



June 5, 2012

Ms. Lauren Milligan
Florida State Clearinghouse
Florida Department of Environmental Protection
3900 Commonwealth Blvd, Mail Station 47
Tallahassee, Florida 32399-3000

RE: SFRPC#12-0402, SAI# FL201203206164C, Clearinghouse review of a grant application submitted by Florida International University to the U.S. Department of Transportation for FY 2012 Transportation Investment Generating Economic Recovery (TIGER) Discretionary Grant Program.

Dear Ms. Milligan:

We have reviewed the above-referenced TIGER Grant Discretionary application from Florida International University.

The applicant states that the UniversityCity Prosperity Project will create a best practice mode for shifting trips away from private vehicles, through the weaving of vibrant and mixed-use, pedestrian pathways, pedestrian bridges, multi-modal transit station environments, shared local feeder vehicles, bike paths, private development projects and express bus services. If permitted, this application should consider the following comments:

- Miami-Dade County's Sustainability, Planning and Economic Enhancement Department finds the UniversityCity Prosperity Project as proposed, generally consistent with the Goals, Objectives and Policies of the Comprehensive Development Master Plan (CDMP).
- It is important for the applicant to coordinate and continually collaborate with all of the various agencies within Miami-Dade County, including the Sustainability, Planning and Economic Enhancement Department; the Metropolitan Organization (MPO); Public Works and Management Department (PWWM); Miami-Dade Transit (MDT); Permitting, Environment and Regulatory Affairs Department (PERA); Water and Sewer Department (WASD); Parks, Recreation and Open Spaces Department (PROS); and Miami-Dade Fire Rescue and Police Departments.
- Staff recommends that if the TIGER grant application is approved, the applicant: 1) consider the full impacts and observances commented by Miami-Dade County's Sustainability, Planning and Economic Enhancement Department as well as other Miami-Dade County agencies included in the attached comments; 2) work closely with the MPO to request an amendment to the Transportation Improvement Program (TIP) and Long Range Transportation Plan (LRTP); 3) and work closely with MDT to allow its buses access to the proposed Advanced Transit and Multimodal Stations (ATMS) in order to provide a consolidated transit access point for transit patrons.
- The Goals and Policies of the *Strategic Regional Policy Plan for South Florida (SRPP)*, in particular those indicated below, should be observed when making decisions regarding this project.

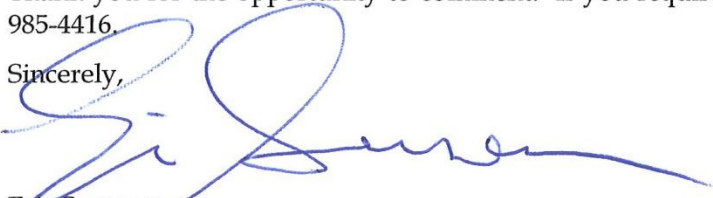
Goal 3 Promote the health, safety, and welfare of South Florida's residents.

Policy 3.3 Promote better linkages among social service agencies in the local service delivery system to maximize available resources and reduce fragmentation.

- Policy 3.5 Reduce crime within the Region through such means as community policing and Crime Prevention through Environmental Design (CPTED).
- Goal 4 Enhance the economic and environmental sustainability of the Region by ensuring the adequacy of its public facilities and services.**
- Policy 4.1 Public facility and service providers should give priority to the construction, maintenance, or reconstruction of public facilities needed to serve existing development most effectively and to the elimination of any infrastructure deficiencies which would impede redevelopment.
- Policy 4.2 Optimize the service area and facility size of public facilities in the Region and direct future development and redevelopment first to areas served by existing infrastructure.
- Goal 8 Enhance the Region's efficiency, safety, quality of life, and economic health through improvements to road, port, and public transportation infrastructure.**
- Policy 8.1 Maintain the Florida Intrastate Highway System, other state road, local roadways, and public transportation systems to preserve the Region's investment in infrastructure; support daily use and needs; enhance the Region's global competitiveness and economic health; increase safety; ensure emergency access and responses; and provide for evacuation purposes.
- Policy 8.4 Expand use of public transportation, including buses, commuter rail, waterborne transit, and alternative transportation modes that provide services for pedestrians, bikers, and the transportation disadvantaged, and increase its role as a major component in the overall regional transportation system.
- Policy 8.5 Identify all possible existing and future funding sources at the local, state, and federal levels and from the private sector, and facilitate access to these sources in order to meet the Region's transportation needs.
- Policy 8.6 Promote efficiency of the transportation network through the implementation of tools such as Intelligent Transportation Systems (ITS) that incorporate public transportation information, improvement of signalization systems, and other operational improvements.
- Policy 8.8 Ensure the safety of the transportation system by implementing measures to reduce vehicle, pedestrian, and bicycle crashes and increase the safety of commercial vehicle operations.

Thank you for the opportunity to comment. If you require further information, please contact me at 954-985-4416.

Sincerely,



Eric Swanson
Policy Analyst

EKS/kc

Attachment

cc: Kenneth A. Jessel, PH.D, Senior Vice President for Finance and CFO, kjessel@fiu.edu