seven counties 50 years
SEVEN50 TIMELINE

SOUTH FLORIDA REGIONAL RESOURCE CENTER ESTABLISHED
JANUARY 2009
Joint regional planning council meeting (southeast Florida 2006)
JANUARY 24, 2009

HUD & EPA LAUNCH GRANT
JUNE 2009

HUD APPLICATION SUBMITTED
AUGUST

OPENING SUMMIT
JUNE 28, JUNO BEACH
The opening summit launches seven50.
Participants look at the past 50 years to envision a future that can endure in carrying

EXECUTIVE COMMITTEE & PROJECT MANAGEMENT FORMED
NOVEMBER 2010

CONSULTATION TEAM SELECTED, LED BY DOVER, KOHL & PARTNERS
OCTOBER

SOUTHEAST FLORIDA REGIONAL PARTNERSHIP SELECTED FOR GRANT
OCTOBER

REGIONAL PARTNERSHIP FORMED
FEBRUARY

PUBLIC ENGAGEMENT

CLIMATE COMPACT
RUTHERFORD, GROVE & DODSON, ELGIN & FISHER, REEF SEAWAY, ROCKWOOD, SOPHIE'S, CHESTNUT, ROCLAND, CREST

EASTWARD HO!
ADDED MAY 2006

HANDS-ON WORKSHOPS
APRIL

ST. LUCIE ROADSHOW
OCTOBER 14

MARTIN COUNTY ROADSHOW
OCTOBER 24

MIAMI-DADE ROADSHOW
NOVEMBER 13

Palm Beach Roadshow
November 18

John D & Catherine MacArthur Foundation funds awarded to the florida housing coalition - 2010

SECOND SUMMIT
A LOOK AHEAD: TREND & OPPORTUNITIES
FEBRUARY 2012

SECOND SUMMIT RECEPTION
JANUARY 24, MIAMI
The trend examination and future focus are announced.

IMPLEMENTATION PLANNING
FALL

THIRD SUMMIT
THE FUTURE IN FOCUS
JUNE 25-26, WEST PALM BEACH
Alternative strategies presented. The future direction chosen for the coalition is revealed.

STAKEHOLDER MEETINGS TOTAL 60+

CLOSING SUMMIT
JANUARY 31, MIAMI
A celebration of coalition's success and future focus.

BRIGHTER FUTURE

2010

2020

2040

2060
extensive public outreach
3 Summits
6 Workshops
10 Virtual Meetings
51 Stakeholder Meetings
Roadshow
Online Polls
Facebook
Twitter
extensive public outreach 5000+ Hands On!
A process that reached more than 1 million Seven50.org visits
Mr. David Armstrong, Mr. Doug Bournique, Mr. Doug Bartel, The Honorable Heather Carruthers, Mr. Art Cobb, Ms. Carla Coleman, The Honorable Chris Dzadovsky, Ms. Sara E. Fain, The Honorable Samuel Ferreri, The Honorable Ed Fielding, Mr. Kevin J. Foley, Dr. Dennis P. Gallon, The Honorable Suzanne Gunzburger, The Honorable Kathryn Hensley, Mr. Donald Kiselewski, The Honorable Peter O'Bryan, Dr. Edwin Massey, Ms. Gepsie Metellus, The Honorable Jean Monestime, Mr. Jack Osterholt, Ms. Susan E. O'Rourke, Mr. Gus Pego, Mr. William Perry, The Honorable Raquel Regalado, Mr. Steve Sauls, Ms. Kelly Smallridge, Mr. Michael Spring, Mr. Edwin Swift, Mr. Norman Taylor, The Honorable Priscilla Taylor, Mr. Ramon Trias, Mr. Carlos Vidueira, Mr. James Wolfe, Mr. Barrington Wright

executive committee
data driven
regional data warehouse
what’s inside

- data sets
- trends (current and future)
- toolbox
- scenarios
- direct quotes
- guest essays
- regional priorities (collaboration)
- progress Indicators
- implementation section:
  - local government
  - private sector/EDO
  - RPC’s
  - leadership models
balanced mobility & transportation

New local commuter rail, new regional passenger rail
"Invest locally in premium transit"

**Local Bus Networks**
A first step to transit

Traditional local bus systems are in use throughout the world, and providing significant benefit to the community. Local buses serve the most extensive network and offer more frequent stops, as opposed to BRTs or light rail systems that must limit stops to offer longer-range mobility.

Local buses are still plagued by the single biggest compliant of motorists: traffic. Buses travel in the same lanes as cars, resulting in potentially sluggish transit and reducing the number of people willing to use buses. Despite this, buses are still one of the most popular modes of transportation worldwide, especially for underserved markets.

**Bus Rapid Transit**
A first step toward premium transit

Bus Rapid Transit (BRT) systems seek to remove many of the factors that cause delays in traditional bus systems. Special buses travel in lanes separate from normal traffic, allowing for constant circulation. BRT stations expedite the boarding process because fares are paid off the bus, rather than directly to the driver, and platforms are usually the same height as the bus floor. True BRT systems have intersection priority, making movement even faster. Although they travel faster than buses, BRTs, like light rail, are very expensive to construct and cannot serve all neighborhoods.

To increase their usage, BRTs and all high-capacity transit systems should connect as many forms of transportation as possible, as well as ensuring that cyclists can be accommodated. All diesel-powered bus systems still present significant environmental impacts, but the impacts are far less than individual vehicles.

**Rubber Tire Trolleys**
Special routes for special places

Rubber-tire trolleys add to the atmosphere of a neighborhood and provide a quick method of transit in a small, clearly defined area. Also known as tourist trolleys, these are vehicles designed to look like traditional streetcars. They differ from bus systems however, in that they are not designed primarily for commuters, but seek to serve casual riders. In downtowns or other areas where parking is difficult, pedestrians can leave their cars in designated locations and use the trolley service to move more freely around the neighborhood. Rubber-tire trolleys are often used as circulators, moving constantly between points of interest and other public transit stops.

**Electric Streetcars**
The ultimate in premium transit

Electric trolleys on rails, also known as streetcars, lend a sense of permanence to a neighborhood that helps create stronger economic activities. Trolley systems are typically more efficient and have a higher carrying capacity than buses, making them ideal for transit in small established districts, particularly downtowns. The high visibility of trolleys and their tracks allows for greater simplicity in using the system, especially benefiting visitors and tourists, as the streetcars in San Francisco exemplify. The use of electricity rather than petroleum based fuel sources notices pollution in dense areas. Streetcars also have a much longer life than buses systems, and help decrease the number of cars on a road. The initial cost of trolleys on rail will be higher, but it can be a long-term, attractive method of public transportation.

Planning should be a complete process.
Don't create isolated 100% residential or commercial neighborhoods.

Our cities should be safe, and not just from crime. We should be able to walk around without being worried about excessive traffic or congestion.
POPULATION GROWTH
WE'RE GROWING FAST, CHANGING RAPIDLY

6,134,526
2010 REGION POPULATION

7,900,000
2040 POPULATION PROJECTION

+22%
POPULATION INCREASE

9,100,000
2060 POPULATION PROJECTION

+32%
POPULATION INCREASE

3 MILLION
MORE PEOPLE BY 2060
current and future trends
key indicators
trends that affect all of us...
Southeast Florida trade is SURGING

Seven-County Miami Customs District
(Monroe, Miami-Dade, Broward, Palm Beach, Martin, St. Lucie, Indian River)

Exports and Imports Value (Billions)


Source: U.S. Census Bureau
national leader in TRADE & TOURISM

1st International air cargo tonnage

6th Waterborne containers

8th Value of exports
only region

were EXPORTS values

are HIGHER THAN IMPORTS values
national leader in TRADE & TOURISM

1st Home port cruise passengers

3rd International visitors

5th Air passengers
and becoming even more so...
and even more so..

On track to reach 100,000,000 tourist visitors annually statewide
trends that affect all of us...
anticipated future roadway deficiencies

98.7% Of trips Involve a car

Today 2060
Sea rise (approx. 50 yrs.)

2060

Inundation

100-Year Flood in Addition to Inundation

2' + 3'
GDP per person ranks lags other major regions

$Thousands, 2012

San Francisco Bay
Houston
DC/Baltimore
New York
Seattle
Dallas/Fort Worth
Boston
Chicago
Philadelphia
Atlanta
Los Angeles
Detroit
Southeast Florida
United States

Source: U.S. Bureau of Economic Analysis
percent of population 25 & over with less than a high school diploma

Source: U.S. Bureau of the Census
the Middle Class is SHRINKING

- Working class
  - Increased to 37%
  - 30% in 1980

- Upper class
  - Decreased to 26%
  - 30% in 1980

Share of middle class households
- Declined since 1980 to
  - 37%
  - 40%
“Simply having the conversation is changing the trend”.

Dr. Robert Burchell
Rutgers University
the Seven50 difference:
we accomplished together

- Creation of First Seven County Regional Transportation Model
- Initiated partnership between the Climate Compact and the Northern Counties
- Creation of a Seven County Regional Data Warehouse
- Focused on balanced mobility, including walkability as a new regional goal
- Launched an ongoing regional conversation on the future
- Formulated a Seven County agreement on fiber optics
- Focused on global competitiveness as a central theme for the Seven Counties
the Seven50 difference: we can accomplish tomorrow
The Online Scenario Modeler gave the region the ability to explore and vote on their preferred future scenario. In three months of voting mid-June through mid-September of 2013 the site was visited by over 100 people a week.

This is how the 1,300+ people who visited the site voted:

- **Trend: Stay the Course**: 4%
- **Suburban Expansion**: 19%
- **Strategic Upgrades**: 4%
- **Region in Motion**: 73%
<table>
<thead>
<tr>
<th></th>
<th>Trend</th>
<th>1: Suburban Expansion</th>
<th>2: Strategic Upgrades</th>
<th>3: Region in Motion</th>
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</thead>
<tbody>
<tr>
<td><strong>Farmland Consumed</strong></td>
<td></td>
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<tr>
<td></td>
<td>250+ Sq. Miles</td>
<td>480+ Sq. Miles</td>
<td>150 Sq. Miles</td>
<td>60 Sq. Miles</td>
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<tr>
<td><strong>Infrastructure Cost</strong></td>
<td></td>
<td>$31.3 Billion</td>
<td>$38.1 Billion</td>
<td>$26.4 Billion</td>
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<tr>
<td>(Transportation, Water, Sewer, Utilities)</td>
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<tr>
<td><strong>Single Family Homes vs. Condos, Apartments &amp; Townhomes</strong></td>
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<td>SF 85%, Multi 15%</td>
<td>SF 90%, Multi 10%</td>
<td>SF 75%, Multi 25%</td>
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<tr>
<td><strong>Transportation Choices</strong></td>
<td></td>
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<tr>
<td><strong>Walkable Communities</strong></td>
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<tr>
<td>(Walk to Work, Stores, School, Transit, Parks)</td>
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<tr>
<td><strong>Average Housing + Transportation %</strong></td>
<td></td>
<td>60%</td>
<td>50%</td>
<td>45%</td>
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<tr>
<td><strong>Income Per Household</strong></td>
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<tr>
<td><strong>Climate Resilience</strong></td>
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<td>$</td>
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<tr>
<td><strong>Investment</strong></td>
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</tbody>
</table>
at a glance: TOMORROW

over 200 sq miles of farmland SAVED
at a glance: TOMORROW

More than 38% increase in transit use, biking, and walking
at a glance: TOMORROW

$7.3 billion
Saved
On infrastructure cost

$2.3 Billion
Saved
On new roads

Save on infrastructure cost (transportation, water, sewer, utilities)
at a glance: TOMORROW

- **+65%**
  - Households within 1 mile of transit, schools, parks

- **+20%**
  - Multi-family homes

- **+15%**
  - Regional migration toward urban counties

- **+8%**
  - Creative class in workforce

- **+1.54%**
  - Artists in workforce

Increases compared to current trend
the plan at a glance: TOMORROW

- Decreases compared to current trend

- Health/Obesity rate: -11.5%

- Spending on housing & transportation per household: -17%

- Less emissions/pollution with 2.2 million less trips: +60%
Regional Priorities

1. Growing the Economy
2. The Livable Region
3. Celebrating Arts and Culture
4. Valuing the Environment
5. Adaptation and Mitigation
6. Inclusive Regional Leadership
growing the economy: infrastructure

Intermodal Logistics Centers:
Coordinate trucks, trains, ships, planes

Fiber optic cable

Intermodal centers
Downtown parking strategies
growing the economy: education

Career pathways

Shared Work Spaces

Regional Economic Development Assistance Groups
growing the economy: quality of life

Transit Oriented Development

Great Streets

Build resilience infrastructure that is also an amenity
FUTURE INVESTMENTS

BUS RAPID TRANSIT
BROADWAY STREET, FELLSMERE

There are several opportunities to better connect Southeast Florida in order to encourage economic prosperity and regional innovation. Implementing additional transit options in key locations such as Fellsmere, will not only make the area more livable, but also more accessible.

Proposed Conditions:
Bus Rapid Transit is a method that is used to connect transit patrons to popular destinations in a way that is both reliable and economically feasible. Implementing a fast and effective bus service system in Fellsmere will provide an opportunity for residents to gain access to major resources in the surrounding area.

Bus Rapid transit is also sustainable—contributing to a reduction in automobile trips and greenhouse gas emissions. A dynamic transit system has the potential to increase nearby land values, increase connectivity to employment, reduce auto-related infrastructure costs to cities and counties, and reduce transportation costs for residents while also further engendering a sense of community and place.

Private investment follows public. A tree-lined boulevard with wide sidewalks which can be used for outdoor dining gives the sites along Broadway Street greater " curb appeal." A walkable, traffic-calmed street keeps pedestrians safe. Customers are also more likely to frequent multiple businesses when they can walk to them in a "park and ride" environment.

Broadway Street, Fellsmere, Indian River County
livable region: TODs
...to intense cities

Downtown Kendall is a major Transit-Oriented Development neighborhood located in South Miami, near Dadeland Mall. The entire 150+ acre site is entirely within 1/4 mile from two light rail transit stops including Dadeland South. The area saw major redevelopment following the implementation of a comprehensive plan and form-based code in 1999. Since then, a substantial amount of commercial and residential space has been added to a part of the city that was previously parking lots. These investments include:

1. Dadeland Centre II
   - 15 stories
   - 316,530 sq ft commercial

2. Marriott City Kendall
   - 4 floors
   - 128 units
   - 350,816 sq ft commercial

3. SDG Dadeland
   - 121,266 sq ft commercial

4. Town Center I
   - 25 floors
   - 214,564 sq ft commercial

5. Metropolo
   - 25 floors
   - 327 units

6. Toscano
   - 26 floors
   - 403 units
   - 59,006 sq ft commercial

7. Downtown Dadeland
   - 7 floors
   - 416 units
   - 127,566 sq ft commercial

Downtown Kendall has only begun to emerge. Continued investment in Downtown Kendall will result in several more walkable, low auto-use neighborhoods that will add up to a major regional destination. Development follows a plan that calls for structured parking, pedestrian-friendly streets; investment in public art; short block sizes, and tree-lined streets that are safe comfortable and interesting to the pedestrian.

Downtown Kendall is one of Miami's most fashionable neighborhoods among the city's emerging creative class. Apartments and condominiums mix with restaurants, clubs, and workplaces.

FUTURE INVESTMENTS
TRANSIT-ORIENTED DEVELOPMENT
DOWNTOWN KENDALL, MIAMI-DADE

Today (We've come a long way already)

Tomorrow
celebrating arts & culture

THE VALUE $ OF THE ARTS: MIAMI-DADE

29,792 full time equivalent JOBS
$935,293,000 in resident household income
$402,224,799 total industry expenditures arts & culture organizations
$673,958,759 total industry expenditures arts & culture audiences
OVER $1.08 BILLION total industry expenditures
$65,731,000 in state government revenue
$39,212,000 in local government revenue

event-related spending by arts & culture audiences totaled $402.2 MILLION
nonprofit arts & culture event attendees spend an average of $29.61 per person (excluding the cost of admission)

THE VALUE $ OF THE ARTS: PALM BEACH

5,782 full time equivalent JOBS
$135,847,000 in resident household income
$138,895,426 total industry expenditures arts & culture organizations
$111,052,882 total industry expenditures arts & culture audiences
OVER $249.9 MILLION total industry expenditures
$12,583,000 in state government revenue
$11,348,000 in local government revenue

event-related spending by arts & culture audiences totaled $111.1 MILLION
nonprofit arts & culture event attendees spend an average of $25.64 per person (excluding the cost of admission)
valuing the environment

ENVIRONMENT & AGRICULTURAL TOOLKIT

APPROACHES FOR CREATING A MORE SUSTAINABLE FUTURE

PAYMENT FOR ENVIRONMENTAL SERVICES
WATER FARMING & THE NORTHERN EVERGLADES

Environmental services are the multitude of resources and processes that are supplied by natural ecosystems. The natural environment also provides, for free, services that we would otherwise have to pay for, in both capital outlay, and operation and maintenance costs. “Environmental Services” refers to a wide range of natural processes that help sustain and fulfill human life, such as:

- Purification of air and water
- Detoxification and decomposition of wastes
- Polination of crops and natural vegetation
- Cycling and movement of nutrients
- Protection of coastal shores from erosion by waves
- Prevention of extreme weather and their impacts
- Provision of aesthetic beauty and intellectual stimulation that lift the human spirit (Beaver, J. and Walker, K., 2018)

In August 2013, the SFWMD Governing Board approved the first water farming pilot project to store excess water on floodplain land. Under the pilot program, Callicona Citrus Company will pump water onto 460 acres of its property located along the St. Lucie Canal in Martin County, capturing an average of 6,700 acre-feet of water a year that would otherwise flow along the canal from Lake Okeechobee and surrounding basins into the St. Lucie River and Estuary. The three-year pilot project will provide vital information on the proposed concept of retaining storm water on citrus properties.

The Northern Everglades-Payment for Environmental Services (NE-PES) program is a partnership between water managers and private landowners to achieve water storage, water quality, and habitat improvement benefits in the Northern Everglades. The SFWMD Governing Board approved the first eight NE-PES projects in October 2011. These cost-effective projects will collectively provide 4,000 acre-feet of water retention on local ranches in the Northern Everglades.

FINISH & IMPLEMENT EXISTING PLANS FOR RESTORING THE EVERGLADES

- Kissimmee River Restoration
  - When restoration construction is completed by the U.S. Army Corps of Engineers in 2015, 40 square miles of Kissimmee River and wetland ecosystem will be restored, including almost 25,000 acres of wetlands and 40 miles of historic river channel.

- Comprehensive Everglades Restoration Plan (CERP)
  - CERP was authorized by the Federal government in 1999 consisting of 58 components with an estimated construction cost of $7.8 billion and is considered the “world’s largest ecosystem restoration project.”

- Central Everglades Planning Project (CEPP)
  - CEPP is a joint planning effort between the Corps of Engineers and the SFWMD to identify and use land already in public ownership to allow more water to be directed south to the central Everglades, Everglades National Park and Florida Bay while protecting coastal estuaries through increased storage, treatment and conveyance south of Lake Okeechobee, removing and/or plugging canals and levees and returning water within the Everglades National Park.

- Everglades Restoration Strategy
  - The Everglades Restoration Strategy was approved by the 2012 Florida Legislature and is a series of projects designed to meet the 30-year post-tarpon spawning ambient water quality criteria established in the Everglades Protection Area.

- Indian River Lagoon South Project
  - Flood control canals have historically channeled huge discharges of nutrient laden waters from regional watersheds and Lake Okeechobee into the St. Lucie River and the Indian River Lagoon creating devastating impacts to marine life. The project holds back the water and cleans it up, reduces it instead of dumping it into the estuary.

A strip of upland on the Everglades near the coast.
adaptation & mitigation
two approaches to climate change

mitigation

adaptation
Today: A1A, Fort Lauderdale
Today: A1A, Fort Lauderdale
consensus issues: opportunities to work together
inclusive regional leadership
sharing good ideas

Who is in charge here? No one group. There are 121 individual municipalities. Who speaks for the region? No one person – especially given that our state capital is 500 miles away. Are there advantages to this dispersement of authority? Absolutely. There is more local control when power continues to be delegated to the group most affected by governmental decisions. Who will continue the Seven50 effort? Many individual organizations. Perhaps new advocacy organizations. But no new overarching regulatory organization is proposed. Leaders rise from the regional conversation hosted by Seven50, not from an official action but rather because of individual initiative, timely relevance and a unified objective.
Seven50: value to local governments

**identify trends:**
- address the downward trends
- benefit of upward trends

**identify regional projects and initiatives:**
- continued communication and where the public and private sectors can work together

**measure progress**
next steps

• Executive Committee Meeting: 11/01/13
• Seven50 “Tour” (Counties, MPO’s, others)
• RPC meetings (December)
• Final Report: 12/28/13
• Final Summit: 01/15/13
a work-in-progress

...so send comments
Final Summit
January 15th, 2014
Broward Convention Center
council comments