

# TBAG

TAMPA BAY APPLICATIONS GROUP



An Open Forum for  
Transportation-  
Related Issues

October 2005

## “FROM THE CHAIR”

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

School is in full swing now and we are all trying to stay ahead of the school buses. Thank you to all of the Tampa Bay Applications Group members who attended the Growth Management and Concurrency meeting August 18, 2005; we had an attendance of 90! What a fantastic showing. This continued participation by our transportation planning community is how we are able to secure excellent volunteer speakers who have the expertise and insight necessary to help us address our modeling issues.

As an introduction to our August meeting, **Secretary Don Skelton**, Florida Department of Transportation, District Seven, addressed the group on the importance of modeling in the development of transportation projects for the District and our local communities. He emphasized the need to continue addressing ways to improve the modeling process and gave the Tampa Bay Applications Group kudos for our continued high-level of participation. We are very fortunate to have the support of the District, as well as our local community! A big TBAG thank you to Secretary Skelton for his continued commitment to our group, and of course, a big TBAG thank you to the District for providing a room for our quarterly meetings!



*Don welcomes everyone to the August meeting.*

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## ATTENTION!!!

**TBAG Presentation:  
November 3, 2005**

**DECEMBER 5<sup>th</sup> BANQUET  
REGISTRATION  
page 5**

In August, we had three very good presentations on Growth Management and 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. **Ms. Diane Quigley**, Florida Department of Community Affairs, Tallahassee presented on SB 360: An Overview of the New Growth Management Initiative. Diane’s presentation addressed highlights of the new legislation, including a brief summary on the new requirements for school concurrency and coordination of water supply plans.

*CHAIR continued on page 6*



*Thank you again to Robert, Diane and Rob for an excellent job. Their topics were extremely timely and very useful to TBAG members.*

# HAVE A NICE “TRIP”

By Jason Collins, P.E, AICP, Senior Project Manager, Grimail Crawford, Inc.

In the 2000 U.S. Census, it was reported that 20 percent of Floridians currently work in a county other than where they live. One measure recently enacted to help mitigate this impact on the transportation infrastructure is the *2005 State Growth Management Act* (Senate Bill 360), which addresses the transportation improvement needs that cross local government boundaries, updates concurrency controls, and requires a financially feasible planning process.

As part of SB 360, a program was created by Florida Statute 339.2819 to reform how money is allocated for transportation improvement projects. The newly created program is referred to as TRIP – Transportation Regional Incentive Program. TRIP provides a shared funding mechanism for regionally significant facilities located within specifically designated “Regional Technical Areas.”

The program identifies \$880 million in State funds over the next five years to provide for a 50 percent local/50 percent state funding match incentive for regionally significant transportation facilities (roads and public transportation). The money allocated to TRIP is not a grant program, but rather a method to incorporate regionally significant projects into the Florida Department of Transportation (FDOT) annual work program. TRIP funds are distributed regionally to FDOT Districts based on population totals and motor fuel tax collections.

Each year, a District will review its list of potential projects that may meet the TRIP criteria and decide which projects will be included in the annual submittal for the FDOT work program. Thus, Districts are not competing with each other for TRIP funds. However, the local entities within each District will need to develop a list of regional projects to ensure that the TRIP money is utilized to the fullest extent possible. The TRIP money will be used to assist local governments by funding critically needed projects associated with regional travel and commerce. The money is also available

for a 50 percent match of the non-federal share or project costs for public transportation projects.

In order to be eligible, several requirements were established for local partners to create a Regional Transportation Area (RTA). The process starts by establishing an RTA through an interlocal agreement that meets specific standards. All MPOs, counties and multi-county transportation authorities are eligible to participate. RTAs are defined as follows:

- Two or more contiguous MPOs
- One or more MPOs and one or more contiguous non-MPO counties
- Multi-county regional transportation authority
- Two or more contiguous non-MPO counties
- MPOs comprising three or more counties.

An RTA is responsible for developing a regional transportation plan that meets specific TRIP criteria.

A project cannot be eligible for TRIP funding if it is not in a regional transportation plan. All Strategic Intermodal System (SIS) facilities are considered regionally significant, and the list of TRIP projects must show connectivity to the SIS. Also, facilities funded by TRIP must adopt the FDOT Level-of-Service standard (LOSS) and be adopted into the Capital Improvements Program (CIP) schedule of the local comprehensive plan (each participating RTA entity

must have the projects adopted into individual comprehensive plans).

The State is requesting submittals of potential TRIP projects from each FDOT District as part of the Fall 2005 Work Program development process. A regional project must be in an adopted CIP in order to qualify for TRIP funds. New regional projects can be added to Years 4 and 5 of the CIP using TRIP funds as a “planned” funding source. However, to meet the financially feasible CIP constraints, the projects must have the commitment of local, regional, or private matching funds (proportionate

## **TRIP MONEY WILL BE USED TO FUND CRITICALLY NEEDED PROJECTS ASSOCIATED WITH REGIONAL TRAVEL AND COMMERCE.**

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share funding from developers is acceptable) starting with Year 3. If the local match funds are not identified by Year 3, the project cannot be advanced to Year 3, and the project may not be considered for concurrency conformity purposes in the issuance of a building permit.

The TRIP funding incentive is currently shifting funding priorities for local government CIP projects. As individual MPOs and local planning authorities review opportunities for competing within their own FDOT Districts for these TRIP funds, new planning partnerships are already under development to meet the RTA requirement. An MPO may participate in multiple RTAs to ensure that projects that cross local planning boundaries are eligible for TRIP funding. However, these projects must be included in all of the applicable adopted regional transportation plans. As these plans are developed, it is imperative that the MPOs maintain consistency among the regional models that are used to support this TRIP process and ultimately long-term transportation planning.

In response to SB 360, new regional partnerships are already under development, as well as the regional models to support them. Over time, the TRIP funding incentives will also play a key role in the proposed projects that are selected for inclusion in the LRTP update process. The modeling community will need to pay close attention to consistency and accuracy among all of the various models that are developed and maintained to support the TRIP and other regional initiatives.

More information on the TRIP program is readily available. A list of detailed statutory requirements are located in Section 339.115(5)(c), (d), (e), Florida Statutes. Additionally, the Florida DOT has published several brochures summarizing the details associated with the TRIP program that are available online at the FDOT website at <http://www.dot.state.fl.us/planning/trip/> or you may contact **Brian Pessaro**, Office of Policy Planning - (850) 414-4816.



## NATIONAL CENTER FOR TRANSIT RESEARCH GIS IN TRANSIT CONFERENCE

Using Geographic Information Systems to Support Planning,  
Service Delivery and Decision Making

The Center for Urban Transportation Research (CUTR) is pleased to announce the third National Center for Transit Research (NCTR) GIS in Transit Conference, sponsored by FTA. It will focus on the growing role of GIS in supporting planning, service delivery, and decision making. Following the success of our previous conferences, this conference will use presentations, discussion panels, and demonstrations to explore the most current research and application experiences in using GIS to support public transportation.

The GIS in Transit Conference will be **November 1-3, 2005** at the **Renaissance Tampa Hotel, International Plaza** [www.renaissancetampa.com](http://www.renaissancetampa.com). Please contact the Renaissance Tampa Hotel, International Plaza to make your hotel reservations at (813) 877-9200. When making your hotel reservations, please be sure to let the hotel know you are attending the "USF Center for Urban Transportation Research GIS in Transit Conference" to receive a special room rate of \$129 per night.

The registration fee to attend the conference is \$250. The registration fee covers the cost to attend all conference sessions, promotional materials, two general session lunches, two continental breakfasts, and two afternoon snacks. Checks should be made payable to the "University of South Florida". The registration form can be found at <http://www.nctr.usf.edu/gis/>. Please contact **Amber Reep** or **Molly Buffington** at (813) 974-3120 for additional details.

# ATTENTION



## **Tampa Bay Applications Group**

**November 3, 2005**

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

### **Howard Glassman, Director, Metropolitan Planning Organization Advisory Council (MPOAC) *An MPO Perspective: New Federal and State Legislation***

The recent passage of the federal legislation, SAFETEA-LU, and Florida's Growth Management legislation (SB 360) both have far reaching impacts on the transportation planning requirements for Florida's Metropolitan Planning Organizations (MPOs). Mr. Glassman will highlight the major MPO aspects of the new legislation, and what changes we can expect to see throughout the state. In addition, proposed changes by the MPOAC to SB 360 will be addressed relating to project funding, the new TRIP requirements, and other growth management issues.

### **Avera Wynne, Planning Director, Tampa Bay Regional Planning Council *Fiscal Impact Analysis Model (FIAM): New Growth Management Requirements***

As part of the new Growth Management legislation (SB 360), local governments are being asked to provide a financial link between the Future Land Use Map (FLUM) and the Capital Improvements Element (CIE), which addresses funding for all major capital improvements. This financial link directly impacts planned transportation projects and the revenues necessary to meet level of service standards. Regional Planning Councils across the state will be assisting local governments with developing budgets that meet CIE requirements. One budgeting tool recommended by the state is the Fiscal Impact Analysis Model (FIAM). Mr. Wynne has been an integral part of the initial testing of FIAM and will provide a brief overview of the model, the state's plans for introducing FIAM through pilot communities, and the RPCs' role in training and support.

### **Shireen Chada, Senior Research Associate, CUTR *Using FSUTMS to Support IDAS***

IDAS is an ITS sketch-planning analysis tool that can be used to estimate the impacts, benefits and costs resulting from the deployment of ITS components. It operates as a post-processor to travel demand models. IDAS, although a sketch-planning tool, implements the modal split and traffic assignment steps associated with a traditional planning model. These steps are key to estimating the changes in modal, route, and temporal decisions of travelers resulting from ITS technologies. This presentation will show how the FSUTMS model was used to produce network and travel demand data based on IDAS requirements for its input/output interface. Also, the presentation will outline the lessons learnt and how IDAS was used for determining the benefits of various programmed ITS deployments from the year 2004 through the year 2012 in the Tampa Bay region.



# TBAG

TAMPA BAY APPLICATIONS GROUP

## 2005 Awards Banquet

**Monday, December 5th, 2005**

Landry's Seafood House

Social Time/Cash Bar: 6:00pm to 6:30pm

Dinner and Program: 6:30pm to 8:30pm

### Program

**Speaker: Don Skelton, District Secretary -  
FDOT, District Seven**

Awards Ceremony - Major award winners and all  
TBAG contributors will be recognized.

### Registration Form

**Landry's Seafood House - Rocky Point**

7616 West Courtney Campbell Causeway  
(813) 289-7773

**Cost of Buffet is \$30.00**

*Dinner buffet includes Fresh Catch Pontchartrain (frozen prior to Katrina), Grilled Chicken and Mushrooms, and Shrimp Alfredo, as well as a salad, side dish, dessert and beverage.  
A vegetarian meal is available upon request.*

Yes, I \_\_\_\_\_ (name) would like to attend the Banquet.  
*If this registration is for several attendees, please attach the name of each person to this form.*

Make check(s) payable to **Kasey Cursey** (TBAG Coordinator) and mail to  
Kasey Cursey, Gannett Fleming, Westlake Corporate Center,  
Suite 150, 9119 Corporate Lake Drive, Tampa, FL 33634.

**RSVP by Check by Monday, November 28, 2005.**

*If you have any additional questions, please contact Kasey Cursey at  
(727) 726-2235 or by e-mail at [kcursey@aol.com](mailto:kcursey@aol.com).*

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**Mr. Rob Magee**, Florida Department of Transportation, Tallahassee presented on SB 360: Impacts on Transportation and Concurrency Throughout the State. Rob focused on the broader scope of SB 360 and discussed the purpose behind updating Florida's Growth Management laws based on lessons we have learned over the last 20 years. He also discussed concurrency issues throughout the state and how the new legislation proposes to improve on the current system.

**Mr. Robert Campbell**, Transportation and Land Development Review Division, Planning and Growth Management, Hillsborough County, presented on the Concurrency Process for Hillsborough County. The County has developed a local initiative that

allows developer financing (proportionate-share) for projects that would otherwise not meet concurrency standards. This proportionate-share mechanism is provided for under SB 360 and Hillsborough County's framework will be used as a guide in developing models for other communities.

On November 3, 2005, we will be addressing both the new federal and local legislation from an MPO perspective; learning more on the fiscal modeling requirements of SB 360; and hearing a presentation on using FSUTMS for IDAS, an ITS sketch-planning tool. With this exciting line-up of speakers (see page 4), I know we can beat this year's attendance record on November 3rd, our last presentation day for 2005. We hope to see you there!

## 2005-06 Modeling Training Workshop Schedule

<http://www.dot.state.fl.us/planning/systems/stm/training/training.htm>

### December 12-15, 2005

(Monday 1:00 PM to Thursday noon)  
FSUTMS Model Calibration Workshop  
Orlando Sheraton Safari Hotel  
1-800-423-3297

Hotel reservation deadline: December 5, 2005

### January 25, 2006

(Wednesday 9:00 AM to 5:00 PM)  
FSUTMS Executive Summary Modeling Seminar  
Location to be determined

### February 20-24, 2006

(Monday 1:00 PM to Friday noon)  
FSUTMS Comprehensive Modeling Workshop  
Orlando Hilton Altamonte Springs  
407-830-1985

### March 13-16, 2006

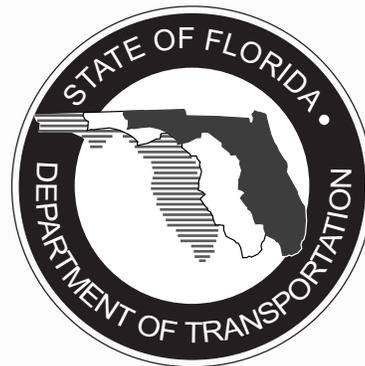
(Monday 1:00 PM to Thursday noon)  
FSUTMS Model Scripting Workshop  
Location to be determined

### April 17-20, 2006

(Monday 1:00 PM to Thursday noon)  
Introduction to ArcGIS Using FSUTMS/Cube  
Orlando Marriott Lake Mary  
1-800-380-7724

### May 15-19, 2006

(Monday 1:00 PM to Friday noon)  
FSUTMS Comprehensive Modeling Workshop  
Location to be determined



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