

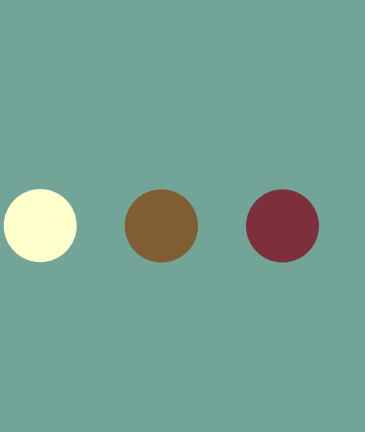
Implementing Senate Bill 360

*Why Should Local Governments
Address Transit in Their Proportionate
Fair-Share Ordinances?*

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PBS



What is Concurrency?

... How does it impact
transit?



What is Concurrency?

- Adequate Public Facilities
 - Required and Authorized by:
 - Chapter 163.3180, F.S.
 - 9J-5.0055 FAC
- Ensures that public facilities and services needed to support new development are available when the impacts of development are expected



Local Government Concurrency Requirements

- Adopt a Cost Feasible Capital Improvements Element (CIE)
- Maintain Adopted Levels of Service (LOS):
 - Roads/Transit
 - Sanitary Sewer
 - Solid Waste
 - Drainage
 - Potable Water
 - Parks/ Recreation
 - Public Schools



“Hard” Concurrency

- Committed Improvements Must be Scheduled within 3 Years (Was 5 Years for FIHS)
- Transportation Facilities Must be in Place or Under Construction within 3 Years
- New “De Minimus” Requirements
- Encourages Coordination of LOS Standards and Methodologies for Multi-Jurisdictional Facilities



Proportionate Share

- CUTR Drafted a Model Ordinance for Local Governments.
- Local Governments Were Requested to Adopt the Model Ordinance or Their Own Proportionate-Share Ordinance by 12/1/2006.
- Proportionate-Share Mitigation Could Be Used to Meet Transportation Concurrency Requirements (*under conditions*)
- Proportionate-Share Mitigation Shall be Applied as a Credit to Transportation Impact Fees Where Used to Address Same Improvements



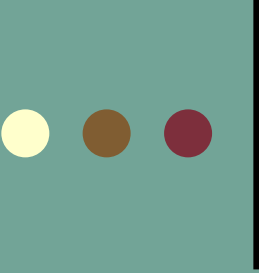
Potential Strategies

- Transportation Concurrency Exception Areas (“TCEAs”)
- Transportation Concurrency Management Areas (“TCMAs”) and
- Multi-Modal Transportation Districts (“MMTDs”)
 - Local governments must consult with FDOT re: SIS Impacts
 - New TCEA standards on mobility, design, urban infill, etc.
 - Existing TCEAs should have provided upgrade to new standards by July 1, 2006 or can at next EAR plan update.
 - Regular review of TCMAs



Sources and Uses

- Developer May Pay Prop. Share if Project is Currently in CIE or Added to CIE in Next Cycle
- Developer May Pay Prop.-Share and Enter into an Agreement to Advance an Improvement that Significantly Benefits the Transportation System
- Prop. Share Funds May be Used for PD&E, Design, ROW Acquisition/Donation, and Construction

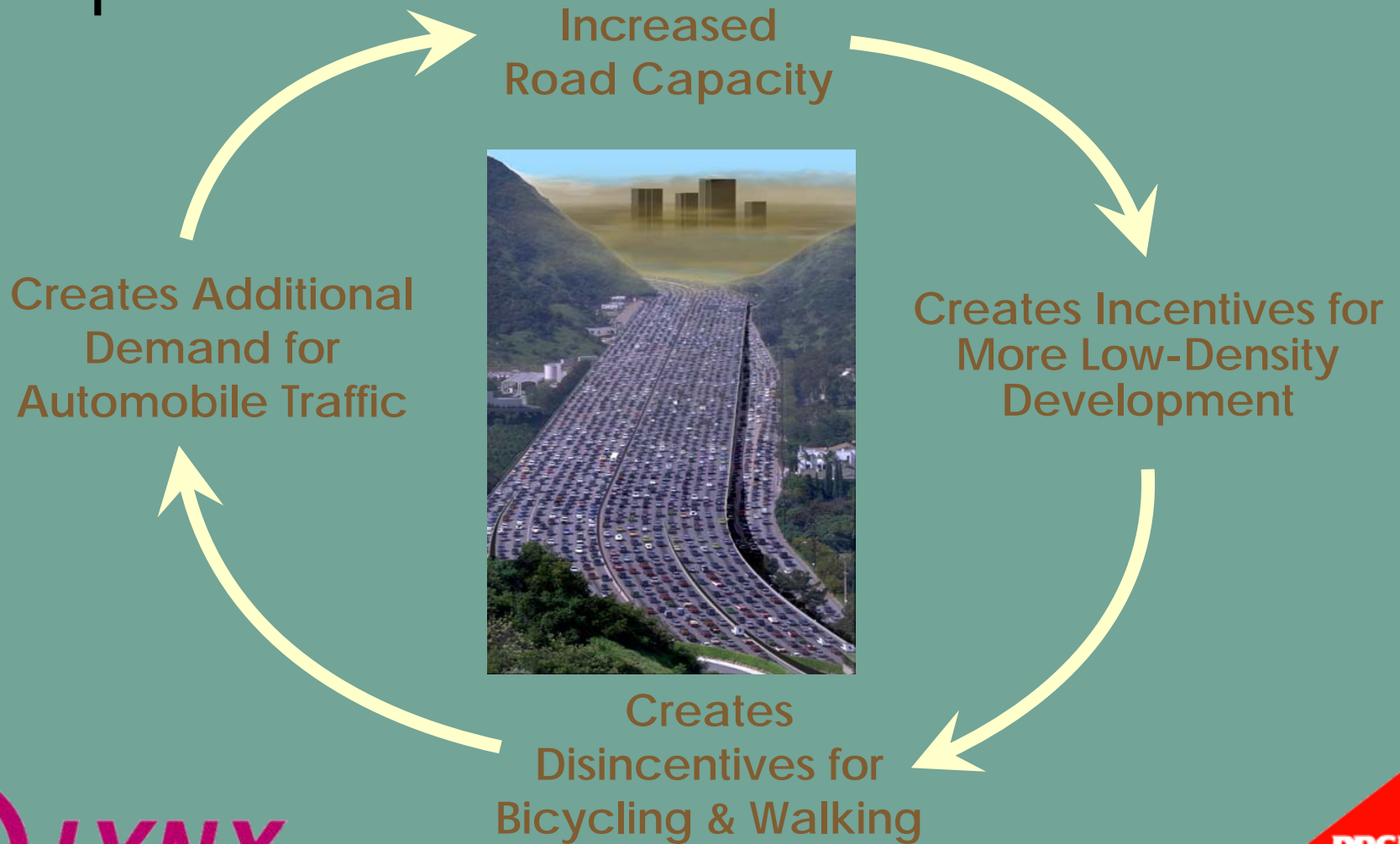


Consequences of Concurrency

While The LOS and Capacity Approach Makes Sense for Most Infrastructure Services (Schools, Sewers, Stormwater)...

...When Applied to Roads, the Capacity Approach May Be Counterproductive to Creating Sustainable Communities

The Endless Cycle



Why Should Local Governments Address Transit For Prop Share?

- Since It Is Only Applied When The Proposed Development Has Failed Concurrency Test – Higher Densities And Varied Development Patterns Are Made Available, i.e. Transit-Oriented Development And Multi-Modal Districts
- Land Use and Demographic Shifts in Changing Population of Florida
 - Baby Boomers
 - Individuals Without Families
 - Quality of Life Concerns, i.e. Pollution, Obesity, Convenience
 - Diverse Demographic Make-Up

Questions & Answers

