

CRTPA

Connecting People and Places

Capital Region Transportation Planning Agency

**Chattahoochee
Greensboro
Gretna
Havana
Midway
Monticello
Quincy
Sopchoppy
St. Marks
Tallahassee
Gadsden County
Jefferson County
Leon County
Wakulla County
Leon County School Board**

CRTPA Board Meeting

September 16, 2013

1 P.M.

**City of Tallahassee
Commission Chambers**

CRTPA BOARD

MEETING OF MONDAY, SEPTEMBER 16, 2013 AT 1:00 PM

CITY OF TALLAHASSEE COMMISSION CHAMBERS
300 S. ADAMS STREET
TALLAHASSEE, FL 32301

MISSION STATEMENT

“The mission of the CRTPA is to act as the principal forum for collective transportation policy discussions that results 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.”

FINAL AGENDA

1. AWARDS AND SPECIAL PRESENTATIONS

- **CRTPA Ninth Annual Transportation Disadvantaged Awards:** Annually, nominations are sought from agencies participating in the Transportation Disadvantaged Programs in Gadsden, Jefferson, Leon and Wakulla counties for outstanding driver and outstanding safety record.

2. AGENDA MODIFICATIONS

3. CONSENT AGENDA

- A. Minutes of the June 17, 2013 CRTPA Board Meeting**
- B. Resolution Authorizing Executive Director to Execute Joint Participation Agreement with FDOT and Big Bend Transit Service Development Projects**

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|--|
| Recommended Action: <i>Approve consent agenda</i> |
|--|

4. CONSENT ITEMS PULLED FOR DISCUSSION

5. CRTPA DISCUSSION (95 MINUTES)

The public is welcome to comment on any discussion item after a motion has been made and seconded. Each member of the public is provided three (3) minutes to address the CRTPA.

A. Fiscal Year 2014 CRTPA Budget (Action) (5 minutes)

The CRTPA's FY 2014 budget has been developed reflecting available federal funding as identified within the CRTPA's Unified Planning Work Program.

Recommended Action: *For Board Approval*

B. FY 2015 – FY 2019 Priority Project List Adoption (Action) (20 minutes)

Annually, the CRTPA adopts Priority Project Lists (PPLs) in ranked order to provide the FDOT project funding direction as the state agency proceeds with the annual development of the State Work Program. This year, the following PPLs have been developed for CRTPA Board approval:

1. **Regional Mobility Plan (RMP) Priority Project List**
2. **Transportation Systems Management (TSM) Priority Project List**
3. **Transportation Alternatives (TA) Priority Project List**
4. **Strategic Intermodal System (SIS) Priority Project List**
5. **StarMetro Priority Project List**
6. **Tallahassee Regional Airport Priority Project List**

Recommended Action: *For Board Approval*

C. Regional Mobility Plan Project Assessment Update (Action) (15 minutes)

At the June 17, 2013 CRTPA Board meeting, members approved staff proceeding with updating the project's contained Regional Mobility Plan (RMP) subsequent to the document's adoption. Staff will provide a update on this effort.

Recommended Action: *For Board Approval*

D. Regional Mobility Plan 2040 Consultant Selection (Action) (10 minutes)

The Regional Mobility Plan Consultant Selection Committee has reviewed and ranked proposals for the Board's consideration.

Recommended Action: *For Board Approval*

E. Capital City to the Sea Trails Project Evaluation Criteria (Action) (20 minutes)

Consultant staff will provide a project update including a discussion of the proposed evaluation criteria.

Recommended Action: *For Board Approval*

F. US 319 (Crawfordville Road) Conceptual Design & Environmental Reevaluation Kickoff (Information) (15 minutes)

FDOT staff will kickoff the US 319 Conceptual Design & Environmental Reevaluation (Limits: Leon County: Wakulla County Line to beginning of US 319 4-lane; Wakulla County: SR 375 (US 319) to Leon County Line).

Recommended Action: *For Board Information*

G. Orange Avenue Bridge Replacement Update (Information) (10 minutes)

FDOT staff will provide an update on the Orange Avenue Bridge project.

Recommended Action: *For Board Information*

6. EXECUTIVE DIRECTOR'S REPORT

A status report on CRTPA activities and items of interest will be provided.

- No cost time extension issued for Sustainable Communities Calculator
- No cost time extension issued for Woodville PD&E Study

Recommended Action: *Information only - No action required*

7. ITEMS FROM MEMBERS

This portion of the agenda is provided to allow members an opportunity to discuss issues relevant to the CRTPA.

8. CITIZEN COMMENT

This portion of the agenda is provided to allow for citizen input on any CRTPA issue. Those interested in addressing the CRTPA should complete a speaker request form located at the rear of the meeting room. Speakers are requested to limit their comments to three (3) minutes.

9. **INFORMATION**

- A. FY 2013 – FY 2017/FY 14 – FY 2018 Transportation Improvement Program Administrative Amendments
- B. Correspondence
- C. Committee Actions (Citizen's Multimodal Advisory Committee/ Technical Advisory Committee/Transportation Disadvantaged Coordinating Board)
- D. Future Meeting Dates and Agenda Items (Next Meeting – CRTPA Retreat: October 21, 2013)
- E. CRTPA Expense Reports
- F. News Articles/For Your Information
 - "The Role of Transportation in Promoting Physical Activity" (Active Living Research, www.activelivingresearch.org)
 - "The End of the Suburbs" (Leigh Gallagher, Fortune Magazine, July 31, 2013)
 - "Why Your City Might Be the Next Detroit" (Peter Kratz, Citiwire.net, August 2, 2013)

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|---|
| Recommended Action: <i>Information only - No action required</i> |
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September 16, 2013

AGENDA ITEM 1

AWARDS AND SPECIAL PRESENTATIONS

REQUESTED BY: CRTPA Staff

TYPE OF ITEM: Awards

Each September the CRTPA recognizes outstanding efforts in the Transportation Disadvantaged Program. In addition to these awards, national and state awards will be recognized at this meeting.

CRTPA AWARDS

For the last nine years, nominations have been sought from agencies participating in the Transportation Disadvantaged Programs in Gadsden, Jefferson, Leon and Wakulla counties. Specifically, nominations are sought for outstanding driver and outstanding safety record. Commissioner Mary Ann Lindley, Chair of the Leon County Transportation Disadvantaged Coordinating Board will present the following awards:

9th Annual Capital Region Transportation Planning Agency Transportation Disadvantaged Program Driver of the Year

- **Timothy Johnson** of Big Bend Transit of Jefferson County. In the past twelve months, Mr. Cooper drove over 1900 hours with no accidents or incidents. He received one commendation.

9th Annual Capital Region Transportation Planning Agency Edward B. “Ted” Waters Safety Award.

- **Big Bend Transit of Jefferson County.** This is the fourth year that Big Bend Transit of Jefferson County has won the Safety Award. In the past twelve months, 8 drivers and vehicles have provided 15,376 trips, driven 237,230 miles, with no accidents, injuries, or incidents. Ms. Willie Anne Dickey, manager of the Jefferson County operation, will accept the award.

This award has been renamed in honor and memory of Edward B. “Ted” Waters, founder of Big Bend Transit. Mr. Waters passed away on September 5, 2012 after 33 years of service to the Big Bend region. Mr. Waters was active in the development of the Transportation Disadvantaged Program, and active in youth athletics for decades.



September 16, 2013

AGENDA ITEM 2

AGENDA MODIFICATIONS



September 16, 2013

AGENDA ITEM 3 A

MINUTES

REQUESTED BY: CRTPA Staff

TYPE OF ITEM: Consent

The minutes from the June 17, 2013 CRTPA meeting are provided as *Attachment 1*.

RECOMMENDED ACTION

Option 1: Approve the June 17, 2013 CRTPA meeting minutes.

CRTPA BOARD
MEETING OF MONDAY, JUNE 17, 2013 AT 1:00 PM

CITY OF TALLAHASSEE COMMISSION CHAMBERS
300 S. ADAMS STREET
TALLAHASSEE, FL 32301

MISSION STATEMENT

"The mission of the CRTPA is to act as the principal forum for collective transportation policy discussions that results 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 Minutes

Members Present:

Commissioner Nancy Miller, Chair, City of Tallahassee
Commissioner Gil Ziffer, City of Tallahassee
Commissioner Scott Maddox, City of Tallahassee
Commissioner Stephen Walker, Jefferson County
Commissioner Randy Merritt, Wakulla County
Commissioner Douglas Croley, Gadsden County
Commissioner Kristen Dozier, Leon County
Commissioner Nick Maddox, Leon County
Commissioner Jane Sauls, Leon County
Commissioner Bill Proctor, Leon County
Commissioner Bryan Desloge, Leon County
Commissioner Forest Van Camp, Leon County School Board

Staff Present: Robert Downey, CRTPA Attorney; Ivan Maldonado, StarMetro; Jay Townsend, City of Tallahassee; Wayne Tedder, PLACE; Greg Burke, CRTPA; Colleen Roland, CRTPA; Harry Reed, CRTPA; Lynn Barr, CRTPA; Jack Kostrzewa, CRTPA; Yulonda Mitchell, CRTPA; Tony Park, Leon County Public Works; Bryant Paulk, FDOT; Starsky Harrell, FDOT, Bruce Landis, Sprinkle Consulting

Chair Miller called the meeting to order at 1:15 PM.

1. AGENDA MODIFICATIONS

NONE

2. CONSENT AGENDA

A. Minutes of May 20, 2013 CRTPA Board Meeting

- B. Annual Transportation Disadvantaged Planning Services Grant for Gadsden, Jefferson, Leon and Wakulla Counties**
- C. Service Development Project Applications**
- D. Recommendation to the Florida Department of Transportation Regarding the Federal Transit Administration Section 5310 Grant.**

Board Action: Commissioner Merritt made a motion to accept the Consent Agenda as presented by Staff. Commissioner Dozier seconded the motion and the motion was unanimously passed.

3. CONSENT ITEMS PULLED FOR DISCUSSION

4. ROLL CALL VOTE AGENDA ITEMS

A. Fiscal Year (FY) 2013 – FY 2017 Transportation Improvement Program (TIP) Amendment

The CRTPA FY 2013 – FY 2017 TIP is proposed to be amended to reflect the following:

- Interstate 10 (SR 8) @ SR 12 (Greensboro Exit) (Project #2225181): Add new project to the TIP that provides lighting at the I-10 Greensboro Exit (Gadsden County) (Total funding: \$88,368 in FY 2013).
- Interstate 10 (SR 8) @ CR 270A Lighting (Chattahoochee Exit) (Project #2225241): Add new project to the TIP that provides lighting at CR 270A (Gadsden County) (Total funding: \$88,368 in FY 2013).
- Interstate 10 (SR 8) @ SR 59 (Lloyd Exit) (Project #2226681): Add new project to the TIP that provides lighting at the SR 59 Lloyd Exit (Jefferson County) (Total funding: \$88,368 in FY 2013).
- Capital Cascade Connector Bridge (Project #4259411): Update funding for this project to reflect the addition of local funds (4259411).
- GIS Development and Project Management Support (Project #423839): Add new project to TIP to reflect use of SU funding on GIS development and project management.

Board Action: Commissioner Merritt made a motion to accept the Fiscal Year (FY) 2013 – FY 2017 Transportation Improvement Program (TIP) Amendments as presented by Staff. Commissioner Dozier seconded the motion. A roll call vote was conducted and the motion was unanimously passed.

Fiscal Year (FY) 2014 – FY 2018 Transportation Improvement Program (TIP)

The CRTPA FY 2014 – FY 2018 TIP has been developed for Board adoption. The TIP contains those projects that received funding in the Florida Department of Transportation's FY 2014 – FY 2018 Work Program. NOTE: Consistent with Board discussion provided at the March 25, 2013 CRTPA meeting, the recommended action includes a request that the Florida Department of Transportation complete an updated traffic study associated with the Magnolia Drive @ Governor's Square Boulevard turn lane project (WPI #4334501) prior to proceeding with the design phase of the project.

Board Action: Commissioner Lindley made a motion to accept the Fiscal Year (FY) 2014 – FY 2018 Transportation Improvement Program (TIP) as presented by Staff. Commissioner Sauls seconded the motion. A roll call vote was conducted and the motion was unanimously passed.

B. Regional Mobility Plan (RMP) Administrative Amendment

Staff is seeking approval to administratively amend the adopted Regional Mobility Plan (the agency's Long Range Transportation Plan) to add information related to Woodville Highway project. The project, already in the Regional Mobility Plan (RMP), is proposed to be amended to update project terminus and future funding.

Board Action: Commissioner Merritt made a motion to accept the Regional Mobility Plan (RMP) Administrative Amendment as presented by Staff. Commissioner S. Maddox seconded the motion. A roll call vote was conducted and the motion was unanimously passed.

5. CRTPA ACTION & DISCUSSION**A. Regional Mobility Plan 2040 Update Scope of Services (Action) (10 minutes)**

The Scope of Services to the update for the CRTPA's Regional Mobility Plan has been developed for Board approval.

Mr. Reed stated this document was a draft presented and staff was seeking input and approval of the scope of services and move forward with the Request for Proposal (RFP) process.

Mr. Kostrzewa briefly outlined the process. He stated the Long Range plan is updated on a five year basis. The current plan was adopted in 2010 and continues through 2035. The update will be adopted in 2015 and continue through 2040. Mr. Kostrzewa noted the partners with this plan include StarMetro, Federal Highway Administration (FHWA), Florida Department of Transportation (FDOT) and Federal Transit Authority (FTA). The tasks will be consistent with Moving Ahead For Progress In the 21st Century (Map-21) as well as requirements from FHWA for the Long Range Plan. The plan includes a cost feasible plan, public participation, public involvement, air quality and economic development opportunities. He stated large data collection process will also be conducted and include master plans from the universities and comprehensive plans for the communities within the region. The long range transportation plan is scheduled to be adopted in September 2015.

Board Action: Commissioner Dozier made a motion to accept the Regional Mobility Plan 2040 Update Scope of Services as presented by Staff. Commissioner S. Maddox seconded the motion and the motion was unanimously passed.

B. Regional Mobility Plan Project Assessment

At the May 20, 2013 CRTPA Board meeting, members requested that a discussion be provided regarding the process to update the project rankings of the Regional Mobility Plan (RMP) subsequent to the document's adoption. To that end, staff has developed a schedule to proceed with updating the RMP's project lists.

Mr. Kostrzewa briefly covered the process that the Board went through to get to the current priorities for the Regional Mobility Plan. He stated that the current process was composed of Smart Growth Principles, Goals and Objectives and Urban and Rural considerations. Other considerations included completed phases of the project and connectivity. Mr. Kostrzewa outlined the project cycle to give the Board an idea of what the steps are. Those steps are Study, Design, Right-of-way (ROW) and then Construction. He stated there are a few things that could change the schedule of a project.

Those include the level of study, ROW needs, partnerships (advanced funding or shared funds), high level of coordination (with DOT and FHWA) or changes in priorities. These processes are typically a 10-15 year process. If changes are made in September 2013, for example, and the previously mentioned requirements are completed approved by the Board, then the next steps are a 30 day comment period, a Public Hearing, Board adoption and then the Priority Project Submittal to FDOT, which would take effect in September 2014.

Board Action: Commissioner Dozier made a motion to accept the Regional Mobility Plan Project Assessment as presented by Staff. Commissioner S. Maddox seconded the motion and the motion was unanimously passed.

C. Sustainability Community Calculator

Consultant staff will demonstrate the web application of the CRTPA's Sustainable Community Calculator.

Mr. Landis, Sprinkle Consulting, provided a presentation on the many ways the Sustainability Calculator can be used. He stated this calculator was a tool to help quantify the cost associated with supporting Land Development changes. He noted this calculator was located on the CRTPA website.

Board Action: This item was an information item, therefore no action was taken.

D. Northwest Florida Transportation Corridor Authority Master Plan

Consultant staff for The Northwest Florida Transportation Corridor Authority (NFTCA) will present the completed 2013 Master Plan which contains the theme of fostering regional economic success through transportation investment.

Mr. Steve Snell, HDR Engineering, provided a presentation on the Northwest Florida Transportation Corridor Authority (NFTCA). He gave a brief overview of the Authority and noted the findings of the Master Plan.

Board Action: This item was an information item, therefore no action was taken.

6. EXECUTIVE DIRECTOR'S REPORT

A status report on CRTPA activities and items of interest will be provided including the following:

- Agency's Draft Transportation Management Area Certification Report
- No Cost Contract Extension – Safe Routes to School project June 30, 2013 to December 31, 2013

Board Action: This item was an information item, therefore no action was taken.

- Orange Avenue Bridge Replacement

Board Action: Commissioner Dozier made a motion to bring back recommendations at the September meeting on the bridge replacement and most efficient and safest way to complete the project prior to the 2014-2015 school year. Commissioner Sauls seconded the motion. The motion was unanimously passed.

7. **ITEMS FROM MEMBERS**

8. **CITIZEN COMMENT**
None

9. **INFORMATION**

A. News Articles/For Your Information

- “Sprawls Hidden Problem: Wasting Public Money” (May 31, 2013, William Fulton, Citiwire.net)
- FDOT 2060 FTP Scorecard

B. Draft Transportation Management Area Certification Report

C. CRTPA Priority Project List Adoption: Status Update

D. FY 2013 – FY 2017 Transportation Improvement Program Administrative Amendment

E. Correspondence

F. Committee Actions (Citizen’s Multimodal Advisory Committee/ Technical Advisory Committee/Transportation Disadvantaged Coordinating Board)

G. Future Meeting Dates and Agenda Items (Next Meeting: September 16, 2013)

H. CRTPA Expense Reports

Board Action: This item was an information item, therefore no action was taken.

Meeting was adjourned at 3:54 PM.

Attested:

Yulonda Mitchell, Recording Secretary

Nancy S. Miller, Chair

AGENDA ITEM 3 B

**RESOLUTION AUTHORIZING EXECUTIVE DIRECTOR
TO EXECUTE JOINT PARTICIPATION AGREEMENT
WITH FDOT AND BIG BEND TRANSIT
SERVICE DEVELOPMENT PROJECTS**

REQUESTED BY: CRTPA Staff

TYPE OF ITEM: Consent

STATEMENT OF ISSUE

At the June 2013 meeting, the CRTPA approved submission of Service Development Projects prepared by Big Bend Transit (BBT) to the Florida Department of Transportation (FDOT). The purpose of this item is to approve a resolution permitting the Executive Director to execute the Joint Participation Agreement and other related documents.

RECOMMENDED ACTION

Option 1: Approve the resolution.

Option 2: Provide other direction.

BACKGROUND

At the June meeting, Big Bend Transit developed and submitted two service development projects. One project was for Mobile Data Terminals. The second application was to develop feeder routes in Gadsden County that would make the Gadsden Express and other transportation services available to residents outside of the Quincy area.

The CRTPA approved the projects, and they were submitted to the FDOT District 3. The projects were subsequently approved by them and funding is available.

Funding can only be received after a Joint Participation Agreement is executed between all parties. Other documents, such as billing invoices, will likely need execution during the duration of the contract. Given the need for expediency, staff is requesting that the Executive Director be able to execute all agreements and subsequent documents.

ATTACHMENT

Attachment 1: Resolution 2013-9-3B.



CRTPA RESOLUTION 2013-9-3B

A RESOLUTION of the Capital Region Transportation Planning Agency hereby referred to as the “CRTPA” regarding the execution of Joint Participation Agreements.

WHEREAS, The CRTPA has approved and submitted Service Development Projects on behalf of Big Bend Transit; and

WHEREAS, a Joint Participation Agreement and other paperwork must be executed by all parties, now

THEREFORE, BE IT RESOLVED BY THE CRTPA THAT: the Executive Director shall be directed to execute all documents associated with the Service Development Projects.

DULY PASSED AND ADOPTED THIS 15th DAY OF SEPTEMBER 2013.

Capital Region Transportation Planning Agency

By: _____
Nancy S. Miller, Chair

Attest: _____
Harry D. Reed III,
CRTPA Executive Director



September 16, 2013

AGENDA ITEM 4

CONSENT ITEMS PULLED FOR DISCUSSION



September 16, 2013

AGENDA ITEM 5 A

CRTPA FISCAL YEAR 2014 OPERATING BUDGET

REQUESTED BY: CRTPA Staff

TYPE OF ITEM: Discussion/Action

STATEMENT OF ISSUE

As required by financial and audit standards, the Fiscal Year 2014 Operating Budget has been developed for CRTPA Board adoption.

RECOMMENDED ACTIONS

Option 1: Adopt by resolution the Fiscal Year 2014 Operating Budget.

HISTORY AND ANALYSIS

The budget of the CRTPA is based on the tasks and revenues detailed in the Unified Planning Work Program (UPWP), which covers staff operations in a fiscal year from July 1 to June 30. The host government for the CRTPA, the City of Tallahassee, operates on a fiscal year that begins on October 1 and ends on September 30.

There is a three-month gap that always occurs between the end of the CRTPA UPWP funding year and the end of the City fiscal year. This was duly noted in the CRTPA 2005 Financial Statement Audit dated March 1, 2006, and adopted by the CRTPA on March 27, 2006. Adoption of this resolution satisfies the intent of the management letter comment, as it has in previous years.

Budget Issues

The proposed FY 2014 Operating Budget reflects the expenses anticipated to occur when completing the tasks adopted in the Unified Planning Work Program. Details of contents of budget items are provided below:

- Total Personnel Expenses include salaries, mandated employer costs for Social Security, Medicaid and health benefits.
- Operating costs include the cost of using services provided by the host government, the City of Tallahassee. This includes using human resources, accounting, purchasing, and information systems services. These costs are calculated by the city through a Full Cost Allocation Plan and charged to the CRTPA. It reflects various factors related to CRTPA's utilization of services contracted by CRTPA through Staff Services agreement with the City of Tallahassee executed on May 21, 2012.
- Unclassified Contractual Services are for the cost of outside legal counsel, audit services WCOT broadcast services and retreat facilitators, when needed. This item remains the same as last year.

The revenue from grant reimbursements is expected to cover the expenses, with the exception of the local matching funds required for the Federal Transit Administration (FTA) Section 5303 grant and expenses not allowed under the grants. In the event that reimbursements do not fully cover the remainder of the costs, the difference will be prorated among member governments in accordance with the adopted CRTPA bylaws.

Significant Changes from the FY 13 Budget

Adjustments have been made in the FY 14 budget in the following line items:

- Salaries increased to reflect a 2.5% salary increase for all personnel. This is in line with the City of Tallahassee but less than Leon County. The recommended increase would be effective on October 1.
- Temporary wages was reduced by \$2,000
- Health benefit and Pension costs increased by 3% and 5% respectively.
- Costs for Allocated Accounts increased slightly in all area from FY13. The Staff will continue to work with the City on stabilizing the City's Cost Allocation Plan costs from year to year.
- The line item for Computer Software was decreased from \$25,000 to \$20,000. This is due a reduction of GIS services from TLC GIS that are being included in a separate grant from FDOT that covered project management oversight and GIS activities.
- Revenue increased by \$60,000 from the Transportation Disadvantaged Program due to the addition of the Transportation Disadvantaged Program planning duties for Gadsden, Jefferson, and Wakulla counties to CRTPA from the Apalachee Regional Planning Council. However, there was a decrease of approximately \$30,000 in the funding level from MAP-21 for FHWA Planning funds

The budget adjustments for FY 14 resulted in a net increase over the FY 13 budget of 1.56% (\$11,941). This is almost the exact percentage of increase in FY 13 (1.52% vs 1.56%). The increased costs will be covered by the grant funding CRTPA is allocated each year by the State and Federal governments which is \$30,000 more than the FY 13 allocation. Details of the budget and adjustments are included in ***Attachment 2***.

OPTIONS

Option 1: Adopt by resolution the Fiscal Year 2014 Operating Budget.
(Recommended)

Option 2: Provide other direction.

ATTACHMENTS

Attachment 1: Resolution

Attachment 2: Budget Detail



Resolution 2013-9-5A

A Resolution Adopting the Fiscal Year 2014 Operating Budget
October 1, 2013 through September 30, 2014

WHEREAS, the Capital Region Transportation Planning Agency is required to approve a fiscal year budget for the year from October 1, 2013 through September 30, 2014.

NOW THEREFORE BE IT RESOLVED that the Capital Region Transportation Planning Agency hereby approves and adopts the budget for Fiscal Year 2014 as reflected below, and that all incomplete project balances, requisitions, and encumbrances from prior years will be automatically re-appropriated.

CAPITAL REGION TRANSPORTATION PLANNING AGENCY

FY 14-OPERATING BUDGET

Expenses

| | |
|---------------------------------------|-------------------|
| Total Personnel Expenses | \$578,519 |
| Total Operation Expenses | \$147,901 |
| Total Indirect/Allocated Costs | \$ 48,849 |
| TOTAL EXPENSES | \$775,269 |
| Reserve Funds | \$ 136,705 |

Total Operating Budget **\$911,974**

Revenue

| | |
|-------------------------------------|------------------|
| Section 5303 FTA Grant | \$153,132 |
| Transportation Disadvantaged | \$ 83,133 |
| FHWA Planning Grant | \$658,695 |
| Local Match FTA Section 5303 | \$ 17,014 |

Total Revenue **\$911,974**

DULY PASSED AND ADOPTED THIS 16th DAY OF SEPTEMBER 2013

Capital Region Transportation Planning Agency

By: _____
Nancy S. Miller, Chairperson

Attest: _____
Harry D. Reed III,
CRTPA Executive Director

CRTPA
FY 2014 BUDGET
(Proposed)

Attachment 2

Personnel Services

- 511000 The request for Salary Increases is to provide a 2.5% increase. This is in line with the City of Tallahassee but less than Leon County . The recommended effective date of the increase would be October 1. The percentage of increase on the budget page shows an increase of 3.4% over FY13. The reason for this variance is a salary adjustment was made for the Administrative Assistant to compensate for new responsibilities of handling grant billings and consultant payments.
- 511500 Temporary Wages are requested to hire temporary help to assist in the update of the data needs for CRTPA staff. This will be a student intern during the summer months. The amount for Temporary Wages was reduced by 40% to \$3000 for FY-14. This offsets most of the compensation increase for the Administrative Assistant.
- 515100 Pension and Health Benefits categories ranged from a 3%% increase in pension contribution to an
515500 increase of 5% in health benefits over FY13
515600
516000

Operating Expenses

Operating expense categories remained the same except for Computer Software and Maintenance. In 2012, the Board authorized the purchase of GIS software which the Tallahassee-Leon County GIS Department would maintain and utilize to assist CRTPA enhance its planning capabilities to do more comprehensive transportation planning analysis and graphically represent transportation data and plans. The GIS format will be easier for the public to access and understand. Overall operating expenses decreased by a little over 3% because we are able to cover GIS maintenance cost under a separate grant from FDOT.

- 521180 Unclassified Contractual Services remains the same as FY13. Services with in this budget line item are as follows: Legal Services - \$45,000, Audit Services - \$22,000, WCOT Broadcast Services - \$3500
- 521190 Computer Software and Maintenance is decreased from FY13 by \$5,000.
- 523010 Travel remains the same as FY13. This budget will allow for at least 2 Board members to attend the MPOAC Institute Training for MPO Board members
- 524050 Office Rental and Maintenance Expense remains the same as FY 13

Allocated Accounts

- 560000 Allocated costs increased slightly in all areas over FY13. CRTPA staff will continue to work with City budget staff to stabilize costs to reduce future wide cost variations in the Allocated Accounts.

CRTPA
FY 2014 BUDGET
(Proposed)

Attachment 2

| <u>Account</u> | <u>Account Description</u> | <u>FY-13 CRTPA Adopted Budget</u> | <u>FY-14 CRTPA Proposed Budget</u> | <u>Difference</u> | <u>Percent Increase</u> |
|---------------------------------|------------------------------------|---|--|-------------------|-----------------------------|
| Personnel Services | | | | | |
| 511000 | Salaries | 406,903 | 420,774 | 13,871 | 3.41% |
| 511500 | Temporary Wages | 5,000 | 3,000 | -2,000 | -40.00% |
| 512400 | Other Salary Items | 3,000 | 3,000 | 0 | 0.00% |
| 515000 | Pension- Current | 40,995 | 42,225 | 1,230 | 3.00% |
| 515100 | Pension- MAP | 17,416 | 17,416 | 0 | 0.00% |
| 515500 | Social Security | 11,000 | 11,220 | 220 | 2.00% |
| 515600 | Op Mandatory Medicare | 5,891 | 5,950 | 59 | 1.00% |
| 516000 | Health Benefits | 45,083 | 47,338 | 2,255 | 5.00% |
| 516001 | Health benefits retirees | 10,328 | 10,328 | 0 | 0.00% |
| 516100 | Flex Benefits | 17,268 | 17,268 | 0 | 0.00% |
| Total Personnel S | | 562,884 | 578,519 | 15,635 | 2.78% |
| Operating Expenses | | | | | |
| 521010 | Advertising | 4,500 | 4,500 | 0 | 0.00% |
| 521030 | Reproduction | 12,000 | 12,000 | 0 | 0.00% |
| 521100 | Equipment Repairs | 225 | 225 | 0 | 0.00% |
| 521180 | Unclassified Contractual Svcs | 70,500 | 70,500 | 0 | 0.00% |
| 521190 | Computer Software | 25,000 | 20,000 | -5,000 | -20.00% |
| 522080 | Telephone | 1,000 | 1,000 | 0 | 0.00% |
| 523020 | Food | 1,200 | 1,200 | 0 | 0.00% |
| 523050 | Allocated costs increased slightly | 750 | 750 | 0 | 0.00% |
| 523060 | Office Supplies | 4,500 | 4,500 | 0 | 0.00% |
| 523080 | Unclassified Supplies | 4,500 | 4,500 | 0 | 0.00% |
| 524010 | Travel & Training | 13,000 | 13,000 | 0 | 0.00% |
| 524020 | Journals & Books | 600 | 600 | 0 | 0.00% |
| 524030 | Memberships | 2,500 | 2,500 | 0 | 0.00% |
| 524050 | Rent Expense Bldg/Offc | 12,626 | 12,626 | 0 | 0.00% |
| Total Operating Expenses | | 152,901 | 147,901 | -5,000 | -3.27% |
| Allocated Accounts | | | | | |
| 560010 | Human Resource Expense | 5,666 | 5,808 | 142 | 2.51% |
| 560020 | Accounting Expense | 13,292 | 13,624 | 332 | 2.50% |
| 560030 | Purchasing Expense | 3,579 | 3,668 | 89 | 2.49% |
| 560040 | Information Systems Expense | 23,639 | 24,348 | 709 | 3.00% |
| 560070 | Read-Bill-Collect Expense | 1,367 | 1,401 | 34 | 2.49% |
| Total Allocated Accounts | | 47,543 | 48,849 | 1,306 | 2.75% |
| Total Expenses | | 763,328 | 775,269 | 11,941 | 1.56% |



September 16, 2013

AGENDA ITEM 5 B 1

**FISCAL YEAR (FY) 2015 – FY 2019
REGIONAL MOBILITY PLAN (RMP)
PRIORITY PROJECT LIST (PPL)**

REQUESTED BY: CRTPA Staff

TYPE OF ITEM: Discussion/Action

STATEMENT OF ISSUE

Staff is seeking approval of the FY 2015 – FY 2019 Regional Mobility Plan (RMP) Priority Project List (PPL) (included as *Attachment I*). The RMP PPL contains multimodal projects identified in the agency's adopted Long Range Transportation Plan ("The Regional Mobility Plan") and is one of the priority project lists annually adopted by the CRTPA to provide guidance to the Florida Department of Transportation (FDOT) as it proceeds with development of the Annual State Work Program.

RECOMMENDATIONS BY CRTPA COMMITTEES

On September 3, 2013, the CRTPA's two (2) committees (Citizens Multimodal Advisory Committee and Technical Advisory Committee) recommended CRTPA approval of the FY 2015 - FY 2019 Regional Mobility Plan Priority Project List.

RECOMMENDED ACTION

Option 1: Adopt the FY 2015 - FY 2019 Regional Mobility Plan Priority Project List.

HISTORY AND ANALYSIS

Annually, the CRTPA adopts priority project lists (PPLs) that identify, in ranked order, the agency's transportation project priorities. These lists are submitted to the Florida Department of Transportation (FDOT) to provide guidance as the agency proceeds with development of the Annual State Work Program. Specifically, the FDOT seeks to match available state and federal funds with eligible transportation projects ranked highest by the CRTPA.

Projects that receive funding are included in the annual State Work Program, a five-year document identifying state and federally funded transportation projects. The funded state and federal projects in

the CRTPA region are then incorporated into the CRTPA's annual Transportation Improvement Program (TIP).

The CRTPA annually adopts the following PPLs:

Regional Mobility Plan (RMP) PPL- Identifies bicycle, pedestrian, roadway and transit projects (Project source: The Long Range Transportation Plan ("The Regional Mobility Plan"))

Transportation Alternatives PPL – Identifies community-based projects that expand travel choices and enhance the transportation experience (Project source: eligible projects solicited by the CRTPA every two (2) years and submitted by local governments and community groups for funding)

Transportation Systems Management (TSM) PPL – Identifies low cost (typically intersection) improvements to the existing transportation system that can be constructed in less than two years and have gone through a required FDOT process in order to be considered eligible for funding (Project source: Historically, FDOT provides a list of eligible projects)

Strategic Intermodal System (SIS) PPL – Identifies roadways on the Strategic Intermodal System (SIS) (Project source: SIS facilities that have been identified for transportation improvement in the RMP)

Tallahassee Regional Airport PPL – Identifies Tallahassee Regional Airport project consistent with the adopted Airport Master Plan (Project source: projects identified by The Tallahassee Regional Airport and provided to the CRTPA for adoption)

StarMetro PPL – Identifies transit projects consistent with StarMetro's adopted Transit Development Plan (Project source: projects identified by StarMetro and provided to the CRTPA for adoption)

Regional Mobility Plan PPL

The Draft FY 2015 – FY 2019 Regional Mobility Plan PPL is comprised of the projects identified in the CRTPA's Regional Mobility Plan that was adopted in November 2010. Due to multimodal nature of the plan, the RMP PPL provides an integrated listing of bicycle, pedestrian, roadway and transit* projects. Furthermore, the RMP PPL maintains the ranked order of the projects contained within adopted RMP. This order was generated by applying points to the identified projects based upon the RMP's adopted Goals and Objectives.

Note: Transit projects on the RMP PPL list that propose service expansion are identified with an asterisk () which notes that local operations funding must be identified prior to receipt of state and/or federal funds.

Changes from last year's (FY 2014 – FY 2018) RMP PPL

This year's RMP PPL updates last year's (FY 2014 – FY 2018) RMP PPL by revising those projects on the list that have received funding or have been constructed. Specifically, the following project has been revised:

- 7th Avenue (TMH/Centerville Road to Bronough Street in Tallahassee) sidewalk project has been revised to reflect the planned construction of a sidewalk along a portion of the project's limits associated with StarMetro/Nova 2010. As a result, the project has been reduced in length and broken out into two separate limits (Colonial Drive to Gadsden Street; Monroe Street to Bronough Street).

Consistent with the direction provided by the CRTPA Board for the last 5 years of PPL development, staff proposes to maintain the \$1 million minimum set-aside for bicycle and pedestrian projects as the agency's number one funded project prior to the FDOT seeking funding for the other projects on the PPL.

An update to the adopted Regional Mobility Plan is scheduled to be initiated in early 2014 with anticipated adoption in September 2015. Subsequent to adoption of the RMP update, a new RMP Priority Project List will be developed reflecting those projects contained within the Cost Feasible RMP

PUBLIC INPUT

A public meeting to present the CRTPA's Draft FY 2015 – 2019 Priority Project Lists to the public was held on Thursday, August 29, 2013 at the Tallahassee Senior Center. Information regarding the meeting was placed on the CRTPA's website (www.crtpa.org) and an e-mail message regarding the meeting was sent to the agency's transportation partners. CRTPA staff provided a PowerPoint presentation to attendees during the meeting.

NEXT STEPS

Subsequent to adoption of the CRTPA FY 2015 – FY 2019 PPLs, the lists will be provided to the FDOT for use as the agency proceeds with development of the Draft FY 2015 – FY 2019 Annual State Work Program.

The Draft Annual State Work Program is scheduled to be presented to the CRTPA Board by the FDOT at the January 2014 CRTPA meeting. Subsequent to release of the Draft State Work Program, CRTPA staff will initiate development of the CRTPA FY 2015 – FY 2019 Transportation Improvement Program (TIP) incorporating those transportation projects in the CRTPA region that have received state and federal funding.

OPTIONS

Option 1: Adopt the FY 2015 - FY 2019 Regional Mobility Plan Priority Project List.
 (Recommended)

Option 2: Provide other direction.

ATTACHMENT

Attachment 1: DRAFT FY 2015 – FY 2019 Regional Mobility Plan Priority Project List

Capital Region Transportation Planning Agency
Regional Mobility Plan (RMP) Priority Project List
DRAFT Fiscal Year 2015 - Fiscal Year 2019

| | | |
|-------------------------------|-----------------|----------------------------|
| ROADWAY/OPERATIONS PROJECT | TRANSIT PROJECT | BICYCLE/PEDESTRIAN PROJECT |
|-------------------------------|-----------------|----------------------------|

| PRIORITY # | | | | | | |
|------------|----------------------------------|-----------------------|----------------------------------|------------------------|----------------------|--------------|
| | PROJECT NAME | TERMINI | | PROPOSED IMPROVEMENT | Funded Project Phase | Project Cost |
| | | FROM | TO | | | |
| 1* | Crawfordville Road Express Bus** | Tallahassee | Crawfordville | Express Bus | Implement | \$ 2,136,872 |
| 2 | Satellite Transfer Center | Southwood | | Transfer Center | Implement | \$ 1,873,300 |
| 3 | Bannerman Road | Thomasville Road | Tekesta Drive | Sidewalks | Design/Const | \$ 901,935 |
| 4 | Havana Express Bus Service** | Havana | Tallahassee | Express Bus | Implement | \$ 2,136,872 |
| 5 | Monticello Express Bus Service** | Monticello | Tallahassee | Express Bus | Implement | \$ 2,136,872 |
| 6 | Park and Ride - Midway | Near City Hall | | Park and Ride | Implement | \$ 406,100 |
| 7 | 10th Avenue | Duval Street | Monroe at Legion Street | Shared-use path | Design/Const | \$ 725,244 |
| 8 | 7th Avenue | Colonial Dr/Monroe St | Gadsden St/Bronough St | Bike Lanes/Sidewalks | Design/Const | \$ 1,173,223 |
| 9 | Barbourville Drive | Adams Street | MLK Boulevard | Sidewalks | Design/Const | \$ 116,721 |
| 10 | Brevard Street | Woodward Street | Miccosukee Road/Wilson | Bike Lanes | Design/Const | \$ 848,880 |
| 11 | Clay Street | Alabama Street | Preston Street | Sidewalks | Design/Const | \$ 132,638 |
| 12 | Coleman Street | Walcott Street | Lake Bradford Road | Sidewalks | Design/Const | \$ 74,277 |
| 13 | Crawfordville Road | In Crawfordville | | Sidewalks | Design/Const | \$ 1,878,147 |
| 14 | Duval Street | Gaines Street | Tharpe Street | Bike Lanes | Design/Const | \$ 1,143,158 |
| 15 | Eisenhower Road | McElroy Road | Orange Avenue | Sidewalks | Design/Const | \$ 307,719 |
| 16 | Gibbs Drive | Tharpe Street | Monticello Drive | Sidewalks | Design/Const | \$ 307,719 |
| 17 | Madison Street | Woodward Street | Macomb Street | Bike/Ped Improvements | Design/Const | \$ 548,235 |
| 18 | Meridian Street | Van Buren Street | Paul Russell Road | Bicycle Route | Design/Const | \$ 4,096 |
| 19 | Orange Avenue | Lake Bradford Road | Monroe Street | Bike Lanes/Sidewalks | Design/Const | \$ 1,559,830 |
| 20 | Palmer Avenue | MLK Jr. Boulevard | Gadsden Street | Sidewalks | Design/Const | \$ 111,416 |
| 21 | Palmetto Street | MLK Jr. Boulevard | S Adams Street | Bike Lanes/Sidewalks | Design/Const | \$ 230,259 |
| 22 | Pasco Street | Wies Street | Orange Avenue | Sidewalks | Design/Const | \$ 148,554 |
| 23 | Pottsdamer Street | Orange Avenue | Paul Dirac Road | Sidewalks | Design/Const | \$ 493,412 |
| 24 | Quincy Loop | US 90 South | SR 12 | Capacity/Safety | PDE/Design | \$ 2,970,032 |
| 25 | South Woodward Avenue | Jefferson Street | Gaines Street | Bike/Ped Improvements | Design/Const | \$ 307,012 |
| 26 | Volusia Street | Old Bainbridge Road | Joe Louis Street | Sidewalks | Design/Const | \$ 265,275 |
| 27 | Wies Street | Holton Street | Pasco Street | Sidewalks | Design/Const | \$ 68,972 |
| T-1 | Capital Circle | Apalachee Pkwy | End of exist. Sidepath/Hill Lane | Trail Adjacent to Road | Design/Const | \$ 433,872 |

| PRIORITY # | | | | | | |
|------------|-------------------------------------|-----------------------------|----------------------------------|---------------------------|----------------------|--------------|
| | PROJECT NAME | TERMINI | | PROPOSED IMPROVEMENT | Funded Project Phase | Project Cost |
| | | FROM | TO | | | |
| T-2 | Sharrow Projects | | | | Implement | \$ 10,000 |
| | SR 61/Thomasville Road | E 9th Street | Meridian Road | Sharrow | | |
| | US 90/W Washington Drive | Mahan Drive | MLK Jr Avenue | Sharrow | | |
| | S Water Street | Williams Street | US 90/W Washington Street | Sharrow | | |
| | Crawford Street | US 90/W Jefferson Street | Eames Street | Sharrow | | |
| | Main Street | Holly Street | N Main St/Azalea Drive | Sharrow | | |
| | Holly Drive | US 90/W Washington Street | Main Street | Sharrow | | |
| | N Main Street | Main Street/Azalea Drive | US 90/W Washington Street | Sharrow | | |
| | Meridian Road | SR61/Thomasville Road | Henderson Road | Sharrow | | |
| 28 | Tram Road | Local Bus Service | | Bus Service Expansion | Implement | \$ 1,207,165 |
| 29 | Belle Vue Way | Mabry Street | Hayden Road | Shared-use path | Design | \$ 116,918 |
| 30 | Innovation Park Trail | along Roberts Road, Iamonia | | Shared-use path | Design | \$ 140,498 |
| 31 | Magnolia Drive | Lafayette Street | North of Apalachee Parkway | Intersection Improvements | Design/Const | \$ 1,102,758 |
| 32 | St. Augustine Street/Madison Street | Stadium Drive | Meridian Street | Bike Lanes | Design/Const | \$ 814,925 |
| 33 | Tram Road | Gaile Avenue | Zilah Street | Bike Lanes | Design/Const | \$ 50,933 |
| 34 | Woodville Highway | Page Road | Larchmont Lane | Sidewalks | Design/Const | \$ 530,550 |
| T-3 | Maclay Boulevard | Maclay Commerce Drive | Maclay Road | Trail Adjacent to Road | Design/Const | \$ 2,507,238 |
| T-4 | MLK Jr Boulevard/Brickyard Road | Knight Road | Easement east of Midway/S of RR | Bike Lanes | Design/Const | \$ 1,658,146 |
| T-5 | MLK Jr Boulevard | Pat Thomas Parkway | Camilla Avenue | Trail Adjacent to Road | Design/Const | \$ 879,567 |
| T-6 | MLK Jr Boulevard | Camilla Avenue | S Atlanta Street | Bike Lanes | Design/Const | \$ 424,440 |
| T-7 | On easement/Market Square area (E-W | E-W from easement | Maclay Boulevard | Trail on Easement | Design/Const | \$ 477,495 |
| T-8 | Pepper Drive | N Lake Bradford | Lipona Road | Bike Lanes | Design/Const | \$ 447,077 |
| T-9 | Lipona Road | Pepper Drive | W Pensacola Street | Bike Lanes | Design/Const | \$ 362,189 |
| T-10 | Dover Road | MLK Jr Blvd/Brickyard Road | US 90 | Bike Lanes | Design/Const | \$ 305,597 |
| T-11 | W Tennessee Street | Easment West of SR 263 | Exist. Bike lanes on W Tennessee | Bike Lanes | Design/Const | \$ 186,754 |
| 35 | 5th Avenue | Thomasville Road | Monroe Street | Sidewalks | Design/Const | \$ 79,583 |
| 36 | Adams Street | Gaines Street | Magnolia Drive | Bike Lanes | Design/Const | \$ 605,534 |
| 37 | Basin Street | Tennessee Street | Alabama Street | Sidewalks | Design/Const | \$ 265,275 |
| 38 | Belmont Road | Park Avenue | Nugent Drive | Sidewalks | Design/Const | \$ 217,526 |
| 39 | Bloxham Street | Railroad Avenue | Myers Park Drive | Bicycle Route | Design/Const | \$ 1,740 |
| 40 | Bloxham Street | Monroe Street | Myers Park Drive | Sidewalks | Design/Const | \$ 111,416 |
| 41 | Boone Boulevard | Tupelo Terrace/Alder Drive | Northwood Mall | Sidewalks | Design/Const | \$ 175,082 |
| 42 | Bragg Drive | Wheatly Street | Rackley Road | Sidewalks | Design/Const | \$ 68,972 |
| 43 | Bronough Street | 10th Avenue | Gaines Street | Bike Lanes | Design/Const | \$ 1,018,656 |
| 44 | Broward Street | Apalachee Parkway | Park Avenue | Sidewalks | Design/Const | \$ 112,988 |
| 45 | Castlewood Drive | Meridian Street | Tartary Drive | Sidewalks | Design/Const | \$ 68,972 |
| 46 | Chocksacka Nene | Indianhead Drive East | Jim Lee Road | Sidewalks | Design/Const | \$ 233,442 |
| 47 | Chowkeebin Nene | Magnolia Drive | Apakin Nene | Sidewalks | Design/Const | \$ 254,664 |
| 48 | Chowkeebin Nene | Apakin Nene | Hasosaw Nene | Sidewalks | Design/Const | \$ 482,801 |
| 49 | College Avenue | Copeland Street | Bronough Street | Bike/Ped Improvements | Design/Const | \$ 427,623 |
| 50 | Floral Street | Disston Street | Russell Street | Sidewalks | Design/Const | \$ 26,528 |
| 51 | Gadsden Street | Palmer Street | Magnolia Drive | Sidewalks | Design/Const | \$ 266,651 |
| 52 | Gaile Avenue | Crawfordville Road | Tram Road | Bike Lanes | Design/Const | \$ 322,994 |

| PRIORITY # | | | | | |
|------------|----------------------------------|----------------------------|------------------------------------|----------------------------|----------------------|
| | PROJECT NAME | TERMINI | | PROPOSED IMPROVEMENT | Funded Project Phase |
| | | FROM | TO | | |
| 53 | Holton Street | Campbell Street | Wies Street | Sidewalks | Design/Const |
| 54 | Iamonia Street | Levy Avenue | Roberts Avenue | Sidewalks | Design/Const |
| 55 | Indianhead Drive East | Lafayette Street | Apakin Nene | Sidewalks | Design |
| 56 | Ingleside Avenue | Gadsden Street | Marion Ave | Sidewalks | Design |
| 57 | Monticello Drive | Tharpe Street | John Knox Road | Sidewalks | Design/Const |
| 58 | Oakland Avenue | Monroe Street/Adams Street | Meridian Street | Sidewalks | Design/Const |
| 59 | Parkridge Drive | Bragg Drive | Ryco Drive | Sidewalks | Design/Const |
| 60 | Paul Russell Road | South Monroe Street | Jim Lee Road | Bike Lanes/Sidewalks | Design/Const |
| 61 | Perkins Street | Gadsden Street | Meridian Street | Sidewalks | Design/Const |
| 62 | Trail extension | Existing Trail | Jefferson County High School | Shared-use path | PDE/Design/RW |
| 63 | Call Street | Copeland Street | Satsuma Street | Bicycle Route | Design/Const |
| 64 | Southwood Plantation Drive | Apalachee Parkway | Southwood | Bicycle Route | Design/Const |
| 65 | Shumard Oak Boulevard | | | Bicycle Route | Design/Const |
| 66 | Capital City to the Sea Trail | Capital Region | | Shared-use path | PDE/Design |
| 67 | Satellite Transfer Center | Southside Tallahassee | | Super Stop/Transfer Center | Implement |
| 68 | Alabama Street | Arkansas Street | Old Bainbridge Road | Sidewalks | Design/Const |
| 69 | Eisenhower Road | McElroy Road | Roberts Avenue | Sidewalks | Design/Const |
| 70 | Gaines Street | Meridian Street | Bloxham Street | Sidewalks | Design/Const |
| 71 | Airport Express Bus Service** | Airport | Tallahassee | Express Bus | Implement |
| 72 | Satellite Transfer Center | NW Tallahassee | | Transfer Center | Implement |
| 73 | Indian River Street | Levy Avenue | Stuckey Avenue | Sidewalks | Design/Const |
| 74 | Levy Street | Alumni Village | Lake Bradford Road | Bike/Ped Improvements | Design/Const |
| 75 | Joyner Drive | Voncile Avenue | Watt Avenue | Sidewalks | Design/Const |
| 76 | Indianhead Drive West | Apakin Nene | Mountbatten Road | Sidewalks | Design/Const |
| 77 | Tanner Drive | Rackley Drive | Wheatley Road | Sidewalks | Design/Const |
| T-12 | Martin Road | US 19/S Jefferson Street | Ike Anderson Bike Trail | Trail Adjacent to Road | Design/Const |
| T-13 | On easement NW of Tom Brown Park | Tom Brown Park | N and W to end of Goose Pond Trail | Trail on Easement | Design/Const |
| T-14 | Weems Road | Dartmouth Drive | Mahan Drive | Bike Lanes | Design/Const |

Studies/Programs/Coordination

| | | | | | |
|----|--|-----------------------------------|-------------------------|--|------------|
| 78 | Bicycle Map | CRTPA area | Bicycle system map | | \$ 75,000 |
| 79 | Duval/Bronough and Gadsden/Calhoun | One way pairs | Operational development | | \$ 350,000 |
| 80 | Gadsden County Sector Plans | Gretna, Greensboro, Chattahoochee | Sector Plans | | \$ 105,000 |
| T | Trail Coordination Efforts: | CRTPA Area | | | |
| | Coordination with Woodville Corridor Study Recommendations | | | | |
| | Coordination among involved agencies & advocacy groups to complete connections through private land holdings | | | | |
| | Tallahassee Leon County Planning Department Trails and Greenways Master Plan Transportation Opportunities | | | | |
| | Additional Opportunities for Sharrows | | | | |

| PRIORITY # | | | | | | |
|------------|--------------|---------|----|----------------------|----------------------|--------------|
| | PROJECT NAME | TERMINI | | PROPOSED IMPROVEMENT | Funded Project Phase | Project Cost |
| | | FROM | TO | | | |

NOTE:

- * - Consistent with CRTPA Board direction, prior to funding any projects, the agency requests that at least \$1 million be set aside for bicycle and pedestrian projects.
- ** - Prior to funding these transit projects, local funds for transit operations must be identified.

OTHER RMP IDENTIFIED PROJECTS:

Projects with Other Funding (Public)

| | | | | | | |
|----|--|--------------------|-----------------------|-----------------------|--------------|----------------|
| 81 | Capital Circle | Airport Entrance | US 90 | SIS - Widen | | |
| | | | | | PD&E/Design | \$ 9,550,381 |
| | | | | | Design | \$ 43,500,000 |
| | | | | | ROW/CST | \$ 66,583,754 |
| | | | | | Total | \$ 119,634,135 |
| 82 | I-10 | West of US 90 | East of Rest Area | SIS - Widen | | |
| 83 | Capital Circle | Airport Entrance | Near Crawfordville Rd | Blueprint/Local - New | | |
| | | | | | PD&E/Design | \$ 3,860,345 |
| | | | | | Design | \$ 4,808,503 |
| | | | | | ROW/CST | \$ 121,000,000 |
| | | | | | Total | \$ 129,668,848 |
| 84 | Tharpe Street | Ocala Road | Capital Circle | Local - Widen | | |
| 85 | FAMU Way Extension | Lake Bradford Road | Railroad Avenue | Local - New | | |
| T | Alford Arms/Lafayette - Heritage Trail | | | Local | | |
| T | Dr. Billings Greenway Trailhead | | | Local | | |
| T | City of Tallahassee Trail and Greenway Implementation ¹ | | | Local | | |
| T | Connector 1: Dr. Charles Billings Greenway | | | Local | | |
| T | Connector 2: Goose Pond/Apalachee Parkway to St. Marks | | | Local | | |
| T | Connector 3: Alford Arms Greenway to Miccosukee Canopy Road Greenway | | | Local | | |
| T | Connector 4: Miccosukee Greenway Trailhead to Killearn | | | Local | | |
| T | Connector 5: Centerville Canopy Road to Mackly Gardens State Park | | | Local | | |

Projects with Other Funding (Private)

| | | | | | | |
|----|-------------------------|---------------------------|-----------------|---------------|--|--|
| 86 | Thornton Road Extension | Centerville Road | Miccosukee Road | Private - New | | |
| 87 | Shamrock Extension | Centerville Road | Mahan Drive | Private - New | | |
| 88 | Betton Road Extension | Centerville Road | Miccosukee Road | Private - New | | |
| 89 | Welaunee | Fleischmann Road | US 319 | Private - New | | |
| 90 | Welaunee | @ I-10 | | Private - New | | |
| 91 | Woodville Highway | Capital Circle, Southeast | Gaile Avenue | Private - New | | |



September 16, 2013

AGENDA ITEM 5 B 2

**FISCAL YEAR (FY) 2015 – FY 2019
TRANSPORTATION SYSTEMS MANAGEMENT (TSM)
PRIORITY PROJECT LIST (PPL)**

REQUESTED BY: CRTPA Staff

TYPE OF ITEM: Discussion/Action

STATEMENT OF ISSUE

Staff is seeking CRTPA approval of the Fiscal Year (FY) 2015 – FY 2019 Transportation Systems Management (TSM) Priority Project List (PPL) (*Attachment 1*). The TSM PPL identifies relatively low cost improvements to the existing transportation system that can be constructed in less than two years (such as intersection improvements) which was reviewed by the CRTPA TSM Subcommittee in June 2013.

RECOMMENDATIONS BY CRTPA SUBCOMMITTEES

On September 3, 2013, the CRTPA's two (2) committees (Citizens Multimodal Advisory Committee and Technical Advisory Committee) recommended CRTPA approval of the FY 2015 - FY 2019 Transportation Systems Management Priority Project List.

RECOMMENDED ACTION

Option 1: Adopt the FY 2015 – FY 2019 Transportation Systems Management (TSM) Priority Project List.

HISTORY AND ANALYSIS

Annually, the CRTPA submits priority project lists (PPLs) to the Florida Department of Transportation (FDOT) for funding consideration in development of the DRAFT FDOT Annual Work Program. One of these lists, the Transportation Systems Management (TSM) list, identifies relatively low cost improvements to the existing transportation system that can be constructed in less than two years (such as intersection improvements).

The Draft FY 2015 – FY 2019 TSM PPL reflects the priority ranking of projects as recommended by the CRTPA's TSM Subcommittee. The TSM Subcommittee was formed in May 2013 to review the agency's TSM prioritization process including recommendations for ranking the TSM PPL (information related to the subcommittee was included in the May 20, 2013 CRTPA meeting agenda). The subcommittee was comprised of members from the CRTPA's two committees (Technical Advisory Committee and Citizens Multimodal Advisory Committee) and the subcommittee met three times.

Historically, in order to be considered for funding by the FDOT, TSM projects must be included on the FDOT Candidate List. Associated with the FDOT Candidate List is a TSM project process developed by the FDOT. ***Attachment 2*** provides a description of this process and how TSM projects are placed on the FDOT Candidate TSM list.

The Draft FY 2015 – 2019 TSM Priority Project List contains eligible TSM projects in proposed priority order. Project information related to the following is provided for each project:

- **Proposed Rank**: Lists the proposed TSM PPL project ranking as recommended by the CRTPA TSM Subcommittee on June 25, 2013.
- **Safety Data**: Safety data associated with each candidate project's traffic study (where available) is provided.
- **Level of Service Information**: Information related to the project's roadway/intersection level of service is provided as contained within the completed traffic study from the FDOT (if applicable).
- **Mobility Impact**: Information related to *pedestrian demand* was identified for each TSM candidate project. Information regarding *sidewalk availability* was identified as well as information related to *availability of transit* at each TSM candidate project's location is also included.

Changes From Last Year's (FY 2014 – FY 2018) TSM PPL

The following changes to this year's TSM PPL have occurred and are detailed below:

- **Project Removal:** Last year's number three (#3) ranked project (Magnolia Drive at Governor's Square Boulevard – construction of a southbound left turn lane) has been removed. As members will recall, this project received funding in the State Work Program; however, during the June 17, 2013 adoption of the Transportation Improvement Program the CRTPA voted that an updated traffic study be conducted prior to the project's design.
- **Project Removal:** Last year's number two (#2) ranked project (Adams Street at Osceola Street – construct a southbound right turn lane) has been removed due to the FDOT's recommendation for removal due project impacting business parking along Adams Street.

PUBLIC INPUT

A public meeting to present the CRTPA's Draft FY 2015 – 2019 Priority Project Lists to the public was held on Thursday, August 29, 2013 in the Tallahassee Senior Center. Information regarding the meeting was placed on the CRTPA's website (www.crtpa.org) and an e-mail message regarding the meeting was sent to the agency's transportation partners.

NEXT STEPS

Subsequent to adoption of the CRTPA FY 2015 – FY 2019 PPLs, the lists will be provided to the FDOT for use as the agency proceeds with development of the Draft FY 2015 – FY 2019 Annual State Work Program.

The Draft Annual State Work Program is scheduled to be presented to the CRTPA Board by the FDOT at the January 2014 CRTPA meeting. Subsequent to release of the Draft State Work Program, CRTPA staff will initiate development of the CRTPA FY 2015 – FY 2019 Transportation Improvement Program (TIP) incorporating those transportation projects in the CRTPA region that have received state and federal funding.

OPTIONS

- Option 1: Adopt the FY 2015– FY 2019 Transportation Systems Management Priority Project List.
(Recommended)
- Option 2: Provide other direction.

ATTACHMENTS

- Attachment 1: DRAFT FY 2014 – FY 2018 TSM Priority Project List
Attachment 2: FDOT TSM Project Process

Capital Region Transportation Planning Agency
DRAFT Transportation Systems Management (TSM) Priority Project List
 Fiscal Year 2015 - Fiscal 2019

| Recommended Rank* | Previous Rank | Major Street | Minor Street | Proposed Improvements | Study Date | Intersection LOS | Safety Information (from Traffic Study): | Mobility Information |
|-------------------|---|-----------------------------|---------------|--|------------|------------------|---|---|
| 1 | 1 | Crawfordville Road (SR 61) | US 98 | Construct intersection improvements to assist with improving mobility along Crawfordville Road in Wakulla County | *N/A | N/A | Proposed improvements under study. | Sidewalks along this corridor of Crawfordville Road are largely lacking. |
| | PROJECT INFORMATION: Project involves intersection improvements on Crawfordville Rd intersection (US 98; Arran Rd/MLK, Jr. Memorial Blvd; Wakulla-Arran Rd; Ivan Church Rd North; Bloxham Cutoff). Intersection improvements, currently being refined by FDOT in coordination with Wakulla County and CRTPA, are proposed to improve the corridor's mobility. * NOTE: Prior to funding any improvement the FDOT will need to conduct a traffic study at the identified locations. | | | | | | | |
| 2 | 4 | Capital Circle, NW (SR 263) | Stoneler Road | Construct NBLT* w/100' of storage (*North Bound Left Turn lane) | 08/22/05 | C | 2002: 3 crashes (2 rear end, 1 angle) 2003: no crashes 2004, 2005: no crashes | Low Pedestrian Demand Area No bus service Unsignalized intersection |
| | PROJECT INFORMATION: The FDOT also recommends that an eastbound right turn lane be constructed by Leon County on Stoneler Drive for traffic turning onto Capital Circle, NW. Construction estimate: \$620,000. In June 2013, the CRTPA requested that the FDOT update the project's study. | | | | | | | |

* - recommended rank by the CRTPA TSM Subcommittee

The Transportation Systems Management (TSM) Project Process:

- ❑ The TPO, a local government or a citizen requests that FDOT study an intersection (which must include at least one State roadway). The FDOT will then complete the study within 12 weeks (dependent on work load).
- ❑ If a study has already been performed, then that study can be submitted to the FDOT ("Signed and Sealed by a Profession Engineer registered in the Sate of Florida") for review and approval.
- ❑ Once complete, if the study indicates that an improvement is warranted and would require right-of-way purchase or is too costly (over \$200,000) to be a 'push button' (fast response type) or regular traffic operations project (goes through the normal bidding process), then the project is placed on the Candidate TSM Project List.
- ❑ **In order to be selected as a TSM work program project, the project must have a completed concept** (unless the project is to be developed under a JPA and/or the FDOT is providing money to another entity to construct the project). A concept identifies the improvements and the associated present day construction and right of way cost.
- ❑ Due to FDOT staff reductions, District 3's general consultant has been assigned responsibility for TSM concept report development and is limited to 4 or 5 per year across the district.
- ❑ Typically, the FDOT sends the CRTPA the Candidate TSM Project List (in no priority order) in July for review and requests that the CRTPA finalize the project priority list by September 1.
- ❑ In the past, FDOT D-3 Traffic Operations has been allocated \$2 million annually for TSM projects. This will increase to \$2.75 Million for FY 2010. Due to this limited funding, typically (depending on the complexity of the project) only the TPO's top TSM candidate project is funded annually. This \$2.75 million must cover 4 TPO areas in the district. And, if any funds remain, consider some of the smaller counties that are not covered by a TPO area if they have candidate TSM project needs.
- ❑ Development of a concept report for a project to move forward with production typically takes 6 months. Due to this timeline, the FDOT annually reviews the current TSM priority list in December and selects projected candidate projects to be funded in the next year's Work Program cycle. In the past 2 years, the FDOT D3 Traffic Operations office has solicited input from the TAC in this selection process. Typically, the next unfunded TSM project priority would move to number one upon funding of the number one TSM project. One reason for this is to provide consistency to the FDOT on what projects are important to the CRTPA as well as to ensure adequate time for the development of a completed concept prior to inclusion in the FDOT Annual Work Program. However, this does not pre-empt other candidate projects from being added to the list as they are identified. Safety issues or critical need related to these new projects may override the typical process for the next unfunded candidate project to move up to number one and is certainly understood by FDOT.

Note: The Traffic Operations office aggressively seeks opportunities to include any candidate project improvements in larger Work Program projects or the Strategic Highway Safety Plan projects. Every 6 months, the Work Program of projects is reviewed to see if any new projects encompassing the candidate TSM project area has been funded. In addition, opportunities to implement improvements through developers are also aggressively pursued. This helps stretch the available TSM funding and maximizes its potential to fund TSM projects.



September 16, 2013

AGENDA ITEM 5 B 3

**FISCAL YEAR (FY) 2015 – FY 2019
TRANSPORTATION ALTERNATIVES (TA)
PRIORITY PROJECT LIST (PPL)**

REQUESTED BY: CRTPA Staff

TYPE OF ITEM: Discussion/Action

STATEMENT OF ISSUE

Staff is seeking CRTPA approval of the Fiscal Year (FY) 2015 – FY 2019 Transportation Alternatives (TA) Priority Project List (*Attachment 1*). The TA PPL identifies projects that expand travel choices including on-road and off-road trail facilities for pedestrians, bicyclists, and other nonmotorized forms of transportation, recreational trail programs, safe routes to school projects as well as projects that seek to construct boulevards on certain types of eligible roadways.

RECOMMENDATIONS BY CRTPA COMMITTEES

On September 3, 2013, the CRTPA's two (2) committees (Citizens Multimodal Advisory Committee and Technical Advisory Committee) recommended CRTPA approval of the FY 2015 - FY 2019 Transportation Alternatives Priority Project List.

RECOMMENDED ACTION

Option 1: Adopt the FY 2015 – FY 2019 Transportation Alternatives Priority Project List.

HISTORY AND ANALYSIS

Transportation Alternatives are programs and projects, including on- and off-road pedestrian and bicycle facilities, infrastructure projects for improving non-driver access to public transportation and enhanced mobility, community improvement activities, and environmental mitigation; recreational trail program projects; safe routes to school projects; and projects for the planning, design or construction of boulevards and other roadways largely in the right-of-way of former Interstate System routes or other divided highways.

As a background, on July 6, 2012, President Obama signed into law P.L. 112-141, the Moving Ahead for Progress in the 21st Century Act (MAP-21). Funding surface transportation programs at over \$105 billion for fiscal years (FY) 2013 and 2014, MAP-21 is the first long-term highway authorization enacted since 2005.

One of the changes related to MAP-21 was the establishment of the Transportation Alternatives Program (TAP) which provides funding for programs and projects defined as transportation alternatives, including on- and off-road pedestrian and bicycle facilities, infrastructure projects for improving non-driver access to public transportation and enhanced mobility, community improvement activities, and environmental mitigation; recreational trail program projects; safe routes to school projects; and projects for the planning, design or construction of boulevards and other roadways largely in the right-of-way of former Interstate System routes or other divided highways.

The Transportation Alternatives Program combines several existing (and separately funded) federal programs into one program. The formerly separate programs consolidated into the TAP are the Transportation Enhancements, Safe Routes to School and Scenic Byways Program. As a result, many of the projects formerly funded solely under the CRTPA's Transportation Enhancements program will compete for funds with other types of projects consolidated into the TAP.

At the March 25, 2013 CRTPA Board meeting, members approved establishment of the CRTPA's TA Program and associated schedule for program implementation (detailed below). Consistent with direction approved at the meeting, the FY 15 – FY 19 TA PPL contains the projects that were included on last year's Transportation Enhancements PPL as the CRTPA's TA Program is initiated.

The CRTPA's TA program replaces the agency's former Transportation Enhancements (TE) program and will result in the generation of the CRTPA's TA Priority Project List (PPL). The TA PPL provides a ranked listing of projects to the Florida Department of Transportation (FDOT) for annual funding consideration as the FDOT proceeds with development of the annual work program.

The following activities are eligible for the receipt of federal TA funds pursuant to 23 U.S.C. 213(b) (source: FHWA website: <http://www.fhwa.dot.gov/map21/guidance/guidetap.cfm>):

Eligible Activities

1. Transportation Alternatives as defined in 23 U.S.C. 101(a)(29) (MAP-21 1103):

- A. Construction, planning, and design of on-road and off-road trail facilities for pedestrians, bicyclists, and other nonmotorized forms of transportation, including sidewalks, bicycle infrastructure, pedestrian and bicycle signals, traffic calming techniques, lighting and other safety-related infrastructure, and transportation projects to achieve compliance with the Americans with Disabilities Act of 1990.
- B. Construction, planning, and design of infrastructure-related projects and systems that will provide safe routes for non-drivers, including children, older adults, and individuals with disabilities to access daily needs.
- C. Conversion and use of abandoned railroad corridors for trails for pedestrians, bicyclists, or other nonmotorized transportation users.

- D. Construction of turnouts, overlooks, and viewing areas.
 - E. Community improvement activities, including-
 - i. inventory, control, or removal of outdoor advertising;
 - ii. historic preservation and rehabilitation of historic transportation facilities;
 - iii. vegetation management practices in transportation rights-of-way to improve roadway safety, prevent against invasive species, and provide erosion control; and
 - iv. archaeological activities relating to impacts from implementation of a transportation project eligible under title 23.
 - F. Any environmental mitigation activity, including pollution prevention and pollution abatement activities and mitigation to-
 - i. address stormwater management, control, and water pollution prevention or abatement related to highway construction or due to highway runoff, including activities described in sections 133(b)(11), 328(a), and 329 of title 23; or
 - ii. reduce vehicle-caused wildlife mortality or to restore and maintain connectivity among terrestrial or aquatic habitats.
2. The recreational trails program under section 206 of title 23.
3. The safe routes to school program under section 1404 of the SAFETEA-LU.
- A. Infrastructure-related projects.-planning, design, and construction of infrastructure-related projects on any public road or any bicycle or pedestrian pathway or trail in the vicinity of schools that will substantially improve the ability of students to walk and bicycle to school, including sidewalk improvements, traffic calming and speed reduction improvements, pedestrian and bicycle crossing improvements, on-street bicycle facilities, off-street bicycle and pedestrian facilities, secure bicycle parking facilities, and traffic diversion improvements in the vicinity of schools.
 - B. Noninfrastructure-related activities to encourage walking and bicycling to school, including public awareness campaigns and outreach to press and community leaders, traffic education and enforcement in the vicinity of schools, student sessions on bicycle and pedestrian safety, health, and environment, and funding for training, volunteers, and managers of safe routes to school programs.
 - C. Safe Routes to School coordinator.
4. Planning, designing, or constructing boulevards and other roadways largely in the right-of-way of former Interstate System routes or other divided highways.

Ineligible Activities: Section 1103 of MAP-21 eliminated the definition of transportation enhancement activities in section 104 of title 23 and inserted in its place a definition of transportation alternatives, which does not include eligibility for certain activities that were previously eligible as transportation enhancements:

- A. Safety and educational activities for pedestrians and bicycles.
Exception: Activities targeting children in Kindergarten through 8th grade are eligible under SRTS (an eligible activity under the TAP funding).
Note: Some of these activities may be eligible under HSIP. Non construction projects for bicycle safety remain broadly eligible for STP funds.

- B. Acquisition of scenic easements and scenic or historic sites.
- C. Scenic or historic highway programs (including visitor and welcome centers).
 - i. Note: A few specific activities under this category (construction of turnouts, overlooks, and viewing areas) remain eligible under section 101(a)(29)(D) of title 23.
- D. Historic preservation as an independent activity unrelated to historic transportation facilities.
Note: Historic preservation and rehabilitation of historic transportation facilities are permitted as one type of community improvement activity; see section 101(a)(29)(E).
- E. Operation of historic transportation facilities.
- F. Archaeological planning and research undertaken for proactive planning. This category now must be used only as mitigation for highway projects.
- G. Transportation museums.

Eligible project sponsors to receive TAP funds pursuant to 23 U.S.C. 213(c)(4)(B) are:

- local governments;
- regional transportation authorities;
- transit agencies;
- natural resource or public land agencies;
- school districts, local education agencies, or schools;
- tribal governments; and
- any other local or regional governmental entity with responsibility for oversight of transportation or recreational trails (other than a metropolitan planning organization or a State agency) that the State determines to be eligible, consistent with the goals of subsection (c) of section 213 of title 23.

CRTPA TRANSPORTATION ALTERNATIVES PROGRAM PROCESS

As noted above, the CRTPA coordinates the region's solicitation, ranking and submittal of eligible TA projects to the Florida Department of Transportation (FDOT) for annual funding consideration.

As approved in March 2013, the following provides the CRTPA TA Program schedule that was developed in consultation with Florida Department of Transportation District 3:

- Spring 2013 (May): Establish Transportation Alternatives subcommittee (to be comprised of members from the CRTPA's Technical Advisory Committee and Citizens Multimodal Advisory Committee) (Status Update: Subcommittee members selected at the March 3, 2013 CRTPA TAC and MAC Committee meetings).
- Summer/Fall 2013 (August/September/October): Transportation Alternatives subcommittee establishes/recommends TA application scoring process
- Fall 2013 (October): Initiate outreach efforts with member governments in coordination with FDOT District 3, including application sponsorship requirements.

- Early 2014 (January/February): CRTPA call for TA applications (***Attachment 1*** provides a copy of the TA applications developed by FDOT District (consisting of a generic application and a Safe Routes to School application).
- Spring/Summer 2014 (June/July): TA subcommittee meets to review/rank projects
- Fall 2014 (September): CRTPA Board adopts Fiscal Year 2016 – FY 2020 TA Priority Project (along with other CRTPA PPLs) to provide guidance to FDOT in the development of the Draft FY 2016 – FY 2020 Work Program.

In the interim, the FY 14 – FY 18 Transportation Enhancements PPL, which contains unfunded projects that are eligible for funding under the new Transportation Alternatives program, was approved for use as the agency's Transportation Alternatives Priority Project List for this year for funding consideration during the development of the next (FY 2015 – FY 2019) Work Program.

TA FUNDING AVAILABILITY

Approximately \$310,000 of Transportation Alternatives funding is anticipated to be dedicated annually for the CRTPA region (Gadsden, Jefferson, Leon and Wakulla counties). This funding is from the 50% of TA funding that is to be distributed based upon population pursuant to MAP-21.

Additional TA funding not expressly dedicated to any area is also available to fund the CRTPA's TA projects. This funding is TA ("Any Area") funds and is received by the District 3. The CRTPA will submit candidate projects for the allocation of Any Area TA funds and such projects will compete for funding with other TA eligible projects in District 3.

Changes from last year's (FY 2014 – FY 2018) TE PPL

As noted above, due to the recent establishment of the CRTPA's Transportation Alternatives Program, the Draft FY 2015 – FY 2019 Transportation Alternatives PPL contains those projects that were included on last year's FY 2014 – FY 2018 Transportation Enhancements PPL that are eligible for TA funding. To that end, the following reflects the changes made to this year's FY 2015 – FY 2019 Transportation Alternatives Priority Project List.

Projects Removed:

- Lloyd Railroad Depot (Jefferson County) - this project was removed from the PPL due to the applicant being unable to meet federal funding requirements associated with railroad depot projects prior to receipt of funding. Such requirements relate to building ownership and potential repayment of funds associated with unforeseen events.
- SR 90 Welcome Sign (City of Midway) – this project was removed due to the fact that it is not eligible for TA funding.

PUBLIC INPUT

A public meeting to present the CRTPA's Draft FY 2014 – 2018 Priority Project Lists was held on August 29, 2013 in the Tallahassee Senior Center. Information regarding the meeting was placed on the CRTPA's website (www.crtpa.org) and an e-mail message regarding the meeting was sent to the agency's transportation partners.

NEXT STEPS

Subsequent to adoption of the CRTPA FY 2015 – FY 2019 PPLs (including the RMP PPL), the lists will be provided to the FDOT for use as the agency proceeds with development of the Draft FY 2015 – FY 2019 Annual State Work Program.

The Draft Annual State Work Program is scheduled to be presented to the CRTPA Board by the FDOT at the January 2014 CRTPA meeting. Subsequent to release of the Draft State Work Program, CRTPA staff will initiate development of the CRTPA FY 2015 – FY 2019 Transportation Improvement Program (TIP) incorporating those transportation projects in the CRTPA region that have received state and federal funding.

OPTIONS

- Option 1: Adopt the FY 2015 - FY 2019 Transportation Alternatives Priority Project List.
 (Recommended)
- Option 2: Provide other direction.

ATTACHMENTS

- Attachment 1: DRAFT FY 2015 – FY 2019 Transportation Alternatives Priority Project List

Capital Region Transportation Planning Agency
Transportation Alternatives Priority Project List
DRAFT Fiscal Year 2015 - Fiscal Year 2019

| Priority | Project | Limits |
|----------|---|--|
| 1 | Martin Luther King Boulevard (CR 159/268)/Peters Road Sidewalk (City of Midway) | End of sidewalk north of I-10 to High Bluff Rd |
| 2 | Rustling Pines Boulevard/Palmer Road Sidewalk (City of Midway) | Slash Circle to east of Shuler Rd. |
| 3 | Brickyard Road Sidewalk (City of Midway) | MLK/Dover Road to US 90 |



September 16, 2013

AGENDA ITEM 5 B 4

**FISCAL YEAR (FY) 2015 – FY 2019
STRATEGIC INTERMODAL SYSTEM (SIS)
PRIORITY PROJECT LIST (PPL)**

REQUESTED BY: CRTPA Staff

TYPE OF ITEM: Discussion/Action

STATEMENT OF ISSUE

Staff is seeking approval of the Fiscal Year (FY) 2015 – FY 2019 Strategic Intermodal System (SIS) Priority Project List, included as ***Attachment 1***.

RECOMMENDATIONS BY CRTPA COMMITTEES

On September 3, 2013, the CRTPA's two (2) committees (Citizens Multimodal Advisory Committee and Technical Advisory Committee) recommended CRTPA approval of the FY 2015 - FY 2019 Strategic Intermodal System Priority Project List.

RECOMMENDED ACTION

Option 1: Adopt the FY 2015 – FY 2019 Strategic Intermodal System Priority Project List.

HISTORY AND ANALYSIS

In 2003, Florida's Legislature and Governor established Florida's Strategic Intermodal System, known as the SIS. The SIS is based on the 2020 Florida Transportation Plan (FTP), which calls for the development of a "strategic intermodal system" to enhance Florida's economic competitiveness. The FTP recommends that this system "provide for smooth and efficient transfers for both passengers and freight between seaports, airports, railroads, highways and other elements of the strategic intermodal system and reduce delay for people and goods movement through increased system efficiency and multimodal capacity."

CRTPA SIS FACILITIES

The following roadways are on the Strategic Intermodal System (SIS) system in the CRTPA planning area:

1. Interstate 10 – From Jackson County Line (in the east) to the Madison County Line (in the west),
2. Thomasville Road from Interstate 10 to the Georgia State line (Leon County),
3. Capital Circle, Northwest from Interstate 10 to the Tallahassee Regional Airport (Leon County),
4. Tennessee Street/Mahan Drive from the Greyhound Bus Terminal to Interstate 10 (East) (Leon County), and
5. US 19 from the Georgia State Line to the Madison County Line (Jefferson County).

The Draft FY 2015 – FY 2019 SIS PPL reflects those SIS projects that were identified for improvement in the agency's most recent update to the Long Range Transportation Plan ("The Regional Mobility Plan").

Changes from last year's (FY 2014 – FY 2018) SIS PPL:

While the order of the projects on the SIS PPL remains the same, the next phase of the I-10 project has been updated to reflect the next project phase for which funding is sought: design.

PUBLIC INPUT

A public meeting to present the CRTPA's Draft FY 2015 – 2019 Priority Project Lists to the public was held on Thursday, August 29, 2013 at the Tallahassee Senior Center. Information regarding the meeting was placed on the CRTPA's website (www.crtpa.org) and an e-mail message regarding the meeting was sent to the agency's transportation partners. CRTPA staff provided a PowerPoint presentation to attendees during the meeting.

NEXT STEPS

Subsequent to adoption of the CRTPA FY 2015 – FY 2019 PPLs (including the SIS PPL), the lists will be provided to the FDOT for use as the agency proceeds with development of the Draft FY 2015 – FY 2019 Annual State Work Program.

OPTIONS

Option 1: Adopt the FY 2015 – FY 2019 Strategic Intermodal System Priority Project List.
(Recommended)

Option 2: Provide other direction.

ATTACHMENT

Attachment 1: DRAFT FY 2015 – FY 2019 Strategic Intermodal System Priority Project List

Capital Region Transportation Planning Agency
Strategic Intermodal System (SIS) Priority Project List
DRAFT Fiscal Year 2015 - Fiscal Year 2019

| Rank | Segment | From | To | Next Phase |
|------|--------------------|---------------|---------------------|------------|
| 1 | Capital Circle, SW | Orange Avenue | Tallahassee Airport | ROW/CST |
| 2 | Interstate 10 | West of US 90 | East of Rest Area | Design |



September 16, 2013

AGENDA ITEM 5 B 5

**FISCAL YEAR (FY) 2015 – FY 2019
STARMETRO
PRIORITY PROJECT LIST (PPL)**

REQUESTED BY: CRTPA Staff

TYPE OF ITEM: Discussion/Action

STATEMENT OF ISSUE

Staff is seeking approval of the Fiscal Year (FY) 2015 – FY 2019 StarMetro Priority Project List, included as *Attachment 1*.

RECOMMENDATIONS BY CRTPA SUBCOMMITTEES

On September 3, 2013, the CRTPA's two (2) committees (Citizens Multimodal Advisory Committee and Technical Advisory Committee) recommended CRTPA approval of the FY 2015 - FY 2019 StarMetro Priority Project List.

RECOMMENDED ACTION

Option 1: Adopt the FY 2015 – FY 2019 StarMetro Priority Project List.

HISTORY AND ANALYSIS

Annually, the Capital Region Transportation Planning Agency (CRTPA) provides a listing of projects to the Florida Department of Transportation (FDOT), in priority order, for funding consideration. One of these lists is the Transit Project Priority List. Unlike other lists adopted by the CRTPA, this list is developed by the City of Tallahassee's transit agency, StarMetro. Projects contained on this list are consistent with StarMetro's adopted Transit Development Plan (TDP).

The Transit PPL provides guidance to the FDOT as the agency proceeds with development of the Annual State Work Program. Ultimately, the projects included within the FDOT Work Program serve as the basis for the CRTPA's Transportation Improvement Program (TIP).

PUBLIC INPUT

A public meeting to present the CRTPA's Draft FY 2015 – 2019 Priority Project Lists to the public was held on Thursday, August 29, 2013 at the Tallahassee Senior Center. Information regarding the meeting was placed on the CRTPA's website (www.crtpa.org) and an e-mail message regarding the meeting was sent to the agency's transportation partners. CRTPA staff provided a PowerPoint presentation to attendees during the meeting.

NEXT STEPS

Subsequent to adoption of the CRTPA FY 2015 – FY 2019 PPLs (including the StarMetro PPL), the lists will be provided to the FDOT for use as the agency proceeds with development of the Draft FY 2015 – FY 2019 Annual State Work Program.

OPTIONS

- Option 1: Adopt the FY 2015 – FY 2019 StarMetro Priority Project List.
 (Recommended)
- Option 2: Provide other direction.

ATTACHMENT

- Attachment 1: DRAFT FY 2015 – FY 2019 StarMetro Priority Project List

StarMetro
Priority Project List
DRAFT Fiscal Year 2015 - Fiscal Year 2019

| Work Program Item | Description | Funding Source | % | Proposed FY 14 2013-2014 | Proposed FY 15 2014-2015 | Proposed FY 16 2015-2016 | Proposed FY 17 2016-2017 | Proposed FY 18 2017-2018 | New 5th Year FY19 2018-2019 |
|------------------------|--|-------------------------|------------|-----------------------------|-----------------------------|-----------------------------|-----------------------------|-----------------------------|--------------------------------|
| 422251-2-94-13 | Capital for Fixed Route Purchase Vehicles/ Equipment, Build/Expand/Repair/Renovate Facilities, Planning, Security, Transit Enhancements | FTA Section 5307 TRC | 80% 20% | 2,230,992 557,748 | | | | | |
| 422251-3-84-13 | Operating for Fixed Route Operating costs for equipment and facilities, and JARC projects | FTA Section 5307 TRC | 50% 50% | 956,870 956,870 | | | | | |
| 422251-2-94-14 | Capital for Fixed Route Purchase Vehicles/ Equipment, Build/Expand/Repair/Renovate Facilities, Planning, Security, Transit Enhancements | FTA Section 5307 TRC | 80% 20% | | 2,297,922 574,480 | | | | |
| 422251-3-84-14 | Operating for Fixed Route Operating costs for equipment and facilities, and JARC projects | FTA Section 5307 TRC | 50% 50% | | 985,576 985,576 | | | | |
| 422251-2-94-15 | Capital for Fixed Route Purchase Vehicles/ Equipment, Build/Expand/Repair/Renovate Facilities, Planning, Security, Transit Enhancements | FTA Section 5307 TRC | 80% 20% | | | 2,366,859 591,715 | | | |
| 422251-3-84-15 | Operating for Fixed Route Operating costs for equipment and facilities, and JARC projects | FTA Section 5307 TRC | 50% 50% | | | 1,015,143 1,015,143 | | | |
| 422251-2-94-16 | Capital for Fixed Route Purchase Vehicles/ Equipment, Build/Expand/Repair/Renovate Facilities, Planning, Security, Transit Enhancements | FTA Section 5307 TRC | 80% 20% | | | | 2,437,865 609,466 | | |
| 422251-3-84-16 | Operating for Fixed Route Operating costs for equipment and facilities, and JARC projects | FTA Section 5307 TRC | 50% 50% | | | | 1,045,598 1,045,598 | | |
| 422251-2-94-17 | Capital for Fixed Route Purchase Vehicles/ Equipment, Build/Expand/Repair/Renovate Facilities, Planning, Security, Transit Enhancements | FTA Section 5307 TRC | 80% 20% | | | | | 2,511,001 627,750 | |
| 422251-3-84-17 | Operating for Fixed Route Operating costs for equipment and facilities, and JARC projects | FTA Section 5307 TRC | 50% 50% | | | | | 1,076,966 1,076,966 | |
| Add Seq 422251-2-94-18 | Capital for Fixed Route Purchase Vehicles/ Equipment, Build/Expand/Repair/Renovate Facilities, Planning, Security, Transit Enhancements | FTA Section 5307 TRC | 80% 20% | | | | | | 2,726,700 681,675 |
| Add Seq 422251-3-84-18 | Operating for Fixed Route Operating costs for equipment and facilities, and JARC projects | FTA Section 5307 TRC | 50% 50% | | | | | | 854,153 854,153 |
| 425269-6-94-01 | Capital for Fixed Route Replace, rehabilitate and purchase buses and related equipment and construct bus-related facilities | FTA Section 5339 TRC | 80% 20% | 342,184 85,546 | | | | | |
| 425269-7-94-01 | Capital for Fixed Route Replace, rehabilitate and purchase buses and related equipment and construct bus-related facilities | FTA Section 5339 TRC | 80% 20% | | 352,449 88,112 | | | | |

StarMetro
Priority Project List
DRAFT Fiscal Year 2015 - Fiscal Year 2019

| Work Program Item | Description | Funding Source | % | Proposed FY 14 2013-2014 | Proposed FY 15 2014-2015 | Proposed FY 16 2015-2016 | Proposed FY 17 2016-2017 | Proposed FY 18 2017-2018 | New 5th Year FY19 2018-2019 |
|--------------------------------|---|-------------------------|------------|-----------------------------|-----------------------------|-----------------------------|-----------------------------|-----------------------------|--------------------------------|
| 425269-8-94-01 | Capital for Fixed Route Replace, rehabilitate and purchase buses and related equipment and construct bus-related facilities | FTA Section 5339 TRC | 80% 20% | | | 363,022 90,756 | | | |
| 425269-9-94-01 | Capital for Fixed Route Replace, rehabilitate and purchase buses and related equipment and construct bus-related facilities | FTA Section 5339 TRC | 80% 20% | | | | 373,913 93,478 | | |
| 425269-9-94-02 | Capital for Fixed Route Replace, rehabilitate and purchase buses and related equipment and construct bus-related facilities | FTA Section 5339 TRC | 80% 20% | | | | | 385,131 96,283 | |
| Add Seq 425269-9-94-03 | Capital for Fixed Route Replace, rehabilitate and purchase buses and related equipment and construct bus-related facilities | FTA Section 5339 TRC | 80% 20% | | | | | | 388,745 97,186 |
| 433685-1-94-01 | Formula Grants for the Enhanced Mobility of Seniors and Individuals w/ disabilities - Capital Purchase ADA Compliant Vehicles and Bus Stop Amenities | FTA 5310 Local Funds | 80% 20% | 147,976 36,994 | | | | | |
| 433685-1-94-01 | Formula Grants for the Enhanced Mobility of Seniors and Individuals w/ disabilities - Capital Purchase ADA Compliant Vehicles and Bus Stop Amenities | FTA 5310 Local Funds | 80% 20% | | 152,415 38,104 | | | | |
| 433685-1-94-01 | Formula Grants for the Enhanced Mobility of Seniors and Individuals w/ disabilities - Capital Purchase ADA Compliant Vehicles and Bus Stop Amenities | FTA 5310 Local Funds | 80% 20% | | | 156,988 39,247 | | | |
| 433685-1-94-01 | Formula Grants for the Enhanced Mobility of Seniors and Individuals w/ disabilities - Capital Purchase ADA Compliant Vehicles and Bus Stop Amenities | FTA 5310 Local Funds | 80% 20% | | | | 161,697 40,424 | | |
| 433685-1-94-01 | Formula Grants for the Enhanced Mobility of Seniors and Individuals w/ disabilities - Capital Purchase ADA Compliant Vehicles and Bus Stop Amenities | FTA 5310 Local Funds | 80% 20% | | | | | 166,548 41,637 | |
| Add FY 19 \$ 433685-1-94-01 | Formula Grants for the Enhanced Mobility of Seniors and Individuals w/ disabilities - Capital Purchase ADA Compliant Vehicles and Bus Stop Amenities | FTA 5310 Local Funds | 80% 20% | | | | | | 172,155 43,039 |
| 421364-2 | Formula Grants for Rural Areas (Did not make application for FY 14 5311 funding) | FTA 5311 Local Funds | 50% 50% | 0 0 | | | | | |
| Add Seq 421364-2-84-34 | Formula Grants for Rural Areas (Enter only FY 15 funding estimate in Work Program) | FTA 5311 Local Funds | 50% 50% | | 146,260 146,260 | | | | |
| 421364-2 | Formula Grants for Rural Areas | FTA 5311 Local Funds | 50% 50% | | | 150,648 150,648 | | | |
| 421364-2 | Formula Grants for Rural Areas | FTA 5311 | 50% | | | | 155,167 | | |

StarMetro
Priority Project List
DRAFT Fiscal Year 2015 - Fiscal Year 2019

| Work Program Item | Description | Funding Source | % | Proposed FY 14 2013-2014 | Proposed FY 15 2014-2015 | Proposed FY 16 2015-2016 | Proposed FY 17 2016-2017 | Proposed FY 18 2017-2018 | New 5th Year FY19 2018 2019 |
|------------------------------------|---|----------------|------|--------------------------------|--------------------------------|--------------------------------|--------------------------------|--------------------------------|-----------------------------------|
| | | Local Funds | 50% | | | | 155,167 | | |
| 421364-2 | Formula Grants for Rural Areas | FTA 5311 | 50% | | | | | 159,822 | |
| | | Local Funds | 50% | | | | | 159,822 | |
| 421364-2 | Formula Grants for Rural Areas | FTA 5311 | 50% | | | | | | 164,617 |
| | | Local Funds | 50% | | | | | | 164,617 |
| Add FY 19 \$ 422250-1- 84-01 | State Block Grant - FDOT Operating Assistance | FDOT | 50% | 1,144,195 | 1,154,552 | 1,180,446 | 1,180,446 | 1,180,446 | |
| | | Local Funds | 50% | 1,144,195 | 1,154,552 | 1,180,446 | 1,180,446 | 1,180,446 | |
| 430288-1- 84-01 | Public Transit Service Development | FDOT | 50% | 40,000 | | | | | |
| | Call Center Upgrades | Local Funds | 50% | 40,000 | | | | | |
| 430288-3- 84-01 | Public Transit Service Development | FDOT | 50% | 262,000 | | | | | |
| | CTC Flexible Route | Local Funds | 50% | 262,000 | | | | | |
| | Urban Corridor Improvements | FDOT | 100% | | | | | 400,000 | 400,000 |
| | Service to Outlying Areas (contingent upon available funding) | | | | | | | | |



September 16, 2013

AGENDA ITEM 5 B 6

**FISCAL YEAR (FY) 2015 – FY 2019
TALLAHASSEE REGIONAL AIRPORT
PRIORITY PROJECT LIST (PPL)**

REQUESTED BY: CRTPA Staff

TYPE OF ITEM: Discussion/Action

STATEMENT OF ISSUE

Staff is seeking approval of the Fiscal Year (FY) 2015 – FY 2019 Tallahassee Regional Airport Priority Project List, included as *Attachment 1*.

RECOMMENDATIONS BY CRTPA SUBCOMMITTEES

On September 3, 2013, the CRTPA's two (2) committees (Citizens Multimodal Advisory Committee and Technical Advisory Committee) recommended CRTPA approval of the FY 2015 - FY 2019 Tallahassee Regional Airport Priority Project List.

RECOMMENDED ACTION

Option 1: Adopt the FY 2015 – FY 2019 Tallahassee Regional Airport Priority Project List.

HISTORY AND ANALYSIS

Annually, the Capital Region Transportation Planning Agency (CRTPA) provides a listing of projects to the Florida Department of Transportation (FDOT), in priority order, for funding consideration. One of these lists is the Tallahassee Regional Airport Priority Project List. Unlike other lists adopted by the CRTPA, the Tallahassee Regional Airport develops this list. Projects contained on this list are consistent with the Tallahassee Regional Airport's adopted Master Plan.

The Airport PPL provides guidance to the FDOT as the agency proceeds with development of the Annual FDOT Work Program. Ultimately, the projects included within the FDOT Work Program are included in the CRTPA's Transportation Improvement Program (TIP).

- ATTACHMENT**

TALLAHASSEE REGIONAL AIRPORT
Priority Project List
DRAFT Fiscal Year 2015- Fiscal Year 2019

| FDOT Priority | Description | FDOT FIN Number | JACIP* Number | FUNDING | Prior Years | Current 2015 | Future | | | |
|------------------|--|--------------------|------------------|-------------------|-------------------|------------------|------------------|------------------|------------------|----------|
| | | | | | | | 2016 | 2017 | 2018 | 2019 |
| 1 | Runway 9/27 Reconstruction Phase II | | | FAA/Entitlement | 4,840,071 | | | | | |
| | | | | FAA/Discretionary | 12,000,000 | 5,256,400 | | | | |
| | | 416010 | PFL2711 | State/FDOT | 211,077 | | | | | |
| | | 412210 | TLH63 | State/FDOT | 292,011 | | | | | |
| | | | | Local/RR&I | 503,088 | | | | | |
| 2 | Terminal Rehabilitation Improvements | 226781 | TLH2 | State/FDOT | - | | 400,000 | 400,000 | | |
| | | | | Local/RR&I | - | | 400,000 | 400,000 | | |
| 3 | Aircraft Maintenance Hangar | 420365 | PFL9602 | State/FDOT | - | | | | 1,250,000 | |
| | | | | Local/Other | - | | | | 1,250,000 | |
| 4 | Overlay of Runway 18/36 | 412210 | TLH63 | State/FDOT | 275,539 | | 250,000 | | | |
| | | | | Local/RR&I | 275,539 | | 300,000 | | | |
| 5 | Hangar Development | 226769 | PFL913 | State/FDOT | 1,645,221 | 500,000 | | | | |
| | | | | Local/Other | 1,645,221 | 600,000 | | | | |
| 6 | Rehab Taxiways | 416010 | PFL3339 | State/FDOT | - | 125,000 | 125,000 | | | |
| | | | | Local/RR&I | - | 125,000 | 125,000 | | | |
| 7 | South Apron Rehab. Construction | 226781 | PFL7949 | State/FDOT | - | 125,000 | | | | |
| | | | | Local/RR&I | - | 125,000 | | | | |
| 8 | ARFF Station Rehab | 416010 | PFL8832 | FAA/Entitlement | - | | 950,000 | | | |
| | | | | State/FDOT | - | | 25,000 | | | |
| | | | | Local/RR&I | - | | 25,000 | | | |
| 9 | Access Control System Upgrades | 226781 | PFL3338 | FAA/Entitlement | - | | | 950,000 | | |
| | | | | State/FDOT | - | | | 25,000 | | |
| | | | | Local/RR&I | - | | | 25,000 | | |
| 10 | Marketing and Promotional Study Phase II | 226792 | PFL9465 | State/FDOT | - | | 50,000 | 50,000 | | |
| | | | | Local/RR&I | - | | 50,000 | 50,000 | | |
| 11 | Airfield Preservation Phase II | 422301 | PFL9464 | State/FDOT | - | | 100,000 | 100,000 | | |
| | | | | Local/RR&I | - | | 100,000 | 100,000 | | |
| 12 | Perimeter Road Rehabilitation and Improvements | 226781 | PFL9467 | FAA/Entitlement | - | | | 950,000 | | |
| | | | | State/FDOT | - | | | 25,000 | | |
| | | | | Local/RR&I | - | | | 25,000 | | |
| 13 | Terminal Apron Rehab | 420368 | Pending | State/FDOT | - | 31,250 | | | | |
| | | | | Local/RR&I | - | 31,250 | | | | |
| | | | | Total | 21,687,767 | 6,918,900 | 2,900,000 | 3,100,000 | 2,500,000 | - |
| | | | | FAA/Entitlement | 4,840,071 | - | 950,000 | 1,900,000 | - | - |
| | | | | FAA/Discretionary | 12,000,000 | 5,256,400 | - | - | - | - |
| | | | | State/FDOT | 2,423,848 | 781,250 | 950,000 | 600,000 | 1,250,000 | - |
| | | | | Local/RR&I | 778,627 | 281,250 | 1,000,000 | 600,000 | - | - |
| | | | | Local/Other | 1,645,221 | 600,000 | - | - | 1,250,000 | - |
| | | | | Total | 21,687,767 | 6,918,900 | 2,900,000 | 3,100,000 | 2,500,000 | - |

September 16, 2013



**AGENDA ITEM 5 C
REGIONAL MOBILITY PLAN ASSESSMENT**

REQUESTED BY: CRTPA

TYPE OF ITEM: Discussion/Action

STATEMENT OF ISSUE

CRTPA staff will be presenting the results from the Board request to assess the existing long range transportation plan, known as the Regional Mobility Plan.

CRTPA COMMITTEE RECOMMENDATION

Technical Advisory Committee (TAC)

The TAC at their September 3, 2013 meeting recommended that the process continue and the Cost Feasible Plan reflect the changes from Steps 1 – 7, but any project changes be addressed through the Regional Mobility Plan 2040 Update process.

Citizens Multimodal Advisory Committee (CMAC)

The CMAC at their September 2, 2013 meeting recommended that the Cost Feasible Plan be updated as a function of the Regional Mobility Plan 2040 Update.

RECOMMENDED ACTION

Option 1: Address the Cost Feasible Plan flexibility issue as a function of the Regional Mobility Plan 2040.

PREVIOUS AGENDA ITEMS

June 17, 2013 – Agenda Item 5B - Regional Mobility Plan Project Assessment

BACKGROUND

At the May 2013 CRTPA Board meeting members directed staff to develop a process to assess the Regional Mobility Plan (RMP) to determine if projects could be moved to different “tiers” based on the current status of the RMP.

In June 2013, CRTPA staff presented the process, shown as *Attachment 1*, which would be utilized to assess the RMP. This process was approved by the Board.

Since the approval at the June meeting, CRTPA staff has evaluated the RMP and will provide the results to the Board. These results, shown below, indicate that there is potential to consider moving projects into “Tier 1”.

RMP Assessment Results

Step 1a – Projects Completed

The first step of the process addressed which projects had been completed prior to being on the Priority Project List (PPL) and funded through the CRTPA PPL process. There were seven projects that have been completed. The seven projects are shown on **Table 1**.

Step 1b – Projects Deleted

Franklin Boulevard from Tennessee Street to Cascades Park was completed without the use of CRTPA funds. The funds that were identified for the project were moved to the construction of the Cascades Park pedestrian crossing over Monroe Street.

Step 1c – Projects with Existing Sidewalks

It was noted during this initial process that there are several sidewalk projects that were being constructed to replace existing substandard sidewalks. While the effort to provide a safer sidewalk is only one component to the multi-modal approach, funding may be better served towards those projects that do not have existing sidewalks. The sidewalks shown in **Table 2** are those that were prioritized for upgrades only (these projects total \$5,209,657 in “tiered costs”)

Step 1d – Project Limit Changes

Lastly, there were projects that had changes to the limits based on portions of the project being completed. These projects are shown in **Table 3** (original estimated cost), **Table 4** (new estimated cost), and **Table 5** (Cost difference).

The original estimated costs of these projects totaled \$8,813,889, and are estimated at \$5,485,304 with the reduced limits, or a cost difference of \$3,328,584.

For Step 1, the funds from projects completed (\$21,068,323 in tiered costs) plus the projects potentially removed for already having one side of the road with a sidewalk (\$5,209,657) plus the reduction in limits has the potential to “free-up” \$3,328,584 for a total of \$30,120,280 worth of project funding. By “Tiers” the reductions are:

Tier 1 - \$21,148,657
Tier 2 - \$7,705,828
Tier 3 - \$1,265,795

Step 2 – RMP Project Initiation

The second step of the process identifies all the projects that have been initiated since the adoption of the Regional Mobility Plan to determine if any have completed a PD&E Study or design phase. For example, the Capital City to the Sea Trails project has the PD&E study programmed for FY 2014. These projects are shown on **Table 6**.

Step 3 – StarMetro Routes

The third step looked at the routing structure and any changes that would have benefited any of the projects. To that end staff reviewed the routing structure and found no changes to the projects were necessary.

Step 4 – TIGER V Grant Projects

There are five TIGER Grant V projects, based on the May 14, 2013 County Board of County Commissioners meeting agenda item 17, with four projects that would need be amended in to the RMP. There is one project in the Cost Feasible Plan that falls under the “Market District Activity Center” which is the trail along the utility easement between Timberlane Road and Maclay Road. All of the other projects will be amended to the “Funded by Others” Category. The projects from the TIGER V Grant are shown on **Table 7**.

Step 5 – Projects with Studies Moved Forward

The projects from Step 2 were moved forward to the top of the Cost Feasible Plan. However, in some of instances it does not make sense to move the projects out of their current phases since the studies have not been completed and additional phases identified. For instance, the US319/Crawfordville Road projects could be moved up to Tier 2 but not Tier 1 because the study to re-evaluate US 319/Crawfordville Road will be initiated this year but not completed until the RMP 2040 Update is underway.

Additionally, the time period identified as “Tier 1” ends in 2020. The currently adopted TIP runs through 2018 which makes it virtually impossible to begin all of the remaining Tier 1 projects. This is an issue that CRTPA staff has a task to address as a function of the RMP 2040 Update.

The following is the status of these projects.

Bannerman Road – The Corridor Study is completed but no funding has been approved for the design, right-of-way or construction of the road. The component of the project that the CRTPA would assist with is the construction of a sidewalk along the roadway. If it was determined that a trail or shared-use path was approved, the funds from the CRTPA would be provided to that component.

Orange Avenue – The project is fully funded with design scheduled for FY 2014/2015 and construction in FY 2016/2017.

7th Avenue – Design is currently underway from Magnolia Drive to Colonial Drive by the City of Tallahassee with construction scheduled for September 2013, and from Monroe Street to Duval Street but this segment does not have construction funding.

US 319/Crawfordville Road – Wakulla County’s Crawfordville Town Plan laid out a sidewalk system for this community. However, no additional progress has been made with funding the improvements.

Volusia Street – Design is underway by the City of Tallahassee with construction scheduled for July 2014.

Bragg Drive – Currently under design by the City of Tallahassee with no funding identified for construction.

Gaile Avenue – This segment is a component of the Woodville Highway Project Development and Environment Study. Bike lanes for certain segments will have to be determined during the design phase of Woodville Highway which is scheduled to begin in this fiscal year.

Capital City to the Sea Trails – Currently in the Master Plan phase with Project Development and Environment (PD&E) scheduled to begin in March 2014.

Wakulla Intersections – these projects are components of a PD&E re-evaluation project that is kicking off this month by FDOT.

US 98 – This project is within the study area of the Capital City to the Sea Trails and until there has been a direction provided by the CRTPA, it is advisable to pull this project up to not duplicate efforts with the Capital City to the Sea Trails effort.

Step 6 – Projects Moved from Tier 2 to Tier 1

There were several projects moved forward as a result of the \$30,120,280 from Step 1 including those shown on **Table 8**, **Table 9**, and **Table 10**. **Table 8** shows the projects with their original Tier 1 costs, **Table 9** the projects with new Tier 1 costs, and **Table 10** the difference in cost.

NEXT STEP

At this point there are multiple options on how to proceed with the RMP Cost Feasible Plan. Below are a few of the options.

1. Proceed with making changes to the RMP Cost Feasible Plan as noted above.

Should the CRTPA Board decide to move forward with the changes from above, there will have to be a Public Hearing with a 30 day notice and an adoption of the changes at the November 2013 CRTPA meeting. The projects in the plan will be available for prioritization for the September 2014 priority process.

Pros: This allows the CRTPA Board to consider other projects as priorities for funding.

Cons: First, if the CRTPA Board alters the priority order this only allows approximately 7 months (November 2013 to June 2014) to begin developing the projects. Typically projects take several years to develop and implement before they are ready to move forward. Second, the priority project list will only be in place for a year before the RMP 2040 Update will be adopted in September 2015.

2. Address the Cost Feasible Plan flexibility issue as a function of the Regional Mobility Plan 2040 Update (this is a specific task in the Project) and focus on the September 2015 adoption and priority project process.

Pros: First, this allows additional time to develop the projects. Second, this approach also provides the C RTPA Board time to work with staff on a method to alter project priorities within the Cost Feasible Plan. Third, this provides additional time to work on potential funding partnerships.

Cons: Delays the process by one year

OPTIONS

Option 1: Address the Cost Feasible Plan flexibility issue as a function of the Regional Mobility Plan 2040.
(RECOMMENDED)

Option 2: Provide other direction.

**Table 1
 Completed Projects**

| # | Project | From | To | Cost | |
|-----|--------------------|------------------|----------------------------|--------------|-------------|
| | | | | Tier 1 | Tier 2 |
| 1 | Quincy By-Pass | SR 12 | US 90 | \$15,700,000 | |
| 14 | Clay Street | Alabama Street | Preston Street | \$132,638 | |
| 34 | Magnolia Drive | Lafayette Street | North of Apalachee Parkway | \$1,102,758 | |
| 64 | Perkins Street | Gadsden Street | Meridian Street | \$74,277 | |
| T-9 | Lipona Road | Pepper Drive | Pensacola Street | \$362,189 | |
| 85 | Jackson Bluff Road | Appleyard Road | Lake Bradford Road | | \$2,758,417 |
| 88 | Lipona Road | Pensacola Street | Lake Bradford Road | | \$938,045 |
| | | | Total Cost | \$17,371,862 | \$3,696,462 |

Roadway Projects
Sidewalk Projects
Intersection Projects
Trail Projects
Bike Lanes/Sidewalks
Bike Lanes

Table 2
Projects With Existing Sidewalks

| # | Project | From | To | Cost | | |
|------------|-----------------------|------------------|---------------------|-------------|-------------|-------------|
| | | | | Tier 1 | Tier 2 | Tier 3 |
| 15 | Coleman Street | Walcott Street | Lake Bradford Road | \$74,277 | | |
| 19 | Gibbs Drive | Tharpe Street | Monticello Drive | \$307,719 | | |
| 25 | Pasco Street | Wies Street | Orange Avenue | \$148,554 | | |
| 26 | Pottsdamer Street | Orange Avenue | Paul Dirac Road | \$493,412 | | |
| 38 | 5th Avenue | Thomasville Road | Monroe Street | \$79,583 | | |
| 40 | Basin Street | Tennessee Street | Alabama Street | \$265,275 | | |
| 41 | Belmont Road | Park Avenue | Nugent Drive | \$217,526 | | |
| 43 | Bloxham Street | Monroe Street | Myers Park Drive | \$111,416 | | |
| 56 | Holton Street | Campbell Street | Wies Street | \$116,721 | | |
| 58 | Indianhead Drive East | Lafayette Street | Apakin Nene | \$22,794 | \$ 154,077 | |
| 60 | Monticello Drive | Tharpe Street | John Knox Road | \$228,137 | | |
| 71 | Alabama Street | Arkansas Street | Old Bainbridge Road | \$482,801 | | |
| 73 | Gaines Street | Meridian Street | Bloxham Street | \$37,139 | | |
| 87 | Laura Lee Avenue | Monroe Street | Meridian Street | | \$118,503 | |
| 96 | Meridian Street | Perkins Street | Magnolia Drive | | \$318,780 | |
| 98 | San Luis Road | Mission Road | Tharpe Street | | \$555,093 | |
| 99 | Preston Street | Clay Lane | Basin Street | | \$212,058 | |
| 113 | Wahnish Way | FAMU Way | Osceola Avenue | | | \$1,265,795 |
| Total Cost | | | | \$2,585,351 | \$1,358,511 | \$1,265,795 |

Sidewalk Projects

Table 3
Original Estimated Cost

| # | Project | From | To | Cost | | |
|-------------------|------------------|-------------------|------------------------|-----------|-------------|-----------|
| | | | | Tier 1 | Tier 2 | Tier 3 |
| 23 | Palmer Avenue | MLK Jr. Boulevard | Gadsden Street | \$111,416 | | |
| 32 | Belle Vue Way* | Mabry Street | Hayden Road | \$116,918 | \$4,273,715 | |
| 44 | Boone Boulevard | Alder Drive | Northwood Mall | \$175,082 | | |
| 51 | Chowkeebin Nene | Apakin Nene | Hasosaw Nene | \$482,801 | | |
| 59 | Ingleside Avenue | Gadsden Street | Marion Avenue | \$55,020 | \$371,910 | |
| 94 | Magnolia Drive | Lafayette Street | S. Adams Street | | \$3,029,103 | |
| 120 | Gadsden Street** | Ingleside Avenue | 9 th Avenue | | | \$197,924 |
| Total Cost | | | | \$941,237 | \$7,674,728 | \$197,924 |

* - the project called for a trail on both sides of the road which was reduced to one side of the road.

** - The original length of the project did not match with the measurements estimated as a function of this effort, and did not change significantly from new estimate in terms of the length of the project. Therefore, the costs did not change.

Table 4
New Cost Estimated

| # | Project | From | To | Cost | | |
|-------------------|------------------|------------------------|------------------------|-----------|-------------|-----------|
| | | | | Tier 1 | Tier 2 | Tier 3 |
| 23 | Palmer Avenue | Monroe Street | Gadsden Street | \$37,139 | | |
| 32 | Belle Vue Way* | Mabry Street | Hayden Road | \$58,459 | \$2,136,857 | |
| 44 | Boone Boulevard | Alder Drive | Monticello Drive | \$45,097 | | |
| 51 | Chowkeebin Nene | Chinnapakin Nene | Hasosaw Nene | \$111,416 | | |
| 59 | Ingleside Avenue | Terrace Street | Marion Avenue | \$11,397 | \$77,039 | |
| 94 | Magnolia Drive | Chowkeebin Nene | S. Adams Street | | \$2,809,976 | |
| 120 | Gadsden Street** | 6 th Avenue | 9 th Avenue | | | \$197,924 |
| Total Cost | | | | \$263,508 | \$5,023,872 | \$197,924 |

Sidewalk Projects

Bike Lanes/Sidewalks

Trail Projects

Table 5
Difference between Original and New Cost Estimates

| # | Project | From | To | Cost | | |
|------------|------------------|------------------------|------------------------|-----------|-------------|--------|
| | | | | Tier 1 | Tier 2 | Tier 3 |
| 23 | Palmer Avenue | Monroe Street | Gadsden Street | \$74,277 | | |
| 32 | Belle Vue Way* | Mabry Street | Hayden Road | \$58,459 | \$2,136,857 | |
| 44 | Boone Boulevard | Alder Drive | Monticello Drive | \$129,985 | | |
| 51 | Chowkeebin Nene | Chinnapakin Nene | Hasosaw Nene | \$371,385 | | |
| 59 | Ingleside Avenue | Terrace Street | Marion Avenue | \$43,623 | \$294,871 | |
| 94 | Magnolia Drive | Chowkeebin Nene | S. Adams Street | | \$219,127 | |
| 120 | Gadsden Street** | 6 th Avenue | 9 th Avenue | | | \$0 |
| Total Cost | | | | \$677,729 | \$2,650,855 | \$0 |

Sidewalk Projects

Bike Lanes/Sidewalks

Trail Projects

Table 6
Projects Underway since RMP inception

| # | Project | From | To | Cost | | | |
|------------|--------------------------------|---------------------|--------------------|-------------|--------------|--------------|-------------|
| | | | | Tier 1 | Tier 2 | Tier 3 | Tier 4 |
| 5 | Bannerman Road | Thomasville Road | Tekesta Drive | \$901,935 | | | |
| 6 | Orange Avenue | Capital Circle, SW | Lake Bradford Road | \$1,400,652 | | | |
| 11 | 7th Avenue | TMH | Bronough Street | \$1,173,223 | | | |
| 16 | Crawfordville Road | In Crawfordville | | \$1,878,147 | | | |
| 29 | Volusia Street | Old Bainbridge Road | Joe Louis Street | \$265,275 | | | |
| 45 | Bragg Drive | Wheatly Street | Rackley Road | \$68,972 | | | |
| 55 | Gaile Avenue | Crawfordville Road | Tram Road | \$322,994 | | | |
| 69 | Capital City to the Sea Trails | | | \$3,438,750 | \$12,041,568 | \$12,041,568 | \$9,000,000 |
| 107 | US 319 @ Martin Luther King | | | | | \$598,024 | |
| 108 | US 319 @ Ivan Church Road | | | | | \$2,378,050 | |
| 109 | US 319 @ Wakulla Arran Road | | | | | \$598,024 | |
| 122 | US 98 | Otter Creek Road | P A Sandera Road | | | \$234,576 | |
| Total Cost | | | | \$9,449,947 | \$12,041,568 | \$15,850,242 | \$9,000,000 |

Sidewalk Projects

Intersection Projects

Trail Projects

Bike Lanes/Sidewalks

Bike Lanes

Table 7
TIGER V Grant Projects

| Project | From | To | Cost |
|--|------------------------|----------------------------|--------------------|
| Timberlane School Road Sidewalk | Timberlane Road | Live Oak Plantation | \$635,000 |
| Timberlane Road Sidewalk | Meridian Road | Woodley Road | \$1,200,000 |
| Maclay Road Sidewalk | Meridian Road | Thomasville Road | \$1,200,000 |
| Live Oak Plantation Road Sidewalk | Meridian Road | Thomasville Road | \$2,500,000 |
| Timberlane Road/Maclay Garden Trail | Timberlane Road | Maclay Garden | \$478,000 |
| Total Cost | | | \$6,013,000 |

Sidewalk Projects

Trail Projects

Table 8
Step 6 – Original Cost Estimate of Projects

| # | Project | From | To | Cost | |
|------------|--|---|------------------------------|-------------|--------------|
| | | | | Tier 1 | Tier 2 |
| 59 | Ingleside Avenue* | Gadsden Street | Marion Avenue | \$11,397 | \$77,039 |
| 65 | Trail extension* | Existing Trail | Jefferson County High School | \$3,317,887 | \$1,640,389 |
| 86 | Lake Bradford Road | Stadium Drive | Orange Avenue | | \$1,177,546 |
| 89 | Pensacola Street | Stadium Drive | Monroe Street | | \$804,989 |
| T-15 | St Marks Trail Bike/Ped Bridge - Phase 1 | West side of Woodville Highway across Capital Circle | | | \$6,314,000 |
| T-16 | St Marks Trail Bike/Ped Bridge - Phase 2 | South side of Capital Circle across Woodville Highway | | | \$4,158,000 |
| 90 | Apalachee Parkway | Magnolia Drive | Connor Boulevard | | \$704,642 |
| 91 | Tennessee Street | Franklin Boulevard | Magnolia Drive | | \$399,168 |
| 92 | Rankin Avenue | Orange Avenue | Jackson Bluff Road | | \$841,995 |
| 93 | Rosemary Terrace | Yaupon Drive | Tupelo Drive | | \$324,324 |
| 94 | Magnolia Drive | Lafayette Street | Adams Street | | \$2,809,976 |
| 95 | Meridian Road | 7th Avenue | Tharpe Street | | \$270,963 |
| 97 | Mission Road | White Drive | Mission Road | | \$1,087,040 |
| Total Cost | | | | \$3,329,284 | \$20,610,071 |

Sidewalk Projects

Intersection Projects

Trail Projects

Bike Lanes/Sidewalks

Bike Lanes

Table 9
Step 6 – New Cost Estimate of Projects

| # | Project | From | To | Cost | |
|------------|--|---|------------------------------|--------------|--------|
| | | | | Tier 1 | Tier 2 |
| 59 | Ingleside Avenue* | Gadsden Street | Marion Avenue | \$65,533 | |
| 65 | Trail extension* | Existing Trail | Jefferson County High School | \$4,479,700 | |
| 86 | Lake Bradford Road | Stadium Drive | Orange Avenue | \$1,001,678 | |
| 89 | Pensacola Street | Stadium Drive | Monroe Street | \$684,763 | |
| T-15 | St Marks Trail Bike/Ped Bridge - Phase 1 | West side of Woodville Highway across Capital Circle | | \$4,050,000 | |
| T-16 | St Marks Trail Bike/Ped Bridge - Phase 2 | South side of Capital Circle across Woodville Highway | | \$2,550,000 | |
| 90 | Apalachee Parkway | Magnolia Drive | Connor Boulevard | \$599,404 | |
| 91 | Tennessee Street | Franklin Boulevard | Magnolia Drive | \$339,552 | |
| 92 | Rankin Avenue | Orange Avenue | Jackson Bluff Road | \$716,243 | |
| 93 | Rosemary Terrace | Yaupon Drive | Tupelo Drive | \$275,886 | |
| 94 | Magnolia Drive | Lafayette Street | Adams Street | \$2,390,305 | |
| 95 | Meridian Road | 7th Avenue | Tharpe Street | \$230,495 | |
| 97 | Mission Road | White Drive | Mission Road | \$924,690 | |
| Total Cost | | | | \$14,990,361 | |

Sidewalk Projects

Intersection Projects

Trail Projects

Bike Lanes/Sidewalks

Bike Lanes

Table 10
Step 6 – Estimated Cost Difference

| # | Project | From | To | Cost | |
|------------|--|---|------------------------------|--------------|----------------|
| | | | | Tier 1 | Tier 2 |
| 59 | Ingleside Avenue* | Gadsden Street | Marion Avenue | \$65,533 | (\$77,039) |
| 65 | Trail extension* | Existing Trail | Jefferson County High School | \$1,161,813 | (\$1,640,389) |
| 86 | Lake Bradford Road | Stadium Drive | Orange Avenue | \$1,001,678 | (\$1,177,546) |
| 89 | Pensacola Street | Stadium Drive | Monroe Street | \$684,763 | (\$804,989) |
| T-15 | St Marks Trail Bike/Ped Bridge - Phase 1 | West side of Woodville Highway across Capital Circle | | \$2,264,000 | (\$6,314,000) |
| T-16 | St Marks Trail Bike/Ped Bridge - Phase 2 | South side of Capital Circle across Woodville Highway | | \$1,608,000 | (\$4,158,000) |
| 90 | Apalachee Parkway | Magnolia Drive | Connor Boulevard | \$599,404 | (\$704,642) |
| 91 | Tennessee Street | Franklin Boulevard | Magnolia Drive | \$339,552 | (\$399,168) |
| 92 | Rankin Avenue | Orange Avenue | Jackson Bluff Road | \$716,243 | (\$841,995) |
| 93 | Rosemary Terrace | Yaupon Drive | Tupelo Drive | \$275,886 | (\$324,324) |
| 94 | Magnolia Drive | Lafayette Street | Adams Street | \$2,390,305 | (\$2,809,976) |
| 95 | Meridian Road | 7th Avenue | Tharpe Street | \$230,495 | (\$270,963) |
| 97 | Mission Road | White Drive | Mission Road | \$924,690 | (\$1,087,040) |
| Total Cost | | | | \$12,262,362 | (\$20,610,071) |

Sidewalk Projects

Intersection Projects

Trail Projects

Bike Lanes/Sidewalks

Bike Lanes

Attachment 1

1. Determine which projects in the Cost Feasible Plan have been completed prior to Tier 1 (2016 – 2020). For example, there were a lot of sidewalk projects completed as a component of the implementation of the NOVA 2010 Plan that may be in the Cost Feasible Plan and they should be removed since they are completed.
2. Identify all of the projects that have been initiated since the adoption of the Regional Mobility Plan to determine if any have completed a PD&E Study or design phase. For example, the Capital City to the Sea Trails project has the PD&E study programmed for FY 2014.
3. Assess the status of projects on the StarMetro system routes to ensure they receive credit for being on the transit system subsequent to the implementation of the new routing system.
4. Determine if any projects are proposed for the TIGER V Grant funding and include any other TIGER V Grant projects in the “funded by others” category of the Cost Feasible Plan. Any project in the existing Cost Feasible Plan that is a TIGER V Grant project will be noted but kept in the Tier system, not the “funded by others” category.
5. Based on the results of steps 1 – 4, assess the Cost Feasible Plan (all projects) to ensure that projects with phases including PD&E and design are moved forward based on their status.
6. Determine if there are any impacts to the Cost Feasible Plan that will or have occurred based on projects being moved forward (such as moving from Tier 2 to Tier 1 or vice-versa). Any project that is proposed to be moved will be noted and appropriately identified for a Public Hearing.

The appropriateness of a lengthy reassessment will be determined if a project moving from one tier to another has a capacity impact such as a new road or widening of an existing road. Projects such as sidewalks, bike lanes, trails, paths, or other bike and pedestrian improvements moving from tier to tier are bound by financial constraints but do not necessarily impact capacity. However, the adjustment will require an Environmental Justice analysis prior to any final placement in the Cost Feasible Plan.

Any project moving from tier to tier will have the costs deflated to the based year (2007) and adjusted to the new tier using an inflation factor.

7. Any project adjustment will require an Environmental Justice analysis to determine the benefits and burdens (if any) upon the identified protected population.



September 16, 2013

AGENDA ITEM 5 D

**REGIONAL MOBILITY PLAN 2040 UPDATE
CONSULTANT SELECTION**

REQUESTED BY: CRTPA Staff

TYPE OF ITEM: Discussion

STATEMENT OF ISSUE

This item seeks to have the CRTPA Board select a consultant for the Regional Mobility Plan (RMP) 2040 Update.

RECOMMENDED ACTION

Option 1: Approve the Consultant Selection Committee recommendation of Kimley-Horn and Associates to perform Regional Mobility Plan 2040 Update.

PREVIOUS AGENDA ITEMS

June 17, 2013 – Agenda Item 5A – Regional Mobility Plan 2040 Update Scope-of-Services.

HISTORY AND ANALYSIS

The CRTPA is required to update the long range transportation plan, known as the Regional Mobility Plan (RMP), every five years. The currently adopted RMP was approved by the Board in November of 2010 with the RMP 2040 Update scheduled to be adopted in September of 2015.

As noted above, the Scope-of-Services was approved at the June 2013 CRTPA meeting with a release of the Request for Proposals (RFP) in July 2013. The CRTPA received three (3) proposals from:

- Kimley-Horn and Associates (KHA)
- Renaissance Planning Group (RPG)
- Reynolds Smith & Hills (RSH)

CRTPA staff convened a Consultant Selection Committee (CSC) that included members from Commuter Services of North Florida, StarMetro, and three members from CRTPA staff.

The CSC met on Thursday, August 29, 2013 to discuss and score the proposals. The scores were averaged and ranked as follows:

- | | |
|-------------------------------------|---------------------------------|
| 1. Kimley-Horn and Associates (KHA) | - 92.2 points out of 110 points |
| 2. Renaissance Planning Group (RPG) | - 88.4 points out of 110 points |
| 3. Reynolds Smith & Hills (RSH) | - 88.2 points out of 110 points |

Based on the RFP, this score accounted for 52.38% of the overall score for the consultant.

On Wednesday, September 4, 2013 the CSC met again for the second part of the selection process which was an interview with each consultant. The interview lasted 45 minutes and dealt specifically with the “Approach” to the project, and this portion also accounted for 47.62% of the overall score of the consultant. These scores were as follows:

- | | |
|-------------------------------------|---------------------------------|
| 1. Kimley-Horn and Associates (KHA) | - 91.6 points out of 100 points |
| 2. Reynolds Smith & Hills (RSH) | - 87.8 points out of 100 points |
| 3. Renaissance Planning Group (RPG) | - 77.8 points out of 100 points |

When combined the consultant with the highest score was Kimley-Horn and Associates. The final total for all three proposals are shown below:

- | | |
|-------------------------------------|----------------------------------|
| 1. Kimley-Horn and Associates (KHA) | - 183.8 points out of 210 points |
| 2. Reynolds Smith & Hills (RSH) | - 176.0 points out of 210 points |
| 3. Renaissance Planning Group (RPG) | - 166.2 points out of 210 points |

Based on these scores, the CSC is recommending approval of Kimley-Horn and Associates for the Regional Mobility Plan 2040 Update.

NEXT STEPS

Upon approval by the CRTPA Board, staff will start the negotiating process and working on the contract to begin this project. The negotiated contract will be brought back to the CRTPA Board for approval.

OPTIONS

- Option 1: Approve the Consultant Selection Committee recommendation of Kimley-Horn and Associates to perform Regional Mobility Plan 2040 Update.
(Recommended)

- Option 2: Provide other direction.



September 16, 2013

AGENDA ITEM 5 E
CAPITAL CITY TO THE SEA TRAILS
PROJECT EVALUATION CRITERIA AND
AGENCY COORDINATION INITIATION

REQUESTED BY: CRTPA

TYPE OF ITEM: Discussion/Action

STATEMENT OF ISSUE

Kimley-Horn & Associates will be providing the CRTPA Board a status report for the Capital City to the Sea Trails project, as well as, seeking approval of the Guiding Principles and Evaluation Criteria for the project. Additionally, CRTPA staff is seeking Board approval for the consultant to begin agency coordination in the development of the Project Development and Environment (PD&E) Study.

CRTPA COMMITTEE RECOMMENDATION

Technical Advisory Committee (TAC)

The TAC at their September 3, 2013 meeting recommended approval of the Guiding Principles and Evaluation Criteria.

Citizens Multimodal Advisory Committee (CMAC)

The CMAC at their September 3, 2013 meeting recommended meeting recommended approval of the Guiding Principles and Evaluation Criteria.

RECOMMENDED ACTION

- Option 1: Approve the Guiding Principles and Evaluation Criteria for the Capital City to the Sea Trails project.
- Option 2: Approve the consultant to move forward with the Agency Coordination component of the Project Development and Environment Study (PD&E) of the Capital City to the Sea Trails project in the amount of up to \$15,000, and authorize the CRTPA Executive Director to execute a contract amendment for the Agency Coordination component.

PREVIOUS AGENDA ITEMS

November 16, 2009 – Agenda Item 4E – Capital City to the Sea Loop
June 18, 2012 – Agenda Item 2D – Capital City to the Sea Trail Local Agency Program (LAP) Agreement Authorization
January 28, 2013 – Agenda 6A - Capital City to the Sea Trail Consultant Selection
March 25, 2013 – Agenda Item 2G - Capital City to the Sea Trail Scope and Contract
May 20, 2013 – Agenda Item 4B – Capital City to the Sea Trails Kick-off

BACKGROUND

There have been numerous activities associated with the Capital City to the Sea Trails (CCTTS) since the kick-off to the CRTPA in May of 2013.

Accomplishments

The following items have been completed:

Data Collection and Analysis
Review of Existing Plans and Studies
Needs and Benefits Analysis
Draft Guiding Principles and Evaluation Criteria
Public Participation

Data Collection and Analysis

In terms of Data Collection and Analysis the effort has been wide-range to collect data regarding transportation such as trails and roadway network to environmental issues such as critical habitats, wetlands, flood zones and managed areas, to demographics and social data relating to destinations, community features, and population density.

Review of Existing Plans and Studies

There are numerous existing plans and studies in the area including those at the local, regional, state and federal levels. From the local perspective (Leon County) these studies include the Greenways Master Plan from Leon County, the Comprehensive Plan, City of Tallahassee Master Parks and Recreation Plan to name a few. Wakulla County includes the Crawfordville Plan, Plan St. Marks, and the Wakulla Bike and Pedestrian Master Plan. Studies at the regional, state and federal levels include the Big Bend Scenic Byway, Equestrian Design Handbook, and the Florida Greenways and Trails System Plan.

All of these documents play an important role in developing the Capital City to the Sea Master Plan document.

Needs and Benefits Analysis

This task incorporates population densities and projections with demographic data include Title VI populations to determine potential economic benefits and projected trail demand.

Additionally, this effort looks at area characteristics such as parks, schools, and educational opportunities for trail assessment.

Public Participation

Under the Public Involvement task team members have provided project newsletters, social media opportunities including Facebook, Twitter, and YouTube for disseminating information. Additionally, there are two committees, the Capital City to the Sea Technical Advisory Committee and the Technical Advisory Committee to help guide the process. To date the project team has created a survey, held stakeholder interviews, and developed a project video to garner more public involvement.

Guiding Principles and Evaluation Criteria

The Guiding Principles and Evaluation Criteria (shown as ***Attachment I***) is important to establish at this time to ensure that the projects associated with the Capital City to the Sea Trails have a common set of measurement tools to determine which projects have a higher propensity to be pursued (approved by the CRTPA) when the Master Plan is completed. The development of this effort emphasizes accessibility, health and wellness, availability of right-of-way, connectivity, safety, public input, the consideration of planned development and the consideration of environmental impacts.

Agency Coordination

At this point in the project process it is important to begin the initiation of Agency Coordination which will allow for staff and the consultant to discuss the direction of the project with the Federal Highway Administration (FHWA). Additionally, this will allow for the consultant to initiate the Efficient Transportation Decision Making (ETDM) effort which will put the Capital City to the Sea project through a review process by the Florida Department of Transportation. The FDOT and other state agencies will screen the project for potential issues. In order to complete this task staff is seeking approval for the expenditure of up to \$15,000.

NEXT STEPS

The next steps associated with the Capital City to the Sea Trails project include Workshop #2 (September 19, 2013 in Leon County and September 26, 2013 in Wakulla County), the development of maintenance guidelines, phasing and priorities, implementation strategies, compiling best practices, the identification of supporting infrastructure and funding opportunities.

OPTIONS

- Option 1: Approve the Guiding Principles and Evaluation Criteria for the Capital City to the Sea Trails project.
(RECOMMENDED)
- Option 2: Approve the consultant to move forward with the Agency Coordination component of the Project Development and Environment Study (PD&E) of the Capital City to the Sea Trails project in the amount of up to \$15,000, and authorize the CRTPA Executive Director to execute a contract amendment for the Agency Coordination component. (RECOMMENDED)
- Option 3: Provide other direction.

ATTACHMENTS

Attachment 1: Guiding Principles and Evaluation Criteria

Overarching Goal of Capital City to the Sea Trails

Develop a series of shared use paths that connect various areas from Capital Cascades Park in the City of Tallahassee all the way to the sea

| Guiding Principles | Evaluation Criteria |
|---|--|
| Connect People and Places | Creates a Regional Facility (including connections to existing trails) |
| | Creates a Local Facility |
| | Enhances Connectivity to Existing and Planned Development (including connections via public transportation, sidewalks and bicycle lanes, and existing trails) |
| Improve Quality of Life | Increases Transportation Opportunities |
| | Increases Health, Wellness, and Recreational Opportunities |
| Improve Connectivity* | Provides Public Connectivity to Managed Public Lands (including connectivity to State Parks, National Forests, State Forests, Schools and Educational Opportunities) |
| | Provides Connectivity for Transportation Disadvantaged (Title VI Protected Communities) |
| | Builds a better transportation network to attract differently-abled people |
| Provide Opportunities for Sustainable Economic Growth | Potential to Attract Tourists |
| | Potential to Draw Activity from a Broad Audience |
| | Connects to Commercial Corridors |
| | Located in Proximity to Local Businesses |
| Increase Awareness of the Capital Region | Would be Useful for Marketing and Promoting the Region |
| | Would Create a Sense of Place in the Region |
| Minimize Environmental Impacts | Provides Opportunities to Enhance the Natural Environment |
| | Can be Located Within Existing Right-of-Way |
| | Minimizes Impacts to Floodplains, Surface Waters, Wetlands, Habitats, and Contaminated Sites |
| Develop a Maintainable Network | Minimizes the Costs for Maintaining the Trail |
| Improve Safety | Improves Safety for a Variety of User Types |
| Includes Public Participation | Creates a Corridor Supported by the Public |
| Develop Strategic Partnerships | Provides an opportunity to develop a variety of partnerships with the public sector, the nonprofit sector, and private enterprise |

*All facilities will be developed according to current applicable standards with the goal of providing universal accessibility



September 16, 2013

AGENDA ITEM 5 F

**US 319 (CRAWFORDVILLE ROAD) CONCEPTUAL DESIGN &
ENVIRONMENTAL REEVALUATION KICKOFF**

REQUESTED BY: FDOT Staff

TYPE OF ITEM: Discussion/Information

STATEMENT OF ISSUE

Staff from the Florida Department of Transportation will kick off the US 319 Conceptual Design & Environmental Reevaluation Study. The project involves 20 miles of US 319 in Leon and Wakulla counties. Specifically, project limits are:

- S.R. 61 (U.S. 319) from S.R. 30 (U.S. 98) to Leon County line
- S.R. 61/369 (U.S. 319) from Wakulla County line to beginning of four lane at Rivers Road

A project overview as well information related to the project's schedule and benchmarks will be provided.



September 16, 2013

AGENDA ITEM 5 G

ORANGE AVENUE BRIDGE UPDATE

REQUESTED BY: FDOT Staff

TYPE OF ITEM: Discussion/Information

STATEMENT OF ISSUE

Jason Peters with the Florida Department of Transportation will provide an update on both the Orange Avenue Resurfacing and Bridge Replacement projects. The update will cover the anticipated production schedule for each project as well as a brief discussion of the innovative construction method considered for the replacement of the bridge structure. Mr. Peters will also discuss the timing of the potential road closure for the bridge replacement.

September 16, 2013



AGENDA ITEM 6

EXECUTIVE DIRECTOR'S REPORT

REQUESTED BY: Staff

TYPE OF ITEM: Information

A status report on the activities of the Capital Region Transportation Planning Agency (CRTPA) and other items of interest will be provided.

- A Not Cost Time Extension was issued to URS/Sprinkle Consulting for the Sustainable Communities Calculator to allow sufficient time to complete all the staff training requirements of the contract. The new expiration date is November 30, 2013.
- A Not Cost Time Extension was issued to Kimley-Horn and Associates for the Woodville Highway PD&E to allow sufficient time to complete the approval process of the PD&E documentation with the Federal Highway Administration (FHWA). The new expiration date is December 31, 2013.



September 16, 2013

AGENDA ITEM 7

ITEMS FROM MEMBERS

This portion of the agenda is provided to allow members an opportunity to discuss issues relevant to the CRTPA.



September 16, 2013

AGENDA ITEM 8

CITIZEN COMMENT

This portion of the agenda is provided to allow for citizen input on any CRTPA issue. Those interested in addressing the CRTPA should complete a speaker request form located at the rear of the meeting room. Speakers are requested to limit their comments to three (3) minutes.

AGENDA ITEM 9 A

**FISCAL YEAR (FY) 2013 – FY 2017/ FY 2014 - 2018
TRANSPORTATION IMPROVEMENT PROGRAM (TIP)
ADMINISTRATIVE AMENDMENTS**

REQUESTED BY: FDOT

TYPE OF ITEM: Information

The purpose of this item is to inform members of administrative amendments to the FY 2013 – FY 2017 TIP subsequent to the June 25, 2012 CRTPA Board Meeting adoption of the document. The amendments are related to the recent Florida Department of Transportation publication of the Roll Forward Report. Specifically, the Report lists those projects which did not get authorized by the end of the last (state) fiscal year and have been rolled forward into the newly adopted Work Program. As a result, the newly adopted TIP has been reconciled (amended) to bring the TIP up to date.

Specifically, the following projects have been administratively amended in the FY 2013- FY 2017 TIP related to funding identified in FY 13:

- ❑ Quincy By-Pass Mitigation. **Environmental Permit Mitigation** in FY 13 (\$661,000) (2189463).
- ❑ StarMetro Funding. **TIGGER II Grant** in FY 13 (\$5,241,003) (4091481).
- ❑ StarMetro Funding. **Job Access Commute (Section 5316)** in FY 13 (\$339,820) (4211576).
- ❑ StarMetro Funding. **Job Access Commute (Section 5316)** in FY 13 (\$253,750) (4211577).
- ❑ StarMetro Funding. **Job Access Commute (Section 5316)** in FY 13 (\$283,834) (4211578).
- ❑ StarMetro Funding. **New Freedom (Section 5317)** in FY 13 (\$90,364) (4211605).
- ❑ StarMetro Funding. **New Freedom (Section 5317)** in FY 13 (\$76,125) (4211606).
- ❑ StarMetro Funding. **Capital Funding (Section 5307)** in FY 13 (\$3,465,694) (4222511).
- ❑ StarMetro Funding. **Capital Funding (Section 5309)** in FY 13 (\$262,000) (4252694).
- ❑ StarMetro Funding. **Capital Funding (Section 5309)** in FY 13 (\$1,364,249) (4302882).

The following push button FDOT project has been added to the FY 13 – FY 17 TIP:

- Capital Circle, NW (SR 263) @ Old Bainbridge Road. **Add Turn Lanes** in FY 13 (\$676,142) (4321261). Note: this project is identified on the CRTPA's FY 2013 – FY 2017 Transportation Systems Management Project Priority List (ranked #6).

Additionally, the following project has been amended in the FY 13 – FY 17 TIP:

- Interstate 10 (SR 8) from Capital Circle, NE to east of US 90 (Mahan Drive). **Project Development and Environment (PD&E) Study** in FY 2014 (\$1,525,000) (Project #4065852). This project was updated in the TIP to include project reference to the Regional Mobility Plan.



September 16, 2013

AGENDA ITEM 9 B

CORRESPONDENCE

REQUESTED BY: CRTPA Staff

TYPE OF ITEM: Information

The Capital Region Transportation Planning Agency has not received any correspondence since our last meeting.

AGENDA ITEM 9 C

**TECHNICAL ADVISORY COMMITTEE/CITIZENS MULTIMODAL
ADVISORY COMMITTEE/TRANSPORTATION DISADVANTAGED
COORDINATING BOARD
ACTIONS**

REQUESTED BY: CRTPA Staff

TYPE OF ITEM: Information

STATEMENT OF ISSUE

This item provides information to the Capital Region Transportation Planning Agency (CRTPA) on the activities of the Technical Advisory Committee (TAC), the Citizens Multimodal Advisory Committee (CMAC), and the Leon County Transportation Disadvantaged Coordinating Board (TDCB).

CRTPA SUBCOMMITTEE ACTIONS

The TAC and the CMAC met on September 3, 2013, and took action on the following items:

- **Minutes of the May 7, 2013 Committee Meetings** – Both committees approved their respective minutes.
- **FY 2015-2019 Priority Project List Adoption** – Each committee adopted the priority project lists as presented.
- **Capital City to the Sea Trails Project Evaluation Criteria** - Each committee voted to recommend the proposed evaluation criteria to the CRTPA Board for approval.
- **Regional Mobility Plan Project Assessment Update** –

TAC: The TAC recommended that the process continue to identify “clean-up” changes to the Regional Mobility Plan. These changes reflect project changes due to monetary availability from deletion of projects that have already been completed or are no longer needed, and/or cost changes. Project changes are to be addressed through the Regional Mobility Plan 2040.

CMAC: The CMAC recommended that the Cost Feasible Plan of the existing Regional Mobility Plan be updated a function of the Regional Mobility Plan 2040.

Additionally, the committees heard a brief presentation on the US 319 (Crawfordville Road) Conceptual Design and Environmental Re-evaluation Kickoff.

LEON, WAKULLA, GADSDEN, AND JEFFERSON COUNTIES TRANSPORTATION DISADVANTAGED COORDINATING BOARD (TDCB) ACTIONS

The Leon County Transportation Disadvantaged Coordinating Board held their regular quarterly meeting in July. Approved at the meeting was an update to the Transportation Disadvantaged Service Plan, Bylaws, and Grievance Process. The Community Transportation Coordinator (Star Metro) presented a report of quarterly activities.

The Wakulla, Jefferson, and Gadsden Boards met on September 10th and 12th. The boards discussed their Trip Priority List and amended their Transportation Disadvantaged Service Plans in addition to receiving a report from the Community Transportation Coordinators.



September 16, 2013

AGENDA ITEM 9 D

FUTURE MEETINGS AND AGENDA ITEMS

REQUESTED BY: CRTPA Staff

TYPE OF ITEM: Information

The Capital Region Transportation Planning Agency will meet in the City of Tallahassee Commission Chambers on the following dates. The topics of discussion will include the following:

- **November 18** Election of Chair/Vice Chair

** CRTPA Board meetings are scheduled to begin at 1 pm.*



September 16, 2013

AGENDA ITEM 9 E

EXPENSE REPORTS

REQUESTED BY: CRTPA Staff

TYPE OF ITEM: Information

The following Expense Reports are attached:

- May 2013
- June 2013
- July 2013

CITY OF TALLAHASSEE, FLORIDA
460000
CRTPA

CRTPA
May 31, 2013

Report Date: 2013-05-31
Run Date: 12-Jun-13
Run Time: 2:49 PM

| Account | Account Description | Expended This Month | Amended Budget | Budget Allotment to Date | Year to Date Expended | Pre-Encumbered | Encumbered | Unencumbered & Unexpended |
|--------------------------|--------------------------------|---------------------|----------------|--------------------------|-----------------------|----------------|------------|---------------------------|
| Personnel Services | | | | | | | | |
| 511000 | Salaries | 34,437 | 398,925 | 265,950 | 267,349 | -- | -- | 131,576 |
| 511300 | Salary Enhancements | -- | 9,973 | 6,649 | -- | -- | -- | 9,973 |
| 511500 | Temporary Wages | 200 | 5,000 | 3,333 | 1,720 | -- | -- | 3,280 |
| 512400 | Other Salary Items | -- | 3,000 | 2,000 | 1,269 | -- | -- | 1,731 |
| 515000 | Pension- Current | 1,905 | 41,258 | 27,505 | 19,684 | -- | -- | 21,574 |
| 515100 | Pension- MAP | 1,348 | 17,373 | 11,582 | 11,373 | -- | -- | 6,000 |
| 515500 | Social Security | -- | 11,000 | 7,333 | 4,528 | -- | -- | 6,472 |
| 515600 | Mandatory Medicare | 265 | 5,929 | 3,953 | 3,312 | -- | -- | 2,617 |
| 516000 | Health Benefits | 2,075 | 45,083 | 30,055 | 24,071 | -- | -- | 21,012 |
| 516001 | Health Benefits-Retirees | 861 | 10,328 | 6,885 | 6,885 | -- | -- | 3,443 |
| 516100 | Flex Benefits | 629 | 17,268 | 11,512 | 7,474 | -- | -- | 9,794 |
| Total Personnel Services | | 41,719 | 565,137 | 376,758 | 347,667 | -- | -- | 217,470 |
| Operating Expenses | | | | | | | | |
| 521010 | Advertising | -- | 4,500 | 3,000 | 676 | -- | -- | 3,824 |
| 521030 | Reproduction | 175 | 12,000 | 8,000 | 5,280 | -- | 675 | 6,045 |
| 521100 | Equipment Repairs | -- | 225 | 150 | -- | -- | -- | 225 |
| 521180 | Unclassified Contractual Svcs | 22,203 | 71,000 | 47,333 | 38,914 | -- | 17,883 | 14,204 |
| 521190 | Computer Software | -- | 25,000 | 16,667 | 9,600 | -- | -- | 15,400 |
| 522080 | Telephone | -- | 1,000 | 667 | 143 | -- | -- | 857 |
| 523020 | Food | 105 | 1,200 | 800 | 767 | -- | -- | 433 |
| 523050 | Postage | -- | 750 | 500 | -- | -- | -- | 750 |
| 523060 | Office Supplies | 311 | 4,500 | 3,000 | 1,549 | -- | -- | 2,951 |
| 523080 | Unclassified Supplies | -- | 4,500 | 3,000 | 587 | -- | -- | 3,913 |
| 524010 | Travel & Training | 199 | 13,000 | 8,667 | 5,983 | -- | -- | 7,017 |
| 524020 | Journals & Books | -- | 600 | 400 | -- | -- | -- | 600 |
| 524030 | Memberships | -- | 2,500 | 1,667 | 2,004 | -- | -- | 496 |
| 524050 | Rent Expense- Building & Offic | -- | 12,626 | 8,417 | 12,570 | -- | -- | 56 |
| Total Operating Expenses | | 22,992 | 153,401 | 102,267 | 65,504 | -- | 18,557 | 69,340 |
| Allocated Accounts | | | | | | | | |
| 560010 | Human Resource Expense | 483 | 5,666 | 3,777 | 3,866 | -- | -- | 1,800 |
| 560020 | Accounting Expense | 1,117 | 13,292 | 8,861 | 8,937 | -- | -- | 4,355 |
| 560030 | Purchasing Expense | 300 | 3,579 | 2,386 | 2,401 | -- | -- | 1,178 |
| 560040 | Information Systems Expense | 2,013 | 23,639 | 15,759 | 16,100 | -- | -- | 7,539 |
| 560070 | Revenue Collection | 114 | 1,367 | 911 | 911 | -- | -- | 456 |
| Total Allocated Accounts | | 4,027 | 47,543 | 31,695 | 32,215 | -- | -- | 15,328 |
| Total Expenses | | 68,737 | 766,081 | 510,721 | 445,386 | -- | 18,557 | 302,138 |
| Percentage of Budget | | | | 66.67% | 58.14% | | | |

CITY OF TALLAHASSEE, FLORIDA

Expenses by Department

460000

CRTPA

CRTPA
June 30, 2013

Report Date: 2013-06-30

Fiscal Year: 2013

Run Date: 10-Jul-13

Run Time: 2:33 PM

| Account | Account Description | Expended This Month | Amended Budget | Budget Allotment to Date | Year to Date Expended | Pre-Encumbered | Encumbered | Unencumbered & Unexpended |
|--------------------------|--------------------------------|---------------------|----------------|--------------------------|-----------------------|----------------|---------------|---------------------------|
| Personnel Services | | | | | | | | |
| 511000 | Salaries | 18,876 | 398,925 | 299,194 | 286,226 | -- | -- | 112,699 |
| 511300 | Salary Enhancements | -- | 9,973 | 7,480 | -- | -- | -- | 9,973 |
| 511500 | Temporary Wages | -- | 5,000 | 3,750 | 1,720 | -- | -- | 3,280 |
| 512400 | Other Salary Items | 923 | 3,000 | 2,250 | 2,192 | -- | -- | 808 |
| 515000 | Pension- Current | 4,536 | 41,258 | 30,944 | 24,221 | -- | -- | 17,038 |
| 515100 | Pension- MAP | 1,348 | 17,373 | 13,030 | 12,721 | -- | -- | 4,652 |
| 515500 | Social Security | 3,287 | 11,000 | 8,250 | 7,815 | -- | -- | 3,185 |
| 515600 | Mandatory Medicare | 1,031 | 5,929 | 4,447 | 4,343 | -- | -- | 1,586 |
| 516000 | Health Benefits | 7,951 | 45,083 | 33,812 | 32,022 | -- | -- | 13,062 |
| 516001 | Health Benefits-Retirees | 861 | 10,328 | 7,746 | 7,746 | -- | -- | 2,582 |
| 516100 | Flex Benefits | 2,178 | 17,268 | 12,951 | 9,653 | -- | -- | 7,615 |
| Total Personnel Services | | 40,991 | 565,137 | 423,853 | 388,658 | -- | -- | 176,479 |
| Operating Expenses | | | | | | | | |
| 521010 | Advertising | 580 | 4,500 | 3,375 | 1,256 | -- | -- | 3,244 |
| 521030 | Reproduction | 1,688 | 12,000 | 9,000 | 6,968 | -- | 506 | 4,526 |
| 521100 | Equipment Repairs | -- | 225 | 169 | -- | -- | -- | 225 |
| 521180 | Unclassified Contractual Svcs | 1,137 | 71,000 | 53,250 | 40,051 | -- | 17,683 | 13,266 |
| 521190 | Computer Software | 9,029 | 25,000 | 18,750 | 18,629 | -- | -- | 6,371 |
| 522080 | Telephone | 89 | 1,000 | 750 | 232 | -- | -- | 768 |
| 523020 | Food | 60 | 1,200 | 900 | 827 | -- | -- | 373 |
| 523050 | Postage | 14 | 750 | 563 | 14 | -- | -- | 736 |
| 523060 | Office Supplies | -- | 4,500 | 3,375 | 1,549 | -- | -- | 2,951 |
| 523080 | Unclassified Supplies | -- | 4,500 | 3,375 | 587 | -- | -- | 3,913 |
| 524010 | Travel & Training | 1,066 | 13,000 | 9,750 | 7,049 | -- | -- | 5,951 |
| 524020 | Journals & Books | -- | 600 | 450 | -- | -- | -- | 600 |
| 524030 | Memberships | -- | 2,500 | 1,875 | 2,004 | -- | -- | 496 |
| 524050 | Rent Expense- Building & Offic | -- | 12,626 | 9,470 | 12,570 | -- | -- | 56 |
| Total Operating Expenses | | 13,663 | 153,401 | 115,051 | 91,736 | -- | 18,189 | 43,476 |
| Allocated Accounts | | | | | | | | |
| 560010 | Human Resource Expense | 483 | 5,666 | 4,250 | 4,349 | -- | -- | 1,317 |
| 560020 | Accounting Expense | 1,117 | 13,292 | 9,969 | 10,054 | -- | -- | 3,238 |
| 560030 | Purchasing Expense | 300 | 3,579 | 2,684 | 2,701 | -- | -- | 878 |
| 560040 | Information Systems Expense | 2,013 | 23,639 | 17,729 | 18,113 | -- | -- | 5,526 |
| 560070 | Revenue Collection | 114 | 1,367 | 1,025 | 1,025 | -- | -- | 342 |
| Total Allocated Accounts | | 4,027 | 47,543 | 35,657 | 36,242 | -- | -- | 11,301 |
| Total Expenses | | 58,680 | 766,081 | 574,561 | 516,636 | -- | 18,189 | 231,256 |
| <i>Percent of Budget</i> | | | | <i>75.00%</i> | <i>67.44%</i> | | | |

CITY OF TALLAHASSEE, FLORIDA
460000
CRTPA

CRTPA
July 31, 2013

Report Date: 2013-07-31
Run Date: 8-Aug-13
Run Time: 1:17 PM

| Account | Account Description | Expended This Month | Amended Budget | Budget Allotment to Date | Year to Date Expended | Pre-Encumbered | Encumbered | Unencumbered & Unexpended |
|--------------------------|--------------------------------|---------------------|----------------|--------------------------|-----------------------|----------------|---------------|---------------------------|
| Personnel Services | | | | | | | | |
| 511000 | Salaries | 32,346 | 398,925 | 332,438 | 318,572 | -- | -- | 80,353 |
| 511300 | Salary Enhancements | -- | 9,973 | 8,311 | -- | -- | -- | 9,973 |
| 511500 | Temporary Wages | -- | 5,000 | 4,167 | 1,720 | -- | -- | 3,280 |
| 512400 | Other Salary Items | -- | 3,000 | 2,500 | 2,192 | -- | -- | 808 |
| 515000 | Pension- Current | 1,905 | 41,258 | 34,382 | 26,125 | -- | -- | 15,133 |
| 515100 | Pension- MAP | 1,348 | 17,373 | 14,478 | 14,069 | -- | -- | 3,304 |
| 515500 | Social Security | -- | 11,000 | 9,167 | 7,815 | -- | -- | 3,185 |
| 515600 | Mandatory Medicare | 262 | 5,929 | 4,941 | 4,605 | -- | -- | 1,324 |
| 516000 | Health Benefits | 2,075 | 45,083 | 37,569 | 34,096 | -- | -- | 10,987 |
| 516001 | Health Benefits-Retirees | 861 | 10,328 | 8,607 | 8,607 | -- | -- | 1,721 |
| 516100 | Flex Benefits | 629 | 17,268 | 14,390 | 10,281 | -- | -- | 6,987 |
| Total Personnel Services | | 39,425 | 565,137 | 470,948 | 428,083 | -- | -- | 137,054 |
| Operating Expenses | | | | | | | | |
| 521010 | Advertising | 131 | 4,500 | 3,750 | 1,387 | -- | -- | 3,113 |
| 521030 | Reproduction | 809 | 12,000 | 10,000 | 7,777 | -- | 506 | 3,717 |
| 521100 | Equipment Repairs | -- | 225 | 188 | -- | -- | -- | 225 |
| 521180 | Unclassified Contractual Svcs | 132 | 71,000 | 59,167 | 40,182 | -- | 18,351 | 12,466 |
| 521190 | Computer Software | -- | 25,000 | 20,833 | 18,629 | -- | -- | 6,371 |
| 522080 | Telephone | 46 | 1,000 | 833 | 277 | -- | -- | 723 |
| 523020 | Food | 55 | 1,200 | 1,000 | 882 | -- | -- | 318 |
| 523050 | Postage | -- | 750 | 625 | 14 | -- | -- | 736 |
| 523060 | Office Supplies | 52 | 4,500 | 3,750 | 1,601 | -- | -- | 2,899 |
| 523080 | Unclassified Supplies | 262 | 4,500 | 3,750 | 849 | -- | -- | 3,651 |
| 524010 | Travel & Training | 634 | 13,000 | 10,833 | 7,683 | -- | -- | 5,317 |
| 524020 | Journals & Books | -- | 600 | 500 | -- | -- | -- | 600 |
| 524030 | Memberships | -- | 2,500 | 2,083 | 2,004 | -- | -- | 496 |
| 524050 | Rent Expense- Building & Offic | -- | 12,626 | 10,522 | 12,570 | -- | -- | 56 |
| Total Operating Expenses | | 2,120 | 153,401 | 127,834 | 93,856 | -- | 18,857 | 40,688 |
| Allocated Accounts | | | | | | | | |
| 560010 | Human Resource Expense | 483 | 5,666 | 4,722 | 4,832 | -- | -- | 834 |
| 560020 | Accounting Expense | 1,117 | 13,292 | 11,077 | 11,171 | -- | -- | 2,121 |
| 560030 | Purchasing Expense | 300 | 3,579 | 2,983 | 3,001 | -- | -- | 578 |
| 560040 | Information Systems Expense | 2,013 | 23,639 | 19,699 | 20,125 | -- | -- | 3,514 |
| 560070 | Revenue Collection | 114 | 1,367 | 1,139 | 1,139 | -- | -- | 228 |
| Total Allocated Accounts | | 4,027 | 47,543 | 39,619 | 40,269 | -- | -- | 7,274 |
| Total Expenses | | 45,572 | 766,081 | 638,401 | 562,208 | -- | 18,857 | 185,015 |

AGENDA ITEM 9 F

NEWS ARTICLES/FOR YOUR INFORMATION

The following news articles are provided for the information of CRTPA Board members:

- “The Role of Transportation in Promoting Physical Activity” Graphic (Active Living Research, www.activelivingresearch.org)
- “The End of the Suburbs” (Leigh Gallagher, Fortune Magazine, July 31, 2013)
- “Why Your City Might Be the Next Detroit” (Peter Kratz, Citiwire.net, August 2, 2013)

THE ROLE OF

Transportation

IN PROMOTING PHYSICAL ACTIVITY



Active Living Research

www.activelivingresearch.org

Sources: SIDEWALKS: Sallis J, Bowles H, Bauman A, et al. "Neighborhood Environments and Physical Activity among Adults in 11 Countries." *American Journal of Preventive Medicine*, 36(6): 484-490, June 2009. BIKE LANES: Oll J et al. "Bicycling for Transportation and Health: The Role of Infrastructure." *Journal of Public Health Policy* (2009) 30: S95-S110. doi:10.1057/johp.2009.56. TRAFFIC CALMING: Dunn F, Collier T, Frost C, et al. "Area-Wide Traffic Calming for Preventing Traffic Related Injuries." *Cochrane Database of Systematic Reviews* (1), January 2003; EVIK R. "Area-Wide Urban Traffic Calming Schemes: A Meta-Analysis of Safety Effects." *Accident Analysis and Prevention*, 33(2): 227-236, May 2002. PUBLIC TRANSPORTATION: Edwards R. "Public Transit, Obesity, and Medical Costs: Assessing the Magnitudes." *Preventive Medicine*, 46(1): 14-21, January 2008.

The End of the Suburbs

The country is resettling along more urbanized lines, and the American Dream is moving with it

By Leigh Gallagher @leighgallagher July 31, 2013

A major change is underway in where and how we are choosing to live. In 2011, for the first time in nearly a hundred years, the rate of urban population growth outpaced suburban growth, reversing a trend that held steady for every decade since the invention of the automobile. In several metropolitan areas, building activity that was once concentrated in the suburban fringe has now shifted to what planners call the “urban core,” while demand for large single-family homes that characterize our modern suburbs is



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dwindling. This isn't just a result of the [recession](#). Rather, the housing crisis of recent years has concealed something deeper and more profound happening to what we have come to know as American suburbia. Simply speaking, more and more Americans don't want to live there anymore.

The American suburb used to evoke a certain way of life, one of tranquil, tree-lined streets, [soccer](#) leagues and center hall colonials. Today's suburb is more likely to evoke endless sprawl, a punishing commute, and McMansions. In the pre-automobile era, suburban residents had to walk once they disembarked from the train, so houses needed to be located within a reasonable distance to the station and homes were built close together. Shopkeepers set up storefronts around the station where pedestrian traffic was likely to be highest. The result was a village center with a grid shaped street pattern that emerged organically around the day-to-day needs and walking patterns of the people who lived there. Urban planners describe these neighborhoods, which you can still see in older suburbs, as having “vibrancy” or “experiential richness” because, without even trying, their design promoted activity, foot traffic, commerce and socializing. As sociologist Lewis Mumford wrote, “As long as the railroad stop and walking distances controlled suburban growth, the suburb had form.”

Then came World War Two, and the subsequent housing shortage. The Federal Housing Administration had already begun insuring long-term mortgage loans made by private lenders, and the GI Bill provided low-interest, zero-down-payment loans to millions of veterans. The widespread adoption of the car by the middle class untethered developers from the constraints of public transportation and they began to push further out geographically. Meanwhile, single-use zoning laws that carved land into buckets for residential, commercial and industrial use instead of having a single downtown core altered the look, feel and overall DNA of our modern suburbs. From then on, residential communities were built around a different model entirely, one that abandoned the urban grid pattern in favor of a circular, asymmetrical system made of curving subdivisions, looping streets and cul-de-sacs.

But in solving one problem—the severe postwar housing shortage—we unwittingly created some others: isolated, single-class communities. A lack of cultural amenities. Miles and miles of chain stores and Ruby Tuesdays. These are the negative qualities so often highlighted in popular culture, in TV shows like *Desperate Housewives*, *Weeds* and *Suburgatory*, to name just a few. In 2011, the indie rock band Arcade Fire took home a Grammy for *The Suburbs*, an entire album dedicated to teen angst and isolation inspired by band members' Win and William Butler's upbringing in Houston's master-planned community The Woodlands. Although many still love and defend the suburbs, they have also become the constant target of angst by the likes of Kate Taylor, a stay-at-home mom who lives in a suburb of Charlotte and uses the Twitter name @culdesacked. "If the only invites I get from you are at-home direct sales 'parties,' please lose my number, then choke yourself. #suburbs."

There is still a tremendous amount of appeal in suburban life: space, a yard of one's own, less-crowded schools. I don't have anything against the suburbs personally—although I currently live in Manhattan's West Village, I had a pretty idyllic childhood growing up in Media, Pennsylvania, a suburb twelve miles west of Philadelphia. We are a nation that values privacy and individualism down to our very core, and the suburbs give us that. But somewhere between leafy neighborhoods built around lively railroad villages and the shiny new subdivisions in cornfields on the way to Iowa that bill themselves as suburbs of Chicago, we took our wish for privacy too far. The suburbs overshot their mandate.

Many older suburbs are still going strong, and real estate developers are beginning to build new suburban neighborhoods that are mixed-use and pedestrian-friendly, a movement loosely known as New Urbanism. Even though almost no one walks everywhere in these new communities, residents can drive a mile or two instead of ten or twenty, own one car instead of two. "We are moving from location, location, location in terms of the most important factor to access, access, access," says

Shyam Kannan, formerly a principal at real estate consultancy Robert Charles Lesser and now managing director of planning at the Washington Metropolitan Area Transit Authority (WMATA.)

As the country resettles along more urbanized lines, some suggest the future may look more like a patchwork of nodes—mini urban areas all over the country connected to one another with a range of public transit options. It's not unlike the dense settlements of the Northeast already, where city-suburbs like Stamford, Greenwich, West Hartford and others exist in relatively close proximity. "The differences between cities and suburbs are diminishing," says Brookings' Metropolitan Policy Program director Bruce Katz, noting that cities and suburbs are also becoming more alike racially, ethnically, and socio-economically.

Whatever things look like in ten years—or twenty, or fifty, or more—there's one thing everyone agrees on: there will be more options. The government in the past created one American Dream at the expense of almost all others: the dream of a house, a lawn, a picket fence, two or more children, and a car. But there is no single American Dream anymore; there are multiple American Dreams, and multiple American Dreamers. The good news is that the entrepreneurs, academics, planners, home builders and thinkers who plan and build the places we live in are hard at work trying to find space for all of them.

Adapted from The End of the Suburbs: Where the American Dream is Moving by Leigh Gallagher, in agreement with Portfolio, an imprint of Penguin Random House. Copyright (c) Leigh Gallagher, 2013.



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Read more: <http://ideas.time.com/2013/07/31/the-end-of-the-suburbs/#ixzz2bBwPa7gi>

Why Your City Might Be the Next Detroit

Peter Katz / Aug 02 2013

For Release Friday, August 2, 2013
Citiwire.net



The headline on *Time* magazine's cover story on Detroit's bankruptcy poses a simple, scary question: "Is your city next?"

Most of us can think of reasons why our community is different from Detroit. Unless you're in an older industrial city, Detroit probably doesn't look much like where you live: The largest of America's Rust Belt cities, Detroit's aging infrastructure is visibly crumbling as nature retakes empty factories and once-proud neighborhoods. Haunting images of such decay accompany much of the recent web coverage about Detroit's fiscal woes.

Yet the picture on *Time*'s cover shows something different: It's the top of General Motors' fortress-like headquarters, known locally as "RenCen." The futuristic slice of 1970s architecture would be a great backdrop for "The Jetsons" and their flying cars. Unfortunately, the flying cars never arrived for GM, and the company sank into the largest bankruptcy in U.S. history. So it stood to reason that the city of GM might eventually succumb to the same fate.

It's ironic that the obsolescence that companies like GM built into their cars now permeates our thinking about place. Just as many drivers regularly trade in their old ride for a new, shinier one, generations of Rust Belt residents have traded in their gritty hometowns to retire in the warm places where they once vacationed. Expectations that the trend would continue prompted massive growth-related outlays in Sunbelt municipalities. But the 2008-09 downturn wrought havoc north *and* south: slashed retirement accounts and stalled home sales locked many older workers into jobs and housing they couldn't afford to leave; Sun Belt communities faced huge bills with too few residents to pay them.

Another well-publicized cause of GM's downfall – its enormous pension fund obligation to retired workers – was also a significant factor in Detroit's bankruptcy. Such "legacy costs" are not unique to GM, Detroit or other recently bankrupt cities such as Stockton and San Bernardino, Calif.; they're a growing concern for municipalities everywhere.

But whether it's Rust Belt stagnation, legacy costs, or other financial missteps by municipalities under stress, the big "duh" is that the money needed to operate local government is greater than the current revenue coming in. In my opinion, the primary reason for this shortfall, and the common thread connecting Detroit, Stockton and your community, is that the low-density settlement patterns municipalities have adopted over the past half-century make it virtually impossible for new growth to pay its way.

Unfortunately, the chief cause of the problem, use-based zoning, goes unrecognized by most residents – and the journalists who cover cities because the regulatory practice is both ubiquitous and highly technical. Since zoning is mostly about dealing with impacts, with the result of most conflicts being a reduction in density or scale to appease neighbors, the amount of revenue that results from new development is also reduced. Increasingly, the tax base – the private property

that government assesses to pay *its* bills – has shifted from high-value, close-in, compact and mixed-use downtowns and city neighborhoods that are thrifty in their use of municipal infrastructure and services, to land-hungry, low-density, single-use sprawl that generates a weak return in relation to the huge costs that governments take on to accommodate such growth.

During the boom years, the problem was easy to ignore. But in the lean times since, such issues are increasingly important to cash-strapped municipalities. Yet unlike pension fund liabilities that can be negotiated downward in a bankruptcy, there is no avoiding the future maintenance and service costs of low-density development.

Recognizing the problem, some municipalities assess impact fees on new development. But such one-time fees are long gone when aging infrastructure needs replacement. With insufficient tax collections and few other resources to fund such expenses, government must look to local assessments or higher taxes – problematic because steep increases are restricted in some states, and unpopular everywhere.

The issue is one I wrote about in [Planning magazine in 2010](#). The article detailed the dramatic results of a tax revenue study we conducted when I was director of smart growth and urban planning in Sarasota County, Fla. Among its findings was that a single mixed-use downtown building on less than one acre was generating more tax revenue, on a per acre basis, than two of the county's most prominent shopping centers. Those two developments, more than 50 acres combined, require much more in government services and infrastructure than the single downtown building. Looking at actual taxes paid, the single building brings in \$350,000 more a year than the two centers.

Such tax disparities are the focus of a recently released national study by Smart Growth America called [Building Better Budgets](#) and extensively discussed in a just released special issue of *Government Finance Review*. ([Click here for a link to the article, which will be available early next week.](#)) The latter publication documents the problem of shrinking revenues from multiple viewpoints and suggests steps for communities that want to manage and expand their tax base.

With municipal budget woes dominating media headlines, it's not surprising some local governments are taking a fresh look at the financial impact of projects they approve. But exploring new options is easier than actually getting such approaches adopted. With local planning matters increasingly dragged into polarizing red/blue debates, "following the money" may be the best way to find common ground for smart growth activists who fight sprawl for social and environmental reasons, and fiscal conservatives who fight it to safeguard precious government dollars.

Peter Katz is an author, lecturer and planning consultant who focuses on emerging best practices in community development. Author of *The New Urbanism: Toward an Architecture of Community*, he was the founding executive director of the Congress for the New Urbanism and a cofounder of the Form-Based Codes Institute. Reach him at pkatz@place-first.org.

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