

Florida Transit Planning Network

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2016 FPTA/CTD Annual Conference

The 2016 FPTA/CTD Annual Conference will be held December 11 - 15 in Jacksonville. The following two sessions are hosted by the Florida Department of Transportation's Florida Transit Planning Network (FTPN). These sessions include:



Property Value Impacts of Rail Projects

Monday, December 12, 2016 @ 10:15–11:30am

Making the case for increased investment in rail transit goes beyond the obvious benefits of enhanced community mobility, reduction in traffic congestion, and positive environmental impacts. Many studies have shown that public rail infrastructure investments lead to faster economic growth and greater private sector investment. Dr. Tim Chapin from FSU's Department of Urban and Regional Planning will present a case study of Central Florida's SunRail that quantifies the property value changes and development-related tax revenues associated with this investment since service was first introduced in 2014. Adding to the local research, national examples of the real municipal return on transit investments and analyses of the assessed value of Transit Oriented Developments will also be presented by Cate Ryba using a new analytical and graphical tool developed by Urban 3.

Bus on Shoulder Operations in Florida

Monday, December 12, 2016 @ 2:00–3:15pm

This session will introduce the recent initiative by the Florida Department of Transportation to permit and encourage buses running on the interstate shoulders. Department guidance will be presented to guide District office and transit agencies partners with the steps in evaluating and considering the use of interstate shoulders for operating buses.

Additionally, the Director of the Miami Dade Department of Transportation and Public Works (DTPW) will also share their experience in implementing a pilot project in which the agency initiated three bus routes to travel on the shoulders of Miami Dade Expressway Authority facilities. The 3-year pilot project of buses operating on highway shoulders was deemed a success and achieved its objectives of reducing travel time, increasing on-time performance and ridership, and reducing fuel expenses as a result of shorter bus idling times. DTPW will also share new plans to build on this success and expand the bus on shoulder network for several new premium transit services along interstate and expressway authority corridors.

To learn more about the conference visit <https://fpta.memberclicks.net/annual-conference>.

JTA Mobility Works



JTA Mobility Works is a program designed to complete projects funded by the extension of the Local Option Gas Tax. Leveraging that future funding, JTA has issued bonds to cover the cost of the projects. With the \$100 million dollars generated through the bond issue, JTA will complete 13 roadway projects and projects in 13 mobility corridors in all areas of Jacksonville during a five year time frame. The project list was generated by the Jacksonville City Council with community input following a series of planning and design charrettes to identify immediate, mid-term and long term improvements designed to maximize transit and multi-modal accessibility for the mobility corridors.

Mobility corridors designs are focused on “Complete Streets” intended to strike a balance between all functions of a street by putting people and quality in place first with the fundamental recognition that streets can play a major role in improving public health and livability.

In order to achieve these outcomes potential corridor improvements shall consider the role

JTA Receives Grant for Mobility Program

The Jacksonville Transportation Authority (JTA) has been awarded a \$399,200 grant from the U.S. Department of Transportation’s Federal Transit Administration (FTA). The grant is part of the FTA’s Rides to Wellness Initiative, which emphasizes public transportation as a strategy for people to access non-emergency healthcare, resulting in fewer hospital visits, lower costs, and better health overall.

The proposed project includes developing an interface between the medical system’s software and JTA’s TransPortal, the One Call/One Click Transportation Resource Center. TransPortal helps citizens in Northeast Florida find the best transportation options for their unique trip needs. It was launched two years ago in 13 counties by JTA and the Northeast Florida Mobility Coalition.

With one click, the interface will provide the appointment scheduler with public transit travel times and costs that best fit each of the available appointments. The scheduler can then select the best appointment time for the patient and provide

of pedestrians, bicyclists, transit, street trees, stormwater management, and utilities as well as vehicular circulation and parking.

Many of the planned improvements are designed to enhance by Jacksonville’s new BRT service known as the First Coast Flyer which opened in December 2015. When completed in 2019, the First Coast Flyer will serve 4 major corridors or 57 miles.

Examples of Mobility Works First Coast Flyer improvements include: shared bus/bike lanes, BRT stops and lighting, sidewalks to enhance connectivity to transit stops, and stop enhancements to ensure compliant with ADA standards, and signalized mid-block crossings.

them with travel information to the facility verbally or via email or text.

“This program will help open the lines of communication between medical staff and transportation providers,” said JTA Chief Executive Officer Nathaniel P. Ford Sr. “We all must work together to find solutions to improve access to medical resources in Northeast Florida, especially for our low-income, elderly and disabled customers.”

The JTA will work with UF Health to develop Northeast Florida’s project plan. UF Health has three medical campuses and more than 80 primary and specialty care practices throughout Northeast Florida and South Georgia.

“We are very excited to work with JTA to implement this initiative,” said Rita James, Vice President of ambulatory care services for UF Health practices. “We believe this will provide patients greater access to high-quality health care by some of the region’s top physicians.”

Rosa Parks Produce Market

The Jacksonville Transportation Authority (JTA) took a giant leap forward in its quest to empower the community to live healthier, longer and stronger lives. In July, 2016 the JTA and the I'm A Star Foundation launched the Rosa Parks Produce Market. The market offers fresh fruits and vegetables to customers who may reside in an area considered a "food desert," which means the person has to travel more than a mile from home for groceries.

The market, in the midst of JTA's busiest bus station, operates every Friday so customers may stock up on healthy, fresh and local produce from Florida farmers for the weekend. More than 11,000 customers move through the transit station on weekdays, so there is a real opportunity to make a difference and help someone create a healthy meal for their family.

The market features fresh grapes, peaches, bell peppers, tomatoes, leafy greens and more. Fruits and vegetables are displayed on tables under the bus terminal, which provides cover during inclement weather and the dog days of summer. Cash, credit cards and EBT cards are accepted.

The market also teaches the next generation about running a business. I'm A Star Foundation students, ages 11 to 18 years old, serve as executive officers, sales managers and customer service representatives. They are learning the skills necessary to run their own business in the future. Proceeds from the market sales fund a scholarship for high school graduates and provide a small stipend for clothing and school supplies.

JTA Chief Executive Officer Nathaniel P. Ford Sr. is optimistic that a program like this might encourage people who might not utilize the JTA system to actually take a bus to Rosa Parks in order to access fresh fruits and vegetables.

JTA successfully partnered with local news media to promote the Rosa Parks Produce Market. They also implemented a social media campaign to spread the word. The marketing plan is working. Sales have been so brisk that each week the students have had to replenish the produce three times to keep up with demand. And in the three weeks since



it opened, the market has served approximately 550 customers.

"Passengers have been enthusiastic, supportive and exuberant," said Betty Seabrook Burney, executive director of I'm A Star Foundation. "Many passengers have stated that the Rosa Parks Produce Market is convenient and fills a major void because stores in their communities do not sell fruits or vegetables." JTA Chief Executive Officer Nathaniel P. Ford Sr. is optimistic that a program like this might encourage people who might not utilize the JTA system to actually take a bus to Rosa Parks in order to access fresh fruits and vegetables.

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Source: Mass Transit Magazine

A Guidebook: Using Mobility Fees to Fund Transit Improvements

Florida's efforts to deal with the transportation impacts of new development have evolved over time. Impact fees were implemented in many locations beginning in the 1970s. Transportation concurrency was adopted as part of the 1985 Growth Management Act. Dating from the late 1980s and through the 2000s, there were numerous redefinitions of concurrency and the creation of transportation concurrency management areas and transportation concurrency exception areas. More recently, transportation concurrency was removed as a state requirement and there has been widespread implementation of transportation mobility fee programs.

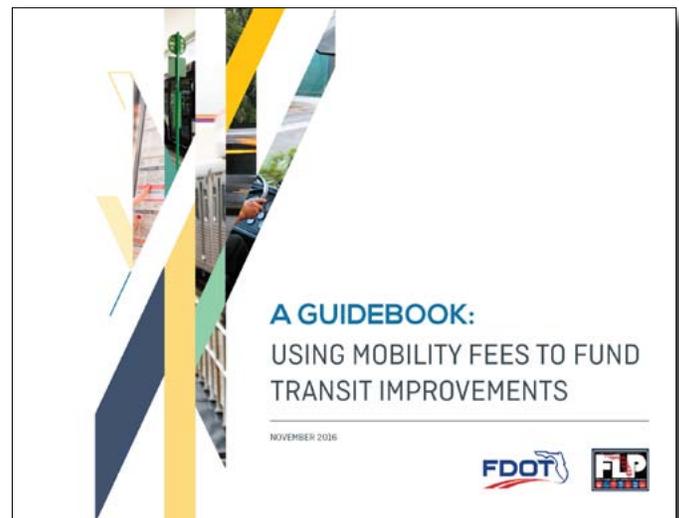
A mobility fee is a transportation system charge on development that allows local governments to assess the proportionate cost of transportation improvements needed to serve the demand generated by development projects. At the most basic level, a mobility fee is an impact fee that allows funds to be expended not only on roadways, but also on transit-supportive investments such as bus shelters/amenities, and bicycle and pedestrian infrastructure. However, mobility fees are not limited to just transit-supportive infrastructure. Fees also may be expended on more significant transit capital, including buses, stations, and rail infrastructure. The most progressive mobility fee programs include funding for both transit capital and operating expenses.

The benefits of mobility fees are that they allow for more flexibility in the use of collected funds than a traditional roadway impact fee and can promote compact, mixed-use, and energy-efficient development. Mobility fees are shared by all developments creating the need for transportation system investments.

The Florida Department of Transportation released a new guidebook to help local governments plan, develop and implement a mobility fee program to fund local or regional transit supportive investments. It serves as a resource for communities in the early stages of considering mobility fees or those interested in improving an existing mobility fee program and includes transit project funding from the start.

The guidebook contains case studies of five established mobility fee programs in Florida that allow for expenditures for transit supportive uses and/or capital and operating projects. The guidebook also describes the five phases of mobility fee program development and monitoring, and suggested best practices for the creation of a mobility fee plan structure.

Download a copy of the guidebook <http://www.fdot.gov/transit/Pages/FinalMobilityFeeGuidebook111816.pdf>



Strategic Miami Area Rapid Transit (SMART) Plan

In November 2002, a question regarding the approval or rejection of Miami-Dade County's transportation system expansion was presented on a general election ballot. The results showed that registered County voters were in favor of and approved the Transportation Trust to oversee the proceeds of the voter-approved ½ Cent Charter County Sales Surtax to implement the Peoples Transportation Plan (PTP). Under the PTP's \$17 billion dollar business plan, Miami-Dade County commits to adding more buses and routes, improving service, expanding rapid transit and creating thousands of transportation and construction-related jobs over the next 25 years.

Examples of significant PTP projects that have been completed to date include the Metrorail extension to Miami International Airport, new Metrorail and Metrobus vehicles, and upgrades to the County's traffic signalization system. More recently, following numerous public meetings and hearings to address current transit needs, the Miami-Dade Metropolitan Planning Organization Transit Solutions Committee reached consensus on plan to address current transit needs known as the Strategic Miami Area Rapid Transit (SMART) Plan. The plan was formally adopted by the Miami-Dade MPO Governing Board in April 2016 "to set as highest priority the advancement of Rapid Transit Corridors and transit supportive projects in Miami-Dade County".

The SMART Plan intends to advance six of the PTP's rapid transit corridors, along with a network

system of Bus Express Rapid Transit (BERT) service, in order to implement mass transit projects in Miami-Dade



County. The Plan recognizes that each corridor has its own unique solution for technology (e.g. light rail, passenger rail and/or appropriate premium transit technology), funding (e.g. tax increment financing, developer surcharges, special assessment districts and public private partnerships), and project delivery strategies.

The first SMART project, the Tri-Rail Downtown Miami Link, is fully funded and is under construction. This innovative \$69 million project will incorporate Tri-Rail into the new All Aboard Florida Miami Central Station where Brightline will operate intercity rail service commencing in 2017. This project is being funded through a collaborative partnership of Miami-Dade County, The Trust, City of Miami, the South Florida Regional Transportation Authority, the Miami Downtown Development Authority and Bayfront Park Trust as well as Tax Increment Financing funding from the Southeast Overtown Park West and Omni Community Redevelopment Agencies.

For the remaining five corridors studies to evaluate the feasibility and potential funding sources are being conducted.

National Resources and Technical Assistance for Transit Oriented Development

The TOD Technical Assistance Initiative is a project of the Federal Transit Administration that provides on-the-ground and online technical assistance to advance TOD, improve access to public transportation, and build new economic opportunities and pathways to employment of local communities with a focus on supporting economically distressed communities.

Smart Growth America, as part of FTA's Initiative, is leading the team of experts that is collaborating with elected leaders, transit agencies, real estate

developers, and community members to build more TOD projects across the country through on-site technical assistance. The team recently developed the online TOD resource database and launched a TOD Peer Network to share best practices and lessons learned from communities that have successfully implemented TOD.

To learn more about the Technical Assistance Initiative or to access the resource data base please visit <https://todresources.org/>.

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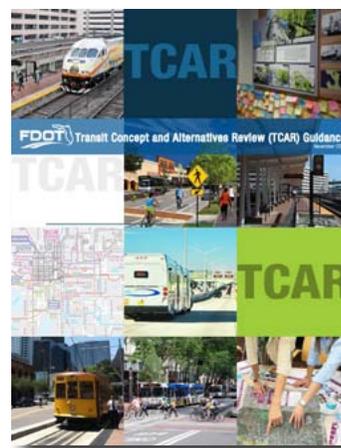
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TCAR Process and Training Opportunities

The FDOT Transit Office has developed the Transit Concept and Alternatives Review (TCAR) guidance to outline a process for early planning and early environmental evaluation of transit projects in Florida. The guidance is intended for use by transit Project Sponsors and their consultants, and by FDOT staff who prepare or review planning and design for transit projects. Although the TCAR Study is not required, it is encouraged if seeking Federal Transit Administration (FTA) funding and FDOT matching New Starts funds.



The TCAR process is a uniform approach for advancing transit projects by linking early planning work to the FDOT Project Development and Environment (PD&E) and FTA Project Development (PD) processes. The result of the TCAR is a study that details the project information and requirements necessary to prepare an application for entry into the FTA PD process or development through the state project development process.

The TCAR process is a streamlined planning and environmental screening process that compares transit project alternatives, potential costs, funding options, community benefits, economic development, and mobility for all users of a proposed project. It also considers high level environmental effects of the alternatives considered. The TCAR process assists in identifying transit projects for advancement into the federal process, ensuring that they maximize existing funding sources, have good public support, and have the greatest potential return on investment.

The TCAR study is available at the following link: <http://www.fdot.gov/transit/Pages/TCARGuidanceFinalNov2016.pdf>

Three training courses outlining the TCAR and FTA New and Small Start processes were held earlier this year in August and September. Due to overwhelming demand for these training classes, two additional classes will be conducted in January in Orlando and Fort Lauderdale. Please consider joining the FTPN listserv to receive future emails detailing the exact dates and locations of the workshops.

FDOT is interested in your ideas about resources it can provide in support of your transit planning initiatives and professional development. Please contact Diane Quigley with your suggestions for future training topics or guidance and technical assistance needs.