

# TRI-RAIL COASTAL LINK PROJECT UPDATE



PB MPO  
Citizen's Advisory Committee  
June 7, 2017

Presented by  
Kim DeLaney, Ph.D.  
Treasure Coast Regional Planning Council

## Tri-Rail Coastal Link



## System Segments

### 1. Miami-Link

Service into Miami Central Station  
(Jan 2018)

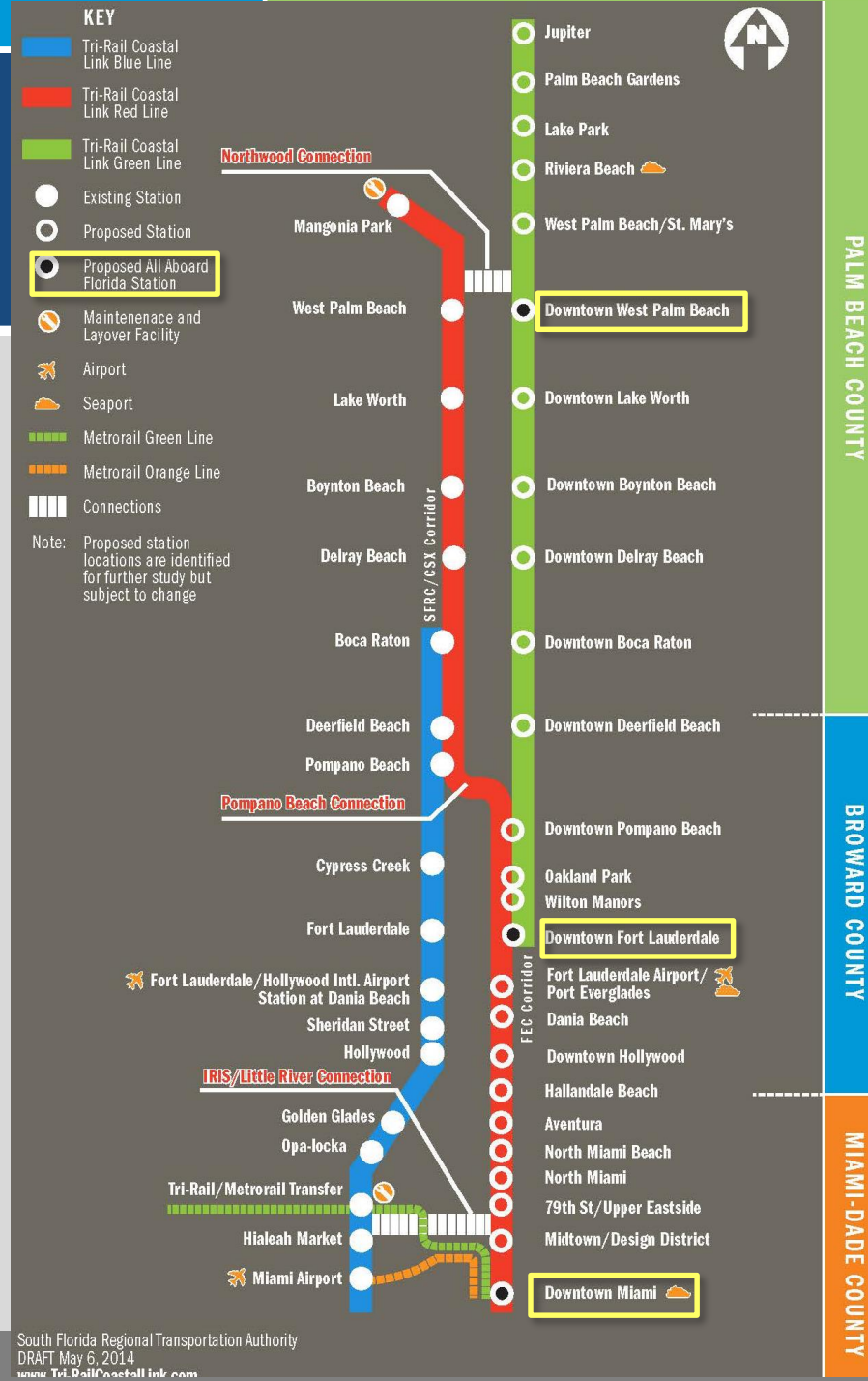
Extension north to ... Aventura or  
FTL (PD 2018-2019)

### 2. Jupiter Extension

Ready for Project Development  
(2018-2020)

### 3. Central Segment

WPB to ... FTL/Aventura  
Ready for Project Development  
(2018-2020)





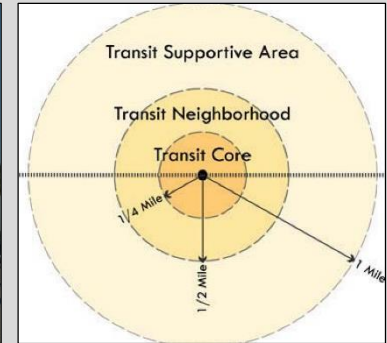
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# What is Transit Oriented Development (TOD)?



## TOD is ...

- Development within  $\frac{1}{4}$  to  $\frac{1}{2}$  mile of Station or along Transit Corridor
- Mixed-Use with Higher Density & Intensity than Surrounding Area
- Pedestrian & Bike-Friendly
- Controlled Parking
  - Reduced or Eliminated per Use
  - Shared Parking or Structured
  - Building Frontage along Lots





# The New Real Estate Mantra

Location Near Public  
Transportation



MARCH 2013

## TRANSPORTATION NATION

Real Estate Tip: Buy Near Transit

By Tom Lisi | 03/25/2013 – 12:01 pm

### Access to public transit tied to property values

NAR helps pay for study advocating transit-oriented development

BY TEKE WIGGIN, THURSDAY, MARCH 21, 2013.

Inman News®

AMERICAN PUBLIC MEDIA  
**Marketplace**  
February 17, 2011  
Home buyers are moving  
closer to public transit

THE BUFFALO NEWS

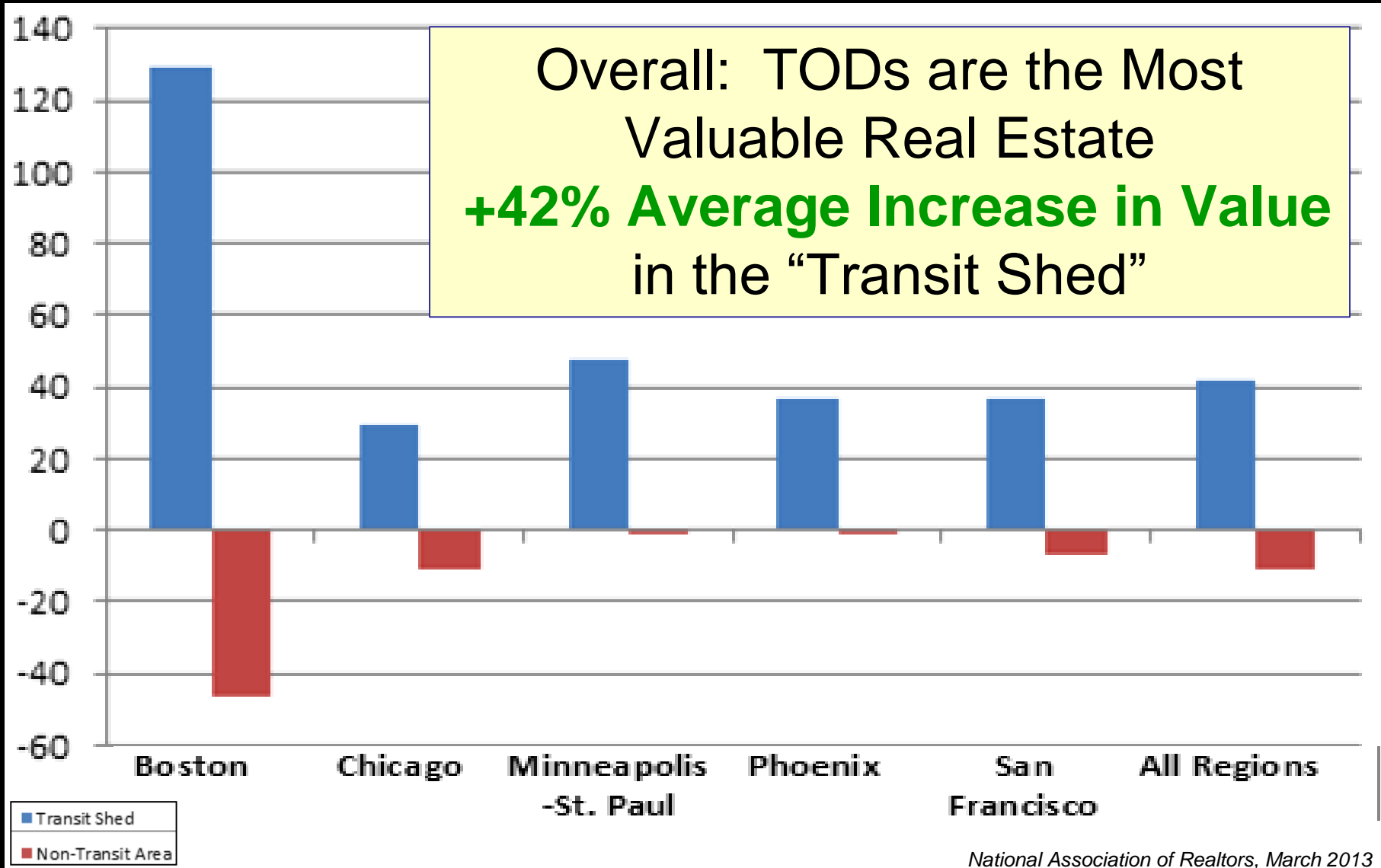
3/23/2013

### Development soars along Metro Rail

DC.STREETS BLOG.ORG 9/12/2011  
The Housing-Value Bonus for Rail Transit:  
10, 20, Even 50 Percent



# TOD & the “Transit Premium”



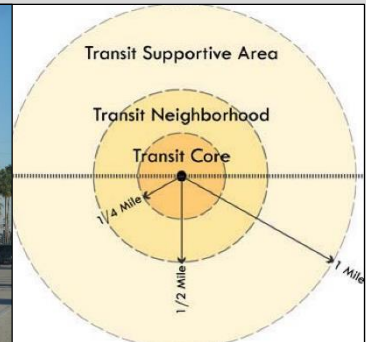


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# Accomplishing TOD in the Region



- Local Governments have land use authority
- TOD benefits for local governments:
  - Increased Revenues
  - Higher Intensity Development
  - Improved Mobility
  - Expanded Economic Productivity
  - Safer, Healthier Communities







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# Accomplishing TOD in the Region



- SFRTA has transportation authority
- TOD benefits for SFRTA
  - Increased Ridership
  - Increased Revenues
  - Public/Private Opportunities
  - Reduced Parking Demand
  - Improved Access & Connectivity





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# Accomplishing TOD in the Region



- Regional Cooperation is the Key
- TOD benefits for the Region
  - Generates Greater Investment
  - Improved Livability & Resilience
  - Expanded Economic Competitiveness
  - More Vibrant Communities
  - A More Prosperous Region



*TOD in South Florida:  
Advancing Vibrant Communities &  
A More Prosperous Region*



# Transit Oriented Development Policy

Advancing Vibrant Communities and a More Prosperous Region

SFRTA is a transit agency that provides a critical service for Southeast Florida's economy, mobility, and quality of life. To fulfill our role as a partner with local governments, SFRTA needs funding to survive and grow, and one of our primary revenue sources is ticket sales. Without it, we can't make sound investments in passenger rail.

Transit Oriented Development (TOD) is a big part of the solution for the region. TOD is a mixed-use pattern of pedestrian-friendly, higher density development with reduced parking around transit stations - all factors that help generate revenues for local governments and ridership for Tri-Rail.

Local governments are the leaders to advance TOD in the region through zoning and development regulations. Although it can be challenging to balance engineering, design, and political considerations, successful TOD must embrace higher density, reduced parking, and a broad mix of uses surrounding the station at its core.

TOD has many benefits to residents, businesses and local governments, but the SFRTA needs it for one reason: ridership. More riders living and working around our stations will increase our ridership and make the region more successful and livable. As a partner with local governments and the development community, SFRTA advocates zoning and land development regulations that maximize these principles.

## LEGEND

- Tri-Rail
- Tri-Rail Coastal Link

PALM BEACH

BROWARD

MIAMI  
DADE

## Pedestrian-Friendly Spaces

that extend at least a half-mile from stations, create safe environments and reduce auto-dependency.

## Increased Mix of Uses

creates vibrant communities near transit stations.

## Reduced Parking Requirements

stimulate business investment, generate local revenue, and encourage people to use transit. In some locations, parking requirements may be eliminated for the best TOD outcomes.

## Higher Density

benefits ridership and local economies, especially when it exceeds 75 du/acre and includes housing for all walks of life.



Image Source: Dan Harmon & Associates



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# TOD Baseline Components



## **Pedestrian-Friendly Spaces**

that extend at least a half-mile from stations, create safe environments and reduce auto-dependency.

## **Increased Mix of Uses**

creates vibrant communities near transit stations.

## **Reduced Parking Requirements**

stimulate business investment, generate local revenue, and encourage people to use transit. In some locations, parking requirements may be eliminated for the best TOD outcomes.

**Higher Density** benefits ridership and local economies, especially when it exceeds 75 du/acre and includes housing for all walks of life.





# Federal Transit Administration TOD Pilot Planning Grant

SUMMARY OF FUNDED APPLICANTS			
RANK	APPLICANT (COUNTY)	SUMMARY OF REQUEST	AMT OF GRANT AWARD
1	City of Miami (Miami-Dade)	TOD Zoning Overlay Typology (Model Typology Utilizing Three Station Areas within City)	\$120,000
2	City of Palm Beach Gardens (Palm Beach)	Station Area Master Plan (New Plan)	\$120,000
3	City of Hollywood (Broward)	Station Area Master Plan (Full Charrette)	\$200,000
4	City of Aventura (Miami-Dade)	Station Area Master Plan (New Plan)	\$120,000
5	City of North Miami Beach (Miami-Dade)	Station Area Master Plan (New Plan)	\$99,000
6	City of Oakland Park (Broward)	TOD Zoning Overlay (One Station Area)	\$60,000
7	City of Delray Beach (Palm Beach)	Station Area Master Plan (Full Charrette)	\$141,000
	TOTAL FUNDING AWARDS (MAXIMUM OF \$860,000 AVAILABLE)		\$860,000



# What Lies Ahead ...

- Completion of Miami-Link
- Determination of FEC “Access Fee”
- Initiation of “Project Development” for Segments
- Completion of Northern Layover Facility
- Completion of Pilot Planning Projects
- MPO Project Prioritization
- Financial Discussions for Capital & Operating Funding
- Finalization of Station Locations



FOR MORE INFORMATION:

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