How do we get there from here?
Big Picture

• Business friendly state
• Development pressures are increasing
• First upswing since the legislative changes of 2011
• Alternative ways to increase capacity without adding lanes
Pressures

- Increased traffic
- Increased development
- Decreased available capacity
- Fewer capacity improvements
- Less funding
- Buildout extensions expiring

Source: FDOT
Big Picture

• Very little change legislatively
  • Biggest news is no news
  • FDOT’s budget is at $10B, up from $6B a decade ago

• Municipalities learning to deal with growth and Legislative changes from 2011
Back to growth

• Florida is back in growth mode
  • Development proposals are increasing
  • Redevelopment is also strong, especially in urban areas
    • Over 20,000 Condo Units under construction in Downtown Miami
  • Out-of-state developers starting to take interest in to Florida
Traffic is also growing

• As employment increases, so does traffic
  • Population growth
  • Employment growth
  • Construction traffic growth
  • Capacity decreasing

Source: FDOT
Traffic is also growing
Proportionate Share

• While traffic is increasing, traditional sources of improvement dollars is decreasing

• Municipalities have implemented proportionate share
  • Implemented in 2011
  • Not much development at the time
  • Municipalities are working out the kinks

• Developers are not required to make roadway capacity improvements
Proportionate Share

- Many municipalities have maintained concurrency-like standards
  - Through comprehensive plans
  - Implement proportionate share language
- Less state-level comprehensive transportation planning; up to local agency
- Implementation of mobility fees
Proportionate Share

• Opportunities for multiple funding sources
  • FDOT
  • MPO’s
  • Joint Developer Agreements
Proportionate Share

- One size doesn’t fit all
  - Peak hour, daily, directional
- May be impact fee creditable
- Be cautious of cost estimates
  - More stringent review, including utility relocations, right-of-way
- Coordination with FDOT
- Still required even if long-range project identifies improvement
Proportionate Share
Questions to Ask

• Have roadway improvements been contemplated?
  • Important for multi-phase buildouts

• Are there opportunities to share costs?

• Have other developers posted surety for improvements?

• Any relationships with the MPO? FDOT?
New trends

• Other ways to increase capacity
  • Innovative Signal Systems
  • Real-time adjustment of signals based on Bluetooth technology
  • Managed lanes
  • Innovate lane configurations
    • Diverging Diamond Interchanges – I-75 & University Drive
• Transit Priority
  • Bus Rapid Transit
  • Signal Priority

Source: FDOT
95 Express Phase 1 Northbound
PM Peak Period Reliability vs. Max. Toll Instances

Source: FDOT
from 95 Express Annual Report for year to 2012-06-30 dated 2013-04-19

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¹AM Peak Period for 2008 HOV Study was 7:00-9:00am; PM Peak Period was 4:00-6:00pm; HOV was one lane in each direction
²AM Peak Period for 95 Express Project is 6:00-9:00am; PM Peak Period is 4:00-7:00pm
³First full year of Operations in both directions.

Source: FDOT
Focus Away From Capacity

- Redevelopment and Infill in urban areas
  - Cost differential between urban redevelopment and suburban retrofitting getting closer
  - Fewer off-site improvements/prop share
  - TCEA’s
  - Millennials driving less (~23% less)
Focus Away from Capacity

• FDOT allowing more lane reductions in urbanized areas
  • Promotes pedestrian activity
  • Increase business opportunities through pedestrian activity
  • Initiation by/support from CRA’s

Source: City of Delray Beach
Focus Away from Capacity

• FDOT adopted Complete Streets Policy
Florida Department of Transportation

POLICY

COMPLETE STREETS

It is the goal of the Department of Transportation to implement a policy that promotes safety, quality of life, and economic development in Florida. To implement this policy, the Department will routinely plan, design, construct, reconstruct and operate a context-sensitive system of “Complete Streets.” While maintaining safety and mobility, Complete Streets shall serve the transportation needs of transportation system users of all ages and abilities, including but not limited to:

- Cyclists
- Freight handlers
- Motorists
- Pedestrians
- Transit riders

The Department specifically recognizes Complete Streets are context-sensitive and require transportation system design that considers local land development patterns and built form. The Department will coordinate with local governments, Metropolitan Planning Organizations, transportation agencies and the public, as needed to provide Complete Streets on the State Highway System, including the Strategic Intermodal System.

This Complete Streets Policy will be integrated into the Department’s internal manuals, guidelines and related documents governing the planning, design, construction and operation of transportation facilities.

[Signature]

Ananth Prasad, P.E.
Secretary

Effective: September 17, 2014
Office: Design Director
Topic No.: 000-625-017-0
Conclusion

- Development and traffic is up
- Capacity improvements are funded less and less by development
- Innovative ways to increase capacity
- Redevelopment continues to increase in urban areas
- FDOT recognizes unique infrastructure challenges of urban areas