

A decorative border made of teal lines and arrows. The top and bottom are horizontal lines with arrows pointing right. The left and right are vertical lines with arrows pointing up and down respectively.

Regional Mobility Plan Review



CRTPA Board Discussion

May 20, 2013

DISCUSSION SUMMARY REPORT

Table of Contents

I.	CRTPA Mission Statement and Meeting Objectives	2
II.	Board Meeting Agenda Item.....	3
III.	Discussion Summary	4
	Regional Mobility Plan Presentation	4
	Major Discussion Points and Outcomes	4
	Additional Discussion Items	6
VI.	Appendix: Regional Mobility Plan Presentation.....	7

“Never doubt that a small group of thoughtful, committed citizens can change the world. Indeed, it is the only thing that ever has. ”

- Margaret Mead

I. CRTPA Mission Statement and Meeting Objectives

MISSION STATEMENT

“The mission of the CRTPA is to act as the principal forum for collective transportation policy discussions that result in the development of a long range transportation plan which creates an integrated regional multimodal transportation network that supports sustainable development patterns and promotes economic growth.”

MEETING OBJECTIVES

- Provide the CRTPA Board with an understanding of the overall long range transportation planning process and requirements
- Provide the CRTPA Board with the background and information on the development of the Regional Mobility Plan and its components

“Plan for the future because that's where you are going to spend the rest of your life.”
-Mark Twain

II. Board Meeting Agenda Item

CRTPA Agenda Item: Regional Mobility Plan Review and Priority Setting Review

“A discussion of the agency’s adopted Long Range Transportation Plan (“The Regional Mobility Plan”) and the project priority process utilized as well as a discussion of the upcoming Regional Mobility Plan update and opportunities for input will be discussed.”

This agenda item provided information on the regulatory framework and requirements for the development of a Long Range Transportation Plan; an overview and details regarding the planning process of the Regional Mobility Plan, which is the 2035 Long Range Transportation Plan for the CRTPA; details on the various elements included in the Regional Mobility Plan, such as the goals and objectives, preferred growth scenario, and project development and prioritization; and the compliance requirements with FHWA.

III. Discussion Summary

Harry Reed, Executive Director of the Capital Region Transportation Planning Agency, presented the basic background of the agenda item as a response to requested information by the Board. Mr. Reed introduced Beverly Davis, AICP with RS&H, as the consultant project manager for the development of the Regional Mobility Plan.

Regional Mobility Plan Presentation

Ms. Davis presented an overview of the Regional Mobility Plan that began with an outline of the overall planning approach for the effort. It was identified that the planning process would include a future growth analysis, the development of sector plans, and a focus on corridor plans. The Regional Mobility Plan development process incorporated all modes, including the development of the Transit Development Plan for StarMetro.

Ms. Davis presented the planning framework for the plan development, which included the CRTPA Vision and Adopted Guiding Principles, as well as the adoption dates for each of the elements. An overview of the scenario planning process and the development, analysis and adoption of the preferred scenario was also outlined.

An overview of the needs plan development and the project assessment process was also included in the presentation. This information presented the assessment criteria, the development of the project scores and how additional prioritization factors, such as project status, gap closure and financial feasibility were applied.

The financial element process and analysis was outlined. The process included identifying the various sources of information developing anticipated revenues and the project costs. An explanation of the federal financial requirements for the long range plan was provided, including the year of expenditure process, inflation factors, cost bands, and the financial balancing process.

Information regarding the project prioritization process and the development of the draft Cost Feasible Plan was provided, along with an overview of the input received from the public and the CRTPA committees and Board and local governments. The modifications to the draft Cost Feasible based on the input received was also described. An overview of some of the project “anomalies”, or projects that were included even with a lower assessment score, and an explanation of why those projects were included was also provided.

Major Discussion Points and Outcomes

There were three main elements of discussion regarding the existing Regional Mobility Plan and the planning process. The major discussion items included the following elements:

1. The overall planning process

This discussion centered primarily on the requirements of the planning process and the development of the Long Range Plan. Several of the Board members were not fully aware of all of the federal requirements and the importance of compliance with these requirements. Mr. Reed explained the state and federal requirements, as well as the review/oversight process to ensure compliance.

The Board also discussed the adopted goals and objectives currently in the plan and the process for developing the Cost Feasible Plan and the identification of projects included in the plan. Ms. Davis explained the process and reiterated the development of the goals and objectives, as well as the project selection, were directed and adopted by the Board. Commissioner Miller noted that the Regional Mobility Plan was a snapshot in time, and that the change in conditions underscores the need for the periodic updates.

Commissioner Procter expressed his frustration with the length of time needed for implementation, as well as with the timeframe for the overall planning process.

2. The inclusion of specific projects in the Cost Feasible Plan

The primary focus of this discussion was on several specific projects, including the sidewalks along Magnolia Avenue, the Quincy By-Pass, and the widening of Crawfordville Road. Ms. Davis explained the financial balancing required in the development of the Cost Feasible Plan, as well as the project assessment process and how those affected the Magnolia sidewalks project. Commissioner Dozier expressed the current need for the sidewalks and asked for further explanation of why the project was not included in the first tier of projects. Ms. Davis explained the financial balancing process and the project cost, along with the project assessment. Commissioner Miller noted the need for the sidewalks, but reiterated that conditions can change from when the plan was developed. Commissioner Miller also noted the change in the Board from when the plan was adopted.

The Quincy By-Pass, its inclusion and its location was also discussed. Mr. Reed explained the funding for the project and why it was included in the Cost Feasible Plan first tier. Commissioner Croley expressed some concern regarding the location of the by-pass and if its current configuration was the most appropriate.

Discussion also included the widening of US 319 and Crawfordville Road. Ms. Davis explained that the project cost was prohibitive and the operational and intersection improvement projects were included to try and alleviate some of the peak hour congestion in the short term. Mr. Reed noted that the plan update would include an assessment of the project, as well as potentially adjusting project staging for a more financially feasible approach.

3. The plan modification process

The Board discussed in depth the plan modification process and how to include projects that were not previously included, such as the Magnolia sidewalk project. Mr. Reed noted the requirements for a plan amendment included public input and public hearing, and a rebalancing of the financial element. There was continued discussion over the modification process and how it could be streamlined.

Commissioner Croley noted that it was important to fully assess the ramifications of modifying the plan. This concern focused on a modification that included a project, such as the Magnolia sidewalks, did not come at the expense of other projects being removed, particularly from the rural counties.

Commissioner Nick Maddox made a motion for staff to provide the Board with a procedure and process for modifying the Cost Feasible Plan in the most efficient manner. Commissioner Proctor seconded the motion, which then was passed unanimously.

Additional Discussion Items

Mr. Reed presented an overview of the approach and elements for the update of the Regional Mobility Plan. The update of the plan includes a focus on freight mobility and the economic benefits of accommodating intermodal freight. The discussion also included the port development at Port St. Joe. Commissioner Croley outlined the importance of the development of the port to the region and its overall economic vitality and made a motion to include coordinating with the Gulf County Port Authority and providing assistance on a future agenda. Commissioner Barfield seconded the motion, which passed unanimously.

CRTPA Board Members Present:

- Commissioner Nancy Miller, City of Tallahassee
- Commissioner Gil Ziffer, City of Tallahassee
- Commissioner Betsy Barfield, Jefferson County
- Commissioner Randy Merritt, Wakulla County
- Commissioner Doug Croley, Gadsden County
- Commissioner John Daily, Leon County
- Commissioner Kristen Dozier, Leon County
- Commissioner Nick Maddox, Leon County
- Commissioner Jane Sauls, Leon County
- Commissioner Bill Proctor, Leon County

VI. Appendix: Regional Mobility Plan Presentation





REGIONAL MOBILITY PLAN OVERVIEW

“Connecting People and Places”

CRTPA Board Meeting

May 20, 2013



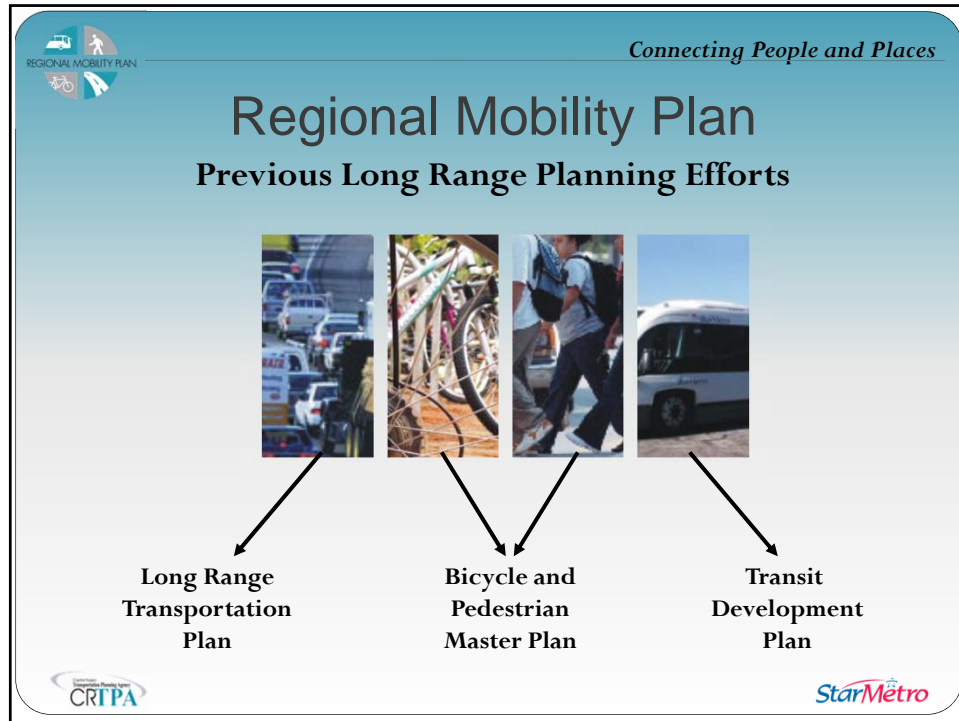



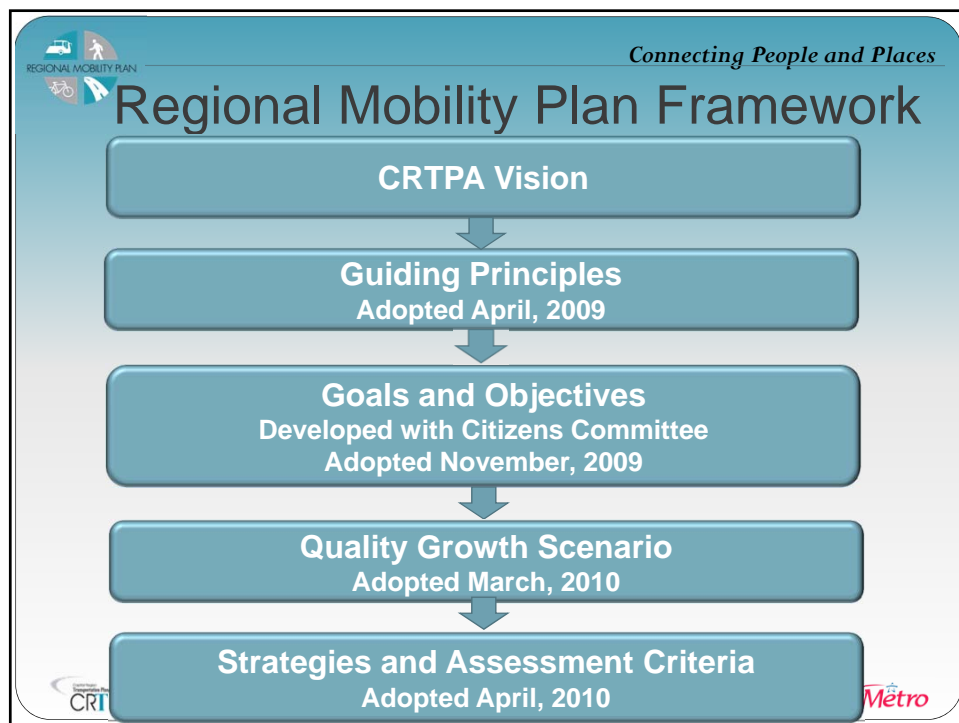
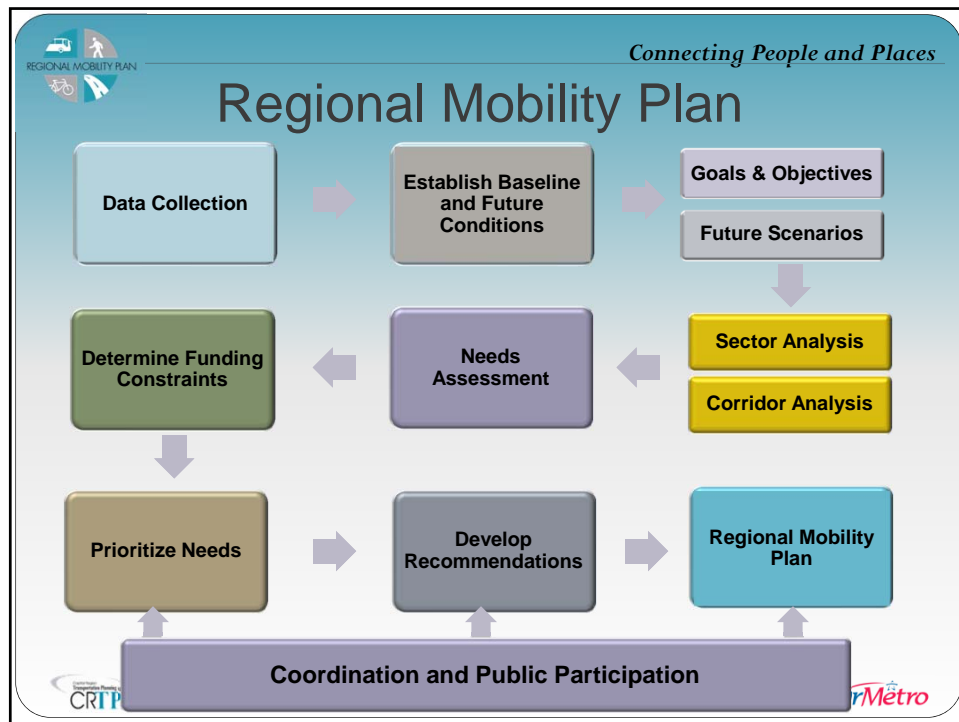
Connecting People and Places

Regional Mobility Plan Overview

- Required update of the Long Range Transportation Plan and the Transit Development Plan
- Utilizing a new approach focusing on mobility
 - Movement of people and goods, rather than vehicles
 - Comprehensive process
 - Multimodal / Intermodal
 - Land use
 - Process includes future scenario assessment; sector planning and corridor planning







REGIONAL MOBILITY PLAN *Connecting People and Places*


Regional Mobility Plan Framework

CRTPA Vision

"Create an integrated regional multimodal transportation network that provides the most options for moving people and goods economically, effectively and safely while protecting the environment, promoting economic development and maintaining a high quality of life with sustainable development patterns."



 





Connecting People and Places

CRTPA Guiding Principles



- The development of the Regional Mobility Plan will utilize a number of traditional and non-traditional methods to ensure that **all citizens** are fully informed about the planning process and the plan development; that **all citizens understand the process and have the opportunity to participate** in a meaningful way, regardless of ethnicity, age, disability and/or income; and that the input is incorporated as fully as possible.
- The Regional Mobility Plan should be based on a **principle of sustainability** that will serve **all citizens** in the region in the future through an **interconnected, safe and secure network**. The integrated transportation network will support a prosperous **regional economy** and help **conserve the region's natural and recreational assets**.
- The plan should identify and enhance the **interconnections within the regional transportation network** including **highway, air, transit, rail, bike and pedestrian modes** and digital communication networks that will combine to support a shift in the region towards more **transit, bike and pedestrian choices**.

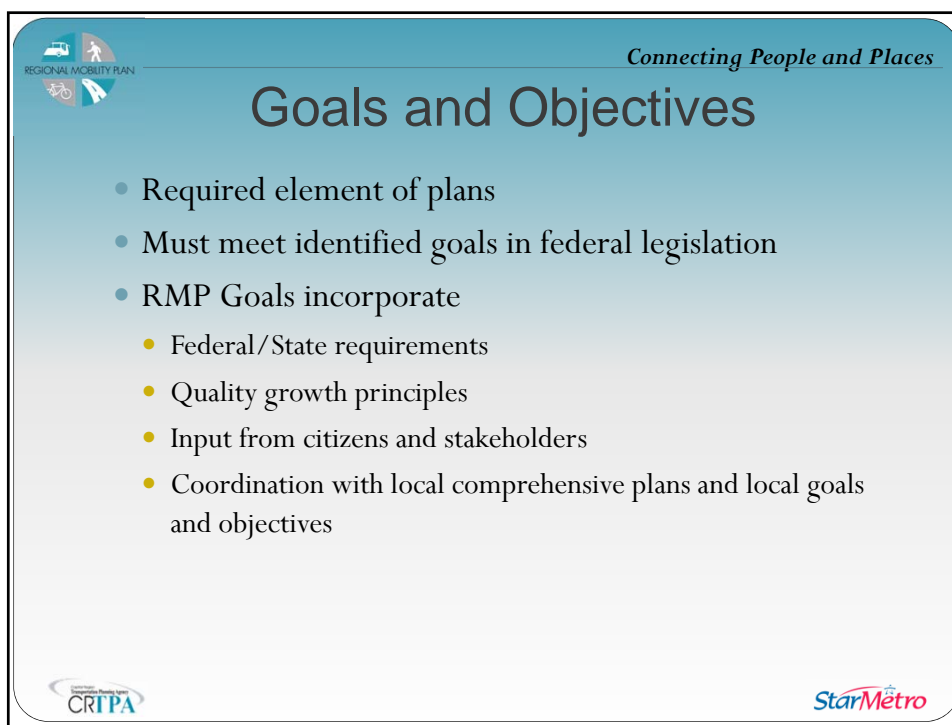





Connecting People and Places

CRTPA Guiding Principles

- The plan should support **economic competitiveness** and prosperity for the Capital Region through active consideration of both transportation and **land use** policies.
- The plan should identify the important **local and regional land use** policies and connections to the regional transportation system, plan and investments and seek to promote policies that will enhance the **quality of life** in communities of the region.
- The plan should consider the impact of new communication technologies and infrastructure on **transportation choices**, seek to enhance the opportunities for utilizing technology for promoting **regional mobility**, support green strategies for energy efficiency, provide **stewardship of the region's natural system** and anticipate the impact of climate changes for the regional transportation system.




Connecting People and Places

Regional Mobility Plan Goals

ACCESS



- Provide residents and visitors with access to a multimodal transportation system and to goods and services throughout the region


CONNECTIVITY

- Enhance local and regional connectivity to effectively and safely move people and goods using multiple modes of transportation

COORDINATION

- To promote efficient and thorough implementation of the regional mobility plan by ensuring broad buy-in and stakeholder support for the planning process, the plan and the projects


Connecting People and Places



Regional Mobility Plan Goals

ECONOMIC DEVELOPMENT

- Create and maintain a transportation infrastructure that provides energy and time-efficient intermodal movement of goods, services, and labor to and within the urban areas of the region

FINANCIAL FEASIBILITY

- To ensure that the funding for desired regional mobility projects is met and that necessary revenues are made available timely for the successful implementation of priority projects that promote sustainability, more efficient use of resources and regional connectivity


Connecting People and Places


Regional Mobility Plan Goals


LAND USE

- Coordinate transportation and land use systems to foster vibrant communities with compact urban forms throughout the region

MULTIMODALISM

- There are many forms of transportation in the region, some untapped and to be utilized in the future. The Plan must create and maintain opportunities to facilitate the movement of and connections among people, jobs, goods, and services





Connecting People and Places



Regional Mobility Plan Goals

NATURAL RESOURCE PROTECTION

- A transportation system that provides access and mobility, supports compact growth and protection of the region's natural environment

PUBLIC PARTICIPATION

- The Plan must have a strong public involvement plan to ensure that all citizens of the region have the opportunity to provide input in the transportation planning process


Connecting People and Places

Regional Mobility Plan Goals

SAFETY AND PUBLIC HEALTH

- Improve public health by increasing choice, safety, and access of transportation facilities for all segments of the population

SECURITY

- Promote and implement transportation system improvements for all modes maximizing security of the transportation system



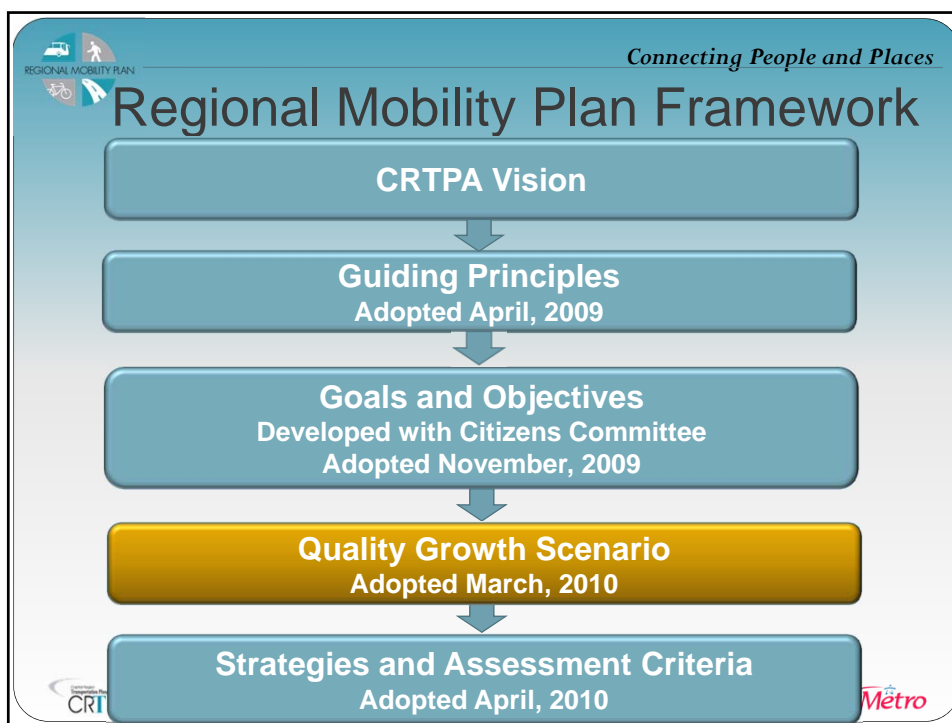


Connecting People and Places

Regional Mobility Plan Objectives

- Achieving the goals
- One size DOES NOT fit all
 - Urban
 - Rural
- Objectives form the basis for project prioritization criteria







REGIONAL MOBILITY PLAN *Connecting People and Places*

Future Growth Scenarios



- Federal Highway Administration encourages the analysis of future scenarios in long range transportation planning
- Used in a numerous planning efforts across the country at all levels
- Provides a **high-level conceptual** view of the future
- Provides information for developing a policy framework for the region and local governments
 - Achieve identified goals and objectives


CRTPA StarMetro


Connecting People and Places

Future Scenarios



- Assessment of three scenarios
 - Business As Usual
 - Quality Growth
 - Quality Growth “Plus”
- Scenario assessment included identification of land constrained by community and environmental resources
- Quality growth scenarios incorporated progressively more constraints
- Quality growth scenarios also identified future activity centers or growth centers
- Assigned future development to TAZs in these growth centers

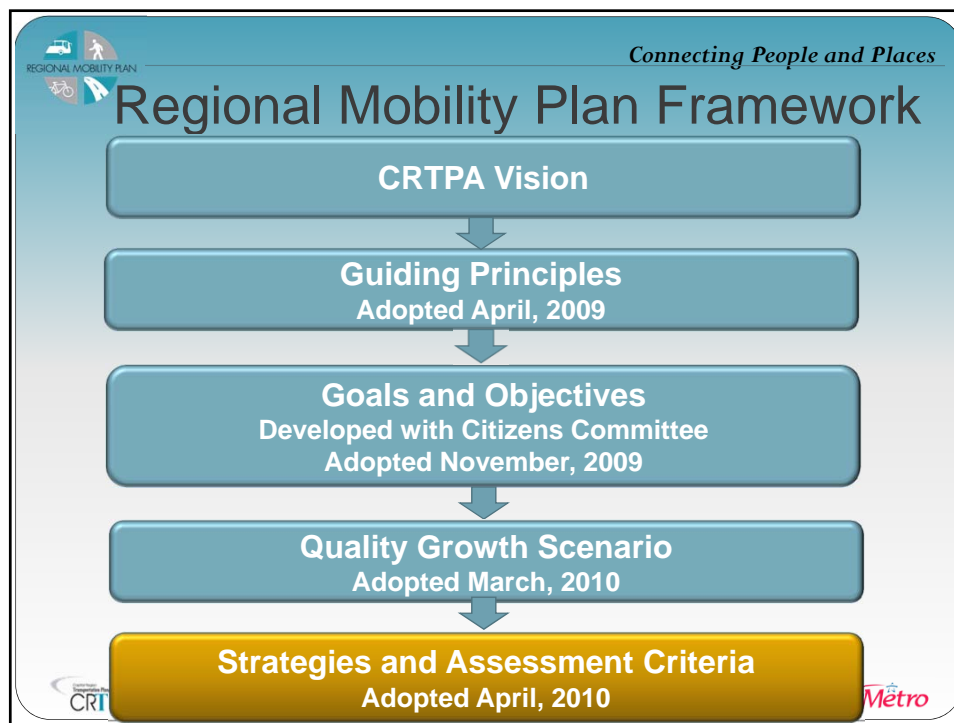
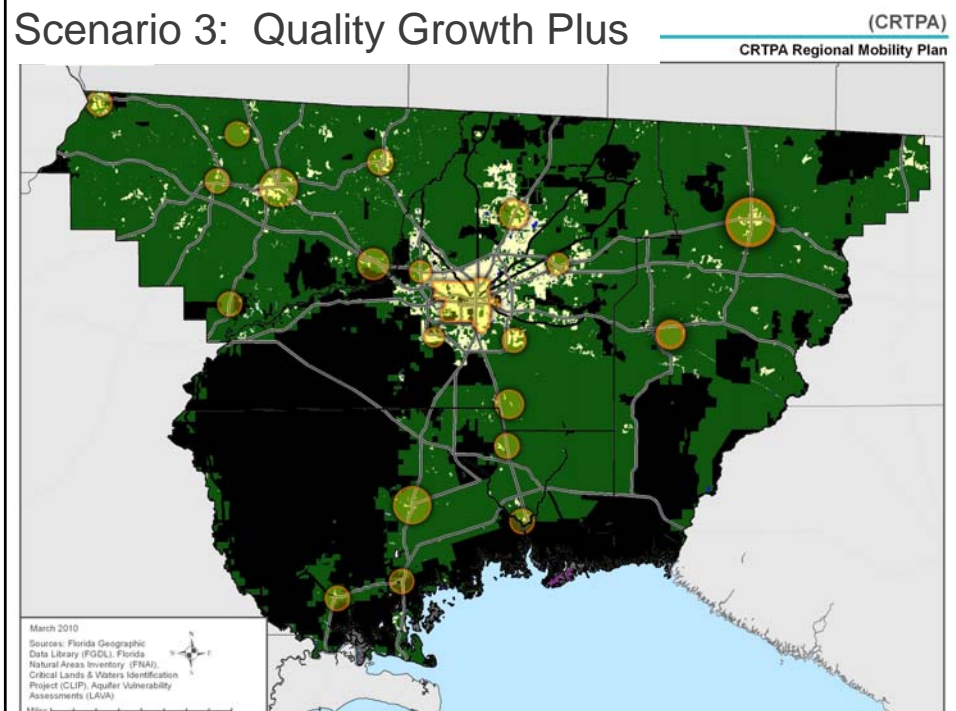




Connecting People and Places

Future Scenarios

- Identified future transportation impacts for each growth scenario
- Quality Growth Plus chosen as preferred scenario
 - Quality Growth “Plus” scenario incorporated
 - Goals and Objectives
 - Quality Growth Principles
- Preferred scenario compliant with local comprehensive plans and coordinated with local planning staff



Connecting People and Places

Needs Plan Project Assessment

URBAN


RURAL

URBAN STRATEGIES AND ASSESSMENT CRITERIA

Appraisal Strategy	Comment	Existing Issues		
Multimodal access, transit, bicycle and pedestrian, is provided in all between activity centers?	Does the project connect/water activity centers and connect residential areas to activity centers?	1 = Yes 0.5 = Some 0 = No	0.5 = Some 0 = No	0 = No
Connectivity between transit, pedestrian and bicycle networks?	Does the project improve inter-network connectivity? <i>Transit route within 1/2 mile and increased connectivity is required</i>	1 = Yes 0.5 = Some Improvement 0 = No	0.5 = Some 0 = No	0 = No
Increase modal share for transit, bicycle and pedestrian	Does the project serve population and employment centers? <i>Based on identified areas from existing conditions report</i>	1 = Yes 0.5 = Some 0 = No	0.5 = Some 0 = No	0 = No
Modal network gaps are eliminated	Does the project improve facilities for commuting opportunities and improved LOR? <i>Incorporates multimodal opportunities</i>	1 = Yes 0.5 = Some 0 = No	0.5 = Some 0 = No	0 = No
Safe bicycle and pedestrian connections in schools	Does the project increase the connectivity index? <i>Does the project connect to schools?</i>	1 = Yes 0.5 = Some 0 = No	0.5 = Some 0 = No	0 = No
Mobility options are provided for all populations	Does the project increase mobility options for all classes? <i>Serves identified environmental justice areas from existing conditions report</i>	1 = Yes 0.5 = Some 0 = No	0.5 = Some 0 = No	0 = No
Design elements provide for stable, safe and pleasant multimodal usage (complete streets)	Does the project increase connectivity and incorporate all modes? <i>Does the project improve multimodal access on facilities?</i>	1 = Yes 0.5 = Some 0 = No	0.5 = Some 0 = No	0 = No
Design elements are in keeping with community character	Does the project improve transportation for communities and neighborhoods without adverse effect on character? <i>Does the project improve transportation for communities and neighborhoods without adverse effect on character?</i>	1 = Yes 0.5 = Some 0 = No	0.5 = Some 0 = No	0 = No
Design elements maximize efficiency for freight movement of designated freight routes	Does the project improve freight movement? <i>Does the project improve freight movement?</i>	1 = Yes 0.5 = Potential Improvement 0 = No	0.5 = Potential Improvement 0 = No	0 = No
Design elements do not impact efficiency on designated recreation routes	Does the project improve recreation? <i>Does the project improve recreation?</i>	1 = Yes 0.5 = Potential Improvement 0 = No	0.5 = Potential Improvement 0 = No	0 = No
Greenish center	Is the project located in an identified greenish center? <i>Greenish area identified from preferred scenario</i>	3 = Yes 1.5 = Partial 0 = No	1.5 = Partial 0 = No	0 = No



RURAL STRATEGIES AND ASSESSMENT CRITERIA

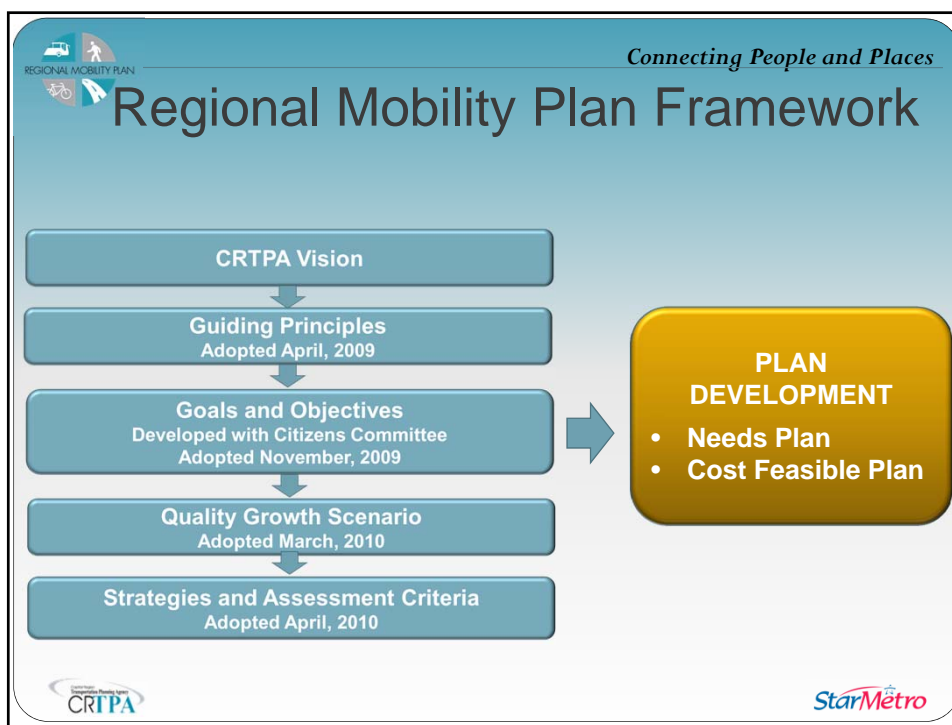
Appraisal Strategy	Comment	Existing Issues		
Multimodal access for bicycle and pedestrian, is provided in all between activity centers?	Does the project connect/water activity centers and connect residential areas to activity centers?	1 = Yes 0.5 = Some 0 = No	0.5 = Some 0 = No	0 = No
Connectivity between transit, pedestrian and bicycle networks?	Does the project improve inter-network connectivity and enhance options?	1 = Yes 0.5 = Some Improvement 0 = No	0.5 = Some 0 = No	0 = No
Increase modal share for transit, bicycle and pedestrian	Does the project serve population and employment centers? <i>Based on identified areas from existing conditions report</i>	1 = Yes 0.5 = Some 0 = No	0.5 = Some 0 = No	0 = No
Modal network gaps are eliminated	Does the project improve facilities for commuting opportunities and improved LOR? <i>Incorporates multimodal opportunities</i>	1 = Yes 0.5 = Some 0 = No	0.5 = Some 0 = No	0 = No
Safe bicycle and pedestrian connections in schools	Does the project increase the connectivity index? <i>Does the project connect to schools?</i>	1 = Yes 0.5 = Some 0 = No	0.5 = Some 0 = No	0 = No
Mobility options are provided for all populations	Does the project increase mobility options for all classes? <i>Serves identified environmental justice areas from existing conditions report</i>	1 = Yes 0.5 = Some 0 = No	0.5 = Some 0 = No	0 = No
Design elements provide for stable, safe and pleasant multimodal usage (complete streets)	Does the project increase connectivity and incorporate all modes? <i>Does the project improve multimodal access on facilities?</i>	1 = Yes 0.5 = Some 0 = No	0.5 = Some 0 = No	0 = No
Design elements are in keeping with community character	Does the project improve transportation for communities and neighborhoods without adverse effect on character? <i>Does the project improve transportation for communities and neighborhoods without adverse effect on character?</i>	1 = Yes 0.5 = Potential Improvement 0 = No	0.5 = Potential Improvement 0 = No	0 = No
Design elements maximize efficiency for freight movement of designated freight routes	Does the project improve freight movement? <i>Does the project improve freight movement?</i>	1 = Yes 0.5 = Potential Improvement 0 = No	0.5 = Potential Improvement 0 = No	0 = No
Design elements do not impact efficiency on designated recreation routes	Does the project improve recreation? <i>Does the project improve recreation?</i>	1 = Yes 0.5 = Potential Improvement 0 = No	0.5 = Potential Improvement 0 = No	0 = No
Greenish center	Is the project located in an identified greenish center? <i>Greenish area identified from preferred scenario</i>	3 = Yes 1.5 = Partial 0 = No	1.5 = Partial 0 = No	0 = No


Connecting People and Places

Project Assessment

- Project Assessment Process
 - Each project individually assessed through the application of criteria
 - Project scores developed
 - Project assessment resulted in same score for projects
 - Additional prioritization factors applied






REGIONAL MOBILITY PLAN

Connecting People and Places

Needs Plan

- Comprehensive list of projects
 - Existing studies and plans
 - Local governments
 - C RTPA Board and Committees
 - Public input
- Project Assessment
 - Based on adopted rural and urban assessment criteria
 - Transit criteria
 - Applied factor to transit projects to match same total assessment points as non-transit projects









REGIONAL MOBILITY PLAN

Connecting People and Places

Cost Feasible Plan



- Development of Financial Resources
- Identified available anticipated revenues and developed project costs
 - Information provided by FDOT and local governments
 - Cost constrained revenue estimates only include federal/state/local non-dedicated funds
 - Operation of Nova2010 and system maintenance not included







Connecting People and Places

Financial Resources



- Project costs
 - Received updated FDOT unit costs
 - Developed cost estimates for all Needs Plan projects
 - Received costs from Tallahassee Leon County Planning Department
 - Specific to local Tallahassee bicycle/pedestrian projects
 - Significantly higher than FDOT costs
 - Development cost estimates applying costs to applicable projects; other projects used FDOT costs






Connecting People and Places

Financial Resources



- Anticipated Revenues
 - Information provided by FDOT District 3 and local governments
 - Available funds include anticipated state/federal funds and any local funds
 - State and Local funds dedicated to specific systems, programs and/or projects
 - SIS/FIHS
 - Maintenance
 - Local paving and maintenance
 - Blueprint
 - Cost constrained revenue estimates only include federal/state/local non-dedicated funds






Connecting People and Places

Financial Resources: Revenues



State and Federal Anticipated Revenues	Anticipated Total Funds
Other Arterial	\$ 126,900,000
Transportation Management Area (TMA) Funds	\$ 103,300,000
Transportation Regional Incentive Program (TRIP) Funds	\$ 32,450,000
Transit	\$ 92,300,000
Available Local Revenues	Anticipated Total Funds
Multimodal Transportation District (MMTD)	\$ 23,094,215
TOTAL	\$ 351,414,215






Connecting People and Places

Financial Resources

- Federal requirement:
 - Project costs and revenues developed in present day dollars and in Year of Expenditure dollars
 - Inflation factors provided by FDOT District 3
 - Revenues and costs inflated by tier
 - Tier 1: 2016 – 2020
 - Tier 2: 2021 – 2025
 - Tier 3: 2026 – 2030
 - Tier 4: 2031 – 2035
 - Adopted TIP (2011 – 2015) considered as committed
 - Cost constrained plan must balance expenditures to revenues




Connecting People and Places


Financial Resources

- Adopted TIP (2011 – 2015) considered as committed

	Tier 1 2016-2020	Tier 2 2021-2025	Tier 3 2026-2030	Tier 4 2031-2035
Inflation Factor (FDOT)	1.31	1.54	1.81	2.13
Example				
\$1,000,000	\$1,310,000	\$1,540,000	\$1,810,000	\$2,130,000




	Tier 1 2016-2020	Tier 2 2021-2025	Tier 3 2026-2030	Tier 4 2031-2035
Inflation Factor (FDOT)	1.31	1.54	1.81	2.13
Example: US 319				
\$165,000,000	\$216,150,000	\$254,100,000	\$298,650,000	\$351,450,000

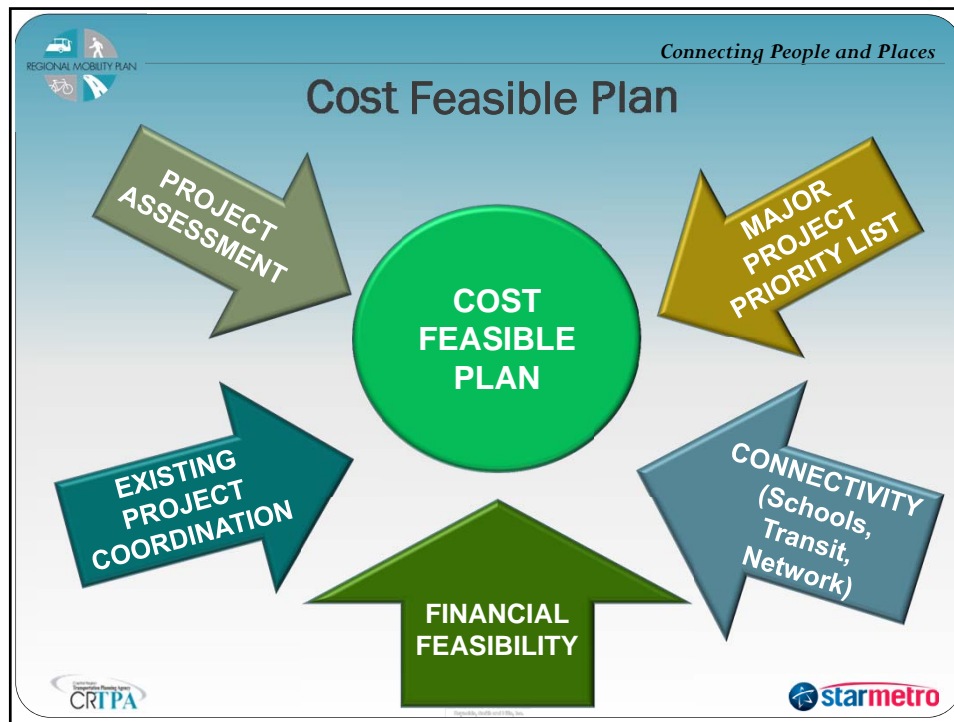




Connecting People and Places

Project Prioritization

- Project Assessment Score
- Additional Factors / “Tie-Breakers”
 - Projects with work already underway
 - Major Project Priorities
 - Network connectivity / Gap closure
 - Financial feasibility
 - Input from CRTPA Board and Committees, local staff, and public



REGIONAL MOBILITY PLAN


Connecting People and Places

Cost Feasible Plan

- Draft Presented and Input Received (Aug – Oct, 2010)
 - Presented at Round 4 of Public Meetings
 - CRTPA Committees
 - Local Governments
 - CRTPA Board
- Modifications Based on Project Status, Adjusted Project Termini, Public and Local Government Comments, Name Corrections




CRTPA


starmetro


Connecting People and Places

Cost Feasible Plan

- **Final Cost Feasible Plan based on combination of:**
 - Assessment Score
 - Project Status
 - Connectivity
 - Activity centers/schools
 - Between modal networks
 - Network gap closure
 - Financial Feasibility and Funding Sources
 - Public / Stakeholder Input


Connecting People and Places

Cost Feasible Plan

- **Project Results**

EXAMPLES OF PROJECT "ANOMALIES"	
Quincy By Pass: <ul style="list-style-type: none"> Existing Project Underway 	US 319 Widening <ul style="list-style-type: none"> Financial Feasibility (required all available funding) Inclusion of intersection operational improvements and transit to alleviate congestion
Sidewalks: Alabama and Eisenhower <ul style="list-style-type: none"> Network Connectivity / Coordination with Local Projects / Safe School Access 	Sidewalks: Magnolia Drive <ul style="list-style-type: none"> Moved into Tier One based on public comment Coordination with transit Project cost
Trail and Bike Lanes: Tom Brown and Weems Road <ul style="list-style-type: none"> Coordination with Existing Projects 	Orange Avenue <ul style="list-style-type: none"> Coordination with existing project

