



2005 GROWTH MANAGEMENT LEGISLATION: MODELING IMPLICATIONS

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Contributors: Diane Quigley, AICP, DCA; Rob Magee, FDOT; and Danny Lamb, FDOT

New legislation, known as the *2005 Growth Management Legislation: A Pay As You Grow Plan for Florida's Future* was signed into law June 24, 2005. This is the first major update to Florida's Growth Management initiative since 1985. Of interest to transportation planners is SB 360, which strengthens Florida's ability to meet the infrastructure and service needs of a rapidly growing population by requiring more stringent planning and financial controls on transportation concurrency (163.3180, Florida Statutes) and expanding concurrency to include school facilities and water supplies. In regard to transportation infrastructure, SB 360 ties together the planning process for the Future Land Use Map (FLUM) and the Long Range Transportation Plan (LRTP) through concurrency and the requirement that the Capital Improvements Element (CIE) be financially feasible. The CIE addresses local government funding for major infrastructure improvements out to five years.

A Growth Management meeting was held in August 2005 by the Tampa Bay Applications Group. Ms. Diane Quigley with the Department of Community Affairs (DCA), Division of Community Planning; Mr. Rob Magee with the Florida Department of Transportation, Office of Policy Planning; and Mr. Robert Campbell with the Hillsborough County Planning and Growth Management

Department made presentations on the key aspects of SB 360 and its impact on transportation planning and current concurrency review procedures.

The purpose of this article is to provide a brief summary on the transportation highlights of SB 360, with a discussion on the areas that may impact the transportation modeling community. A State Transportation Action Team has been formed to assist local governments in implementing SB 360; contacts and websites are provided at the end of this article.

As stated by the DCA, this new legislation is setting the stage for local governments to take a more active role in long-term concurrency planning through community visioning. As an incentive, FLUM amendments (small-scale) will be exempt from state and regional review if inside an urban service boundary (meeting requirements of SB 360) and if a local government has an adopted land use and transportation community vision. As part of this visioning, the State is putting a greater emphasis on regional transportation planning and asking for local governments and Metropolitan Planning Organizations (MPOs) to create expanded transportation networks that include grid systems and more connectivity to the Strategic Intermodal System (SIS). The transportation planning and modeling community will most certainly be taking a more active role in helping to develop and adopt these community visions.

Funding incentives have been developed that support the requirements on local governments and MPOs to address regional infrastructure (both roads and public transportation), as well as local network improvements. This regional initiative will impact the project priority criteria used by MPOs during the next round of LRTP updates in order to satisfy new funding restrictions and maximize newly formed funding sources. In addition, the shift in emphasis to regional transportation networks

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and movements that support the SIS will result in improvements to existing regional planning models and the development of new regional models.

MAJOR INITIATIVES OF SB 360:

Capital Improvements Element (CIE):

- CIE must be financially feasible and updated annually to reflect planned capital projects and projected revenues to meet LOS standards. Starting 12/1/07, no FLUM amendments accepted if CIE annual update is not sent to DCA.
- Local government may adopt 10-year long-term (15-year if approved by DCA) concurrency management system (CMS).
- Exception from transportation Level of Service standards for proportionate-share mitigation if facility is scheduled for improvements (5-year CIE or long-term CMS).

Transportation Concurrency

- Transportation facilities must be in place or under actual construction within 3 years after issuance of a building permit resulting in traffic generation.
- New reporting requirements to DCA regarding the prohibition on 110% de minimus exceptions for concurrency.
- Encourages coordination and consideration of common LOS standards and methodologies for multi-jurisdictional facilities.

Transportation Concurrency Exception Areas

- Strengthens mobility, design, and urban infill criteria for TCEAs. TCEAs created prior to July 1, 2005, must upgrade to new standards by July 1, 2006, or by the update of the Evaluation and Appraisal Report, whichever is later. Local governments must also consult with FDOT on mitigation impacts to the SIS in these areas.

Proportionate-Share Mitigation for Transportation

- Adopted proportionate-share ordinance must be included with transportation concurrency management systems by December 1, 2006. Concurrency may be

satisfied by proportionate-share contributions from developers under certain conditions and shall be applied as a credit to transportation impact fees where used to address same improvements. DOT will develop a model proportionate-share ordinance by December 2005.

The new lynchpin in the law is the CIE definition of “financially feasible,” which is “sufficient revenues are currently available or will be available from committed funding sources for the first three years, or will be available from committed or planned funding sources for years four and five CIE scheduling.” Essentially, SB 360 tightens the procedures for addressing the impacts of new development on the transportation network and requires that the facility be in place at the time of impact. DCA will be annually reviewing the CIE to ensure that projects with committed funding are getting constructed as planned. Although LRTPs have always been developed as financially feasible, the CIE and TIP (which covers the first five years of transportation infrastructure improvements) will play a more direct role in guiding the proposed projects that are considered during the LRTP Update process, particularly as DCA reviews annual CIE submittals.

IMPACTS TO THE MODELING COMMUNITY:

Data, Data, Data! Using FSUTMS to support concurrency analysis is not new. SB 360 does not necessarily change the technical requirements for the analysis, but shifts the timing of concurrency approval to the beginning of the building process. The developer must show that adequate capacity is or will be available at the **building permit stage** rather than at the time the certificate of occupancy is issued. This new requirement will place more emphasis on the local models to provide reasonable and accurate future impact data on the planned transportation network, particularly as the impacts relate to projects beyond the three-year committed funding time frame for the CIE.

Concurrency has the underlying premise of “pay as you grow” or buying the right to use public capacity. SB 360 has the goal of distributing the costs of growth up front such that all development pays a fair share, not just the last developer in the door. Challenges to the model as a future impact analysis tool may be more frequent as developers get adjusted to identifying available capacity long before their projects may be scheduled for completion. More

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responsibility will be placed on the MPOs to ensure that socio-economic data input is current and network coding is as accurate as possible. Planners will need to become more acquainted with running the select zone analysis to show trip distribution and the impacts on area roadways. The Model Task Force (MTF) is in the process of expanding the FSUTMS toolbox of utilities and methods for analyzing and graphically displaying the impacts of development on concurrency.

A good sound model is a tool that can help local governments negotiate good growth. The DCA currently requires that comprehensive plan amendment submittals be reviewed (using the local models) as a whole package, not as piece-by-piece improvements. SB 360 places greater emphasis on this type of modeling analysis as local governments must show how the amendments support growth management objectives, the long-term concurrency plans, regional planning and connectivity to the SIS. In response to this, the MTF is now examining methods to convert our MPO models to time-of-day models. Time-of-day models will be able to more accurately assess the impacts that development may have on travel conditions in specific time periods, such as the AM Peak, PM Peak and midday. This is important because impacts that may be quite severe during peak periods, may not even register over the 24-hour period.

REGIONAL PLANNING – TRIP FUNDING

As part of SB 360, the state is placing more emphasis on regional planning as growth of urbanized area boundaries continues to cross county lines. A fact presented by the FDOT is 1-in-5 Floridians commute to work in a different county than the one in which they live. More pressure is being placed on our transportation networks to handle regional commuting patterns, as well as local traffic.

A new funding initiative is the Transportation Regional Incentive Program (TRIP), which provides for a 50 local/50 state funding match for regionally significant transportation facilities (roads and public transportation). All MPOs, counties and multi-county transportation authorities are eligible to participate in this funding if they form “Regional Transportation Areas” (RTAs) and develop regional transportation plans. RTAs are defined as follows:

- Two or more contiguous MPOs
- One or more MPOs and one or more contiguous non-MPO counties
- Multi-county regional transportation authority
- Two or more contiguous non-MPO counties
- MPOs comprising three or more counties.

The plans must be linked to the CIE and long-term concurrency management system and the FDOT level of service standards must be adopted for these facilities. The projects selected must also provide connectivity to the SIS. A project cannot be eligible for TRIP funding if it is not in a regional transportation plan.

The state is requesting submittals of potential TRIP projects from each FDOT district as part of the fall 2005 Work Program development process. A regional project must be in an adopted capital improvements program (CIP) in order to qualify for TRIP funds. In order to meet the financially feasible CIP requirement, new regional projects can be added to Years 4 and 5 of the CIP using TRIP funds as a “planned” funding source. If the project is not fully funded by Year 3 of the CIP, it cannot advance to Year 3 and cannot be used for concurrency conformity purposes in the issuance of a building permit.

ADDITIONAL IMPACTS TO THE MODELING COMMUNITY:

The TRIP funding incentive is currently shifting funding priorities for local government CIP projects. As individual MPOs and local planning authorities review opportunities for competing within their own FDOT district for these TRIP funds, new planning partnerships are already under development to meet the RTA requirement. An MPO may participate in multiple RTAs to ensure that projects that cross local planning boundaries are eligible for TRIP funding. However, these projects must be included in all of the applicable adopted regional transportation plans. As these plans are developed, ***it is imperative that the MPOs maintain consistency among the regional models that are used to support this TRIP process and ultimately long-term transportation planning.***

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Figure 1 illustrates MPO, non-MPO and regional planning models for the state of Florida as of January 1, 2005. In response to SB 360, new regional partnerships are already under development, as well as the regional models to support them. Over time, the TRIP funding incentives will also play a key role in the proposed projects that are selected for inclusion in the LRTP update process. The modeling community will need to pay close attention to consistency and accuracy among all of the various models that are developed and maintained to support the TRIP and other regional initiatives.

State Transportation Action Team

For more information on SB 360, including specifics on funding allocations, please contact the Action Team members listed:

SB 360 - Growth Management: www.dca.state.fl.us
 Diane Quigley, Division of Community Planning – (850) 488-4725

SB 360 - Transportation: www.dot.state.fl.us/planning
 Rob Magee, Office of Policy Planning – (850) 414-4803

TRIP Program: www.dot.state.fl.us/planning/TRIP
 Brian Pessaro, Office of Policy Planning - (850) 414-4816.

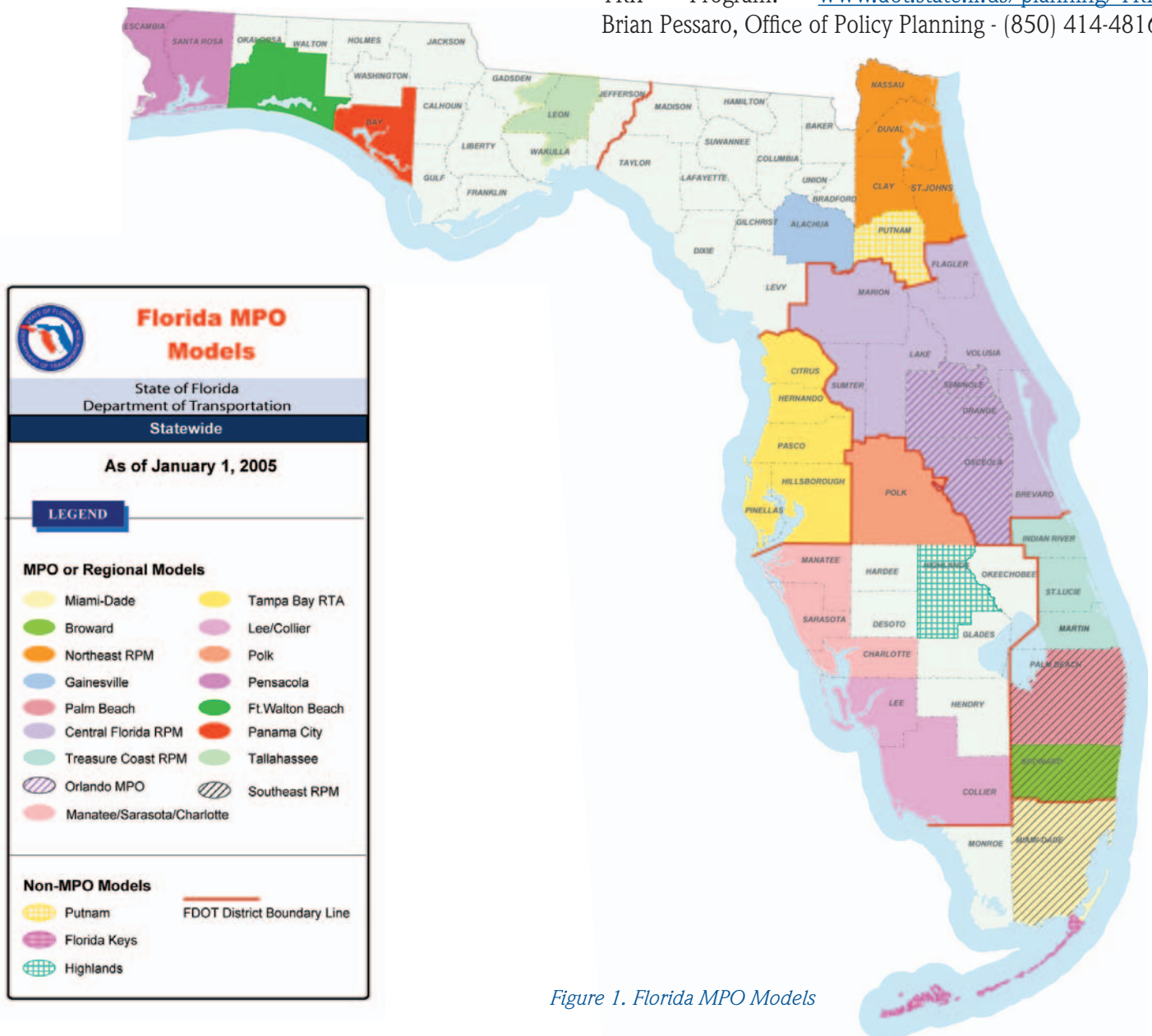


Figure 1. Florida MPO Models

PREDICTING FUTURE TRAVEL PATTERNS IN FLORIDA MPO AREAS

By Robert G. Schiffer, AICP, Principal, Cambridge Systematics, Inc.

Metropolitan Planning Organizations (MPOs) have been required to develop long-range transportation plans (LRTPs) since the 1960s. In Florida, LRTPs have been updated on a three-year cycle for air quality maintenance areas and on a five-year cycle for all other urbanized areas. Federal legislation mandates maintaining at least a 20-year planning horizon for LRTPs. As a result, many Florida MPOs have recently been developing LRTPs for the year 2030. This article is a case study of several ongoing and recently completed LRTPs in Florida with a focus on alternatives testing and analysis of forecasted travel patterns.

Broward County MPO 2030 LRTP Update

The Broward County 2030 LRTP was adopted on December 9, 2004. The population within the County is anticipated to increase from 1.6 million in 2000 to 2.4 million in 2030 while employment is expected to increase from 651,000 in 2000 to 944,000 in 2030, reflecting significant infill and redevelopment to counter the lack of large tracts of available vacant land. Other factors leading to significant growth in travel demand include routine external traffic to and from Miami-Dade and Palm Beach Counties and continued expansion of the Fort Lauderdale-Hollywood International Airport.

In developing an approach to address growing travel demand, two initial Needs Plan alternatives were prepared. The “max highway” alternative, as implied in its name, focused primarily

on maximizing future roadway capacity while the “max transit” alternative focused on maximizing future transit capacity. As expected, the max highway alternative resulted in the highest congested speeds while the max transit alternative resulted in the highest transit ridership of any Needs Plan alternative tested. Subsequent development of the 2030 Needs Plan focused on the most effective projects among the two earlier alternatives. The adopted 2030 Cost Feasible Plan included a greater share of funding towards transit that reflects the limited opportunities for cost-effective roadway expansion. A concerted effort was made to account for all potential transit ridership in the Cost Feasible network, including external trip estimates.

First Coast MPO 2030 LRTP Update

The First Coast 2030 LRTP was adopted on December 8, 2004. The population within the four-county MPO region is anticipated to increase from 1.1 million in 2000 to 1.8 million in 2030 while employment is expected to increase from 531,000 in 2000 to 791,000 in 2030, reflecting a lesser reliance on infill and redevelopment due to the presence of available vacant land throughout the study area. Other factors leading to significant growth in travel demand include tourist and truck trips passing through on the way to Central and South Florida.

Two initial Needs Plan alternatives were prepared for the First Coast region as well. The “highway

emphasis” alternative included a greater expansion of future roadway capacity while the “transit emphasis” alternative included a more ambitious transit system. As expected, the highway emphasis alternative resulted in higher congested speeds while the transit emphasis alternative resulted in higher transit ridership. The resulting 2030 Needs Plan included most of the transit projects from the transit emphasis alternative and assessed the impacts of modeling an alternative land use scenario with greater land use intensity around planned future rapid transit stations. The adopted 2030 Cost Feasible Plan includes a scaled-back version of the planned future transit system as the region is still in the early stages of implementation.

Ongoing 2030 LRTPs

For the medium-sized Polk County Transportation Planning Organization and Capital Region Transportation Planning Agency 2030 LRTPs, alternatives were structured to distinguish a new corridor emphasis from a greater reliance on enhancing existing corridors. New corridors included new transit services as well. Year 2030 Needs Plans have not yet received final approval in either of these instances; however, draft statistics are provided from alternatives testing. The latest CRTPA regional model does not include a transit component so transit ridership changes cannot be estimated using the model. Statistics for the Lee-Collier LRTP “highway only” base year and E+C models were also used in this analysis.

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Statistical Comparisons

With the exception of the CRTPA model, which uses a base year of 2003, the other four models reflect a 2000 base year. Among the five studies, congested speeds dropped by an average of 7.44 miles per hour in moving from a base year scenario to a 2030 existing-plus-committed scenario. This drop in congested speed ranges from 3 percent for the CRTPA to 33 percent with the Lee-Collier model. Transit ridership statistics were limited to the Broward, First Coast, and Polk models. The percent increase in transit ridership from base year to 2030 E+C was 23 percent in Broward County and 22 percent in Polk County. Ridership drops by 7 percent in the First Coast region, due in part to a large roadway expansion underway as part of the Better Jacksonville Plan. For 2030 alternatives analysis, however, Broward County experienced a 41 percent increase between E+C and the max transit scenario while the First Coast MPO experienced a 318

percent increase in moving from E+C to the transit emphasis alternative. Transit ridership forecasts remained fairly stable in Polk County among 2030 scenarios, varying by no more than 1 percent, mostly because the transit changes proposed were more modest for mid-sized urbanized areas.

Vehicle-miles traveled (VMT) and vehicle-hours traveled (VHT) were also evaluated for each model. Growth in VHT was quite dramatic in all five models, between base year and 2030 E+C conditions, ranging from a low of 67 percent for the CRTPA to a high of 342 percent for Lee-Collier. VHT tended to be somewhat higher for the transit-oriented alternatives in both Broward County and the First Coast region when compared against the highway-oriented alternatives. Finally, VMT increased dramatically from base year to 2030 E+C conditions in all five models, ranging from a 49 percent increase for the CRTPA model to a 142 percent increase for the Lee-Collier model. However, VMT does not vary

much among different 2030 network scenarios where socioeconomic growth is held constant. Incidentally, it was also found that VMT growth was similar to expected population growth from the base year to the horizon year of 2030 (e.g., Broward County's VMT growth of 52 percent vs. population growth of 50 percent, etc.).

Conclusions

This comparative analysis (Table 1. 2030 LRTP Comparative Statistics, page 10) has shown that dramatic increases in VHT and VMT are expected over the next 25 years, with or without transportation system improvements. VHT is more easily influenced by the addition of transportation capacity while VMT is more a function of land use growth patterns. Carefully selected packages of transportation strategies can reduce the level of VHT growth, offset the impacts of congestion on travel speeds, and increase transit ridership.

TENTATIVE FSUTMS TRAINING WORKSHOP SCHEDULE

Florida Transportation Modeling Newsletter recipients will be emailed when the schedule is final and registration opens.

October 17-21, 2005

(Monday 1:00 PM to Friday noon)
FSUTMS Comprehensive Modeling
Jacksonville Sea Turtle Inn

December 12-15, 2005

(Monday 1:00 PM to Thursday noon)
FSUTMS Model Calibration
Orlando Sheraton Safari Hotel

January 25, 2006

(Wednesday 9:00 AM to 5:00 PM)
FSUTMS Executive Summary
Modeling Seminar
Location to be determined

February 20-24, 2006

(Monday 1:00 PM to Friday noon)
FSUTMS Comprehensive Modeling
Orlando Hilton Altamonte Springs

March 13-16, 2006

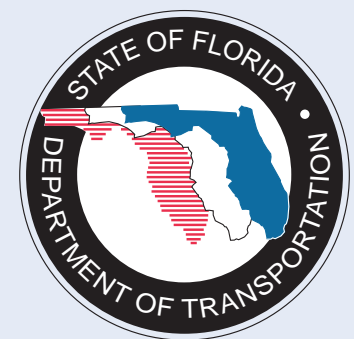
(Monday 1:00 PM to Thursday noon)
Introduction to ArcGIS Using
FSUTMS/Cube
Tampa Mainsail Suites

April 17-20, 2006

(Monday 1:00 PM to Thursday noon)
FSUTMS Model Scripting
Orlando Marriott Lake Mary

May 15-19, 2006

(Monday 1:00 PM to Friday noon)
FSUTMS Comprehensive Modeling
Tampa Mainsail Suites



CUBE 4.0 — SEPTEMBER 2005

Citilabs has announced **Cube 4.0 will be officially released at the end of September 2005**. This new version of Cube provides a wide variety of improvements adding functionality as well as improving the ease of use and the analysis of data. Selected modifications are listed below. In addition, the release includes two new modules for Cube:

- Cube Reports—a new extension for Cube Base providing the ability to make high-quality tables and charts from data generated by Cube. These tables and charts are stored as templates. Choose a template and choose a scenario and the graphic is created immediately, making it extremely efficient to create high-quality standard reports for presentation and analysis of results from your scenarios.
- Cube DTA—a new module for Cube bringing dynamic traffic assignment to Cube.

NEW IN CUBE BASE

Manipulation of Shape Files and Data Stored in Shape Files

- Added the ability to compute the values of attributes in the shape layers
- Added a function to generate a true shape equivalency. This helps in joining an existing 'stick' network with a centerline GIS file
- Added the ability to delete selected data from a shape file
- Added the ability to consolidate links that share the same value for selected attributes
- Added the ability to build a network from shape using a level attribute so that multi-level overpasses can be accurately built
- Added the ability to build a transit network route file from shape files
- Added the ability to save path costs and skim values to network node, boundary and point shape files
- Added the capability to modify the structure of shape files within Cube
- Added the ability to build networks from shape in batch mode

- Add the ability to split true shape links and maintain their geometric qualities
- Added the ability to append data stored in matrices to a boundary layer.

Data Analysis

- Added the ability to interactively calculate a cross tabulation of link and node attributes data
- Added the ability to select a set of matrix cells and obtain standard statistics on the selected cells only
- Added the capability to create screen lines interactively.

Data Manipulation

- Added the ability to rotate the network around the center point
- Added the capability to calculate zonal level accessibility to transit using ESRI geoprocessing functions
- Added the ability to trim and rotate images
- Added the capability to perform calculations on dBase-formatted data
- Added form view versus grid view option for DBF data.

Census Data

- Add the ability to import and build CTPP Part 3 matrices.

New Functions

- Added 'Other Apps' menu to the Application Manager window. Added the T-BEST software for Florida
- Added a wizard to help in the creation of lookup tables
- Added zoom to layer function
- Added the ability to create custom ranges and color options in thematic mapping.

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MPOAC COORDINATES WITH THE DATA COMMITTEE

By Terry Corkery, FDOT and Danny Lamb, FDOT

The Florida Model Task Force (MTF) has a standing Data Committee, which was formed earlier this year. The Committee is in the process of developing a Data Improvement Program to address two very important issues:

- Improving the accuracy and reliability of existing models, and
- Providing essential data for new and improved methods of modeling and analysis.

To the extent possible, Metropolitan Planning Organizations (MPOs) have always shared available information such as socioeconomic and demographic data, transit usage, and household and travel characteristics data. As more pressure is placed on MPOs to use the model to support federal funding requests for roadway and transit projects, shared data may no longer produce the accuracy necessary to justify funding. MPOs are becoming much more interested in sponsoring current data collection efforts or learning of ways to improve current data development.

As part of the Data Improvement Program, the Florida MTF will be providing MPOs with guidance, organizational support and limited technical support in undertaking data collection activities. Mr. Danny Lamb, Florida MTF Tri-Chair, made a presentation on *MPO Model Data Requirements* to the Metropolitan Planning Organization Advisory Committee (MPOAC) on July 28, 2005. MPO representatives from across the state were in attendance and were able to discuss as a group the demands being placed on local models: demands that can be met through improved data collection efforts, as well as those that are beyond the current model structure's abilities. Types of data needed by MPOs to support model improvements include the following:

- Traffic counts (by 15-minute intervals),
- Transit usage (may require on-board surveys),
- Highway and transit network data (MTF working on time-of-day features),
- Socio-economic and demographic data, and
- Household travel characteristics (origin-destination studies).

The Florida MTF, through the Data Committee, is working to establish more uniform standards and guidance for data collection to assist MPOs in the task of improving their modeling efforts. The continued coordination between the MPOAC and its members and the MTF will permit our state and local communities to advance the transportation planning modeling effort in a much more responsive, consistent, and credible manner and ultimately put us in a better position to compete for federal funding.

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NEW IN CUBE VOYAGER

General

- Voyager scripts can now generate email and text messages to be sent when an application is completed or fails due to error (including the ability to attach the print file or other outputs)
- Voyager was modified to call functions from Cube Base in batch mode.

Highways

- Added multiple criteria for equilibrium assignment closure detection
- Added the ability to save work variables created by the traffic assignment program.

Matrix

- Improvements to record processing in the MATRIX module
- Lookup functions may now use dbf-formatted data.

PT

- New vine-based path-building algorithm in PT
- Added capacity-restrained transit assignment in PT.

When the update CDs for FSUTMS (based on Cube 4) are received from Citilabs, the FDOT Systems Planning Office will distribute them to Florida public-sector users. Private-sector FSUTMS users will receive the software update directly from Citilabs.

USERS' GROUP MEETING DATES

The **Panhandle Transportation Applications and FSUTMS Users' Group** meets at the Washington County Public Library in Chipley from 1:15 p.m. - 3:00 p.m. **The meeting on November 2, 2005 has been rescheduled to a half-day training session on FSUTMS/Cube. The new meeting location is the FDOT Computer Training Facility in Tallahassee.** Further details will be provided. Please contact **Linda Little** 850.638.0250.

The **Northeast Florida Transportation Applications Forum** meets at the First Coast MPO location on 1022 Prudential Drive from 12:00 p.m. to 2:00 p.m. Please contact **Karen Taulbee** 904.360.5652 or **Jeanette Berk** 904.823.8982. Meeting dates for 2005 are provided below:

Thursday, November 17, 2005

The **Southwest Florida Users' Group** is in the process of establishing a new meeting location. Meeting dates and times will be announced as scheduled. Please contact **Jim Baxter** 863.519.2562.

The **Southeast Florida Users' Group** meets at the FDOT-District 4, "Old Auditorium." Please contact **Phil Steinmiller** 305.377.5896. Meeting dates for 2005 are provided below:

October 2005 - Date to be announced

Thursday, November 17, 2005

The **Central Florida Traffic Data Users' Group** meets at the FDOT-District 5 Orlando Urban Office at 2:00 p.m. Please contact **Simone Babb** 407.482.7876 or **Mark Sievers** at sievers@ecfrpc.org to be included on upcoming meeting notices. The next meeting date for 2005 is provided below:

October/November 2005 - Date to be announced

The **Tampa Bay Applications Group** meets at the FDOT-District 7 Tampa Office from 12:00 p.m. to 2:00 p.m. Please contact **Danny Lamb** 813.975.6437. Meeting dates for 2005 are provided below:

Thursday, November 3, 2005

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2030 LRTP Comparative Statistics

Broward	Speed	Change	Pct Change	Transit Riders	Change	Pct Change	VHT	Change	Pct Change	VMT	Change	Pct Change	Population	Change	Pct Change
Base Year	37.80			60,748			822			34,051			1,600,000		
E+C	31.94	-5.86	-16%	74,444	13,696	23%	1,777	955	116%	51,728	17,677	52%	2,400,000	800,000	50%
2030 MH	35.27	3.33	10%	83,087	8,643	12%	1,438	(339)	-19%	52,190	462	1%			
2030 MT	34.05	2.11	7%	104,880	30,436	41%	1,493	(284)	-16%	52,208	480	1%			
2030 Needs	35.22	3.28	10%	93,658	19,214	26%	1,451	(326)	-18%	53,142	1,414	3%			
2030 CFP	33.75	1.81	6%	115,475	41,031	55%	1,549	(228)	-13%	52,596	868	2%			
E+C=Existing plus committed, MH=Max hwy, MT=Max transit, CFP=cost-feasible plan															
FCMPO															
Base Year	28.03			20,823			1,348			32,084			1,100,000		
E+C	20.22	-7.81	-28%	19,342	(1,481)	-7%	3,514	2,166	161%	54,891	22,807	71%	1,800,000	700,000	64%
2030 HE	26.67	6.45	32%	53,382	34,040	176%	2,208	(1,306)	-37%	55,429	538	1%			
2030 TE	25.97	5.75	28%	80,850	61,508	318%	2,287	(1,227)	-35%	55,288	397	1%			
2030 Needs	27.53	7.31	36%	86,239	66,897	346%	2,111	(1,403)	-40%	54,630	(261)	0%			
2030 CFP	25.39	5.17	26%	43,730	24,388	126%	2,384	(1,130)	-32%	53,835	(1,056)	-2%			
HE=Hwy emphasis, TE=Transit Emphasis															
Polk															
Base Year	38.53			3,983			326			12,860			481,360		
E+C	26.42	-12.11	-31%	4,861	878	22%	1,002	676	207%	23,353	10,493	82%	822,015	340,655	71%
2030 EE	37.37	10.95	41%	4,932	71	1%	592	-410	-41%	23,181	-172	-1%			
2030 NF	37.32	10.90	41%	4,870	9	0%	589	-413	-41%	23,303	-50	0%			
EE= Enhanced and existing system, NF=New and future system															
CRTPA															
Base Year	28.10			N/A			282			9,105			311,971		
E+C	27.22	-0.88	-3%	N/A	N/A	N/A	471	189	67%	13,598	4,493	49%	436,805	124,834	40%
2030 EE	28.21	0.99	4%	N/A	N/A	N/A	414	-57	-12%	13,593	-5	0%			
2030 NF	28.31	1.09	4%	N/A	N/A	N/A	419	-52	-11%	13,642	44	0%			
Lee-Collier															
Base Year	31.55						539			17,413			681,860		
E+C	21.01	-10.54	-33%	N/A	N/A	N/A	2,383	1,844	342%	42,108	24,695	142%	1,451,014	769,154	113%
Averages															
Base Year	Speed	Change	Pct Change	Transit Riders	Change	Pct Change	VHT	Change	Pct Change	VMT	Change	Pct Change	Population	Change	Pct Change
E+C		-7.44	-22%		4364.33	12%		1,166	179%		16,033	79%			

Table 1. 2030 LRTP Comparative Statistics