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MARCH 31, 2025

THE BUSINESS CASE FOR TRANSIT-ORIENTED DEVELOPMENT WITH AFFORDABLE AND WORKFORCE HOUSING

Prepared by
SOUTH FLORIDA REGIONAL PLANNING COUNCIL

DRAFT REPORT: LITERATURE REVIEW
VERSION 1.0

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EXECUTIVE SUMMARY

Advancing Affordable Housing through Transit-Oriented Development (TOD) in South Florida

Addressing the Affordable Housing Crisis

South Florida faces a severe shortage of affordable housing, limiting workforce accessibility and economic growth. High housing costs, zoning restrictions, and land assembly challenges create barriers to development, forcing many workers into long commutes that increase congestion and reduce economic productivity. This report is the result of SFRPC's collaborative efforts with regional stakeholders representing communities, businesses, industries, and economic professionals to develop a plan that highlights how Transit-Oriented Development (TOD) can address these issues by creating affordable, high-density housing near major transit corridors.

The Economic and Social Case for TOD

Integrating affordable housing with high-quality transit solutions presents significant economic benefits:

- **Enhanced Labor Market Accessibility:** TOD reduces commute times, improves job access, and fosters economic mobility.
- **Increased Property Values and Tax Revenue:** Investments in transit and TOD lead to higher land values, creating new funding opportunities through value capture mechanisms.
- **Job Creation and Business Growth:** TOD stimulates employment in construction, retail, and services while fostering mixed-use, vibrant urban environments.

Key Challenges and Solutions

- Regulatory and Zoning Barriers: The Live Local Act (2023, amended 2024) streamlines approvals by overriding restrictive local zoning laws, allowing greater residential density in commercial and industrial areas.
- Market and Financial Constraints: TOD projects often require innovative financing, such as tax increment financing (TIF), public-private partnerships (P3s), and development impact fees.
- Infrastructure and Transit Limitations: Enhancing first-mile/last-mile connectivity and integrating different transit systems (Brightline, Tri-Rail, PREMO) can improve service efficiency and accessibility.

Strategic Recommendations

To foster sustainable and efficient urban growth, targeted Transit-Oriented Development (TOD) investments should be prioritized along key corridors such as I-95, US-1, and SR-7/US-441. Expanding development around major transit stations, including MiamiCentral, Fort Lauderdale, and Aventura, will enhance accessibility and encourage greater transit use.

Policy and land use reforms are crucial in creating pedestrian-friendly, high-density environments. Reducing parking requirements and increasing mixed-use zoning will promote more dynamic and walkable communities. Additionally, expanding the use of form-based codes will ensure that developments align with the vision of a more connected and accessible urban landscape.

Addressing housing affordability is an essential component of successful TOD initiatives. It is vital to implement strategies that wll help ensure that housing remains accessible to residents of varying income levels. Providing density bonuses and streamlining permitting processes for affordable housing developments near transit hubs will further support sustainable urban growth.

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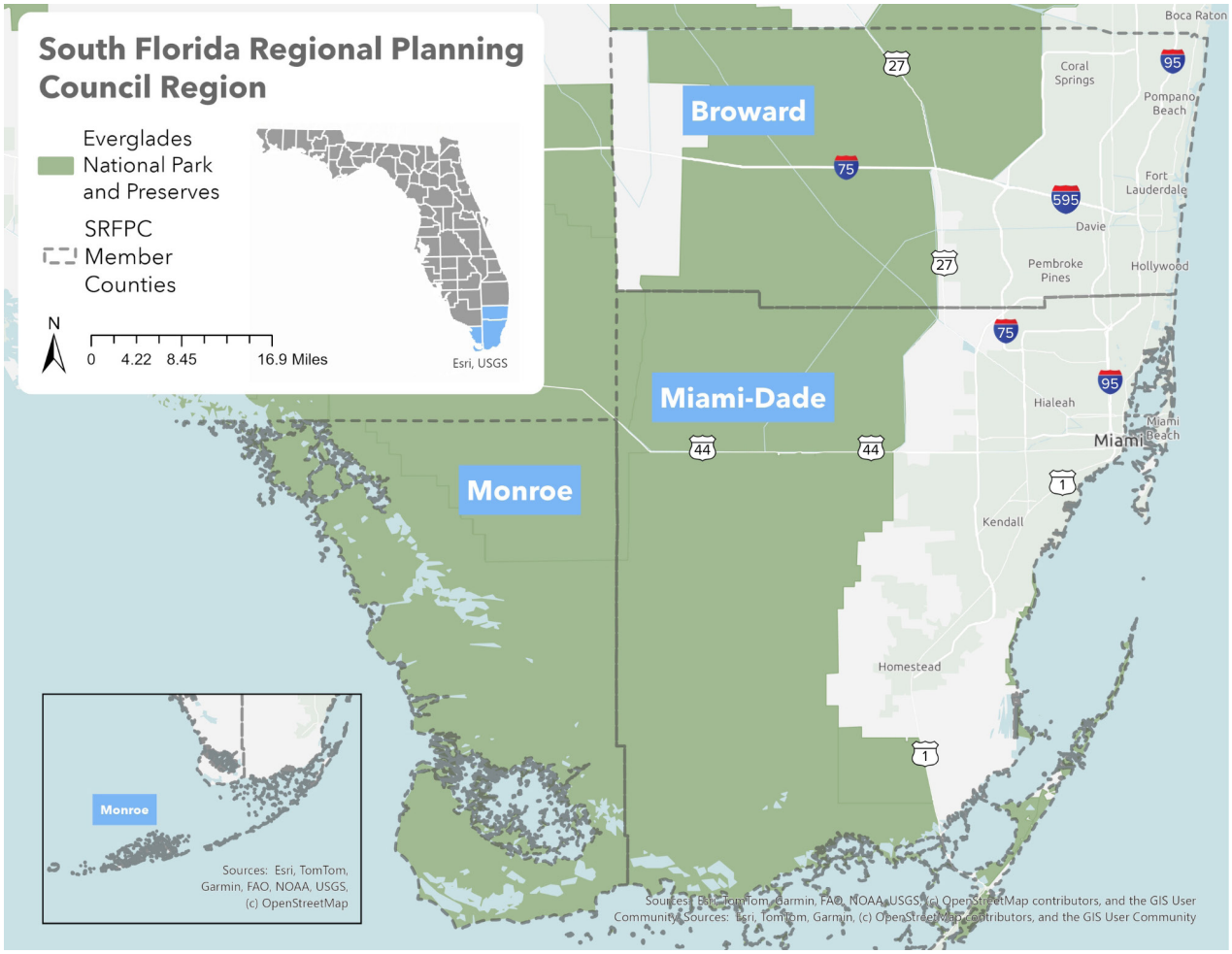
To finance the region's ambitious TOD projects, innovative funding mechanisms must be explored. Utilizing mechanisms such as Tax Increment Financing (TIF) districts, and opportunities such as publicprivate partnerships and joint development agreementswill generate necessary resources. Additionally, expanding dedicated transit taxation will provide sustainable funding to support long-term infrastructure investments, ensuring that these developments continue to thrive for years to come.

A Call to Action

The business community must play a pivotal role in advocating for policies that enhance transit accessibility and support equitable, sustainable development. By embracing TOD, South Florida can create an economically resilient, environmentally sustainable, and socially vibrant urban future.

ABOUT THE SOUTH FLORIDA REGIONAL PLANNING COUNCIL



The South Florida Regional Planning Council (SFRPC) is one of Florida's ten regional planning councils. Since 1974, the SFRPC has served as the regional planning agency for Monroe, Miami-Dade, and Broward counties totaling 70 municipalities and an estimated 4.9 million residents. As defined by the Florida State Statute, Title XIII, 186.502, Regional Planning Councils are Florida's "only multipurpose regional entity that is in position to plan for and coordinate intergovernmental solutions to growthrelated problems on greater than local issues provide technical assistance to local governments, and meet other needs of the communities in each region." It is governed by a public/private board of county and municipal elected and appointed officials from the three counties. The SFRPC supports the region's elected leaders and public, private, and nonprofit stakeholders through regional, collaborative planning and the development and implementation of programs and strategies shaping a better future for South Florida.

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As a designated Economic Development District (EDD), the SFRPC assists communities in reaching their comprehensive planning goals to guide and support local and regional growth. The SFRPC is responsible for developing, implementing, and updating South Florida's Comprehensive Economic Development Strategy (CEDS). As a strategy-driven plan for regional economic development, the CEDS is a guide to establishing regional goals and strategies to support long-term economic prosperity in the South Florida region. This report is part of the CEDS implementation process aligned with the creation of vibrant and connected places to increase the overall quality of life.

PUBLIC INVOLVEMENT

Regional stakeholder engagement was crucial to the development of this report. From September 2024 to March 2025, the SFRPC conducted multiple virtual and in-person meetings to gather stakeholder input. Approximately fifty individuals, representing local businesses, municipalities, counties, and academic and non-profit organizations, participated in the CEDS Strategy Committee, subcommittees, and working groups during this period. Stakeholder recommendations, ranked by most impactful to least through a poll, are presented in this report. Poll data is available in the appendix.

Number of estimated participants involved in the process

50

REPORT ORGANIZATION

The report is organized into six main sections.

Section 1 provides a comprehensive overview, addressing key factors such as the market and regulatory landscape, high land costs, zoning barriers, financial viability, market uncertainty, redevelopment potential, current transit performance, and the dynamics of ridership along key corridors in South Florida.

Section 2 examines the economic consequences of TOD housing, focusing on the spatial mismatch between jobs and residences, the economic impacts of TOD along specific corridors and stations, and the resulting effects on labor participation, productivity, and wage growth.

Section 3 examines the transit implications of decentralization and polycentric job distribution in the region. It explores the decentralized metropolitan structure along key corridors and transit lines, the role of Brightline and Tri-Rail in shaping regional development, and the essential transit system design considerations for effectively serving a dispersed economic landscape.

Section 4 examines the significant Economic Returns on Investment generated by high-quality transit services and TOD. Specifically, it explores the multiplier effect, where initial investments catalyze substantial economic activity through direct, indirect, and induced spending, leading to job creation, increased property values, and long-term employment opportunities.

Section 5 examines the current state of Transit Service and Operations in South Florida, highlighting existing challenges such as congestion, accessibility issues, and housing needs near transit hubs. It then explores the operational benefits of integrated transit and TOD, including efficiency gains, increased ridership, and service integration, drawing on case studies like the Washington D.C.'s Metro system.

Section 6 explores the land use policies that are crucial for successful TOD implementation in the region. This section examines the policy framework, including county regulations, affordable housing strategies, and regional density goals, and then outlines the urban design criteria necessary to create thriving, transit-oriented communities that prioritize pedestrian access, mixed-use development, and integrated public spaces.

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PROJECT OBJECTIVES

Problem:

Affordable housing is critically lacking in South Florida, creating significant challenges for workforce accessibility across industries. Workers must navigate the trade-offs between housing affordability and workplace accessibility, a problem further complicated by two-worker households with distant workplaces, NIMBYism, and the absence of "missing middle" housing options. Commute-time tolerance thresholds, the maximum commute time most workers are willing to drive[1], exacerbate this issue, underscoring the importance of creating affordable housing near transit corridors.

Goal:

Increase the availability of affordable housing within Transit-Oriented Developments (TODs) and transit corridors while making transit a more attractive alternative than Single-Occupancy Vehicle (SOV) use through improved service.

Objective: Equip South Florida's business community with data-driven narratives to:

Advocate for affordable housing integrated with high-quality transit and TOD.

Promote funding and regulatory reforms.

Demonstrate the critical role of TOD in enhancing labor market accessibility.

Objective: Encourage the business community to support policy interventions in three areas:

Land Use: Promote and incentivize higher residential density near transit stations, reduce parking requirements, and prioritize mixed-use corridor designs.

Finance: Implement innovative funding mechanisms, including value capture, sales taxes, and other sources, as described in the following sections.

Transit Service: Improve transit connectivity, frequency, and integration across systems (e.g., PREMO, SMART Plan, Brightline, Tri-Rail).

[1] Generally, the tolerance threshold is around 45 minutes in the United States. Clark, William AV, Youqin Huang, and Suzanne Withers. "Does commuting distance matter?: Commuting tolerance and residential change." Regional Science and Urban Economics 33, no. 2 (2003): 199-221.

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1. EXISTING CONDITIONS

Affordable housing is lacking in South Florida, making access to labor more difficult across a range of industries and occupations. Instead, workers must balance workplace accessibility and housing affordability, with location decisions further complicated as adults in a household often work in different locations. Because there are limits to commute time tolerance levels, the need for affordable housing can be alleviated by building more intensively in urban corridors where access to transit is highest.

South Florida's commute-shed is dominated by heavy north-south commute flows with east-west connectivity that has few limited-access facilities (e.g. highways, rail corridors). Single-Occupancy Vehicle (SOV) dominance on major corridors contributes to congestion which limits labor access and job matching by reducing commutable distances.

1.1 PROJECT SCOPE

Active efforts are underway to connect communities and jobs at the county and regional level. This Business Case focuses on encouraging more innovative thinking to incentivize affordable housing in TOD and to support inter-county transit to reduce SOV trips while making transit more supportive of corridor level residential densification.

1.2 MARKET AND REGULATORY LANDSCAPE FOR TOD

The market landscape for Transit-Oriented Development (TOD) is complex, multifaceted, and influenced by various economic, regulatory, and social factors. Table 1 summarizes many of the challenges faced by TOD developers in U.S. markets by economic, organizational, political, policy, regulatory and transit quality barriers.

TABLE 1: MARKET AND INSTITUTIONAL BARRIERS TO TOD IN THE UNITED STATES

Barrier type	
Economics and Financial/Fiscal	High interest rates, rigid loan underwriting standards, large upfront capital outlays, long payback periods, inferior rate of return compared to other opportunities
	Affordable housing minimums shift costs to market-rate owners, escalating the demand for compensating and competitive amenities (e.g., parking spaces) and thereby squeezing developer margins
Organizational/ Institutional	Lack of coordination/collaboration among stakeholders
	Lack of local expertise to implement TODs
	Transit agencies' view of themselves as exclusively transit operators, not as developers

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TABLE 1 (CONTINUED)

Barrier type	
Political Barriers	Suburban cities' majority on transit agencies' boards
	NIMBYism: spot congestion and proximity to low-density residential
	Weak metropolitan-scale governance
	Advocacy by park-and-ride patrons for station area parking
Policy Barriers	Weak national, regional, and local support for TODs
	Lack of consensus regarding goals of TODs
	Node-place conflict (the tension between a station area's role as a transportation hub ("node") and its function as a walkable, mixed use destination ("place"), where prioritizing high transit accessibility can sometimes undermine local urban vitality)
	Lack of state-level policy on TOD
Regulatory Barriers	States may prohibit transit agencies from pursuing real estate development
	Lack of enabling state-level legal environment for transit agencies to use tools such as eminent domain and joint development agreements
	State laws requiring sale of state-owned lands to highest bidder
Quality of the transit system	Low transit accessibility and mobility compared to automobiles

Source: Adapted from Mathur and Gatdula, 2023; Additional comments from SFRPC, 2025.

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Market conditions are part of the challenge of planning for TOD. Local land use regulations, zoning, and local decision-making influence the attractiveness of investing in TOD projects. Sometimes practices are well intentioned but are self-defeating. Table 2 provides context for some of those problems in the United States.

TABLE 2: PLANNING, LAND USE, AND ZONING BARRIERS TO TOD DEVELOPMENT IN THE UNITED STATES

Barrier type	
Regional and Local Planning	Lack of consideration of land uses around each transit station in the context of their impact on system-wide ridership
	Lack of cross-jurisdictional consistency in planning that reduces uncertainties in the development process
Zoning	Lack of integrated transportation and land use decision-making across jurisdictions Parking-related challenges: High minimum parking in TODs; inflexible parking standards; on-site parking requirement; unbundled or shared parking prohibited; replacing parking for one mode with other modes prohibited Barriers to mixed-use TODs: Zoning prohibits mix of uses; excessive ground-floor retail; zoning changes to allow TODs risky and resource-intensive
	Density-related barriers: Maximum density requirements; building height restrictions; setback and buffering requirements; minimum street width requirements; building height and FAR restrictions; complicated zoning and building permitting processes; environmental regulations
	Institutional factors: Limited or no Planning, Land Use, and Zoning powers to transit agencies; local public agencies' opposition to granting Planning, Land Use, and Zoning powers to transit agencies; lack of clear legal authority for transit agencies to use Planning, Land Use, and Zoning powers (piecemeal legislation)
Urban Design	Need to move beyond the design-related issues that focus on street connectivity only Poor urban design and aesthetic appeal of the TOD

Source: Mathur and Gatdula, 2023. Adapted by SFRPC, 2025.

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1.3 HIGH LAND COSTS AND LAND ASSEMBLY

The acquisition of land for TOD projects is often challenging due to high costs and the complexity of assembling multiple parcels. Land near transit stations is typically more expensive due to its prime location and potential for development.[2] This premium on transit-adjacent land can significantly impact project feasibility and affordability.

Land assembly, the process of acquiring multiple adjacent parcels to create a sufficiently large development site, presents additional challenges. Fragmented land ownership in urban areas can make assembly difficult and time-consuming since this process often requires negotiation with multiple property owners, potentially leading to holdout problems and increased costs.[3]

Furthermore, development can be complicated by the "assemblage premium", where the total cost of acquiring multiple parcels exceeds the sum of their individual values.[4] This premium can further strain project budgets and impact overall feasibility and public sector involvement, through tools like eminent domain or land banking, may be necessary to facilitate land assembly for TOD projects.

1.4 REGULATORY AND ZONING BARRIERS

Zoning regulations play a crucial role in shaping the feasibility and design of TOD projects. Traditional zoning ordinances often conflict with TOD principles, limiting density and mixed-use development.[5] In many cases, zoning reforms are necessary to accommodate TOD projects and promote sustainable urban development.

In response to these challenges, many jurisdictions, such as the City of Miami and Hialeah in Miami Dade County, and the Cities of Fort Lauderdale and Pompano Beach in Broward County, have begun to revise their zoning ordinances and deploy form-based codes and overlay zones as tools to promote TOD.[6] These regulatory approaches focus on building form and urban design rather than strict land use segregation, allowing for greater flexibility in development.

In some cases, the states have decided that preemption of local authority is necessary. Florida's Live Local Act, initially enacted in 2023 as Senate Bill 102 and subsequently amended in 2024 by Senate Bill 328, is designed to augment affordable and workforce housing near employment centers. A cornerstone of this legislation is the controversial preemption of local zoning restrictions, thereby permitting multifamily residential developments within commercial and industrial zones, contingent upon a minimum of 40% of the units being designated as affordable for households earning up to 120% of the area median income (AMI).[7] This provision ensures that such developments can achieve the highest permissible density and a building height equivalent to the tallest structure within a one-mile radius, or a minimum of three stories, whichever is greater. The 2024 amendment further introduced a preemption on floor area ratio (FAR), mandating that local governments cannot impose a FAR less than 150% of the highest currently allowed ratio within their jurisdiction.[8]

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[2]Cervero, Robert, Jin Murakami, and Mark A. Miller. "Direct ridership model of bus rapid transit in Los Angeles County." (2009).

[3]Hess, Daniel Baldwin, and Peter A. Almeida. 2007. "Impact of Proximity to Light Rail Rapid Transit on Station-area Property Values in Buffalo, New York." Urban Studies 44 (5-6): 1041-1068.

[4]Mathur, Shishir, and Christopher Ferrell. 2013. "Measuring the Impact of Sub-urban Transit-Oriented Developments on SingleFamily Home Values." Transportation Research Part A: Policy and Practice 47: 42-55.

[5]Levine, Jonathan, and Aseem Inam. 2004. "The Market for Transportation-Land Use Integration: Do Developers Want Smarter Growth than Regulations Allow?" Transportation 31 (4): 409-427.

[6]Cervero, Robert, and Cathleen Sullivan. "Green TODs: marrying transit-oriented development and green urbanism." International journal of sustainable development & world ecology 18, no. 3 (2011): 210-218.

[7]flsenate.gov/Session/Bill/2024/328/BillText/er/PDF

[8]Live Local Act 2024 vs 2023: Separating Fact from Fiction | Bilzin Sumberg's New Miami Blog | Insights & Events | Bilzin Sumberg

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In addition to zoning reforms, the Act allocates $811 million to various affordable housing programs, including substantial appropriations to the State Housing Initiatives Partnership (SHIP) and the State Apartment Incentive Loan (SAIL) programs. These funds are earmarked to mitigate inflation-related cost increases for approved multifamily projects that have yet to commence construction. Moreover, the legislation introduces property tax incentives, such as exemptions for land leased for affordable housing and for developments that reserve a significant portion of units as affordable. A sales tax refund is also available for building materials used in the construction of affordable units funded through the Florida Housing Finance Corporation (FHFC).[9]

Within South Florida, Broward and Miami-Dade counties provide examples of locally driven initiatives. While there are important distinctions between each county's policies, Broward County's Land Use policies 2.16.3 and 2.16.4 (the "Geller Amendment") and Miami-Dade's Rapid Transit Zone (RTZ) have expanded the land use regulatory toolbox to facilitate TOD development.

1.5 FINANCIAL VIABILITY AND INFRASTRUCTURE COSTS

The financial viability of TOD projects is often challenged by high upfront infrastructure costs and complex financing requirements. TOD projects typically require significant investments in transit station improvements, pedestrian infrastructure, and utility upgrades.[10] These costs can strain project budgets and impact overall feasibility.

Mixed-use developments, particularly those incorporating affordable housing, often face additional financial challenges as the complexity of mixed-use projects can lead to thinner profit margins and increased financing difficulties.[11] Innovative financing mechanisms, such as public-private partnerships and value capture tools, may be necessary to overcome these challenges. Infrastructure costs associated with TOD can be particularly burdensome, especially considering the "transit premium," where properties near transit stations command higher values.[12] While this premium can benefit developers, it also increases land acquisition costs and may necessitate additional public investment in infrastructure to support higher densities.

1.6 MARKET AND DEMAND UNCERTAINTY

The success of TOD projects is closely tied to market demand for high-density, mixed-use environments. Yet changing consumer preferences and demographic shifts can significantly impact the demand for TOD.[13] While there is a growing preference for walkable, transit-oriented neighborhoods among certain demographic groups, this demand is not uniform across all markets. One potential market consists of retired single-nester households, who will become a larger share of the U.S. population in the coming decades.[14]

The rise of e-commerce and changing retail landscapes present additional challenges for TOD projects as reduced demand for retail space on mixed-use developments may undermine the viability of first floor retail.[15] Instead, TOD projects may need to adapt their commercial components to accommodate changing consumer behaviors as ground

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[9] IBID.

[10] Cervero, Robert, and Michael Duncan. 2002. "Benefits of Proximity to Rail on Housing Markets: Experiences in Santa Clara County." Journal of Public Transportation 5 (1): 1-18.

[11] Leinberger, Christopher B. 2008. "The Next Slum?" The Atlantic 301 (2): 70-75

[12] Renne, John L., Tara Tolford, Shima Hamidi, and Reid Ewing. 2016. "The Cost and Affordability Paradox of Transit-Oriented Development: A Comparison of Housing and Transportation Costs Across Transit-Oriented Development, Hybrid and TransitAdjacent Development Station Typologies." Housing Policy Debate 26 (4-5): 819-834.

[13] Bartholomew, Keith, and Reid Ewing. 2011. "Hedonic Price Effects of Pedestrian- and Transit-Oriented Development." Journal of Planning Literature 26 (1): 18-34.

[14] Preparing for the Silver Tsunami: Planning and Policy Solutions for Southeast Florida's Communities on November 15, 2024 -SFRPC

[15] Chatman, Daniel G., and Robert B. Noland. 2014. "Transit Service, Physical Agglomeration and Productivity in US Metropolitan Areas." Urban Studies 51 (5): 917-937.

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floor uses play a critical role in the success of TOD projects, creating pedestrian-friendly environments and supporting overall project viability.[16] With the right balance of uses such as practical amenities like groceries and attractors such as gyms and restaurants, TOD can support TOD residents, commuters and visitor needs.

1.7 REDEVELOPMENT POTENTIAL

Transit stops for commuter rail belong in places where people will use them, usually in dense residential and mixed-use urban settings. The viability of fixed-guideway transit, such as light rail or commuter rail, is heavily dependent on ridership. Ridership, in turn, is directly correlated to population density within a reasonable walking or biking distance of the station. Areas with higher densities generate more potential riders, making the transit system more efficient and effective. Table 3 illustrates this point, showing the total number of dwelling units within a quarter-mile and half-mile radius of a transit stop based on varying densities. As the density (dwelling units per acre) increases, so does the total number of potential riders within those radii, significantly impacting the success of the transit system.

TABLE 3: POTENTIAL DWELLING UNIT BUILD OUT ON VACANT BUILDABLE STATION AREA BY QUARTER-MILE AND HALFMILE RADIUS

Density (Dwelling Units Per Acre)	Total Units (Quarter-Mile)	Total Units (Half-Mile)
10	1,250	5,000
20	2,500	10,000
30	3,750	15,000
40	5,000	20,000
50	6,250	25,000
60	7,500	30,000
70	8,750	35,000
75	9,375	37,500

Source: SFRPC staff calculation. Notes in the Appendix.

[16] Dittmar, Hank, and Gloria Ohland, eds. 2004. The New Transit Town: Best Practices in Transit-Oriented Development. Washington, DC: Island Press.

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Often, in Sunbelt cities, fixed guideway track services pass through existing neighborhoods that do not have the minimal transit supportive densities that optimize the use of light or commuter rail. This is a crucial challenge in many Sunbelt cities, where historical development patterns often prioritized lowdensity, auto-dependent sprawl. As a result, existing rail lines may traverse areas that lack sufficient population concentration to justify the investment in transit.

These areas often require strategic redevelopment or infill to increase density and create a more transitsupportive environment. Instead, opportunities for TOD must fit into an existing urban fabric. Retrofitting existing neighborhoods to support transit requires a nuanced approach. It is not always feasible or desirable to completely overhaul existing urban areas. Instead, TOD in these contexts often involves a combination of strategies, including:

- **Infill Development:** Constructing new housing and commercial buildings on vacant or underutilized land near transit stops.
- **Adaptive Reuse:** Converting existing buildings into higher-density residential or mixed-use developments.
- **Upzoning:** Adjusting zoning regulations to allow for increased density and a mix of uses near transit stations.
- **Streetscape Improvements:** Enhancing pedestrian and bicycle infrastructure to make it easierand more attractive to access transit.

By carefully integrating these strategies into the existing urban fabric, Sunbelt cities can leverage the benefits of transit-oriented development, even in areas that were not originally designed to support it.

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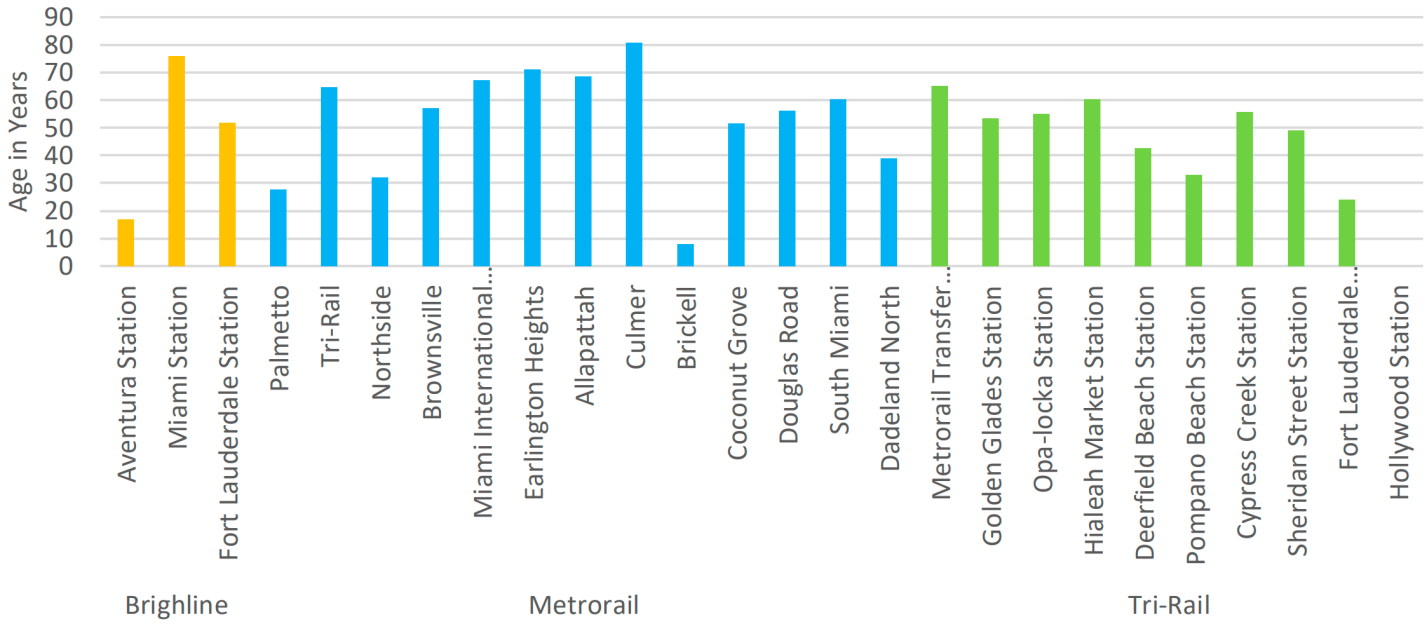
However, there are few blank slates in walking distance of rail stops in South Florida land-use. Even nominally vacant (about 300 acres within half-mile radii of regional rail stops)[17] or underutilized properties are often used for parking or temporary uses, such as storage. Eventually, however, existing developed property depreciates beyond its useful life. A more comprehensive analysis of the full development potential around each rail stations in the region may be warranted in the future. As a quick glance, SFRPC has analyzed the average age of each industrially developed property within a quarter mile of each stop and found that the average age of industrial structures within half-mile radii of regional train stops is 60 years old, while the typical period for buildings to be written off under the Modified Accelerated Cost Recovery System (MACRS) is 39 years.[18]

FIGURE 1: SOUTH FLORIDA RAIL TRANSIT AREA BUILD INDUSTRIAL PROPERTIES BY AVERAGE AGE



Source: SFRPC analysis of Broward and Miami-Dade Property Appraiser data, 2025.

1.8 CURRENT TRANSIT PERFORMANCE

Transit performance is a critical dimension in evaluating the success of transit-oriented development (TOD) initiatives, particularly when affordable housing is a key objective. Effective transit systems, characterized by frequency, reliability, and connectivity, significantly influence where individuals choose to live, work, and play. For low- and moderate-income households, efficient public transportation reduces transportation costs, alleviates pressure on household budgets, and broadens access to employment centers, healthcare facilities, and educational opportunities. Moreover, robust transit performance has a multiplying effect on economic growth by attracting businesses and residential developments, leading to broader community revitalization.

[17] SFRPC analysis of Broward and Miami-Dade County Property Appraiser data, 2025.

[18] Publication 946 (2023), How To Depreciate Property | Internal Revenue Service

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Miami-Dade County:

- **Metrobus:** Operated by Miami-Dade Transit, Metrobus provides extensive coverage throughout Miami-Dade County and extends into parts of Broward County. It connects major shopping centers, entertainment venues, cultural sites, hospitals, and schools. Service areas are countywide and regional, extending north to Broward and south to the Middle Keys.
- **Metrorail:** This rapid transit system features twenty-three stations along a 24.4-mile track, linking various parts of Miami-Dade County. It connects to the Metromover in downtown Miami and to Tri-Rail, enhancing regional transit options.
- **Metromover:** A free people mover system in downtown Miami, Metromover operates twenty stations across a 4.4-mile track, serving the downtown Miami area, including the Arts & Entertainment District, the Central Business District, and Brickell.[19]

Broward County:

- **Broward County Transit (BCT):** BCT operates a comprehensive bus system covering approximately 410 square miles within Broward County. The fixed-route buses travel between Broward, Miami-Dade, and Palm Beach counties daily, connecting with Miami-Dade Transit, Palm Tran, and Tri-Rail.[20]

Regional Connectivity:

- **Tri-Rail:** Managed by the South Florida Regional Transportation Authority, Tri-Rail is a commuter rail service linking Miami, Fort Lauderdale, and West Palm Beach. The 80-mile system has nineteen stations and connects directly to Amtrak at several stations, to Metrorail at the Metrorail Transfer station, Miami Airport station, and MiamiCentral, to Brightline at MiamiCentral. Offers commuter rail service but faces operational challenges and limited connectivity to key destinations.
- **Brightline:** Brightline is a higher-speed rail service that operates between Miami and Orlando, with stops in Aventura, Fort Lauderdale, Boca Raton, and West Palm Beach. Provides high-speed intercity rail but has limited integration with local transit. The high fare costs limit accessibility for many local riders. The company has increasingly focused on marketing and pricing geared toward longer trips (e.g., Orlando to Miami).

1.8.1 TRENDS IN SOUTH FLORIDA RIDERSHIP

Transit ridership in the United States is influenced by both targeted service investments and broader socio-economic forces. For example, from 2012 to 2018, improvements such as sustained investments in transit services and increased

[19] https://www.miamidade.gov/global/transportation/metrobus.page

[20] https://www.fortlauderdale.gov/government/departments-i-z/transportation-and-mobility/transportationdivision/traffic-and-public-transportation

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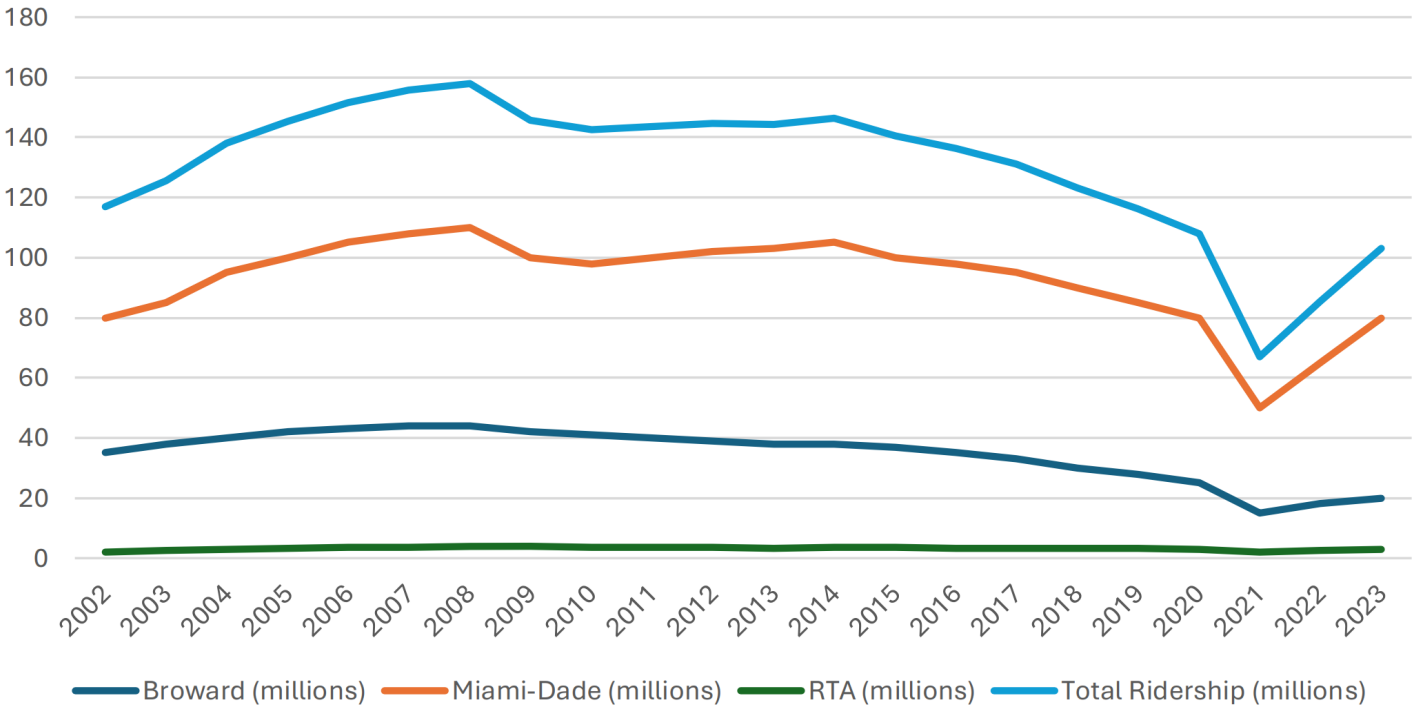
land use density were linked to increases in ridership—bus ridership grew by 4.7% and rail ridership by 10.7%. However, these gains were overshadowed by larger, pervasive trends. Factors like fare hikes, the rising popularity of transportation network companies, and evolving travel behaviors contributed to overall declines in ridership, with bus services experiencing a 15% drop and rail services a 3% decrease.[21]

In South Florida, population growth contributed positively to bus ridership, while income gains, gentrification, fare increases, and Transportation Network Companies (TNC) competition reduced demand. Rail ridership was buoyed by increased vehicle revenue miles (VRM) and transit-supportive development, though work-from-home trends, scooters, and e-bikes constrained growth. These factors highlight the complex interplay of policies, infrastructure investment, and evolving mobility preferences in shaping regional transit trends. Figure 2 depicts recent trends by South Florida systems.

FIGURE 2: TRENDS IN SOUTH FLORIDA TRANSIT ANNUAL RIDERSHIP BY SYSTEM (MILLIONS OF PASSENGER TRIPS)



Source: South Florida Annual Transit Ridership (Passenger Trips), Federal Transit Administration. 2024.

[21] Erhardt, 2022. Why has public transit ridership declined in the United States. Trans. Research, Part A. 161, 68-87

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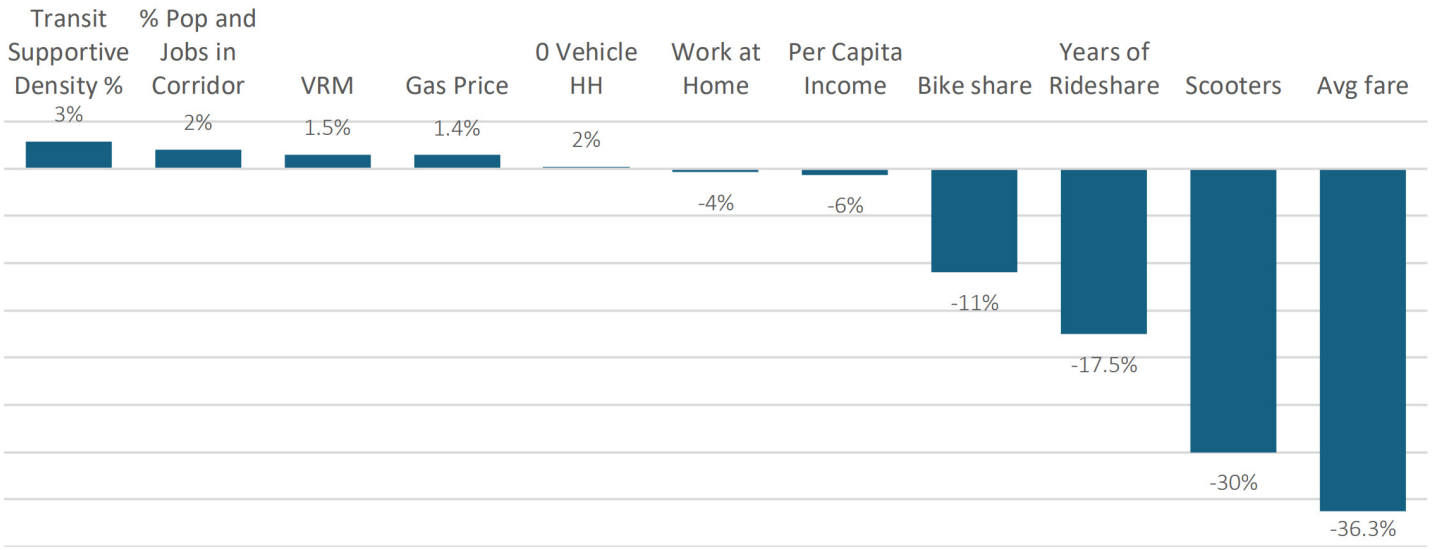
1.8.2 DRIVERS OF TRANSIT RIDERSHIP IN SOUTH FLORIDA

A 2022 study analyzed the determinants of increasing and decreasing transit ridership by bus and rail. As might be expected, it is easier to drive declines in ridership than it is to increase ridership. Figure 3, depicts expected percent changes in ridership by bus in South Florida across a number of determinants, while Figure 4 depicts expected percent changes in ridership by train in South Florida across a number of determinants.

FIGURE 3: SOUTH FLORIDA BUS RIDERSHIP CHANGES BY X% FOR EVERY 1% INCREASE IN:



Source: SFRPC adaption of Erhardt, 2022. Why has public transit ridership declined in the United States. Trans. Research, Part A.161, 68-87

As an example, for each one percent increase in Vehicle Revenue Miles (VRM), bus ridership increases by 1.5%.

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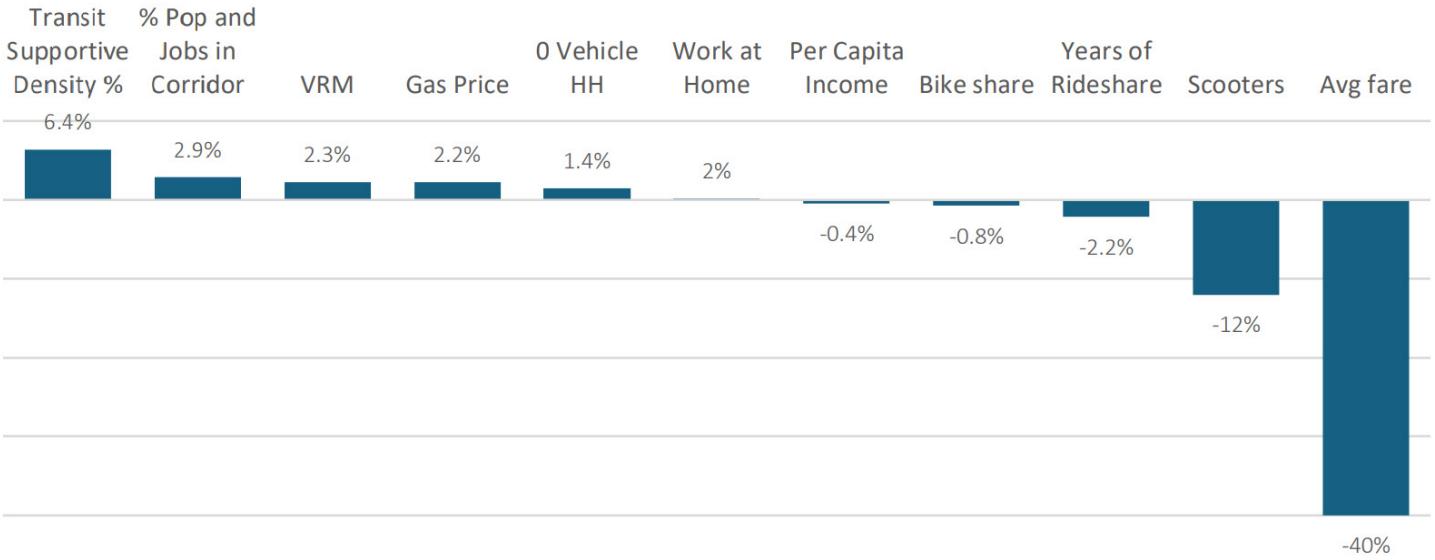
FIGURE 4: SOUTH FLORIDA TRAIN RIDERSHIP CHANGES BY X% FOR EVERY 1% INCREASE IN:



Source: SFRPC adaption of Erhardt, 2022. Why has public transit ridership declined in the United States. Trans. Research, Part A. 161, 68-87

As an example, for each one percent increase in Vehicle Revenue Miles (VRM), train ridership increases by 2.3%. In both cases, as service distance increases, ridership increases in an increment of between 1.5% and 2.3% for each percent gain in VRM.

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1.9 KEY CORRIDORS

Although the primary focus of this study is to investigate the need for affordable housing within TODs in South Florida, an examination of the most critical transportation corridors is indispensable for a comprehensive analysis. Transportation corridors are foundational in determining the viability of TOD. They facilitate the flow of people and goods, influencing ridership demand and the accessibility of potential housing locations.

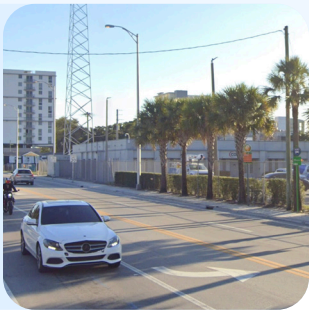
In South Florida, where sprawling development patterns and long commutes are common, concentrating transit resources and affordable housing around well-chosen corridors can mitigate congestion, reduce dependence on personal vehicles, and foster more equitable mobility. Moreover, corridors act as catalysts for broader economic and social development. Proximity to major thoroughfares and rail lines often incentivizes public and private sector investment, raising questions about how to capture the value of these investments for affordable housing.

Additionally, corridors play a critical role in shaping land-use patterns and financing strategies, especially in a region dominated by north-south travel alignments. Since much recent growth lies west of I-95, the relative importance of east-west connectivity is crucial. Accordingly, the SFRPC, with Steering Committee input, has identified several key regional and county specific corridors that may be subject to recommendations by the Steering Committee.

I-95 Corridor: Critical for north-south travel between major employment centers in Miami and Fort Lauderdale

US-1/South Dade Transitway: Enhances connectivity in the southern part of Miami-Dade County.

SR-7/US-441 Corridor: Addresses congestion in underserved communities.

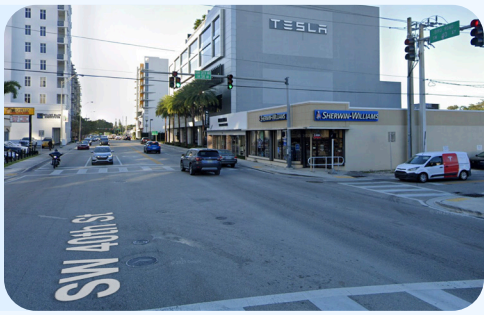


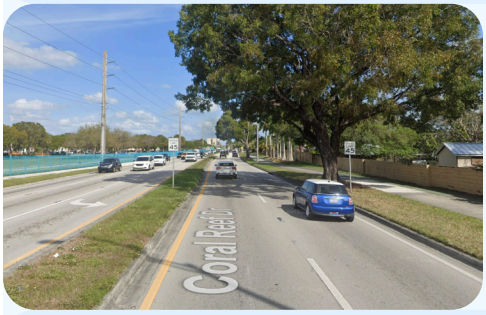
IN MIAMI-DADE COUNTY, SEVERAL KEY EAST-WEST ARTERIALS FACILITATE TRANSPORTATION ACROSS THE REGION:

Dolphin Expressway (State Road 836):
A major toll road connecting the western suburbs to Downtown Miami, providing access to Miami International Airport and intersecting with several north-south highways.

Airport Expressway (State Road 112):
An east-west route linking Miami International Airport to Interstate 95 and the beaches, serving as a crucial connector for airport traffic.

Bird Road (State Road 976):
Also known as Southwest 40th Street, this arterial runs from the Homestead Extension of Florida's Turnpike to U.S. Route 1, serving as a significant corridor in the southern part of the county.





Coral Reef Drive (State Road 992):
Known as Southwest 152nd Street, connects the communities of Country Walk and Richmond Heights with Palmetto Bay, facilitating east-west travel in the southern regions.

Gratigny Parkway (State Road 924):
An east-west highway connecting I-75 and SR 826 in Hialeah to SR 909 in North Miami, with a portion functioning as a toll road.

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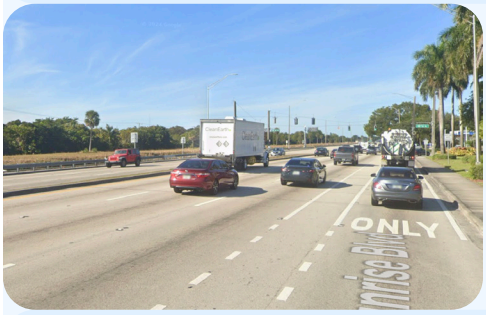
IN BROWARD COUNTY, IMPORTANT EAST-WEST CORRIDORS INCLUDE:

Broward Boulevard (State Road 842):
Running from Plantation to Fort Lauderdale, serving as the main east-west access route to downtown Fort Lauderdale.



Sunrise Boulevard (State Road 838):
A major east-west route extending from the Sawgrass Expressway in Sunrise to U.S. Route 1 in Fort Lauderdale, passing through commercial and residential areas.

Oakland Park Boulevard (State Road 816):
Connecting the Sawgrass Expressway in Sunrise to A1A in Fort Lauderdale, this corridor serves as a significant commuter route across central Broward County.

Sample Road (State Road 834):
Serving northern Broward County, beginning at an interchange with the Sawgrass Expressway in Coral Springs and ending at North Federal Highway near Pompano Beach.

Stirling Road (State Road 848):
An east-west commuter highway in Broward County, extending from Southwest 166th Avenue in Southwest Ranches to Federal Highway (U.S. Route 1) in Dania BeachSR-836 (Dolphin Expressway) and I-595.

Griffin Road
serves as a major commuter road for Cooper City, Davie, Hollywood, and Dania Beach in central Broward County, paralleling the South New River Canal for much of its route, and is a primary access road for Fort Lauderdale-Hollywood International Airport. In South Broward, Hollywood and Pines.

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Underutilized Station Areas:
Development potential for TOD around stations is not fully realized, limiting economic benefits. Depending on inter-station area spacing, linear development along a corridor can induce more job growth.

Report will include aerials of station areas with overlayed semi-transparent land use categories.
Light Rail in Broward: Broward Boulevard and Oakland Park Rd
Address: New River crossing controversy, tunnel would cost as much as $3 billion, bridge $425 million[22]

2. LABOR MARKET DYNAMICS AND ECONOMIC IMPACTS

The integration of efficient transit systems, such as Brightline and Tri-Rail in South Florida, has significant implications for labor market dynamics and the broader economy. This section examines the spatial mismatch between employment centers and residential areas, the economic impacts of transit-oriented development (TOD) housing along specific corridors and stations, and the resultant effects on labor participation, productivity, and wage growth.

The Council conducted a REMI analysis of economic impacts of increased labor access in Southeast Florida, as an illustrative case study. Table 4, below, displays the impacts for every 1% increase in jobs within a commutable distance of residents' homes in Southeast Florida. One example of the significance of that impact is that there would be an average of an additional 1.3 billion dollars added annually in personal income over the period 2025 to 2029.

[22] SFRPC staff analysis of transportation facilities in the Long-Range Transportation Plans (LRTP) of Broward and Miami-Dade counties and CEDS Steering Committee input.

TABLE 4: ECONOMIC IMPACTS OF INCREASED LABOR ACCESS

Category	Units	2025	2026	2027	2028	2029
Total Emloyment	Thousands (Jobs)	18.54	17.27	16.03	13.83	11.47
Private Non-Farm Employment	Thousands (Jobs)	17.91	16.33	14.91	12.63	10.26
Residence Adjusted Employment	Thousands	18.71	17.26	16.16	14.15	12.02
Population	Thousands	7.58	12.13	15.36	17.25	18.11
Labor Force	Thousands	5.59	8.23	9.86	10.81	11.13
Gross Domestic Product	Billions of Current $	2.22	2.53	2.8	2.92	2.96
Output	Billions of Current $	3.75	4.3	4.75	4.93	4.99
Value-Added	Billions of Current $	2.21	2.52	2.79	2.91	2.96
Personal Income	Billions of Current $	1.24	1.36	1.43	1.39	1.29

2.1 SPATIAL MISMATCH IN SPECIFIC CORRIDORS AND AREAS SERVED BY BRIGHTLINE AND TRI-RAIL

Employment Centers vs. Residential Areas

Spatial mismatch refers to the disconnect between where jobs are located and where affordable housing is available. In South Florida, this issue is evident along corridors like NW 27th Avenue in Miami and Broward Boulevard, where major employment hubs are distant from affordable residential areas. This separation poses challenges for low- and moderate-income workers who may struggle to access employment opportunities due to transportation barriers (South Florida Regional Planning Council, 2019).

Limited Connectivity to Employment Centers

While Brightline and Tri-Rail provide essential transit services, some stations lack direct access to major job hubs due to last-mile connectivity issues. For instance, certain Tri-Rail stations are not seamlessly connected to nearby employment centers, making it difficult for commuters to complete their journeys efficiently. Addressing these connectivity gaps is crucial for maximizing the benefits of transit systems and ensuring that workers can access job opportunities without undue hardship (Broward Metropolitan Planning Organization, 2018). See Section 3.2 for more on micromobility.

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2.2 ECONOMIC IMPACTS OF TOD HOUSING ALONG SPECIFIC CORRIDORS AND STATIONS

Increased Labor Participation

Improved accessibility through TOD housing along transit corridors encourages higher labor force participation. By providing affordable housing options near transit stations, workers can reduce commute times and transportation costs, making employment more feasible. Studies have shown that access to reliable transit is associated with increased employment rates, particularly among low-income populations (Philadelphia Federal Reserve, 2019).

Agglomeration Effects

Clustering businesses and workers around transit hubs and station areas leads to agglomeration effects, which enhance productivity. The proximity of firms facilitates knowledge spillovers, resource sharing, and efficient labor market matching. Research indicates that such clustering can result in significant economic benefits, including higher output and innovation (Good Jobs First, 2008).

Wage Growth and Economic Mobility

Better transit access enables workers to reach higher-paying jobs that were previously inaccessible due to transportation constraints. This increased access can lead to wage gains and improved economic mobility. For example, a study examining the impact of light rail transit found that improved transit accessibility was associated with positive changes in employment outcomes and housing markets (Jun, 2017).

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3. TRANSIT IMPLICATIONS OF DECENTRALIZATION AND POLYCENTRIC JOBS

This Section examines the transit implications of decentralization and polycentric job distribution in the region. It explores the decentralized metropolitan structure along key corridors and transit lines, the role of Brightline and Tri-Rail in shaping regional development, and the essential transit system design considerations for effectively serving a dispersed economic landscape.

3.1 DECENTRALIZED METROPOLITAN STRUCTURE ALONG KEY CORRIDORS AND TRANSIT LINES

- **Dispersed Economic Activity:** Economic hubs are spread across the region primarily along a north-south axis, necessitating a polycentric transit network.
    - *Case Study:* Los Angeles Metro's approach to serving a decentralized urban area, offering insights for South Florida.
- **Role of Brightline and Tri-Rail in the Urban Fabric:** These systems connect major urban centers, shaping regional development patterns and facilitate linear corridor economic development.

3.2 TRANSIT SYSTEM DESIGN CONSIDERATIONS

The design of a transit system is deeply influenced by urban morphology, regional connectivity needs, and the integration of multiple transportation modes. In South Florida, the linear coastal development pattern, polycentric job clusters, and natural barriers such as waterways create unique challenges for transit planners. Effective system design must address these constraints while ensuring seamless multimodal integration, enhancing first-mile and last-mile access, and prioritizing key investment corridors. This section explores the critical factors shaping South Florida's transit network, emphasizing the importance of strategic investments in high-quality transit services and Transit-Oriented Development (TOD) to improve regional mobility.

Urban Morphology and Its Impact on Transit Planning

South Florida's urban development is characterized by a narrow coastal corridor with polycentric job clusters, which significantly influences transit system design. Polycentricity presents challenges for transit planners who must balance coverage and reliability.[23] Moreover, the linear nature of development along and hugging the coast necessitates a focus on high-capacity transit along the northsouth axis, while also addressing the needs for east-west connectivity. The region's extensive waterways further complicate transit infrastructure placement. These geographical features pose significant challenges for east-west oriented transit and crossings, such as the New River in Fort Lauderdale. This urban morphology has led to a transit system that must adapt to both linear coastal development and the need for cross-regional connectivity.

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Integration with Local Transit

Enhancing connections between major corridors, intercity rail services like Brightline and Tri-Rail, and local bus and rail services is crucial for creating a cohesive transit network in South Florida. Seamless integration between different transit modes improves overall system efficiency and ridership.[24] The South Florida Regional Transportation Authority (SFRTA) has been working on improving these connections. Their 2040 Regional Transportation Plan outlines strategies for better integration of local and regional transit services.[25] These efforts aim to create a more interconnected and user-friendly transit system across Miami-Dade, Broward, and Palm Beach counties.

First-Mile and Last-Mile Solutions

Addressing the current reliance on ridesharing by improving accessibility to transit stations is a critical aspect of transit system design in South Florida. Shaheen and Chan (2016) highlight the importance of first-mile and last-mile solutions in increasing transit ridership and reducing dependence on private vehicles. In South Florida, various approaches to this challenge are being explored. The Miami-Dade Transportation Planning Organization (2017) reports on micromobility pilot programs for on-demand shuttles and bike-sharing systems near major transit hubs. These initiatives aim to bridge the gap between transit stations and final destinations, making public transportation a more viable option for a broader range of trips.

TABLE 5: MICROMOBILITY MEASURES AND AREA SUITABILITY

Type	
On-Demand or Semi-Fixed Routes	Riders request trips in real-time or book in advance.
Dynamic Routing	Vehicles adjust routes based on demand rather than fixed schedules.
Shared Rides	Multiple passengers share trips to optimize efficiency.
First-Mile/Last-Mile Connectivity	Connects riders to major transit hubs.
Flexible Service Areas	Operates in low-demand or low-density areas.
Technology-Enabled	Uses algorithms for ride-matching and route optimization.
Fare Structures	Pricing varies from flat fees to dynamic pricing.
Suburban and Low-Density Areas	Where fixed-route transit is inefficient.

[23] Cervero, Robert. 2013. "Suburban Gridlock." New Brunswick: Transaction Publishers.

[24] Litman, Todd. 2017. "Evaluating Public Transit Benefits and Costs." Victoria Transport Policy Institute.

[25] Chapin, Timothy S., Jeremy Crute, and Lindsay Stevens. 2015. "The Strategic Intermodal System: A Study of Its Role in Florida's Economic Development." Florida Planning and Development Lab, Florida State University.

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TABLE 5 (CONTINUED)

Type	
Corporate and University Campuses	Provides internal transit for large institutions.
Paratransit and Accessibility Services	Supplements ADA-compliant transport.
Nighttime or Off-Peak Transit	Expands coverage during low-demand periods.
Special Event and Seasonal Transport	Serves areas with fluctuating transit needs.

Source: SFRPC analysis, 2025

Investment Priorities

Regional Connectivity via Key Corridors and Transit Lines

Prioritizing investments that improve connectivity along major corridors like I-95 and SR-7/US-441, as well as key transit lines such as Brightline and Tri-Rail, is crucial for enhancing regional mobility. Cervero and Dai (2014) argue that focusing on these high-capacity corridors can significantly improve transit efficiency and attract more riders. The Florida Department of Transportation's (FDOT) Strategic Intermodal System (SIS) plan, as analyzed by Chapin et al. (2015), emphasizes the importance of these key corridors in regional transportation planning.[26] The plan identifies I-95 and SR-7/US-441 as critical arteries for both public transit and private vehicle movement, highlighting the need for continued investment in these corridors.

Frequent TOD along Corridors and at Stations

Promoting Transit-Oriented Development (TOD) around stations on corridors as well as key transit stations, is another crucial investment priority. A successful TOD can increase transit ridership, reduce car dependency, and create more livable urban environments.[27] In South Florida, efforts to implement TOD have been gaining momentum. The Broward Metropolitan Planning Organization's (2016) TOD study for the Broward Boulevard corridor provides a framework for integrating land use and transportation planning. This approach aims to create dense, mixed-use developments around transit stations, supporting both transit ridership and sustainable urban growth.

[26] IBID.

[27] Renne, John L., and Reid Ewing. 2013. "Transit-Oriented Development: An Examination of America's Transit Precincts in 2000 & 2010." UNOTI Publications Paper 17.

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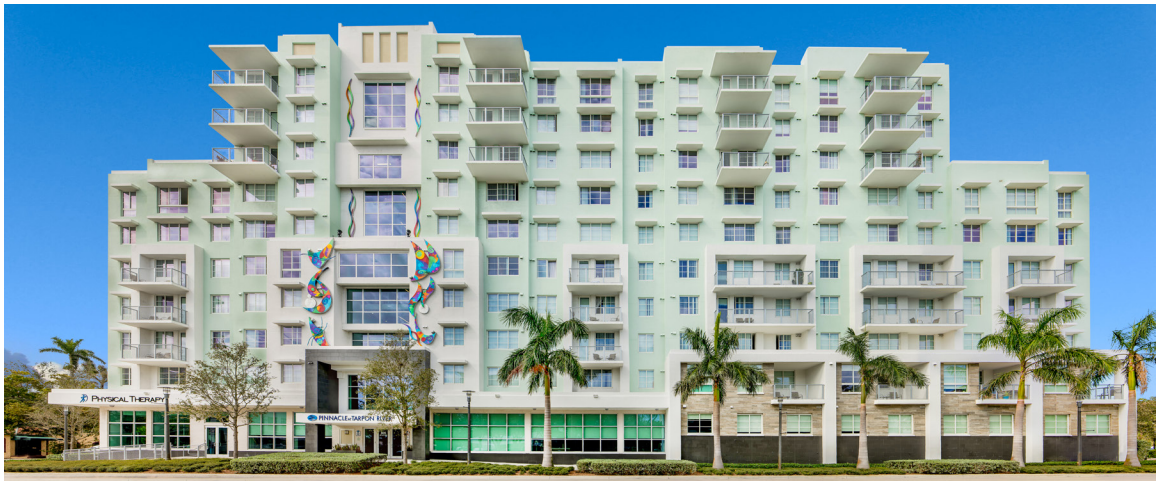
Benefits of High-Quality Transit Services and Transit-Oriented Development (TOD) along Specific Corridors and Stations

High-quality transit services and Transit-Oriented Development (TOD) have been instrumental in reshaping urban landscapes, fostering economic growth, and enhancing community well-being. This literature review delves into the multifaceted benefits of such initiatives, focusing on economic returns, job creation, property value appreciation, and the revitalization of underdeveloped areas.



4. ECONOMIC RETURNS ON INVESTMENT

Investments in high-quality transit services and TOD often yield substantial economic benefits, primarily through the multiplier effect, where each dollar invested stimulates additional economic activity.

Multiplier Effect:

The multiplier effect refers to the phenomenon where an initial investment in transit infrastructure leads to a cascade of economic activities, resulting in a total economic impact that exceeds the original expenditure. This effect encompasses direct spending on construction and operations, indirect spending by suppliers and contractors, and induced spending by workers and businesses benefiting from the project.

Case Study: Phoenix's Light Rail System

Phoenix's light rail system exemplifies the multiplier effect in action. Since its inception, the system has catalyzed significant economic development along its corridors. Research indicates that areas within one mile of light rail stations experienced notable increases in business establishments, particularly in the knowledge, service, and retail sectors. Specifically, there was an 88% increase in knowledge-based businesses, a 40% rise in service-oriented businesses, and a 24% increase in retail establishments compared to non-TOD areas (Credit, 2018).

4.1 JOB CREATION: DIRECT, INDIRECT, AND INDUCED JOBS

Enhanced transit accessibility and TOD initiatives contribute to job creation through various channels, including increased foot traffic and the revitalization of underdeveloped areas.

Increased Foot Traffic:

Improved transit services boost customer flow to businesses near corridors and stations, leading to higher sales and the need for additional staff. This increase in foot traffic not only benefits existing businesses but also attracts new enterprises seeking to capitalize on the heightened accessibility.

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Case Study: Revitalization of Retail Businesses around Denver's Union Station

Denver's Union Station serves as a prime example of how TOD can rejuvenate retail sectors. The redevelopment of Union Station spurred approximately $3.5 billion in private development in the surrounding area, resulting in an annual economic impact of $2 billion. This transformation led to a resurgence of retail businesses, increased employment opportunities, and a vibrant urban environment (RTD-Denver, 2018).

Revitalization of Underdeveloped Areas

TOD has the potential to transform neglected neighborhoods along transit corridors into thriving communities. By concentrating jobs, services, and housing within the catchment area of transit stations, TOD makes public transport a more attractive and efficient option, while reducing dependence on private cars and promoting shorter commutes. As a result, TOD typically translates into higher labor productivity through agglomeration economies and travel time savings (Cervero et al., 2002).

4.2 INCREASED PROPERTY VALUES AND TAX REVENUES

Proximity to high-quality transit services and TOD often leads to increased property values, which, in turn, boost tax revenues for municipalities.

Land Value Uplift:

The enhancement of transit infrastructure and the implementation of TOD can lead to significant increases in land and property values in adjacent areas. This phenomenon, known as land value uplift, occurs as improved accessibility and the influx of amenities make these areas more desirable for both residential and commercial purposes.

Case Study: Property Value Increases in Phoenix

In Phoenix, studies have shown that properties located near light rail stations have experienced appreciable increases in value. The accessibility provided by the light rail system has made these areas more attractive, leading to higher demand and, consequently, elevated property prices (Seo et al., 2014).

4.3 JOB CREATION THROUGH TOD

TOD not only creates jobs during the construction phase but also fosters long-term employment opportunities by attracting new businesses and services to the area.

Long-Term Employment Opportunities:

The development of mixed-use projects within TOD areas encourages the establishment of various businesses, including retail stores, restaurants, and offices. This diversification leads to the creation of a wide range of job opportunities, contributing to the economic vitality of the community.

Case Study: Employment Growth in Denver's Union Station Area

The redevelopment of Denver's Union Station has led to significant employment growth in the surrounding area. The influx of businesses and services has created numerous job opportunities, contributing to the economic prosperity of the region (RTD-Denver, 2018).

Housing Near Jobs:

By integrating residential units within close proximity to employment centers, TOD reduces commute times for workers. This proximity not only enhances the quality of life for employees but also expands the labor pool for employers, as the area becomes more attractive to potential workers.

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Case Study: Residential Development in Phoenix

In Phoenix, the development of residential units near light rail stations has provided workers with convenient access to their places of employment. This proximity has reduced commute times and increased the attractiveness of these areas for both employees and employers (Credit, 2018).

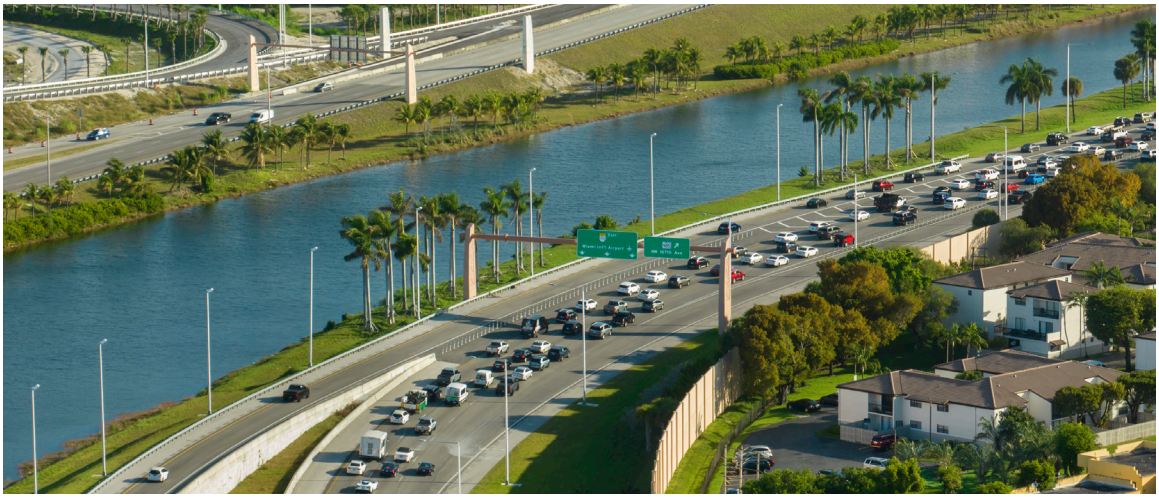
5. TRANSIT SERVICE AND OPERATIONS IN SOUTH FLORIDA

South Florida's transit landscape faces significant challenges, including persistent congestion and capacity limitations along key corridors like I-95, coupled with accessibility issues stemming from inadequate first-last mile connectivity. Simultaneously, the region grapples with the need for increased housing density near Tri-Rail stations. However, the integration of transit services with TOD presents a pathway to operational benefits, promising efficiency gains through dedicated

lanes and priority signaling, increased ridership driven by high-quality services, and simplified cross-county travel via service integration. As illustrated by case studies like Washington D.C.'s Metro system, these strategies can enhance transit efficiency and make TOD more attractive for homebuyers, highlighting the potential for transformative improvements in South Florida's transit operations.

5.1 CURRENT CHALLENGES ON SPECIFIC CORRIDORS AND TRANSIT SYSTEMS

- **Congestion and Capacity Limitations:** Overcrowding and delays on corridors like I-95 hinder user experience.
- **Accessibility Issues:** Some stations are not easily accessible due to inadequate first-last mile connectivity.
- **Housing:** Need to increase units near Tri-Rail stations.



5.2 OPERATIONAL BENEFITS OF INTEGRATED TRANSIT AND TOD

- **Efficiency Gains:** Dedicated lanes and priority signaling along corridors improve service speed and reliability.
- **Increased Ridership:** High-quality, convenient services attract more users.
- **Service Integration:** Coordinated schedules and unified fare systems simplify cross-county and cross-mode travel.
- **Housing:** TOD becomes more attractive for homebuyers
    - *Case Study:* Washington D.C.'s Metro system improving efficiency through service integration.

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6. LAND USE POLICIES

This section explores the land use policies that are crucial for successful TOD implementation in the region. This section examines the policy framework, including county regulations, affordable housing strategies, and regional density goals, and then outlines the urban design criteria necessary to create thriving, transit-oriented communities that prioritize pedestrian access, mixed-use development, and integrated public spaces.

6.1 POLICY FRAMEWORK

- **Miami-Dade County Rapid Transit Zones:** Policies promoting development around transit zones.
- **Broward County Land Use Plan Policy 2.16.3 & 2.16.4:** Guidelines for land use supporting transit initiatives derived from the Geller Amendment.
- **Broward's 10-Year Affordable Housing Plan and Miami-Dade Affordable Housing Initiatives:** Strategies to incorporate affordable housing into development projects.
- While **SFRTA Resolution 17-01** calls for average residential densities of 75 du/acre around station areas, the resolution is not widely known by many in local government.
- **Community Land Trusts:** Mechanisms to preserve affordable housing and promote equitable development.

6.2 URBAN DESIGN CRITERIA FOR TRANSIT-ORIENTED DEVELOPMENT

Transit-Oriented Development (TOD) is an urban planning strategy that promotes the creation of compact, walkable, and mixed-use communities centered around high-quality public transportation systems. The primary objectives of TOD are to reduce reliance on automobiles, enhance public transit usage, and foster sustainable urban growth. This literature review examines key urban design criteria essential for successful TOD implementation, focusing on creating pedestrian-friendly environments, fostering mixed-use development, and building high-quality public spaces.

6.2.1. CREATING A PEDESTRIAN-FRIENDLY ENVIRONMENT

A pedestrian-friendly environment is fundamental to TOD, as it encourages walking and cycling, reduces traffic congestion, and enhances the overall quality of urban life. Key components include compact design, complete streets, and street connectivity.

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Compact Design

Compact design involves developing dense and well-organized urban areas that minimize walking distances between transit stations and key destinations. This approach enhances accessibility and encourages the use of public transit. Research indicates that higher residential densities near transit stations are associated with increased transit ridership and reduced vehicle miles traveled (Cervero and Kockelman, 1997). By concentrating development within a walkable radius of transit hubs, cities can create environments that support active transportation modes and reduce dependence on automobiles.

Complete Streets

The concept of complete streets entails designing roadways to accommodate all users, including pedestrians, cyclists, transit riders, and motorists. Features such as wide sidewalks, bike lanes, crosswalks, and traffic calming measures contribute to safer and more accessible streetscapes. Implementing complete streets has been shown to improve safety, promote physical activity, and stimulate economic development (McCann, 2013). By prioritizing the needs of non-motorized users, complete streets support the goals of TOD by making transit access more convenient and appealing.

Street Connectivity

Developing a fine-grained street network with reduced block sizes enhances accessibility and promotes walking and cycling. High street connectivity provides multiple route options, shortens travel distances, and disperses traffic, contributing to a more walkable urban environment. Studies have found that increased street connectivity is associated with higher levels of walking and cycling, as well as reduced vehicle use (Saelens, Sallis, and Frank, 2003). Designing interconnected street networks is thus a critical aspect of creating pedestrian-friendly TOD areas.

Case Study: New York City – Times Square Pedestrian Plaza

The transformation of Times Square into a pedestrian plaza exemplifies the benefits of prioritizing pedestrian-friendly design in urban centers. By removing vehicular traffic and creating wide walkways, seating, and public spaces, the redesign enhanced walkability and safety while promoting street activity. This initiative led to increased pedestrian volumes, reduced traffic accidents, and boosted local business revenues (NYC Department of Transportation, 2010). The success of the Times Square project underscores the importance of pedestrian-oriented design in achieving the objectives of TOD.

6.2.2. FOSTER MIXED-USE DEVELOPMENT

Mixed-use development is a cornerstone of TOD, as it integrates various land uses to create vibrant, active communities that support transit usage. Key strategies include promoting diverse land uses, activating ground floors, and encouraging vertical integration. A more regional approach would consider the mix of uses along a corridor, to encourage the scale economies achieved by landmark streets such as Chicago's Magnificent Mile or London's Oxford Street.

Diverse Land Uses

Combining residential, commercial, retail, and recreational uses within TOD areas encourages activity throughout the day and reduces the need for long commutes. Mixed-use developments have been associated with increased walking, higher transit ridership, and reduced automobile dependence (Ewing and Cervero, 2010). By providing a variety of destinations within proximity, diverse land uses create dynamic neighborhoods that support the principles of TOD.

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Active Ground Floors

Incorporating retail, restaurants, or community spaces at street level engages pedestrians and activates public spaces. Active ground floors contribute to a lively streetscape, enhance safety through increased "eyes on the street," and support local economies. Research indicates that street-level retail and services are key factors in promoting walkability and transit use in TOD areas (Dittmar and Ohland, 2004). Designing buildings with active ground floors is therefore essential for creating engaging and functional urban environments.

Vertical Integration

Stacking compatible uses, such as retail on the ground floor with offices or housing above, maximizes land efficiency and supports the density needed for successful TOD. Vertical integration allows for a greater concentration of activities within a limited area, facilitating access to amenities and services. This approach has been shown to enhance the vibrancy and economic viability of urban districts (Grant, 2002). By integrating multiple uses within single structures, vertical integration contributes to the creation of compact and efficient TOD communities.

Case Study: Denver, Colorado – Union Station Neighborhood

The redevelopment of Denver's Union Station area illustrates the effective implementation of mixed-use principles in a TOD context. The neighborhood features a blend of residential, office, retail, and entertainment uses, creating a vibrant, transit-accessible hub. Ground-floor retail activates the streets, while upper floors house offices and residences, exemplifying vertical integration. This mixed-use approach has led to increased transit ridership, economic growth, and a revitalized urban core (City and County of Denver, 2014). The Union Station project demonstrates the transformative potential of mixed-use development in supporting TOD objectives.

6.2.3. BUILD HIGH-QUALITY PUBLIC SPACES

High-quality public spaces are integral to TOD, as they provide areas for social interaction, recreation, and community events, enhancing the livability and attractiveness of urban environments. Key elements include placemaking, green infrastructure, and public art.

Placemaking

Placemaking involves designing plazas, parks, and community spaces that serve as focal points for social interaction and relaxation. Well-designed public spaces foster a sense of community, encourage outdoor activities, and contribute to the cultural identity of a neighborhood. Studies have shown that accessible and attractive public spaces are associated with higher levels of social cohesion and community satisfaction (Project for Public Spaces, 2009). Incorporating placemaking strategies into TOD enhances the social and cultural dimensions of urban development.

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Green Infrastructure

Integrating greenery, such as street trees, bioswales, and pocket parks, into urban design enhances aesthetics and provides environmental benefits. Green infrastructure improves air quality, mitigates urban heat island effects, manages stormwater, and supports biodiversity. Research indicates that the presence of green spaces in urban areas is linked to improved mental health, increased physical activity, and greater overall well-being (Tzoulas et al., 2007). By incorporating green elements, TOD can promote environmental sustainability and enhance residents' quality of life.

Public Art

Incorporating art installations, murals, or sculptures into public spaces reflects local culture and creates visual interest. Public art can serve as landmarks, foster community pride, and stimulate economic development by attracting visitors. Studies have found that public art contributes to the uniqueness of a place and enhances the overall aesthetic experience of urban environments (Zebracki, 2013). Including public art in TOD projects enriches the cultural landscape and strengthens community identity.

6.2.4. IMPROVE TRANSIT STATION INTEGRATION

- Station Accessibility: Ensure direct, safe, and intuitive access to transit stations through welldesigned pathways, signage, and lighting.
- Multimodal Connections: Provide seamless connections to other modes of transit, such as buses, bikeshare, and ride-hailing services.
- Station Area Design: Design transit stations as community hubs with amenities like seating, shelter, retail and other active uses. Case Study: San Francisco, California – Salesforce Transit Center. The Salesforce Transit Center integrates buses, commuter rail, and future high-speed rail with retail and a rooftop park, creating an accessible and multimodal transit hub.

6.2.5. PRIORITIZE HOUSING DIVERSITY

- Affordable Housing: Include affordable and workforce housing to ensure equitable access to TOD benefits.
- Housing Variety: Provide a range of housing types, including apartments, townhomes, and senior living, to serve diverse demographics.
- Transit-Adjacent Housing: Maximize the number of residents living within walking distance of the transit station. Case Study: Arlington, Virginia – Rosslyn-Ballston Corridor. This TOD corridor features a diverse range of housing, from luxury apartments to affordable units, ensuring equitable access to transit while promoting mixed-income neighborhoods.

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6.2.6. MANAGE PARKING EFFECTIVELY

- Reduced Parking Requirements: Lower minimum parking requirements to encourage transit use.
- Shared Parking: Implement shared parking facilities to reduce land consumption.
- Active Parking Design: Hide parking structures behind active uses or underground, avoiding large surface lots. Case Study: Pasadena, California – Old Pasadena. Pasadena reduced parking minimums, introduced shared parking, and reinvested parking revenue into streetscape improvements that support walkability and transit use.

6.2.7. ENCOURAGE ACTIVE TRANSPORTATION

Promoting active transportation—such as walking and cycling—is essential for developing sustainable and healthy urban environments. Implementing dedicated bicycle infrastructure, enhancing pedestrian pathways, and designing transit-supportive densities are key strategies to encourage these modes of travel.

Bicycle Infrastructure

Providing comprehensive bicycle infrastructure is crucial for encouraging cycling as a primary mode of transportation. This includes the development of bike lanes, secure bike parking, and connections to regional bike networks. Dedicated bike lanes offer cyclists a safe space separate from motorized vehicles, reducing the risk of accidents and promoting a sense of security among riders. Secure bike parking facilities further incentivize cycling by addressing concerns over theft and convenience. Integrating local bike paths with regional networks enables longer commutes and recreational rides, making cycling a viable option for various trip purposes.

Case Study: Portland, Oregon – Eastside Streetcar Corridor

The Portland Streetcar project exemplifies the promotion of active transportation through integrated urban planning. The Eastside Streetcar Corridor features dedicated bike lanes and pedestrian-friendly streetscapes, encouraging residents to opt for cycling and walking as primary modes of transit. The development of transit-oriented districts along the corridor has further enhanced accessibility and mobility options, contributing to a reduction in car dependency and fostering a vibrant, active community (King, 2014).

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Walking Routes

Enhancing the pedestrian experience is vital for promoting walking within urban areas. This can be achieved by providing shade through tree canopies or structures, installing seating at regular intervals, and ensuring clear wayfinding signage. Such improvements not only make walking more comfortable but also contribute to the aesthetic appeal of the streetscape, encouraging more people to choose walking over other modes of transport.

Regular walking has been associated with numerous health benefits, including reduced risks of cardiovascular disease, diabetes, and certain cancers. A study published in the American Journal of Public Health found that individuals residing in walkable neighborhoods had a lower prevalence of chronic diseases compared to those in less walkable areas (Frank et al., 2006). This underscores the importance of designing urban environments that facilitate and encourage walking as a routine activity.

Transit-Supportive Density

Designing urban areas at a scale that supports walking and cycling involves creating transit-supportive densities. This approach focuses on mixed-use developments where residential, commercial, and recreational facilities are in proximity, reducing the need for long commutes and making active transportation more practical. Higher density areas with well-planned infrastructure support frequent transit services and create environments where walking and cycling are convenient and attractive options.

Building walkable communities contributes to reducing automobile-based transportation. Urban centers with higher population densities and walkable communities are associated with lower overall carbon emissions per capita than their rural and suburban surroundings (Baobeid et al., 2021). This reduction in emissions not only benefits environmental sustainability but also enhances public health by improving air quality.

6.2.9. ENSURE A STRONG SENSE OF PLACE

Creating a strong sense of place within urban environments involves architectural cohesion, humanscale design, and the incorporation of landmark features. These elements work together to foster community identity and enhance the overall urban experience.

Architectural Cohesion

Promoting design that complements the local character and enhances visual appeal is crucial for maintaining the unique identity of a neighborhood. Architectural cohesion involves using materials, colors, and design elements that reflect the area's history and culture, creating a harmonious streetscape that residents and visitors can appreciate. This approach not only preserves the aesthetic integrity of the community but also strengthens its distinctiveness.

Case Study: Seattle, Washington – Capitol Hill Station

Capitol Hill Station in Seattle serves as an exemplary model of creating a sense of place through thoughtful design. The station features public art installations, open plazas, and active ground-floor uses, all of which reflect the unique character and identity of the surrounding neighborhood. These design elements not only enhance the visual appeal of the area but also encourage community engagement and pride, making the station a vibrant focal point within Capitol Hill (Settlemeyer, 2018).

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Human-Scale Design

Focusing on designs that prioritize the experience of pedestrians over vehicles is essential for creating livable urban spaces. Human-scale design includes elements such as narrow streets, wide sidewalks, and building facades that engage pedestrians. This design philosophy ensures that urban environments are accessible, comfortable, and inviting for people on foot, thereby encouraging walking and social interaction.

Human-scale design contributes to increased social interaction, a sense of community, and improved safety. A study in the Journal of Urban Design found that streetscapes designed with human-scale elements, such as active facades and street furniture, were associated with higher levels of pedestrian activity and social engagement (Ewing & Handy, 2009). This highlights the role of thoughtful urban design in fostering vibrant public spaces.

Landmark Features

Incorporating iconic elements that aid navigation and foster community identity is a key aspect of urban design. Landmark features, such as public art installations, distinctive buildings, or unique public spaces, serve as visual anchors within the urban fabric. They help residents and visitors orient themselves and contribute to a sense of place by reflecting the community's values and heritage.

Landmark features enhance wayfinding by providing recognizable reference points within the urban environment. They also contribute to a community's identity by embodying cultural or historical significance. Research indicates that well-designed landmarks can improve navigability and strengthen the emotional connection between residents and their neighborhoods (Lynch, 1960).

7. STRATEGIC RECOMMENDATIONS EVALUATED DURING THE PROCESS

Recommendations were evaluated during a strategic planning process, which included the following.

7.1 TARGETED INVESTMENT IN TRANSIT AND TOD

- **Bus Rapid Transit (BRT)** on SR-7/US-441, SR-817 (University (Broward) and Northwest 27th Ave (MDC), N-S arterials and Light Rail Transit (LRT) on Key Corridors: Are there service improvements to address congestion and improve service in underserved communities?
- **Develop TOD around Brightline and Tri-Rail Stations:**
    - **MiamiCentral Station:** Expand mixed-use developments.
    - **Fort Lauderdale Station:** Promote high-density residential and commercial projects.
    - **Aventura Station:** Leverage high-speed rail connectivity for economic development.

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7.2 ENHANCE INTEROPERABILITY BETWEEN TRANSIT SYSTEMS

- **Shared Technology Platforms:** Integrate fare systems, real-time data, and mobile applications across Broward and Miami-Dade transit, Brightline, and Tri-Rail. This is underway, but there may be space to suggest additional services.
- **Coordinated Schedules:** Align train and bus timings to minimize transfer wait times along key corridors and at stations.

7.3 INTERMODAL CONNECTIVITY AND FIRST-LAST MILE SOLUTIONS

- **Improve Access to Stations and Corridors:** Develop pedestrian pathways, bike lanes, bikeways, buffered multi-use paths, and local circulators.
- **BRT/TRAIN:** Connect separate stations through safe pedestrian corridors.

7.4. VALUE CAPTURE STRATEGIES

Value capture strategies are financial mechanisms that enable public entities to recover a portion of the value generated by public infrastructure investments, particularly in transit-oriented development (TOD) projects. These strategies are essential for funding infrastructure and amenities associated with TOD, ensuring that the benefits of increased land values and economic activity are reinvested into the community. This literature review examines various value capture strategies, including Tax Increment Financing (TIF), Special Assessment Districts (SADs), Joint Development Agreements, Land Value Capture (LVC), Development Impact Fees, Public-Private Partnerships (P3s), Innovative Financing Tools, and Affordable Housing Tools.

7.4.1. TAX INCREMENT FINANCING (TIF)

Tax Increment Financing is a value capture strategy that involves designating a specific area, such as a transit station vicinity, and utilizing the increase in property tax revenue resulting from rising land values to fund TOD-related infrastructure and amenities. When a TIF district is established, the current property tax base is frozen, and any additional tax revenue generated from increased property values (the "increment") is allocated to finance public improvements within the district. This approach allows municipalities to invest in necessary infrastructure without raising taxes or reallocating funds from other services (Gihring, 2009).

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7.4.2. SPECIAL ASSESSMENT DISTRICTS (SADS)

Special Assessment Districts levy additional taxes or fees on properties that directly benefit from transit access and TOD amenities. Property owners within the designated district agree to pay these assessments, recognizing that the improvements will enhance their property values and business prospects. An example of this approach is Los Angeles' Measure M, which established SADs to help fund regional transportation projects. By creating SADs, municipalities can generate dedicated revenue streams for transit infrastructure, ensuring that those who benefit most contribute proportionally to the costs (Federal Highway Administration, n.d.).

7.4.3. JOINT DEVELOPMENT AGREEMENTS

Joint Development Agreements involve partnerships between public agencies and private developers to share revenue from TOD projects. These agreements can take various forms, including ground leases, profit-sharing arrangements, or co-development projects. A notable example is the Washington Metropolitan Area Transit Authority (WMATA) in Washington, D.C., which utilizes ground leases to develop transit-adjacent properties. Through these partnerships, public agencies can leverage private investment to enhance transit facilities and surrounding areas, creating mutually beneficial outcomes (Regional Transportation Authority, 2009).

7.4.4. LAND VALUE CAPTURE (LVC)

Land Value Capture leverages increases in land values created by public transit investments through mechanisms such as land sales, leases, or development rights. This strategy ensures that the public sector recovers a portion of the value generated by its investments. A prominent example is New York City's Hudson Yards, funded partly through LVC and TIF-backed bonds. By capturing the increased land value resulting from transit improvements, municipalities can fund further infrastructure projects and public services (Lincoln Institute of Land Policy, 2018.).

7.4.5. DEVELOPMENT IMPACT FEES

Development Impact Fees are charges imposed on developers to fund infrastructure improvements required for TOD. These fees ensure that new developments contribute to the costs of additional public services and infrastructure necessitated by increased density and activity. For instance, San Francisco's transit sustainability fees are designed to support transportation infrastructure improvements in response to new development demands. By implementing these fees, cities can maintain service levels and infrastructure quality amid growth (Plan for Transit, 2019).

7.4.6. PUBLIC-PRIVATE PARTNERSHIPS (P3S)

Public-Private Partnerships are collaborative agreements where private entities finance, build, and sometimes operate TOD infrastructure, with the eventual transfer of ownership to the public sector. One model within P3s is Build-Operate-Transfer (BOT), where the private partner constructs and operates the infrastructure for a set period before transferring it to the public authority. An example is Denver's Union Station redevelopment, which leveraged a P3 to integrate TOD with transit services. Additionally, equity participation involves public agencies taking an equity stake in TOD projects, sharing in the financial returns alongside private developers (MAPC, 2018).

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7.4.7. INNOVATIVE FINANCING TOOLS

Innovative financing tools have emerged to support TOD projects, including:

- Value Capture Bonds: Bonds backed by anticipated revenue from value capture mechanisms like TIF or special assessments. Seattle utilized value capture bonds for streetcar extensions tied to TOD, enabling the city to fund transit expansions by leveraging future revenue streams (Plan for Transit, 2019).
- Green Bonds: Issued to fund sustainable TOD projects, such as energy-efficient buildings or green infrastructure near transit hubs. San Francisco issued green bonds to finance transit and TOD initiatives, promoting environmentally friendly development practices (Plan for Transit, 2019).
- Opportunity Zones: Federal tax incentives for investments in designated low-income areas, including TOD near transit hubs. Philadelphia utilized Opportunity Zones to attract private capital for TOD, fostering economic development in underserved communities (MAPC, 2018).

7.4.8. AFFORDABLE HOUSING TOOLS

Ensuring affordable housing within TOD areas is crucial for promoting equity and inclusivity. Tools to achieve this include:

- **Community Land Trusts (CLTs):** These separate land ownership from building ownership to keep housing near transit affordable. Denver's CLT for affordable housing near transit stations is an example, providing long-term affordable housing options by maintaining community control over land resources (Plan for Transit, 2019). South Florida's CLT has also innovatively used its program for both rental and ownership properties, focusing on:
    - Acquiring older housing stock
    - Renovating properties
    - Reducing rental costs and
    - Partnering with developers to create affordable housing
- Their strategy involves mapping potential development areas, identifying public lands, focusing on resilient less flood-prone areas, and targeting buildings constructed before mid-1990s for potential renovation.
- **Affordable Housing Bonds:** These bonds raise funds specifically for affordable housing development within TOD areas, enabling municipalities to finance the construction or preservation of affordable units in proximity to transit services (Plan for Transit, 2019). Palm Beach County's $200 million affordable housing bond program incentivizes developers to build discounted housing by using public funds to offset reduced profits. Funded through increased property taxes, the program provides private projects with subsidies, including $30 million in low-interest loans from the county's housing bond, alongside other state and county housing program funds.
- **GAP Financing:** Broward County has $123.1 million in gap funding, awarded on an annual basis by the Broward County Board of Commissioners. GAP financing has proven to be a critical tool to support a range of affordable and workforce housing options, beyond just the lowest income levels, and to enable the mixed-income development approach favored in the region. It helps fill financing gaps that traditional sources may not cover. Miami-Dade has a "surtax bucket" which provides a funding source for affordable housing initiatives.

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Value capture strategies are vital for financing the infrastructure and amenities associated with transitoriented development. By implementing mechanisms such as TIF, SADs, Joint Development Agreements, LVC, Development Impact Fees, P3s, and innovative financing tools, municipalities can ensure that the benefits of increased land values and economic activity are reinvested into the community. Additionally, incorporating affordable housing tools like CLTs and Affordable Housing Bonds helps promote inclusivity and equity within TOD areas, ensuring that all residents can benefit from enhanced transit access and urban development.

7.4.9 LAND USE TOOLS

Transfer of Development Rights (TDRs): Allows property owners to sell unused development rights to encourage higher-density development near transit. Example: Seattle's TDR program supports growth around transit hubs while preserving open spaces elsewhere.

Land Banking: Governments or transit agencies acquire and hold land for future TOD, stabilizing land costs. Example: Atlanta BeltLine's land acquisition strategy. As of early 2024, Atlanta BeltLine, Inc. (ABI) had acquired nearly 90 acres of land, including twenty acres in 2023, as part of its comprehensive strategy. This approach allows ABI to preserve land for residential and commercial affordability, guiding future development to include affordable housing and commercial space throughout the BeltLine Tax Allocation District (TAD).[28]

7.4.10 INNOVATIVE REVENUE STREAMS

Parking Revenue Redirection: Redirects parking fees or fines to fund transit and TOD projects. Example: Pasadena's reinvestment of parking revenue into its downtown TOD.

Farebox Recovery Ratios and Joint Ticketing:

- Increases transit revenue through higher ridership spurred by TOD and integrates ticketing with TOD benefits (e.g., discounts for residents).

Micro-Taxes:

- Small, dedicated taxes on a wide base (e.g., sales taxes, ride-hailing fees) to fund TODrelated transit improvements.

[28] Atlanta Beltline Exceeds Affordable Housing Goal for 2023, Expands Programming and Land Acquisition Strategy for Future Housing and Commercial Affordability | Beltline. Accessed February 11, 2025.

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7.4.11 FEDERAL AND STATE GRANT LEVERAGING

Federal Transit Administration (FTA) TOD Grants:

- Provides funds for planning and implementation of TOD projects, including through the Pilot Program for TOD Planning. Minneapolis received FTA grants for planning TOD along its light rail corridors.

State Infrastructure Banks (SIBs):

- Provides low-interest loans for TOD projects that improve transit and infrastructure.

7.4.12 AFFORDABLE HOUSING

Subsidization of Affordable Units: Explore mechanisms such as housing trust funds, and incentives for developers to provide affordable housing, and even mandates or buyouts, as well as Land Trusts.

8. CONCLUSION

A Call to Action from the Southeast Florida Business Community

Support for premium transit and Transit-Oriented Development (TOD) in the Southeast Florida region is essential for the region's economic vitality. Public investment in high-quality transit creates an economic multiplier effect, stimulating development and growth. Premium transit supports key local economic sectors, such as education, medical, and hospitality. The education sector, which includes universities and colleges, plays a critical role in fostering a skilled workforce and supporting the local economy.

A more permissive regulatory framework for TOD can also drive economic progress and foster affordable housing. Additionally, community-led design guidelines can make higher-density development more appealing and help reduce NIMBYism. TOD initiatives must be connected to affordability—simply increasing density and height is not enough; policies should ensure that development remains affordable.

To further these goals, it is vital to establish a business coalition that advocates for premium transit in the region.

Implementable Strategies to Create Measurable Change

A. Transit Policy

Priority Strategies:

- Tax increment financing (TIF) - Using TIF districts around transit corridors to generate revenue that can subsidize transit operations and/or affordable housing construction
    - TIF districts designate areas around transit corridors where future increases in property values generate additional tax revenue above a set baseline. This incremental revenue, driven by new developments and urban improvements, is earmarked specifically for reinvestment in community infrastructure. The funds can then subsidize transit operations or affordable housing construction, creating a cycle of sustainable growth and enhanced accessibility.
- Create more **flexibility with state funding** to fund transit over roadways, when identified as a regional priority.
    - There are current limitations on the share of funding that can be used on transit, and more flexibility is needed in urbanized areas like Southeast Florida, where building new roadways is often not a viable alternative to increasing the system's capacity.

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- Expand **Public-Private Partnerships** on transit initiatives (e.g. shared ride subsidies for last mile connectivity)
    - An example of this is the Tri-Rail rideshare program that contributes to the riders cost of using services like Uber and Lyft to access Tri-Rail.
- **Expand local funding** streams through increased dedicated transit taxation.
    - In Miami-Dade County, there is an additional one-cent tax on taxable sales that is dedicated to funding transit improvements and operations. This extra revenue helps pay for transit infrastructure, services, and maintenance, supporting the overall public transportation network. The collected funds are essential in sustaining and expanding transit options for residents across the county.
    - The Broward penny surtax is a one-cent local sales tax surcharge approved by voters to generate dedicated revenue for transportation improvements. The funds collected through this surtax are used to support transit projects, including enhancing bus services, upgrading transit facilities, and other infrastructure investments aimed at improving mobility in Broward County. This financing tool is a critical component of the county's strategy to expand and sustain its public transportation network over time.

Other strategies that could be considered:

- Fare revenue - Ensure fare structures and collection methods maximize revenue from transit riders
    - Maximizing revenue from transit riders through fare structures and collection methods can be achieved by adopting data-driven, flexible pricing strategies that align fares with rider demand and service value. This might include dynamic or peak/off-peak pricing models that capture higher willingness to pay during busy periods, while also offering integrated and simplified fare systems—such as contactless payments or smart cards— to streamline collection and reduce fare evasion. Additionally, ensuring system interoperability among different transit modes, along with regular reviews and updates based on ridership data, can optimize revenue while maintaining accessibility and encouraging long-term use of the transit network.

B. Transit Oriented Development with Affordable Housing

Priority Strategies:

- Provide county-level subsidies or land use incentives to cities to make **affordable housing a permitted use** rather than a conditional use, to encourage more development.
    - Offering county-level subsidies or land use incentives to cities that designate affordable housing as a permitted use, rather than a conditional use, can greatly boost development. Conditional uses typically require extra approval from local authorities, which can delay development and create uncertainty for developers. In contrast, making affordable housing a permitted use simplifies the approval process, allowing projects to move forward more quickly and efficiently.
- Amend land use plans to remove restrictive requirements and improve flexibility for affordable housing developments.
    - Consider: updating zoning regulations to allow for higher-density housing, mixed-use developments, and accessory dwelling units (ADUs); reducing minimum lot size requirements and eliminate or lower height restrictions to accommodate more affordable housing options; and allowing for the conversion of underutilized commercial, office, and industrial spaces into affordable residential units by revising zoning codes and land use policies.

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- **Public Land Use Optimization** – Identify publicly owned land that can be repurposed for affordable housing, reducing land acquisition costs and making development more feasible.
    - Identify publicly owned land that can be repurposed for affordable housing, reducing land acquisition costs and making development more feasible.
- **Expedited Zoning** & Permitting for Affordable Housing Projects
    - Avoids lengthy and costly land use changes or amendments and speeds up the development timeline.
- **Density bonuses**
    - Maximizing revenue from transit riders through fare structures and collection methods can be achieved by adopting data-driven, flexible pricing strategies that align fares with rider demand and service value. This might include dynamic or peak/off-peak pricing models that capture higher willingness to pay during busy periods, while also offering integrated and simplified fare systems—such as contactless payments or smart cards— to streamline collection and reduce fare evasion. Additionally, ensuring system interoperability among different transit modes, along with regular reviews and updates based on ridership data, can optimize revenue while maintaining accessibility and encouraging long-term use of the transit network.
- **Expand proximity** requirements for affordable housing development near transit stations where they exist.
    - Expanding proximity requirements for affordable housing development near transit stations means prioritizing the placement of affordable units in areas that have easy access to public transportation (e.g. Metrorail stations, Tri-Rail stations, and Mobility hubs).

Other strategies that could be considered:

- Reduced **parking** requirements - Lowering the amount of required parking for transit-oriented developments to reduce costs.
    - Lowering the amount of required parking for TODs can significantly reduce costs for developers and ultimately for residents in several ways, including reduced construction expenses and decreased land acquisition costs.
- Provide more **GAP financing** and funding mechanisms, like the Affordable Housing Trust Fund in Broward.
    - The Affordable Housing Trust Fund in Broward County is designed to support affordable housing initiatives by providing dedicated financial resources including funding development and preservation. It allocates grants, loans, or other financial assistance to support the construction of new affordable housing units as well as the rehabilitation and preservation of existing ones.
- **Preempt** government requirements such as retail or commercial space mandates for affordable housing.
    - Rather than forcing a development to include retail or commercial spaces alongside affordable housing units, the focus could solely be on delivering affordable housing. This can simplify the development process, reduce costs, and make it easier for developers to comply with affordable housing policies without the burden of extra, and sometimes less essential, components.

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9. APPENDICES

- **Supporting Data**
  - Statistics on congestion levels, ridership forecasts, economic impact studies, and demographic trends along corridors and near stations.

  Radius to Acre to Dwelling Unit Conversion:

  - **Quarter-mile radius:** Area = $\pi \times (0.25 \text{ miles})^2 \approx 0.196$ square miles = ~125 acres (106.25 acres effective building area).
  - **Half-mile radius:** Area = $\pi \times (0.5 \text{ miles})^2 \approx 0.785$ square miles = ~500 acres (425 acres effective building area).
  - **Dwelling Units per Acre:**
  - Residential density is expressed in **dwelling units per acre** (DU/acre).
  - **Apartment Size:**
  - **Gross square feet per apartment:** Assumed at 1,200 sq. ft. (includes hallways, common areas, etc.).
  - **Net square feet per apartment:** Assumed at 1,000 sq. ft. (exclusive of common spaces).
  - **Land Utilization**
  - **Efficiency factor:** 85% of land is buildable due to streets, setbacks, open spaces, etc. (15% for infrastructure).
  - **Dwelling Units per Acre Calculation:**
  - 1 acre = 43,560 sq. ft.
  - Buildable area per acre = 43,560×0.85=37,026 sq. ft.43,560 * 0.85 = 37,026. Sq. ft.
- **Maps and Figures**
  - Visual representations of transit corridors, proposed TOD sites, and demographic data. See maps prepared by the SFRPC staff in the attached PDF file.

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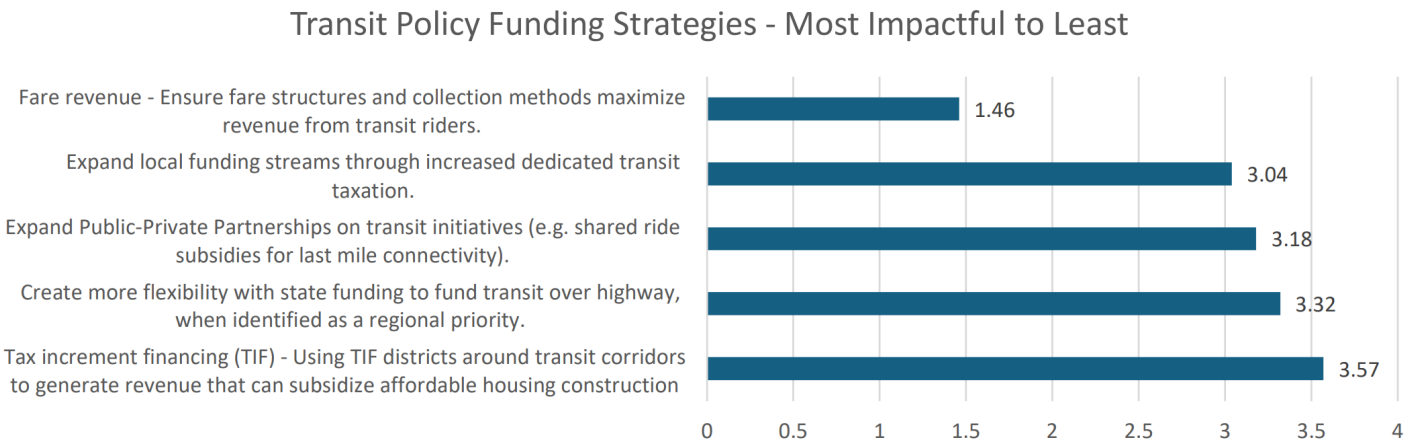
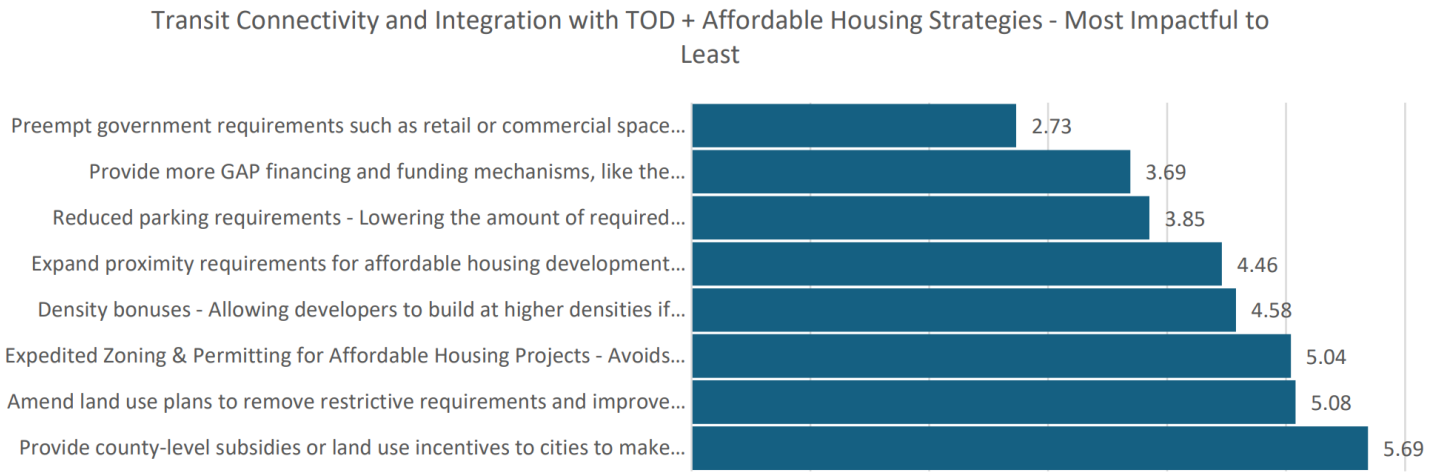
- **Stakeholder Poll results**
  - Transit Policy Funding Strategies



  - Transit Connectivity and Integration with TOD + AH Strategies



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