

DATES TO REMEMBER

November 2, 2006
Reasonableness Checks for
FSUTMS

TBAG Annual Banquet
December 5, 2006
Landry's Restaurant

Banquet Registration Form
on Page 8

“FROM THE CHAIR”

By: Michael Dorweiler, AICP

2006 Chairman for the Tampa Bay Applications Group

The August 24, 2006 dual meeting of the Tampa Bay Applications Group (TBAG) and the Tampa Bay Chapter of the Institute of Transportation Engineers (TBITE) was a complete success with over 90 persons in attendance. WOW! **I want to thank Rosana Correa, Chapter President, for her work in coordinating this dual meeting.** I also want to thank the members of TBITE for attending the presentation and supporting the speakers. We hope to offer a dual meeting again next year.

Our next TBAG presentation day is November 2, 2006. The topic is Reasonableness Checks for the FSUTMS Model and it will provide an excellent overview of the Tampa Bay Regional Planning Model. In addition, I hope to see you at the December 5, 2006 TBAG Banquet at Landry's.

We had two fantastic presentations for our August 24, 2006 meeting. **Mr. Bill Ball** and **Mr. Joel Rey** presented on Bus Rapid Transit (BRT). The presentation covered the status of BRT planning and implementation efforts in the West Central Florida region, including the Central Avenue BRT Preliminary Engineering Study being conducted by the Pinellas Suncoast Transit Authority (PSTA).



Joel and Bill give us a moment of their time for a smile.



Danny and Marty give a smile after our recent meeting.

Mr. Marty Stone, with the Tampa Hillsborough County Expressway Authority, presented on the August 31, 2006 grand opening of the reconstructed LeeRoy Selmon Expressway. The Expressway is an excellent example of how to nearly double the effective capacity of a facility with almost no additional right-of-way needs. The presentation addressed the design and construction of the reversible lanes concept, as well as the layout and operating characteristics.

A big thank you to our speakers and the transportation planning and engineering community that support TBAG and TBITE!

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TAMPA INTERNATIONAL AIRPORT 2025 UPDATE

By: Kasey Cursey, Gannett Fleming, Inc. and Nadine Jones, Hillsborough County Aviation Authority

Tampa International Airport (TPA) is a major traffic generator in the Tampa Bay area and it provides an economic hub for West Central Florida. **Annual passengers for Year 2005 were reported as over 19 million, placing TPA as 28th in the United States and 58th in the World.** The Florida Department of Transportation (FDOT), District Seven considers projected growth for the Airport when addressing the multimodal transportation needs of the Tampa Bay area, particularly from a regional connectivity perspective. Projected growth for TPA and future plans for expansion are highlighted in this article.

In April 2004, the *Tampa International Airport (TPA) 2025 Development Plan* was initiated by the Hillsborough County Aviation Authority. To develop Year 2025 projections several possible growth scenarios were considered: increased international traffic, increased population with higher economic growth,

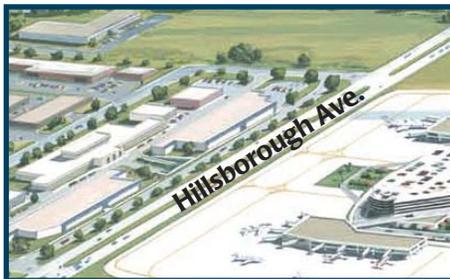
high tourism growth, liberalization of Cuba by 2010, and alternate air service and fleet mix adjustments. Total annual passenger forecasts for Year 2025 are projected to be 28.7 million, an increase of approximately 10 million passengers over the next twenty years!

Exhibit A: Post-2025 Development Plan illustrates the ultimate land acquisition and planned terminal expansion for TPA to meet Year 2025 projections and beyond. **Exhibit A** highlights the additional areas to be purchased prior to Year 2025: parcels on the north side of Hillsborough Avenue and several parcels east into Drew Park. The Aviation Authority and the City of Tampa have been working hand-in-hand under the Drew Park Land Acquisition Program to satisfy the community needs of Drew Park and TPA.

The Aviation Authority also conducted three Departing Passenger Surveys during 2004 to provide an in-depth look at current passenger trends. The survey provided information on the type of trip: leisure travelers were dominant at 62% and business travelers accounted for the

Continued on page 3

Exhibit A - Post-2025 Development Plan



Continued from page 2

remaining 38%. This data has helped in understanding how to design the amenities and additional layover capacity of the future North Terminal and also the proposed redesign of the existing Landside Terminal. With the September 11, 2001 event, landside terminals are being redesigned to handle the family and friends that make the trip to the airport, but are no longer permitted to wait at the airside gates.

The TPA service area was updated using the 2004 survey data and **Exhibit B: TPA Service Region** illustrates the extent of service provided by TPA to the west coast of Florida. Passengers were questioned on the city and county where they started their trip. **Exhibit C: TPA's Passengers by County** shows that Hillsborough (37.6%) and Pinellas (32.9%) Counties provide over 70% of the travelers for the Airport. Sarasota (7.1%), Manatee (6.4%), Pasco (5.5%) and Polk (4.1%), others (6.4%) make up the additional service region. This eleven-county service area supports the current Florida Department of Transportation emphasis on a regional transportation network.

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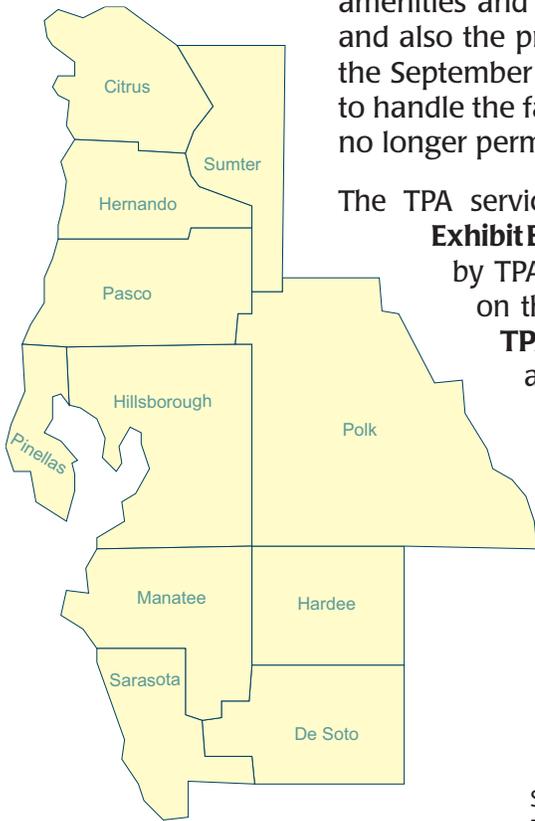


Exhibit B: TPA Service Region

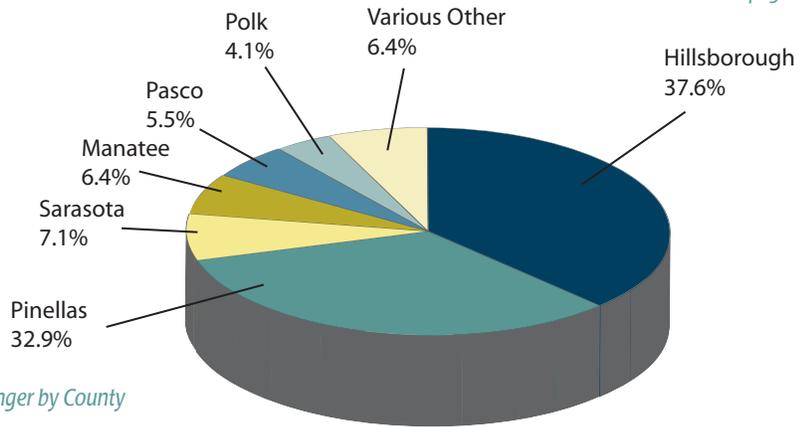


Exhibit C: TPA's Passenger by County

Aviation Authority Studies Light Rail

By: Nadine Jones, Hillsborough County Aviation Authority

The Hillsborough County Aviation Authority is addressing the construction of light rail for the Tampa International Airport (TPA). A light rail corridor may be a solution to future capacity needs, particularly if the corridor is linked to mass transit outside of TPA's boundaries. The purpose of the light rail study is to produce a conceptual design and site plan that demonstrates how best to integrate both the light rail corridor and a station into the terminal area at TPA. The project will require addressing a one or two-level station for the east end of the landside terminal building and using the former Airside B shuttle guideway to provide passenger access. The project has been advertised and is projected to begin in February 2007.

"There is no doubt that as the Tampa Bay Area continues to grow, a regional mass transit system will need to be a major part of our future surface transportation network. We are undertaking the light rail study to determine the various alternatives that could be initiated to ensure TPA is linked to the regional surface transportation system. Our goal is to be ready to connect to the community's mass transit system as it develops."

- Louis Miller, Executive Director,
Tampa International Airport

Continued from page 3

Exhibit D: Post-2025 Development Plan uses call-out boxes to highlight construction that will be complete by Year 2025. The exhibit shows an additional airside to the existing Landside Building and the construction of the first airside for the North Terminal.

Convenient access to the airport is a critical aspect of TPA's focus to ensure that flight schedules can be accommodated. The internal transportation network and the access roads that support the network were addressed with the Update of the Plan and the 2004 Passenger Surveys. Passengers were asked what roads they used to access TPA. Interstate 275 (north/south) (54%) was the most popular, followed by the Veterans/Suncoast Parkway (12%) and the Courtney Campbell Causeway (12%). Access to TPA from roads such as West Hillsborough, Dale Mabry, West Short and Kennedy Boulevards, Spruce Street, and others accounted for 22% of the arrivals. According

to Nadine Jones, Director of Planning and Environmental Programs, "...this type of data was critical in planning for future access to the airport. In the previous master plan, we were putting more focus on improving the internal transportation system and access points from the north end of the airport where the new terminal will be built. The 2005 Updated Master Plan now reflects a transportation plan that places a balanced emphasis on current connections to I-275, Veterans and Courtney Campbell, as well as access from the northern end of the airport property."

Future growth for TPA is an exciting aspect of our community's economy. The Florida Department of Transportation continues to improve our regional transportation system and is currently improving the access to the Airport. You may visit TPA's website at www.tampaairport.com to view the full 2005 Master Plan and to get additional information on the Drew Park Land Acquisition Program and the 2004 Departing Passenger Survey.

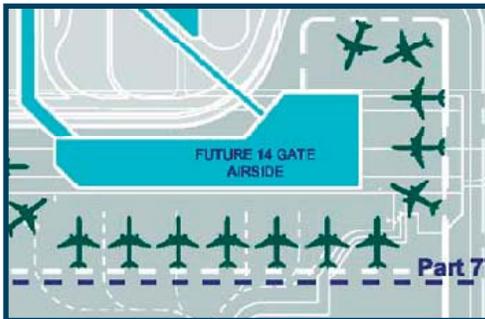
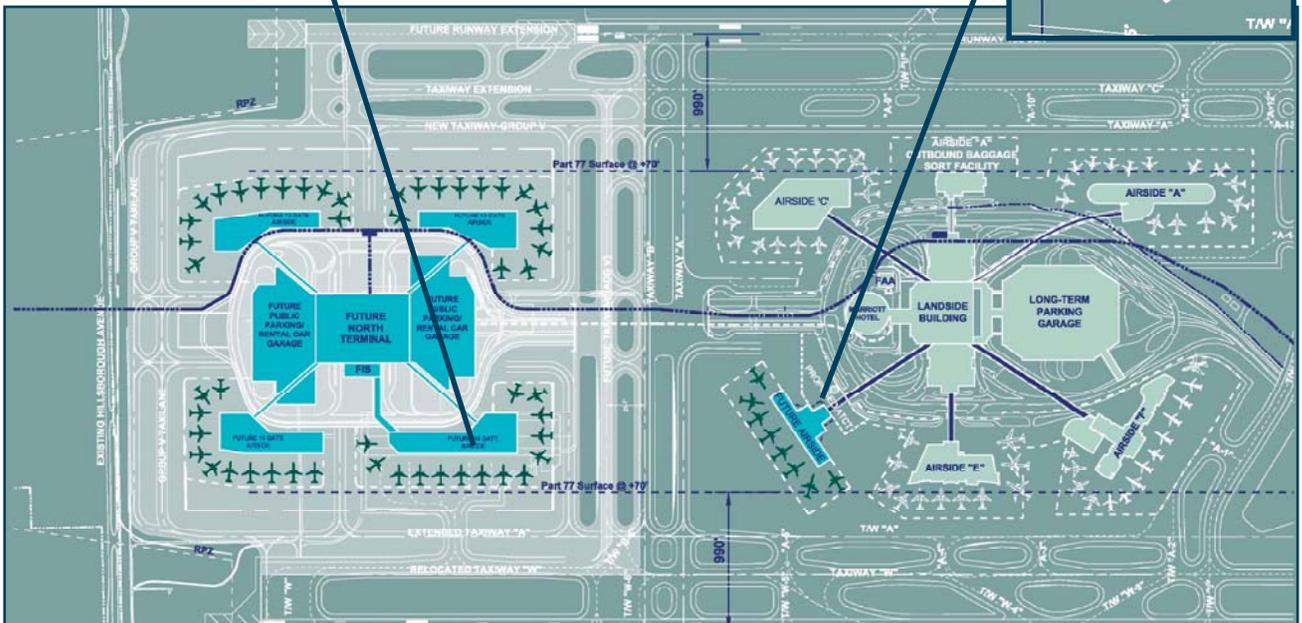
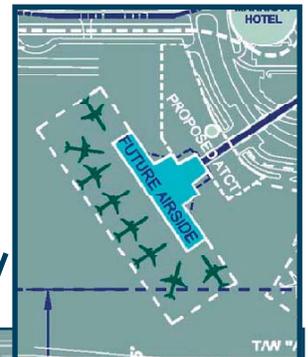


Exhibit D - Tampa International Airport Post 2025 development plan

Call out boxes represent Proposed Improvements to be Constructed by 2025



COMMUTER WEEK IS A HUGE SUCCESS

By: Sandi Moody,
Bay Area Commuter Services, Inc.

Approximately one thousand working commuters in the Tampa Bay area committed to trying to get to work without driving alone during Bay Area Commuter Services (BACS) 10th Annual Commuter Choices Week (CCW) September 25-29, 2006. With options such as carpooling, vanpooling, taking the bus, walking, biking and telework,



BACS staff signing up attendees for commuting options information.

participating commuters had a variety of choices, all in the spirit of saving money, reducing congestion, conserving our resources and keeping our air clean.

CCW is an annual event coordinated with BACS and various other transportation partner agencies. CCW is the only event of its kind in Tampa Bay, with the goal of enlightening the public about commuting options in an educational, yet fun way. Outdoor CCW fairs were held in downtown Tampa, Westshore, downtown St. Petersburg and Clearwater, with several thousand people attending the four events collectively. Participants were able to learn more about their commuting options, obtain information about such services as 511 Tampa Bay, the Clean Air Partnership, the Florida Department of Transportation and many other areawide services through the exhibitors at each event.



City of St. Petersburg Employee Transportation Coordinators helping at the event.

For more information about Commuter Choices Week 2006, or to find out more about your commuting options, contact Bay Area Commuter Services via www.TampaBayRideshare.org or call 800-998-RIDE (7433).

HOT OFF THE PRESS!

Transportation Concurrency Requirements and Best Practices: Guidelines for Developing and Maintaining an Effective Transportation Concurrency Management System, September 2006.

This publication was developed by the Center for Urban Transportation Research (CUTR) through a grant provided by the Florida Department of Community Affairs (DCA) and is available by contacting Karen Seggerman at 813-974-5723.

CUTR is also currently completing additional transportation concurrency and impact assessment research for DCA on the following:

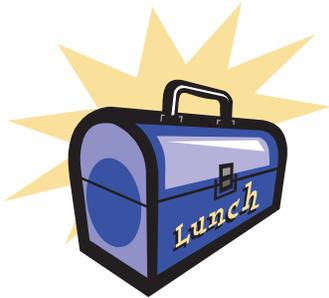
- 1) Multi-jurisdictional Level of Service Standards and Transportation Impact Methodologies
- 2) Transportation Impact Methodology for Comprehensive Plan Amendments
- 3) Model Interlocal Agreement for DRI Exemptions

These reports provide technical assistance to local governments regarding items in the 2005 Growth Management legislation and amendments and should be available by the end of October 2006. You may also find related publications by visiting the CUTR website: www.cutr.usf.edu.

TAMPA BAY APPLICATIONS GROUP MEETING TOPICS

November 2, 2006

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



“REASONABLENESS CHECKS FOR THE FSUTMS MODELING PROCESS”

Reasonableness Checks for Socioeconomic Data

Mary Stallings, Grimail-Crawford, Inc., William Roll, Tindale-Oliver, Inc., & Rob Cursey, URS

The review and/or creation of the socioeconomic data for travel demand modeling is one of the most important steps in the development of a valid transportation alternative. Yet, these demographic “creations” are one of the most ignored and error prone areas that we struggle with as transportation planners and engineers. This presentation will include our experiences with the Tampa Bay Regional Planning Model—what type of data we use, where we obtain it, and how we check it.

FSUTMS Model Reasonableness Checks

Andrew Tyrell, Fawzi Bitar, FDOT, District 7, & Elaine Martino, Martino Planning, Inc.

You finally get the model to run with a new network alternative and you may even get a few hours of sleep. Don't run out the door just yet! Should you take the output results at face value just because the alternative ran completely? How can you be sure that the results are correct and reasonable?

This presentation will address how output results should be reviewed, tested and compared for reasonableness at each model step. The presentation will also address why a modeler needs to always be ready to question the results of an alternative run and to think through how and why the model produced the results it did. Reasonableness checks can help you correct problems that may be evident in the data or in the coding of the network; or find a better way for the model to more accurately and concisely produce the calculations you need.

Enhancements to the TBRPM as Compared with Other Standard FSUTMS Models

Rich Tillery & Hoyt Davis, Gannett Fleming, Inc.

This presentation will provide an overview of the uniqueness of the Tampa Bay Regional Planning Model (TBRPM) as compared with other standard FSUTMS transportation models utilized around the State of Florida. A number of unique enhancements are incorporated into the TBRPM based on significant travel survey efforts including the use of a lifestyle trip generation model; the development of external trips by purpose; the refinement of trip purpose categories; updated trip attraction equations; the use of an enhanced truck assignment model; and the development of updated highway and transit speed relation curves.



PROPORTIONATE FAIR SHARE FOR HILLSBOROUGH COUNTY – WHERE ARE WE?

By: Bill McCall and Bill Sefekar, Hillsborough County Planning and Growth Management

In 2005, the Florida State Legislators passed Senate Bill 360 that amended FSS §163.3180 (Concurrency): no new development may be built unless the capacity is available to support it, or construction is scheduled within the next two fiscal years. Until 2005, when a proposed new development failed to satisfy the transportation concurrency requirements, the options for construction were limited. With the passage of SR 360, developers now have another alternative called Proportionate Fair Share (Prop Share). They can “buy” their concurrency by paying their fair share of the cost of the improvements. The Prop Share is based on the proportion of the new capacity created by the improvements that is consumed, or used up, by the new traffic that will be generated by the development.

There are caveats that make it more difficult than it seems...aren't there always? The improvements on which the cost is based must already be in the outer two years (2009/10 and 2010/11) of the Capital Improvements Element (CIE) of the Comprehensive Plan. Or, the County must make a commitment to include the improvements into the CIE during the next Update. Said projects must be found financially feasible, and funding for the projects must be identified in order to include them in the CIE.

Hillsborough County is in a tough situation since there are virtually no projects in the outer two years of the Hillsborough County CIE with the exception of Bruce B. Downs (which is too costly to be affordable for developers). Developers are looking beyond Prop Share to another provision in SB 360. If the projects are too expensive to be included in the CIE, the County may enter into an agreement whereby the developer's fair share is calculated as described above, collected by the County, then spent on another project that is agreed upon between the developer and the County. The amount of proportionate fair share that is collected must be enough to construct a project that the County finds to be of *significant benefit* to the County's transportation system.

SB 360 required the FDOT to prepare a model ordinance for local governments to adopt and incorporate into their land use regulations. The FDOT hired CUTR to prepare the draft model ordinance and the Hillsborough County Attorney's Office, with assistance from the Tampa Bay Builders' Association and other public and private agencies, has been using the model to update the County's regulations. It is hoped the new ordinance will be ready to take to the BOCC by late-2006.

**LOOK
WHAT'S
COMING!**

**Developer Forum
(Concurrency Workshop)**

Friday, December 1, 2006
Net Park
8:00 AM to 12:00 PM.

All Welcome
Contact: Jeanette Cooper
(813-276-8383)



TAMPA BAY APPLICATIONS GROUP

2006 Awards Banquet

Tuesday, December 5, 2006

Landry's Seafood House

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

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

Program

Guest Speaker to be Announced

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, Chicken Romano, 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 Friday, December 1, 2006.

If you have any additional questions, please contact Kasey Cursey at home at (727) 726-2235, cell phone at (727) 798-6766, or by e-mail at kcurssey@aol.com.

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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