Session 2

Robert Romig

FL. Dept. of Transportation

How Does Growth Management Affect Designers

Topic Description

How Does Growth Management Affect Designers

Speaker Biography

Director, Office of Policy Planning - Florida DOT

Florida's Future Transportation System

What the 2005 Growth Management Legislation Means for Design Professionals

Bob Romig
Director, Office of Policy Planning

2006 Design Conference
July 31, 2006

Today's Presentation

- Major Trends and Issues
- Overview of the 2005 Growth Management Legislation
- The Challenge: Balancing Mobility Demands with Community Values and Environmental Stewardship

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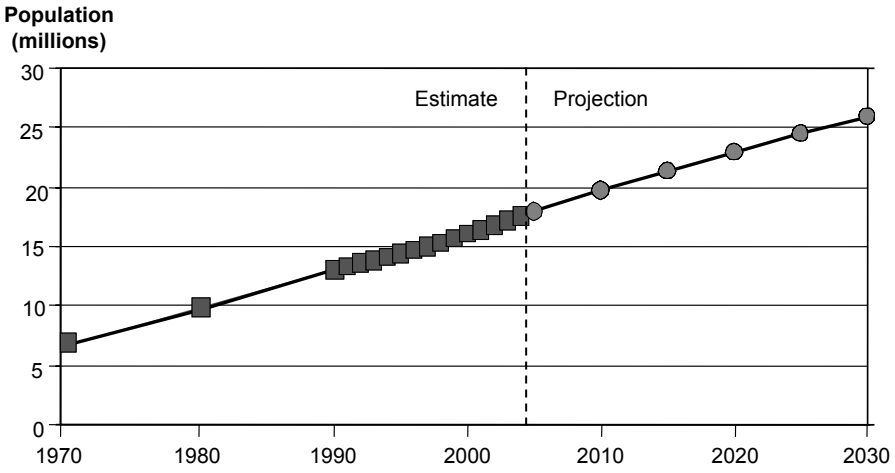
Major Trends and Issues

- Increasing Demand for Mobility
  - ✓ Population growth
  - ✓ How and where we are growing
  - ✓ Freight movement by all modes

- Closing the Funding Gap
- Balancing mobility needs with economic prosperity and environmental stewardship

Florida Population, 1970-2030



Source: U.S. Census Bureau; University of Florida, Bureau of Economic and Business Research; and Florida Department of Transportation

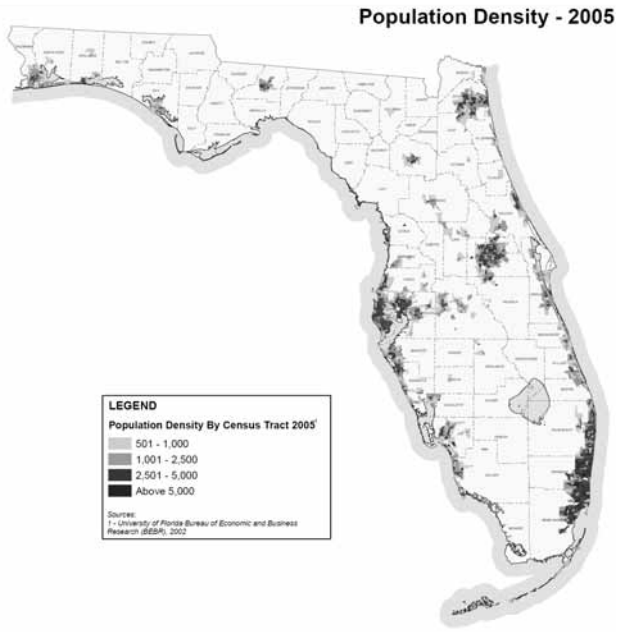
All Economic Regions Growing

Population Change from 2005 to 2030

Region	Level 2005 (Thousands)	Change 2005-2030 (Thousands)	% Change
Northwest	1,334	+460	35%
North Central	516	+177	34%
Northeast	1,397	+629	45%
Central	3,313	+1,835	55%
Tampa Bay	3,937	+1,450	37%
Heartland	245	+95	39%
Southwest	999	+684	68%
Southeast	6,018	+2,404	40%

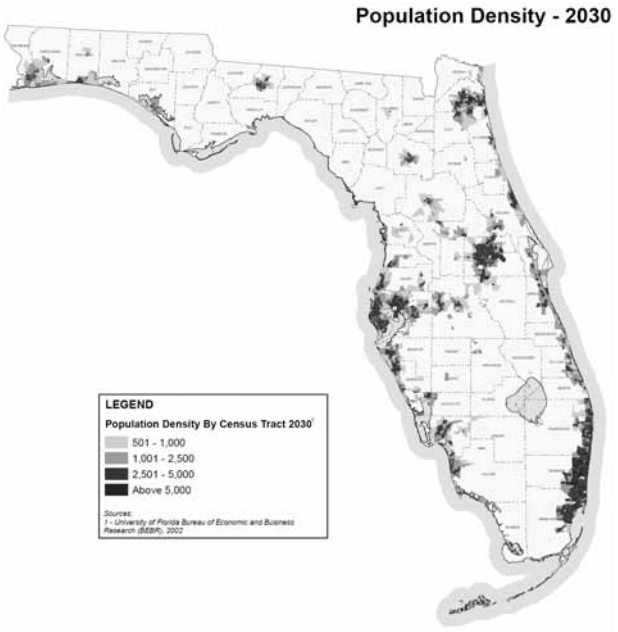
Source: Enterprise Florida, Florida's Strategic Plan for Economic Development; U.S. Census Bureau; and Florida Department of Transportation.

Population Density 2005
(People per Square Mile)



Source: University of Florida, Bureau of Economic and Business Research (BEBR) and U.S Census Bureau

Population Density 2030
(People per Square Mile)



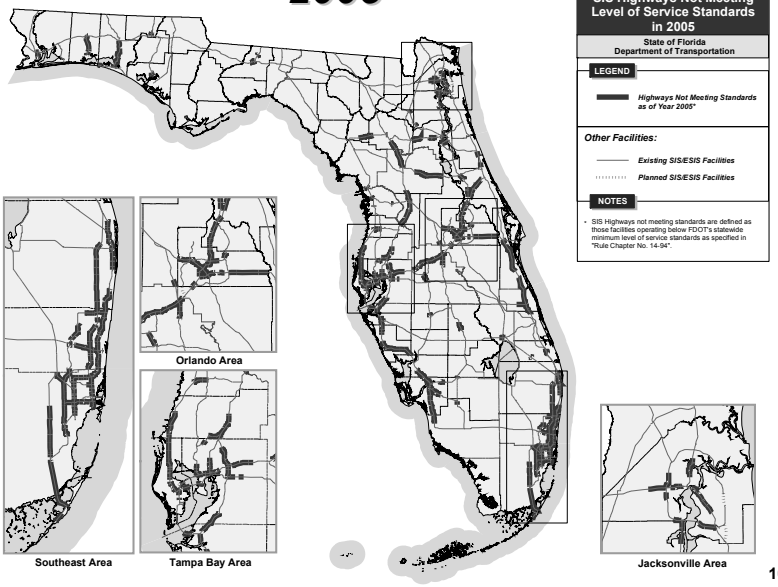
Source: University of Florida, Bureau of Economic and Business Research (BEBR), 2002 Projections

Increases in Freight Movement
Freight Volume in Millions of Tons, 1998 to 2025

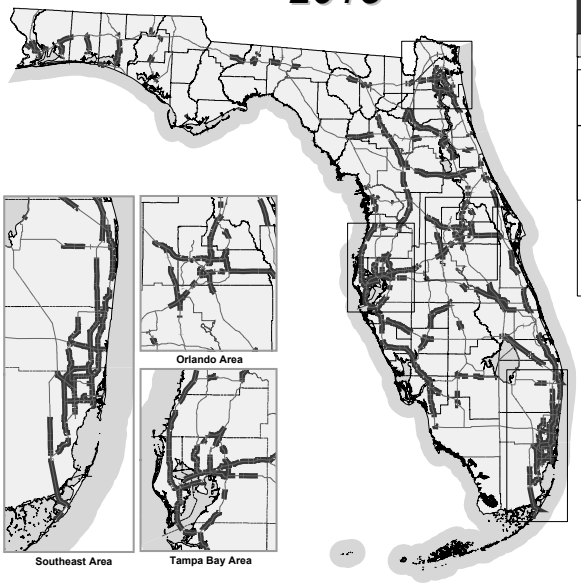
Mode	1998 (Actual)	2001 (Estimate)	2025 (Forecast)	Change
Truck	562	629	1,163	85%
Rail	143	156	256	65%
Air	2	3	7	171%
Water	73	78	115	48%
Employment (millions)	6.9	7.4	11.2	51%

Source: Federal Highway Administration, Freight Analysis Framework, 2002; US Bureau of Economic Analysis

Growth Continues: Congested Corridors, 2005



Growth Continues: Congested Corridors, 2015



SIS Highways Not Meeting Level of Service Standards in 2015*

State of Florida
Department of Transportation

LEGEND

*Highways Not Meeting Standards as of Year 2015***

Other Facilities:

Existing SIS/ESIS Facilities

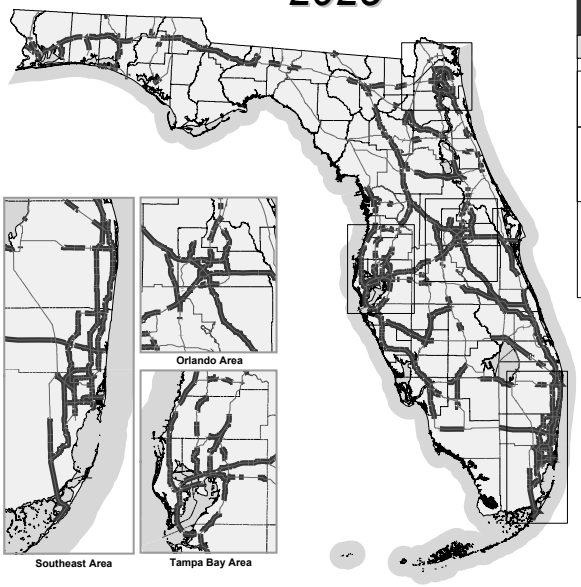
Planned SIS/ESIS Facilities

NOTES

* Includes lanes added as a result of constructing the Ten-Year Plan through 2015 with Growth Management funds

** SIS Highways not meeting standards are defined as those facilities operating below FDOT's statewide minimum level of service standards as specified in "Rule Chapter No. 14-94".

Growth Continues: Congested Corridors, 2025



SIS Highways Not Meeting Level of Service Standards in 2025*

State of Florida
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LEGEND

*Highways Not Meeting Standards as of Year 2025***

Other Facilities:

Existing SIS/ESIS Facilities

Planned SIS/ESIS Facilities

NOTES

* Includes lanes added as a result of constructing the Ten-Year Plan through 2015 with Growth Management funds and the FIHS Cost Feasible Plan through 2025.

** SIS Highways not meeting standards are defined as those facilities operating below FDOT's statewide minimum level of service standards as specified in "Rule Chapter No. 14-94".

Implications for Florida's Transportation System

- Increases in vehicle-miles traveled
  - ✓ People
  - ✓ Trucks
- Growth in congested corridors
  - ✓ Urban areas
  - ✓ Interregional corridors
- Increase in freight movement by and between all modes

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SB 360: A "Pay-As-You-Grow" Plan

- Sets up a “Pay-as-you-Grow” funding system to address backlogs and future growth needs
- State emphasis on protecting facilities of statewide and regional significance
- Incentives for Urban Infill, Urban Service Boundaries, and Community Visioning
- “Closes the Gap” between new development and construction of needed transportation facilities
- Strengthened Capital Planning and Programming

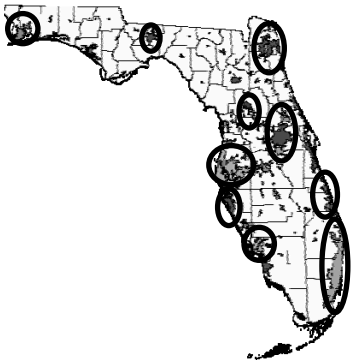
Transportation Funding

- Recurring and Non-Recurring Funding
  - ✓ $575 million non-recurring from General Revenue
  - ✓ $542 million recurring from Documentary Stamps
- Additional Funding for Existing Programs
  - ✓ Strategic Intermodal System
  - ✓ County Incentive Grant Program
  - ✓ Small County Outreach Program
  - ✓ State Infrastructure Bank

Plus….

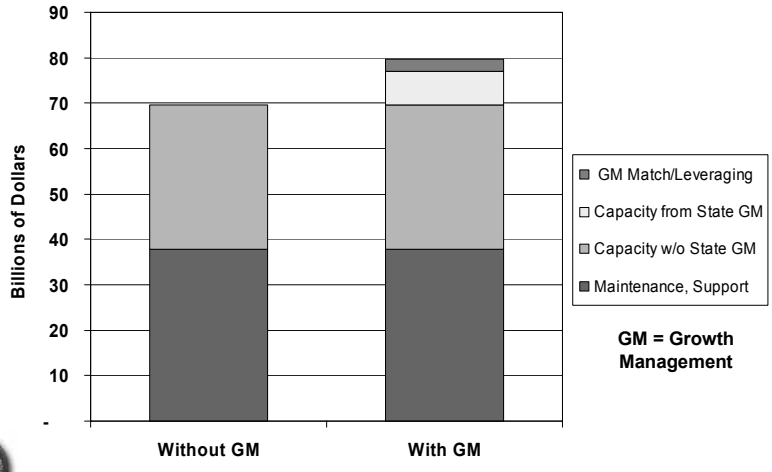
New Transportation Programs

- "New Starts" Transit Program
- Transportation Regional Incentive Program (TRIP)



Potential Impact of Growth Management Funding for Transportation

Fiscal Years 2006 through 2015



Note: Incorporates Tentative FY 2007 through 2011 Work Program, December 2005

Emphasis on Statewide and Regional Facilities

- Funding for SIS and Regionally-Significant Facilities
- Level-of-Service Standards for SIS and TRIP Facilities
- DOT must concur with SIS mitigation plans where Proportionate Share is used
- Local Government must plan with DOT to mitigate impacts to SIS in Transportation Concurrency Exception Areas

Incentives for Urban Infill and Community Visioning

- Local governments are encouraged to adopt a 10-year urban service boundary and a community vision
  - ✓ Regulatory relief from state review of future land use map amendments
- DRI requirements may be eliminated in:
  - ✓ Urban infill and redevelopment areas
  - ✓ "Urban service boundaries"
  - ✓ Rural Land Stewardship Areas

Transportation Concurrency: The Reforms

- Concurrency Redefined
  - ✓ 3 years from building permit vs. 3-5 years from Certificate of Occupancy
- Transportation Concurrency Exception Areas (TCEAs)
  - ✓ Local government/DOT consultation to mitigate impacts on the Strategic Intermodal System
  - ✓ New standards for TCEAs for mobility, design, urban infill etc.
- De minimis Exceptions
  - ✓ New reporting requirements
  - ✓ No further exceptions allowed if threshold is exceeded

Level of Service Rule Revisions

- Applies DOT Minimum LOS Standards to:
  - ✓ SIS Roadways
    - Limited and controlled access same as FIHS
    - SIS connectors-standard is “D”
  - ✓ Roadway facilities funded by the Transportation Regional Incentive Program (TRIP)
    - Same as “other state roads” standard
    - Applies to logical termini for LOS analysis
- Deletes reference to “backlogged” facilities
  - ✓ Concurrency tools in law are available to address these issues
- Recognizes "constrained" roadways
  - ✓ Rule "variance" process available for hardship situations

Proportionate Share Mitigation

- Key Provisions
  - ✓ May be used to satisfy concurrency where a project is identified for funding in the 5-year schedule of capital improvements, in the next update of the capital improvement element, or in a long-term concurrency management system
  - ✓ Shall be applied as a credit against impact fees where used to address same improvement
- Status
  - ✓ Final model ordinance distributed in February 2006
  - ✓ Local governments must adopt ordinance/ include in transportation concurrency management system by December 1, 2006

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Transportation Design for Livable Communities

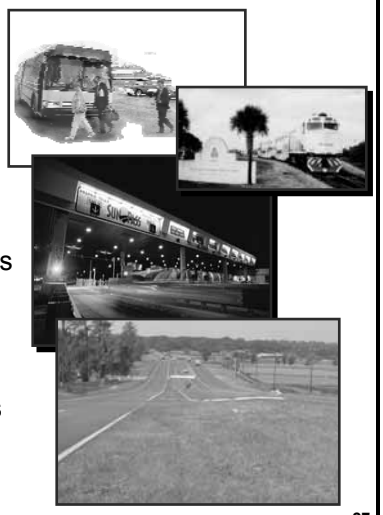
"It is the policy of the Florida Department of Transportation to consider the incorporation of Transportation Design for Livable Communities (TDLC) on the State Highway System when such features are desired, appropriate, and feasible."

Public Involvement

"....To promote public involvement opportunities and information exchange activities in all functional areas using various techniques adapted to local area conditions and project requirements."

Issues for Designers

- Corridor Planning Emphasis
  - ✓ Long-term, cumulative impact
  - ✓ Access management
  - ✓ Technology
- Innovative and Flexible Design
  - ✓ Balancing statewide mobility needs with community values
  - ✓ Context-Sensitive design
  - ✓ Emphasis on multimodal options to meet concurrency requirements



The Trouble With Our Highways

"Congestion in many cities has reached the saturation point. Thousands of miles of roads that were once considered excellent are now considered inadequate for the traffic using them."

Source: Report to the Legislative Council Covering Florida's Primary Roads

September 1, 1954

STATE OF FLORIDA • DEPARTMENT OF TRANSPORTATION