

“Evaluation and Monitoring of 2005 Growth Management Legislation”



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Background

Presentation Outline

Policy Analysis

Work Program

- Study Purpose & Background
- Policy Analysis
- Work Program Analysis

Purpose & Background

- Policy analysis of the transportation provisions
- Analyze Work Program that incorporates growth management funding
- Interim presentations and reporting to the Commission at workshops – December 6 and March 7

Background

Project Progress

Policy Analysis

Work Program

- FTC engaged CUTR in 10/05
- Progress report to FTC 12/6/05
- Draft report to FTC staff and FDOT 2/7/06
- Comments from FTC staff and FDOT 3/21/06 (on Work Program) & 4/4/06 (on Policy Paper)
- Final Report presented 5/23/06

Background

Policy Analysis

Work Program

Policy Analysis

Positive Steps

- Tightens financial feasibility and concurrency
 - Financial feasibility definition
 - De minimis reporting
 - Timeframe for concurrency
 - TCEA funding and mobility strategies
- Funding for transportation backlogs
 - Transportation Regional Incentive Program

Background

Positive Steps

Policy Analysis

Work Program

- Community visioning and urban service boundaries
- Establishes advisory groups
 - Impact Fee Task Force
 - Century Commission
 - OPPAGA Task Force

Financial Feasibility

- Definition requires financial feasibility over 5-year period
- Long-term concurrency management systems over 10-year period
- Effect of allowing financial feasibility over longer period of time?

Strategic Intermodal System

- Increased emphasis on protecting the Strategic Intermodal System (SIS)

- Protect capacity and enhance mobility
- Potential consequences
 - Shift development
 - Shift in funding

Proportionate Fair Share

- Impacts “mitigated by the cooperative effort of public and private sectors”
- Prop share as envisioned by FDOT Model Ordinance requires existing CMS
- Application of mandated DRI formula to multimodal facilities
- “The requirement that level-of-service standards be achieved and maintained shall not apply if the proportionate-share process is used.”

Intergovernmental Coordination

Background

Policy Analysis

Work Program

- Among local governments
 - Address cross-jurisdictional impacts
 - Is “encouragement” enough motivation?
- Between local governments and the FDOT
 - Consultations regarding SIS impacts

Big Picture

- Challenges
 - Different CMSs
 - Link-by-link vs. system-wide LOS
- Achieving concurrency
 - Funding concerns
- Continuing equity concerns
 - Last developer in pays
 - Consider consumption-based fee?

Background

Policy Analysis

Work Program

Work Program

Work Program Analysis

- Comparison of July 2005 Adopted Work Program (FY 2006 to FY 2010) to the Tentative Work Program (FY 2007 to FY 2011) as of 2/14/06
- Analysis performed on 5-year and 6-year basis

Background

Policy Analysis

Work Program

Adopted vs. Tentative Program

Total Work Program **			
	Adopted Work Program	Tentative Work Program*	% Growth
2006	\$11,064,220,291	\$9,865,575,551	-10.83%
2007	\$6,241,182,704	\$8,969,393,094	43.71%
2008	\$5,938,626,495	\$7,436,272,665	25.22%
2009	\$5,501,500,287	\$6,712,758,045	22.02%
2010	\$5,671,403,387	\$6,639,862,122	17.08%
2011	\$3,204,043,645	\$7,130,391,659	122.54%
5-Year Total	\$34,416,933,164	\$36,888,677,585	7.18%

* Hurricane spending is excluded

** Does not include Miscellaneous

Background

Policy Analysis

Work Program

Work Program Totals

**Total Work Program Spending
Adopted vs. Tentative**



Growth Management Funding - Programs

Background

Policy Analysis

Work Program

- New Starts Transit Program
- Small County Outreach Program
- Strategic Intermodal System
- Transportation Regional Incentive Program
- State Infrastructure Bank
- County Incentive Grant Program

Background

Policy Analysis

Work Program

Growth Management Programs – Annual Totals – Tentative Work Program

Growth Management Programs (\$ millions)

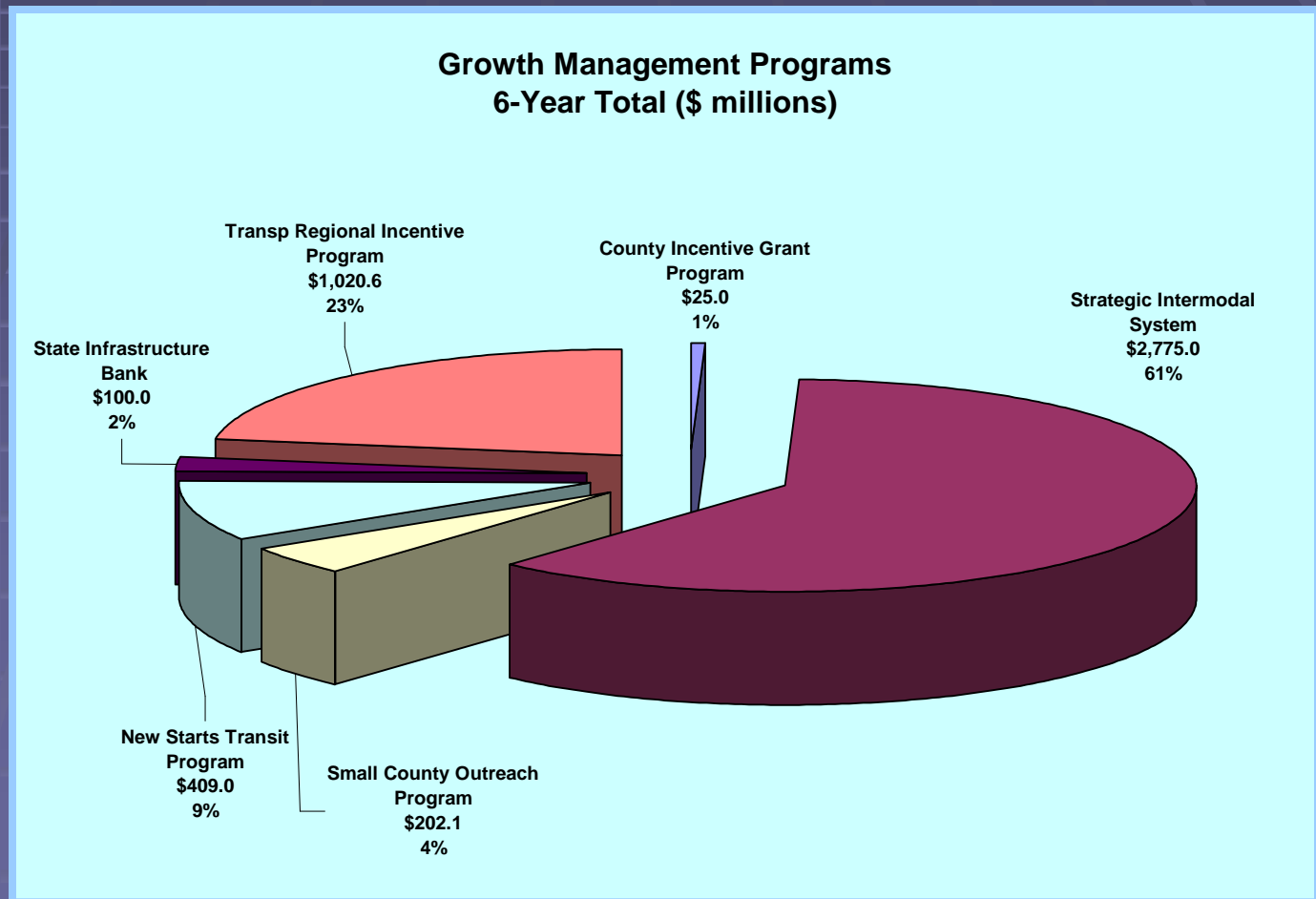
Program	2006	2007	2008	2009	2010	2011	6-Year Total	5-Year Total
County Incentive Grant Program	\$25	\$0	\$0	\$0	\$0	\$0	\$25	\$0
Strategic Intermodal System	\$291	\$481	\$503	\$437	\$418	\$645	\$2,775	\$2,484
Small County Outreach Program	\$27	\$35	\$35	\$35	\$35	\$35	\$202	\$175
New Starts Transit Program	\$0	\$119	\$70	\$70	\$75	\$75	\$409	\$409
State Infrastructure Bank	\$0	\$100	\$0	\$0	\$0	\$0	\$100	\$100
Transp Regional Incentive Program	\$96	\$381	\$137	\$137	\$135	\$135	\$1,021	\$925
Total:	\$439	\$1,116	\$744	\$679	\$663	\$890	\$4,532	\$4,092

Growth Management Funds— Tentative Work Program

Background

Policy Analysis

Work Program

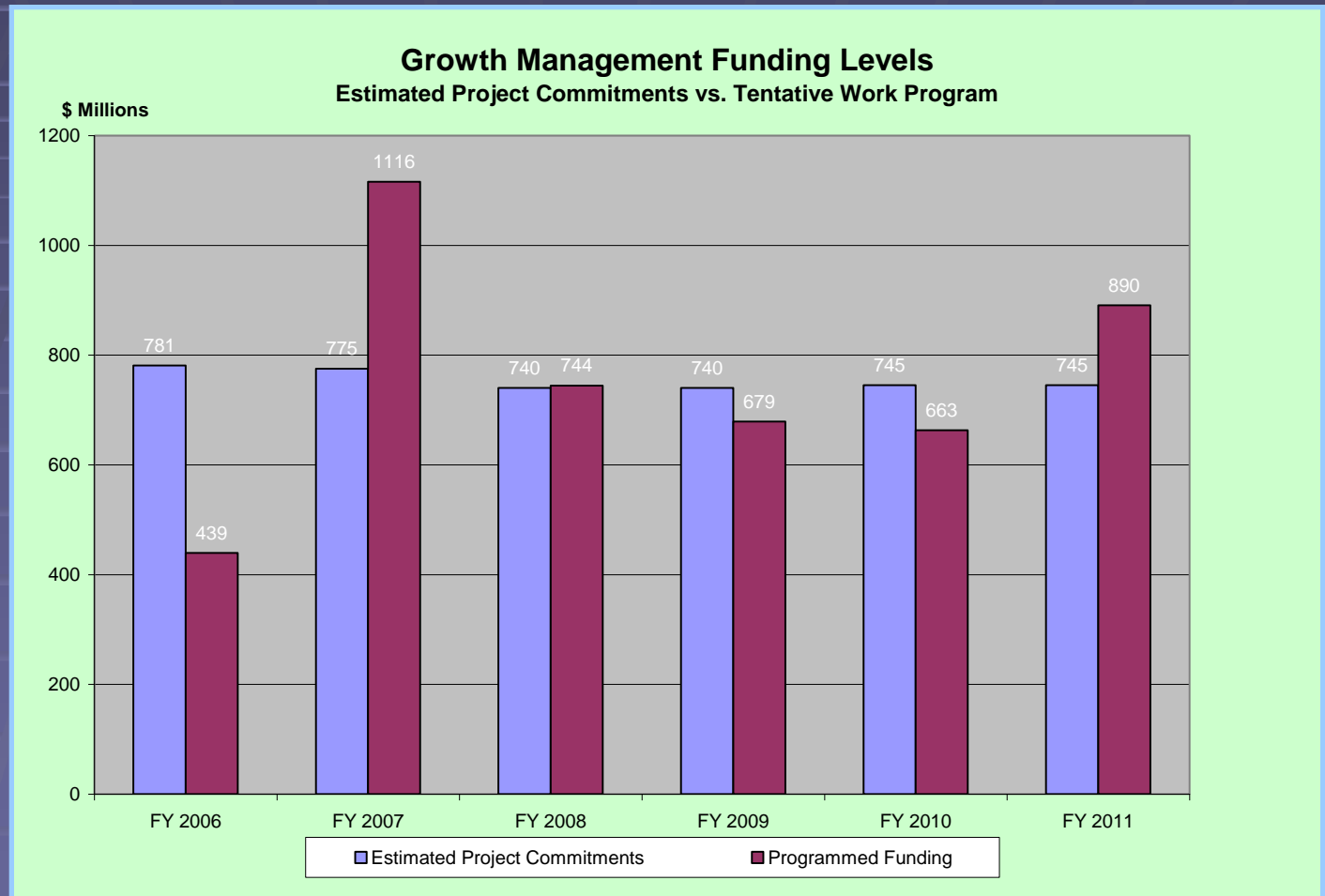


Background

Policy Analysis

Work Program

SB 360 vs. Tentative Program



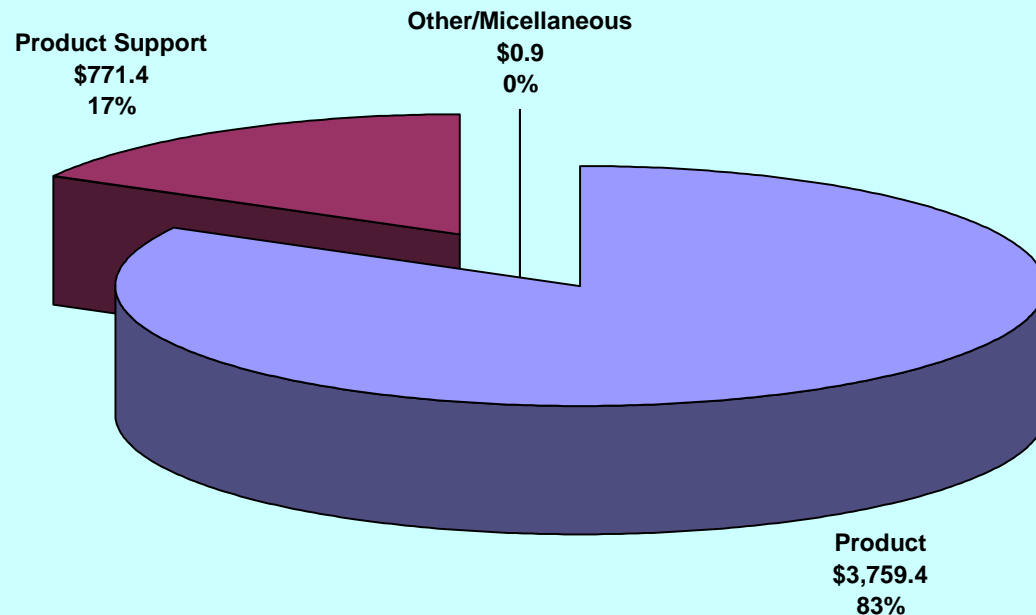
Growth Management Product & Product Support Funding

Background

Policy Analysis

Work Program

Growth Management by Program Plan Group
6-Year Total (\$ millions)

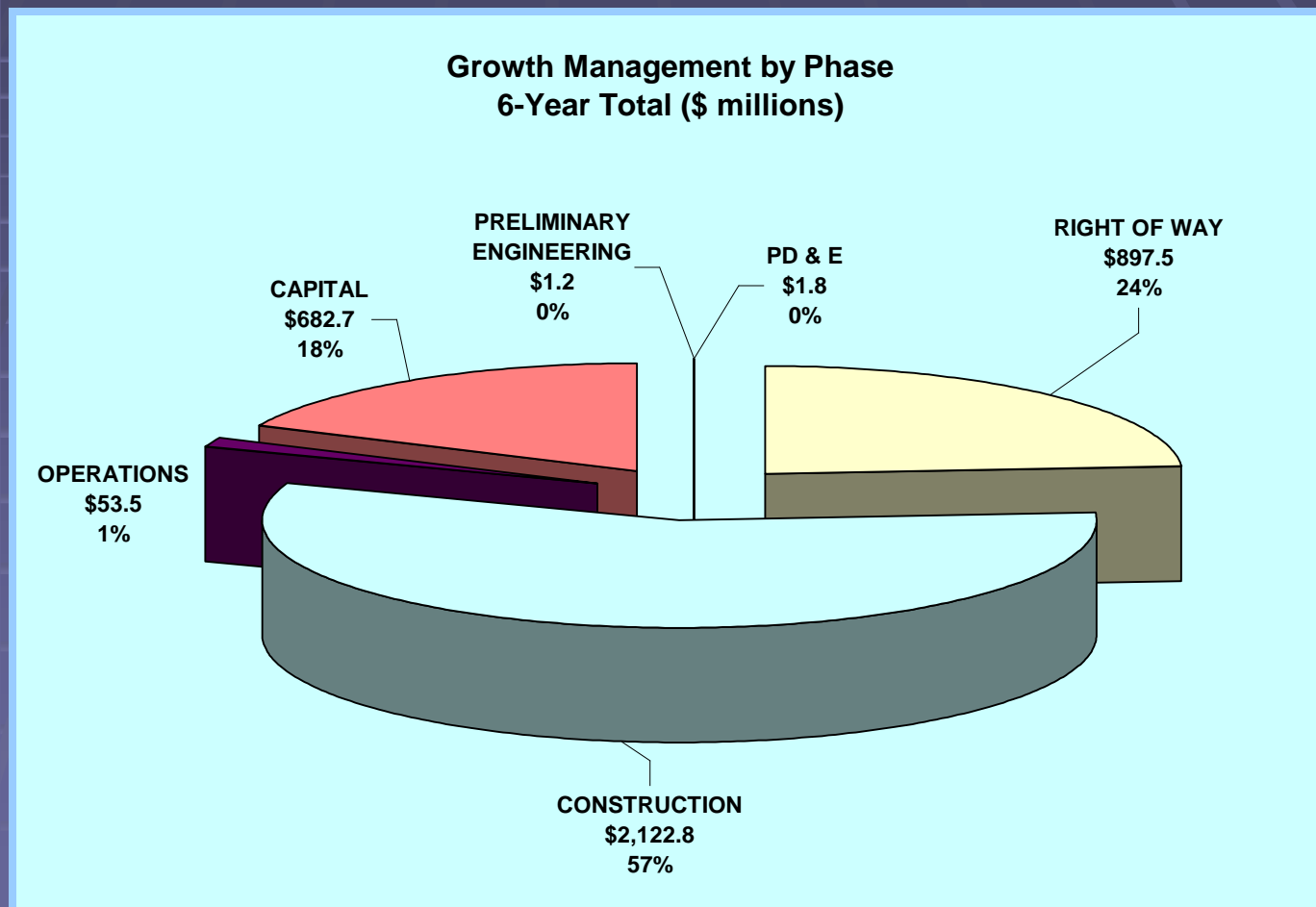


Growth Management Funding by Phase

Background

Policy Analysis

Work Program



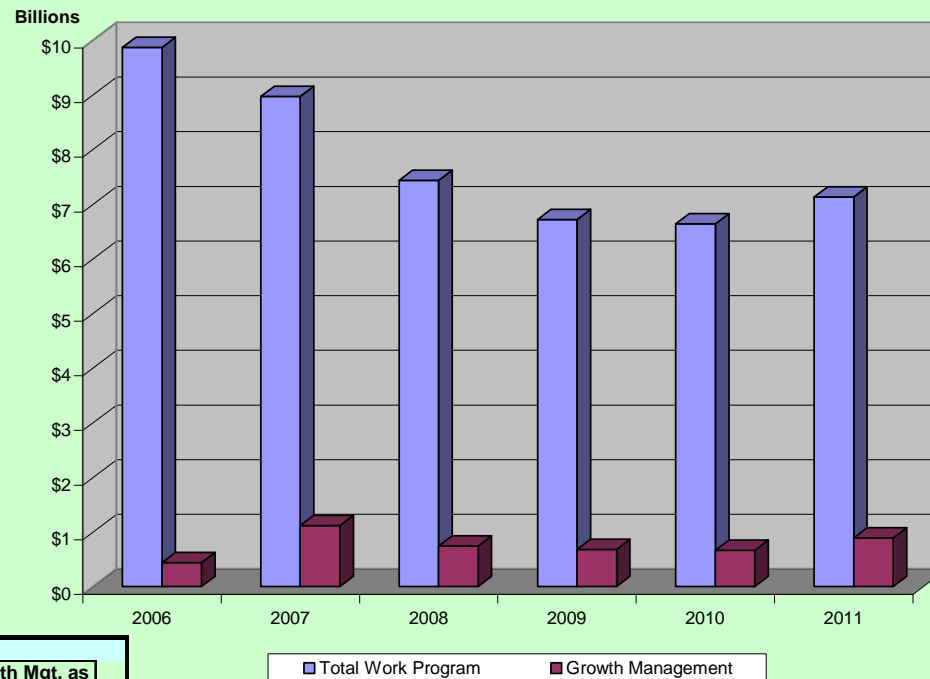
Growth Management Funding – Comparison to Total Work Program

Background

Policy Analysis

Work Program

**Growth Management vs. Total Work Program
(2006-2011)**



Fiscal Year	Total Work Program	Growth Management	Growth Mgt. as a % of Total Work Program
2006	\$9,865,575,551	\$439,421,131	4.5%
2007	\$8,969,393,094	\$1,115,658,865	12.4%
2008	\$7,436,272,665	\$744,442,685	10.0%
2009	\$6,712,758,045	\$678,686,100	10.1%
2010	\$6,639,862,122	\$663,039,380	10.0%
2011	\$7,130,391,659	\$890,448,480	12.5%
5-Year Total	\$36,888,677,585	\$4,092,275,510	11.1%

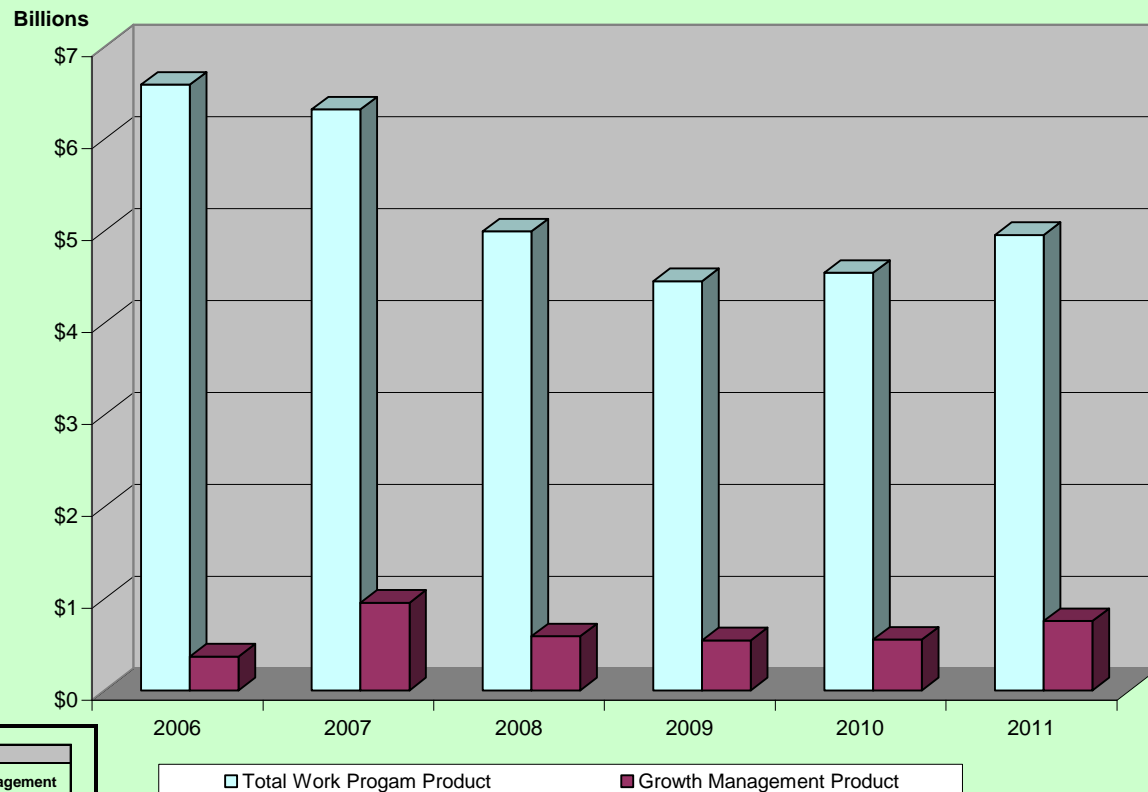
Growth Management Product Funding

Background

Policy Analysis

Work Program

**Growth Management Product vs. Total Work Program Product
(2006-2011)**



Product			
	Total Work Program Product	Growth Management Product	Growth Management Product as a % of Work Program Product
2006	\$6,589,098,847	\$368,233,628	5.6%
2007	\$6,319,217,117	\$953,020,236	15.1%
2008	\$4,991,513,532	\$587,754,590	11.8%
2009	\$4,449,858,322	\$544,536,442	12.2%
2010	\$4,540,557,194	\$552,843,397	12.2%
2011	\$4,954,261,913	\$753,040,685	15.2%
5-Year Total	\$25,255,408,078	\$3,391,195,350	13.4%

Work Program Findings

- On a five-year basis, the FDOT Work Program has grown from the Adopted level of \$34.4 billion to \$36.9 billion in the Tentative Program, for an increase of \$2.5 billion.
- On a five-year basis, funding for total transportation product has grown by slightly over 13% from the Adopted Program to the Tentative Program.
- The FDOT Tentative Work Program provides \$4.5 billion to Growth Management programs on a six-year basis, from FY 2006 to FY 2011, and \$4.1 billion for the period of 2007-2011.

Work Program Findings

- 61% of the Growth Management funding is allocated to Strategic Intermodal System improvements and 23% is dedicated to the Transportation Regional Incentive Program.
- Almost all Growth Management funding is committed to Product and Product Support activities, with Product accounting for 83% of the total Growth Management
- The new Growth Management funds represent 11.1% of the overall FDOT Tentative Work Program from FY 2007 to FY 2011 and 13.4% of the transportation product for the same period.

Questions