



Plan For Transit

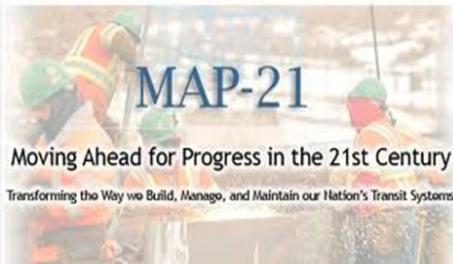


NEWSLETTER OF THE FLORIDA TRANSIT PLANNING NETWORK

October 2012

Vol 4 Issue 1

MAP-21: Moving Ahead for Progress in the 21st Century

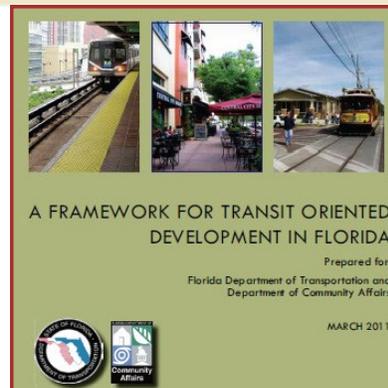


Signed into law on July 6, 2012 Moving Ahead for Progress in the 21st Century (MAP-21) transforms the policy and programmatic framework for investments in the growth and development of the Nation's surface transportation program. MAP-21 creates a streamlined and performance-based program building on many of the highway, transit, bike, and pedestrian programs and policies established in 1991.

To help you stay abreast of developments and guidance related to implementation of MAP-21, the Florida Department of Transportation has created a new web page where information and updates will be posted as they become available at <http://www.dot.state.fl.us/planning/map-21/>. On this site you can also access a recent webinar presented by FDOT entitled "MAP 21 What it Means for Florida." Additional sources of information include the FTA MAP-21 website - <http://www.fta.dot.gov/map21/index.html> and the Federal Register Volume 77 - <http://www.gpo.gov/fdsys/pkg/FR-2012-10-16/pdf/2012-25152.pdf>

A Framework for Transit Oriented Development in Florida

In 2011, the Florida Department of Transportation in partnership with the Florida Department of Community Affairs developed A Framework for Transit Oriented Development (TOD) in Florida to address how TOD can be a part of transforming Florida's existing auto-oriented, largely suburban patterns of development into more compact, livable patterns that support walking, biking, transit, and shorter-length auto trips. This effort was initiated as local governments in Florida increasingly encountered TOD concepts and projects characterized as "TOD" for adoption in their comprehensive plans, land development codes, and development review processes.



Following a series of FDOT sponsored TOD workshops over the course of the next two months (see below) the second phase of this project will conclude with the release of a TOD Guidebook and related resources that will be posted on the Florida Transit Planning Network Center website. The Guidebook will examine how TOD can be implemented in Florida's various development patterns by analyzing how TOD functions in existing places and how interventions in the built environment can be made to make transit more viable. Additional workshop and registration information can be found at [here](#).

	<i>Date</i>	<i>Time</i>	<i>Location</i>
Session 1	November 2, 2012	9:00 am - 3:00 pm	Fort Lauderdale
Session 2	November 8, 2012	10:00 am - 4:00 pm	Orlando
Session 3	November 9, 2012	9:00 am - 3:00 pm	Jacksonville
Session 4	November 27, 2012	9:00 am - 3:00 pm	Destin
Session 5	December 3, 2012	10:00 am - 4:00 pm	Sarasota

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2012 FFTA Annual Conference

Oct 28-30, 2012
 Hilton Daytona Beach
 Oceanfront Resort
 100 North Atlantic Avenue
 386-254-8200
 Daytona Beach, FL

For more information, contact
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Transit Agencies “In the News”



HART—The Hillsborough Area Regional Transit Authority has been working to bring innovative, faster and more convenient service to the community. Construction of the first phase of MetroRapid, a modified form of Bus Rapid Transit (BRT), began in August and is scheduled to be completed and open to the public in 2013.

The first north-south phase will serve a 17.7 mile corridor on Nebraska and Fletcher Avenues in Tampa with 12 uniquely branded buses and 59 stations located about 2,600-4000 feet apart (versus 750-1,250 spacing for local service stops) of varying size and features including bicycle racks, customer information and ticket vending machines.

An important element of MetroRapid will be its use of Transit Signal Priority (TSP). TSP is a GPS-based technology that extends green lights and shortens red light at 40 signalized locations along the North-South corridor resulting in reduced delays and increased travel time savings of approximately 10-15 percent.



The Hillsborough County Community Investment Tax (CIT), a half-penny sales tax approved by voters in 1996 to support community capital needs is being used to fund all phases of this project including: \$31 million for design, land acquisition and construction, \$1.75 million for a Park-n-Ride facility and \$2 million for TSP. Recently revised cost estimates show the project is approximately \$5.7 million under budget.

Currently in PD&E, MetroRapid’s second east-west phase will serve a 16.4 mile corridor connecting Tampa International Airport to the Temple Terrace area with connections to MetroRapid’s north-south service. The PD&E Study is scheduled to be completed in late 2012, and the next phase of the project is Early Design (30%). The total cost of the north-south project is estimated to be \$25.3 million, which will also be funded by CTI.



VOTRAN - In June the Volusia County Council kicked off its new county-city partnership to operate Votran trolley service along the beachside in the greater Daytona Beach area. The service is made possible by \$185,022 in contributions from Volusia County, the Halifax Area Advertising Authority, and the Cities of Ormond Beach, Daytona Beach and Daytona Beach Shores.

To promote the trolley service a total of 61,674 one-day Votran passes were distributed to partners to give to businesses along the trolley route. The passes are accepted on the trolley and connecting VOTRAN service. The passes become active at the first boarding and are good for unlimited travel for 24 hours. Businesses were also provided with marketing materials including rack cards, trolley maps and schedules, and a counter display to help businesses promote the trolley as an added amenity for their customers.

“We look forward to working with our community partners on this new and, hopefully, long-term program to enhance the experience of visitors to our area through this added-value transportation opportunity” said Frank Bruno, Volusia County Chair.

Transit Agencies “In the News” (continued from page 2)



LeeTran Nets an Additional 6.4 Million in Federal Grants

The Federal Transit Administration (FTA) has awarded LeeTran \$5 million toward construction of its new headquarters facility due to break ground in late 2012. The grant was one of 255 awarded from the “state of good repair” and “livability” discretionary grant programs selected based on need and the viability of the project.

LeeTran will use the funds to replace its 30 year old facility with a new LEED-certified transit administration, operations and maintenance complex. “This new facility is necessary, because our current 4 ½ acre site has no room for growth,” explained Transit Director Steve Myers. “We also have a group of employees in leased space. This project will bring our staff back together in an energy efficient building that will accommodate our growth for another 30 years.”

LeeTran also recently received another \$1.4 million federal grant from the FTA’s Veterans Transportation and Community Living Initiative. The grant will pay for information kiosks to be installed at the New Veteran’s Administration Healthcare Center in Cape Coral and other locations, where veterans can readily obtain real-time information on transit schedules and other community services. The real-time information system, based on Automatic Vehicle Locaters, can be accessed with smart phones and computers.

The award was due in part to the strong application demonstrating a commitment between partners including the VA, Lee Tran, the American Red Cross and several job training organizations in the area.

PSTA Tops All-Time Annual Ridership Record!

It’s been a banner year for Public Transit in Pinellas County. An all-time record number of riders boarded PSTA buses last year – the most in the 93-year history of public transportation in the County. “We’ve set monthly ridership records for 11 months, so we were pretty confident we’d break the annual mark, but to break it by such a strong margin is really impressive,” says PSTA CEO Brad Miller.



From October 1, 2011 through September 30, 2012, an estimated 14,015,818 rides were taken on PSTA vehicles. That’s an increase of more than 912,000 over the previous record which was set last year. “An annual increase of 3% to 4% in ridership is considered very strong when there are no increases in bus service. So achieving a 7% increase, with no change in service, is extraordinary. It is proof that Pinellas County residents want to use public transit,” adds Miller.

Agency leaders attribute the gains to several factors including a new [Central Avenue Trolley](#) launched in October 2011 that travels between Pass-a-Grille and the St. Petersburg Pier and quickly became one of the agency’s highest ridership routes. Other factors include higher fuel costs, a record setting tourist season and a popular new shuttle service between the [Clearwater Marine Aquarium](#) and its [Winter’s Dolphin Tale Adventure](#) in downtown Clearwater.

PSTA leaders are responding to this record demand for transit by developing comprehensive plans to improve transit services in the county. Public input into a community-wide bus plan is underway and transit-friendly land use planning has begun around a potential light rail transit corridor. “The record transit ridership indicates a change in the way our community wants to travel. What we have to do, in order to get the resources needed to provide improved transportation is make sure we can present a well-thought-out, comprehensive transit plan that the entire community can be proud of,” says Miller.

Transit Agencies “In the News” (continued from page 3)

PSTA Invests in Solar Power to Keep Stops Clean!

Along with record-breaking ridership comes the side-effect of more trash at bus stops and transfer centers. “It’s been a challenge,” says PSTA Facilities Maintenance Manager Kevin Hoyt. “Keeping the bus stops clean is very important for our riders and for the communities we serve. These innovative compactors are the perfect solution.”

Hoyt is talking about 14 new solar-powered trash compactors that the agency just installed at various locations throughout the county. Manufactured by Big Belly Solar, Inc., the compactors harness the power of information technology and renewable energy to help reduce the need for costly trash pickups. Inside these state-of-the-art, solar-powered trash cans, a sensor keeps track of how full the container is and automatically goes through a compaction cycle when needed. Once the can is full and can no longer be compacted, it sends an email to PSTA’s Facilities Maintenance department telling staff it’s ready to be emptied. This very specific, real time notification means that our crews can pinpoint pickups and make their rounds with greater efficiency.



Officials say that just two of the BigBelly cans at a busy transfer location can take the place of four regular cans and reduce the number of times the can needs to be emptied from once a day to twice a month! Following an initial investment of approximately \$4,000 for each can, taxpayers will save more than \$9,000 a year per location in maintenance costs. Agency officials intend to purchase about 70 more of the compactors over the next few of years and are eagerly looking forward to the added savings.



JTA - A recent report prepared by the University of North Florida’s Center for Economic and GIS Research found that public transportation and highway and bridge construction projects during the past decade pumped several billion dollars into Jacksonville’s local economy. The study measured the *direct effects* of JTA purchasing goods and services from local businesses, the *indirect effects* when those local businesses purchase from other local businesses, and the *induced effects* when firms hired by JTA to perform services hire additional employees who in turn spend their earnings on goods and services within the local community. Several key findings of the study include:

- Public transit provides benefits to Jacksonville that includes fuel and time savings of at least \$10,500,000 annually and road maintenance cost savings equal to \$679,700 annually in Duval County.
- Having public transportation saves individual Jacksonville commuters from the costs associated with other means of travel such as private automobiles and taxis. Commuters save an estimated \$6,483,000 annually by using public transportation versus driving.
- Public transportation serves an important function in connecting workers, particularly low income workers, with jobs and aiding employers in filling job positions. The income lost by riders who would have to quit their jobs (and remain unemployed for one year) if JTA discontinued service is estimated to be \$41,693,000.

The entire report can be found at: <http://www.jtafla.com/pdf/EconomicReport/JTAEconomicBenefits-Aug2012.pdf>

City of Kissimmee Seeks to Entice Transit Friendly Development

The Kissimmee City Commission recently adopted changes to the Code of Ordinances, eliminating Transportation Impact Fees and replacing them with less expensive Mobility Fees. Kissimmee is the second government in the State of Florida to adopt such a program.

Transportation Impact Fees were adopted in the mid-80's to provide government funding for the construction of roads within its jurisdiction. The City Commission voiced concern that the outdated formula of calculating transportation impact fees did not provide incentives for the more urban, pedestrian friendly development they desired. As a result, the City implemented the progressive Mobility Fee structure which enables funding for roads, as well as transit and other forms of mobility.

"The City of Kissimmee strives to offer as many opportunities as possible to encourage more efficient development projects, while understanding the importance of maintaining a high quality of services to our residents," said Mike Steigerwald, Kissimmee City Manager.

Furthermore, creating a mobility fee is one of the next logical steps needed to implement the City of Kissimmee's Multimodal Transportation District and fulfill the City's vision of a livable, accessible and economically vital destination with a high level of personal mobility. This compliments the City's emphasis on high density development within its downtown corridor and within the newly created Vine Street Community Redevelopment Area.

In addition to providing local road construction and transit enhancement programs, the Mobility Fee Program provides the City with the ability to leverage funds from other agencies such as the Florida Department of Transportation (FDOT). FDOT is more willing to partner with transportation projects when local funding programs are in place to help them offset costs.



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Websites to Visit:

- planfortransit.com
- cutr.usf.edu
- dot.state.fl.us/transit
- floridatransit.org
- apta.com

Upcoming Training Courses/Webinars

NTI - 2012 Rural NTD Reporting Webinar

November 6, 2012 – 2:00pm-3:30pm Eastern Time
Description: *The Rural NTD Webinar covers all aspects of reporting rural transit agency data to the National Transit Database, including rural reporting basics and 2012 changes; NTD system overview; and Rural NTD forms (RU-10 – Agency Identification, RU-20 General Public Transit Service, RU-21 – Intercity Bus, RU-22 – Rural Recipient, RU-23 – Urban Recipient, RU-30 – Rural Public Transit Service Summary)* Cost: Free

NTI - 2012 Changes in Urban NTD Reporting Webinar

November 7, 2012 – 2:00pm-3:30pm Eastern Time
Description: *The goal of this webinar is to review the NTD 2012 report year changes for Urbanized Area reporters. An FTA representative will discuss the updates and answer questions relative to dates.* Cost: Free

NTI - System Engineering for Technology Projects

November 28-29, 2012
Miami, FL
Description: *This course will discuss systems engineering, a structured development process for implementing technology systems. It is an introductory level course geared for people with little or no experience with systems engineering, but who are involved or will be involved with a technology project. This course is geared towards medium to large transit agencies.* Cost: \$300
For more Information, Contact fconti@ejb.rutgers.edu

Upcoming CUTR Webcast Schedule

Visit <http://www.cutr.usf.edu/outreach/webcast/> for instructions on how to connect to the webcasts as well as view previously completed webcasts.

Date	Title of Presentation	Presenters
11/15/12	Best Practices in Bus Dispatch	Bill Morris/Chris DeAnnuntis
12/13/12	Regional Transit GIS Architecture and Data Model project	Sean Barbeau/Elba Lopez/

Send materials for future newsletters to:

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