

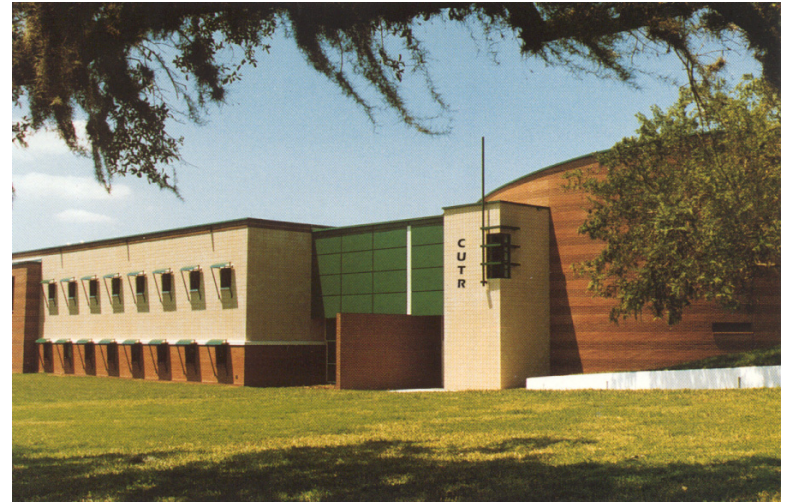


Center for Urban Transportation Research

**College of Engineering
University of South Florida
Tampa**

CUTR

- Established 1988 by Florida Legislature
- Applied research
- Technology transfer / training
- Education
- Multi-disciplinary
- “Real world” experience



CUTR's Research Program

- 140+ active research projects
- \$8 million in annual research
- 50 full-time research faculty
- 25+ student researchers



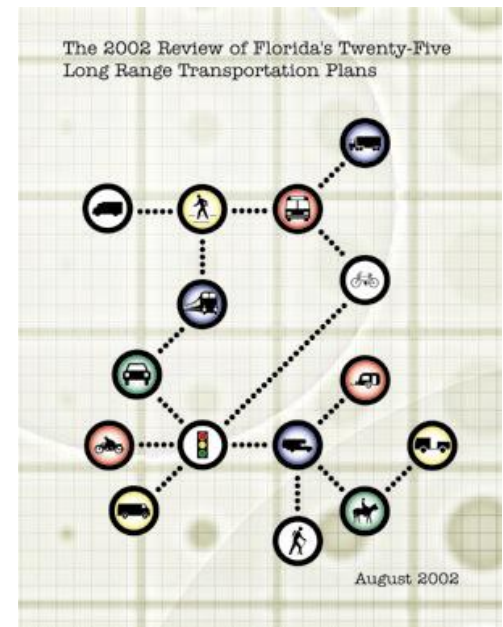


Transportation and Growth Management

- **Florida Transportation Commission Evaluation of Regional Planning**
- **FDOT Implementation of SB 360**
- **FDCA Transportation Concurrency and Impact Assessment**
- **Florida Transportation Commission Assessment of Growth Management**

Comprehensive Assessment of 25 MPO Plans

- Evaluated all aspects of long-range plan documents
- Recommendations resulted in significant improvements to MPO planning process
- Estimated 20-year statewide financial shortfall:
 - 1997 – \$22.3 billion (1995 \$)
 - 2002 – \$37.7 billion (2000 \$)





MPOAC Institute

Develop and deliver an on-going training program for MPOs

- **Phase I: Identify training needs**
- **Phase II: Develop/pilot test training**
- **Phase III: Deliver training**



National Center for Transit Research (NCTR)

- Congressional designation in 1991
- \$2 million annual funding
- Partnership with FDOT
- Mission: “To enhance the relevance and performance of public transportation and alternative forms of transportation in urban areas”
- Largest concentration of public transportation researchers in a single university in the U.S.



National Bus Rapid Transit Institute

- Established by FTA
- USF/CUTR and UC-Berkeley
- BRT typically costs much less than rail
- \$1.75 million/year next 4 years



Bus Rapid Transit (BRT)



CUTR Education Program





Education Program Activities

- Oversight of STC Student Program
- Support of student research assistants
- Teaching
- ITE student chapter
- Oversight of Graduate Interdisciplinary Transportation and Transportation Systems Analysis Certificate Programs
- Thesis and dissertation opportunities



What's New in Transportation And Growth Management: The Florida Experience

Edward A. Mierzejewski, Ph.D., P.E.

Presentation to MNCPPC Staff

January 23, 2007



1985 Florida Growth Management Act

- LOS standards
- Public facilities to be available
“concurrent” with impact development
- Concurrency management systems

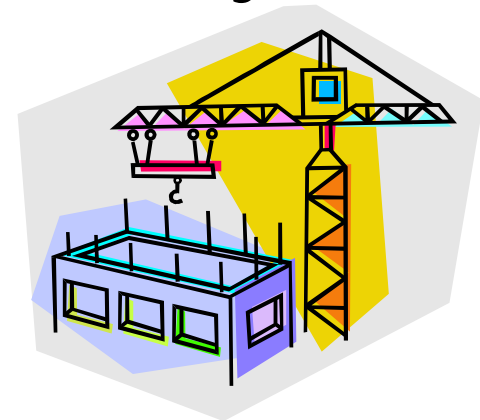
Definition of Concurrency has evolved over time



1989 – Rule 9J5 Amended

Transportation facilities:

- In place
- Under construction within 3 years of certificate occupancy



1993 Florida Statutes

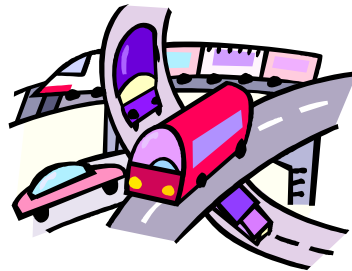
1994 Rule 9J5 Refinements

- Changes to transportation concurrency interpretations



Transportation Concurrency Management Areas (TCMA)

- Promote infill and redevelopment
- Compact area with multiple travel paths
- Area-wide LOS standards





Transportation Concurrency Exception Areas

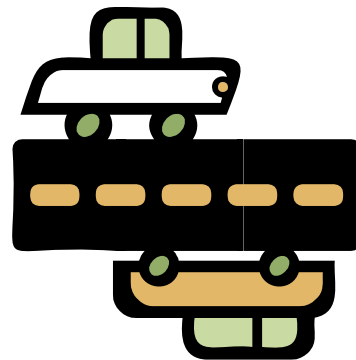
- Promote infill, redevelopment or downtown revitalization
- Projects that promote public transportation
- Projects with only part-time demand

Long-Term Concurrency Management Districts

- Up to 10 years to meet concurrency in areas with significant backlogs of deficiencies
- DCA can allow up to 15 years



Examples of Creative Level of Service Interpretations



Orange County Grouping Analysis

- Aggregates volumes and capacities of parallel roads
- V/C ratio of group





City of Orlando and Lee County

- Traffic performance districts
- Concurrency determination based on district-wide performance

City of Miami

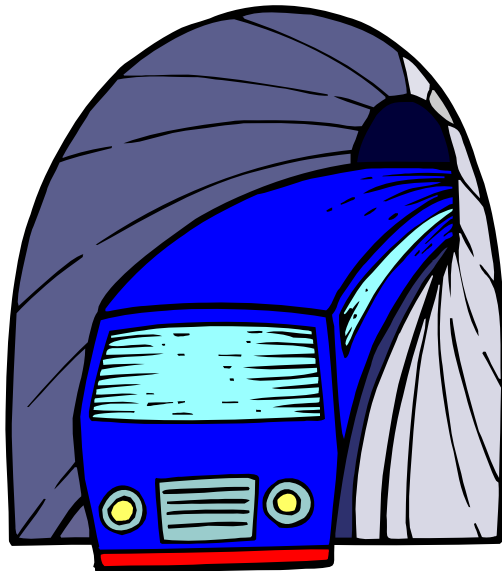
- Multiple facilities within a corridor
- Transit seats included in capacity determination
- Makes allowances for higher auto capacity
- LOS based on multi-modal V/C ratio



1999 Florida Legislature



Multi-Modal Transportation Districts



FDOT to develop alternative LOS techniques to measure multi-modal performance



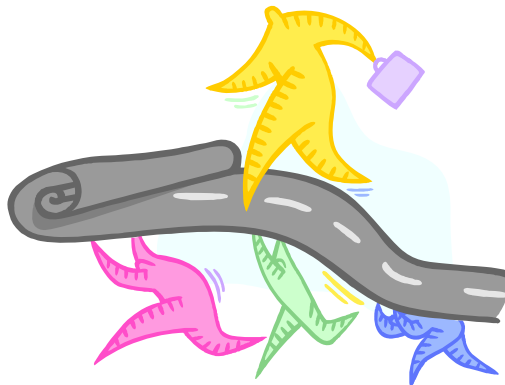


2005 Florida Legislature

- Facilities under construction within 3 years of building permit
- Local government CIP needs to be financially feasible
 - Still retains 10-15 year allowance with DCA approval

2005 Florida Legislature

- Proportionate Share Ordinance
 - If developer pays fair share of project in CIP, can move forward
- Regulatory incentives for community visioning and urban service boundaries



After 20 Years of Growth Management

Where are we?





Transportation Concurrency: A Learning Experience

- Lack of will to tax ourselves to make it a reality
- Don't want the types of communities that would result from uniform application
- Desire to be multi-modal

Issues that Remain



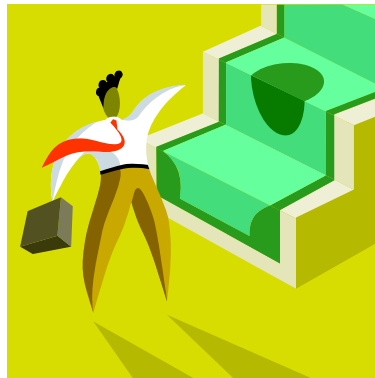
Intergovernmental Coordination



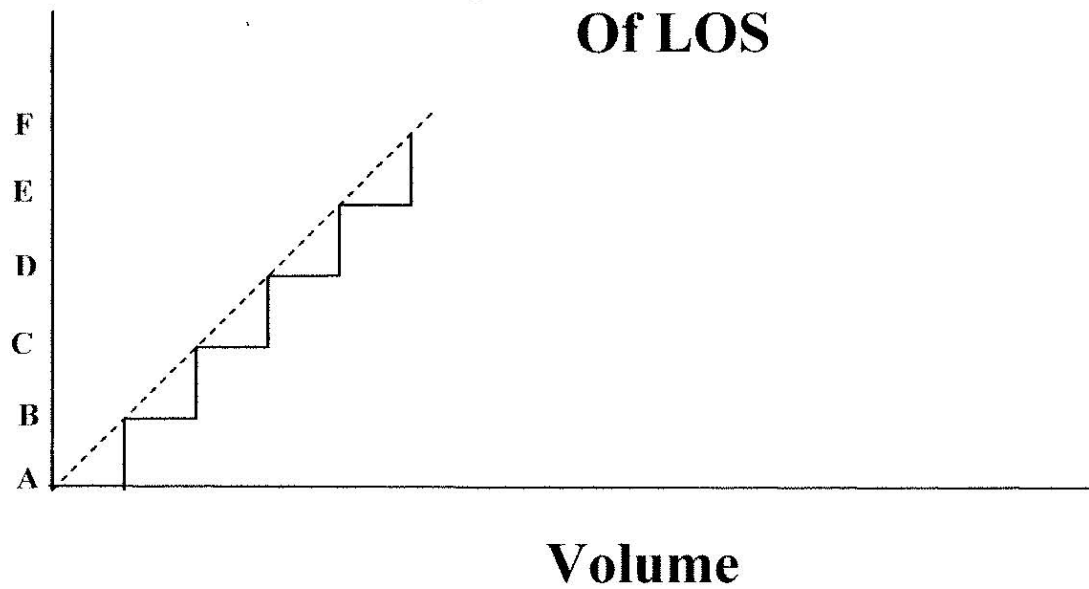
Aversion to Impact Fees



Level of Service Standards Treated as a “step function” rather than a continuous variable



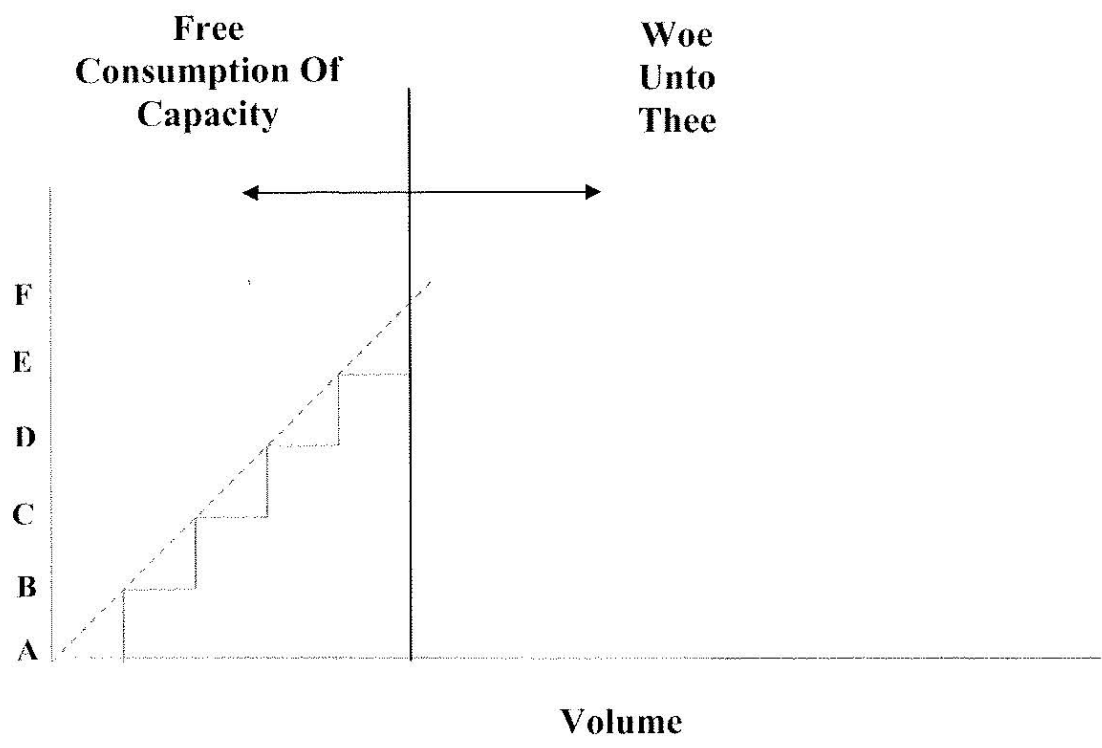
Regulatory Treatment Of LOS





Equity Issues

- Developer who triggers violation of standard must deal with consequences
- As long as capacity is available, development consumes it freely





Summary

- 20 Years of experience
- Process still evolving
- Serious equity issues
- Ed's preference – full cost impact fees



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