Florida AB Statewide Survey

presented to
Florida Model Task Force
presented by
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Respondent Profile

Please tell us about your Agency:

- Florida DOT District: 31%
- Metropolitan Planning Organization: 61%
- Regional Planning Organization: 4%
- Toll Authority: 4%
**Plans for Developing an ABM**

Currently, does your Agency plan to develop an ABM?

- Yes: 59%
- No: 22%
- Not sure: 19%

**ABM Time Frame**

What is your Agency’s time frame for developing an ABM?

- Agency not interested in developing an ABM: 7%
- Sometime after 5 years: 4%
- Within the next 5 years: 11%
- Next model update: 7%
- Agency is currently developing an ABM: 56%
Issues with Transition to ABM

What are your Agency’s greatest concerns about transitioning to an ABM platform?

- Cost of developing and maintaining an ABM
- Amount and detail of data required to develop and maintain an ABM
- Run-time and hardware requirements for an ABM
- Technical expertise required to operate an ABM
- I do not know if ABM is right for my Agency
- Ability of ABM to address auxiliary demand, (e.g., freight and special generator)
- My Agency has no concerns about transitioning to an ABM platform

Current Policies and Analysis Topics

Select the transportation policies/impacts that are being analyzed directly or indirectly using your current Model.

- Toll Roads or Bridges (with fixed tolls)
- Transit Oriented Development
- High Occupancy Toll (HOT) Lanes (with fixed tolls)
- High Occupancy Toll (HOT) Lanes (with variable tolls)
- Toll Roads or Bridges (with variable tolls)
- Congestion pricing
- Environmental Justice/Social Equity analysis
- Telecommuting/Travel Demand Management
- Transit Fare Policy (with variable pricing)
- Emergency Management/Evacuation
- Peak spreading
- Greenhouse gas emissions
- Parking Pricing
- None of the above
Future Policies and Analysis Needs

Select the transportation policies/impacts that are likely to be implemented in your region in the next 5 to 10 years.

- High Occupancy Toll (HOT) Lanes (with variable tolls)
- Toll Roads or Bridges (with variable tolls)
- Congestion pricing
- Transit Oriented Development
- Telecommuting/Travel Demand Management
- High Occupancy Toll (HOT) Lanes (with fixed tolls)
- Peak spreading
- Emergency Management/Evacuation
- Parking Pricing
- Greenhouse gas emissions
- Transit Fare Policy (with variable pricing)
- Environmental Justice/Social Equity analysis
- Toll Roads or Bridges (with fixed tolls)
- None of the above

More Information Needed?

Would you like to receive more information about ABM?

- Yes 62%
- No 38%

ABM Information Requested
1. Any ABM information
2. Updates on the ABM applications in other areas; updates on data development
3. The amount and type of data needed for ABM
4. More specific information about how ABM can be used to better address/assess issues and policies such as managed lanes, variable priced tolling, transit fares, transit oriented development, etc.
5. What type of updates are needed to transition a basic 4 step voyager model to ABM and what data is needed to do this.
6. Use of ABM and advanced applications. FAQs, issues, limitations and current activities using
Preferred Information Format

Select your preferred format for receiving information about ABM?

- In-person seminars: 31%
- Web-based seminars: 46%
- eDocuments: 23%

Would Your Agency Benefit from ABM?

Do you think your Agency or region would benefit from an ABM?

- Yes: 65%
- No: 8%
- Not sure: 27%
Conclusions

- There is a strong majority of respondents who favor ABM development for their agency.
- Pricing, especially variable roadway pricing, is the dominant issue.
- Peak spreading and environmental issues are anticipated to gain importance.
- Costs, data, and hardware/runtime issues are the most important concerns with regard to implementation.

Panel Response