

TOD in South Florida: Today, Tomorrow, and Beyond



Economic Benefits

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10 Regional Planning Councils coordinate planning across local boundaries.

SFRPC: Broward, Miami-Dade, Monroe Counties

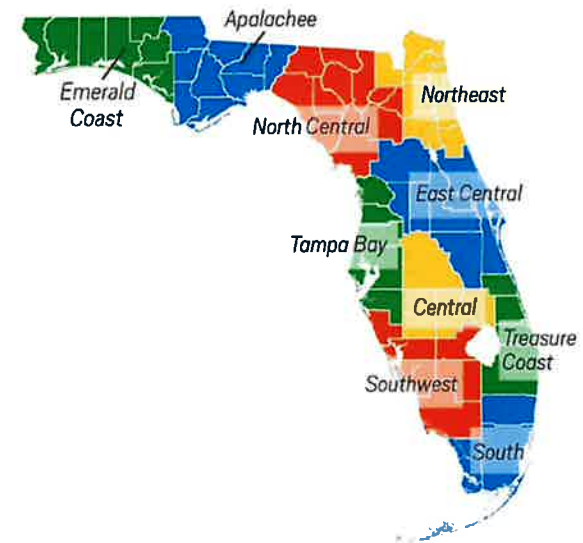
TCRPC: Palm Beach, Martin, St. Lucie, Indian River Counties

Technical assistance supports economic development, transportation, emergency preparedness, and environmental planning.

5 MPOs/TPOs staffed by regional planning councils

- 1,069,178 transportation disadvantaged trips planned.
- 110 grants awarded to councils and communities.
- 37 economic analyses completed and 2,010 first responders trained.

Activity statistics: FRCA, 2023–2024 reporting period



Florida's 10 regional planning councils

\$2,500 – \$4,400

Less in annual household transportation costs near transit

- One in four households near transit did not own a vehicle.
- Residential prices appreciated **4–24 percentage points** more near transit during 2012–2016.
- Office prices per square foot grew **5–42 percentage points** more in four of five regions analyzed.
- More than **43,500** occupied housing units were added near transit across the seven regions.
- Rents grew **2–14 percentage points** more near transit, underscoring affordability needs.



APTA: within ½ mile of transit vs. farther away

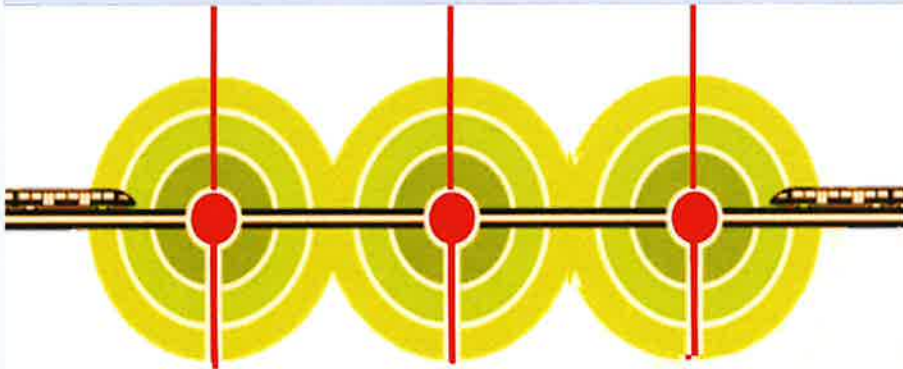
Study areas: Boston, Eugene, Hartford, Los Angeles, Minneapolis–St. Paul, Phoenix, Seattle

\$1.13 – \$2.20

Revenue per \$1 of public services
for TOD apartment projects

- TOD, as compact development, can reduce the cost of water, sewer, and roads compared with dispersed growth.
- More taxable development on each acre can strengthen local revenue without expanding the service area.
- Results depend on household composition, service demands, and the local tax structure.

Apartment development	Revenue per \$1 of public services
Four TOD projects	\$1.13–\$2.20
Modeled non-TOD alternatives	\$0.77–\$1.35



2016 case study: tax and nontax revenues in the Baltimore–Washington, D.C. region

5 – 10%

Higher productivity associated with doubling job density

- **Clusters of firms and workers** can improve job matching, knowledge exchange, and access to customers.
- Tri-Rail can broaden **job choices** and employers' recruitment areas while reducing travel barriers.
- Reliable commutes can support **attendance and retention**. Benefits depend on the workforce and service.



Tri-Rail economic impact presentation, 2025

Locating homes and employment near reliable transit expands the connections that support a regional economy.

The density finding summarizes wider urban research, not a forecast for a specific TOD project.

Health Benefits to Commuters and Workers

Mental well being: An 18-year British panel study linked public transport commuting with better psychological wellbeing than driving.

Physical health: A study of 5,908 workers in Osaka, Japan found lower odds of these conditions among transit commuters than drivers:

Health condition	Lower adjusted odds vs. drivers
Being overweight	44%
Diabetes	34%
High blood pressure	27%

8 – 33 minutes

Additional walking/day associated with transit use



Observed associations, not proof of causation. CDC's aerobic activity target is 150 minutes per week.

\$302.1 Million Contributed annually by **Tri-Rail** to SE Florida's Gross Regional Product

- Supports regional jobs and economic activity: Tri-Rail also supports approximately **2,700 jobs** a year.
- Strengthens **station-area property values**: SFRPC estimates **\$1.3 billion** in one-time property value premiums within one mile of stations, averaging 1.1% of assessed property value.
- SFRPC's 2045 scenario identifies **13,234 additional homes** and **\$5.33 billion** in potential property value, in 2024 dollars.
- At buildout, scenario could generate opportunities for future development and tax revenue: **\$26.45 million** annually in county property taxes, subject to zoning, market demand, and development decisions.





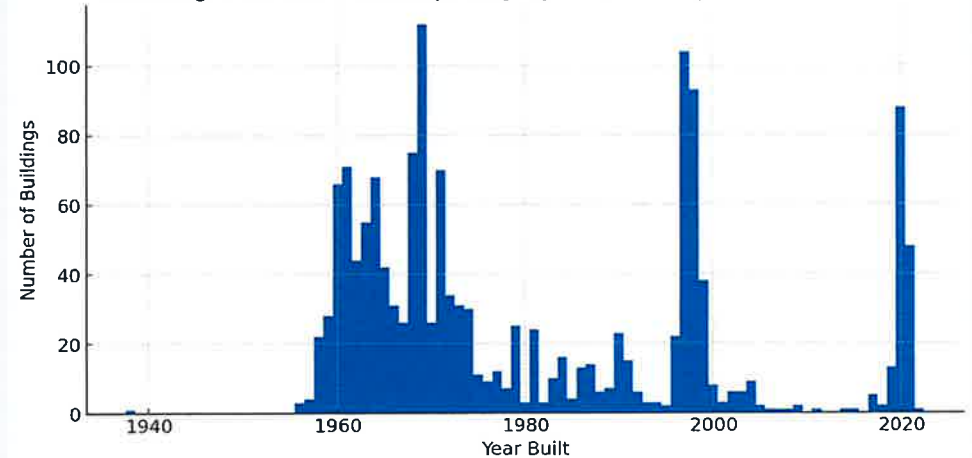
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Station areas developed faster than county averages in SFRPC's analysis

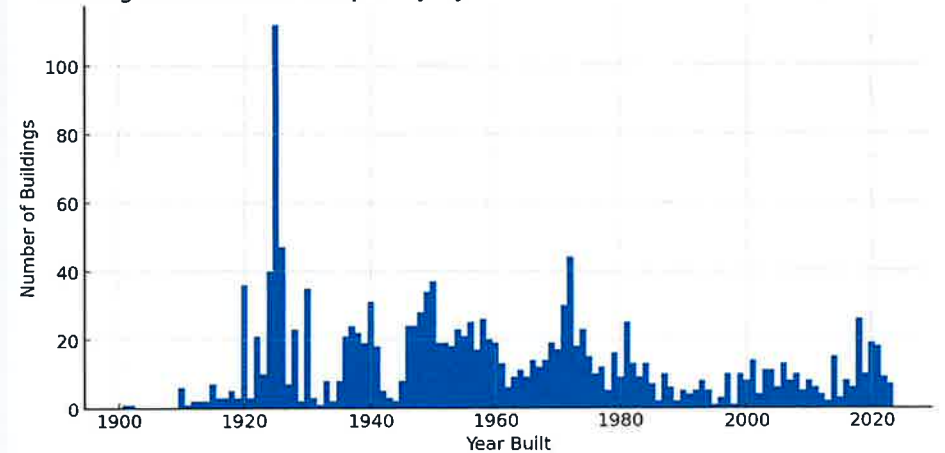
Station area	Additional parcels per 100 parcels per year above countywide trend
Pompano Beach	Approximately 13
Fort Lauderdale	Approximately 14
Miami Central	Approximately 8–9

SFRPC analysis of county property appraiser data, 2025

Building Construction Frequency by Year - Pompano Beach Station



Building Construction Frequency by Year - MiamiCentral Station (Miami-Dade)





\$1.3 billion

Estimated property value premium
within one mile of Tri-Rail stations



County	Within ½ mile (\$M)	Within 1 mile (\$M)
Broward	\$30.8	\$167.9
Miami-Dade	\$354.3	\$999.5
Palm Beach	\$31.8	\$134.8
Total	\$416.9	\$1,302.2

One-time capitalized premiums, not annual revenue. The ½-mile area is included within the 1-mile area. About 1.1% of assessed property value, on average, in SFRPC's station-proximity analysis

Tri-Rail TOD Potential by 2045

13,234

Additional homes in the station-area growth scenario

\$5.33 billion

Potential property value in 2024 dollars

County	Additional homes	Property value (\$M)
Broward	3,925	\$1,906.4
Miami-Dade	8,334	\$3,262.9
Palm Beach	975	\$160.7
Total	13,234	\$5,330.0

- A 5% station-access premium would add an estimated **\$266.5 million** in property value.
- County BOCC property taxes on the premium: about **\$1.32 million** annually at buildout.

Scenario estimates in 2024 dollars. Actual buildout depends on zoning, market demand, and development decisions.

Thank you!

