

THANK YOU FOR YOUR INTRODUCTION, AND LET ME THANK YOU FOR JOINING US THIS MORNING.

I'D LIKE TO START BY ADDRESSING AND ANSWERING THE QUESTION THAT GUIDES TODAY'S BREAKFAST:

"CAN MIAMI-DADE BECOME A MODEL FOR SUSTAINABLE TRANSPORTATION?"

THE SIMPLE ANSWER IS THAT "WE MUST!"

IF WE WISH TO CONTINUE THE RAPID ECONOMIC GROWTH THAT OUR REGION HAS SUSTAINED IN THE PAST DECADE...

AND DO SO IN A WAY THAT MAKES SENSE, THEN MIAMI-DADE MUST BECOME A MODEL FOR SUSTAINABLE TRANSPORTATION.

JUST THINK ABOUT SOME THINGS FOR A MOMENT:

THE POPULATION OF GREATER DOWNTOWN MIAMI IN THE YEAR 2000 WAS LESS THAN 40,000.

TODAY, DOWNTOWN MIAMI HAS OVER 74,000 RESIDENTS, AND GROWING.

MIAMI-DADE COUNTY'S POPULATION IS OVER 2.5 MILLION...

AND WE'RE ONE OF THE REGIONS IN THE NATION EXPERIENCING THE GREATEST AMOUNT OF GROWTH.

A LITTLE OVER 10 YEARS AGO, MOST OF THE BUILDINGS WE SEE AROUND US WERE NOT HERE.

AND I CAN TELL YOU, IT'S ONLY A START OF WHAT'S TO COME.

PEOPLE WILL CONTINUE TO COME TO MIAMI, AND BUILDINGS WILL CONTINUE TO GO UP.

THIS LATEST ROUND OF NEW DEVELOPMENT GOING ON ALL AROUND THE COUNTY IS FUNDAMENTALLY RESHAPING OUR COMMUNITY.

THE GROWTH THAT TOOK PLACE TO THE SOUTH AND WEST HAS NOW COME EASTWARD AND UPWARD.

WE NOW HAVE A DENSE URBAN CORE HERE IN DOWNTOWN MIAMI.

SO NOW, MORE THAN EVER, WE NEED EFFECTIVE MOBILITY SOLUTIONS THAT WILL BOTH SUPPORT THE NEW GROWTH AND PROVIDE GREATER CONNECTIVITY THROUGHOUT OUR COMMUNITY.

WHEN I LEAVE MY OFFICE IN THE AFTERNOONS AND LOOK OUT OVER I-95 AND THE 836, ALL I CAN SEE ARE RED TAIL-LIGHTS LEAVING DOWNTOWN.

LET'S SAY THAT ON AVERAGE, A COMMUTER SPENDS AN HOUR AND A HALF IN THE MORNING, AND AN HOUR IN THE HALF IN THE AFTERNOON.

THAT'S THREE HOURS A DAY, ON AVERAGE SPENT IN TRAFFIC.

THIS IS THREE HOURS THAT YOU CAN SPEND DOING SOMETHING ELSE!

TO ALLEVIATE TRAFFIC CONGESTION, AND CARRY US INTO A FUTURE OF SUSTAINABLE TRANSIT, WE NEED TO ADVANCE CONVENTIONAL MODES OF MASS TRANSIT...

WHILE CONTINUING TO INCORPORATE SMART DEVELOPMENT POLICIES THAT PROMOTE BIKING AND WALKING INTO THE PLAN.

GETTING PEOPLE OUT OF CARS AND OFFERING THEM REAL MOBILITY CHOICES, IS A GREAT WAYS TO INCREASE THE LIVABILITY OF OUR HOMETOWN.

AND LET ME ADD THAT ADDRESSING MOBILITY THROUGH SMART TRANSPORTATION SOLUTIONS IS FUNDAMENTAL TO OUR ECONOMIC DEVELOPMENT EFFORTS.

STUDY AFTER STUDY SHOWS THAT NEW BUSINESSES AND INVESTORS ARE DRAWN TO PLACES THAT MEET THE MOBILITY NEEDS OF THEIR COMPANIES AND THEIR EMPLOYEES.

JUST LAST MONTH, I BROUGHT TOGETHER A GROUP OF TOP BUSINESS AND CIVIC LEADERS FROM THE COUNTY FOR MY MAYORAL BUSINESS ROUNDTABLE.

THEY IDENTIFIED TRAFFIC AND MOBILITY SOLUTIONS AS THEIR TOP PRIORITY, AND THEY ARE NOW ALL WORKING ON ADDRESSING THIS ISSUE.

HERE'S SOME GOOD NEWS:

STUDIES SHOW THAT WE HAVE SEEN AN ALMOST 90% INCREASE IN BICYCLE COMMUTING SINCE 2005 AND WE HAVE BEEN MOVING UP THE RANKINGS AS A BICYCLE FRIENDLY COMMUNITY.

WE'VE LAUNCHED OUR BIKE305 INITIATIVE WHICH IS DESIGNED TO BRING RESIDENTS, COMMUNITIES AND BUSINESSES TOGETHER THROUGH THE USE OF BIKE TRAILS THROUGHOUT THIS COUNTY AND THE REGION.

CURRENTLY WE HAVE ABOUT 130 MILES OF GREENWAYS AND TRAILS BUILT WITH ANOTHER 30 MILES CURRENTLY IN DEVELOPMENT, TOWARD A GOAL OF 500 MILES.

OUR EXISTING TRANSIT CHOICES ARE ALSO EXPERIENCING TREMENDOUS GROWTH, WITH MORE AND MORE PEOPLE USING METRORAIL AND METROMOVER.

LAST YEAR, FOR INSTANCE, METRORAIL HAD OVER 21 MILLION TRIPS, A 10.5 PERCENT INCREASE FROM THE PREVIOUS YEAR.

METROMOVER HAD OVER 9.6 MILLION TRIPS, AN INCREASE OF 4.5 PERCENT INCREASE FROM 2012.

AND WE HAVE OPENED OUR ORANGE LINE THAT CONNECTS DOWNTOWN TO THE AIRPORT.

THIS IS THE WAY WE NEED TO THINK ABOUT MOBILITY AND INCREASING CONNECTIVITY.

JUST IMAGINE BEING ABLE TO HARNESS THE ECONOMIC ENERGY OF ONE CONNECTED URBAN CORE – BRICKELL, DOWNTOWN, MID-TOWN, AND SOUTH BEACH.

THINK ABOUT LIVING ON THE BEACH AND WORKING DOWNTOWN, OR VICE VERSA, AND BEING ABLE TO GET AROUND, ALL ON PUBLIC TRANSIT.

THIS IS WHY WE ARE WORKING TO MAKE BAY LINK A REALITY.

I CHAIR THE POLICY COMMITTEE THAT WILL COMPLETE THE BLUEPRINT FOR STARTING WORK ON BAY LINK AND START TO BRING MIAMI AND MIAMI BEACH CLOSER TOGETHER.

AND WE'RE ALREADY WORKING WITH OUR STATE PARTNERS ON THIS COLLABORATIVE EFFORT BETWEEN THE MAYORS OF MIAMI AND MIAMI BEACH.

WHILE WE WILL REACH OUT TO OUR PARTNERS AT THE FEDERAL AND STATE LEVEL, IN THE END, IT'S UP TO US TO MAKE THESE INVESTMENTS IN OUR FUTURE.

WE NEED TO BE SELF-SUFFICIENT IF WE ARE TO HAVE THE TYPE OF MOBILITY OPTIONS THAT DEFINE GREAT COMMUNITIES.

AND THE PRIVATE SECTOR MUST BE INVOLVED.

THIS IS WHERE ALL ABOARD FLORIDA FITS RIGHT IN.

BY CONNECTING MIAMI-DADE COUNTY AND ORLANDO, FLORIDA'S TWO MOST IMPORTANT CENTERS FOR COMMERCE AND ENTERTAINMENT, WITH A MOBILITY OPTION THAT IS SUSTAINABLE AND MAKES SENSE...

WE CAN EXPAND AND TAKE ADVANTAGE OF ECONOMIC OPPORTUNITIES BETWEEN OUR TWO REGIONS.

AND, JUST THINK ABOUT THE INCREASED CONNECTIVITY BETWEEN MIAMI, FORT LAUDERDALE, AND WEST PALM BEACH.

WE CAN ALSO TAKE ADVANTAGE OF EXCITING DOWNTOWN DEVELOPMENT AROUND TRANSIT OPTIONS, AS OTHER CITIES AROUND THE NATION HAVE DONE.

THIS IS WHY WE'RE EXCITED ABOUT THE PROSPECT OF ALL ABOARD FLORIDA AS YET ANOTHER MOBILITY OPTION.

ULTIMATELY, HAVING MIAMI-DADE COUNTY BECOME A MODEL FOR SUSTAINABLE TRANSPORTATION WILL TAKE THE COMBINED EFFORTS OF EVERYONE IN THIS ROOM.

WE ALL LOVE TO COMPLAIN ABOUT TRAFFIC, BUT WE NEED TO GET PAST COMPLAINTS AND START WORKING ON SOLUTIONS.

PROMOTING PEDESTRIAN FRIENDLY MOBILITY OPTIONS THAT INCLUDE WALKING AND CYCLING...

INCREASING THE AVAILABILITY OF MASS TRANSIT, CONNECTING OUR COMMUNITIES AND REGION...

AND WORKING WITH THE PRIVATE SECTOR ON PROJECTS LIKE ALL ABOARD FLORIDA...

I KNOW WE ARE ON THE RIGHT TRACK.

THANK YOU AGAIN!