

Regional transit and supporting infrastructure are primary long-term mobility objectives

- A regionally connected high-capacity transit system fundamentally changes Southeast Florida's mobility outlook. It is needed to move the number of people we are anticipating.
- Demand for auto travel will continue and bring the associated congestion. Implementing a high-capacity transit system will provide Southeast Floridians with viable travel options.
- A safe, complete, and well-connected first/last mile system is needed to support the high-capacity transit system.

Complementary land use is essential

- A major high-capacity transit investment in the region will not be successful without complementary land uses.
- A majority of new development and redevelopment should occur around existing and future high-capacity transit routes.
- Complementary land uses also makes short walk/bike trips possible and further reduces the need for motorized transportation.

Create flexibility within funding programs to fund identified needs

- The current State funding programs are too restrictive and do not allow for implementing transit investments in the manner needed to serve our rapidly growing urbanized area.
- Greater flexibility with existing state transportation programs is needed to fund high-capacity transit investments and supporting infrastructure.
- Each dollar spent on transit will have greater impact on moving people than each dollar spent on highways.
- We must continue to operate and maintain our highway system.

New revenue sources are necessary

- Our current revenue projections indicate we will not have enough funding to cover the cost of building, operating and maintaining the desired regional high-capacity transit system.
- We will need to seek additional funding sources at all levels (Federal, State, County and Local) to build, operate, and maintain the regional high-capacity transit system.