



November 21, 2017

AGENDA ITEM 6 D

CRTPA URBAN ATTRIBUTABLE (SU) FUNDS

TYPE OF ITEM: Action

STATEMENT OF ISSUE

At the October 17 CRTPA Retreat, staff presented a proposal regarding use of the CRTPA's annual allocation of Urban Attributable (SU) funds. This items seeks to formalize the proposal related to use of the agency's SU funding.

CRTPA COMMITTEE ACTIONS

Although a formal action was not taken, the CRTPA's two (2) committees (Citizens Multimodal Advisory Committee and Technical Advisory Committee) met on November 7 and discussed the SU proposal.

RECOMMENDED ACTION

Option 1: Adopt a resolution providing a general guideline for use of the CRTPA's annual receipt of Urban Attributable (SU) funding, as follows:

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

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.

OPTIONS

Option 1: Adopt a resolution providing a general guideline for use of the CRTPA's annual receipt of Urban Attributable (SU) funding, as follows:

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

(Recommended)

Option 2: Provide other direction.

ATTACHMENT

Attachment 1: Resolution 2017-11-6D

**RESOLUTION OF THE CAPITAL REGION TRANSPORTATION PLANNING AGENCY ESTABLISHING A POLICY
FOR THE ANNUAL ALLOCATION OF SURFACE TRANSPORTATION PROGRAM (STP) URBAN ATTRIBUTABLE (SU)
FUNDING**

WHEREAS, Florida Statutes 339.175; 23 U.S.C. 134; and 49 U.S.C. 5303 require that every urbanized area with a population of 50,000 or more, as a condition of the receipt of federal transportation funding, shall have a continuing, cooperative, and comprehensive transportation planning process that results in plans and programs consistent with the plans of state and local agencies; and

WHEREAS, the Capital Region Transportation Planning Agency (CRTPA) is the duly designated and constituted body responsible for carrying out the urban transportation planning and programming process for the Tallahassee Metropolitan Statistical Area (MSA) comprised of Gadsden, Leon, Jefferson and Wakulla Counties; and

WHEREAS, 23 C.F.R. 450.104 provides that the CRTPA shall annually endorse, and amend as necessary, the plans and programs required, among which is the Surface Transportation Program (STP) projects list of the annual Transportation Improvement Program (TIP) submission; and

WHEREAS, each year the CRTPA, through its subcommittees, develops lists of prioritized lists of projects; and

WHEREAS, the CRTPA reaffirms its commitment to the priority process and related policies;

NOW THEREFORE BE IT RESOLVED BY THE CRTPA THAT:

1. Annual set -asides of the CRTPA’s total Urban Attributable (SU) funding will be made using the following guidelines:

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

The CRTPA recognizes these percentages may vary from year-to-year based on the project mix established for a particular year.

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 several 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. 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.

2. For projects funded in whole or in part with Urban Attributable (SU) funding and/or other state and federal funds obtained through the CRTPA's Priority Project Process, if the recipient of the funds chooses to display any signs or markers at the project site, said signs or markers shall include language acknowledging the CRTPA, Florida Department of Transportation (FDOT), Federal Highway Administration (FHWA), Federal Transit Administration (FTA), and/or other funding partners, as may be applicable, for providing funding for the project. In addition to the language, the sign or marker shall include these agencies' official logos.

Additionally, any public pronouncements made by or on behalf of the recipient regarding the project, including press releases, publications, annual reports, video credits, and dedications, shall acknowledge the funding support provided by the CRTPA, FDOT, FHWA, and FTA.

3. The policies set forth in this resolution shall remain in effect unless and until they are repealed by the CRTPA; and
4. The Chairman of the CRTPA (or his designee) is hereby authorized and directed to provide a copy of this resolution to the:
 - a. Florida Department of Transportation (FDOT)
 - b. Federal Transit Administration (FTA)
 - c. Federal Highway Administration (FHWA)

DULY PASSED AND ADOPTED THIS 21ST DAY OF NOVEMBER, 2017.

Capital Region Transportation Planning Agency

By: _____
Commissioner Curtis Richardson
Chair

Attest: _____
Greg Slay
Director