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408 N. ADAMS STREET TALLAHASSEE, FL 32301
www.crtpa.org

CRTPA BOARD

MEETING OF MONDAY, MAY 16, 2011 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. **AGENDA MODIFICATIONS**

2. **CONSENT AGENDA**

A. Minutes of the March 21, 2011 Meeting

B. CRTPA Disadvantaged Business Enterprise (DBE) Policy Update

The Florida Department of Transportation (FDOT) requires that every metropolitan planning organization that receives federal funds from the FDOT comply with the federal Disadvantaged Business Enterprise Program (DBE) requirements. This item addresses the standards for the DBE requirements for the CRTPA.

C. Fiscal Year (FY) 2011 – FY 2012 Unified Planning Work Program (UPWP) Amendment

D. Fiscal Year 2011 Capital Region Transportation Planning Agency/Florida Department of Transportation Joint Certification

Recommended Action: *Approve consent agenda*

3. **CONSENT ITEMS PULLED FOR DISCUSSION**

If you have a disability requiring accommodations, please contact the Capital Region Transportation Planning Agency at (850) 891-6800. The telephone number of the Florida Relay TDD Service is # 711.

4. CRTPA DISCUSSION (70 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 (FY) 2013 – FY 2017 Priority Project Lists Update (Discussion) (15 minutes)

The CRTPA's priority project lists (PPLs), annually developed and adopted by the agency for provision to the Florida Department of Transportation (FDOT), will be discussed. The discussion will include changes to the lists based upon the recent adoption of the Regional Mobility Plan (the agency's Long Range Transportation Plan) as well as the schedule for adoption of this year's PPLs.

Recommended Action: *Board Approval*

B. Woodville Highway North (Capital Circle to Paul Russell Road) Corridor Study (Discussion) (20 minutes)

The project consultant for the Woodville Highway North (Capital Circle, Southeast to Paul Russell Road) Corridor Study will present the Final Corridor Study for Board approval. This meeting also serves as the kick-off for the Woodville Highway Capital Circle, Southeast to Paul Russell Road Project Development and Environment (PD&E) Study.

Recommended Action: *Board Approval*

C. Woodville Highway South (Capital Circle to US 98) Corridor Study (Discussion) (20 minutes)

Consultants for the Woodville Highway South (Capital Circle, Southeast to US 98) Corridor Study will present the Final Corridor Study for Board approval.

Recommended Action: *Board Approval*

D. Florida Chamber of Commerce Foundation Presentation (Information) (15 minutes)

Carrie Blanchard with the Florida Chamber of Commerce Foundation will discuss the Foundation's Florida Trade and Logistics Study.

Recommended Action: *Information Only*

5. EXECUTIVE DIRECTOR'S REPORT

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

- Apalachee Parkway Sidewalk Construction Update
- Midtown Update

Recommended Action: *Information only - No action required*

6. ITEMS FROM MEMBERS

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

A. Gadsden County Interstate 10 Interchange Lighting Resolution

The purpose of this item is to request the CRTPA adopt a resolution supporting the installation of lighting at the I-10 interchanges at Gretna/Greensboro (Exit 174) and Chattahoochee (Exit 166).

7. 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.

8. INFORMATION

- A. Correspondence**
- B. Committee Actions (Citizen's Advisory Committee/Multimodal Advisory Committee/ Technical Advisory Committee/Transportation Disadvantaged Coordinating Board)**
- C. Transportation Improvement Program (TIP) Administrative Amendments**
- D. Future Meeting Dates and Agenda Items (Next Meeting: June 20)**
- E. CRTPA Expense Reports**

Recommended Action: *Information only - No action required*

AGENDA ITEM 1
AGENDA MODIFICATIONS

May 16, 2011



AGENDA ITEM 1

AGENDA MODIFICATIONS

AGENDA ITEM 2
CONSENT AGENDA

AGENDA ITEM 2.A

MINUTES OF THE MARCH 21, 2011 MEETING

May 16, 2011



AGENDA ITEM 2 A

MINUTES

REQUESTED BY: CRTPA Staff

TYPE OF ITEM: Consent

The minutes from the March 21, 2011 CRTPA meeting are provided as *Attachment 1*.

RECOMMENDED ACTION

Option 1: Approve March 21, 2011 CRTPA Minutes.



CRTPA BOARD

MEETING OF MONDAY, MARCH 21, 2011 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 Boyd, Jefferson County
Commissioner Delores Madison, City of Midway, Quincy and Town of Havana
Commissioner Randy Merritt, Wakulla County
Commissioner Douglas Croley, Chairman, Gadsden County
Commissioner Akin Akinyemi, Leon County
Commissioner John Dailey, Leon County
Commissioner Bryan Desloge, Leon County
Commissioner Kristen Dozier, Leon County
Commissioner Nick Maddox, Leon County
Commissioner Jane Sauls, Leon County
Mayor John Marks, City of Tallahassee
Commissioner Nancy Miller, City of Tallahassee
Commissioner Gil Ziffer, City of Tallahassee
Bryant Paulk, Ex Officio, FDOT, District III

Staff Present: Harry Reed, Executive Director; Jack Kostrzewa, CRTPA; Colleen Roland, CRTPA; Greg Burke, CRTPA; Lynn Barr, CRTPA; Yulonda Mitchell, CRTPA; Thornton Williams, Legal Council, CRTPA

1. **AGENDA MODIFICATIONS**

2. **CONSENT AGENDA**

A. Minutes of the January 10, 2011 Meeting

B. Draft Fiscal Year (FY) 2012 – FY 2016 Transportation Improvement Program (TIP)
Consistent with January's Draft State Work Program presentation, the Draft FY 2012 – FY 2016 TIP has been developed incorporating state and federally funded in the CRTPA region. The Final TIP will be provided to the Board for adoption at its June 20, 2011 meeting.

C. Fiscal Year (FY) 2011 – FY 2012 Unified Planning Work Program (UPWP) Amendment**D. 2010 Comprehensive Annual Financial Report (CAFR)****E. CRTPA General Consultant approval to proceed**

Consistent with Board approval at the March 15, 2010 Board meeting, staff is seeking approval to proceed with efforts related to the hiring of CRTPA general consultant.

F. CRTPA Capital Purchase

This item seeks Board approval for the purchase of a “Smart Board”.

G. Woodville Highway Corridor Master Plan - South Contract Extension

This item extends the Woodville Highway Corridor Master Plan - South contract to June 30, 2011 at no additional cost to ensure completion of all necessary documentation.

Board Action: Commissioner Ziffer made a motion to accept the consent agenda. Commissioner Sauls seconded the motion. The motion was unanimously passed.

3. CONSENT ITEMS PULLED FOR DISCUSSION**4. CRTPA DISCUSSION (100 MINUTES)****A. Trails Master Plan (Discussion) (20 minutes)**

The CRTPA Trails Master Plan, developed as part of the Regional Mobility Plan, has been completed for Board adoption.

Ms. Beverly Davis outlined the CRTPA Trails Master Plan. She presented information regarding the approach to develop a network of trails to provide connections to activity centers and recreation activities within the region. The plan addresses the need for improvements and the need to provide a connected and comprehensive regional network. Public input was a strong element within the process of development of the plan. The cost of the implementation was discussed and outlined by county along with funding allocations.

Board Action: Commissioner Sauls made a motion to adopt the plan as presented by staff. Commissioner Ziffer seconded the motion. The motion was unanimously passed.

B. Woodville Highway (North - Capital Circle to Gaile Avenue) Corridor Study and Project Development and Environment Study (PD&E) (Discussion) (10 minutes)

As a result of the Corridor Study analysis, the consultant is recommending to extend the Project Development and Environment Study limits (phase II of the contract) north to Paul Russell Road to account for circulation, bike/ pedestrian access relating to the St. Marks Trail, and alternative solutions for Crawfordville/Woodville/Gaile Avenue access.

This item is addressing the expansion of the PD&E exclusively. The Corridor Study for the Woodville Highway North project will be presented in May to the CRTPA Board.

Board Action: Commissioner Ziffer made a motion to approve the Corridor Study and PD&E. Commissioner Sauls seconded the motion. The motion was unanimously passed.

C. Mobile Data Terminals for Coordinated Transportation System (Discussion) (15 minutes)

At the January 10, 2011 Board meeting, members requested that a discussion of the use of Mobile Data Terminals in paratransit vehicles be continued at the next CRTPA Board meeting.

Board Action: Commissioner Madison made a motion to adopt the resolution as presented by staff to support of the current Corridinated system. Commissioner Sauls seconded the motion. The motion was unanimously passed.

5. EXECUTIVE DIRECTOR'S REPORT

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

- Apportionment Plan Update
- April 18 CRTPA Tentative Retreat
- Amtrak Response Letter
- Interstate 10 Interchange Lighting

Board Action: Commissioner Ziffer made a motion to cancel the April Retreat. Commissioner Madison seconded. The motion was unanimously passed. All other items were informational, therefore no action was taken.

6. ITEMS FROM MEMBERS

Lighting on Pensacola Street (Highway 20) and Capital Circle was brought up by Commissioner Sauls. The Board discussed the project underway through Blueprint2000 at this intersection. Mr. Paulk stated the Board needed to send a letter to DOT and ask for a review of the intersection for safety needs.

Board Action: Commissioner Sauls made a motion to send a letter to the FDOT District office and request a review of the intersection. Commissioner Madison seconded the motion. The motion was unanimously passed.

Commissioner Madison requested the Board to submit a letter to request representation from or allowing the current representative to serve as there representative for their municipality within Gadsden county.

Mayor Marks and the board discussed the Airport and ways to improve fairs and increase business at the Airport. Commissioner Ziffer stated there was a new director coming onboard

7. 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.

8. INFORMATION

- A. Lafayette Pedestrian Tunnel Grand Opening**
- B. "Back to Basics in Transportation Planning" Article**
- C. Correspondence**
- D. Committee Actions (Citizen's Advisory Committee/Multimodal Advisory Committee/
Technical Advisory Committee/Transportation Disadvantaged Coordinating Board)**
- E. Future Meeting Dates and Agenda Items (Next Meeting: May 16)**
- F. TIP Administrative Amendment**
- G. CRTPA Expense Reports**

Attest:

Yulonda Mitchell, Recording Secretary

Douglas M. Croley, Chairman

AGENDA ITEM 2.B

CRTPA DISADVANTAGED BUSINESS ENTERPRISE (DBE) POLICY UPDATE

May 16, 2011



AGENDA ITEM 2 B

DISADVANTAGED BUSINESS ENTERPRISE (DBE) POLICY

REQUESTED BY: CRTPA Staff

TYPE OF ITEM: Consent

STATEMENT OF ISSUE

The Florida Department of Transportation (FDOT) requires that every metropolitan planning organization that receives federal funds from the FDOT comply with the federal Disadvantaged Business Enterprise Program requirements.

RECOMMENDED ACTION

Option 1: Adopt a Disadvantaged Business Enterprise (DBE) Policy and the FDOT DBE goal of no less than 20%.

HISTORY AND ANALYSIS

The CRTPA adopted a Disadvantaged Business Enterprise (DBE) Program in 2008. At that time, the CRTPA adopted the Florida Department of Transportation goal of 8.1%

To be consistent with the CRTPA host government, the City of Tallahassee, that goal needs to be increased to 20%. CRTPA staff believes that while numerical consistency is necessary, the level of effort must also be consistent.

OPTIONS

Option 1: Adopt a Disadvantaged Business Enterprise (DBE) Policy and the FDOT DBE goal of no less than 20% and Resolution 2011-5-2B.

Option 2: Provide other direction.

ATTACHMENTS

Attachment 1: Resolution 2011-5-2B

Authorizing Resolution 2011-5-2B

A RESOLUTION of the Capital Region Transportation Planning Agency hereafter referred to as the "CRTPA" authorizing the adoption of a Disadvantaged Business Enterprise Program and Goal.

WHEREAS, this CRTPA is required to adopt a Disadvantaged Business Enterprise Program and Goal for the use of federal funding for contractors and consultants

NOW THEREFORE, BE IT RESOLVED BY THE CRTPA THAT:

1. The CRTPA has the authority adopt this program and goal.
2. The CRTPA agrees to adopt the program and goal consistent of 20%
3. The CRTPA authorizes the Executive Director to sign any and all assurances, warranties, certification and other documents that may be required in connection with the program or subsequent agreements.
4. It shall be the policy of the CRTPA that disadvantaged business enterprises, as defined by *49 Code of Federal Regulations Part 26*, shall have an opportunity to participate in the performance of CRTPA contracts in a nondiscriminatory environment.
5. The objectives of the Disadvantaged Business Enterprise Program are to ensure nondiscrimination in the award and administration of contracts, ensure firms fully meet eligibility standards, help remove barriers to participation, create a level playing field, and assist in the development of a firm so it can compete successfully outside of the program.

DULY PASSED AND ADOPTED THIS 16th DAY OF MAY 2011.

Douglas M. Croley
Chair

Attest

AGENDA ITEM 2.C

FISCAL YEAR (FY) 2011-FY 2012 UNIFIED
PLANNING WORK PROGRAM (UPWP)
AMENDMENT



May 16, 2011

AGENDA ITEM 2 C

FY 11/12 UNIFIED PLANNING WORK PROGRAM (UPWP) AMENDMENTS

REQUESTED BY: CRTPA Staff

TYPE OF ITEM: Consent

STATEMENT OF ISSUE

The purpose of this agenda item is to finalize draft amendments to the currently adopted and approved two-year Unified Planning Work Program (UPWP).

RECOMMENDED ACTION

Option 1: Approve the amendments and submittal of the FY 11/12 Federal Transit Administration Section 5303 Planning Grant.

HISTORY AND ANALYSIS

The Fiscal Years (FYs) 2011 and 2012 Unified Planning Work Program (UPWP) defines the tasks and anticipated funding requirements for the Capital Region Transportation Planning Agency (CRTPA) during the fiscal period beginning July 1, 2010 and ending June 30, 2012. This document was adopted at the March 2010 CRTPA Meeting. Part of the maintenance of the two year document is amending it for the second year, updating any forthcoming activity changes, submitting the Federal Transit Administration Section 5303 Annual Planning Grant, and updating costs to reflect anticipated activity and changes in revenue.

These changes are included in *Attachment 1* and reflect the award of \$400,000 to Star Metro by the Federal Transit Administration for the Tallahassee Alternatives Analysis. The second change carries over the use of \$300,000 SU funds from the Federal Highway Administration for a General Planning Consultant (GPC) to conduct planning projects identified by the staff and CRTPA Board. Changes were made to Tables 1.2 and 2.2 reflecting these funding increases. These increases are fully funded by grants.

Also included in this amendment package is the annual submittal of the Federal Transit Administration Section 5303 grant, which provides funding for CRTPA staff.

These amendments were approved in draft form by the CRTPA at their March meeting. After that meeting they were transmitted to our transportation partners, the Florida Department of Transportation (FDOT) and the Federal Highway Administration FHWA. The FDOT has reviewed the draft and have no comments which imply approval. FHWA has not responded, but the deadline for receiving their comments has passed. Should FHWA respond and significant changes are required, the staff will return the amendments to the June meeting. However, postponing the entire final amendment package to the June meeting puts the CRTPA staff into a position of not meeting our deadline.

The Executive Director was authorized to execute all documents with the adoption of the two-year UPWP last year. Upon approval of the amendment by the Florida Department of Transportation and the Federal Highway Administration, the entire document will be updated to reflect the approved changes and republished.

OPTIONS

Option 1: Approve the amendments and submittal of the FY 11/12 Federal Transit Administration Section 5303 Planning Grant.

Option 2: Provide other direction.

ATTACHMENT

Attachment 1: Amended UPWP

- Task 1.7 Professional Services
- Task 7.2 Transit Planning,
- Table 1.2 and 2.2
- Section 5303 Application.

SECTION 1: ADMINISTRATION

UPWP Task Title: Professional Services	UPWP Task Number: 1.7	
Agency Responsible: CRTPA	FY 2011 Funding Source: FHWA PL: \$72,000 FHWA SU: \$300,000*	FY 2012 Funding Source: FHWA PL: \$72,000 FHWA SU:* \$300,000

TASK SCHEDULE

JUL AUG SEP OCT NOV DEC JAN FEB MAR APR MAY JUN

PURPOSE

This task addresses the contracted use of legal, auditing, and facilitation services,

PREVIOUS WORK (FY 2009/2010)

Payment for professional services to retreat facilitators, legal counsel, and auditors.

METHODOLOGY (FY 2011)

The CRTPA requires the use of legal counsel for meetings, agreements, and other legal matters. It also requires the use of an auditing firm to develop the Comprehensive Annual Finance Report (single audit) needed by the CRTPA and its granting partners. Annually the CRTPA has determined the necessity to hold a retreat for issues of goal setting and policy development. A professional facilitator has been used for this event.

The expected legal services costs are \$30,000. A contingency fund of \$10,000 is considered for unexpected issues that might require their services. The cost of the single audit should not exceed \$25,000. The cost of a facilitator is estimated not to exceed \$7,000.

General consultant funding, as needed, will be provided by the \$300,000 SU funds provided by FHWA. Task may be modified as necessary to detail future use.

METHODOLOGY (FY 2012)

The CRTPA requires the use of legal counsel for meetings, agreements, and other legal matters. It also requires the use of an auditing firm to develop the Comprehensive Annual Finance Report (single audit) needed by the CRTPA and its granting partners. Annually the CRTPA has determined the necessity to hold a retreat for issues of goal setting and policy development. A professional facilitator has been used for this event.

The expected legal services costs are \$30,000. A contingency fund of \$10,000 is considered for unexpected issues that might require their services. The cost of the single audit should not exceed \$25,000. The cost of a facilitator is estimated not to exceed \$7,000.

General consultant services will be provided using \$300,000 FHWA SU funds from FY 2011/2012. Projects will be scheduled when needed in the appropriate task.

END PRODUCT (FYs 2011/2012)

Legal services (ongoing), the annual single audit (February) and facilitation for the annual retreat. (October) General consultant services as needed.

SECTION 7: Systems Planning

UPWP Task Title: TRANSIT PLANNING	UPWP Task Number: 7.2	
Agency Responsible: StarMetro (City of Tallahassee)	FY 2011 Funding Source: FTA 5307: \$130,000 Local Match (COT): -0- (matched with toll revenue credits)	FY 2012 Funding Source: FTA 5307: \$130,000 Local Match (COT): 100,000 (FTA5339: \$400,000)

TASK SCHEDULE

JUL AUG SEP OCT NOV DEC JAN FEB MAR APR MAY JUN

TASK PURPOSE

To consistently provide and continually improve effective, safe, and reliable public transit services to the residents of and visitors to Tallahassee region.

PREVIOUS WORK (FYs 2009 and 2010)

StarMetro completed the following tasks:

Replacement Buses:

As part of its annual bus procurement and replacement plan, StarMetro purchased twenty (20) replacement buses. These buses are Gillig thirty-five-foot BRT low-floor design and meet the 2007 emission standards established for diesel engines.

C.K. Steele Transit Center:

StarMetro executed a federal grant in the amount of \$1.2 million to carry out refurbishing of the transit center. City engineers and consultants have developed a structural analysis, rehabilitation plan and long-term use plan. StarMetro expects to complete the rehabilitation of this facility by the second quarter of FY2010.

Route Restructuring:

StarMetro will continue to restructure the route system to better meet the growing needs of the community. This will prevent route over-lapping, redundancy and inefficiency. More than 100 public meetings have been held and a draft plan has been formulated which will be presented to the City Commission in March, 2010.

Enhanced Safety and Security:

Bus security cameras protect drivers and passengers.

University Partnerships:

The development of StarMetro's partnerships with Florida State University, Florida Agricultural & Mechanical University and Tallahassee Community College continues to be one of StarMetro's biggest, non Capital Project Achievements. StarMetro has developed solid relations with all three institutes and moved forward with improved services for the student population. The

FAMU/FSU Engineering Shuttle was broken into two separate routes, the Village for FSU and Venom III for FAMU. This increased the total number of campus routes and buses by one.

Training Room

StarMetro purchased a vehicle simulator in September and began constructing a training room for it in August 2009. Construction is expected to be completed in February 2010. The project is being funded 50% state and 50% local.

METHODOLOGY (FY 2011)

StarMetro will use the recommendations from 2010 – 2020 Transit Development Plan and the 2035 Long Range Transportation Plan as well as internal initiatives to improve transit in the City of Tallahassee and the Tallahassee metropolitan statistical area. These activities are as follows:

Intelligent Transit System (ITS):

StarMetro will begin to implement its Intelligent Transportation System (ITS) this term. It will use a \$490,000 allocation to implement scheduling software. This application will automate the steps associated with creating and managing our fixed-route schedules. The product greatly reduces the time and effort required to manage stops, routes, and trips. Automated Vehicle Location Systems provide location of all buses. Computers monitor buses for unusual or suspicious detours or behaviors.

Remote Transfer Facilities:

StarMetro has land for the development of two remote transfer facilities (or, Multi-Modal Facilities). As a part of the SouthWood DRI, roughly one (1) acre is available to StarMetro to develop a facility, which will be used for end-of-the-line route structures, where bus routes terminate from end-to-end and not at the central facility in downtown Tallahassee.

University Partnerships:

StarMetro will continue one of the biggest, non Capital Project achievements has been the development of StarMetro's partnerships with Florida State University, Florida Agricultural & Mechanical University and Tallahassee Community College. StarMetro has developed solid relations with all three institutes and is moving forward with improved services for the student population.

Route Restructuring:

StarMetro will continue to restructure the route system to better meet the growing needs of the community. This will prevent route over-lapping, redundancy and inefficiency.

Replacement Buses:

As part of its annual bus procurement and replacement plan, StarMetro will purchase replacement buses and vans as funding becomes available.

METHODOLOGY (FY 2012)

StarMetro will use the recommendations from 2010 – 2020 Transit Development Plan and the 2035 Long Range Transportation Plan as well as internal initiatives to improve transit in the City

of Tallahassee and the Tallahassee metropolitan statistical area. A high priority is to begin operating regional routes to surrounding counties.

StarMetro has been approved for an FTA 5339 Grant for an Alternatives Analysis. This analysis will study an arterial street undergoing higher-density, mixed-use redevelopment. The corridor runs along Tennessee Street/Mahan Drive between Capital Circle East and West, through Florida State University, Tallahassee Community College and downtown. The project team will evaluate transit-supportive changes to city plans and codes as part of the work plan. The grant amount was \$400,000. The City of Tallahassee is providing a local match of \$100,000

**TABLE 1.2: PROPOSED AGENCY PARTICIPATION AND ANTICIPATED ELEMENT COST
CAPITAL REGION TRANSPORTATION STUDY
FISCAL YEAR 2012 (JULY 1, 2011 TO JUNE 30, 2012)**

Table 1.2 Proposed Agency Participation FY 2012

TASK NUMBER/TITLE	CAPITAL REGION TRANSPORTATION PLANNING AGENCY COST	STARMETRO COST	CITY TRAFFIC ENGINEERING COST	CITY OF TALLAHASSEE AVIATION COST	LEON COUNTY PUBLIC WORKS COST	TOTAL PROGRAM COST
1 ADMINISTRATION						
1.1 Transportation Planning Mgmt.	\$152,000					\$152,000
1.2 CRTPA Certification	\$5,000					\$5,000
1.3 Capital Outlay	\$8,000					\$8,000
1.4 Funding Administration	\$25,000					\$25,000
1.7 Professional Services	\$372,000					\$372,000
2. DATA COLLECTION AND DISTRIBUTION						
2.1 Data Collection and Distribution	\$12,500		\$171,000		\$45,000	\$228,500
3. UNIFIED PLANNING WORK PROGRAM (UPWP)						
3.1 UPWP Development	\$34,250					\$34,250
4. TRANSPORTATION IMPROVEMENT PROGRAM (TIP)						
4.1 TIP Development	\$56,250					\$56,250
5. LONG RANGE TRANSPORTATION PLAN (LRTP)						
5.1 LRTP Development	\$140,000					\$140,000
6. PUBLIC INVOLVEMENT						
6.1 Public Involvement	\$57,500					\$57,500
7. SYSTEMS PLANNING						
7.1 Bicycle and Pedestrian Planning	\$43,000		\$10,000			\$53,000
7.2 Transit Planning		\$646,000				\$646,000
7.3 Aviation Planning				\$50,000		\$50,000
7.4 Transportation Disadvantaged	\$46,919					\$46,919
7.5 Mobility Management	\$26,608					\$26,608
8. CRTPA COORDINATION						
8.1 CRTPA Coordination	\$127,695					\$127,695
9. OTHER PLANNING PROJECTS						
9.1 Corridor Analysis	\$30,000					\$30,000
9.2 Special Transportation Planning	\$20,000					\$20,000
TOTALS	\$1,156,722	\$646,000	\$181,000	\$50,000	\$45,000	\$2,078,722

TABLE 2.2: FY 2012 Proposed Funding/Capital Region Transportation Study

TASK NUMBER/ PROJECT TITLE	AGENCY	FRWA SEC. 112 (PL)	FTA SEC. 5303 80%	LOCAL MATCH 10%	STATE MATCH FDOT 10%	TOTAL FTA SEC. 5303	FTA 5339 5307	LOCAL MATCH (COT)	TOTAL FTA SEC. 5307	TD TRUST FUND 100%	FRWA OTHER 100%	TOTAL FEDERAL (FHWA, FTA)	TOTAL STATE	TOTAL LOCAL	GRAND TOTAL
1. ADMINISTRATION															
1.1 Transportation Planning Management	CRTPA	\$152,000	\$20,000	\$2,500	\$2,500							\$172,000			
1.2 CRTPA Certification	CRTPA	\$5,000										\$5,000			
1.3 Capital Outlay	CRTPA	\$8,000										\$8,000			
1.4 Funding Administration	CRTPA	\$25,000										\$25,000			
1.5 FDOT Assistance for PL funds	FDOT														
1.6 FDOT Match for 530 funds	FDOT														
1.7 Professional Services	CRTPA	\$72,000									\$300,000	\$372,000			
TOTAL Administration		\$262,000	\$20,000	\$2,500	\$2,500	\$25,000					\$300,000	\$282,000	\$2,500	\$302,500	\$587,000
2. DATA COLLECTION AND DISTRIBUTION															
2.1 Data Collection and Distribution	CRTPA	\$4,400									\$171,000	\$4,400		\$171,000	
	COT-TE										\$45,000			\$45,000	
	LC-PW										\$216,000	\$4,400		\$216,000	
TOTAL Data Collection and Distribution		\$4,400									\$216,000	\$4,400		\$216,000	\$220,400
3. UNIFIED PLANNING WORK PROGRAM (UPWP)															
3.1 UPWP Development	CRTPA	\$18,000	\$13,000	\$1,625	\$1,625	\$16,250					\$31,000	\$1,625	\$1,625	\$1,625	\$34,250
4. TRANSPORTATION IMPROVEMENT PROGRAM (TIP)															
4.1 TIP Development	CRTPA	\$40,000	\$13,000	\$1,625	\$1,625	\$16,250					\$53,000	\$1,625	\$1,625	\$1,625	\$56,250
5. YEAR 2030 LONG RANGE TRANSPORTATION PLAN (LRTP)															
5.1 LRTP Development	CRTPA	\$53,000	\$13,000	\$1,625	\$1,625	\$16,250					\$66,000	\$1,625	\$1,625	\$1,625	\$69,250
	FDOT										\$140,000				\$140,000
6. PUBLIC INVOLVEMENT															
6.1 Public Involvement	CRTPA	\$50,000	\$6,000	\$750	\$750	\$7,500					\$56,000	\$750	\$750	\$750	\$57,500
7. SYSTEMS PLANNING															
7.1 Bicycle / Pedestrian Planning	CRTPA	\$43,000									\$10,000				
7.2 Transit Planning	COT-SM		\$430,000	\$116,000		\$546,000									
7.3 Aviation Planning	COT-AD										\$50,000				
7.4 Transportation Disadvantaged	CRTPA	\$18,314	\$2,289	\$2,289	\$2,289	\$22,893				\$24,027					
7.5 Mobility Management	CRTPA	\$15,000	\$9,286	\$1,161	\$1,161	\$11,608									
TOTAL Systems Planning		\$58,000	\$27,600	\$3,450	\$3,450	\$34,500	\$430,000	\$116,000	\$546,000	\$24,027	\$60,000	\$515,600	\$27,477	\$178,450	\$722,527
8. CRTPA COORDINATION															
8.1 CRTPA Coordination	CRTPA	\$115,195	\$10,000	\$1,250	\$1,250	\$12,500						\$125,195	\$1,250	\$1,250	\$127,695
9. OTHER PLANNING PROJECTS															
9.1 Corridor Analysis	CRTPA	\$30,000													
9.2 Special Transportation Projects	CRTPA	\$20,000									\$300,000				
TOTAL Other Planning Projects		\$50,000									\$300,000	\$50,000			\$50,000
GRAND TOTAL		\$650,595	\$102,600	\$12,825	\$12,825	\$128,250	\$430,000	\$116,000	\$546,000	\$24,027	\$276,000	\$1,323,195	\$36,852	\$704,825	\$2,064,872

Key to abbreviations:
 CRTPA = Capital Region Transportation Planning Agency
 COT-TE = City of Tallahassee Traffic Engineering
 COT-AD = City of Tallahassee Aviation Department
 FHWA = Federal Highway Administration
 FTA = Federal Transit Administration
 COT-SM = City of Tallahassee StarMetro
 TD = Commission for the Transportation Disadvantaged
 LC-PW = Leon County Public Works

**APPLICATION FOR
FEDERAL ASSISTANCE**

Version 7/03

1. TYPE OF SUBMISSION: Application <input type="checkbox"/> Construction <input checked="" type="checkbox"/> Non-Construction		Pre-application <input type="checkbox"/> Construction <input checked="" type="checkbox"/> Non-Construction	2. DATE SUBMITTED May 17, 2010	Applicant Identifier
5. APPLICANT INFORMATION			3. DATE RECEIVED BY STATE	State Application Identifier
Legal Name: Capital Region Transportation Planning Agency			4. DATE RECEIVED BY FEDERAL AGENCY	Federal Identifier
Organizational DUNS: 831025601		Organizational Unit: Department:		
Address: Street: 300 South Adams Street, Box A19		Division:		
City: Tallahassee		Name and telephone number of person to be contacted on matters involving this application (give area code)		
County: Leon		Prefix: Ms	First Name: Colleen	
State: FL		Middle Name: D		
Zip Code: 32301		Last Name: Roland		
Country: USA		Suffix:		
8. EMPLOYER IDENTIFICATION NUMBER (EIN): 59-0004350		Email: colleen.roland@lafgov.com		
8. TYPE OF APPLICATION: <input type="checkbox"/> New <input type="checkbox"/> Continuation <input checked="" type="checkbox"/> Revision If Revision, enter appropriate letter(s) in box(es) (See back of form for description of letters.) Other (specify)		Phone Number (give area code)		
10. CATALOG OF FEDERAL DOMESTIC ASSISTANCE NUMBER: TITLE (Name of Program): 44-230		Fax Number (give area code)		
12. AREAS AFFECTED BY PROJECT (Cities, Counties, States, etc.): Gadsden, Jefferson, Leon, and Wakulla counties		7. TYPE OF APPLICANT: (See back of form for Application Types) Metropolitan transportation planning organization Other (specify)		
13. PROPOSED PROJECT Start Date: 7/1/2010		9. NAME OF FEDERAL AGENCY: n/a		
Ending Date: 06/30/2010		11. DESCRIPTIVE TITLE OF APPLICANT'S PROJECT: metropolitan transportation planning studies		
15. ESTIMATED FUNDING:		14. CONGRESSIONAL DISTRICTS OF: a. Applicant 2 b. Project 2		
a. Federal	\$ 104,309 ^w	16. IS APPLICATION SUBJECT TO REVIEW BY STATE EXECUTIVE ORDER 12372 PROCESS? a. Yes. <input type="checkbox"/> THIS PREAPPLICATION/APPLICATION WAS MADE AVAILABLE TO THE STATE EXECUTIVE ORDER 12372 PROCESS FOR REVIEW ON DATE: b. No. <input checked="" type="checkbox"/> PROGRAM IS NOT COVERED BY E. O. 12372 <input type="checkbox"/> OR PROGRAM HAS NOT BEEN SELECTED BY STATE FOR REVIEW		
b. Applicant	\$	17. IS THE APPLICANT DELINQUENT ON ANY FEDERAL DEBT? <input type="checkbox"/> Yes if "Yes" attach an explanation. <input checked="" type="checkbox"/> No		
c. State	\$ 12,825 ^w	18. TO THE BEST OF MY KNOWLEDGE AND BELIEF, ALL DATA IN THIS APPLICATION/PREAPPLICATION ARE TRUE AND CORRECT. THE DOCUMENT HAS BEEN DULY AUTHORIZED BY THE GOVERNING BODY OF THE APPLICANT AND THE APPLICANT WILL COMPLY WITH THE ATTACHED ASSURANCES IF THE ASSISTANCE IS AWARDED.		
d. Local	\$ 12,825 ^w	a. Authorized Representative		
e. Other	\$	Prefix Mr.		
f. Program Income	\$	First Name Harry		
g. TOTAL	\$ 130,385 ^w	Middle Name D		
18. TO THE BEST OF MY KNOWLEDGE AND BELIEF, ALL DATA IN THIS APPLICATION/PREAPPLICATION ARE TRUE AND CORRECT. THE DOCUMENT HAS BEEN DULY AUTHORIZED BY THE GOVERNING BODY OF THE APPLICANT AND THE APPLICANT WILL COMPLY WITH THE ATTACHED ASSURANCES IF THE ASSISTANCE IS AWARDED.		Last Name Reed		
a. Authorized Representative		Suffix III		
Prefix Mr.		b. Title Executive Director		
Last Name Reed		c. Telephone Number (give area code) 850 891-6812		
b. Title Executive Director		d. Signature of Authorized Representative		
c. Telephone Number (give area code) 850 891-6812		e. Date Signed		
d. Signature of Authorized Representative				

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Standard Form 424 (Rev.9-2003)
Prescribed by OMB Circular A-102

APPENDIX A

FEDERAL FISCAL YEAR 2010 CERTIFICATIONS AND ASSURANCES FOR
 FEDERAL TRANSIT ADMINISTRATION ASSISTANCE PROGRAMS

(Signature page alternative to providing Certifications and Assurances in TEAM-Web)

Name of Applicant: Capital Region Transportation Planning Agency

The Applicant agrees to comply with applicable provisions of Categories 01 – 24.

OR

The Applicant agrees to comply with applicable provisions of the Categories it has selected:

<u>Category</u>	<u>Description</u>	
01.	Assurances Required For Each Applicant	_____
02.	Lobbying.	_____
03.	Procurement Compliance	_____
04.	Protections for Private Providers of Public Transportation.	_____
05.	Public Hearing.	_____
06.	Acquisition of Rolling Stock for Use in Revenue Service.	_____
07.	Acquisition of Capital Assets by Lease.	_____
08.	Bus Testing.	_____
09.	Charter Service Agreement.	_____
10.	School Transportation Agreement.	_____
11.	Demand Responsive Service.	_____
12.	Alcohol Misuse and Prohibited Drug Use.	_____
13.	Interest and Other Financing Costs.	_____
14.	Intelligent Transportation Systems.	_____
15.	Urbanized Area Formula Program	_____
16.	Clean Fuels Grant Program.	_____
17.	Elderly Individuals and Individuals with Disabilities Formula Program and Pilot Program.	_____
18.	Nonurbanized Area Formula Program for States.	_____
19.	Job Access and Reverse Commute Program.	_____
20.	New Freedom Program.	_____
21.	Paul S. Sarbanes Transit in Parks Program	_____
22.	Tribal Transit Program.	_____
23.	TIFIA Projects	_____
24.	Deposits of Federal Financial Assistance to a State Infrastructure Banks	_____

APPENDIX A

FEDERAL FISCAL YEAR 2010 FTA CERTIFICATIONS AND ASSURANCES SIGNATURE PAGE
(Required of all Applicants for FTA assistance and all FTA Grantees with an active capital or formula project)

AFFIRMATION OF APPLICANT

Name of Applicant: Capital Region Transportation Planning Agency
Name and Relationship of Authorized Representative: Harry Reed III Executive Director

BY SIGNING BELOW, on behalf of the Applicant, I declare that the Applicant has duly authorized me to make these certifications and assurances and bind the Applicant's compliance. Thus, the Applicant agrees to comply with all Federal statutes and regulations, and follow applicable Federal directives, and comply with the certifications and assurances as indicated on the foregoing page applicable to each application it makes to the Federal Transit Administration (FTA) in Federal Fiscal Year 2010.

FTA intends that the certifications and assurances the Applicant selects on the other side of this document, as representative of the certifications and assurances in this document, should apply, as provided, to each project for which the Applicant seeks now, or may later, seek FTA assistance during Federal Fiscal Year 2010.

The Applicant affirms the truthfulness and accuracy of the certifications and assurances it has made in the statements submitted herein with this document and any other submission made to FTA, and acknowledges that the Program Fraud Civil Remedies Act of 1986, 31 U.S.C. 3801 *et seq.*, and implementing U.S. DOT regulations, "Program Fraud Civil Remedies," 49 CFR part 31 apply to any certification, assurance or submission made to FTA. The criminal provisions of 18 U.S.C. 1001 apply to any certification, assurance, or submission made in connection with a Federal public transportation program authorized in 49 U.S.C. chapter 53 or any other statute.

In signing this document, I declare under penalties of perjury that the foregoing certifications and assurances, and any other statements made by me on behalf of the Applicant are true and correct.

Signature _____ Date: _____
Name _____
Authorized Representative of Applicant

AFFIRMATION OF APPLICANT'S ATTORNEY

For (Name of Applicant): Capital Region Transportation Planning Agency

As the undersigned Attorney for the above named Applicant, I hereby affirm to the Applicant that it has authority under State, local, or tribal government law, as applicable, to make and comply with the certifications and assurances as indicated on the foregoing pages. I further affirm that, in my opinion, the certifications and assurances have been legally made and constitute legal and binding obligations on the Applicant.

I further affirm to the Applicant that, to the best of my knowledge, there is no legislation or litigation pending or imminent that might adversely affect the validity of these certifications and assurances, or of the performance of the project.

Signature _____ Date: _____
Name _____
Attorney for Applicant

Each Applicant for FTA financial assistance and each FTA Grantee with an active capital or formula project must provide an Affirmation of Applicant's Attorney pertaining to the Applicant's legal capacity. The Applicant may enter its signature in lieu of the Attorney's signature, provided the Applicant has on file this Affirmation, signed by the attorney and dated this Federal fiscal year.

Section 5303
Approved Project Budget for FY 2010-2011
(total dollars)

Technical Classifications:

44.21.00	Program Support and Administration	<u>\$ 27,135</u>
44.22.00	General Development and Comprehensive Planning	<u>16,250</u>
44.23.01	Long Range Transportation Planning: System Level	<u>16,250</u>
44.23.02	Long Range Transportation Planning: Project Level	<u>11,608</u>
44.24.00	Short Range Transportation Planning	<u>16,250</u>
44.25.00	Transportation Improvement Program	<u>22,812</u>
44.26.00	Planning Emphasis Areas	<u>_____</u>
44.26.12	Coordination of Non-Emergency Human Service Transportation	<u>_____</u>
44.26.13	Participation of Transit Operators in Metropolitan Planning	<u>_____</u>
44.26.14	Planning for Transit Systems Management/Operations to Increase Ridership	<u>_____</u>
44.26.15	Support Transit Capital Investment Decisions through Effective Systems Planning	<u>_____</u>
44.26.16	Incorporating Safety & Security in Transportation Planning	<u>_____</u>
44.27.00	Other Activities	<u>20,000</u>
Total Net Project Cost		<u>\$ 130,385</u>

Accounting Classifications

44.30.01	Personnel	<u>\$ 13,667</u>
44.30.02	Fringe Benefits	<u>31,267</u>
44.30.03	Travel	<u>_____</u>
44.30.04	Equipment	<u>_____</u>
44.30.05	Supplies	<u>_____</u>
44.30.06	Contractual	<u>_____</u>
44.30.07	Other	<u>_____</u>
44.30.08	Indirect Charges	<u>25,451</u>
Total Net Project Cost		<u>\$ 130,385</u>

Fund Allocations

44.40.01	MPO Activities	<u>\$ 130,385</u>
44.40.02	Transit Operator Activities	<u>_____</u>
44.40.03	State and/or Local Agency Activities	<u>_____</u>
Total Net Project Cost		<u>\$ 130,385</u>
Federal Share (80%)		<u>\$ 104,309</u>
Local Share (20%)		<u>\$ 26,076</u>

Accounting Classification	FPC	Description	Amount
91.37.08.8P-2	02	Technical Studies - Planning	<u>\$ 130,385</u>

Section 5303
 GMIS Planning Line Item Codes - FY 2010-2011
 (FTA Funds Only)

Technical Classifications:

44 21 00	Program Support and Administration	\$ 21,709
44 22 00	General Development and Comprehensive Planning	<u>13,000</u>
44 23 01	Long Range Transportation Planning: System Level	<u>13,000</u>
44 23 02	Long Range Transportation Planning: Project Level	<u>4,256</u>
44 24 00	Short Range Transportation Planning	<u>13,000</u>
44 25 00	Transportation Improvement Program	<u>18,314</u>
44 26 00	Planning Emphasis Areas	<u> </u>
44 26 12	Coordination of Non-Emergency Human Service Transportation	<u> </u>
44 26 13	Participation of Transit Operators in Metropolitan Planning	<u> </u>
44 26 14	Planning for Transit Systems Management/Operations to Increase Ridership	<u> </u>
44 26 15	Support Transit Capital Investment Decisions through Effective Systems Planning	<u> </u>
44 26 16	Incorporating Safety & Security in Transportation Planning	<u> </u>
44 27 00	Other Activities	<u>16,000</u>
Total Net Project Cost		<u>\$ 104,309</u>

Accounting Classifications

44 30 01	Personnel	\$ 58,934
44 30 02	Fringe Benefits	<u>24,930</u>
44 30 03	Travel	<u> </u>
44 30 04	Equipment	<u> </u>
44 30 05	Supplies	<u> </u>
44 30 06	Contractual	<u> </u>
44 30 07	Other	<u> </u>
44 30 08	Indirect Charges	<u>20,445</u>
Total Net Project Cost		<u>\$ 104,309</u>

Fund Allocations

44 40 01	MPO Activities	\$ 104,309
44 40 02	Transit Operator Activities	<u> </u>
44 40 03	State and/or Local Agency Activities	<u> </u>
Total Net Project Cost		<u>\$ 104,309</u>

FEDERAL FY 2010-2011 CERTIFICATION REGARDING LOBBYING

Certification for Contracts, Grants, Loans, and Cooperative Agreements

The undersigned certifies, to the best of her or his knowledge and belief, that:

- (1) No federal appropriated funds have been paid or will be paid, by or on behalf of the undersigned, to any person for influencing or attempting to influence an officer or employee of any agency, a Member of Congress in connection with the awarding of any Federal Contract, the making of any Federal grant, the making of any Federal loan, the entering into of any cooperative agreement, and the extension, continuation, renewal, amendment, or modification of any Federal contract, grant, loan, or cooperative agreement.
- (2) If any funds other than Federal appropriated funds have been paid or will be paid to any person for influencing or attempting to influence an officer or employee of any agency, a Member of Congress, an officer or employee of Congress, or an employee of a Member of Congress, in connection with this Federal contract, grant, loan, or cooperative agreement, the undersigned shall complete and submit Standard Form-LLL, "Disclosure Form to Report Lobbying," in accordance with its instructions.
- (3) The undersigned shall require that the language of this certification be included in the award documents for all subawards at all tiers (including subcontracts, subgrants, and contracts under grants, loans, cooperative agreements) and that all subrecipients shall certify and disclose accordingly.

This certification is a material representation of fact upon which reliance was placed when this transaction was made or entered into. Submission of this certification is a prerequisite for making or entering into this transaction imposed by Section 1352, Title 31, U.S. Code. Any person who fails to file the required certification shall be subject to a civil penalty of not less than \$10,000.00 and not more than \$100,000.00 for each such failure.

Date

Chairperson for the MPO

FEDERAL FY 2010-2011 DEBARMENT AND SUSPENSION CERTIFICATION

As required by U.S. Regulations on Government wide Debarment and Suspension (Non-procurement) at 49 CFR 29.510

- (1) The Metropolitan Planning Organization hereby certifies to the best of its knowledge and belief, that it and its principles:
 - (a) Are not presently debarred, suspended, proposed for debarment, declared ineligible, or voluntarily excluded from covered transactions by any federal department or agency;
 - (b) Have not within a three-year period preceding this proposal been convicted of or had a civil judgment rendered against them for commission of fraud or a criminal offense in connection with obtaining, attempting to obtain, or performing a public (Federal, state or local) transaction or contract under a public transaction; violation of Federal or state antitrust statutes; or commission of embezzlement, theft, forgery, bribery, falsification or destruction of records, making false statements or receiving stolen property;
 - (c) Are not presently indicted for or otherwise criminally or civilly charged by a governmental entity (Federal, state or local) with commission of any of the offenses listed in paragraph (b) of this certification; and,
 - (d) Have not within a three-year period preceding this certification had one or more public transactions (Federal, state or local) terminated for cause or default.
- (2) The Metropolitan Planning Organization also hereby certifies that if, later, it becomes aware of any information contradicting the statements of paragraphs (a) through (d) above, it will promptly provide that information to the U.S. DOT.

Chairperson for the MPO

Date

AGENDA ITEM 2.D

FISCAL YEAR 2011 CAPITAL REGION
TRANSPORTATION PLANNING
AGENCY/FLORIDA DEPARTMENT OF
TRANSPORTATION JOINT
CERTIFICATION

May 16, 2011



AGENDA ITEM 2 D

FISCAL YEAR 2011 JOINT CERTIFICATION

REQUESTED BY: CRTPA Staff

TYPE OF ITEM: Consent

STATEMENT OF ISSUE:

Each year the Capital Region Transportation Planning Agency's efforts are reviewed by the Florida Department of Transportation (FDOT) to ensure that they are compliant with the state and federal planning processes.

RECOMMENDED ACTION:

Option 1: Approve the execution of the Joint Certification Statement by the CRTPA Chair.

HISTORY AND ANALYSIS:

Each year the FDOT reviews the efforts and work products of the CRTPA to ensure that they are in compliance with 23 U.S.C. 134(K) (5), 23CFR 450.334(a). Upon completion of the review, the FDOT makes recommendations and summarizes noteworthy achievements.

The CRTPA was found satisfactory during this certification. Recognized as noteworthy practices was involvement related to issues of land use planning associated with the development of the Regional Mobility Plan and outreach to our transportation partners.

Also commended was the development, review and completion of the Transportation Improvement Program's Project Priority Lists and its transportation priorities.

The review process will be complete upon execution of the Joint Certification Statement by the CRTPA chair and FDOT District Secretary.

OPTIONS:

Option 1: Approve the execution of the Joint Certification Statement by the CRTPA Chair.

Option 2: Provide other direction.

ATTACHMENT: Joint Certification Statement

**JOINT CERTIFICATION STATEMENT ON THE METROPOLITAN
TRANSPORTATION PLANNING PROCESS**

Pursuant to the requirements of 23 U.S.C. 134(k) (5), 23 CFR 450.334(a), the Department and the TPA have performed a review of the certification status of the metropolitan transportation planning process for the CAPITAL REGION TRANSPORTATION PLANNING AGENCY with respect to the requirements of:

1. 23 U.S.C. 134 and 49 U.S.C. 5303;
2. Title VI of the Civil Rights Act of 1964, as amended (42 U.S.C. 2000d-1) and 49 C.F.R. Part 21
3. 49 U.S.C. 5332 prohibiting discrimination on the basis of race, color, creed, national origin, sex, or age in employment or business opportunity;
4. Section 1101(b) of SAFETEA-LU (Public Law 109-59) and 49 C.F.R. Part 26 regarding the involvement of disadvantaged business enterprises in USDOT funded projects;
5. 23 C.F.R. Part 230 regarding the implementation of an equal employment opportunity program on Federal and Federal-aid highway construction contracts;
6. The provisions of the Americans with Disabilities Act of 1990 (42 U.S.C. 12101 et seq.) and the regulations found in 49 C.F.R. Parts 27, 37, and 38;
7. The Older Americans Act, as amended (42 U.S.C. 6101) prohibiting discrimination on the basis of age in programs or activities receiving Federal financial assistance;
8. Section 324 of U.S.C. regarding the prohibition of discrimination on the basis of gender; and
9. Section 504 of the Rehabilitation Act of 1973 (29 U.S.C. 794) and 49 C.F.R. Part 27 regarding discrimination against individuals with disabilities.

Included in this certification package is a summary of noteworthy achievements by the TPA, attachments associated with these achievements, and (if applicable) a list of any recommendations and/or corrective actions. The contents of this Joint Certification Package have been reviewed by the TPA and accurately reflect the results of the joint certification review meeting held on February 17, 2011.

Based on a joint review and evaluation, the Florida Department of Transportation and the Capital Region Transportation Planning Agency recommend that the Metropolitan Planning Process for the Capital Region Transportation Planning Agency be certified.

District Secretary (or designee)

Date

TPA Chairman (or designee)

Date



Florida Department of Transportation

RICK SCOTT
GOVERNOR

Post Office Box 607
Chipley, Florida 32428

ANANTH PRASAD, P.E.
SECRETARY

April 25, 2011

Mr. Douglas M. Croley, Chair
Capital Region Transportation Planning Agency
City Hall, A-19
300 South Adams Street
Tallahassee, Florida 32301

Subject: Capital Region TPA FY2011 Joint Certification

Dear Commissioner Croley:

The Capital Region Transportation Planning Agency (CRTPA) is the transportation planning agency tasked with the development of the Metropolitan Planning Organization (MPO) process in the CRTPA urbanized area. Annually the Florida Department of Transportation, in conjunction with the CRTPA, conducts a certification review of the planning process. This review is to certify the CRTPA is in compliance with state and federal planning requirements. The Department has completed the joint certification of the TPA and the following is a summary of the discussions at the February 17, 2011 meeting and subsequent response to the Certification questions.

During the development of the Regional Mobility Plan, CRTPA staff reached out to the various offices and agencies involved in land use planning. The TPA staff held monthly Project Management Team meetings which included staff from all Planning Departments within the CRTPA and the Apalachee Regional Planning Council. This close coordination allowed for the development of Sector Plans for Crawfordville, Midway, Monticello, Quincy and the Multimodal Transportation District of Tallahassee/Leon County.

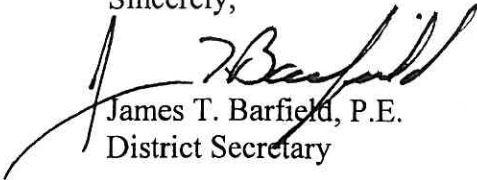
After adoption of the new project priority criteria last year, TPA staff has completed a review to ensure the TIP/PPL accurately reflects the agency's transportation priorities. The Department would like to commend the CRTPA for their efforts in this process.

The Department is requesting the CRTPA provide quarterly status reports so that we can monitor the progress related to the activities outlined in your FY 2011/2012 UPWP. We will keep the Federal Highway Administration apprised of your progress to ensure timely authorization of future federal funds. At this time, invoice submittals will remain on a quarterly basis.

The Capital Region TPA planning process is hereby certified. The Department will request the Federal Highway Administration approve the release of the state fiscal year 2012 PL funds, as provided in the FY 2011/2012 UPWP. Upon review and approval of the recommendations provided in this transmittal, please sign the Joint Certification Statement and return to the Department for final execution.

If you have any questions or need any additional information please contact Bryant Paulk, Urban Liaison. He can be reached at (850) 415-9371 or bryant.paulk@dot.state.fl.us.

Sincerely,



James T. Barfield, P.E.
District Secretary

cc: Harry Reed
Jack Kostrzewa
Bryant Paulk

AGENDA ITEM 3
CONSENT ITEMS PULLED FOR
DISCUSSION

May 16, 2011



AGENDA ITEM 3

CONSENT ITEMS PULLED FOR DISCUSSION

AGENDA ITEM 4
CRTPA DISCUSSION

AGENDA ITEM 4.A

FISCAL YEAR (FY) 2013-FY 2017
PRIORITY PROJECT LISTS UPDATE



May 16, 2011

AGENDA ITEM 4 A

**FISCAL YEAR (FY) 2013 – FY 2017
PRIORITY PROJECT LISTS (PPLs)
UPDATE**

REQUESTED BY: CRTPA Staff

TYPE OF ITEM: Discussion

STATEMENT OF ISSUE

Staff is seeking to update the Board on the agency’s annual adoption of priority project lists (PPLs). Specifically, changes to the lists based upon the recent adoption of the Regional Mobility Plan (the agency’s Long Range Transportation Plan) as well as the schedule for adoption of this year’s (Fiscal Year (FY) 2013 – FY 2017) PPLs will be discussed.

RECOMMENDATIONS BY CRTPA SUBCOMMITTEES

On May 3, 2011, the CRTPA’s three (3) committees (Citizens Advisory Committee, Multimodal Advisory Committee and Technical Advisory Committee) recommended CRTPA approval of consolidating the Major PPL and Bicycle & Pedestrian PPL into one (“Regional Mobility Plan”) PPL to reflect the recent adoption of the Regional Mobility Plan and the integrated multimodal nature of its projects.

RECOMMENDED ACTION

- Option 1: Approve staff proceeding with development of a FY 2013 – FY 2017 priority project list to reflect the recent adoption of the CRTPA’s Regional Mobility Plan and to replace the existing Major PPL and Bicycle & Pedestrian PPL.

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 it 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. State and federally funded projects in the CRTPA region are then incorporated into the CRTPA’s annual Transportation Improvement Program (TIP).

What lists get adopted?

Historically, the CRTPA has annually adopted the following eight (8) PPLs:

Major PPL – Identifies major roadway projects (Project source: Adopted Long Range Transportation Plan)

Bicycle & Pedestrian PPL- Identifies bicycle and pedestrian projects (Project source: The Adopted Long Range Transportation Plan)

Transportation Enhancements PPL – Identifies community-based projects that expand travel choices and enhance the transportation experience (Project source: eligible enhancement projects solicited by the CRTPA 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: 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)

Transportation Regional Incentive Program (TRIP) PPL – Identifies projects that improve regionally significant transportation facilities under the TRIP program guidelines (Project source: individual projects that have been submitted to the CRTPA by member governments/agencies)

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)

Changes to the CRTPA FY 2013 – FY 2017 Priority Project Lists

This year, two major changes to the CRTPA’s PPLs will occur. The first change relates to the source of projects for two of the PPL’s. The second change is related to the schedule for adoption of this year’s (FY 2013 – FY 2017) PPLs. Both of these changes are discussed below.

Project Source

As identified above, the source of projects for two of the PPLs (Major PPL and Bicycle and Pedestrian PPL) is the agency’s long range transportation plan. An update to the CRTPA’s Long Range Transportation Plan (“The Regional Mobility Plan” (RMP)) was recently adopted in November 2010.

As a result of the adoption of the RMP, the source of projects for the two PPLs must now reflect those contained in the adopted RMP. Furthermore, due to the multimodal nature of the RMP (which integrates bicycle, pedestrian, roadway and transit projects) staff is proposing that the two existing PPLs (Major PPL and Bicycle & Pedestrian PPL) be combined into one

multimodal PPL reflecting the adopted RMP (proposed title “The Regional Mobility Plan PPL”). Given the multimodal nature of the RMP, maintaining two separate PPLs from the RMP’s listing of cost feasible projects does not reflect the integrated nature of the Plan.

Additionally, due to the fact that each of the projects in the RMP were scored and ranked against each other based upon the goals and objectives adopted by the CRTPA, staff is proposing to maintain the project ranking for the FY 2013 – FY 2017 PPL as contained in the RMP.

Consistent with the direction provided by the CRTPA Board for the last three years of PPL development, staff proposes to maintain the \$1 million 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.

PPL Schedule

Historically, the CRTPA’s annual priority project lists have been adopted at the September board meeting in order to meet the FDOT’s deadline for submittal of the PPLs by October 1.

This year, however, due to the next year’s state legislative session beginning two months earlier (in January 2012), the FDOT has requested that the CRTPA provide its PPLs to the agency by September 1.

As a result of the requirement to provide this year’s PPLs earlier to the FDOT, the CRTPA’s FY 2013 – FY 2017 PPLs are now scheduled to be adopted at the next (June 20, 2011) CRTPA Board meeting.

NEXT STEPS

The DRAFT CRTPA FY 2013 – FY 2017 PPLs will be presented to the CRTPA Board for adoption at the June 20, 2011 CRTPA meeting. Once adopted, the PPLs will be provided to the FDOT for use as the agency proceeds with development of the Draft FY 2013 – FY 2017 Annual State Work Program.

The Draft Annual State Work Program is scheduled to be presented to the CRTPA Board by the FDOT at the October 17, 2011 CRTPA meeting. Subsequent to release of the Draft State Work Program, CRTPA staff will initiate development of the CRTPA FY 2013 – FY 2017 Transportation Improvement Program (TIP) incorporating those transportation projects in the CRTPA region that have received state and federal funding.

PUBLIC INPUT

A public meeting to present the CRTPA's Draft FY 2013 – 2017 Priority Project Lists to the public is scheduled to be held on Thursday, May 26, 2011 in the Florida Room of Tallahassee City Hall. Information regarding this meeting has been placed on the CRTPA's website (www.crtpa.org) and an e-mail message regarding the upcoming meeting was sent out to the agency's transportation partners.

OPTIONS

- Option 1: Approve staff proceeding with development of a FY 2013 – FY 2017 priority project list to reflect the recent adoption of the CRTPA's Regional Mobility Plan and to replace the existing Major PPL and Bicycle & Pedestrian PPL.
(Recommended)

- Option 2: Provide other direction.

AGENDA ITEM 4.B
WOODVILLE HIGHWAY NORTH
(CAPITAL CIRCLE TO PAUL RUSSELL ROAD)
CORRIDOR STUDY

May 16, 2011



AGENDA ITEM 4 B

**WOODVILLE HIGHWAY NORTH
(CAPITAL CIRCLE TO PAUL RUSSELL ROAD) CORRIDOR STUDY**

REQUESTED BY: CRTPA Staff

TYPE OF ITEM: Discussion

STATEMENT OF ISSUE

The purpose of this agenda item is to present the project concepts developed as part of the Woodville Highway Master Planning process for the portion of Woodville Highway from Capital Circle, Southeast to Paul Russell Road to the CRTPA Board.

RECOMMENDED ACTION

Option 1: Approve the Woodville Highway (Capital Circle to Paul Russell Road) Corridor Study.

HISTORY AND ANALYSIS

The process to develop a Master Plan for the Woodville Highway Corridor from Capital Circle Southeast to Gaile Avenue was initiated in May 2010. The Master Plan is to be a coordinated land use and transportation plan that addresses future mobility needs and supports future development in a form that is consistent with the vision for the surrounding communities. The improvements included in the Master Plan are consistent with the CRTPA's Mobility Plan.

Since the initiation of the project, CRTPA staff has worked with the consultant team to complete analyses of the study area's existing and projected future (year 2035) conditions and complete effective public involvement activities such as stakeholder meetings held with neighborhood and community leaders, local business leaders, and elected officials. In addition to the stakeholder meetings, several public meetings have been held at the Jack McLean, Jr. Community Center to solicit community input at different stages of the development of the Master Plan. In July 2010 a kick-off meeting was held to inform the community of the project and prepare the public for the upcoming opportunities to assist in developing the Master Plan. At the end of September and beginning of October 2010, a three-day charrette (public workshop) was held. On the first day, the community helped identify opportunities and needs along the corridor. On the second day of the charrette, the project team developed concepts that addressed the opportunities and needs identified on day one, as well as those identified through the stakeholder meetings. On the final day, the community gathered to review the concepts the project team had developed and provide additional feedback to the team. Following the charrette, the project team refined the concepts, held additional stakeholder and coordination meetings, and began to develop the finalized draft concepts for presentation at the Alternatives Meeting, which was held in February 2011.

Master Plan Concepts

The concepts developed have been separated into four categories: Modal Connectivity, Parks and Amenities, Land Use and Zoning, and Roadway and Trail Concepts. Additionally, the concepts have been identified as either short-term concepts (next ten years) or long-term concepts (beyond ten years). Each of the short and long-term concepts would require coordination with the CRTPA. The funding opportunities to complete each objective have also been identified.

Modal Connectivity

The concepts developed relative to modal connectivity focused on expanding the transportation grid network, providing modal choices to the community, improving the connections between origins and destinations, and connecting gaps between facilities. The focus was on the bicycle, pedestrian, multi-use trail, and roadway facilities, as well as transit service. The community input identified the existing need for improved pedestrian connectivity in the area. The community also supported the concept of connecting the existing development in the area to a proposed future development to the east (Southside DRI and Sembler developments), whenever these progress. The following is a summary of the recommended concepts.

◆ Short Term

- Enhance sidewalks along Shelfer Road to Oak Ridge Elementary and in the Anna Wood and Woodside Heights area.
- Incorporate a multiuse trail along Ross Road.
- Develop a greenway and multiuse trail through the Campbell Pond area.
- Construct a trail overpass at Capital Circle for trail connectivity and St. Marks Trail users.
- Incorporate a minor trail head north of Capital Circle.

◆ Long Term

- Extend Paul Russell Road south into the Southside Development of Regional Impact.
- Realign Bragg Avenue to connect to Paul Russell Road.
- Extend Tram Road west to Crawfordville Road.
- Develop multiuse trail along the power line route east of Woodville Highway.
- Expand transit service along Shelfer and Ross Roads.
- Create new connection between Crawfordville Road and the future Paul Russell extension.
- Improve transit headways and amenities in the area.
- Extend Meridian Road through the Fairgrounds property.

Parks and Amenities

As a result of community input, concepts developed with respect to parks and amenities focused on the Campbell Pond area, although other opportunities along Gaile Avenue, east of Woodville Highway, and north of Gaile Avenue, between Crawfordville Road and Woodville Highway, were investigated early in the study. These early options either were not feasible or were not supported by the community. The community did support the idea of creating opportunities for both passive and active recreation in the area. They felt that the Campbell Pond area would be an ideal place to locate those recreational spaces. The Campbell Pond area provides these opportunities for passive and active recreation as well as stormwater management. The area today is low-lying and is undeveloped. The area is also included in the Tallahassee-Leon County Greenways and Trails Master Plan. Creating a park or greenway area

similar to those found near Pedrick, Miccosukee, and Meridian Roads could be a significant asset for this segment of the community. The following is a summary of recommended implementation strategies for this concept. All of these have been identified as short-term strategies.

◆ Short Term

- Create a Master Plan for the Campbell Pond Park area.
- Acquire the property necessary for the park (approximately 275 acres needed).
- Create the park and develop trail connections from Tram Road and the St. Marks Trail along Woodville Highway.

Land Use and Zoning

The stakeholder interviews and community meetings provided a great deal of input to the project team relative to the long-term land use vision for the area. The project team repeatedly heard that this is an area where people, live, work and recreate, and in the future the area needs to continue to have a healthy mix of housing, recreation, education, shopping, and employment opportunities. The existing residential neighborhoods are generally stable, and the elementary school and recreation center both serve as community centers that provide services for many of the residents in the area. The St. Marks Trail is widely recognized as an asset to the community and region. It is used as a fitness and recreation facility, as well as a path used by local residents to walk and bike back and forth to different destinations. Commercial services in the area are limited; expansion of these services in the future is desired. The triangle formed by Woodville Highway, Crawfordville Road, and Capital Circle has the potential to grow as a business hub for the south side of town, as a number of businesses are already located in this area today. Many factors make this a strong prospect for future economic growth in the area. A land use district that promotes this opportunity, while allowing flexibility between the residential uses and commercial and industrial uses is needed to help preserve the character of the neighborhoods. The following are short-term and long-term land use concepts.

◆ Short Term

- In conjunction with residents, property owners and business owners, develop the Woodville Highway Gateway and Flex Tech zoning districts. These districts will promote the land uses associated with the community vision without creating unnecessary non-conformity issues.

◆ Long Term

- Adopt the Flex Tech and Woodville Highway Gateway zoning districts.
- Provide a transition from heavy industrial future land use district to suburban future land use district.
- Facilitate the relocation of existing heavy industrial land uses.

Roadway and Trail Concepts

From analyses of existing and projected future traffic conditions in the area, and from numerous stakeholder and public meetings, it was determined that there are two critical roadway considerations that need to be addressed in addition to the adjacent St. Marks Trail. The first is the future need to widen the section of Woodville Highway from just north of Capital Circle Southeast to the existing five-lane section that begins just south of Gaile Avenue to increase capacity along this segment addressing future demand. To address the future need to widen the roadway, three typical sections were initially developed that followed the complete street concept, which includes opportunities for all

modes of surface travel. Through the public involvement process, one of these was eliminated. As a result, two typical sections are included in this package, and will be carried forward for further evaluation.

In addition to this future widening need, there is a need to address the interaction between Crawfordville Road/Adams Street and Woodville Highway/Monroe Street. The traffic analyses and modeling demonstrate what many local drivers already know: a significant number of people travel between Woodville Highway/Monroe Street, and Crawfordville Road/Adams Street, using Paul Russell Road and Gaile Avenue. The distance between Crawfordville Road and Woodville Highway at these respective cross streets is limited and congestion occurs during the peak periods. As a result, solutions that extend north of Gaile Avenue to Paul Russell Road were identified to address this congestion.

A review and analyses related to the St. Marks Trail was also completed. Numerous concepts were developed and presented to the community, and the resounding response that the project team heard was that the community did not stress having significant amenities along the trail, but wanted to have the trail preserved. It was also agreed that shade trees along the trail would be beneficial, and that benches with a water fountain along this section of trail could be useful. An additional concept that was developed and presented was related to an overpass for the trail at Capital Circle Southeast. The recent widening of Capital Circle, with channelized right-turn lanes, has made the intersection a large intersection for trail users to cross. Safety concerns at this intersection were voiced. Additionally, other comments heard during the public involvement meetings included discussion concerning a gateway feature on this side of town. The pedestrian overpass for trail users could potentially be that gateway feature. The concept for the overpass includes two phases. The first phase connects the St. Marks Trail across the intersection. A second phase connects the meandering asphalt sidewalk built by Blueprint 2000 in the southeast quadrant of the intersection across to the trail and the second meandering sidewalk in the southwest quadrant of the intersection that Blueprint 2000 will soon be constructing. Like several of the other concepts developed, the pedestrian overpass could be pulled out as a stand-alone project as funding becomes available. The following are short-term and long-term implementation activities.

Roadway and Trail Concepts

◆ Short Term

- Improve landscaping along the trail to add shade.
- Add sidewalks on the east side of Woodville Highway.
- Complete the PD&E to widen Woodville Highway.
- Complete design for the widening of Woodville Highway.
- Design both phases of the pedestrian overpass.
- Construct first phase of the pedestrian overpass, the portion for the St. Marks Trail.

◆ Long Term

- Acquire the right-of-way to accommodate the designed improvements.
- Construct the corridor improvements, including the access management solutions.
- Construct second phase of the pedestrian overpass, connecting the meandering sidewalk on the south side of Capital Circle.

Roadway and Trail Concepts – North End

- ◆ Short Term
 - Study concepts in the Project Development and Environment Study (PD&E) phase and identify a preferred solution for the corridor between Gaile Avenue and Paul Russell Road.
 - Design preferred solution.

- ◆ Long Term
 - Acquire right-of-way to accommodate the designed improvement.
 - Construct designed solution to address the cross-movement between Crawfordville Road/ Adams Street and Woodville Highway/Monroe Street.

NEXT STEPS

After approval of the Corridor Study, the project will move into the Project Development and Environment (PD & E) stage. It is during this stage that the Corridor Study concepts will be incorporated into a further detailed analysis of the corridor from Paul Russell Road to Capital Circle. The PD&E Project will continue to be presented to the CRTPA Board as it progresses through the next year.

OPTIONS

Option 1: Approve the Woodville Highway (Capital Circle to Paul Russell Road) Corridor Study.

Option 2: Provide other direction.

AGENDA ITEM 4.C
WOODVILLE HIGHWAY SOUTH
(CAPITAL CIRCLE TO US 98)
CORRIDOR STUDY



May 16, 2011

AGENDA ITEM 4 C

WOODVILLE HIGHWAY SOUTH (CAPITAL CIRCLE TO US 98) CORRIDOR STUDY

REQUESTED BY: CRTPA Staff

TYPE OF ITEM: Discussion

STATEMENT OF ISSUE

The purpose of this agenda item is to present the project concepts developed as part of the Woodville Highway Master Planning process for the portion of Woodville Highway from U.S. 98 to Capital Circle.

RECOMMENDED ACTION

Option 1: Approve the Woodville Highway (Capital Circle to US 98) Corridor Study.

HISTORY AND ANALYSIS

The project to develop a Master Plan for the Woodville Highway Corridor from U.S. 98 to Capital Circle was initiated in March 2010. The Master Plan is a coordinated land use and transportation plan that addresses future mobility needs and supports future development in a form that is consistent with the vision for the surrounding communities.

Since the initiation of the project, CRTPA staff has worked with the consultant team to complete analyses of the study area's existing and projected future (year 2035) conditions and complete effective public involvement activities such as stakeholder meetings held with neighborhood and community leaders, local business leaders, and elected officials. In addition to the stakeholder meetings, public meetings were held at the J. Lewis Hall Sr. Community Center to solicit community input.

On August 19, 2010 a kick-off meeting was held to inform the community of the project and prepare the public for the upcoming opportunities to assist in developing the Master Plan. During August 21-24, 2010, a four-day charrette (public workshop) was held. On the first day, the community participated in a design workshop to further identify concerns and opportunities within the corridor. Citizens continued to come into the charrette studio during the rest of the four days, and share their thoughts concerning the corridor and to look at the progress.

During the time between the public design session and the work in progress presentation, the project team developed concepts that addressed the challenges, concerns and ideas for improvement identified by the community through the public involvement process, including interviews, the kick-off meeting and design charrette. On the final day of the charrette, the team provided a work in progress

presentation to the community to provide an opportunity for the community to provide feedback on the proposed solutions.

Subsequent to the charrette, the project team continued to fully develop the recommendations and further evaluate the concepts. During this time, the team met with Leon and Wakulla County commissioners, the project management team and various stakeholders to gain additional feedback on the team's recommendations. The feedback received during these meetings consistently supported the concepts developed by the team.

Master Plan Concepts

The concepts developed have been separated into four categories: Land Use and Development Patterns, Multi-Modal Access, and Transportation Improvements. Additionally, the concepts have been identified as either short-term concepts (5-10 years) or long-term concepts (beyond 10 years). Each of the short and long-term concepts would require coordination with the CRTPA.

Land Use and Development Patterns

The project team heard a consistent message during stakeholder interviews and public involvement sessions. A primary concern is their vision that the "Woodville Corridor retains its rural character and does not become suburban strip development like portions of Crawfordville Road." Those who live within the corridor have strong feelings about their community and want to see increased job opportunity, improved retail and service offerings within the corridor and over time access to transit. The neighborhoods developed along the corridor outside of the Woodville Community have developed as a series of cul-de-sac neighborhoods that are not connected, and if these patterns continue, the very character the public wants to maintain will be lost over time. With this recognition, those who participated in the process recognized the need to create nodes of development to maximize the potential to preserve those areas between the nodes.

Development at five nodes, which include the future Southside DRI, Woodville Community, Longleaf Plantation, Wakulla Station and the intersection of U.S. 98 and Woodville Highway, is recommended to include housing, retail, services and community assets developed as mixed use and more compact development than currently in place. Those concepts were illustrated through photo-morphs to ensure the public understood the intensity and scale of development proposed. The public and stakeholder reaction to the illustrations were very positive supportive to the potential for the future of the corridor. The following are short-term and long-term land use concepts.

- ◆ Short Term
 - Provide waste water treatment to allow increased density and expansion of commercial development.
 - Encourage development to occur at one of the node points within the corridor through use of Transfer of Development Rights.
- ◆ Long Term
 - Encourage development with three or more land uses and strong internal connectivity.

- Require the connection of new development in two or more directions with streets, sidewalks, bicycle facilities and trails.
- Require the extension of the established public roadway network to and through the development.
- Consider the inclusion of developer incentives for the appropriate design form, density and intensity that is necessary to support basic transit service and sustainable community practices.
- Evaluate and consider adoption of Smart Code or form based code as a tool to guide future development.

Multi-Modal Access

The public consistently identified a lack of sidewalks and transit services as needs that should be addressed by the project team. In addition, there was a need expressed to improve access from the Trail to the nodes of development previously discussed.

The concepts developed to improve multi-modal access include the addition of sidewalks within the Woodville Community and Wakulla Station. When the Longleaf Community develops, sidewalks will be included in that development and should be extended along Woodville Highway and across from Longleaf Community along Woodville Highway to provide access from the west.

Additional network is proposed along the corridor to provide both north-south and east-west access. Intersections are improved along the corridor through the proposed installation of single lane roundabouts at the intersections of Woodville Highway with J. Lewis Hall Sr. Lane, Natural Bridge, Commerce Drive and S.R. 267. These intersection improvements will improve the safety of those crossing Woodville Highway and reduce speeds within the Woodville Community, improving safety for all users, especially important at Natural Bridge, closest to the Woodville Elementary School. Reducing speeds within the Woodville Community along with the installation of sidewalks has the potential to significantly increase walking.

The increase in compact mixed-use development also contributes to increased use of walking and bicycling as alternative mode choices and will support the potential for implementing transit services, potentially putting an express bus system in place such as the successful service in Gadsden County. The following is a summary of the recommended concepts, which are also depicted graphically in the Master Plan report.

- ◆ Short Term
 - Build sidewalks along Woodville Highway within the Woodville Community. Ideally this would be accomplished in coordination with building a curb and gutter section and closed drainage.
 - Build sidewalks on the east-west streets within Woodville Community.
 - Build a single lane roundabout at Natural Bridge and Woodville Highway to improve safety for those crossing this intersection, and reduce speeds on the approach to the school.
- ◆ Long Term
 - Provide express transit service to the corridor, with service provided to the Woodville Community and the future Longleaf Plantation.

- Identify and construct a park and ride facility or joint use parking area with existing or future retail in the Woodville Community.
- Improve access from St. Marks Trail to Woodville Highway by installing a single lane roundabout (with sidewalks) at S.R. 267 intersection to improve safety for crossing Woodville Highway.

Transportation Improvement Concepts

From analyses of existing and projected future traffic conditions in the area, and from numerous stakeholder and public meetings, the recommendations concerning the proposed roadway network involve providing a new two lane rural alignment to the east of Woodville Highway to provide for future travel demand in the corridor. This new alignment is proposed to begin at S.R. 267 just east of the intersection of Woodville Highway and S.R. 267 and continue north crossing Commerce, Natural Bridge, and Rhodes Cemetery Road, eventually connecting into Capital Circle at the future extension of Paul Russell Road. This alignment was discussed with St. Joe Development Company and they are very interested in the concept.

The recommendation is based on an evaluation of costs, right of way and other impacts created by each of the alternatives. While the stakeholders and community have concerns about the long term transportation needs within the corridor, they were receptive to alternative solutions compared with four laning Woodville Highway. The community was very concerned about the impacts of a four lane divided cross section on the character of the corridor, the impacts to the Woodville Community and right of way impacts to their businesses.

Other recommendations which could mitigate the need for building the parallel network are provided in greater detail in the report, but are listed below. These other recommendations will also provide additional network at a significantly reduced cost to either four laning or the new eastern parallel, and will also provide additional hurricane evacuation route capability.

- ◆ Short Term
 - Pave remaining section of Old Woodville Road.
 - Perform PD&E study for eastern parallel alignment.
- ◆ Long Term
 - Pave remaining section of Plank Road.
 - Purchase ROW and build eastern parallel alignment.
 - Extend Old Woodville through J. Lewis Hall Sr. Lane to new parallel alignment.
 - Construct new east-west roadway connections between Old Woodville Road and Woodville Highway.
 - Evaluate and implement if appropriate the three-lane roadway section in the Woodville Community.
 - Perform a study to evaluate the feasibility of the passing lane concept on Woodville Highway south of Commerce Drive.

NEXT STEPS

After approval of the Corridor Study, CRTPA staff will seek to implement these recommendations to ensure that the Woodville Highway corridor will meet the short-term and long-term needs for the community and region.

OPTIONS

- Option 1: Approve the Woodville Highway (Capital Circle to US 98) Corridor Study.
(Recommended)

- Option 2: Provide other direction.

AGENDA ITEM 4.D

FLORIDA CHAMBER OF COMMERCE FOUNDATION PRESENTATION

May 16, 2011



AGENDA ITEM 4 D

FLORIDA CHAMBER FOUNDATION PRESENTATION

REQUESTED BY: CRTPA Board

TYPE OF ITEM: Information

STATEMENT OF ISSUE

This item is a presentation by Ms. Carrie Blanchard of the Florida Chamber Foundation on the Florida Trade and Logistics Study completed by the Foundation in December 2010 and updated in February 2011.

BACKGROUND

The CRTPA Board requested earlier this year following the initial publication of the Florida Trade and Logistics Study that a presentation on the Study be made to the Board. Part of this initiative is to examine how the CRTPA region might become better connect to the ports in north Florida.

Through a partnership with the Florida Department of Transportation, economic development organizations, and other statewide transportation and business stakeholders, the Foundation conducted a comprehensive study of trade flows and logistics in Florida. An introduction to the Study containing a Table of Contents, Executive Summary and Summary of Critical Near Term Actions is found in *Attachment 1*. A complete copy of the Study can be obtained from the web link below.

https://www.communicationsmgr.com/projects/1378/docs/FloridaTradeandLogisticsStudy_December2010.pdf

ATTACHMENT

Attachment 1: Florida Trade and Logistic Study, December 2010 – opening pages

FLORIDA TRADE AND LOGISTICS STUDY

December 2010

**FLORIDA
CHAMBER**
Foundation



About the Florida Chamber Foundation



The Florida Chamber Foundation is a research organization and problem solver, working in partnership with state business leaders to advance and fund activities in public policy research that promote the future of Florida. Founded 42 years ago by the Florida Chamber of Commerce, the Foundation is a critical voice for improving the state's pro-business climate to enable Florida to grow and prosper. The Foundation produces innovative research, with long term results, by advancing public policy, research, and leadership development; promoting a statewide community; and, serving as a resource and catalyst for creative solutions to statewide challenges.

Supported by Foundation research, a clear vision for Florida was developed and a framework created to help move Florida forward. That vision set three simple goals: to achieve prosperity and high-paying jobs, to support vibrant communities, and to advance global competitiveness. The framework to accomplish this vision is known simply as the "Six Pillars." The product of years of collaboration and more than a million dollars in research, the Six Pillars identifies the critical factors determining Florida's future:

- Talent Supply and Education**
- Innovation and Economic Development**
- Infrastructure and Growth Leadership**
- Business Climate and Competitiveness**
- Civic and Governance Systems**
- Quality of Life and Quality Places**

The Six Pillars framework serves as an organizing force for strategic planning at the local, regional, and state levels. Its power is in the efficiency of harnessing disparate viewpoints into a common and consistent conversation. Building on the widespread adoption of the Six Pillars framework and previous Cornerstone research series, the Foundation's current objective is to develop a dynamic statewide strategic plan for Florida in 2030. This ongoing effort will require a commitment to measuring current status and progress toward stated goals. To this end, the Foundation offers a dynamic online tool – the Florida Scorecard (www.thefloridascorecard.com) – to track metrics within each of the Six Pillars.

To learn more about the Foundation and the vision for 2030, visit our web site at www.FLFoundation.org. If you would like copies of this report or more information, please contact:

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Florida Trade and Logistics Study



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AT&T Florida, Inc.	Florida Land Council
Bryant, Miller & Olive	Florida Ports Council
Chamber of Commerce of The Palm Beaches	Florida Trucking Association
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Executive Summary

Florida faces a once-in-a-generation opportunity to transform its economy by becoming a global hub for trade, logistics, and export oriented manufacturing activities.

Florida has long been an important consumer market and a gateway for trade between the United States and Latin American and Caribbean nations. Over the next decade, several trends will position Florida for a larger, more commanding role as a trade hub:

- Florida is located in the fastest growing U.S. business and consumer market, the arc of southern states from Texas to Virginia.
- Florida also is located at the crossroads of growing north-south and east-west trade lanes, with access to more than 1.1 billion consumers in the Western Hemisphere by 2035.
- The widening of the Panama Canal, together with the growth in Latin American and Caribbean markets, will realign global trade lanes and increase flows through this region in the coming decades.

Trade, logistics, and distribution industries employed 570,000 Floridians in 2008, with an average wage nearly 30 percent higher than the average for all industries in the state. Including spinoff jobs in related industries, trade and logistics support about 1.7 million jobs in Florida, nearly 22 percent of employment in the state.

Florida faces three major opportunities to take advantage of these changing trade patterns to revitalize its economy. Florida can:

- Capture a larger share of the containerized imports originating in Asia and serving Florida businesses and consumers, about half of which enter the nation through seaports in other states today;
- Expand export markets for Florida businesses by filling these import containers with Florida goods and using more efficient logistics patterns to attract advanced manufacturing and other export related industries to Florida; and
- Emerge as a global hub for trade and investment, leveraging its location on north-south and east-west trade lanes to become a critical point for processing, assembly, and shipping of goods to markets throughout the eastern United States, Canada, the Caribbean, and Latin America.

If pursued together, these opportunities could support over 32,000 jobs annually in the trade and logistics sector and generate \$3.3 billion in business sales, \$2.1 billion in personal income, and \$193 million in state and local tax revenues. If supporting economic development impacts are realized, these opportunities could create up to an additional 111,000 jobs in export oriented industries including advanced manufacturing and supply chain management, and generate an additional \$18.2 billion in business sales, \$5.8 billion in personal income, and \$530 million in tax revenues. These opportunities would transform Florida's economy, adding world class strengths in trade, logistics, and advanced manufacturing to the state's traditional strengths in agriculture, tourism, and construction.

Future Opportunities

143,000
jobs

\$21.5 billion
in business sales

\$7.9 billion
in personal income

\$723 million
in tax revenues

Summary of Critical Near Term Actions

Achieving this vision will require a coordinated effort involving economic development, transportation, land use, workforce, and related investments. Critical near term action is needed in the following areas:

1. **Support the leadership of the Governor as Florida's economic development officer and trade ambassador to market Florida as a trade and logistics hub and to attract business investment to the state.**
2. **Expedite plans to create at least one seaport with 50 feet of channel depth and with an on dock or near dock rail connection by 2014, the scheduled completion of the Panama Canal expansion.** This seaport would be able to serve as a first port of call for the largest container ships using the Panama Canal. The investment should be coordinated with a focused trade mission to help Florida pursue first call services from Asian container lines, as well as strategic investments in international distribution centers.
3. **Identify global trade and logistics as a statewide targeted industry and a focus area** for Enterprise Florida, Workforce Florida, the Florida Department of Transportation, and other state agencies. The state must strengthen existing marketing, incentives, and support services to meet the needs of this cluster.
4. **Continue efforts to double the value of Florida origin exports over the next five years** by pursuing opportunities to place Florida goods in the many containers and other vehicles which currently enter Florida full and leave empty.
5. **Identify investments needed to maintain and expand Miami International Airport's role as a global hub,** as well as the potential benefits of creating a second tier air cargo hub elsewhere in Florida.
6. **Advance planning for an integrated statewide network of trade gateways, logistics centers, and transportation corridors through Florida's Strategic Intermodal System.** The Florida Department of Transportation should work with partners to identify and address critical bottlenecks and connectivity gaps in this system.
7. **Provide sufficient and reliable funding for future state investments in Florida's trade, transportation, and economic development systems.**

AGENDA ITEM 5
EXECUTIVE DIRECTOR'S REPORT

March 21, 2011



AGENDA ITEM 5

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, including the following:

- Apalachee Parkway Sidewalk Construction Update
- Midtown Update (City of Tallahassee/Leon County)

AGENDA ITEM 6
ITEMS FROM MEMBERS

May 16, 2011



AGENDA ITEM 6

ITEMS FROM MEMBERS

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

- **Interstate 10 Interchange Lighting (Gadsden County)**

At the March 21, 2011 Board meeting, information regarding Gadsden County's interest in the addition of lighting at two interchange locations on Interstate 10 was discussed. The CRTPA Chair will further discuss this issue (provided as *Agenda Item 6 A*) including a request that a resolution related to this issue be adopted by the Board.

May 16, 2011



AGENDA ITEM 6 A

GADSDEN COUNTY I-10 INTERCHANGE LIGHTING RESOLUTION

REQUESTED BY: Commissioner Croley

TYPE OF ITEM: Discussion

STATEMENT OF ISSUE

The purpose of this item is to request the CRTPA adopt a resolution (provided as *Attachment 1*) supporting the installation of lighting at I-10 interchanges at Gretna/Greensboro (Exit 174) and Chattahoochee (Exit 166).

RECOMMENDED ACTION

Option 1: Adopt a resolution expressing support for the installation of the Gadsden County interchanges.

HISTORY AND ANALYSIS

On February 2, 2011, Gadsden County sent a letter to the Florida Department of Transportation (FDOT), District 3 (*Attachment 2*) formally requesting the installation of lighting at the I-10 interchanges at Gretna/Greensboro (Exit 174) and Chattahoochee (Exit 166). The County's letter pointed to continuing increase in development around and near the interchanges as well as increased traffic at the interchanges during night time hours. The letter pointed out the need for lighting to "...promote a proactive approach to addressing safety concerns instead of reacting to real accidents and damages."

The FDOT responded on March 2, 2011 (*Attachment 3*) stating that they reviewed unlighted interchanges throughout the District 3 annually. It was further stated that "To meet the requirements for these funds (*federal highway safety funds*), a project must show a reduction in crashes or reduction in crash severity of night time crashes. At this time, neither I-10 interchange in Gadsden County (C.R. 270A, Chattahoochee Exit and S.R. 12, Gretna/Greensboro Exit) meet those requirements." They also said they would continue to review the matter in the future.

OPTIONS

Option 1: Adopt a resolution expressing support for the installation of the Gadsden County interchanges (Recommended).

Option 2: Provide other direction.

ATTACHMENT

Attachment 1: Resolution of Support from the CRTPA

Attachment 2: Gadsden County Letter dated February 2, 2011

Attachment 3: FDOT email dated March 2, 2011



CRTPA RESOLUTION # 2011-05-6A

A RESOLUTION of the Capital Region Transportation Planning Agency hereby referred to as the “CRTPA” supporting the construction and installation of lighting at the I-10 interchanges at Gretna/Greensboro (Exit 174) and Chattahoochee (Exit 166).

WHEREAS, these interchanges are becoming more heavily travelled by visitors, workers and residents during night time hours; and

WHEREAS, development is occurring at the interchanges resulting in increased usage during night time hours; and

WHEREAS, Gadsden County has formally requested the Florida Department of Transportation to install lighting at the interchange because of growing night time safety concerns.

THEREFORE, BE IT RESOLVED BY THE CRTPA THAT:
CRTPA supports Gadsden County’s efforts to have lighting installed at the I-10 interchanges at Gretna/Greensboro (Exit 174) and Chattahoochee (Exit 166) to enhance the safety of motorists using these interchanges during night time hours

DULY PASSED AND ADOPTED THIS 16th DAY OF MAY 2011.

Capital Region Transportation Planning Agency

By: _____
Douglas M. Croley, Chairman

Attest:

Harry D. Reed III, CRTPA Executive Director



GADSDEN COUNTY
Board of County Commissioners
DEPARTMENT OF PUBLIC WORKS

COMMISSIONERS:
EUGENE LAMB, JR.
District 1
DOUGLAS M. CROLEY
District 2
GENE MORGAN
District 3
BRENDA A. HOLT
District 4
SHERRIE D. TAYLOR
District 5

JOHNNY WILLIAMS
County Administrator

CHARLES T. CHAPMAN
Director

February 2, 2011

Mr. Jonathan Harris
District 3 Safety Program Manager
Florida Department of Transportation, District 3 Planning
P.O. Box 607
Highway 90 East
Chipley, FL 32428

RE: Safety Enhancement Lighting Improvements at Gretna/Greensboro and Chattahoochee Interstate 10 Interchanges

Dear Mr. Harris:

Please accept this correspondence as a formal request for the Florida Department of Transportation to consider construction and installation of lighting units at the Gretna/Greensboro and Chattahoochee Interstate 10 interchanges. Both of these interchanges are traveled heavily twenty-four hours a day by residents and visitors alike. The interchanges are very dark the concern of safety for vehicular operators as well as pedestrians is increasing.

Recently these interchanges have been a point of discussion for new economic development projects in the Gretna area. The construction of a new equine racing and gaming facility has already broke ground and will certainly increase the level of traffic on the subject interchanges. Further, plans for hotels, restaurants, and shopping facilities are also planned for future development. In short, the western interchanges of Gadsden County are key pieces to our economic development puzzle.

Again, there is great concern that the absence of lighting at these interchanges will create a safety liability scenario that will endanger not only current residents, but also tourists and future residents to come. The county and state arterial roadways that receive the subject interchanges already experience large amounts of commercial traffic transporting goods through these intersections. With the construction of new commercial service industries slated for completion in 2012, the reality of an increase in commercial traffic as well as residential and tourism traffic is shortly at hand. The matter of lighting these two intersections will greatly advance the necessary process to mitigate and appropriately accommodate the future growth of the western Gadsden County Interstate 10 interchanges and promote a proactive approach to addressing safety concerns instead of reacting to real accidents and damages.

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Thank you for taking the time to thoroughly review this request. I would like to also ask that a response be submitted to us in writing. If possible, a presentation would also be appreciated at a regular meeting of County Commission to discuss the process of safety enhancement including lighting of the interstate interchanges.

Please feel free to contact me directly at 850-875-8672 should you have any questions or concerns.

Sincerely,

A handwritten signature in cursive script, appearing to read "Charles Chapman".

Charles Chapman
Director

CC: Johnny Williams, County Administrator
Board of County Commissioners
Harry Reed, Executive Director, Capital Regional Transportation Planning Agency

Reed, Harry

From: Vickery, Greg <Greg.Vickery@dot.state.fl.us>
Sent: Wednesday, March 02, 2011 4:31 PM
To: cchapman@gadsdencountyfl.gov
Cc: jwilliams@gadsdencountyfl.gov; Reed, Harry; Barfield, Tommy; Gainer, Phillip; Rodgers, James; Peters, Jason; Gavin, Craig; Harris, Jonathan; Corbin, Gabriella; Paulk, Bryant; Speights, Tommie; Yoder, Ralph
Subject: Gretna/Greensboro and Chattahoochee I-10 Interchanges (11-01414)

Florida Department of Transportation
District Three Administration Building
Office of the District Secretary
Post Office Box 607
Chipley, Florida 32428-0607

March 2, 2011

Mr. Charles Chapman
Public Works Director
Gadsden County Board of County Commissioners
Department of Public Works
Post Office Box 1799
Quincy, Florida 32353-1799

**Subject: Safety Enhancement Lighting Improvements
Gretna/Greensboro and Chattahoochee I-10 Interchanges**

Dear Mr. Chapman:

We have received your letter requesting the Department consider construction and installation of lighting units at the Gretna/Greensboro and Chattahoochee I-10 interchanges. Thank you for the opportunity to address your concerns.

In November 2010, Mr. Jonathan Harris, FDOT District Highway Safety Program Manager, spoke with Commissioner Morgan via phone concerning the I-10 interchanges in Gadsden County. The Department has reviewed the remaining unlighted interchanges in District 3 annually for lighting with federal highway safety funds. To meet the requirements for these funds, a project must show a reduction in crashes or reduction in crash severity of night time crashes. At this time, neither I-10 interchange in Gadsden County (C.R. 270A, Chattahoochee Exit and S.R. 12, Gretna/Greensboro Exit) meet those requirements. We will continue to evaluate the remaining unlighted interchanges and seek funding opportunities. If you have additional questions or concerns regarding this issue, please contact Mr. Jonathan Harris, District Highway Safety Program Manager, toll-free at 1-888-638-0250, extension 516 or via e-mail at jonathan.harris@dot.state.fl.us.

Thank you for your continued support in providing an efficient transportation system for the citizens of Gadsden County. If we can assist you further, please do not hesitate to contact our office.

Sincerely,

/s/ James T. Barfield

James T. Barfield, P.E.
District Secretary

Handled by:
Greg Vickery
District Communications Coordinator
Florida Department of Transportation
District 3 Administration Building
Office of the District Secretary
Post Office Box 607, Chipley, Florida 32428
850-415-9529
greg.vickery@dot.state.fl.us

AGENDA ITEM 7
CITIZEN COMMENT

May 16, 2011



AGENDA ITEM 7

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 8
INFORMATION



May 16, 2011

AGENDA ITEM 8 A

CORRESPONDENCE

REQUESTED BY: CRTPA Staff

TYPE OF ITEM: Information

The following correspondence has been received since the March meeting:

- To Governor Rick Scott, President Haridopolos, and Speaker Cannon from Howard Glassman, Executive Director, Florida Metropolitan Planning Organization, regarding legislative positions, April 13, 2011.
- To Congressman Russ Carnahan and Congressman Mike Rogers from Mayor Richard J. Kaplan, chair, Florida Metropolitan Planning Organization Advisory Council, regarding Smart Technologies legislation, April 4, 2011.



The Florida Metropolitan Planning Organization Advisory Council

Mayor Richard J. Kaplan
Chairman

April 13, 2011

Governor Rick Scott
State of Florida
Plaza Level 05, The Capitol
400 S Monroe Street
Tallahassee, FL 32399-0001

President Mike Haridopolos
The Florida Senate
409 The Capitol
404 S Monroe Street
Tallahassee, FL 32399-1100

Speaker Dean Cannon
Florida House of Representatives
420 The Capitol
402 S Monroe Street
Tallahassee, FL 32399-1300

Dear Governor Scott, President Haridopolos and Speaker Cannon:

On behalf of Florida's 26 Metropolitan Planning Organizations (MPOs), I am writing to express our opposition to HB 7207 (Section 3). It is estimated that HB 7207 (Section 3) would redirect over three years, starting in FY 2012/13, as estimated \$838.2 million in documentary stamp proceeds from the State Transportation Trust Fund to a newly created State Economic Enhancement and Development (SEED) Trust Fund to be located within the Office of Tourism, Trade, and Economic Development (OTTED) in the Office of the Governor.

The funds derived from the sale of documentary stamps that would be redirected to the SEED Trust Fund under HB 7207(Section 3) are forecast to be \$171.8 million in FY 2012/13, \$317 million in FY 2013/14, and \$349.4 million in FY 2014/15 – and could be more should this law be reenacted by a future Legislature. These funds are currently deposited into the State Transportation Trust Fund (STTF) and used to fund a number of critically important transportation programs overseen by the Florida Department of Transportation (FDOT) in cooperation with the MPOs, Counties and other partners. This diversion of funding could be detrimental to Florida's transportation system and economy and will jeopardize several of the state's most innovative, job-creating programs. Section 3, lines 241-262 of HB 7207 redirects all or much of funding for the following important programs that were enacted by the 2005 Florida Legislature and signed into law by Governor Bush:

- The Transportation Regional Incentive Program (TRIP) encourages MPOs and counties to work cooperatively with FDOT to fund regionally significant transportation projects. Projects funded from the TRIP have created jobs and enhanced the flow of people and goods by improving access to many of the state's most important regional activity centers. The TRIP requires a 50% match of MPO or local funds, providing the state with a dollar-for-dollar return on its investment in this program.
- The Small County Outreach Program (SCOP) is a significant source of funds for small and rural counties to build the transportation infrastructure they need to compete in today's marketplace.

Governor Rick Scott
President Mike Haridopolos
Speaker Dean Cannon
April 13, 2011
Page 2

- The SCOP is a vital source of funds for connecting Florida's agricultural industry to markets and for connecting Florida's rural population to regional employment centers. Eliminating funding for this vital source of funds would have significant impacts on Florida's rural counties – counties with some of the highest unemployment rates in Florida and the country.
- The New Starts program assists Florida's transit agencies to introduce new types of service to its residents. By increasing transit ridership, Florida can help reduce our dependence on foreign oil and provide mobility to low-income and elderly individuals. Like TRIP, the New Starts program provides the state a dollar-for-dollar return on its investment.
- The Strategic Intermodal System (SIS) is the backbone of the state's transportation network. The primary focus of the SIS is to connect Florida's ports of entry to the state's economic activity centers. SIS facilities are identified using criteria that ensure a steady stream of funding for highways, ports, airports, and transfer centers that are critical to moving goods and people throughout the state. Directing funds away from the SIS will hinder Florida's economic recovery.

The programs defunded by HB 7207 are critical to the state, MPOs and local governments and result from a project selection process that includes local elected officials, our residents and visitors and other stakeholders who are part of the statewide and metropolitan transportation planning process. They are guided by state and federal planning factors that place significant emphasis on the economic vitality of the state and our metropolitan areas - Florida's economic engine and home to approximately 93% of Florida's population.

Under HB 7207, project selection and decision-making authority would shift from a "bottoms up" process to a "top down" process to be housed within OTTED in the Office of the Governor. In recognition of the complex requirements associated with transportation project funding and project development, we believe that these transportation funds should be implemented through the established FDOT and MPO planning and project selection mechanism rather than through OTTED as is proposed in the bill. We do not believe that OTTED possess the organizational capacity to identify, analyze and select the transportation projects that will best serve our communities or render the greatest economic benefit to the State of Florida.

Additionally, we are extremely concerned that the allocation of such a large amount of transportation funding through discretionary grants could disrupt the FDOT Work Program and result in inefficiencies and project delays.

Governor Rick Scott
President Mike Haridopolos
Speaker Dean Cannon
April 13, 2011
Page 3

The MPOAC and its members are constantly striving to build a transportation system that creates jobs, ensures mobility, and enhances the quality of life for all Floridians. We believe that HB 7207 (Section 3) is a step in the wrong direction. Thank you for your consideration and please call me at (850) 414-4062 should you have any questions.

Sincerely,

A handwritten signature in black ink, appearing to read "Howard Glassman". The signature is fluid and cursive, with a long horizontal line extending to the right.

Howard Glassman
Executive Director

cc: Francis Gibbs, Acting Secretary FDOT
MPOAC members

Mayor Richard J. Kaplan
Chairman

April 7, 2011

Congressman Russ Carnahan
1710 Longworth House Office Building
Washington, DC 20515

Congressman Mike Rogers
133 Cannon House Office Building
Washington, DC 20515

Dear Congressmen Carnahan and Rogers,

Thank you for introducing H.R.6247, the *Smart Technologies for Communities Act of 2011*. This critical legislation will incentivize state and local investment in 21st century technologies to improve the condition and performance of the transportation network, optimize existing capacity, and create jobs. As Congress works to reauthorize the surface transportation bill this year, we stand ready to support your leadership to include these innovative technology solutions in the legislation.

At a time when governments at all levels are being asked to do more with less, investing in intelligent transportation systems (ITS) is a cost-effective way to ensure that our transportation system is safer, more efficient and user-friendly, all the while supporting job creation and economic growth. Cash-strapped city and state governments recognize that we need to invest in technology to connect transportation modes, empower travelers to make more informed choices, improve traffic management, and keep our nation's infrastructure in a state of good repair. They also recognize that smart technologies are essential for getting the most out of our existing transportation network, from roads and bridges to ports and public transit systems.

One example of a cost-effective, quick to deploy technology solution is the use of smart traffic signals that change based on real-world conditions. This technology returns \$40 to the public in time and fuel savings for every \$1 invested, reducing travel delays by 25 percent and CO2 emissions by up to 22 percent. Another example is the use of real-time traffic information. The GAO found the benefit-cost ratio of a nationwide real-time transportation information system to be 25 to 1, with a \$1.2 billion investment returning more than \$30 billion in safety, mobility and environmental benefits.

As this nation transitions to a more accountable, performance-based transportation system, ITS technologies can provide accurate, real-time traffic and multimodal information to measure system performance, as well as the tools to actively manage the transportation network to improve results.

Congressmen Carnahan and Rogers
April 7, 2011
Page 2

Further, state and local agencies that are considering new financing alternatives are increasingly turning to ITS technologies to improve efficiency and user convenience, from electronic tolling, smart cards and dynamic pricing systems to potential future alternatives like a mileage-based user fee that could vary by time of day, congestion level or other factors.

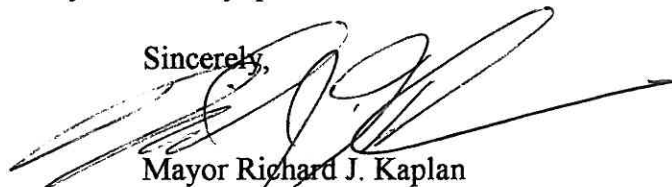
From cars that avoid crashes and 'smart highways' that reduce gridlock to freight management systems and buses that provide real-time information to commuters, ITS technologies are critical for reducing traffic collisions, congestion, fuel consumption and vehicle emissions.

Your legislation would establish several competitively selected model deployment communities for existing transportation technologies, which could also serve as real-world research and testing sites for advanced ITS solutions such as variable mileage-based user fees and a wireless communications system between vehicles that could help drivers avoid crashes. The U.S. Department of Transportation estimates that this connected vehicle network could potentially prevent or reduce the impact of 80 percent of unimpaired vehicle crashes, saving thousands of lives each year while also providing significant mobility, environmental and e-commerce benefits.

A modern transportation network based on the best available technologies is critical for keeping Florida's people and economy moving. Recent studies have shown that investing in ITS creates a network effect throughout the economy and stimulates job creation across multiple sectors, from the high-tech, automotive and consumer electronics industries to green jobs, engineering and telecommunications. The report also found that ITS investments provide a foundation for long-term benefits including government cost savings, economy-wide productivity, and an improved quality of life.

We thank you for sponsoring the *Smart Technologies for Communities Act* and stand ready to support your leadership to include this measure in the transportation reauthorization bill, as it will advance the deployment of cost effective, 21st century technologies which are vital for creating a safer, more efficient transportation system that will help our nation reclaim its role as an innovation and economic leader. Please call Mr. Howard Glassman, MPOAC Executive Director, at (850) 414-4062 should you have any questions.

Sincerely,



Mayor Richard J. Kaplan
Chairman

/rjk

cc: MPOAC Members

AGENDA ITEM 8 B

**TECHNICAL ADVISORY COMMITTEE/CITIZENS ADVISORY
COMMITTEE/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 CRTPA on the activities of the Technical Advisory Committee (TAC), the Leon County Transportation Disadvantaged Coordinating Board (TDCB), the Citizens' Advisory Committee (CAC), and the Multimodal Advisory Committee (MAC).

CRTPA SUBCOMMITTEE ACTIONS

The Technical Advisory Committee (TAC), Citizens Advisory Committee (CAC) and Multimodal Advisory Committee (MAC) met on May 3, 2011, and took action on the following projects:

1. Priority Project Lists Update

All subcommittees approved the Priority Project List development to be based on the Regional Mobility Plan Projects.

2. Transportation Enhancement Subcommittee

All Subcommittees appointed two members of their subcommittee to serve on the transportation enhancement subcommittee, which will meet in May to review and provide recommended rankings for the enhancement projects. The members are as follows:

TAC: Ryan Guffey and Keith McCarron

CAC: Alfredo Cruz and Mark Tancig

MAC: Luis Serna and Megan Doherty

3. Woodville Highway North (Capital Circle to Paul Russell Road) Corridor Study

TAC: The TAC approved the corridor study as presented with one change requested by StarMetro. The recommended change was that an additional "potential" route be shown on Capital Circle heading east toward the Southwood offices from the intersection at Woodville Highway. Additionally, the TAC requested that the final design of the overpass and roadway intersection be carefully designed with safety in mind. Specifically, the overpass and roadway intersection design should channel

users across the overpass and deter the movement from occurring any other way than via the overpass (meaning no at-grade crossing of cyclists and pedestrians for the trail).

CAC: The CAC approved the corridor study as presented by the consultant and with the change proposed by the TAC. Additionally, the CAC offered the following comments on their approval, which showed support of items already within the corridor study as presented. Their interest was that these elements of the study be continued in the project as it moves into the PD&E phase of the project.

- A. The corridor study as presented supports elements of good planning practices in “Low Impact Development”, or LID. The PD&E should continue to uphold and bring attention to the fact that these practices are being utilized on this corridor.
- B. Sidewalk connectivity along Tram Road is important and should be highlighted as a recommendation in the study.
- C. The one-way loop alternative is preferred to the double rotaries for managing the traffic flow between Crawfordville Road and Woodville Highway. Of particular interest is the ability to minimize land acquisition/business takings to provide the alternative, and also the ability to provide a bike path within the median of the “loop”. The double rotaries would make navigation of the area by bicycle more difficult.
- D. The CAC likes the preliminary design and treatments of the trail, but wants to emphasize that traffic cuts along the trail should be minimized in the final design and co-location of the Woodville Highway improvements and treatment of the St. Marks Trail.
- E. The CAC is supportive of the development of the Campbell Pond Park development. The CAC notes that such development could provide needed revitalization of the area through the development of an attractive park system, additional trail connections, and active recreation. Additionally, the pond system could serve as a stormwater bank such that additional development coming into the area would have a predetermined way to treat their stormwater that is an amenity to the area. The development of a Master Plan for the Campbell Pond Park should be a priority.
- F. The CAC is supportive of the Trail Overpass developed as part of this corridor study. The CAC agrees with the TAC that the safe and directed channeling of users across the overpass must be considered such that the movement is deterred from occurring any other way than via the overpass (meaning no at-grade crossing of cyclists and pedestrians for the trail).

Additionally, should the overpass be developed in phases, the CAC sees the north-south overpass as taking priority to the east-west provision.

MAC: The MAC approved the corridor study as presented by the consultant and with the change proposed by the TAC for the additional potential express bus route.

LEON COUNTY TRANSPORTATION DISADVANTAGED COORDINATING BOARD (TDCB) ACTIONS

The Transportation Disadvantaged Coordinating Board met on April 13, 2011. At that meeting the TDCB unanimously approved retaining StarMetro as the Community Coordinator when their contract expires in February 2012, pending approval of the City of Tallahassee Commission.

They also approved the annual updates of the Service Plan, Bylaws, and Grievance Procedures. The next meeting is in July.

May 16, 2011



AGENDA ITEM 8 C

CRTPA TRANSPORTATION IMPROVEMENT PROGRAM ADMINISTRATIVE AMENDMENTS

REQUESTED BY: CRTPA Staff

TYPE OF ITEM: Information

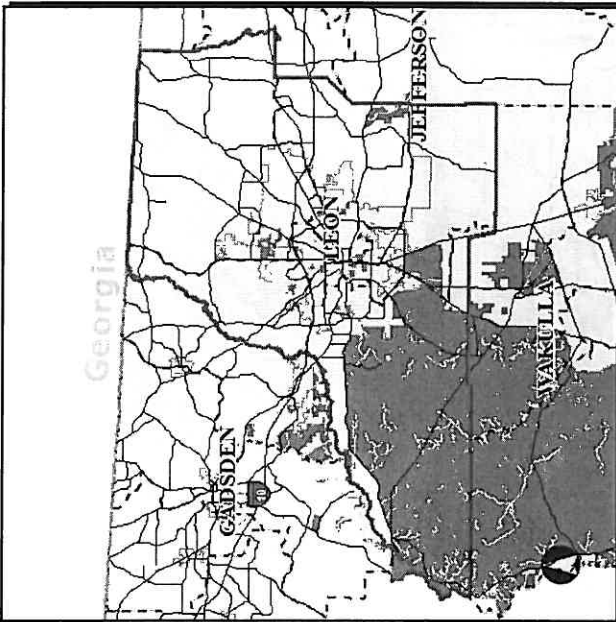
The adopted FY 2011 - FY 2015 Transportation Improvement Program (TIP) has been administratively amended to reflect the following changes:

- City of Tallahassee StarMetro Capital Grant Section 5309: revise funding in FY 2011 (\$1,000,000 in FTA funds in FY 2011; \$250,000 in Local Funds in FY 2011) (Leon County) (ID# 4252691) related to the purchase of buses and bus related equipment;
- City of Tallahassee StarMetro Capital Grant Section 5309: revise funding in FY 2011 (\$400,000 in FTA funds in FY 2011; \$100,000 in Local Funds in FY 2011) (Leon County) (ID# 4234651) related to receipt of a grant award to develop an Alternatives Analysis along the Tennessee Street corridor.
- City of Tallahassee StarMetro Capital Grant Section 5309: revise funding in FY 2011 (\$5,421,003 in FTA funds in FY 2011) (Leon County) (ID# 4091481). Reflects StarMetro's receipt of TIGGER II funding for the purchase of 3 electric buses.

Attachment 1 provides the relevant pages from the FY 2011 – FY 2015 TIP reflecting the revised projects.

4091481

CITY OF TALLAHASSEE



Work Summary: CAPITAL FOR FIXED ROUTE **From:** STARMETRO CAPITAL GRANT

To: SECTION 5309

Project Location: Leon County

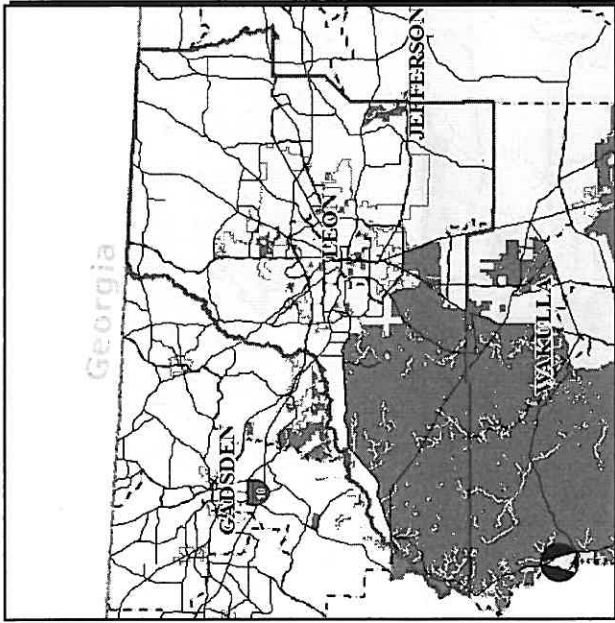
Phase	Fund Source	2010/11	2011/12	2012/13	2013/14	2014/15	Total
CAP (94) FTA		5,241,003	12,932,325	13,578,941	14,257,888	14,586,075	60,596,232
CAP (94) LF		0	3,233,081	3,394,735	3,564,472	3,646,519	13,838,807
Total		5,241,003	16,165,406	16,973,676	17,822,360	18,232,594	74,435,039

Project Description:

Provides federal funding to StarMetro for capital projects. Note: This project was administratively amended in April 2011 to reflect StarMetro's receipt of TIGGER II funding in FY 2011 related to the purchase of three electric buses.

4234651

CITY OF TALLAHASSEE



Work Summary: CAPITAL FOR FIXED ROUTE From: STARMETRO
 To: SECTION 5309

Project Location: Leon County

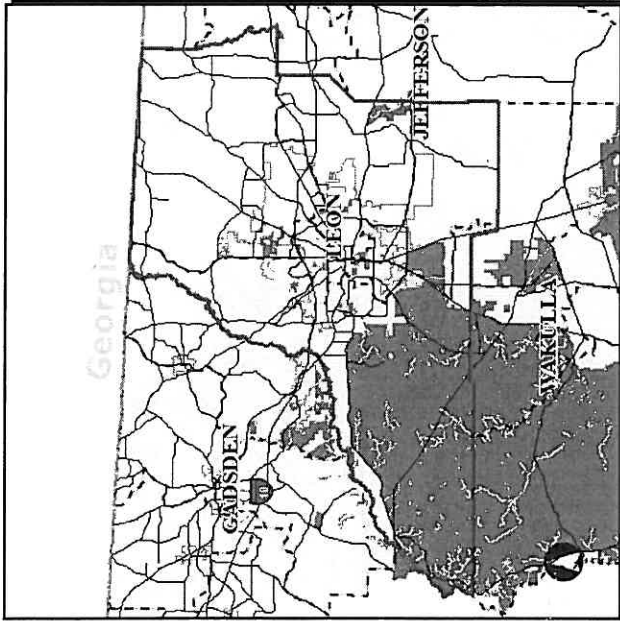
Phase	Fund Source	2010/11	2011/12	2012/13	2013/14	2014/15	Total
CAP (94)	FTA	400,000	500,000	500,000	500,000	1,000,000	2,900,000
CAP (94)	LF	100,000	125,000	125,000	125,000	250,000	725,000
Total		500,000	625,000	625,000	625,000	1,250,000	3,625,000

Project Description:

Provides federal capital funding to StarMetro. Note: This project was administratively amended in March 2011 to update FY 2011 funding related to StarMetro receipt of grant award to develop an Alternatives Analysis along the Tennessee Street corridor.

4252691

CITY OF TALLAHASSEE



Work Summary: CAPITAL FOR FIXED ROUTE
From: STARMETRO
To: CAPITOL SECTION 5309

Project Location: Leon County

Phase	Fund Source	2010/11	2011/12	2012/13	2013/14	2014/15	Total
CAP (94)	FTA	1,000,000	0	0	0	0	1,000,000
CAP (94)	LF	250,000	0	0	0	0	250,000
Total		1,250,000	0	0	0	0	1,250,000

Project Description: Provides federal capital funding to StarMetro. Note: This project was administratively amended in March 2011 to update FY 2011 funds related to the purchase of buses and bus related equipment.

May 16, 2011



AGENDA ITEM 8 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:

- June 20, 2011 Transportation Improvement Program (TIP) Adoption, FY 2013 – FY 2017 Priority Project Lists (PPLs) Adoption
- September 19, 2011 Housekeeping Items related to CRTPA Apportionment Plan Approval
- October 17, 2011 Organizational Meeting (CRTPA Retreat 9 AM to 1 PM) (will include scheduled Florida Department of Transportation presentation of the Draft FY 2013 – FY 2017 Work Program)
- November 21, 2011 Election of Chair/Vice Chair



May 16, 2011

AGENDA ITEM 8 E

EXPENSE REPORTS

REQUESTED BY: CRTPA Staff

TYPE OF ITEM: Information

The expense reports for March 2011 is attached.

ATTACHMENT

Attachment 1: CRTPA Expense Report

CRTPA
March 31, 2011

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	30,090	383,447	191,724	174,037	--	--	209,410
511300	Salary Enhancements	--	7,717	3,859	--	--	--	7,717
511500	Temporary Wages	--	5,000	2,500	--	--	--	5,000
512400	Other Salary Items	808	--	--	1,569	--	--	(1,569)
515000	Pension- Current	6,528	40,500	20,250	20,138	--	--	20,363
515100	Pension- MAP	1,277	16,616	8,308	7,660	--	--	8,956
515500	Social Security	2,827	10,000	5,000	5,451	--	--	4,549
515600	Mandatory Medicare	912	5,588	2,794	2,796	--	--	2,792
516000	Health Benefits	6,581	40,238	20,119	20,689	--	--	19,549
516001	Health Benefits-Retirees	861	10,328	5,164	5,164	--	--	5,164
516100	Flex Benefits	1,985	17,268	8,634	6,416	--	--	10,852
	Total Personnel Services	51,867	536,702	268,351	243,919	--	--	292,783
Operating Expenses								
521010	Advertising	1,464	4,000	2,000	2,501	--	--	1,499
521030	Reproduction	5	12,000	6,000	1,459	--	--	10,541
521100	Equipment Repairs	--	225	113	--	--	--	225
521180	Unclassified Contractual Svcs	1,030	70,500	35,250	27,563	12	47,862	(4,936)
521190	Computer Software	--	15,000	7,500	--	--	--	15,000
522080	Telephone	--	1,200	600	198	--	--	1,002
523010	Chem-Med-Lab	--	--	--	24	--	--	(24)
523020	Food	--	1,000	500	139	--	--	861
523050	Postage	--	750	375	79	--	--	671
523060	Office Supplies	--	4,500	2,250	535	--	--	3,965
523080	Unclassified Supplies	472	4,500	2,250	655	--	--	3,845
524010	Travel & Training	317	13,000	6,500	3,915	--	--	9,085
524020	Journals & Books	--	600	300	45	--	--	555
524030	Memberships	--	2,500	1,250	1,414	--	--	1,086
	Total Operating Expenses	3,288	129,775	64,888	38,527	12	47,862	43,375
Allocated Accounts								
560010	Human Resource Expense	272	3,264	1,632	1,632	--	--	1,632
560020	Accounting Expense	1,240	14,876	7,438	7,438	--	--	7,438
560030	Purchasing Expense	776	9,308	4,654	4,654	--	--	4,654
560040	Information Systems Expense	1,856	22,276	11,138	11,138	--	--	11,138
560070	Read-Bill-Collect Expense	130	1,560	780	780	--	--	780
	Total Allocated Accounts	4,274	51,284	25,642	25,642	--	--	25,642
	Rent and Maintenance	--	14,931	12,684	12,684	--	--	2,247
	Total Expenses	59,429	732,692	358,881	320,772	12	47,862	364,047
	Percentage of Budget			48.98%	43.78%			