



# TPA South Florida Transportation Roundtable

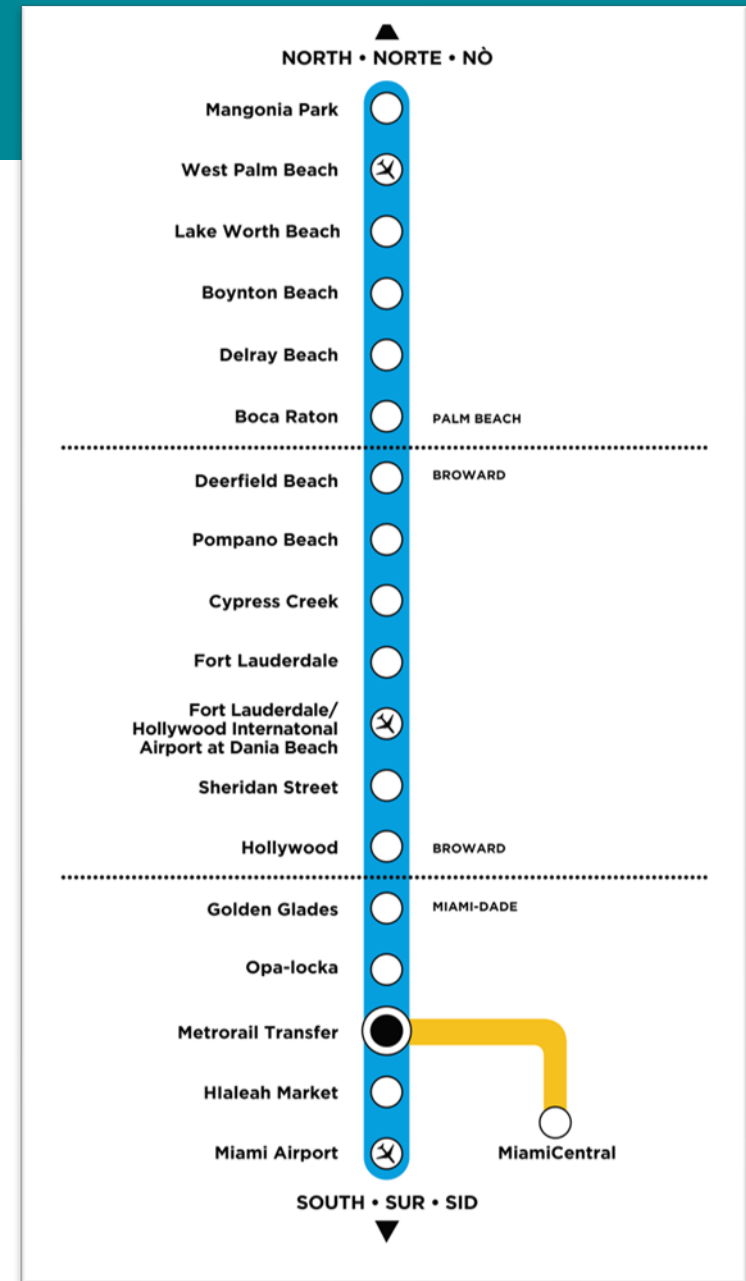
**David Dech**  
**SFRTA Executive Director**

February 26, 2024



# Tri-Rail

- Service began in 1989
- 81 mile corridor with 19 stations
  - New Downtown Miami station
- 50 weekday trains, 30 in weekends
- 15,000+ average weekday ridership
- First & last mile connections
  - Uber/Taxi in Palm Beach and Broward Counties
- Connects to all 3 airports
- \$5 weekend fares



# Benefits of Public Transit



**50K Jobs**

created and supported per  
\$1 billion investment in job  
creation



**\$42 Billion**

**IN TRANSIT SPENDING**

flows to the private sector  
(65% increase since 2000)



**87%**

of trips on transit directly  
benefit the local economy



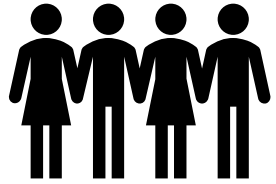
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**ECONOMIC RETURN**

produced by long-term  
investment in public transit

*(APTA 2022 Public Transportation Fact Book)*

# TOD Benefits



Increase Ridership



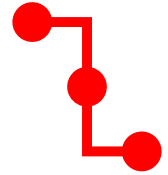
Increase Revenues



Public/Private  
Opportunities



Reduced Parking  
Demand



Improved Access and  
Connectivity

# Demand For TOD in South Florida

REAL ESTATE | PROPERTY REPORT

## The Biggest South Florida Housing Boom Is Near the Rail Stations

Palm Beach Gardens development on track to explode in small transit district

Commercial Real Estate

## Hundreds of apartments proposed at Boca Raton Tri-Rail station (Photos)

Commercial Real Estate

## Developer proposes apartments connected to Fort Lauderdale Brightline station (Photos)

As South Florida Embraces Rail Travel, Developers Go Along For The Ride

Commercial Real Estate

## Developer breaks ground on \$53 million apartment project near future mass transit line

A neighborhood springs to life around the Douglas Road Metrorail station in Coral Gables

COMMERCIAL REAL ESTATE

## ALL ABOARD THE TRANSIT-ORIENTED TRAIN

REWARDS AWAIT DEVELOPERS THAT BUILD NEAR TRANSPORTATION HUBS

## \$600M Transit-Oriented Development Announced in Hialeah

## Massive development at Miami Metrorail station aims to provide affordable housing, ease traffic

# SFRTA TOD Policy

SFRTA Governing Board approved [SFRTA Resolution 17-01](#) on April 26, 2017, to adopt an official SFRTA TOD Policy.

- **Continuous Infill Pattern** extending at least a half-mile from transit station that is safe, pedestrian-friendly and reduces auto-dependancy.
- **Increased Mix of Uses** supports vibrant communities near transit stations. The greatest market flexibility occurs when few uses are prohibited rather than traditional segregation of uses.
- **Limited or No Required Parking** stimulates business investment, generates local revenue, and encourages people to use transit. Parking requirements may be eliminated for the best TOD market response.
- **Higher Density** benefits ridership and local economies, especially when it averages 75 du/acre, yielding up to 40,000 units in the half-mile surrounding transit station, and includes housing for all walks of life.



The infographic features a map of the Tri-Rail route from Miami Dade to Palm Beach, with a legend for Tri-Rail and Coastal Link. It includes the RTA logo and the title 'Transit Oriented Development Policy: Advancing Vibrant Communities and a More Prosperous Region'. The text explains SFRTA's role and the benefits of TOD, such as increased ridership and local revenue. Three key TOD principles are highlighted with illustrations: 'Continuous Infill Pattern' (a half-mile buffer around stations), 'Increased Mix of Uses' (diverse buildings and services), and 'Higher Density' (taller buildings and more units per acre). The 'Limited or No Required Parking' principle is also described. The infographic is credited to Dan Harmon & Associates.

**TRI RAIL**

**RTA SOUTH FLORIDA REGIONAL TRANSPORTATION AUTHORITY**

### Transit Oriented Development Policy

Advancing Vibrant Communities and a More Prosperous Region

SFRTA is a transit agency that provides a critical service for Southeast Florida's economy and quality of life. To fulfill our role, SFRTA needs funding to survive and grow, and one of our primary revenue sources is ticket sales. Without Transit Oriented Development (TOD) we cannot operate and make sound investments in passenger rail.

TOD is the most important factor for ridership. TOD is a mixed-use pattern of pedestrian-friendly, higher density development with reduced parking around transit stations - all factors that help generate revenues for local governments and Tri-Rail.

Local governments are the leaders to advance TOD in the region through zoning and development regulations. Although it can be challenging to balance engineering, design, and political considerations, successful TOD must embrace higher density, reduced parking, and a broad mix of uses surrounding the station at its core. Without these characteristics, TOD cannot be supported along the Tri-Rail service corridors.

TOD has many benefits to residents, businesses and local governments, but the SFRTA needs it for one reason: ridership. As a partner with local governments and the development community, SFRTA advocates zoning and land development regulations that maximize these principles.

**Continuous Infill Pattern**  
extending at least a half-mile from transit stations that is safe, pedestrian-friendly and reduces auto-dependancy.

**Increased Mix of Uses**  
supports vibrant communities near transit stations. The greatest market flexibility occurs when few uses are prohibited rather than traditional segregation of uses.

**Higher Density** benefits ridership and local economies, especially when it averages 75 du/acre, yielding up to 40,000 units in the half-mile surrounding transit stations, and includes housing for all walks of life.

**Limited or No Required Parking**  
stimulates business investment, generates local revenue, and encourages people to use transit. Parking requirements may be eliminated for the best TOD market response.

MIAMI DADE BROWARD PALM BEACH

Image Source: Dan Harmon & Associates

# SFRTA Resolution To Municipalities

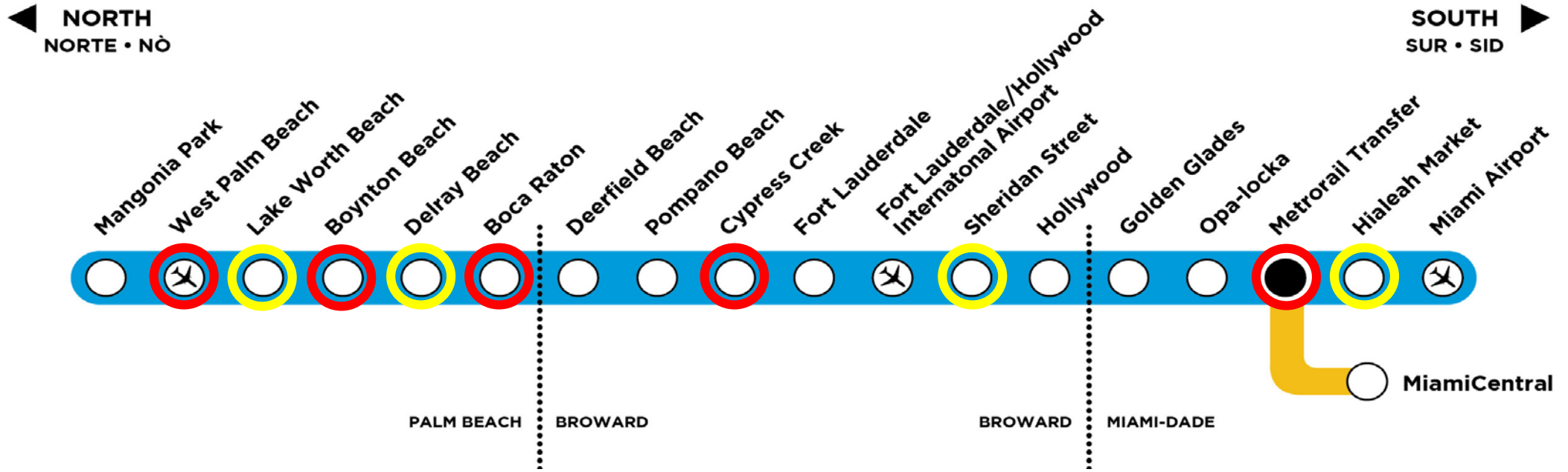
SFRTA Governing Board approved **SFRTA Resolution 23-13** on August 25, 2023 to urge municipalities to adopt TOD regulations around Tri-Rail stations.

## **R5. MOTION TO APPROVE:**

Resolution No. 23-13, directing SFRTA staff to engage with the Cities of Boynton Beach, Fort Lauderdale and any other municipality or County where SFRTA owns property near or adjacent to a Tri-Rail Station that may be developed as a TOD, to urge these governmental entities to consider changes to their land development regulations to maximize density, intensity and allowable uses for TODs at SFRTA's properties along the SFRC.



# Tri-Rail Corridor



 **TOD Initiatives**

 **TOD Opportunities**



# Station TOD Initiatives

**SFRTA is involved in various TOD initiatives involving agency-owned parcels around Tri-Rail stations.**

- **West Palm Beach Station:** Transit Village TOD adjacent to WWPB Tri-Rail Station. Site plan under city and county reviews.
- **Boca Raton Station:** SFRTA owned parcel being developed by 13<sup>th</sup> Floor Investments. Site plan review is progressing through City of Boca Raton.
- **Boynton and Cypress Creek Stations:** RFPs were advertised and proposals are under review.
- **Metrorail Transfer Station:** Real estate broker services to assist with the purchase/sale or lease of station property.



Transit Village (West Palm Beach)



The Colony (Boca Raton)

# Need for a New Northern Layover Facility

## Existing West Palm Beach Layover Facility is:

- Four miles south of today's end of line
- Requires inefficient non-revenue trips
- Too small (less than one acre)
- Unable to fit longer or more train sets
- Functionally obsolete



# New Northern Layover Facility

- Palm Beach TPA supported and funded
- More efficient end-of-line location
- State-owned Right-of-Way (SFRC)
- Adds train storage/layover capacity
- Minimizes non-revenue movements
- Adds wayside power capabilities
- Project Cost ~\$50M



# Project Schedule

- 90% Design: *Ongoing*
- 100% Design: *Summer 2024*
- Utility Relocation: Summer: *Fall 2024*
- Advertisement for Contractor Bids: *Fall 2024*
- Contractor Notice to Proceed (NTP): *Early 2025*
- Construction Period: *24 months following NTP*



# Tri-Rail Extension: V.A. Medical Center Feasibility Study

- Feasibility study to evaluate extending Tri-Rail service 3 miles on CSX tracks from Mangonia Park Station to a new station at the VA Medical Center
- Identification of ridership demand, project impacts, capital and operating costs, and funding sources
- Would provide improved access to the medical center & one of PBC's largest employers



# MiamiCentral Station

- Miami's new business, leisure, dining, and transit hub
- Tri-Rail's 19<sup>th</sup> and newest station
- Multimodal options include Tri-Rail, Brightline, Metrorail, Metromover, Metrobus, and Citibike
- Terminus for commuter rail on the Northeast Corridor





Tri-Rail Train at MiamiCentral



# Thank You

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*See you onboard!*

