well as future desired bikeways.

Pedestrian Planning
The county, with the help of the Broward MPO, developed a pedestrian facilities plan in the late 1990s.

Municipal Plans
The City of Hollywood has established the enhancement of pedestrian/bicycle links as a goal in the Citywide Master Plan. The City of Ft. Lauderdale intends to develop a bicycle/pedestrian plan.



Source: Broward County MPO

BICYCLE/PEDESTRIAN PLANNING IN MIAMI-DADE COUNTY

David Henderson, Bicycle/Pedestrian Coordinator
Miami-Dade County Metropolitan Planning Organization
111 NW First St., Suite 910
Miami, FL 33128
Tel: 305.375.1647
www.miamidade.gov/mpo

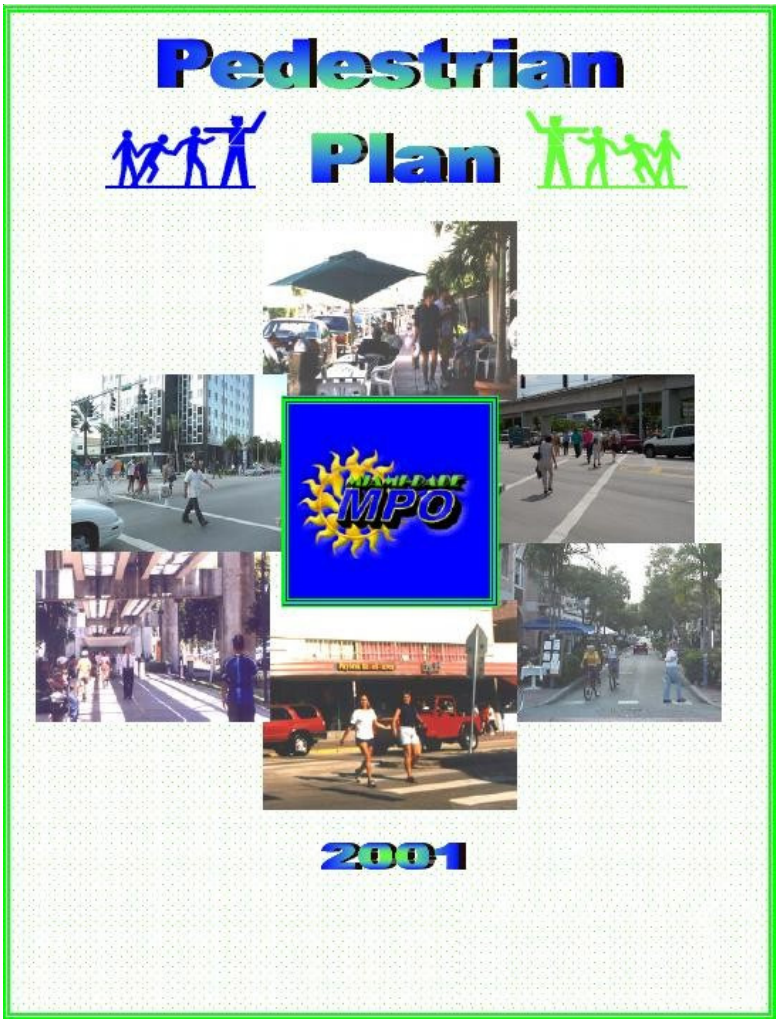
Bicycle Planning
The Miami-Dade Metropolitan Planning Organization (MPO) updated its Bicycle Comprehensive Plan in 2001 to include a pedestrian element. The purpose of this plan was to identify the pedestrian needs of the county, as well as prioritize bicycle projects.

Bicycle and pedestrian improvement projects have been included as a part of the MPO's Long Range Transportation Plan for 2030. These improvements include on-road bicycle facilities, as well as the implementation of bikeways in the county's Greenway Master Plan.

Miami-Dade Transit also offers a bike-and-ride program. With this program, cyclists can take a bicycle on Metrobus, Metrorail, and Metromover. This allows full connectivity for the rider.

The Bicycle/Pedestrian Advisory Committee has been established to advise the MPO on bicycle- and pedestrian-related issues.

Pedestrian Planning
The Miami-Dade MPO created the 2025 Pedestrian Facilities Plan for the county in 2001. Its primary function is to enhance the county's pedestrian facilities, as well as to increase the amount of non-motorized trips. This plan identifies the areas in need of pedestrian amenities and improvements. The goal is to "facilitate the construction of pedestrian improvements at locations that have been determined to address the county's most pressing needs."



The purpose of the MPO's 2025 Pedestrian Plan was to enhance the county's pedestrian facilities and increase the number of non-motorized trips.

MIAMI-DADE TRANSIT BIKE PROGRAMS

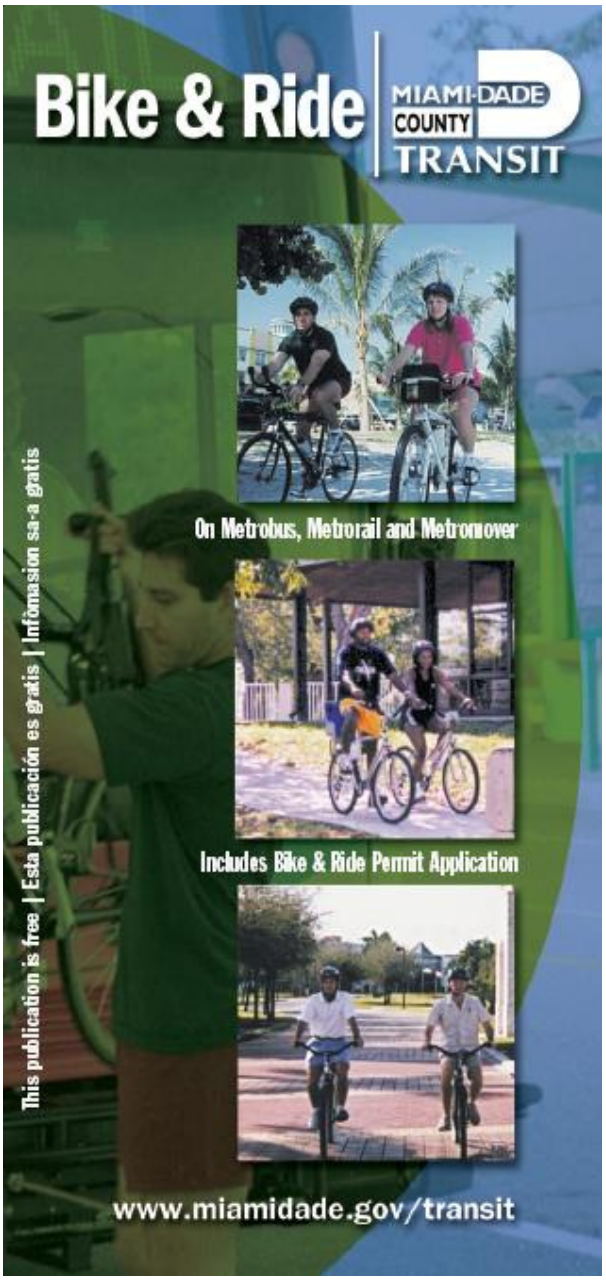
David Henderson, Bicycle/Pedestrian Coordinator
Miami-Dade County Metropolitan Planning Organization
111 NW First St., Suite 910
Miami, FL 33128
Tel: 305.375.1647
www.miamidade.gov/mpo

Miami-Dade Transit (MDT) encourages combining bicycling and transit to increase mobility options.

Bicycle and Pedestrian Information
Bicycling is a popular South Florida pastime that is a fun way to exercise and a money-saving alternative for getting around. Both Miami-Dade Transit and the Metropolitan Planning Organization provide information about how to use bicycles on busways, places where bicycles and pedestrian trails intersect with bus routes, and related topics.

Bike and Ride Program
Combining bicycling and transit is an efficient way to move around the county not using an automobile. Miami-Dade Transit's Bike & Ride program allows cyclists to take a standard bicycle on extended trips. Passengers may put their bicycle on any of the rack-equipped buses or bring it on the downtown Metromover. Bicycles are allowed on Metrorail with a valid MDT Bike & Ride permit. The MDT Bike & Ride permit is free to anyone 12 years and older.

Bicycle Lockers
Bicycle lockers provide secure long-term storage for bicycles and can be rented at the Okeechobee, Hialeah, Northside, Government CenterVizcaya, Coconut Grove, Douglas Road, University, South Miami, Dadeland North, and Dadeland South Metrorail Stations.



Source: Miami-Dade County Metropolitan Planning Organization

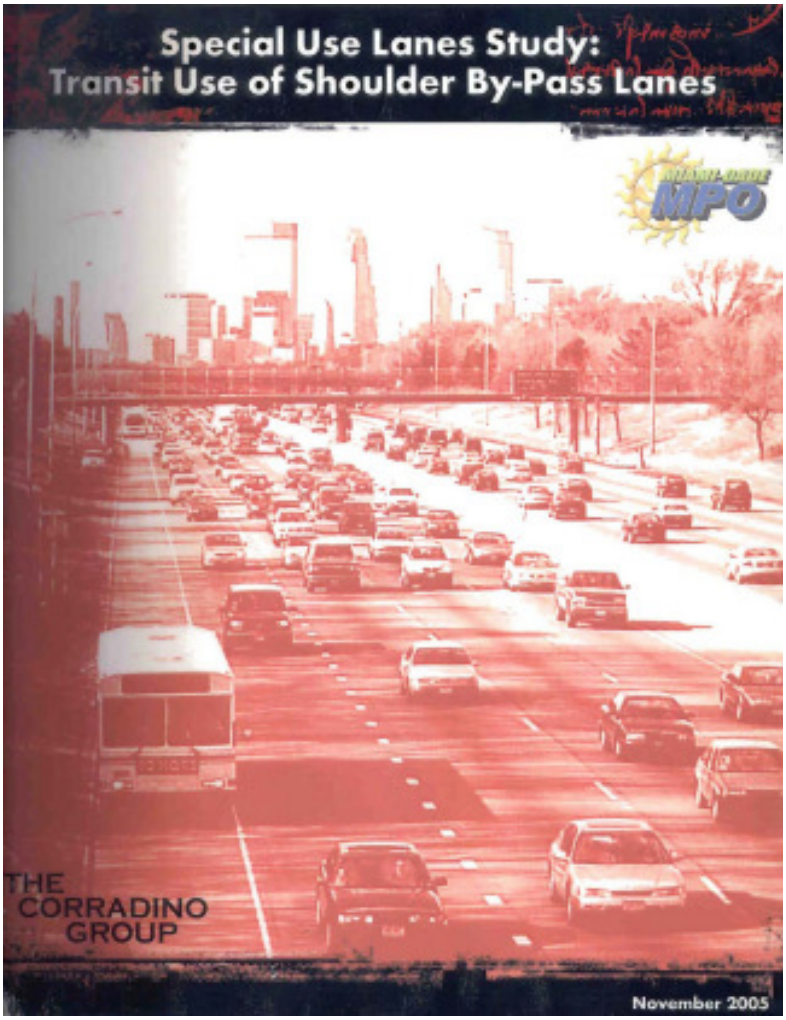
MIAMI-DADE COUNTY BUS ON SHOULDERS PROGRAM

Jesus Guerra, Transportation Systems Manager
Miami-Dade County Metropolitan Planning Organization
111 NW First St., Suite 910
Miami, FL 33128
Tel. 305.375.4507
www.miamidade.gov/mpo

The Miami-Dade County Metropolitan Planning Organization (MPO), working with Miami-Dade Transit (MDT), the Miami-Dade Expressway Authority, and the Florida Department of Transportation, has initiated a pilot program using the shoulders along the expressways called "Bus on Shoulders". This is an initiative that is a direct outgrowth of an MPO study – Special Use Lane Study – that resulted in a recommendation to allow buses to bypass congestion in the main freeway lanes by moving onto usable segments of the shoulders.

Under this concept, buses only use the shoulders when mainline speeds drop below 25 mph. While operating on the shoulders, buses cannot exceed 35 mph nor operate more than 15 mph above the speeds on the mainline of the freeway. Buses move on and off the shoulder as necessary to maneuver across ramps, avoid vehicles and debris on the shoulder, and as traffic conditions and construction warrant.

The overall objective of the program is to improve travel times for transit routes operating on freeways. For the pilot program, MDT is operating buses on SR 878 (Snapper Creek Expressway) and SR 874 (Don Shula Expressway). Future plans call for similar operations on the SR 836 (Dolphin Expressway).



Source: Miami-Dade County Metropolitan Planning Organization

FORT LAUDERDALE-BROWARD COUNTY ENTERPRISE ZONE

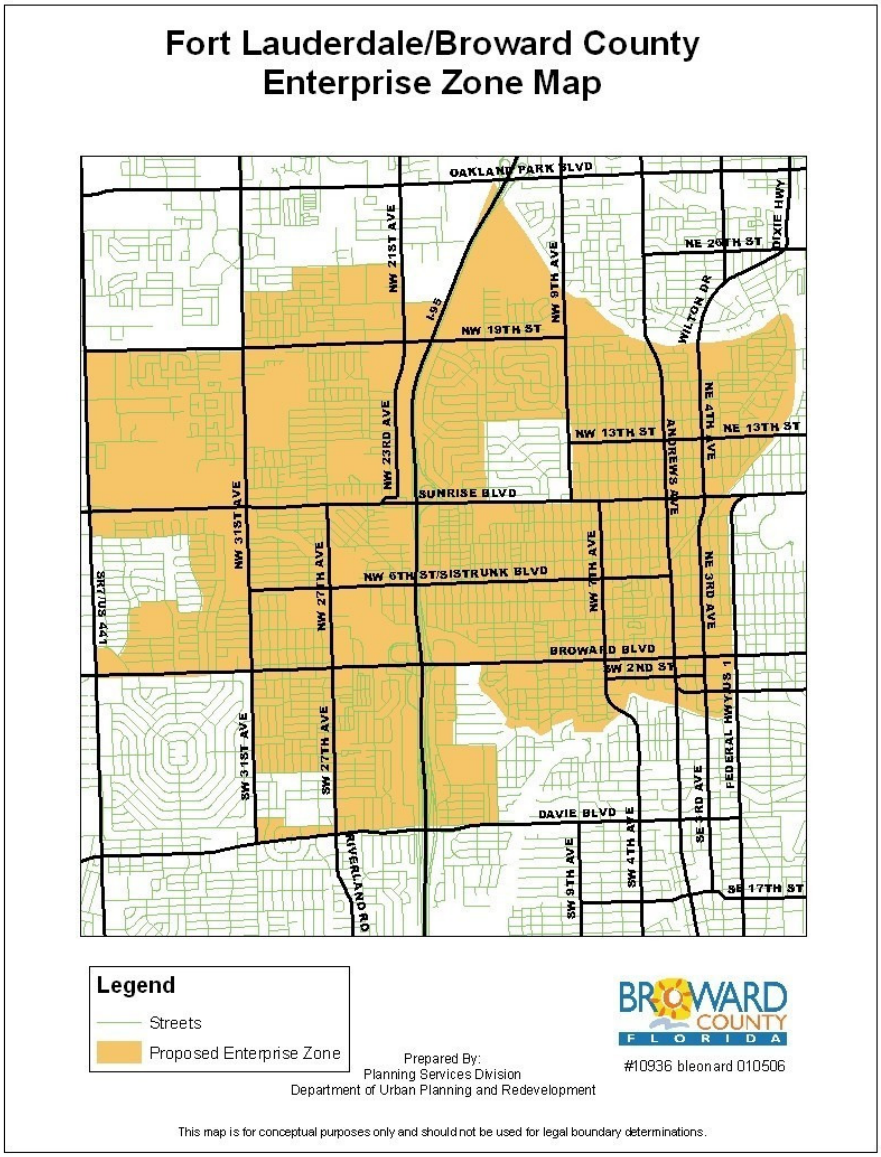
Angela Wilson, Enterprise Zone Coordinator
City of Ft. Lauderdale
Community Redevelopment Agency
101 NE Third Ave., Suite 300
Ft. Lauderdale, FL 33301
Tel: 954.828.4347
www.floridaenterprisezone.com

The Fort Lauderdale – Broward County Enterprise Zone extends from U.S. 1 west to State Road 7 with an irregular boundary that includes areas in Fort Lauderdale, Lauderhill and Unincorporated Broward County. This area was designated under the Florida Enterprise Zone Program in an effort to stimulate redevelopment in an economically distressed part of central county.

Within the Enterprise Zone, business may be eligible to receive tax credits on the state sales tax, corporate income tax, property tax, and other incentives from the sate of Florida, including:

- Jobs Tax Credit (Corporate Income Tax);
- Credit Against Sales Tax for Job Creation;
- Business Equipment Sales Tax Refunds;
- Building Materials Sales Tax Refund; and,
- Property Tax Credit (Corporate Income Tax)

Tri-Rail's Fort Lauderdale/Broward Boulevard station is located in an Enterprise Zone.



Source: Broward County

THE STATE ROAD 7/U.S. 441 COLLABORATIVE

Carolyn A. Dekle, Executive Director
South Florida Regional Planning Council
3440 Hollywood Boulevard, Suite 140
Hollywood, Florida 33021
Tel: 954.985.4416
www.sfrpc.com

The State Road 7/U.S. 441 Collaborative, is a multi-jurisdictional and multi-agency collaboration, working together to facilitate increased economic activity and transit-oriented development along the corridor. *The State Road 7/ U.S. 441 Collaborative* is coordinated by the South Florida Regional Planning Council (SFRPC) and includes representation from the State Departments of Transportation District 4 and 6, Department of Community Affairs, South Florida Water Management District; Broward County and Miami-Dade County Metropolitan Planning Organizations, Broward County School Board, Broward County Planning Council; 16 jurisdictions; the Seminole Tribe of Florida; and community stakeholders. The Collaborative study area includes approximately 30 miles of urban corridor traversing through Miami-Dade and Broward Counties, Florida.

As an economic development initiative, the Collaborative has been working to increase jobs and housing opportunities along a corridor that is served by the County's highest transit ridership. The corridor is currently served with express bus service and is identified as a premium transit corridor. Community-based master plans have been created for 26 miles of the corridor and provide the vision and instruction on how to transform this underutilized suburban corridor into a vibrant urban transit-oriented community. Corridor communities have banded together to share expertise and to address the many challenges associated with redevelopment that can be applied to many other corridors in the region.

The South Florida Regional Planning Council has also provided implementation assistance to local governments by facilitating visioning plans; grant preparation and administration; preparing Future Land Use Plan amendments; preparing implementing form-based codes; and other urban design services such as bus shelter design.

State Road 7 Rendering.

ENTERPRISE AND EMPOWERMENT ZONES IN MIAMI-DADE COUNTY

Jose Cintron, Director
Miami-Dade County Office of
Community and Economic Development
701 NW First Ct.
Miami, FL 33136
Tel: 786.469.2164
www.miamidade.gov

Enterprise Zone
The Enterprise Zone is a designated area within Miami-Dade County offering fiscal incentives to businesses that locate or expand within the zone, with the objective of encouraging investment and job creation in economically distressed areas. To qualify for these incentives, new jobs have to be created for Enterprise Zone residents. The reduction in the cost of doing business in Miami-Dade County's Enterprise Zone can be substantial.

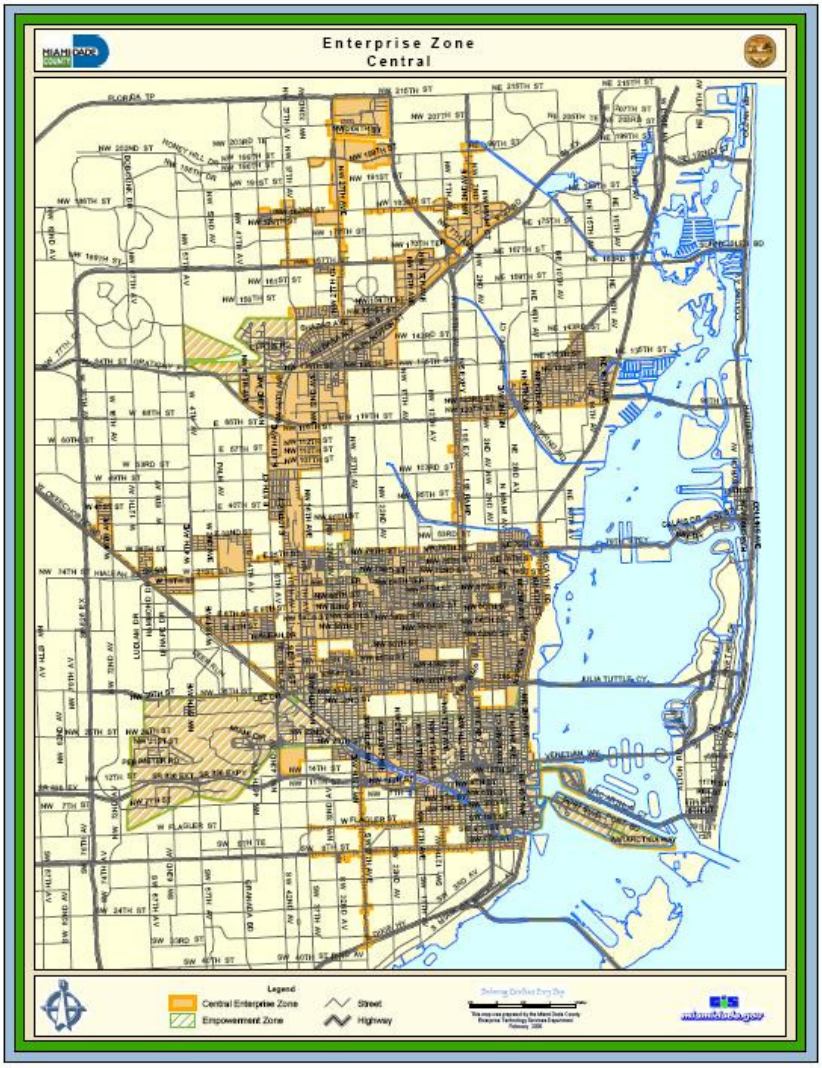
Several Tri-Rail Stations are located in Miami-Dade County's North Central Enterprise Zone. These are the Opa-Locka, Tri-Rail/Metrorail Transfer (79thStreet), Hialeah Market, and Miami Airport Stations. The Golden Glades Tri-Rail station is adjacent to the North Central Enterprise Zone.

Specific incentives to businesses in the Enterprise Zone include:

- Property tax credits;
- Refund of impact fees;
- Enterprise Zone property tax;
- Enterprise Zone Jobs Tax Credit;
- Sales tax credit for job creation;
- Sales tax refund for business equipment;
- Sales tax refund on building materials;
- Sales tax exemption for electricity; and,
- Federal job training tax.

Empowerment Zone
In 1999, Miami-Dade County was designated as federal Empowerment Zone. As such, the county is eligible for government grants, tax incentives and other federal assistance. Pursuant to statute, the county is required to provide matching funds for federal dollars and the state also provides funding to the Empowerment Zone.

All Empowerment Zones are located in Enterprise Zones. At this time, no direct benefits are available under the Empowerment Zone program.



Source: Miami-Dade County

PALM BEACH COUNTY COMPREHENSIVE PLANS

In coastal Southeast Florida, infill development and redevelopment have long been identified as high priority issues to sustain the future economic vitality of the area and support transit. Palm Beach County is a leader in this area, with highly successful redevelopment efforts in many of its cities. Key policies from each host city related to infill and redevelopment are noted below.

Mangonia Park
Among Palm Beach County's smaller municipalities is the Town of Mangonia Park, encompassing only one square mile in the heart of the county. This community exemplifies infill development and redevelopment as it is bound by urban developed conditions on all four sides. As part of the redevelopment strategy, the city will meet with local realtors biannually to encourage the infilling of residential lots.

West Palm Beach
In Palm Beach County, West Palm Beach is central hub for entertainment, governmental, legal, economic, and much social activity. The area surrounding the Tri-Rail station was master-planned as a "transit village" in 2005, and this area is included within the city's community redevelopment area.

Lake Worth
Lake Worth is perhaps best known for its beautifully redeveloped quaint downtown, the product of the city's two-decade commitment to redevelopment. This commitment is further reinforced through comprehensive plan policies that encourage high quality retail office and commercial uses in the downtown in addition to enhancing redevelopment opportunities through modification or reduction of parking space requirements.

Boynton Beach
Since 2001, the City has approved a number of mixed use and residential projects in the downtown area and surrounding neighborhoods along the Federal Highway corridor. In addition to the already completed multi-million dollar mixed use marina project, two other large mixed use projects are under construction. To further promote the development of the Boynton's downtown, the City has recently adopted the Downtown Master Plan, which consolidated and built upon several existing community redevelopment plans.

Delray Beach
The City of Delray Beach's goal is to have a compact and vibrant downtown. From the redevelopment of the North Federal Highway Corridor to the beautification of West Atlantic Avenue and the establishment of new businesses and downtown housing, there are signs of investment and progress throughout the area.

Boca Raton
Boca Raton's Mizner Park town center is a precedent-setting example of how suburban communities can create successful downtowns by redeveloping abandoned shopping centers.

Barbara Alterman, Executive Director
Palm Beach County Department of Planning and Zoning
2300 N. Jog Rd.
West Palm Beach, FL 33411
Tel: 561.233.5000
www.pbcgov.com

Lee Leffingwell, Town Manager
Town of Mangonia Park
1755 E Tiffany Dr
West Palm Beach, FL 33407
Tel. 561-848-1235

Charles Wu, Director
City of West Palm Beach
200 Second St., Fifth Floor
West Palm Beach, FL 33401
Tel: 561.822.1435
www.cityofwpb.com

Rachel Bach, AICP
Interim Director Community Services, City of Lake Worth Planning, Zoning & Historic Preservation Department
7 N. Dixie Highway
Lake Worth, FL 33460
Tel: 561-586-1687
www.lakeworth.govoffice.com

Michael Rumpf, Director
Department of Planning and Zoning
City of Boynton Beach
100 E. Boynton Beach Blvd.
Boynton Beach, FL 33435-0310
Tel: 561.742.6261
www.boyntonbeach.org

Paul Dorling, Director
City of Delray Beach Planning and Zoning Department
100 NW First Ave.
Delray Beach, FL 33444
Tel: 561-243-7040
www.mydelraybeach.com

Jorge Camejo, Director
City of Boca Raton Development Services Department
201 W. Palmetto Park Rd.
Boca Raton, FL 33432
Tel: 561.393.7700
www.ci.boca-raton.fl.us

Redeveloping the underused Boca Raton Mall into a community center removed a blighted property and helped revitalize the surrounding community.

COUNTYWIDE LAND USE PLAN
BROWARD COUNTY

Henry A. Sniezek, Executive Director
Broward County Planning Council
115 S. Andrews Ave., Room 307
Ft. Lauderdale, FL 33301
Tel: 954.357.6692
www.broward.org/planningcouncil

By its charter, Broward County retains countywide authority over land use. Municipal comprehensive plans (including land use) are thus required to be consistent with the countywide land use plan.

The Broward County Land Use Plan has goals, objectives and policies that promote multimodal transportation. An important component of this support is the implementation of land use programs to encourage redevelopment activities including mixed-use centers.

Developing transit-oriented land use patterns was also identified as a major issue in the county's Evaluation and Appraisal Report. Subsequently, the Broward County Land Use Plan has been amended to create additional mixed-use land use categories that promote transit.

Mixed Land Uses
Regional Activity Center (RAC)
The plan encourages attractive and functional mixed living, working, shopping, education and recreational centers that include:

- Reduced reliance upon automobile travel;
- Access to public transit;
- Integrated transportation systems; and,
- Enhanced pedestrian movement and safety.

Local Activity Center (LAC)
The plan encourages compact development in areas that provide a mixture of community-serving uses and include:

- Convenient access to mass transit;
- Location of uses that are pedestrian-oriented around a one-fourth mile walk;
- Internal circulation that gives priority to pedestrian mobility; and,
- Access to alternate public transportation modes, including bicycle use.

Transit Oriented Corridor (TOC)
To facilitate mixed-use development with access to transit stations or stops along existing and planned high performance transit service corridors (such as bus rapid transit or rapid bus), development requirements include:

- Residential and at least two non-residential uses;
- Design that promotes connectivity to transit stations and stops;
- Design that enhances pedestrian mobility; and,
- Internal pedestrian and transit amenities to serve residents and employees within the area.

Transit Oriented Development (TOD)
To encourage mixed-use development in areas served by regional transit stations, such as Tri-Rail stations, major transit hubs, and neighborhood and regional transit centers, TOD can be applied to areas located within one-half mile of a Tri-Rail facility. TOD designation requirements include:

- Pedestrian connectivity to regional transit stations with development that is mixed use and transit supportive;
- Design features that promote and enhance pedestrian mobility, including connectivity to regional transit stations; and,
- Internal pedestrian and transit amenities to serve residents and employees.

LAND USE POLICIES MIAMI-DADE COUNTY

Municipal governments regulate land use within their jurisdictional boundaries. Miami-Dade County has land use authority over the unincorporated portion of the county. Different land use regulations have been adopted by the local governments in the Tri-Rail corridor.

Miami-Dade County
The Miami-Dade County Comprehensive Development Master Plan requires that all development and redevelopment in existing and planned transit corridors and urban centers be planned and designed to promote transit-oriented development and transit uses. Such uses include a mix of residential, retail, office, open space and public uses in a pedestrian-friendly environment that promotes use of rapid transit services.

City of Miami
The county's Evaluation and Appraisal Report (EAR) for the City of Miami Comprehensive Plan identified transportation as one of its major issues, noting that "amenities need to be provided to attract more trips to alternative modes of transportation such as transit, pedestrian and bicycle." The EAR recommended a number of policy changes including re-evaluating the transit level of service methodology.

City of Hialeah
The County's Evaluation and Appraisal Report for the City of Hialeah Comprehensive Plan (2005) identified integration of land use and transportation as one of its major issues. The EAR noted that the Future Land Use Map shows that the city's residential categories and downtown mixed-use district are of sufficient density to support high capacity transit in proximity to transit corridors.

City of Opa-Locka
According to the 1996 EAR, Urban Activity Center provisions should be incorporated into the Comprehensive Plan.

City of Miami Gardens
The city has developed, within its land development codes, areas of appropriate density and usage mix to encourage use of transit, pedestrian facilities and discourage the use of the automobile. One example is the city's support of transit-oriented development near the Golden Glades Tri-Rail station.

Subrata Basu, Interim Director
Miami-Dade County Department of Planning and Zoning
111 NW First St., 11th Floor
Miami, FL 33128
Tel: 305.375.2800
www.miamidade.gov/planzone

Ana Gelabert-Sanchez, Director
City of Miami Department of Planning
Miami Riverside Center
444 SW Second Ave.
Miami , FL 33130
Tel: 305.416.1470
www.miamigov.com

John Travers, Director
City of Hialeah Community Development Department
501 Palm Ave., Second Floor
Hialeah, FL 33010
Tel: 305.883.5825
www.hialeahfl.gov

Octavien Spanner, Director
Community Development
215 Perviz Ave.
Opa-locka, FL 33054
Tel: 305.953.2868
www.opalockafl.gov

Jay Marder,
Development Services Director
City of Miami Gardens
1515 NW 16th St., Suite 200
Miami Gardens, FL 33169
Tel: 305.622.8025
www.miamigardens-fl.gov

URBAN DESIGN MIAMI-DADE COUNTY

Shailendra Singh, Urban Design Coordinator
Miami-Dade County Department of Planning and Zoning
111 NW First St., 12th Floor
Miami, FL 33128
Tel: 305.375.2842
www.miamidade.gov/planzone/udc.asp

All new development and redevelopment in existing and planned transit corridor and urban centers shall be planned and designed to promote transit-oriented development with high intensity mixed-use areas that include residential, commercial, office, civic and open spaces in a pedestrian-friendly environment that promotes the use of rapid transit services. Encouraging transit friendly and supportive development is an important part of planning in the county. Some examples are profiled below.

Miami-Dade County Comprehensive Development Master Plan Land Use Objective 7

Objective 7 of the land use element of the Miami-Dade County Comprehensive Plan (CDMP) states that "…Miami Dade County shall require all new development and redevelopment in existing and planned transit corridors and urban centers to be planned and designed to promote transit-oriented development (TOD), and transit use, which mixes residential, retail, office, open space and public uses in a pedestrian-friendly environment that promotes the use of rapid transit services."

To facilitate objective 7, the CDMP encourages the County to partner with the Metropolitan Planning Organization (MPO) and affected municipalities to establish a systematic program for TOD around all Metrorail, the Miami Intermodal Center (MIC), and South Dade Busway stations. Types of development, permitted densities of development, and new land development regulations should be reviewed to encourage and not impede transit-oriented development in station areas.

Urban Design Manual

In 1998 Miami-Dade County adopted an Urban Design Manual, which provides guidelines for design within the urban centers. The manual is currently under revision.

Urban Centers

Urban centers identified by the Miami-Dade County Comprehensive Plan (CDMP) and mostly centered around transit nodes, have through community involved design workshops (charrettes) been rezoned as urban center districts. These districts have form-based codes that regulate land development, including street sections, building placement and architectural review. A hierarchy of regional, metropolitan and community urban centers has been defined. Miami International Airport station (at the Miami Intermodal Center) is designated as a Regional Urban Center; all other Tri-Rail stations in Miami-Dade County are Community Urban Centers.

Transit Corridors

An interconnecting network of vehicular and pedestrian movement with special emphasis on the urban center nodes is being promoted along transit corridors as the most desirable urban form.

Density increases of up to two residential categories higher than the underlying land use code are permitted for developments located in transit corridors (within 660 feet of planned major roadways or one-fourth mile from existing rail transit stations, express busway stops, future transit corridors and planned transit centers).

To qualify for this incentive the development project must:

- Incorporate sound urban design principles;
- Identify civic areas;
- Define open space and streets;
- Incorporate any historic theme;
- Provide a pedestrian-friendly environment along roadways;
- Provide a transition in height between the transit corridor and adjacent residential neighborhoods.
- Include mix of uses in close proximity of each other;
- Allow for reduction bonuses in parking requirements;
- Assign parking towards the rear of buildings and mid block areas; and,
- Provide habitable spaces fronting major streets with buildings set up towards the front with minimum setbacks.

URBAN REDEVELOPMENT POLICY
PALM BEACH COUNTY

Bryan Davis, Principal Planner
Planning Division
Palm Beach County Planning, Zoning, and Building Department
2300 N. Jog Rd.
West Palm Beach, FL 33411
Tel: 561.233.5300
www.co.palm-beach.fl.us

Palm Beach County maintains a strong commitment to sustainable land use planning and development. Within its adopted Comprehensive Plan, the County's long-term growth patterns are guided by six broad principles: (1) Conserve and protect natural and man-made resources, and restore and maintain key ecosystems to provide adequate supplies of clean and safe water for natural, human and economic systems; (2) Prevent urban sprawl through establishment of urban development areas, and encourage urban revitalization and redevelopment; (3) Provide for sufficient open space to protect wildlife, and provide natural and recreational areas for public use; (4) Create quality livable communities by balancing, distributing and integrating the relationship among land uses to meet the needs of the diverse communities and their associated lifestyle choices, and improve the quality of life through better housing, recreational, and cultural opportunities for all; (5) Manage the development of land and service delivery, so that its use is appropriate, orderly, timely and cost effective; and, (6) Promote sustainable economic development initiatives in the County with the purpose of diversifying its economic base and enhancing the quality of life and well being of current and future County generations.

Towards these ends, the County adopted the Managed Growth Tier System (MGTS) in 1999, to readdress the framework for managing growth to protect the future quality of life. The Tier System recognizes the County's diversity by delineating five distinct geographic tiers or regions, listed in order of declining development density/intensity: Urban/Suburban, Exurban, Rural, Agricultural Reserve, and Glades. Each Tier has characteristics common to itself, such as development patterns, densities/intensities, and public service availability. The System protects natural resources, and guides land use planning and design decisions, by considering the community's physical and social needs. Strategies have been adopted to: 1) Protect and enhance each Tier's unique characteristics; 2) Prioritize and coordinate the delivery of public services for each Tier; 3) Protect and preserve open space and natural resources; and 4) Prevent suburban sprawl.

Palm Beach County maintains a number of additional mechanisms to reinforce the managed tier concept. Primarily, the County maintains three types of service areas for the provision of infrastructure, services, and growth intensity: the Urban Service Area (which includes the Urban/Suburban Tier); the Limited Urban Service Areas (which includes those areas outside the Urban Service Area for which complete urban levels of service are necessary); and the Rural Service Area (which includes those areas outside the Urban Service Area for which urban levels of service are neither foreseen during the long range planning horizon nor warranted by the development patterns or densities or intensities allowed).

In addition to the service areas, Palm Beach County also implements a variety of planning overlays to encourage redevelopment and infill development, including: Westgate/Belvedere Homes CRA Overlay (WBHCRAO), Palm Beach International Airport (PBIA) Approach Path Conversion Area Overlay, Lake Worth Road Commercial Corridor Overlay (LWRCCO), and Indiantown Road Overlay Zone (IOZ). It is also important to note the County's establishment of Revitalization, Redevelopment, and Infill Overlay (RRIO) areas to encourage revitalization, redevelopment, and infill. These areas are assisted by County staff in the form of Countywide Community Revitalization Teams (CCRT), each of which is assigned a particular CCRT Area.

URBAN REDEVELOPMENT BOUNDARY BROWARD COUNTY

Tom Cooney, Associate Planner
Broward County Development Management Division
115 S. Andrews Ave., Suite A-240
Ft. Lauderdale, FL 33301
Tel: 954.357.6666
www.co.broward.fl.us

History and Planning Context
Broward County contains 1,197 square miles of land, of which the western two-thirds is held in conservation areas and the eastern one-third is considered developable. Population densities in the eastern part of the county average 4,318 people per square mile. Rapid population growth and a growing economy, coupled with limited undeveloped land have resulted in pressures for infill and redevelopment at higher densities in the county. The county was incorporated in 1915, 19 years after the Florida East Coast (FEC) Railway was completed as far south as Miami. Typically, development in Broward County has occurred in an east-to-west fashion from the Atlantic Ocean, the FEC railway and primary waterways such as the New River, Hillsboro River and Dania Cut-off Canal, which was completed in 1906 as a part of Governor Broward's Everglades drainage project. As lands were acquired and put into use, primarily for agriculture in the early part of the 20th Century, private owners platted them, which provided a certain level of vesting for future development. On January 1, 1975, the Broward County Charter became effective, creating uniform countywide land use planning authority and platting authority. The first countywide Broward County Land Use Plan (BCLUP) was adopted in 1977. In the implementation of the BCLUP previous development rights were necessarily recognized, providing the foundations for a westward development pattern typically referred to as urban sprawl.

Defacto Urban Development Boundary
Neither the Broward County Charter nor the BCLUP articulate or define an urban development boundary for the county. Nevertheless one exists in reality as a result of geographical and external policy constraints. Through the Everglades drainage project of the early 20th Century and subsequent flood control and water management efforts a series of canals and levees have been constructed in the Everglades. As noted above, approximately two-thirds of Broward County's land area is contained in conservation areas, which lie in the Florida Everglades. These lands are owned and/or controlled by various federal and state entities and are protected from development by a designation of "Conservation" on the BCLUP. This creates a defacto urban development boundary that is defined by U.S. Highway 27 and a series of levees which run roughly north and south from the Palm Beach/Broward County line south to the Broward/Miami-Dade County line.

URBAN DEVELOPMENT BOUNDARY MIAMI-DADE COUNTY

Tom Spehar, Supervisor of Area Planning
Miami-Dade County Department of Planning and Zoning
111 NW First St., 11th Floor
Miami, FL 33128
Tel: 305.375.2842
www.miamidade.gov/planzone

"The location and configuration of Miami-Dade County's urban growth through the year 2025 shall emphasize concentration and intensification of development around centers of activity, development of well-designed communities containing a variety of uses, housing types and public services, renewal and rehabilitation of blighted areas and contiguous urban expansion when warranted, rather than sprawl" (Miami-Dade County Comprehensive Development Master Plan).

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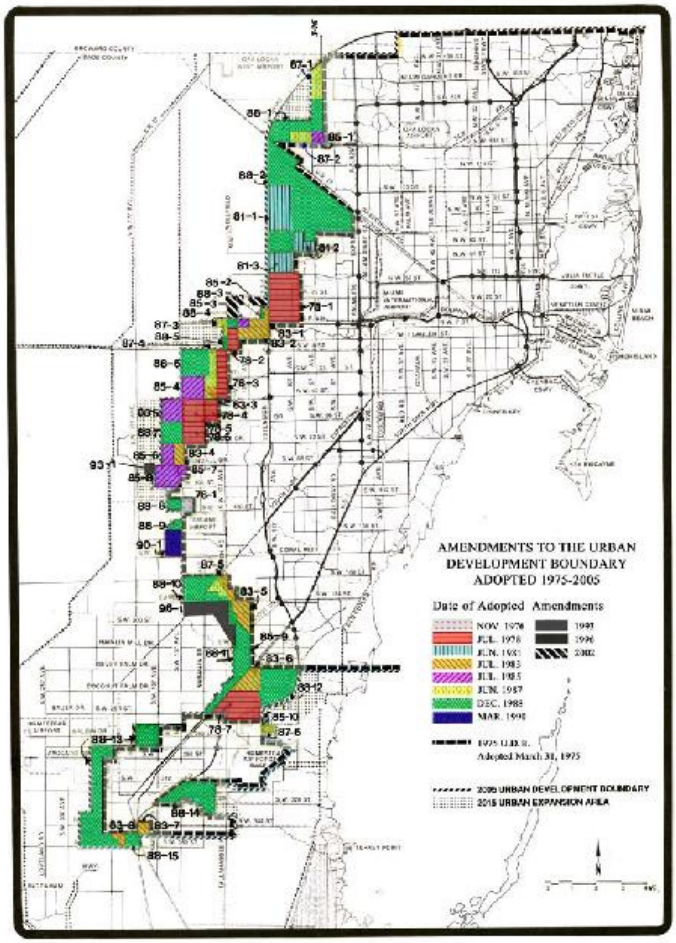
Miami-Dade County established an Urban Development Boundary (UDB) in 1983 to control urban sprawl and protect agricultural lands. Through the UDB, Miami-Dade County is able to regulate the location of new development countywide.

Expansion of the UDB, when it is found to be necessary, requires amendment to the Miami-Dade Comprehensive Development Master Plan (in addition to any applicable municipal land use plan). Such amendments may only be submitted biennially.

Urban Development Boundary
The UDB, as identified on the Miami-Dade County Adopted 2015 and 2025 Land Use Plan map, distinguishes the area where urban development may occur through 2015 from those areas where it should not occur. Through the provision of services and allocation of resources, Miami-Dade County gives priority to areas within the UDB to accommodate the land uses indicated on the Land Use Plan within the 2015 timeframe. Urban infrastructure is discouraged outside the UDB. Adequate countywide development capacity will be maintained within the UDB by increasing development densities or intensities inside the UDB.

Urban Expansion Area
The Land Use Plan map also identifies the 2025 Urban Expansion Area (UEA), where further urban development is likely to be warranted between 2015 and 2025. However, until these areas are brought within the UDB through the plan review and amendment process, they are to remain as agriculture or open land uses. Urban infrastructure and services will be planned for eventual extension into the UEA, between 2015 and 2025.



Source: Miami-Dade County

CHAPTER SEVEN

Organizations

1000 FRIENDS OF FLORIDA

Vivian Young, Communications Director
1000 Friends of Florida
926 E. Park Ave.
Tallahassee, FL 32314
Tel: 850.222.6277
www.1000friendsofflorida.org

1000 Friends of Florida is a non-profit membership organization founded in 1986 to promote healthy urban and natural places by wise management of growth and change.

Transportation
1000 Friends believes that efficient transportation systems and thoughtful urban design are critical to developing growth patterns that promote environmental and economic sustainability. Florida's historical land-use pattern of low-density suburban development has had profound impacts on the environment, increased the use of nonrenewable energy, devalued inner cities and isolated communities. Through a variety of efforts, 1000 Friends encourages innovative transportation and land-use solutions that reduce dependence on the automobile and help create more livable communities.

Stalling Sprawl: A Transportation Reform Initiative
Florida has in the past failed to adequately recognize the interrelationship between transportation systems and land-use decisions, failing to take into account the effects of transportation decisions on the environment and on quality of life, and the need for greater and more meaningful public participation in making decisions regarding transportation and land use. To better address these problems, 1000 Friends of Florida initiated a three-year transportation reform initiative in 1994, which concluded in the fall of 1997. The goal of the project was to establish a policy and citizen participation framework encouraging sustained consideration of transportation and land-use linkages and solutions.

Two demonstration areas were selected: the Orlando urban area and the Loxahatchee region. These two areas, in different stages of growth and development, offered a variety of opportunities for the study. 1000 Friends of Florida developed the framework for an integrated transportation planning process which could be used by areas in any stage of development throughout the state and the nation.

Government advocacy continues by 1000 Friends of Florida. On the federal level, 1000 Friends advocates for reauthorization of transit-supportive transportation bills. On the state level, it advocates for improving the planning process through policy changes and better, more meaningful citizen participation. Advocacy for addressing land use and transportation linkages continues on both the local and state level, as well as promoting change or removal of regulations impeding more responsible developments. Through the transportation reform initiative, 1000 Friends of Florida laid a firm foundation for bringing about positive change in transportation planning in Florida.

Transportation Design for Livable Communities
1000 Friends was an active participant in creation of the Florida Department of Transportation, Transportation Design for Livable Communities (TDLC) Policy, effective December 22, 1998. TDLC is based upon consideration of the following principles:

- Safety of pedestrians, bicyclists, motorists, and public transit users;
- Balancing community values and mobility needs;
- Efficient use of energy resources;
- Protection of the natural and man-made environment;
- Coordinated land use and transportation planning;
- Local and state economic development goals; and,
- Complementing and enhancing existing standards, systems, and processes.

BUILDING better communities
1000 FRIENDS OF FLORIDA

1000 FRIENDS of FLORIDA

BEACON COUNCIL

Frank Nero, President and CEO
The Beacon Council
80 SW Eighth St., Suite 2400
Miami, FL 33130
Tel:305.579.1300
www.beaconcouncil.com

The Beacon Council was created in 1986 as Miami-Dade County's official economic development partnership.

One objective of the Beacon Council, as outlined in the Business Assistance Report, is to create a world-class experience for visitors arriving and departing from Miami International Airport. This includes a strategy that ensures visitors' needs and sensitivities are accommodated at the seaport and in all modes of ground transportation.

The report states that moving visitors to convention sites and recreational locations puts a strain on an overburdened transportation system. What is needed is a monitoring effort to ensure that transportation decisions reflect the importance of the visitor industry. Local agencies need to identify individuals who will represent the visitors' interests at the meetings of other organizations that shape the community's transportation infrastructure. Then, these individuals need to be formally assigned the task of representing the visitors' needs and informing the decision-makers and the general public of the visitor economic impact when it comes to crucial transportation-related decisions.

In particular there is an ongoing need to urge, encourage and emphasize the need for visitor-friendly (clean, cool, safe, dependable) transportation modes and signage.

Finally, an annual report about the progress and problems of visitor transportation should be made to the community. Metrorail is listed under Transportation on the Beacon Council Web site.

Additionally, the council recognizes the importance of transit to its mission and the link between transportation available and job creation.

Key Facts:

- Since its creation, the Beacon Council has completed more than 690 new location and expansion projects resulting in more than 59,000 jobs and $2.3 billion in new capitol investment.

Source: Beacon Council

THE BROWARD ALLIANCE

Ron Drew, Vice President, Marketing and Communications
The Broward Alliance
110 E. Broward Blvd., Suite 1990
Ft. Lauderdale, FL 33301
Tel: 1.800.741.1420 or 954.524.3113
www.browardalliance.org

Mission Statement
The mission of The Broward Alliance is to lead Broward County in building a stronger and more diversified economy by:

- Promoting increased public/private sector collaboration;
- Delivering business development initiatives focused on new capital investment and job growth;
- Enhancing the competitiveness of Broward's business climate; and,
- Driving regional economic development initiatives.

What Does The Broward Alliance Do?
The Broward Alliance is Broward County's official public/private partnership for economic development. It promotes the creation of new jobs and capital investment while facilitating the growth and retention of businesses in Broward County. Along with its partners, The Broward Alliance markets Broward County with strategic initiatives to reach company executives, site selectors and real estate consultants.

How does The Broward Alliance Assist Companies?
Services offered by The Broward Alliance include assistance with business relocation or expansion and site selection; incentive programs and information; market research; small, minority- and women-owned business assistance; film permitting, government liaison and community resource referrals for film and television; and serving as a liaison for workforce development between educational institutions and the business community.

What is The Broward Alliance specifically doing to improve quality of life issues in Broward County?
The Broward Alliance works with a number of community organizations that address quality of life issues. Examples include Broward Housing Partnership, Smart Growth Partnership, South Florida Regional Planning Council, The Florida Redevelopment Association and others. Additionally, The Broward Alliance has presented educational sessions to the business community regarding topics of importance such as property insurance, airport expansion, redevelopment, affordable housing and transportation. The Broward Alliance has also been a key player in developing and promoting the work of Vision Broward, Broward County's community-wide economic development strategic planning process.

In regard to transportation, The Broward Alliance strives to educate the business community regarding transportation issues and opportunities as they arise. The Broward Alliance and its leaders believe an outstanding transportation infrastructure is essential to the economic well being and vitality of Broward County and the entire South Florida region.

Key Facts:

- In the last five years, The Broward Alliance has directly assisted more than 1,800 companies resulting in the creation of more than 8,000 new jobs, the retention of over 7,500 jobs and the generation of more than $550 million in capital investment in Broward County.

Source: Broward Alliance

COLLINS CENTER FOR PUBLIC POLICY, INC.

Roderick N. Petrey, President
Collins Center for Public Policy Inc.
150 SE Second Ave., Suite 709
Miami, FL 33131
Tel: 305.377.4484
www.collinscenter.org

The Collins Center for Public Policy, Inc. has made a positive difference in Florida for nearly 20 years. It was established in 1988 by distinguished Floridians who saw the need for an organization that could provide impartial solutions to controversial problems.

Following are some of the Collins Center accomplishments.

- Through the Hurricane Mediation Program, hurricane victims are finally able to repair their homes and regain their normal lives;
- Thanks to Community Voices Miami, people with little or no health insurance are receiving much needed health care, counseling and other services;
- The Overtown Civic Partnership and Design Center worked with community groups and other partners to create a vision and implement a plan for returning Overtown to a vital neighborhood where residents could work, live and play;
- The Council for Sustainable Florida recognizes and promotes actions that protect our natural resources and provide economic opportunities for all;
- Upon the request of the governor, following the 2000 election, The Collins Center helped restore confidence in Florida's election process with meaningful reforms and ongoing tracking of voter confidence;
- When funds for election reform were made available to each state, The Collins Center drafted Florida's Help America Vote Act State Plan which enabled Florida to receive over $150 million;
- With the State of Florida at the 20 year mark for updating its constitution, The Collins Center developed and implemented a statewide public education campaign on Florida's constitution revision process;
- Following Hurricane Andrew, The Collins Center managed a governor's select task force on hurricane catastrophe insurance;
- To provide an objective perspective on public school funding, The Collins Center conducted a study and an economic analysis on Florida's education system; and,
- The Collins Center Corrections 2000 program designed and managed a series of research projects on Florida's criminal justice system.

The quality and objectivity of this work has earned The Collins Center the respect of Florida's leaders and funding from such prestigious organizations as the John D. and Catherine T. MacArthur Foundation, the Ford Foundation, the John S. and James L. Knight Foundation, along with major corporations and government agencies.

FLORIDA ATLANTIC UNIVERSITY CATANESE CENTER FOR URBAN AND ENVIRONMENTAL SOLUTIONS

James F. Murley, Director
Florida Atlantic University Catanese Center for Urban and Environmental Solutions
111 E. Las Olas Blvd., AT709
Ft. Lauderdale, FL 33301
Tel: 954.762.5255
www.cuesfau.org

The Catanese Center for Urban and Environmental Solutions (CUES) works with policy-makers and the public in their pursuit of options for managing growth while preserving natural systems, promoting a strong economy, and planning livable communities. Local governments, state agencies, civic and business groups, academics, and professionals are part of the broad constituency that supports, motivates, and benefits from the activities.

CUES achieves its mission through a combination of applied research, academic support, and community outreach. Faculty and staff include a full-time director, nine full-time research associates and assistants, four administrative and clerical support staff, coordinators of computer applications and research information, and graduate assistants. CUES also relies on partnerships with other entities within and outside Florida Atlantic University to maximize resources and enhance their ability to serve the needs of a growing South Florida.

Projects – Livable Communities and Growth Management

- Abacoa Project
- American Assemblies
- Central Western Communities Sector Plan Peer Review
- City of Dania Beach Urban Infill and Redevelopment Assistance Grant Program
- Development without Displacement community Handbook
- Eastward Ho!
- Environmental Impacts of Transportation Investment in Florida
- Escambia County Existing Land Use Study
- Examination of Excursion Boat Impacts and Regulation
- Florida Public Officials Design Institute at Abacoa
- Noise Barrier Geodatabase Conversion Project
- Northwest Hillsborough County Master Plan Peer Review
- Redevelopment and Revitalization in Southeast Florida
- Secondary and Cumulative Environmental Impacts of Transportation Projects
- South Florida Regional Resource Center
- South Miami-Dade U.S. 1 Corridor Project
- State Road 40 Environmental Feasibility Study
- Transportation/Land Use Connection

CUES Regional Initiatives South Florida Regional Resource Center is an innovative institutional approach to increasing the abilities of South Florida's residents and neighborhoods to influence and shape public policy issues at a regional level.

Key Facts:

- Staff includes director, nine full-time research associates, four administration staff, and a pool of graduate assistants.
- Founded in 1972 by John M. DeGrove, with support from Florida Board of Regents and Senator Bob Graham.

Source: CUES

FAU
CENTER FOR URBAN & ENVIRONMENTAL SOLUTIONS
Florida Atlantic University

FLORIDA ATLANTIC UNIVERSITY
Anthony James Catanese
CUES
CENTER FOR URBAN & ENVIRONMENTAL SOLUTIONS

FLORIDA BICYCLE ASSOCIATION

Laura Hallam, Executive Director
Florida Bicycle Association
P.O. Box 718
Waldo, FL 32694
Tel: 352.468.3430
www.floridabicycle.org

The Florida Bicycle Association (FBA) is a not-for-profit member-driven organization created to inspire and support people and communities to enjoy greater freedom and well-being through bicycling. This includes all types of cyclists to create a statewide bicycling community bound together in common pursuit of a more bicycle-friendly Florida.

FBA's Purposes

- To educate both bicyclists and motorists about safety issues;
- To voice the needs of bicyclists to state and local governments;
- To foster citizen advocacy;
- To encourage the creation of great on-road and off-road places to ride; and,
- To provide a statewide communications network for bicyclists.

2005 accomplishments

- Produced Ride on By II: Promoting Safe Interaction Between Motorists and Cyclists;
- Understanding Bicycle Law Enforcement provides the visual tools and strategies needed so officers can understand crashes and how to successfully enforce traffic laws;
- Produced Older Adult Activity video;
- Distributed FBA News electronic newsletter – more than 800 subscribers;
- Distributed Florida Bicycle Association Messenger quarterly;
- Newsletter – 3,400 circulation including bike shops statewide;
- Educated more than 300 people at bicycle safety workshops;
- Produced sixth printing of Florida Bicycle Law Enforcement Guide – more than 56,000 distributed since 2001;
- Produced third printing of Florida Bicycling Street Smarts – more than 30,000 distributed since 2003;
- Hosted the Pro Bike®/Pro Walk Florida Conference;
- Continued as a clearinghouse of information via www.floridabicycle.org, www.probikeprowalkflorida.com and www.sharetheroad.org; and,

Florida Traffic and Bicycle Safety Education Program

FBA supports the Florida Traffic and Bicycle Safety Education Program, a statewide, comprehensive school-based program geared for teaching elementary and middle school children traffic savvy through classroom instruction and on-bike skills. The program teaches educators, youth leaders, and resource officers bicycle and traffic safety skills and rules of the road. They, in turn, teach children to act predictably and competently in traffic.

Public Lands Access Florida Bicycle Advocates

Public Lands Access Florida Off-road Bicycle Advocates, formerly Florida Off Road Bicycle Association, negotiates with land managers to gain access for off-road bicycling and other education pertaining to off-road cycling.

Information Clearinghouse

As an information clearinghouse, FBA helps to disseminate a variety of information including bicycling events that are listed in the Florida Bicycle Touring Calendar, Bicycle/Pedestrian coordinator contacts, and news in the Florida Bicycle Association Messenger.

Key Facts:

- FBA was founded in 1997 for educational and charitable purposes.
- FBA has a board of directors with 11 seats located throughout Florida.

Source: Florida Bicycle Association

FLORIDA CHAMBER OF COMMERCE

Jennifer Krell Davis, Communications Director
Florida Chamber of Commerce
136 S. Bronaugh St.
Tallahassee, FL 32301
Tel: 850.521.1200
www.flchamber.com

Established in 1916 as Florida's first statewide business advocacy organization, the Florida Chamber is the state's most powerful federation of employers, chambers of commerce, and associations. It represents more than 139,000 members with more than three million employees.

In 1999, the Florida Chamber Foundation commissioned Cambridge Systematics, Inc., to prepare a study focusing on the impact transportation has on Florida's businesses within three economic clusters: trade, tourism, and high technology.

The report advised linking transportation planning with economic development priorities. The first strategy called for better coordination of planning activities among Metropolitan Planning Organizations (MPO) to address transportation projects with the potential for increasing business competitiveness. Additionally, the Chamber encourages individual business to display greater involvement in state and local planning.

The report also calls for coordinating transportation and economic development planning activities among MPOs within economic regions (such as Southeast Florida) to address regional projects with the potential for increasing business competitiveness. The Florida Department of Transportation (FDOT) should continue to assume leadership for regional projects and in its district offices to foster cooperation and communication among MPOs within economic regions. MPOs should explore opportunities to work across boundaries, following the examples set by METROPLAN Orlando and the Volusia County MPO, or the Western Florida Regional Planning Council.
Increasing business involvement in transportation planning activities was viewed as critical to economic competitiveness. FDOT should maintain an ongoing Freight Advisory Group, building upon the work now in progress by the Florida Freight Stakeholders Task Force. MPOs should create or maintain similar groups, and add representatives of seaport or airport authorities to their boards, if they have not done so already. The Florida Chamber of Commerce and local chambers should provide leadership and encourage individual businesses to get involved in state and local planning activities.

Key Facts:

- Founded 1916 as Florida Cattle Tick Eradication Committee.
- The Florida Chamber of Commerce is the state's most powerful group of employers.
- The Florida Chamber of Commerce has a board of directors with a president, chair, and more than 35 other members.

Source: Florida Chamber of Commerce

FLORIDA INTERNATIONAL UNIVERSITY METROPOLITAN CENTER

Dr. Dario Moreno, Director
The Metropolitan Center at Florida International University
150 SE Second Ave., Suite 500
Miami, FL 33131
Tel: 305.349.1251
www.metropolitan.fiu.edu

The FIU Metropolitan Center delivers critical information and expertise to companies, community leaders and citizens as they search for solutions to modern life's urban issues. The Center is engaged in the study of the demographics, economics and politics of South Florida. The overall goal of the Center, as an applied research institute, is to provide decision-makers with the best possible information to forge solutions to the problems confronting South Florida's urban areas. Toward that goal, the Center provides research, training, and technical assistance to governmental and nonprofit organizations in South Florida. The Center provides usable knowledge to inform decision-makers on economic development, land use, housing, and public opinion. It also provides organizational management planning and development to strengthen local area organizations' ability to serve their client basis.

Key Facts:

- The Metropolitan Center offers many classes to help educate local professionals.
- The Metropolitan Center offers many charrettes and other forms of public outreach.
- The Metropolitan Center has a 22-member Advisory board.

Source: The Metropolitan Center at Florida International University

The Metropolitan Center
Forging Solutions through Research and Training

FLORIDA LEAGUE OF CITIES

James Titcomb, Executive Director
Palm Beach County League of Cities
P.O. Box 1989, Governmental Center
West Palm Beach, FL 33402
Tel: 561.355.4484
www.leagueofcities.org

Rhonda Calhoun, Executive Director
Broward County League of Cities
Governmental Center, Suite 122
115 S. Andrews Ave.
Ft. Lauderdale, FL 33301
Tel: 954.357.7370
www.browardleague.org

Richard Kuper, Executive Director
Gold Coast League of Cities
Miami-Dade County League of Cities
226 E. Flagler St., Suite 200
Miami, FL 33131
Tel: 305.416.4155
www.mdclc.org

The Florida League of Cities was created in 1922 by city officials who wished to unite the municipal governments in the state. From a modest beginning of just a few cities and towns, the Florida League of Cities has become one of the largest state municipal leagues in the nation.

Membership in the League is limited to any municipality or other unit of local government rendering municipal services in Florida. Currently, 99 percent of Florida's 412 municipalities and five charter counties are represented by their voluntary membership in the Florida League of Cities. The membership dues structure is based on population.

The Florida League of Cities does not have associate or corporate memberships. Companies interested in becoming involved in League activities participate as exhibitors/ sponsors at the annual conference and advertisers in League publications.

The League is governed by a Board of Directors, comprised of elected city, town and village officials. The League functions under its charter and by-laws, while the strategic plan outlines the mission, goals and objectives.

Key Facts:

- The Florida League of Cities is governed by a 54-member board of directors.
- The League has 14 districts.

Source: Florida League of Cities

FLORIDA LEAGUE OF CITIES, INC.

FORT LAUDERDALE DOWNTOWN DEVELOPMENT AUTHORITY

Chris Wren , Executive Director
Ft. Lauderdale Downtown Development Authority
305 S. Andrews Ave., Suite 301
Ft. Lauderdale, FL 33301
Tel. 954.463.6574
www.ddaftl.org

The Downtown Development Authority (DDA) was established as an independent taxing district by Special Act of the Florida State Legislature in 1965. It was amended in 1967 and again in 1969 and 1992, expanding the DDA's powers and boundaries. The DDA was created to provide an authority for the rehabilitation, redevelopment, and revitalization of slum and blighted areas in the downtown.

The DDA seeks to provide a critical link between the economic development and physical development objectives of downtown Fort Lauderdale. Goals for downtown are to be:

- A mixed-use environment with primary emphasis on regional corporate headquarters;
- An entertainment, cultural and historic center of regional and statewide significance; and,
- The office and government center of Broward County

The DDA is pursuing the planning and implementation of a Downtown Transit Corridor Program (DTCP) to provide local circulation and transit access to serve the growing downtown residential and employment populations and the downtown entertainment destinations. The DTCP will enhance the livability of the downtown Fort Lauderdale area by improving mobility, encouraging investment and stimulating economic growth. The three components of this program include a transit circulator (streetcar), streetscape improvements (such as street trees, landscaping and street furniture), and an intelligent transportation system (ITS).

The Downtown Transit Circulator will become a light rail/streetcar system that will serve the urban core of Fort Lauderdale and provide a connection with proposed regional transit investments. It is planned to have an east/west route and a north/south route. Modeled after the Portland Streetcar Project, this will be the first rail technology of its kind in Broward County.

An Intelligent Transportation System (ITS) will consist of kiosks at each of the stations and along the alignment and will give transit users real time traffic information on the location of the streetcar and when the next train will arrive at the particular station. It will also preempt the traffic signals to allow the streetcar to move through intersections instead of having to wait at red lights. For pedestrian safety, electronic signage will be at appropriate intersections and will make pedestrians aware of the approaching streetcar.

The DDA's governing board consists of seven members, appointed by the City Commission, who serve four-year staggered terms. Board members must have a vested interest in the activities of the DDA. This interest is established by owning property within the Authority's 370-acre jurisdiction or being involved with a corporation owning property or paying property taxes in the jurisdiction.

FRIENDS OF THE EVERGLADES

David P. Reiner, President
Friends of the Everglades
7800 Red Rd., Suite 215K
Miami, FL 33143
Tel: 305.669.0858
www.everglades.org

Friends of the Everglades strives to protect and restore the Greater Kissimmee-Okeechobee-Everglades Ecosystem. It is a non-profit grassroots organization dedicated to protecting and restoring the Everglades. Their primary tools are legal advocacy and education.

Stretching south from the vast 700-square-mile Lake Okeechobee, nourished by the rain soaked Kissimmee River Basin, the Everglades is a wide, slow moving river of marsh and sawgrass covering some 4,500 square miles, flowing quietly, peacefully, towards the mangrove estuaries of the Gulf of Mexico.

The Everglades was formed over thousands of years by this seasonal cycle of pulsing water. Fish, moving freely, flourishing in the vast wet summer marshes are herded into deeper pools as the water recedes in the dry season. Birds, alligators, raccoons, and other mammals gather to these pools to feed on fish and frogs and other reptiles. The shallowing water provides cover and food for the many colonies of nesting wading birds that have migrated from their northern enclaves. Birds such as Wood Storks, Herons, Sandhill Cranes, Great White Egrets and Ibis gather, feed and raise their young.

Thousands of species of plants, birds, animals, fish and reptiles make their home in the Everglades. That home is under siege. Fifty years of draining and diking, digging and building have destroyed more than half of the historic Everglades. The remnants are in peril despite a much heralded $8 billion restoration plan.

Key Facts:

- Founded in 1969 by Marjory Stoneman Douglas.
- Ms. Douglas was the author of “The Everglades: River of Grass”.
- The original organization was formed to prevent a jet port from being built in Big Cypress.

Source: Friends of the Everglades

MIAMI DOWNTOWN DEVELOPMENT AUTHORITY

Alyce Robertson, Interim Executive Director
City of Miami Downtown Development Authority
200 S. Biscayne Blvd., Suite 2929,
Wachovia Financial Center
Miami, FL 33131
Tel: 305.579.6679
www.miamidda.com

The Miami Downtown Development Authority (DDA) is a non-profit organization charged with creating strategies and implementing programs that contribute to downtown vitality in Miami.

Miami DDA Mission
The DDA strives to work with and serve government, business, community stakeholders and downtown property owners to advocate, facilitate, plan and execute public/private implementation based on a shared vision and strategy for coordinated action that will strengthen downtown's position as a livable city and regional center for commerce, culture and tourism.

DDA Goals and Objectives:
The DDA's goals and objectives include developing a coordinated economic and land-use master plan encouraging sustainable development linked to public transportation, increasing the supply of affordable housing units, and assisting code enforcement and the parting authority to improve services to support growth and strategic development.

The Miami Downtown Development Authority has a partnership agreement with Florida International University Metropolitan Center (FIU/MC). Through this partnership, the Miami DDA and FIU/MC analyze key indicators on real estate, business, tourism, investment, traffic and other quality of life data. Additionally, the Miami DDA and FIU/MC conduct primary research on topics like resident surveys, shopping habits, and the business climate. These reports will serve as a tool for tracking growth, targeting investment, and measuring "real results within downtown Miami."

Mission Statement
"To promote and enhance a safe, vibrant downtown for our residents, businesses and visitors through the strategic development of economic, social and cultural opportunities".

DOWNTOWN DEVELOPMENT AUTHORITY

Shaping a Dynamic Downtown

MIAMI RIVER COMMISSION

Brett Bibeau, Managing Director
Miami River Commission
c/o Robert King High
1407 NW Seventh St., Suite D
Miami, FL 33125
Tel: 305.644.0544
www.miamirivercommission.com

The Miami River Commission was formed by the Florida Legislature in 1998 as the official clearinghouse for all public policy and projects related to the Miami River. Its mission is to help ensure that government agencies, businesses, and residents speak with one voice on river issues.

The Commission has been responsible for the first dredging of the Miami River in nearly 70 years and has established a Greenways program to reclaim and enhance the river's environs and landscape. It has worked with varied interests to make the river and the adjacent communities stronger economically and environmentally. The commission seeks to improve every aspect of river life.

The river has long been at the center of Miami commerce and activity. This has brought challenges. Beginning in the 1920's and beyond as the City's population grew, stormwater and untreated sewage flowed into the river and Biscayne Bay. During World War II, the river became a manufacturing center for PT boats for the U.S. Navy. That was the beginning of the river as an industrial environ.

Public attention focused on the river's environmental health in the 1970s. In 1984, the Miami River Coordinating Committee came into being as a clearinghouse for information and issues related to the river.

Despite accomplishments in pollutants, in 1991 a Grand Jury report called the river a "cesspool" and attacked the civic and political community's neglect of the river. Recognizing the need for an effective, recognized, and energetic coordinating body, the Miami River Commission was proposed. The Commission was formed as the official public clearinghouse for Miami River matters and continues to guide policy and support projects that benefit and optimize the use of the river corridor. Current projects include the dredging and greenway initiatives referenced above and the creation of the framework for an urban infill initiative along the river.

REGIONAL BUSINESS ALLIANCE

Isabel Cosio Carballo, Coordinator,
Legislative & Public Affairs
South Florida Regional Planning Council
3440 Hollywood Blvd., Suite 140
Hollywood, FL 33021
Tel: 954.985.4416
www.sfrpc.com

The Regional Business Alliance, Inc. is a not-for-profit, non-partisan corporation first organized in 2002 for the purpose of bringing business leaders from Palm Beach, Broward, Miami-Dade, and surrounding counties together to solve common issues facing the South Florida region. The Regional Business Alliance's founding organizations include The Broward Workshop, Inc., The Economic Council of Palm Beach County, Inc., and The Greater Miami Chamber of Commerce.

This partnership grew out of a desire to make South Florida a place where people want to live and work. The combined population of the region now represents approximately one third of the state's population, the nation's sixth largest urbanized area, and the third most densely populated metro area in the country. The region has many assets. It also faces many challenges and opportunities. The Regional Business Alliance is committed to working collaboratively, across jurisdictional lines, with each other and the region's decision-makers to ensure that challenges are addressed and opportunities are maximized.

The Regional Business Alliance has identified priority issues of regional concern. These issues include transportation, including better integrated land use and transportation planning; affordable and workforce housing, education and workforce development, and regional leadership and governance.

Enhancing the Region's economic health, competitiveness, and quality of life through improved regional mobility is an area of primary focus. In 2003, the Regional Business Alliance successfully spearheaded the effort to create the South Florida Regional Transportation Authority (SFRTA). Since that time the RBA has worked to secure a long term, dedicated funding source that will generate at least $50 million per year for the SFRTA.

Regional Business Alliance INC.

SIERRA CLUB – FLORIDA CHAPTER

Betsy Roberts, Chair
Sierra Club - Florida Chapter
2700 SW Third Ave., Suite 2F
Miami, FL 33129
Tel: 305.860.9888
www.sierraclub.org

The Sierra Club supports public transit as an environmentally friendly alternative to sprawl-inducing highways, traffic jams, and air pollution.

The Sierra Club encourages its membership to make sure that politicians support public transit by organizing a base of voters who care about public transit and want to see more public attention and funding for such projects. The Sierra Club has joined the Transit Vote Campaign, a project organized by US Action. They have worked to organize the Transit Vote and registered transit users to vote, educate riders on public transit issues, and participate in get-out-the-vote activities prior to election day. It is their opinion that transit riders are one of the most obvious, under-organized bases to vote against highway-oriented sprawl and for the interests of transit-friendly cities and development. They are a major untapped constituency for environmental and urban concerns and the needs of people of color, people, youth and seniors.

In their literature it is stated that "Transit Vote is a non-partisan effort to mobilize transit riders around the country to participate in the political process. Through education and information, Transit Vote will register and get riders to vote, and to vote for transit."

Few sectors of our nation's economy can contribute so much to improving our workforce's quality of life and to creating more job growth opportunities than in the transportation sector. At the same time, few sectors of the economy can do so much harm to our quality of life and degrade our economic environment as poor transportation services and a lack of transportation options.

A more balanced transportation system that creates opportunities for transit-oriented development and revitalization of urban cores is a winning combination for the economy, for families, and for individual commuters' quality of life.

Key Facts:

- A Sierra Club is located in all 50 States.
- The Sierra Club was founded in 1892.

Source: The Sierra Club

Loxahatchee Group
Florida Chapter
SIERRA CLUB
FOUNDED 1892

TROPICAL AUDUBON SOCIETY

Brian Raposa, Community Relations Manager
Tropical Audubon Society
5530 Sunset Dr.
Miami, FL 33143
Tel: 305.667.7337
www.tropicalaudubon.org

The Tropical Audubon Society (TAS) is a group of dedicated citizens who care about the quality of South Florida's environment.

Established in 1947, TAS is a chapter of Audubon of Florida and national Audubon Society. The Tropical Audubon Society is a non-profit, 501(c)(3) tax-exempt organization. The TAS headquarters, the Doc Thomas House, is a Dade County Historic site. It occupies three sub-tropical acres of native habitat in South Miami at 45530 Sunset Drive, about a block east of Red Road.

The purposes of the Tropical Audubon Society are focused in three areas:

- Conservation: to work toward the protection of the natural world and to promote wise stewardship of natural resources, especially native plans and animals and their habitat;

- Education: to promote, among members and the public of all ages, an understanding and appreciation of nature, the environment, and ecological relationships; and,

- Enjoyment: as a society of members with compatible interests, to enjoy together the study and protection of nature.

Audubon OF FLORIDA

ULI – URBAN LAND INSTITUTE

Suzanne Cartwright, Director of Community Outreach
Urban Land Institute
1025 Thomas Jefferson St.
Washington, DC 20007
Tel: 202.624.7029
www.uli.org

Carla Coleman, Executive Director
Urban Land Institute
Southeast Florida/Caribbean Chapter
2401 E. Atlantic Blvd.
Pompano Beach, FL 33062
Tel: 954.783.9504
www.seflorida.uli.org

ULI-the Urban Land Institute is a 501(c)(3) nonprofit research and education organization supported by its members. Founded in 1936, the institute now has more than 34,000 members worldwide representing the entire spectrum of land use and real estate development disciplines, working in private enterprise and public service.

ULI's mission is to provide leadership in the responsible use of land and in creating and sustaining thriving communities worldwide. The organization is committed to:

- Bringing together leaders from across the fields of real estate and land-use policy to exchange best practices and serve community needs;
- Fostering collaboration within and beyond ULI's membership through mentoring dialogue and problem solving;
- Exploring issues of urbanization, conservation, regeneration, land use, capital formation, and sustainable development;
- Advancing land use policies and design practices that respect the uniqueness of both built and natural environments;
- Sharing knowledge through education, applied research, publishing, and electronic media; and,
- Sustaining a diverse global network of local practice and advisory efforts that address current and future challenges.

As the preeminent, multidisciplinary real estate forum, ULI facilitates the open exchange of ideas, information and experience among local, national and international industry leaders and policy-makers dedicated to creating better places.

The mission of the Urban Land Institute is to provide leadership in the responsible use of land and in creating and sustaining thriving communities worldwide. ULI is a trusted idea place where leaders come to grow professionally and personally through sharing, mentoring, and problem-solving. ULI members commit to the best in land-use policy and practice.

The members of the Urban Land Institute are community builders, the people who develop and redevelop neighborhoods, business districts and communities across the U.S. and around the world. Members include leading property owners, investors, advisers, developers, architects, lawyers, lenders, planners, regulators, contractors, engineers, university professors, librarians, students and interns.

Approximately 2,000 members are the CEOs, leading advisers, and policy-makers in the United States. Another 2,000 members are the leading owners, investors, and advisers in Europe, Japan, Australia, Canada, South Africa, South America, and Southeast Asia.

Most ULI members participate through district councils and more than 20 percent work in government, academia, and public-private partnerships. ULI members control, own or enhance the value of more than 80 percent of the U.S. commercial property market. ULI initiates research that anticipates emerging land-use trends and issues, proposing creative solutions based on that research.

ULI Urban Land Institute

WEST PALM BEACH DOWNTOWN DEVELOPMENT AUTHORITY

Melissa L. Wohlust, Executive Director
City of West Palm Beach Downtown Development Authority
301 Clematis St., Suite 200
Galleria International Bldg.
West Palm Beach, FL 33401
Tel: 561.833.8873
www.westpalmbeachdda.com

As defined by special act of the Florida Legislature, the West Palm Beach Downtown Development Authority (DDA) is an independent special taxing district created in 1967 to:

- Analyze the economic conditions and changes occurring in the downtown area, including the effect of such factors as metropolitan growth, traffic congestion, parking, and structural obsolescence and deterioration;
- Formulate long-range plans for improving the appeal, use and public accessibility of downtown facilities, remedying any deterioration of property values and developing the downtown area; and,
- Recommend to the city, business owners and residents the best actions for implementing downtown development plans.

The DDA leads a coordinated strategy of economic development, urban design, and public services to strengthen downtown as the heart of West Palm Beach. The agency is governed by a seven-member board of directors who are appointed by the city's mayor and commission. The agency is managed by a full-time staff from its offices in downtown West Palm Beach.

Key Fact:

The mission of the DDA is to promote and enhance a safe, vibrant Downtown for our residents, businesses and visitors through the stategic development of economic, social and cultural opportunities.

Source: West Palm Beach Downtown Development Authority

DOWNTOWN DEVELOPMENT AUTHORITY

Shaping a Dynamic Downtown