



October 17, 2017

RETREAT AGENDA ITEM

URBAN ATTRIBUTABLE (SU) FUNDS DISCUSSION

STATEMENT OF ISSUE

This item provides a discussion of the CRTPA’s annual allocation of Urban Attributable (SU) funds.

HISTORY AND ANALYSIS

As a Transportation Management Area, the CRTPA receives an annual allocation of federal Urban Attributable (SU) funds. This allocation ranges from \$3 to \$4 million annually based on the overall distribution of federal funds to the State of Florida. Unlike other funding available to the CRTPA, SU funds provide more flexibility in their use and may be used on different types of transportation projects with the requirement that they be used on projects on the Federal-aid urban system.

Several years ago, the CRTPA directed \$1 million each year in SU funds be directed to bicycle/pedestrian projects. The remaining balance of funds is usually allocated to a phase of an existing project in the work program.

In order to better focus these funds to smaller-scale projects that can readily improve mobility, access and/or safety, staff is proposing to allocate all of the annual funds to specific types of projects based on a percentage of the overall amount.

To that end, staff is proposing that the following percentages be used as a guideline in the annual allocation of the CRTPA’s SU funds. The percentages are not meant to be a hard and fast target but more a general guideline and are proposed as follows:

Congestion Management Plan Implementation	40%
Bicycle/Pedestrian Projects	30%
Safety Projects	10%
Complete Streets Implementation	10%
Planning Studies	10%

The following provides more detail on each of the proposed breakdowns:

- **Congestion Management Plan (CMP) Implementation**
Projects in this category would include those identified in the CMP as well Intelligent Transportation System (ITS) and Transportation System Management (TSM) projects

developed by the CRTPA or local government agencies. Examples of projects include the addition of a turn-lane at an intersection or upgrading of traffic signal equipment along a corridor to alleviate congestion, upgrading of pedestrian facilities at a particular location to improve mobility/safety or adding dynamic message signs along a roadway to provide driver information.

- **Bicycle/Pedestrian Projects**

This category would continue to fund projects identified in the RMP or the updated Bicycle/Pedestrian Master Plan. Projects could also be submitted by local agencies. To qualify, projects would have to be of sufficient size/scope as to provide a significant improvement in access or mobility. Maintenance activities or elimination of small, neighborhood sidewalk gaps would not be eligible for these funds.

- **Safety Projects**

Safety projects would be identified through a number of sources including the RMP, CMP or individual safety studies by the CRTPA, FDOT or a local agency. The project would have to include a demonstrable benefit of reducing/eliminating vehicular and/or bicycle/pedestrian crashes, improving access conditions to a school or be a specific countermeasure to eliminate an identified safety issue.

- **Complete Street Implementation**

The Complete Streets category is envisioned as a match program. Local governments would apply to the CRTPA for funds to assist or augment the implementation of a Complete Streets project. In order to qualify, a project would have to improve mobility, accessibility and/or safety for non-motorized transportation along a corridor. If the corridor is a state road, the plan would have to be consistent with FDOT's Complete Street criteria and endorsed by FDOT District 3. CRTPA participation would be limited to 50% of the cost of a design phase (up to \$150,000) or a maximum contribution of \$300,000 for a construction phase.

- **Planning Studies**

These funds would be allocated to planning studies developed by the CRTPA.

Next Steps

Based upon input received from the Retreat, staff will develop an agenda item for formal consideration of use of the agency's annual SU funding allocation for future consideration at a CRTPA meeting.