

TBAG

TAMPA BAY APPLICATIONS GROUP

An Open Forum for Transportation-Related Issues



August 2005

“FROM THE CHAIR”

By: Michael Dorweiler, AICP
2005 Chairman for the Tampa Bay Applications Group

I am grateful for the opportunity to serve as the Chairman for the Tampa Bay Applications Group. The TBAG Board and Christopher Hatton (2004/2005 Chairperson) developed a good foundation and platform during Christopher’s tenure. As you can see with the *Growth Management and Concurrency* meeting scheduled for August 18th, the Group is moving full speed ahead, and this has made it easy for me to step in as Chairman. The Tampa Bay Applications Group has been a success in the past, and with your support, we can look forward to a great future!

It has been a busy summer for all of us. Although the focus over the past few months has been on vacations and kids out of school (great for all of us commuters), we did manage to fit in a May 2005 TBAG meeting on *Regional Growth and the Impacts on Transportation*, and a CUBE TRANPLAN training on June 9 and 10, 2005. Not bad!

The TBAG Board extends a thank you to FDOT - District 7, Systems Planning and Citilabs, Inc. for supporting the CUBE TRANPLAN training, and a special thank you to all those who attended for your patience with the rescheduling. Your willingness to attend in June made it a success. Hopefully, we will have another round of training in the near future for CUBE Voyager.

We were fortunate to have three very good presentations on regional growth in Pasco, Hernando and Citrus counties at the May 19, 2005 TBAG meeting. **William Roll, Jr.**, Tindale-Oliver and Associates, Inc. and **David Goldstein**, Pasco County Attorney’s Office, outlined the *Pasco County Corridor Preservation Program*. The Program entails the creation of an Ordinance that will enable the County to “protect” the needed corridor right-of-way without initially acquiring it. The Ordinance is designed to meet the future transportation improvement needs of the County, while allowing for some flexibility in current uses prior to the purchase of the right-of-way.



William Roll and David Goldstein

Dennis Dix, Hernando County MPO, and **Hugh Pascoe**, Planning Advisor, Hernando County MPO, provided an overview on the efforts to manage growth along the S.R. 50 (Cortez Blvd.) Corridor. Their presentation focused on the corridor as a



Dennis Dix and Hugh Pascoe

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ATTENTION!!!

**TBAG Presentation:
Growth Management &
Concurrency**

August 18, 2005

Bring a Friend and Join Us

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Major Transit Survey Effort Completed for The Tampa Bay Regional Planning Model

By: Cristy Mayer and Mary Ross, Gannett Fleming, Inc.

Securing Federal funds to construct premium transit systems has always been a tough, competitive arena for jurisdictions across the country. As funding continues to become scarce, the competition has become fierce and there is added pressure to provide modeling tools that more accurately reflect transit ridership.

The Florida Department of Transportation (FDOT) has long since recognized the importance of improving the transit component of local travel demand models to assist regional transit agencies in their efforts to receive federal funding from FTA through the *New Starts Program*. With the goal of improving the Tampa Bay Regional Planning Model (TBRPM), the FDOT, District Seven recently sponsored a major transit survey effort. The survey was done in coordination with local transit agencies and FTA in order to maximize the results and to obtain information useful to all parties.

With the goal of collecting the most accurate transit data possible, District Seven went all out and implemented the largest origin-destination transit survey effort this region has ever seen! Starting in late 2004, the FDOT began the task of conducting surveys for ALL FOUR transit providers within the District. The major purpose of this particular survey effort was to gain a better understanding of regional transit travel patterns, specifically to improve transit modeling in the Tampa Bay area.

A survey questionnaire was developed in cooperation with all parties. However, the survey was designed with a main goal in mind: to collect the required information to update and revalidate the transit component of the TBRPM. The survey asked patrons about the origin and destination of individual linked trips.

Transit Agencies Surveyed

-  **Hillsborough Area Regional Transit (HART)**
-  **Pinellas Suncoast Transit Authority (PSTA)**
-  **Pasco County Public Transportation (PCPT)**
-  **The Hernando Express (THE Bus)**

A pre-test was conducted on a heavily traveled transit route in Hillsborough County to assess transit passengers' reactions to the survey, their ability to understand the questions, and the length of time for completion. In addition, more in-depth interviews were held with various passengers to identify any specific problem areas with the questionnaire. Based on the positive pre-test results and surveyor comments, no questions were changed or dropped from the original survey instrument.

Surveys were conducted for the four area transit agencies beginning with Hillsborough Area Regional Transit Agency (HART) in November 2004. Implementation for the three additional agencies followed with the Pinellas Suncoast Transit Authority (PSTA) in February 2005, and Pasco County Public Transit (PCPT) and The Hernando Express (THE Bus) in March 2005.

A little incentive never hurt... a magnetic 2005 calendar was provided to all patrons that participated in the surveys.



**. . . 100% of
express and 50%
of local bus routes
in Hillsborough and
Pinellas Counties
were surveyed.**

The key to success of this major survey effort was organization and lots and lots of personnel! The overall implementation was managed by Gannett Fleming, Inc., along with the help of temporary personnel used to administer the onboard surveys.

**. . . 100% percent
of the routes in
Pasco and Hernando
Counties were
surveyed.**

Surveys were administered Monday through Friday between the hours of 3:30 a.m. and 12:00 midnight. A random sample of routes was chosen and then reviewed for sufficient coverage of AM and PM peak and midday periods for both inbound and outbound directions. To ensure the effort would accurately portray existing transit travel patterns, 100% of express and 50% of the local bus routes in Hillsborough and Pinellas Counties were surveyed. One hundred percent of the routes in Pasco and Hernando Counties were surveyed. This enormous effort required at times as many as 30 personnel in the field at one time.

Surveys were provided in both English and Spanish and bilingual survey personnel were used, particularly on routes identified by the transit agencies as having a large Spanish-speaking ridership base. All surveys were completed and collected during the bus trip to encourage participation. As a token of FDOT's appreciation, magnets with the 2005 calendar year were provided to everyone that participated in the survey.

In order to maintain an accurate record of the number of riders, survey personnel offered the survey to each person onboard. If a rider refused to participate, the survey instrument was marked as such and retained so total ridership for that particular trip could be determined. Over 29,000 surveys were distributed among the four transit agencies.

The distribution and collection of surveys during the bus trip helped to achieve an average transit system participation rate of over 50%.

Initial review and analysis of the survey results is currently underway. The analysis will provide information on origins and destinations by trip purpose and automobile ownership. This information will then be used to create an updated Transit Trip Target Matrix and be the basis for the Mode Choice model validation.

This survey effort was only successful because of the cooperative effort between survey personnel and transit staff – **FDOT thanks the transit agencies, particularly the drivers, for all of their cooperation and help!**

Participation Rate

 HART	51%
 PSTA	46%
 PCPT	67%
 THE Bus	50%

Stay tuned for more information regarding the analysis of the districtwide survey and the resulting changes to the TBPRM. For more information on the survey methodology and implementation, you may contact **Mary Ross**, Gannett Fleming, Inc., at mross@gfnet.com or Danny Lamb, FDOT, at daniel.lamb@dot.state.fl.us.

Year 2005 TBAG Program

Growth Management and Concurrency

August 18, 2005
12:00pm - 2:00pm

Topic to be Announced

November 3, 2005
12:00pm - 2:00pm

**2005 Awards Banquet
Date to be Announced**

ATTENTION



Tampa Bay Applications Group

August 18, 2005

*FDOT District Seven Office from 12:00 p.m. to 2:00 p.m.
(Auditorium Opens at 11:30 a.m.)*

“GROWTH MANAGEMENT (SB 360) & CONCURRENCY”

The new 2005 Growth Management Initiative (SB 360) is being presented as a *Pay as You Grow Plan for Florida's Future*. Concurrency requirements have been revised to *Close the Gap* between new development and the construction needed to support transportation and school facilities. In addition, communities must identify water supplies needed for new growth.

The new legislation requires local growth plans to be financially-feasible. It sets up a pay as you grow system to address backlogs and future growth needs and allows proportionate fair share contributions from developers. As for funding, the first year includes \$1.5 billion for transportation, schools, and water needs and \$750 million is scheduled for future years.

This meeting will address an overview of the new legislation, including a brief summary on the new requirements for school concurrency and coordination of water supply plans. In addition, impacts to the transportation system and related concurrency requirements will be addressed including potential issues throughout the state and local Hillsborough County initiatives.

Diane Quigley, Florida Department of Community Affairs, Tallahassee
SB 360: An Overview of the New Growth Management Initiative

Rob Magee, Florida Department of Transportation, Tallahassee
SB 360: Impacts on Transportation and Concurrency Throughout the State

Robert Campbell, Transportation and Land Development Review Division, Planning and Growth Management, Hillsborough County
The Concurrency Process for Hillsborough County and New Initiatives



A Pay as You Grow Plan For Florida's Future Growth Management Initiative (SB 360 Enrolled)

(May 2005 release: Department of Community Affairs)

Transportation

Changes the 3-year and 5-year transportation concurrency definition to three years from approval of building permit.

Transportation concurrency exception areas (TCEAs) must be examined and refined to adequately address mobility within the defined area – typically urban infill and downtown revitalization areas.

Strengthens protection of the Strategic Intermodal System (SIS) within a transportation concurrency exception area (TCEA) and other exception areas.

DOT will establish LOS standards for SIS and regional roads funded by a new Transportation Regional Incentive Grant Program.

Allows for proportionate fair share mitigation by developers.

Schools

Requires school concurrency by December 2008. Currently optional, and is only implemented by Palm Beach County.

Local governments that fail to implement school concurrency are prohibited from adopting plan amendments that increase residential density.

Allows waivers for smaller, lesser-impacted counties and municipalities.

The local government and school board jointly establish a level of service standard. Concurrency is required initially at districtwide levels. Within 5 years, application must be less than districtwide level.

School facilities must be in place or under construction within 3 years following approval of an application for site plan or final subdivision.

Allows for proportionate fair share mitigation by developers.

Water

Better coordinates local government water supply plans with water management districts' regional water supply plans.

Establishes a closer link between water supply and development decisions by requiring adequate water supplies no later than certificate of occupancy.

Additionally, SB 444, an Act relating to water resource protection and sustainability, provides for alternative water supply development funding, more comprehensive regional water supply plans and enhanced consumptive use permitting.

For more information on Growth Management, please visit <http://www.dca.state.fl.us/GrowthManagement2005/>

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whole, as well as specific problem areas along the corridor. Emphasis was placed on the methods underway, such as creating access roads and intersection improvements, to alleviate problems now and in the future.

Cheryl McDonald and **Robert Rutledge**, DRMP, Inc., focused on growth issues facing Citrus County. They outlined Capital Improvement Program projects, which are likely to have major benefits for the County, including a number of intersection improvements. They emphasized that the County is rapidly



Cheryl McDonald and Robert Rutledge

growing, and that funding of these necessary projects is a major concern, a concern not unlike that faced by other counties.

Judging from the number of questions asked of our presenters, the topics were very timely. Thank you again to all of our speakers for an excellent job.

Our last meeting's topics also provided a good lead-in to our subject for this month's TBAG meeting, growth management and concurrency. The TBAG Board is encouraging your participation in this important and timely meeting. We hope to see you there!

The Tampa Bay Applications Group Newsletter is published under contract to the FDOT District Seven Planning Office in Tampa. FSUTMS users and TBAG members contribute all information and material contained in the newsletter. Please contact the editors to submit articles for future issues or to get on the mailing list.

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