







FDOT Transit Mitigation Research



- FDOT Central Office and District 5 began research in August 2006
- Goals of research included:
 - Provide local governments with an option to incorporate transit in proportionate fair-share calculations
 - Provide an equitable mitigation option for different sized developments
 - Emphasize the need for defined transit corridor plans and transit development plans
 - Supports transit oriented development (TOD) concepts
 - Utilize existing, professionally accepted analysis techniques where feasible

Identify the 'complete' cost of providing transit service.

Proposed Methodology



- Incorporate the current prop share equation into the methodology to include transit improvements

$$\left(\frac{\text{Number of Project Trips}}{\text{Change in Peak Hour Max Service Volume}} \right) \times \text{Cost} = \text{Proportionate Share}$$

- Project trips will come from traffic study
- Equate service volume increase to additional passengers served per bus
- Goal to identify 'complete' cost of providing transit service
 - Capital and Operating Costs

Methodology Feedback



- Modify 'cost' portion of equation to consider cost per hour of operation as opposed to cost per passenger mile
 - Cost per vehicle hour of operation more compatible with transit service providers
- Consideration of a vehicle occupancy factor in the equation
- Need to consider wider range of applications
 - TCEAs, MMTDs

Transit Mitigation – Next Steps



- Refine equation assumptions
- Continue research on transit proportionate fair-share
 - Cost development for transit service
 - Development of detailed plans
 - Revisit other methodologies
 - Statewide outreach and participation
 - Application for TCEAs and MMTDs

Project is on hold (current emphasis on TOD)
