

CRTPA Board Meeting

January 23, 2012

1 P.M.

City of Tallahassee

Commission Chambers



Capital Region
CRTPA
 Transportation
 Planning Agency



- Apalachee Parkway Sidewalks - 2011
- Regional Mobility Plan - 2011
- Woodville Highway Corridor Study - 2011
- Lafayette Street Pedestrian Tunnel - 2011
- Lafayette Street Sidewalk Enhancements - 2012
- Safe Routes to School - 2012
- Lake Ella Medians - 2012
- Capital City to the Sea Multi-Use Trail - 2012





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

CRTPA BOARD

MEETING OF MONDAY, JANUARY 23, 2012 AT 1:00 PM

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

MISSION STATEMENT

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

FINAL AGENDA

1. AWARDS AND SPECIAL PRESENTATIONS

- **CRTPA 2011 Chair Award to Commissioner Croley**

2. AGENDA MODIFICATIONS

- **AGENDA ITEM 6 C (GENERAL PLANNING CONSULTANT REGIONAL MOBILITY PLAN TRANSPORTATION MODEL UPDATE) HAS BEEN ADDED**

3. CONSENT AGENDA

A. Minutes of the November 14, 2011 CRTPA Board Meeting

B. June CRTPA Board Meeting Date Change

This item seeks approval to move the June 18, 2012 Board meeting back one week to June 25, 2012.

Recommended Action: *Approve consent agenda*

4. 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.

5. ROLL CALL VOTE AGENDA ITEMS**A. Fiscal Year (FY) 2012 – FY 2016 Transportation Improvement Program (TIP) Amendments**

The CRTPA FY 2012 – FY 2016 TIP is proposed to be amended to add the following projects:

- Franklin Boulevard (Cascades Park to Tennessee Street (US 90)) (Leon County) (Project #4318991): Add this sidewalk project in FY 2012 and FY 2016 (\$700,000).
- StarMetro Veterans Transportation and Community Living Initiative (Leon County) (Project #4302882): Add this Federal Transit Administration funded project in FY 2012 (\$1,364,249).

Recommended Action: *Approve agenda item by roll call vote*

6. CRTPA DISCUSSION (35 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. Monroe Street Access Management and Lake Ella Implementation Study (Information) (15 minutes)

Consultant staff will kick off the Monroe Street Access Management and Lake Ella Implementation study. The study will assess the Monroe Street corridor from John Knox Street to south of Magnolia Drive to identify a corridor strategy to implement medians. Additionally, the study will initiate the first phase of the planned median project for the N. Monroe corridor near Lake Ella.

Recommended Action: *For Board Information*

B. Regional Transit Update (Information) (15 minutes)

An update on regional transit efforts will be provided.

Recommended Action: *For Board Direction*

C. General Planning Consultant Regional Mobility Plan Transportation Model Update (Action) (5 minutes)

The purpose of this agenda item is to approve the addition of Kimley-Horn and Associates as a sub-consultant to the Renaissance Planning Group (RPG) General Planning Consultant Team and approve an update the Regional Mobility Plan Model.

Recommended Action: *For Board Approval*

7. EXECUTIVE DIRECTOR'S REPORT

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

- **CRTPA Project Highlights and Achievements presentation**
- **Maintenance of Traffic Plan (MOT) for Cascades Park area project (project map attached)**
- **CRTPA Budget Amendment Item (deferred from November meeting)**
The MOPAC has advised us that they no longer needed our assistance to pay for their AMPO dues. They will be using other budget authority within FDOT to address the payment.

Recommended Action: *Information only - No action required*

8. ITEMS FROM MEMBERS

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

- Greensboro/Gretna I-10 Interchange – Commissioner Croley

9. 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.

10. INFORMATION**A. News Articles/For Your Information**

- **Saving Lives, Time, Money: Building Better Streets – CNU Report**
- **East El Paso sprawl: Boom strains services; city coffers**
- **Going Full Circle (Insurance industry supports roundabouts)**

B. CRTPA General Planning Consultant Project Updates**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: March 26, 2012)****F. CRTPA Expense Reports**

Recommended Action: *Information only - No action required*

AGENDA ITEM 1
AWARDS AND SPECIAL PRESENTATIONS

January 23, 2012



AGENDA ITEM 1

AWARDS AND SPECIAL PRESENTATIONS

REQUESTED BY: CRTPA Staff

TYPE OF ITEM: Award

- A service award will be presented to Commissioner Croley for his dedicated service to the Capital Region Transportation Planning Agency as Chair of the organization during 2011.

AGENDA ITEM 2
AGENDA MODIFICATIONS

January 23, 2012



AGENDA ITEM 2

AGENDA MODIFICATIONS

AGENDA ITEM 3
CONSENT AGENDA

AGENDA ITEM 3.A

MINUTES OF THE NOVEMBER 14, 2011 CRTPA
BOARD MEETING



January 23, 2012

AGENDA ITEM 3 A

MINUTES

REQUESTED BY: CRTPA Staff

TYPE OF ITEM: Consent

The minutes from the November 14, 2011 CRTPA meeting are provided as *Attachment 1*.

RECOMMENDED ACTION

Option 1: Approve the November 14, 2011 CRTPA Minutes.



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CRTPA BOARD

MEETING OF MONDAY, NOVEMBER 14, 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 Doug Croley, Gadsden County, Chairman
Commissioner Hines Boyd, Jefferson County
Commissioner Delores Madison, Midway, Havana, Quincy
Commissioner Akin Akinyemi, Leon County
Commissioner John Dailey, Leon County
Commissioner Kristen Dozier, Leon County
Commissioner Nick Maddox, Leon County
Commissioner Bryan Desloge, Leon County
Commissioner Nancy Miller, City of Tallahassee
Commissioner Gil Ziffer, City of Tallahassee

STAFF AND OTHERS PRESENT: Bryant Paulk, FDOT; Stacie Blizzard, FHWA; Ron Garrison, StarMetro; Jay Townsend, City of Tallahassee; Wayne Tedder, PLACE; Greg Burke, CRTPA; Colleen Roland, CRTPA; Harry Reed, CRTPA; Lynn Bar, CRTPA; Jack Kostrzewa, CRTPA; Dave Bright, BP 2000; Cherie Horne, PLACE; Tony Park, Leon County Public Works; Richard Barr, Kimley Horn and Associates; Dave Mulholland, GMB Engineers and Planners; Ray Kirkland, FDOT; Ian Satter, FDOT

1. AGENDA MODIFICATIONS

Mr. Reed made a request for modification to defer Agenda Item 5.A until the January 2012 Meeting.

Board Action: Commissioner Maddox made a motion to accept the agenda with the modification listed above. Commissioner Miller Seconded the motion. The motion was unanimously passed.

2. CONSENT AGENDA

- A. Minutes of the September 19, 2011 CRTPA Board Meeting
- B. CRTPA 2012 Meeting Dates and Location

The 2012 CRTPA meeting date calendar, including meeting location, has been developed for Board approval.

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

3. CONSENT ITEMS PULLED FOR DISCUSSION

4. ROLL CALL VOTE AGENDA ITEMS

A. Fiscal Year (FY) 2012 – FY 2016 Transportation Improvement Program (TIP) Amendments

The CRTPA FY 2012 – FY 2016 TIP is proposed to be amended to reflect the following:

- Midtown Connector (Colonial Drive: Thomasville Road to Sixth Avenue) (Leon County) (Project #4286231): Add additional construction funding to fully fund this sidewalk project in FY 2012.
- Mamie Scott Drive (Mississippi Street to Texas Hill Road) (Jefferson County) (Project #4317431): Add funds to construct sidewalk in FY 2012 & FY 2015 (Safe Routes to School project).
- Arran Road (east of Lura Lane to west of Towles Road) (Wakulla County) (Project #4317441): Add funds to construct sidewalk in FY 2012 & FY 2015 (Safe Routes to School project).

Board Action: Commissioner Miller made a motion to accept the 2012 – FY 2016 Transportation Improvement Program (TIP) Amendments. Commissioner Madison seconded the motion. A roll call vote was taken and the motion was unanimously passed.

5. CRTPA DISCUSSION

A. CRTPA Budget Amendment

This item seeks approval of a resolution to increase the Fiscal Year 2012 CRTPA Budget and amend the agency's Unified Planning Work Program to reflect the addition of funding from the Florida Metropolitan Organization Planning Advisory Committee (MPOAC).

Board Action: Deferred to January 2012 Board meeting by modification

B. Interstate 10 Master Plan Study

The Florida Department of Transportation consultant for the Interstate 10 Master Plan will provide an update on the project.

Mr. Dave Mulholland, Project Manager for the Interstate 10 Master Plan Study. The presentation provided information on objectives, project limits, project schedule, and public input opportunities for the Interstate 10 Master Plan study.

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

C. Designation of CRTPA Chair and Vice-Chair for 2012

Annually, CRTPA members elect a new Chair and Vice-Chair to serve for the upcoming calendar year. Currently, Commissioner Croley and Commissioner Sauls hold the CRTPA Chair and Vice-Chair positions, respectively.

Board Action: Commissioner Dailey nominated Jane Sauls for Chair for 2012 CRTPA Board. Commissioner Akinyemi seconded the motion. The motion was unanimously passed.

Board Action: Commissioner Merritt nominated Nancy Miller for Vice -Chair for 2012 CRTPA Board. Commissioner Desloge seconded the motion. The motion was unanimously passed.

D. Designation of MPOAC Representative and Alternate

Annually, the CRTPA approves the appointment of a representative and alternate to serve on the Governing Board for the Florida Metropolitan Planning Organization Advisory Council (MPOAC). The current CRTPA representative is Commissioner Madison. The MPOAC alternates are Commissioner Dozier and Commissioner Miller.

Board Action: Commissioner Akinyemi made a motion to continue with Commissioner Madison serving as the MPOAC representative and Commissioner Dozier and Commissioner Maddox serve as the alternates. Commissioner Miller seconded the motion and the motion was passed unanimously passed.

E. CRTPA Committee Restructure

Based upon the October 17, 2011 CRTPA Retreat discussion, actions related to restructuring the CRTPA's Committees associated with the agency's expansion will be discussed.

Ms. Barr stated the CRTPA subcommittees would be required to be restructured, due to the expansion of the CRTPA Board. She outlined the CRTPA Subcommittee's current structure. Ms. Barr outlined the requirements for all committees detailing the requirements as defined by statute. She stated the Citizens (CAC) and Multi Modal (MAC) committees were interested in merging the two committees. Both committees felt there were interest groups that were currently not represented and felt combining the committees would solve the problem. Staff was seeking approval to move forward with the restructuring. Mr. Williams noted that the MAC would be merged into the CAC, as the Citizens Advisory Committee was required by statute.

Board Action: Commissioner Merritt made a motion to move all options provided by staff. Commissioner Dozier seconded the motion. The motion was unanimously passed.

6. EXECUTIVE DIRECTOR'S REPORT

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

- Association of Metropolitan Planning Organizations (AMPO) Conference
A brief report on the CRTPA's presentation to the Conference, as well as what other MPOs are doing that may be useful in CRTPA's planning efforts, will be provided.

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

7. ITEMS FROM MEMBERS

Commissioner Madison stated the citizens of Gadsden County are utilizing the services of the Gadsden Express. She asked if more information can be provided on how to increase the services to the area. The consensus of the board was to bring this item back at a later date, with StarMetro staff available for the discussion.

Commissioner Dozier discussed improving pedestrian safety. She stated more changes may need to be made with roadway and intersection designs to make it safer for pedestrians.

8. CITIZEN COMMENT

9. INFORMATION

- A. Correspondence/Information
- B. Committee Actions (Citizen's Advisory Committee/Multimodal Advisory Committee/
Technical Advisory Committee/Transportation Disadvantaged Coordinating Board)
- C. Future Meeting Dates and Agenda Items (Next Meeting: January 23, 2012)
- D. CRTPA Expense Reports

Meeting adjourned at 2:01 PM.

Attested:

Yulonda Mitchell, Recording Secretary

Jane Sauls, Chair

AGENDA ITEM 3.B

JUNE CRTPA BOARD MEETING DATE CHANGE

January 23, 2012



AGENDA ITEM 3 B

2012 CRTPA MEETING CALENDAR REVISION

REQUESTED BY: CRTPA Staff

TYPE OF ITEM: Consent

STATEMENT OF ISSUE

The purpose of this agenda item is to revise the 2012 CRTPA Meeting Calendar to move the June CRTPA Board meeting date back one week to June 25, 2012 (from June 18, 2012).

RECOMMENDED ACTION

Option 1: Revise the 2012 CRTPA Calendar to change the June board meeting date to June 25, 2012.

HISTORY AND ANALYSIS

Pursuant to CRTPA by-laws, CRTPA board meetings are to be held on the third Monday of any given month. Consistent with this policy, the adopted 2012 CRTPA calendar identifies June 18, 2012 as the date for the June 2012 CRTPA board meeting.

Due to the scheduled June 18, 2012 CRTPA board meeting conflicting with the start of the Florida Association of Counties Annual Conference, there has been a request to move the date for this meeting. This agenda item revises the CRTPA 2012 Meeting Calendar's June meeting date to June 25, 2012, as follows:

- **January 23** CRTPA Project Updates
- **March 26** Draft Unified Planning Work Program (UPWP), Draft Transportation Improvement Program (TIP)
- **April 16** (*CRTPA Retreat 9 a.m. – 1 p.m.*)
- **May 21** Final UPWP
- **June 18 25** Final TIP
- **September 24** Priority Project Lists Adoption
- **October 15** (*CRTPA Retreat 9 a.m. - 1 p.m.*)
- **November 26** Draft Work Program, Election of Chair/Vice Chair

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

OPTIONS

Option 1: Revise the 2012 CRTPA Calendar to change the June board meeting date to June 25, 2012.

Option 2: Provide other direction.

AGENDA ITEM 4

CONSENT ITEMS PULLED FOR DISCUSSION

January 23, 2012



AGENDA ITEM 4

CONSENT ITEMS PULLED FOR DISCUSSION

AGENDA ITEM 5
ROLL CALL VOTE ITEMS

AGENDA ITEM 5.A

FISCAL YEAR (FY) 2012-FY 2016 TRANSPORTATION
IMPROVEMENT PROGRAM (TIP) AMENDMENT

January 23, 2012



AGENDA ITEM 5 A

FISCAL YEAR 2012 – FISCAL YEAR 2016 TRANSPORTATION IMPROVEMENT PROGRAM AMENDMENT

REQUESTED BY: FDOT

TYPE OF ITEM: Hand Vote

STATEMENT OF ISSUE

The purpose of this item is to amend the CRTPA Fiscal Year (FY) 2012 – FY 2016 Transportation Improvement Program (TIP) to add two (2) new projects that have recently received funding. Specifically, the CRTPA FY 2012 – FY 2016 TIP is proposed to be amended to reflect the following:

- Franklin Boulevard (Capital Cascade Park to Tennessee Street (US 90)) (Leon County) (Project #4318991): Add this sidewalk project to the TIP in FY 2012 and FY 2016 (\$700,000).
- StarMetro Veterans Transportation and Community Living Initiative (Leon County) (Project #4302882): Add this Federal Transit Administration funded project in FY 2012 (\$1,364,249).

RECOMMENDED ACTION

Option 1: Authorize the Executive Director to transmit documentation to the FDOT reflecting the following amendment of the FY 2012 – FY 2016 Transportation Improvement Program:

- ADD NEW PROJECT: Franklin Boulevard Sidewalk (Capital Cascade Park to Tennessee Street (US 90)) (Leon County) (Project #4318991): Add this sidewalk project to the TIP in FY 2012 and FY 2016 (\$700,000).
- ADD NEW PROJECT: StarMetro Veterans Transportation and Community Living Initiative (Leon County) (Project #4302882): Add this Federal Transit Administration funded project in FY 2012 (\$1,364,249).

CRTPA SUBCOMMITTEE ACTIONS

The CRTPA's three (3) subcommittees (Citizens Advisory Committee, Multimodal Advisory Committee and Technical Advisory Committee) met on January 10, 2012 and voted to recommend approval of this amendment at their respective meetings.

HISTORY AND ANALYSIS

The CRTPA annually adopts a Transportation Improvement Program to identify those projects in the region that have received state and federal funding. Frequently, the TIP needs to be formally amended to reflect project changes such as the addition or deletion of a project, changes in project funding and changes in project scope.

Two new projects are proposed to be added to the FY 2012 – FY 2016 TIP:

Franklin Boulevard Sidewalk

The Draft FY 2013 – FY 2017 State Work Program identifies funding for the construction of a sidewalk on Franklin Boulevard in FY 2013 and FY 2016. Due to the upcoming reconstruction of Franklin Boulevard by Blueprint 2000 associated with a flood relief project (anticipated to begin in 2012), the sidewalk funding in the draft Work Program is proposed to be moved up one year to be funded in FY 2012 so that the funds may be used during the roadway's reconstruction.

StarMetro Veterans Transportation and Community Living Initiative Project

A new StarMetro project to fund a call center is proposed to be added to the work program using a Federal Transit Administration grant funding and a local match. The funds “will be used to expand, promote and further develop the existing Regional One Call/One Click transportation resource center as well as upgrade and expand the public transportation scheduling and dispatching technology, installing additional automatic vehicle locators, mobile data terminals and communication devices on both fixed route and paratransit vehicles” (source: StarMetro FTA grant application).

The following provides details regarding the above two projects proposed to be added to the CRTPA FY 2012 – FY 2016 TIP:

- Project FM#: 4318991
Project Description: Franklin Boulevard Sidewalk (Capital Cascade Park to Tennessee Street (US 90)) (Leon County). Add this sidewalk funding project to the TIP in FY 2012 (to be funded with local funds) and FY 2016 (local funding payback).
Dollar Amount: \$700,000 in Local Funds in FY 2012 and \$700,000 in federal (SU) funds for local reimbursement in FY 2016.

- Project FM#: 4302882
Project Description: StarMetro Veterans Transportation and Community Living Initiative (Leon County). Add Federal Transit Administration (FTA) funded project to the TIP in FY 2012.
Dollar Amount: \$1,091,399 in federal (FTA –section 5309) funds and \$272,850 in local funds in FY 2012.

Attachment 1 provides the FY 2012 – FY 2016 TIP page for this project.

OPTIONS

Option 1: Authorize the Executive Director to transmit documentation to the FDOT reflecting the following amendment of the FY 2012 – FY 2016 Transportation Improvement Program:

- ADD NEW PROJECT: Franklin Boulevard Sidewalk (Capital Cascade Park to Tennessee Street (US 90)) (Leon County) (Project #4318991): Add this sidewalk project to the TIP in FY 2012 and FY 2016 (\$700,000).
- ADD NEW PROJECT: StarMetro Veterans Transportation and Community Living Initiative (Leon County) (Project #4302882): Add this Federal Transit Administration funded project in FY 2012 (\$1,364,249).

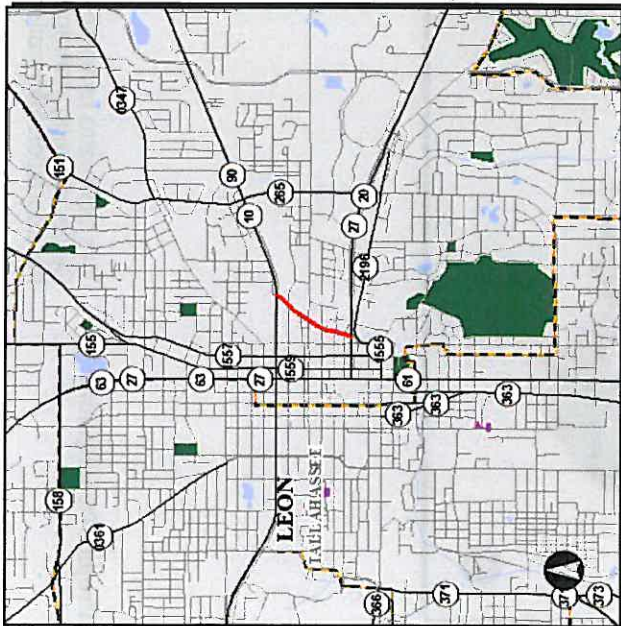
Option 2: Provide other direction.

ATTACHMENT

Attachment 1: Replacement pages for the FY 12 – FY 16 TIP

4318991

Franklin Boulevard



Work Summary: SIDEWALK
From: Cascades Park
To: Tennessee Street
Project Location: Leon County
Length: .555

Phase	Fund Source	2011/12	2012/13	2013/14	2014/15	2015/16	Total
ADM (A8)	LFR	700,000	0	0	0	0	700,000
CST (58)	SU	0	0	0	0	700,000	700,000
Total		700,000	0	0	0	700,000	1,400,000

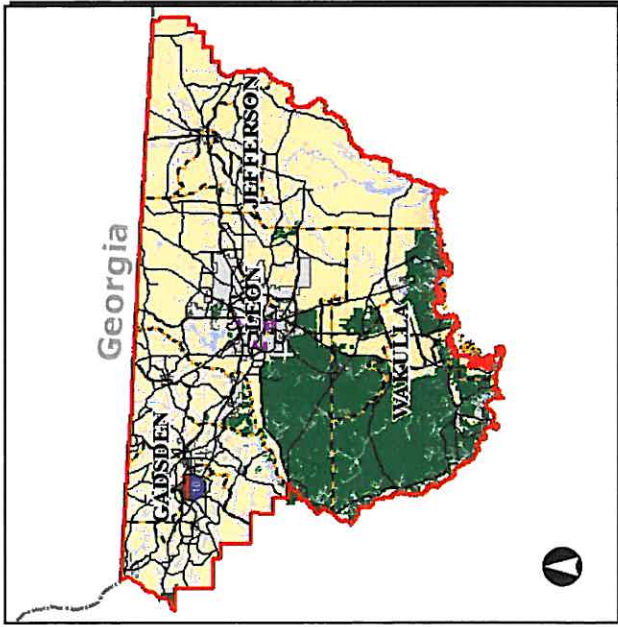
Project Description:

Provides funding to construct sidewalks on Franklin Boulevard from Cascades Park to Tennessee Street. Project will be developed by Blueprint 2000.

Note: This project was added to the TIP at the January 23, 2012 CRTPA Board meeting.

4302882

Veterans Transp. and Comm. Living Initiative Grant



Work Summary: TRANSIT IMPROVEMENT

From:

To:

Project Location: Leon County

Phase	Fund Source	2011/12	2012/13	2013/14	2014/15	2015/16	Total
CAP (94)	FTA	1,091,399	0	0	0	0	1,091,399
CAP (94)	LF	272,850	0	0	0	0	272,850
Total		1,364,249	0	0	0	0	1,364,249

Project Description:

This StarMetro project provides FTA Section 5309 funding for technology and facility upgrades for a One/Stop, One Call/One Click Center allowing veterans and their families, as well as other transportation disadvantaged citizens of the capital region, access to transportation information including scheduling trips with ease.

Note: This project was added to the TIP at the January 23, 2012 CRTPA Board meeting.

AGENDA ITEM 6
CRTPA DISCUSSION ITEMS

AGENDA ITEM 6.A

**MONROE STREET ACCESS MANAGEMENT AND LAKE
ELLA IMPLEMENTATION STUDY**



January 23, 2012

AGENDA ITEM 6 A

MONROE STREET ACCESS MANAGEMENT AND LAKE ELLA IMPLEMENTATION STUDY

REQUESTED BY: CRTPA Staff

TYPE OF ITEM: Information

STATEMENT OF ISSUE

Consultant staff will kick off the Monroe Street Access Management and Lake Ella Implementation Study. The study will assess the Monroe Street corridor from John Knox Street to south of Magnolia Drive to identify corridor strategies to implement medians. Additionally, the study will initiate the first phase of the planned median project for the N. Monroe/Lake Ella segment.

RECOMMENDED ACTION

For Board Information.

HISTORY AND ANALYSIS

The identification of improvements to the Monroe Street corridor in Tallahassee has been an agency focus of the Capital Region Transportation Planning Agency (CRTPA) for several years. This focus includes:

- Tallahassee-Leon Bicycle and Pedestrian Master Plan adopted by the agency in 2004, identifying North Monroe Street at Lake Ella as a pedestrian emphasis intersection;
- CRTPA Transportation Systems Management (TSM) Priority Projects List designation in 2009 & 2010 of pedestrian safety improvements on N. Monroe at Lake Ella as the agency's number one TSM priority (funding for the installation of medians, scheduled to be constructed in 2015, was ultimately identified in 2010 and is part of the study associated with this agenda item);
- North Monroe Street Design and Safety Study, accepted by the CRTPA in September 2010, was developed for the agency by Florida State University Department of Urban and Regional Planning Master's students and provides recommendations for the North Monroe corridor;
- E. Sixth Avenue Sidewalk Project, identified for funding in 2010, this project was included in the agency's Regional Mobility Plan and will improve pedestrian connectivity between Monroe Street and Thomasville Road (scheduled to be constructed in 2016).

In addition to the CRTPA, other transportation partners and agencies have projects and initiatives in the Monroe Street corridor, these include:

- Sense of Place initiatives (Midtown and Monroe-Adams) initiated in 2010 and 2011 by the Tallahassee-Leon County Planning Department include the Monroe corridor and identify support for improvements to facilitate increased pedestrian safety and economic development.
- Frenchtown/Southside Redevelopment Area and Downtown Redevelopment Area are both located along part of the Monroe corridor. The community redevelopment areas have funded improvements in the corridor including facade, streetscape and sidewalk improvements.
- Downtown Tallahassee Pedestrian Connectivity Plan was prepared for the Downtown Improvement Authority and completed in 2005. The plan identifies proposed improvements in downtown Tallahassee, including proposed medians for a portion Monroe Street in downtown Tallahassee where right-of-way is sufficient.

The Monroe Street Access Management and Lake Ella Implementation Study will build upon the above Monroe corridor efforts through development of a comprehensive assessment to address vehicular and pedestrian safety. As the study's name implies, the Monroe Street Access Management and Lake Ella Implementation Study contains two components.

- The first component involves a study of the entire Monroe Street corridor from John Knox Road (in the north) to just south of Magnolia Drive. The purpose of the study is to develop an access management strategy for the corridor that will include a strategy for the ultimate installation of medians.
- The second project ("Lake Ella Implementation Study") will focus on the Lake Ella portion of North Monroe Street (Tharpe Street to E. Seventh Avenue). As members will recall, funding for the installation of medians along this segment of the roadway is identified in the CRTPA's FY 2012 – FY 2016 Transportation Improvement Program (TIP). This portion of the study will result in the completion of the TIP project's first funded phase ("Planning Study") and will provide detailed access recommendations from which the funded project can proceed to its next phase (design).

Attachment 1 contains a map of the project.

Benefits of access management, which include the installation of medians, include:

- Safety – Improved pedestrian safety due to reduced automobile/pedestrian conflicts; improved automobile safety (fewer and less severe accidents) as a result of reduced vehicular conflicts;
- Efficiency – Higher corridor level of service for automobiles; less stop and go traffic;
- Aesthetics – Access management results in less asphalt and more attractive corridors. The installation of medians allows for the addition of increased landscaping along the corridor. With regards to Monroe Street, a more attractive corridor is consistent with furthering the redevelopment efforts of businesses currently occurring.

A key aspect of the study will involve public involvement. Three public meetings associated with the project are scheduled to be conducted and CRTPA Board members will be notified about upcoming meetings. Furthermore, the Monroe Street Access Management and Lake Ella Study will be guided by a project team that will include the agency's transportation partners and corridor stakeholders.

Ultimately, the study will result in development of a corridor action plan that will include strategies and opportunities for proceeding forward with access management recommendations for the Monroe Street corridor. With regards to the Lake Ella portion of the study, as noted before, the foundation to proceed forward with the next funded phase (design) of the median implementation project will be developed including the development of detailed access recommendations.

RECOMMENDED ACTION

For Board Information.

ATTACHMENT

Attachment 1: Project Map

AGENDA ITEM 6.B
REGIONAL TRANSIT UPDATE

January 23, 2012



AGENDA ITEM 6 B
REGIONAL TRANSIT UPDATE

REQUESTED BY: CRTPA Staff

TYPE OF ITEM: Action

STATEMENT OF ISSUE

This agenda item seeks further Board direction on addressing the issue of developing regional transit services.

RECOMMENDED ACTION

- Option 1: Provide staff with direction on how the Board wishes to proceed in development of regional transit services.

HISTORY AND ANALYSIS

In March 2009, a Regional Transit Study (RTS) was initiated through the Florida Department of Transportation and managed by CRTPA in partnership with StarMetro. The completed Regional Transit Study Final Report was presented and accepted by the CRTPA Board at its March 2010 meeting. Discussion at this meeting centered on “next step” actions. More detailed discussions took place at the CRTPA Board Retreat in April 2010. The Board direction at that time was to form an “Ad Hoc” Committee of elected officials from the four counties and the City of Tallahassee. After repeated attempts, staff has been unable to secure the necessary membership for the committee to be formed and move forward. With the adoption of the Regional Mobility Plan (RMP) in November 2010, the completion of the RMP document in mid-2011, and the route restructuring of StarMetro transit service (NOVA 2010), there has been increasing interest in expanded transit services. To effectively move forward in the development and implementation of the recommendations made in the RTS Final Report, the policy decisions identified on pages 7 and 8 (below) need to be addressed. Assuming the Board wishes to move forward on addressing regional transit services at this time, staff is seeking guidance for the Board on the best forum from which to address the aforementioned policy questions.

BACKGROUND

The RTS was initiated to develop a long-term vision for transit within the capital region (Gadsden, Jefferson, Leon and Wakulla counties). As such, the study is the first of its kind to holistically address regional transit needs. The study’s specific goals were to:

- prepare an assessment of future transit needs for the four-county area;

- identify and assess realistic funding strategies;
- identify an organizational structure that will promote the development of a seamless, regional transit system; and,
- identify an implementation strategy and milestones.

Formally initiated at the March 16, 2009 CRTPA meeting, the RTS was developed by the consulting firm HDR with federal funding administered by the Florida Department of Transportation (Public Transit Office). An executive summary of the study identifying the key recommendations is included as *Attachment 1*.

Two committees guided development of the RTS: the Stakeholders Committee and the Steering Committee. The RTS Stakeholders Committee provided guidance and offered recommendations on the study. The committee was comprised of representatives from the region's public and private transportation related agencies including StarMetro, Big Bend Transit, Commuter Services of North Florida, Apalachee Regional Planning Council and Wakulla County Seniors Council. Additionally, representatives from the three universities/colleges were also invited to serve on the committee. The RTS Steering Committee, comprised of local government and agency representatives from the CRTPA region, served in a technical capacity to help oversee the project's work tasks.

STUDY RECOMMENDATIONS

The RTS developed a Service Development Strategy to identify the recommended transit service improvements, funding strategies and institutional framework options for the Capital Region over the next forty years. The recommendations were developed for the near, mid and long term time frame (Near Term: 2010-2014; Mid-Term: 2015-2024; Long Term: 2025-2050). The following identifies the recommended Transit Service Plan broadly identifying transit improvements for the region.

Recommended Transit Service Plan:

Near-Term (2010-2014)

The Near-Term Plan focuses on enhancing local transit service within the City of Tallahassee as well the addition of two new express routes to Gadsden and Wakulla counties. The StarMetro NOVA 2010 plan to "decentralize" the current bus service forms the local transit framework in the Near-Term, with added service in the rapidly developing southeast quadrant of the city. Two express routes are planned in the Near-Term between Quincy and Tallahassee, and Crawfordville and Tallahassee. Both of these routes will be served by new park and ride lots at the end of lines in the out-counties. Finally, three transfer centers are proposed to provide for better connections between the decentralized StarMetro routes, planned express routes, and future BRT routes proposed in the later phases.

Capital and O&M Cost Estimates for Recommended Near-Term Plan (\$2009)

Improvement	Capital Costs	Annual Operating Cost
NEAR-TERM IMPROVEMENTS (2010-2014)		
StarMetro Local Bus Service Expansion	\$5,784,000	\$4,101,000
Express Bus Service	\$945,000	\$898,000
Satellite Transfer Centers	\$4,563,000	\$30,000
Regional Park-and-Ride Facilities	\$763,000	\$20,000
Subtotal of Near-Term Costs	\$12,055,000	\$5,049,000

Mid-Term (2015-2024)

The Mid-Term Plan builds upon the Near-Term by two adding additional areas of local service, five new regional express routes (including one linking Jefferson County (Monticello) and Leon County), and three bus rapid transit (BRT) routes. Fixed-guideway transit is introduced in this phase, as two streetcar routes are planned as circulators connecting key employment and education centers in downtown Tallahassee. Four transfer centers and two park and ride lots are planned to serve the new transit routes.

Capital and O&M Cost Estimates for Recommended Mid-Term Plan (\$2009)

Improvement	Capital Costs	Annual Operating Cost
MID-TERM IMPROVEMENTS (2015-2024)		
StarMetro Local Bus Service Expansion	\$3,305,000	\$6,340,000
Rural Local Bus Service	\$868,000	\$2,709,000
Express Bus Service	\$3,464,000	\$4,692,000
Bus Rapid Transit (BRT) Service	\$45,739,000	\$5,421,000
Streetcar Service	\$210,501,000	\$6,739,000
Satellite Transfer Centers	\$6,085,000	\$70,000
Regional Park-and-Ride Facilities	\$763,000	\$40,000
Subtotal of Mid-Term Costs	\$270,725,000	\$26,011,000

Long-Term (2025-2050)

The Long-Term Plan is the third and final phase of proposed transit improvements. Included in this phase are a few capital projects including three BRT corridors, and an express bus route. Local service improvements include a fixed route circulator in Crawfordville.

Capital and O&M Cost Estimates for Recommended Long-Term Plan (\$2009)

Improvement	Capital Costs	Annual Operating Cost
LONG-TERM IMPROVEMENTS (2025-2050)		
StarMetro Local Bus Service Expansion	\$0	\$6,340,000
Rural Local Bus Service	\$868,000	\$5,418,000
Express Bus Service	\$630,000	\$5,377,000
Bus Rapid Transit (BRT) Service	\$76,976,000	\$13,501,000
Streetcar Service	\$0	\$6,739,000
Satellite Transfer Centers	\$0	\$70,000
Regional Park-and-Ride Facilities	\$763,000	\$60,000
Subtotal of Long-Term Costs	\$79,237,000	\$37,505,000

To construct the proposed transit improvements, the RTS identifies generalized projected costs and revenues for the recommended transit improvements through development of a Business Plan. These improvements, as reflected in the Business Plan, are contingent on the identification of new funding.

Business Plan

Near-Term (2010-2014)

In the near-term, the plan assumes that only Local Option Gas Tax (LOGT) funds are used to support the proposed capital and operating expenses of the transit improvements. As shown in Table 3-1 below, approximately half (2.5 cents) of the available 5 cent LOGT tax is necessary to support the near-term local bus, express bus, and park-and-ride/transfer expenses.

Table 3-1: Near-Term Revenues and Expenses

LOGT Revenue (cents)	2.5	\$3,671,578
Surtax Revenue (%)	0%	\$0
Total Dedicated Revenue		\$3,671,578
Near-Term Operating Costs		(\$5,049,000)
Fare Revenue	25%	\$1,262,250
State Support	10%	\$504,900
Federal Support (PM)	10%	\$504,900
Local Subsidy Required		(\$2,776,950)
Remaining Dedicated Revenue		\$894,628
Near-Term Capital Costs		\$12,055,000
Local Share of Capital Costs	75%	\$9,041,250
Required Annual Debt Service		\$725,493
Surplus / (Deficit)		\$169,134

Mid-Term (2015-2024)

Major investments are projected for the mid-term timeframe, including \$210 million for a streetcar and \$45 million for BRT corridors. In the mid-term, the plan assumes that the remaining 2.5 cents from the LOGT is approved and dedicated to transit. Then, out of a possible 1.0% sales surtax, a surtax of slightly more than 0.6% is necessary to generate sufficient funding for all the capital and operating expenses of the proposed mid-term improvements. The balanced revenues and expenses are shown in Table 3-2.¹

¹ Note that the operating costs indicated here and in the long-term table are not the cumulative totals from the earlier tables, but instead are the *incremental* amounts added in each period.

Table 3-2: Mid-Term Revenues and Expenses

LOGT Revenue (cents)	2.5	\$3,671,578
Surtax Revenue (%)	0.63%	\$24,250,090
Total Dedicated Revenue		\$27,921,668
Mid-Term Operating Costs		(\$20,962,000)
Fare Revenue	25%	\$5,240,500
State Support	10%	\$2,096,200
Federal Support (PM)	10%	\$2,096,200
Local Subsidy Required		(\$11,529,100)
Remaining Dedicated Revenue		\$16,392,568
Mid-Term Capital Costs		\$270,725,000
Local Share of Capital Costs	75%	\$203,043,750
Required Annual Debt Service		\$16,292,756
Surplus / (Deficit)		\$99,812

Long-Term (2025-2050)

With the LOGT exhausted, the only available revenue for the long-term projects is the remaining 0.37% of the hypothetical region-wide dedicated sales tax. Roughly half of funding is needed to support expanded operating costs, but there is sufficient funding remaining to support the final major capital expansion of the BRT system with funds remaining in reserve.

Table 3-3: Long-Term Revenues and Expenses

LOGT Revenue (cents)	0	\$0
Surtax Revenue (%)	0.37%	\$14,242,117
Total Dedicated Revenue		\$14,242,117
Long-Term Operating Costs		(\$11,494,000)
Fare Revenue	25%	\$2,873,500
State Support	10%	\$1,149,400
Federal Support (PM)	10%	\$1,149,400
Local Subsidy Required		(\$6,321,700)
Remaining Dedicated Revenue		\$7,920,417
Long-Term Capital Costs		\$79,237,000
Local Share of Capital Costs	75%	\$59,427,750
Required Annual Debt Service		\$4,768,636
Surplus / (Deficit)		\$3,151,780

WHERE DO WE GO FROM HERE?

Based upon the recommendations, strategies and options identified by the RTS, perhaps the most important immediate question is how to next proceed. To that end, the project consultants have identified a number of implementation strategies and key policy decisions to be addressed by elected officials.

Implementation Strategies:

- Near-Term (2010-2014) Implementation Strategies:

The immediate implementation actions for the Capital Region are relatively straightforward and are intended to support the near-term local and express bus transit improvements described above. From a governance perspective, the near-term strategy can be characterized as “less is more.” The current institutional arrangement for cross-jurisdictional services, whereby counties can contract directly (via intergovernmental agreements) with StarMetro or Big Bend Transit for service, appears to be working well. For a modest expansion of local and express bus service, this arrangement should continue to be sufficient. If greater coordination between jurisdictions is needed, an *ad hoc* committee (most likely under the umbrella of CRTPA) should be able to address most service planning issues. From a funding perspective, the necessary near-term actions are more challenging. Even the modest local and express bus expansions will not be possible without new funding. The most readily available source of funding for these near-term improvements is the local option gas tax (LOGT). Although raising the gas tax is likely to encounter opposition, officials in each county in the region should begin to work with their citizens and business community to explore this possibility if this is an option they choose to pursue.

- Mid-Term (2015-2024) and Long Term (2025-2050) Implementation Strategies:

The long-term recommendation for the Capital Region is a Regional Transit Authority (RTA) with dedicated funding and the responsibility for fixed guideway services and cross-jurisdictional bus services. But the region cannot (and should not) attempt to make an immediate move from the current decentralized structure to a full-blown RTA. The process will likely unfold over a number of years, with the following key steps:

- *Undertake preparatory work with citizens, the business community, and the Legislature:* Laying the groundwork for an RTA and for designated funding can begin almost immediately. While many in the transportation community are familiar with the idea of an RTA, transit’s relative lack of prominence in the Capital Region means that a significant education process will be required. (And even the passage of RTA enabling legislation at the State level will not guarantee success unless local stakeholders are engaged and willing to support the RTA with funding.)
- *Inaugurate a Capital Region RTA:* If the creation of an RTA is enabled by the Legislature and the voters in the region approve, a Capital Region RTA can be inaugurated. Initially, the RTA will likely have few powers, and it may act simply as a planning body for transit in the region.

- *Designate the RTA as a regional CTC:* As noted in the preliminary recommendations in Technical Memorandum #4 – Institutional Structure and Funding Options, services for the transportation disadvantaged (TD) are a natural candidate for regionalization. Following the creation of the new RTA, it could be designated as the Community Transportation Coordinator (CTC) for the entire region, and its first major responsibility could be the provision of truly regional TD services. Assuming that it performs this task successfully over the first few years, this will provide a base of goodwill and expertise for the expansion of the RTA's responsibilities.
- *Dedicate funding to the RTA:* The success or failure of an RTA for the region will depend largely on funding. The RTA may be able to successfully deliver TD services by relying only on annual allocations from local jurisdictions and state agencies. However, the delivery of bus services and fixed guideway services will require dedicated funding. As noted in Technical Memorandum #4, the most likely candidate for long-term dedicated funding in the Capital Region is a sales tax. However, there will be many difficult steps necessary to achieve a dedicated regional sales tax for transit. Statutory changes will likely be required, and then the approval of voters in each county will be needed. As with the creation of the RTA, this will necessitate a major public education and outreach process.
- *Shift cross-jurisdictional bus services to the RTA:* The responsibility for planning, funding, and operating existing and future cross-jurisdictional bus services would then be shifted from the local jurisdictions to the RTA. Local bus services would remain under the control of the local jurisdictions.
- *Deliver regional BRT and streetcar services through the RTA:* The delivery of premium transit such as BRT and streetcar service will mark the culmination of the RTA.

Furthermore, the following contains the policy decisions associated with the implementation strategies and transit recommendations identified by the RTS:

- **Will the region pursue near-term (2010 – 2014) bus improvements?** The proposed local bus, express bus, and park-and-ride/transfer improvements will improve transit options for commuters and begin to raise the profile of transit in the region. But these improvements cannot be undertaken using existing funding sources. The three policy options are: fund the improvements with a local option gas tax (LOGT); fund the improvements with a different funding source (such as general funds); or defer the improvements.
- **Is an *ad hoc* coordinating committee needed?** As express bus services and cross-jurisdictional services are implemented in the region, greater coordination among the local governments may be needed. A decision should be made about creating a committee (under the umbrella of the CRTPA or another regional body) where regional bus service planning issues can be formally raised and addressed.
- **Should the region begin to pursue enabling legislation for a Regional Transit Authority (RTA)?** If the answer is yes, this pursuit will need to include legislative efforts and formal exploration of options for organization, governing board composition, functional responsibilities, and legal requirements. It also will have to include extensive citizen and business community outreach in the form of town hall meetings, opinion polling, public relations and media efforts.

- **Should the designation of a regional CTC (TD service provider) be pursued?** If the regional stakeholders believe that the potential gains to riders will outweigh the potential costs, then this designation should be explored at the State level with the Commission for the Transportation Disadvantaged (CTD).
- **Can the region begin a feasibility study and/or alternatives analysis (AA) for any of the proposed premium transit investments?** The lead-time on major transit capital projects can stretch many years from project conception to the first shovel actually going in the ground. If the Capital Region is serious about pursuing a streetcar or a major BRT corridor in the mid-term timeframe, these studies need to begin in earnest now.
- **How will the region pay for premium transit?** If the Capital Region is to successfully pursue a streetcar or major BRT corridor, dedicated funding will absolutely be needed. A dedicated sales tax is by no means a perfect funding source, but it has many positive qualities. Yet it would be very difficult to implement a true region wide dedicated sales tax given the current statutory and political environment. The region's stakeholders need to achieve consensus on whether to begin the difficult work of changing that environment.

As noted above, there are many steps and options to be followed with regards to addressing regional transit within the Capital Region. Whether local officials decide to choose to proceed forward at this point with the studies recommendations or decide to wait at this time, the plan provides a blueprint from which to proceed. Furthermore, because the plan was developed at a high level, any further decisions will require more detailed analysis and study.

OPTIONS

- Option 1: Provide staff with direction on how the Board wishes to process in development of regional transit services.
(RECOMMENDED)
- Option 2: Defer action to a later date.
- Option 3: Provide other direction

ATTACHMENT

- Attachment 1: Executive Summary

February 2010

REGIONAL TRANSIT STUDY



Executive Summary

Prepared for:
Capital Region Transportation Planning Agency
408 N. Adams Street, 4th Floor
Tallahassee, FL 32301

Prepared by:
HDR Engineering, Inc.
1180 Peachtree Street, Suite 2210
Atlanta, Georgia 30309-3531



**CAPITAL REGION TRANSPORTATION PLANNING AGENCY
REGIONAL TRANSIT STUDY**

Executive Summary

Prepared for:
Capital Region Transportation Planning Agency
408 N. Adams Street, 4th Floor
Tallahassee, FL 32301

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February 2010

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1.0 Introduction

In March, 2009, the Capital Region Transportation Planning Agency (CRTPA), in partnership with StarMetro, began a year-long process to study the viability of a regional transit system in the Tallahassee Region. The goals of the Regional Transit Study (RTS) were to prepare an assessment of current and future transit needs in the four-county region, identify and assess realistic funding strategies, identify an organizational structure that will promote the development of a seamless regional transit system, establish an implementation strategy for advancement of the proposed transit improvements and organizational changes, and define development review guidelines and design policies that are conducive to a transit-oriented community.

Figure 1: RTS Study Area



The RTS study area covers the four-county CRTPA planning region, including Leon, Gadsden, Jefferson, and Wakulla counties. The City of Tallahassee is both the geographic and population center of the region, with over 170,000 residents in 2008. The four-county region is home to more than 350,000 residents and approximately 175,000 workers. The Capital Region's economy is primarily driven by the public sector, as Tallahassee is the state capital of Florida and home to two major universities, Florida State University (FSU) and Florida Agricultural and Mechanical University (FAMU).

The Capital Region is served by three public transportation providers: StarMetro, Big Bend Transit, and Wakulla County Transportation. StarMetro is the region's primary fixed-route provider, serving the City of Tallahassee and limited parts of unincorporated Leon County. Big Bend Transit provides consolidated transportation services to Gadsden, Jefferson, and rural Leon counties, while Wakulla County Transportation serves Wakulla County. In 2008, these three operators provided over 4.6 million transit trips in the CRTPA region.

Regional Transit Study

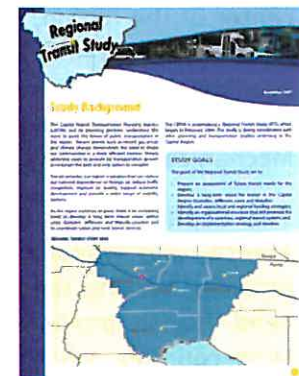
This Regional Transit Study seeks to identify and evaluate alternatives, both service-related and institutional, for improving transit service delivery in the capital region. These alternatives provided the basis upon which a framework for achieving a regional transit system was developed and recommendations made for implementing changes in the coming years.

2.0 Public Involvement

A comprehensive public information campaign was central to the success of this study. A multifaceted approach was taken to engage the public in a variety of settings in order to gather a broad cross-section of input. Coordination with other studies being conducted, including the Regional Mobility Plan, was encouraged to achieve maximum public input.

A variety of tools, techniques, and activities were used to solicit public input, including:

- Stakeholder Group:** A stakeholder group was created to provide policy guidance for all aspects of the project. Group members were representatives from various community and transportation organizations within the study area.
- Technical Steering Committee:** A technical steering committee was formed to provide technical guidance throughout the project. The committee was comprised of representatives from StarMetro, Big Bend Transit, FDOT, Commuter Service of North Florida, the city of Tallahassee, and the four study area counties.
- Community Meetings:** Two rounds of community meetings were held to gather input from interested members of the public. The first round of meetings, held in April 2009, involved four public meetings in each of the study area counties to introduce the study and gather public input on transit needs. The second set of meetings, held in November 2009, also involved four public meetings at which the result of the transit needs analysis and draft transit improvement recommendations were presented to obtain feedback from the public.
- Board Presentations/Briefings:** The consultant team provided regular updates to the CRTPA board regarding the status and findings of this study.
- Study Brochure and Newsletters:** A study brochure and two newsletters were developed during the course of this project. These provided updates of the study's goals, recommendations, and status.
- Survey:** A transit needs survey was administered via email, hard copy, and in-person. This 12-question survey was completed by over 340 respondents, and provided critical input to understand current travel behavior and attitudes regarding the need for regional transit for the service and policy recommendations developed during this study.
- Website:** A project website was created and linked to the region-wide Capital Legacy Project web page. This site was a valuable public engagement tool which provided project information, updates, documents, and contact information.



3.0 Baseline Conditions

Along with input gathered through the public involvement campaign, a baseline conditions analysis provided the foundation upon which recommendations for transit service improvements and alternative institutional arrangements were made. There were two primary aspects of the baseline conditions exercise: an existing conditions analysis and transit potential analysis.

Existing Conditions

CRTPA prepared base demographic data derived from 2000 U.S. Census Data, the Florida Department of Transportation (FDOT) and InfoUSA and updated for a base year of 2007. The base demographic data was used to assess existing transit service in the Capital Region and to compare it to future projections to determine the transit market potential inter-county (between counties) and intra-county (within each county). A thorough inventory of key data variables was compiled, including the following:

- Population
- Employment
- Transit Dependent Populations – Zero-Car Households, Elderly, Low Income, Disabled, Student

Additionally, profiles were developed for StarMetro, Big Bend Transit, and Wakulla County Transportation, as the transit providers in the region. Service statistics, productivity metrics, route structure, and service area were all documented within these profiles. Finally, a peer analysis was conducted for StartMetro's operations. This system-level analysis was conducted in order to identify StarMetro's strengths and weaknesses with respect to service productivity, cost effectiveness and efficiency, maintenance productivity, and service coverage.

Transit Potential Analysis

A transit potential analysis was performed to determine the level of demand for public transportation services in the region. The region's travel demand model was used to estimate population, employment, and travel demand for the years 2015, 2025, and 2050 by traffic analysis zone (TAZ). This data was used to determine travel patterns within the Capital Region, as displayed in Figures 2 and 3, below. Based on current and projected travel flows, transit markets were determined and improvements were proposed accordingly.

Figure 2: 2007 Trip Flows

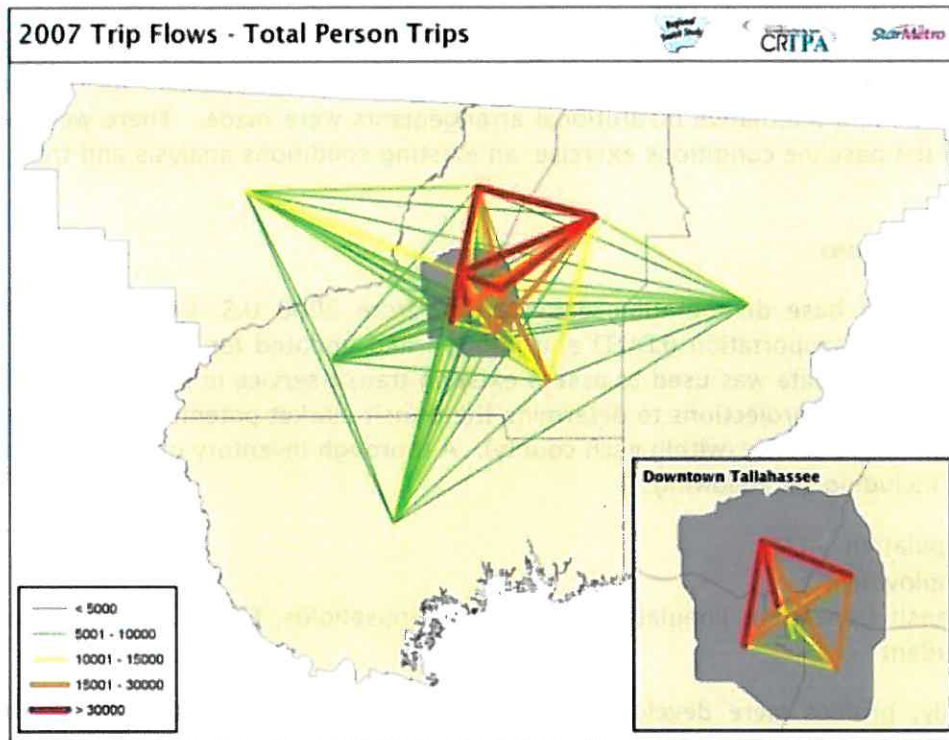
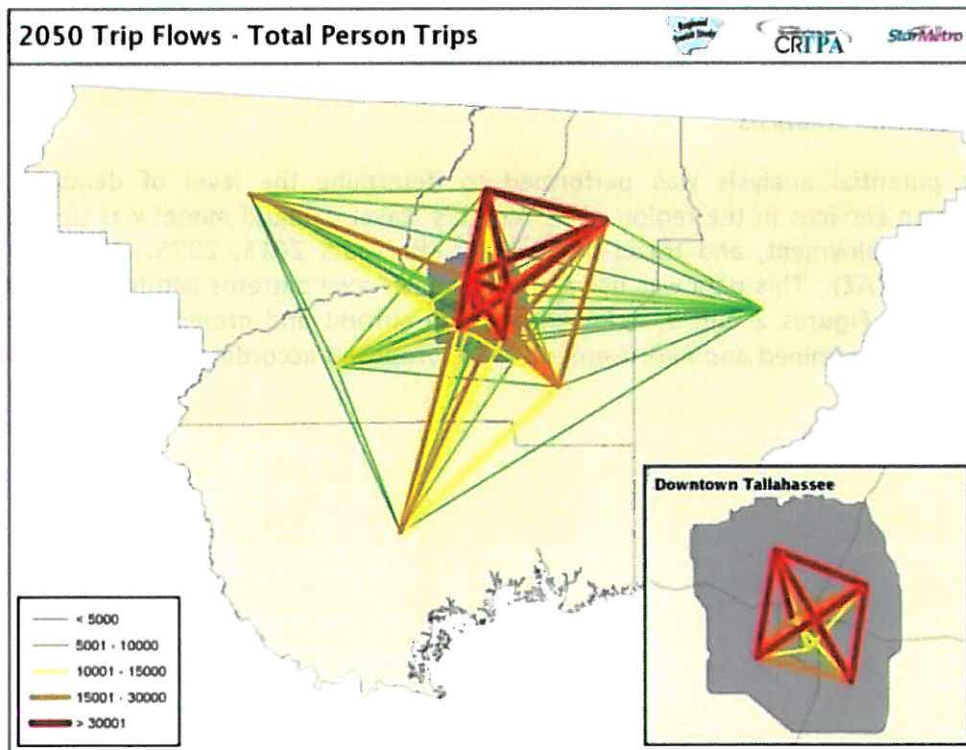


Figure 3: 2050 Trip Flows



4.0 Transit Services Improvements

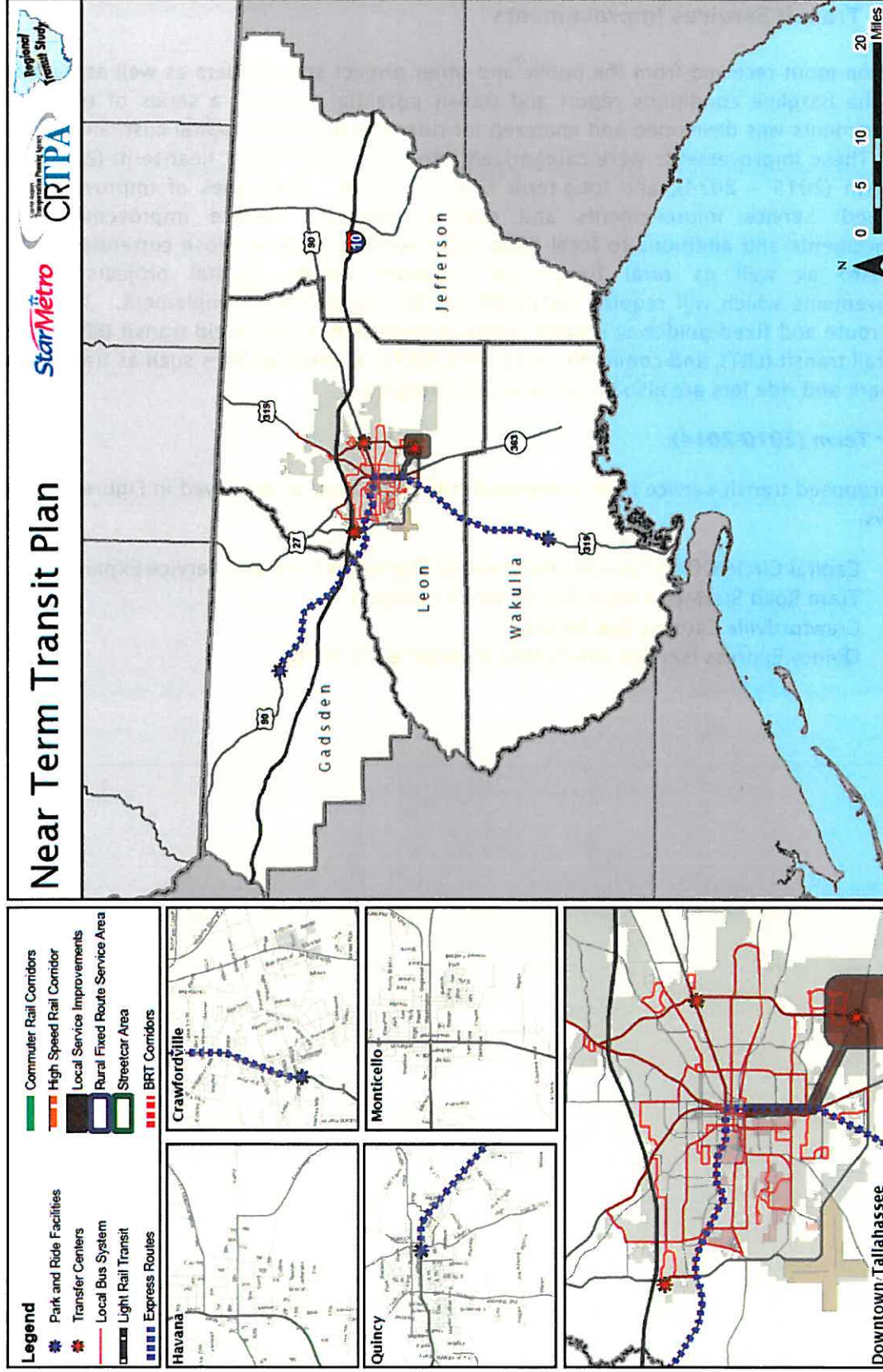
Based on input received from the public and other project stakeholders as well as data derived from the baseline conditions report and transit potential analysis, a series of transit service improvements was developed and analyzed for ridership potential, capital cost, and operational cost. These improvements were categorized into three timeframes: near-term (2010 - 2014), mid-term (2015 - 2024), and long-term (2025 - 2050). Two types of improvements were proposed: service improvements and capital projects. Service improvements include enhancements and additions to local fixed-route services such as those currently provided by StarMetro as well as rural fixed-route circulator routes. Capital projects are transit improvements which will require significant capital investment to implement. These include fixed-route and fixed-guideway projects such as express bus, bus rapid transit (BRT), streetcar, light rail transit (LRT), and commuter rail transit (CRT). Capital facilities such as transfer centers and park and ride lots are also included in this category.

Near Term (2010-2014)

The proposed transit service improvements in the near-term, as displayed in Figure 4, are as follows:

- Capital Circle Office Complex/Southwood StarMetro Local Bus Service Expansion
- Tram Road StarMetro Local Bus Service Expansion
- Crawfordville Express Bus Service
- Quincy Express (service anticipated to begin early 2010)

Figure 4: Near-Term Transit Plan (2010-2014)

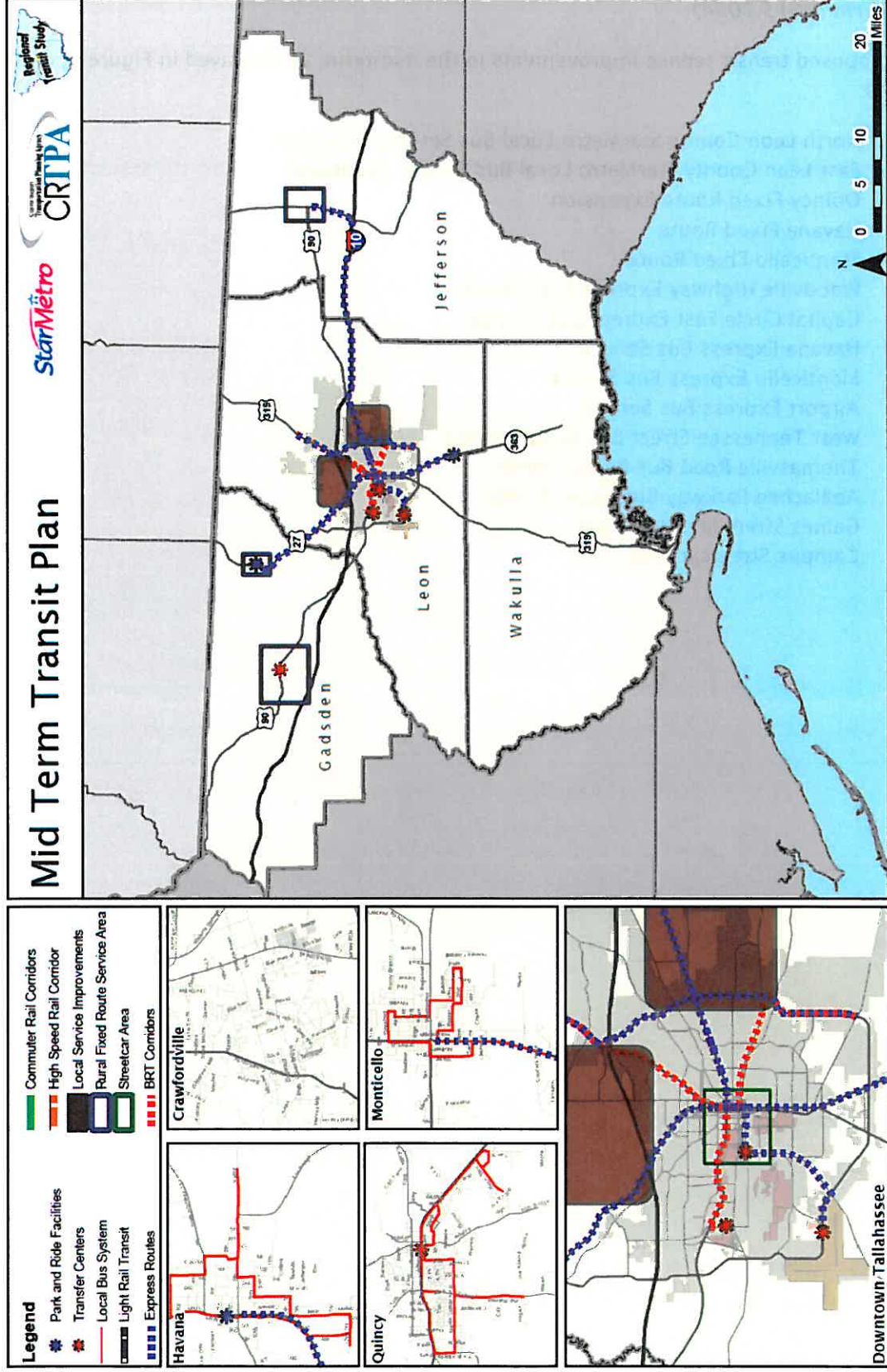


Mid Term (2015-2024)

The proposed transit service improvements in the mid-term, as displayed in Figure 5, are as follows:

- North Leon County StarMetro Local Bus Service Expansion
- East Leon County StarMetro Local Bus Service Expansion
- Quincy Fixed Route Expansion
- Havana Fixed Route
- Monticello Fixed Route
- Woodville Highway Express Bus Service
- Capital Circle East Express Bus Service
- Havana Express Bus Service
- Monticello Express Bus Service
- Airport Express Bus Service
- West Tennessee Street Bus Rapid Transit
- Thomasville Road Bus Rapid Transit
- Apalachee Parkway Bus Rapid Transit
- Gaines Street Streetcar Line
- Campus Streetcar Line

Figure 5: Mid-Term Transit Plan (2015-2024)

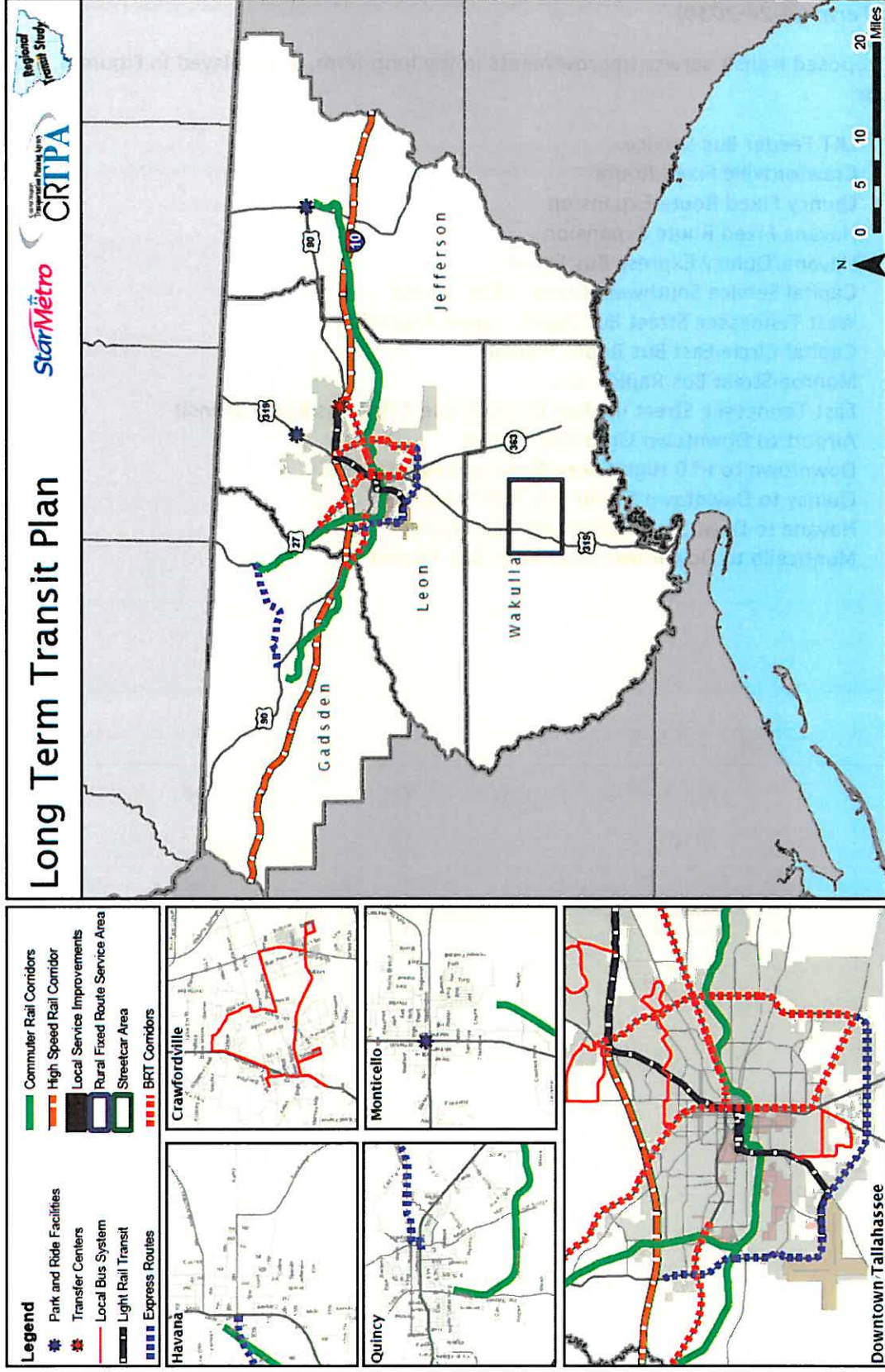


Long Term (2024-2050)

The proposed transit service improvements in the long-term, as displayed in Figure 6, are as follows:

- LRT Feeder Bus Service
- Crawfordville Fixed Route
- Quincy Fixed Route Expansion
- Havana Fixed Route Expansion
- Havana/Quincy Express Bus Service
- Capital Service Southwest Express Bus Service
- West Tennessee Street Bus Rapid Transit Extension
- Capital Circle East Bus Rapid Transit
- Monroe Street Bus Rapid Transit
- East Tennessee Street (Mahan Drive) Phase 1 & 2 Bus Rapid Transit
- Airport to Downtown Light Rail Transit
- Downtown to I-10 High Speed Rail Light Rail Transit
- Quincy to Downtown Commuter Rail Transit
- Havana to Downtown Commuter Rail Transit
- Monticello to Downtown Commuter Rail Transit

Figure 6: Long-Term Transit Plan (2024-2050)



Regional Transit Study

Estimated capital and operational costs associated with all of the projects are listed in Table 1. After a thorough screening process, the following projects were eliminated from inclusion in the final recommended transit service plan:

- LRT Feeder Service
- Capital Circle Southwest Express Bus
- West Tennessee Street BRT Extension
- Light Rail Transit Service
- Commuter Rail Service

The service above were considered and evaluated, however, because of the projected ridership levels and costs, they were not deemed feasible for implementation within the time horizons of this report. Costs of these improvements are included in Table 1 to show order of magnitude of costs.

Regional Transit Study

Table 1: Proposed Improvements - Capital and Operations Costs (2009\$)

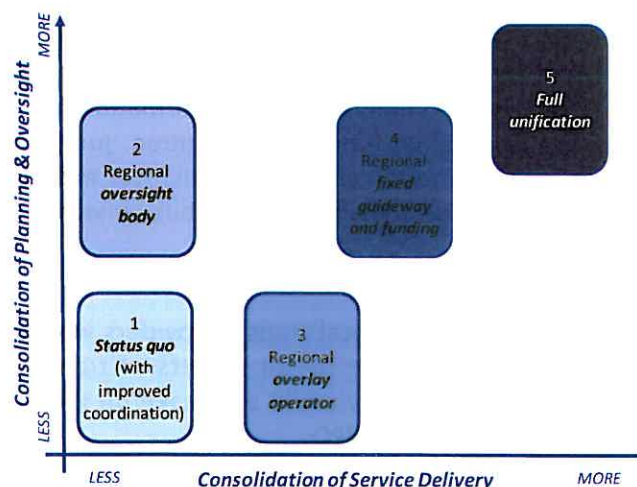
Improvement	Capital Costs	Annual Operating Cost
NEAR-TERM IMPROVEMENTS (2010-2014)		
StarMetro Local Bus Service Expansion	\$5,784,000	\$4,101,000
Express Bus Service	\$945,000	\$898,000
Satellite Transfer Centers	\$4,563,000	\$30,000
Regional Park-and-Ride Facilities	\$763,000	\$20,000
Subtotal of Near-Term Costs	\$12,055,000	\$5,049,000
Improvement	Capital Costs	Annual Operating Cost
MID-TERM IMPROVEMENTS (2015-2024)		
StarMetro Local Bus Service Expansion	\$3,305,000	\$6,340,000
Rural Local Bus Service	\$868,000	\$2,709,000
Express Bus Service	\$3,464,000	\$4,692,000
Bus Rapid Transit (BRT) Service	\$45,739,000	\$5,421,000
Streetcar Service	\$210,501,000	\$6,739,000
Satellite Transfer Centers	\$6,085,000	\$70,000
Regional Park-and-Ride Facilities	\$763,000	\$40,000
Subtotal of Mid-Term Costs	\$270,725,000	\$26,011,000
Improvement	Capital Costs	Annual Operating Cost
LONG-TERM IMPROVEMENTS (2025-2050)		
StarMetro Local Bus Service Expansion	\$0	\$6,340,000
Rural Local Bus Service	\$868,000	\$5,418,000
Express Bus Service	\$630,000	\$5,377,000
Bus Rapid Transit (BRT) Service	\$76,976,000	\$13,501,000
Streetcar Service	\$0	\$6,739,000
Satellite Transfer Centers	\$0	\$70,000
Regional Park-and-Ride Facilities	\$763,000	\$60,000
Subtotal of Long-Term Costs	\$79,237,000	\$37,505,000
Improvement	Capital Costs	Annual Operating Cost
IMPROVEMENTS NOT INCLUDED IN RECOMMENDED PLAN		
LRT Feeder Service	\$1,440,000	\$1,120,000
Capital Circle Southwest Express Bus	\$630,000	\$694,000
West Tennessee Street BRT Extension	\$14,503,000	\$1,378,000
Light Rail Transit Service	\$994,469,000	\$23,266,000
Commuter Rail Service	\$1,460,000,000	\$29,369,000
Subtotal of Non-Recommended Improvement Costs	\$2,471,042,000	\$55,827,000

5.0 Institutional Structure and Funding

Institutional Alternatives

A set of possible institutional structures for transit operations in the Capital Region were defined based on the existing and proposed transit services. Five broad categories of institutional frameworks were identified as options for the Capital Region: status quo (with improved coordination), regional oversight body, regional overlay operator, regional fixed guideway and funding, and full unification. Within each category are a number of possible variations. As displayed in Figure 7, the organizational scenarios represent a continuum of service delivery and planning, and oversight. At the low-end of service consolidation and planning is the current institutional arrangement (status quo). As the region moves towards increasing unification, services become more consolidated and may take on the form of a regional oversight board or overlay operator. This may include consolidating transportation disadvantaged (TD) / demand response services. A regional fixed guideway system with regionally-based funding would be an interim step prior to full unification, which would eliminate any existing operators and replace them with a single regional transit entity.

Figure 7: Regional Organization Scenarios



Status Quo (with Improve Coordination)

The simplest and least consolidated institutional option would be to continue with the existing arrangement of transit providers (StarMetro, Big Bend Transit, and Wakulla County Transportation). CRTPA would also remain responsible for long-range transportation planning as the MPO. In this arrangement, as new cross-jurisdictional bus services are introduced, counties could decide whether to contract with StarMetro for service or to provide service on their own (either directly or through a third-party contractor).

Regional Transit Oversight Body

This oversight body could be a new authority, or the responsibilities could be housed within an existing regional entity such as the CRTPA or the Apalachee Regional Planning Council. In this arrangement, the oversight body could be responsible for functions such as medium-term regional transit planning, unified marketing and customer information, and unification of fare policies and fare media. The oversight body could also play a role in the distribution of funding by becoming the “designated recipient” for federal funding and by having responsibility for allocating any new dedicated regional transit funds.

Regional Overlay Operator

A regional “overlay” operator would automatically be responsible for any fixed-route transit service that crossed city or county borders. This operator would be independent of the existing transit providers (in both governance and funding), but it could choose to contract with an existing provider (such as StarMetro) for the actual day-to-day delivery of the service. The overlay operator would also be responsible for future cross-county fixed guideway investments. However, as with the status quo option, any potential BRT or rail projects located entirely within the City of Tallahassee would be controlled by StarMetro.

Regional Fixed Guideway and Funding

In this structure, a new regional transit body would have responsibility for *any* new fixed guideway service in the region (BRT, streetcar, LRT, etc.), even if located entirely within one jurisdiction, as well as any cross-jurisdictional bus services. In addition, it would control functions such as regional service planning, customer information, and fare media and policy, and it would control federal and regional funding distribution. Jurisdictions would still control their own local bus services, and the option would still exist (for example) for the new regional entity to contract with StarMetro for the actual delivery of bus service.

Full Unification

In a fully consolidated option, the existing local transit providers would go away entirely, and a new regional authority would be responsible for all aspects of transit oversight, funding, and delivery, across all modes. The new authority could even take on the long-range transportation planning aspects of CRTPA and become the MPO.

Funding Alternatives

While many funding options were considered and detailed as part of this analysis, two funding sources were identified as being most feasible in the Capital Region for transit: the local option gas tax (LOGT) and dedicated sales tax. By statute, Florida counties are authorized to levy a LOGT of up to 12 cents per gallon on fuel subject to voter approval in the form of three separate levies:

- The first is a tax of 1 cent on every net gallon of motor and diesel fuel sold within a county. Known as the **Ninth-Cent Fuel Tax**, this tax may be authorized by an ordinance adopted by an extraordinary vote of the governing body or voter approval in a countywide referendum. Generally, the proceeds may be used to fund transportation expenditures.

Regional Transit Study

- The second is a tax of **1 to 6 cents** on every net gallon of motor and diesel fuel sold within a county. This tax may be authorized by an ordinance adopted by a majority vote of the governing body or voter approval in a countywide referendum. Generally, the proceeds may be used to fund transportation expenditures.
- The third tax is a **1 to 5 cents** levy upon every net gallon of motor fuel sold within a county. Diesel fuel is not subject to this tax. This additional tax shall be levied by an ordinance adopted by a majority plus one vote of the membership of the governing body or voter approval in a countywide referendum. Proceeds received from this tax may be used for transportation expenditures needed to meet the requirements of the capital improvements element of an adopted local government comprehensive plan.

Currently, none of the four Capital Region counties (Gadsden, Jefferson, Leon, and Wakulla) have levied any portion of the third tax (the 1 to 5 cent LOGT) described above. If each county were to levy the full 5 cents of the 1 to 5 cent LOGT, given current (2009) fuel sales the full revenue that would be available from a region-wide LOGT is slightly more than \$7 million. As noted earlier, this could fund some significant improvements in local and express bus service, but it is not sufficient to fund the premium transit projects in the med-term and long-term.

A dedicated sales tax is a second option for generating capital and operating funds for transit in the Capital Region. Currently, only Leon and Wakulla counties are statutorily able to assess a sales tax for transit via the existing Charter County Transportation System Surtax. If, however, a 0.5% regional dedicated sales tax was passed, approximately \$19 million could be generated annually. These funds could be used on a “pay-as-you-go” basis for operations or small capital projects, or they could be bonded to support a larger capital project.

Other funding mechanisms used throughout the state for transit capital and operating expenses, such as vehicle rental fees and property taxes, were not seen as viable options due to the relatively small size and political climate of the Tallahassee metropolitan area. While the LOGT and dedicated sales tax are viable funding alternatives, their implementation will likely be met with substantial political and legislative obstacles.

Recommendations

Based on the analyses performed by the consultant team and input from the project steering committee, interviewees, and stakeholders, six recommendations were made regarding regional institutional organization and potential funding:

- **Maintain the existing institutional structure in the near-term.** Current inter-local agreements between StarMetro, the counties, and contracted providers appear to be sufficient in the near-term (next two to three years). It is recommended that the organizational status quo be maintained while inter-jurisdictional express service is developed.
- **Current funding is not sufficient for even modest expansion, so the LOGT should be pursued.** In order to implement any near-term and mid-term service and capital improvements, an additional funding stream should be pursued via a LOGT.
- **Do not create competing local transit providers.** In order to facilitate future consolidation, it is recommended that no additional local transit providers (i.e. county-level) be established. Alternatively, contractual arrangements should be made with

existing providers to implement new or expanded service outside of existing service areas.

- **Demand response service should be a strong candidate for initial regionalization.** In an effort to build support for an RTA, the counties' existing demand response services should be considered for regionalization in the near to mid-term. This would create a seamless Transportation Disadvantaged (TD) network while laying the political and organizational groundwork for regionalization of fixed route services.
- **Maintain some local control even in the long-term.** Migration to a Regional Transit Agency (RTA) should be approached in an incremental fashion. By maintaining local control of transit services and operations while increasing regional efforts, consensus can be built in the public and legislative arenas. For example, a regional entity could be charged with planning and cross-jurisdictional service in the near term while maintaining autonomy of local service. Over time and as the political climate permits, an increasing level of responsibility will shift from the local to regional level.
- **Long-term funding will be challenging, but a dedicated sales tax is one option.** In order to fund the recommended fixed-guideway projects, a long-term regional funding stream must be secured. A dedicated sales tax provides the most promising revenue source.

6.0 Service Development Strategy and Business Plan

Implementation Plan

Near-Term (2010-2014)

Implementation of the near-term plan involves limited action on the part of local jurisdictions and agencies and should not require the creation of any additional agencies. Rather, it is suggested that the current institutional arrangement for cross-jurisdictional service, whereby counties contract directly via intergovernmental agreements with StarMetro or Big Bend Transit for local and express services, be maintained. Regional planning functions may require the creation of an *ad hoc* committee, and would likely be best suited under the umbrella of CRTPA. In order to fund the proposed transit improvements in the near-term, a new funding source will be required. A local option gas tax is the most feasible regional funding option in the near-term and local officials in each county should begin to pursue legislation enabling such measure.

Mid-Term (2015-2024) and Long-Term (2025-2050)

The shift from the current institutional arrangement in the Capital Region to a unified Regional Transit Agency (RTA) should be approached in an incremental fashion. The process will involve a series of key steps over a number of years:

- **Undertake preparatory work with citizens, the business community, and the Legislature:** A comprehensive public information campaign will be required to educate the citizens of the Capital Region regarding the costs/benefits of a Regional Transit Agency. This will lay the groundwork for public buy-in and the eventual voter approval of a Regional Transit Agency.
- **Inaugurate a Capital Region Regional Transit Agency:** The creation of a Regional Transit Agency will require enabling legislation and voter approval. A newly-created

Regional Transit Study

Regional Transit Agency will have limited powers in the near-term, with its primary functions being planning for the region.

- **Designate the Regional Transit Agency as a regional Community Transportation Coordinator:** Designation of the Regional Transit Agency as the regional Community Transportation Coordinator (CTC) is an appropriate first step in regionalizing transit operations. If successful, this will provide a base of goodwill and expertise required for further regionalization of fixed route services.
- **Dedicate funding to the Regional Transit Agency:** A new regional funding source will be required in order to implement new regional fixed route services. A dedicated regional sales tax, though possibly difficult to implement, is the most promising candidate to fund a regional transit system.
- **Shift cross-jurisdictional bus services to the Regional Transit Agency:** Once a steady funding stream is established, all cross-jurisdictional functions including planning, funding, and operating, will be shifted to the Regional Transit Agency. Local service would remain under the control of local jurisdictions.
- **Deliver regional BRT and streetcar services through the Regional Transit Agency:** The delivery of premium transit such as BRT and streetcar service will mark the culmination of the Regional Transit Agency.

Business Plan

A high-level projection of costs and revenues was developed based on a set of assumptions regarding farebox recovery, state operating support, federal operating support, local share of capital costs, bond interest rate for local share of capital costs, and bond term. These are as follows:

Operating Funding Assumptions

- Farebox recovery rate for new services: 25%
- State operating support (% of expenses): 10%
- Federal operating support (% of expenses)¹: 10%

Capital Funding & Financing Assumptions

- Combined state and federal share of capital costs (%)
 - Streetcar: 25%
 - Bus rapid transit (BRT) corridors: 40%
 - Other projects (bus, transfer centers, park-and-rides): 70%
- Bond interest rate for local share of capital costs: 5%
- Bond term for local capital costs: 20 years

The capital funding assumptions reflect the consultant team's assessment of the likelihood of receiving significant state and/or federal grant funding for each particular transit investment category. Given the overall constraints on funding, we assume that a larger state/federal funding share can be achieved on smaller projects. That is, it will be easier for FDOT to support smaller projects, and the region should be able to bring together a range of different federal

¹ Federal operating support is not provided directly, but instead takes the form of 5307 Urbanized Area program funds used for 'preventive maintenance' expenses.

Regional Transit Study

sources for smaller bus projects (such as 5307 and 5309 formula funds, as well as discretionary 5309 bus funds and other federal earmarks). Thus, the assumed state/federal share for the smaller proposed transit investments is 70%, which means the local share of the capital costs will be 30%.

Conversely, for a very sizable project like the streetcar, unless the region is very successful in the FTA New Starts program, most of the funding will likely come from local sources, so the assumed state/federal share for the streetcar is only 25%. BRT projects occupy somewhat of a "middle ground" for potential grant funding. A federal funding share of 40% is typical for a successful Small Starts or Very Small Starts BRT project. We assume that the Capital Region will be able to compete for and win Small Starts or Very Small Starts funding for some of its BRT corridors, but not all. However, FDOT should also be able to provide state-level funding. Between those two sources, we assume that the combined state and federal funding share for the entire group of BRT projects will average 40%, leaving 60% of the BRT capital costs to be funded locally.

From the available dedicated revenues, the region first must cover any committed debt service expenses from the previous period. After that, the region must fund operating expenses that are not supported by fare revenues or state/federal grant funds. Any funds remaining after that are then available to pay new debt service on the local share of the capital costs for that period. The original dedicated funding amount can then be modified so that all local operating and capital costs are covered and small positive balance remains. Table 2 displays projected costs and revenues, presented in 2009 dollars. It is assumed that gas tax revenues will be utilized to fund near and mid-term improvements, while sales taxes will be used to fund mid and long-term improvements. Auxiliary revenues include local, state, and federal contributions.

Table 2: Projected Costs and Revenues

	Near Term		Mid Term		Long Term	
LOGT Revenue (cents)	2.5	\$ 3,671,578	5.0	\$ 7,343,155	0.0	\$ -
Surtax Revenue (%)	0%	\$ -	0.60%	\$ 23,095,324	1.05%	\$ 40,416,817
<i>Less: Revenue Already Committed to Debt Service</i>		\$ -		\$ (290,197)		\$ (15,206,572)
Available Annual Dedicated Revenue		\$ 3,671,578		\$ 30,148,282		\$ 25,210,245
Total Annual Operating Costs		\$ 5,049,000		\$ 26,011,000		\$ 37,505,000
<i>Less: Fare Revenue</i>	25%	\$ (1,262,250)	25%	\$ (6,502,750)	25%	\$ (9,376,250)
<i>Less: State Support</i>	10%	\$ (504,900)	10%	\$ (2,601,100)	10%	\$ (3,750,500)
<i>Less: Federal Support</i>	10%	\$ (504,900)	10%	\$ (2,601,100)	10%	\$ (3,750,500)
Local Annual Subsidy Required		\$ 2,776,950		\$ 14,306,050		\$ 20,627,750
Remaining Dedicated Revenue		\$ 894,628		\$ 15,842,232		\$ 4,582,495
Total Capital Costs		\$ 12,055,000		\$ 270,725,000		\$ 79,237,000
<i>Less: State/Federal Capital Grants</i>	70%	\$ (8,438,500)	30%	\$ (81,217,500)	40%	\$ (31,694,800)
Local Share of Capital Costs		\$ 3,616,500		\$ 189,507,500		\$ 47,542,200
Required Annual Debt Service (20 years @ 5%)		\$ 290,197		\$ 15,206,572		\$ 3,814,909
Annual Surplus / (Deficit)		\$ 604,430		\$ 635,660		\$ 767,586

Policy Decisions

The final question for the Capital Region is a practical one. Given the recommendations and strategies and options presented in this Regional Transit Study, how should the region proceed? CRTPA, StarMetro, and the region's local elected officials face a number of key policy decisions in the coming months and years.

- **What existing and/or new funding sources are available?** The proposed transit improvements will require dedicated funding to operate and maintain the new services. Additional funding will be required to pay for the planning, engineering, construction of the premium transit services. Existing and new funding sources will need to be identified to fund these improvements.
- **Will the region pursue near-term bus improvements?** The proposed local bus, express bus, and park-and-ride/transfer improvements will improve transit options for commuters and begin to raise the profile of transit in the region. But these improvements cannot be undertaken using existing funding sources. The three policy options are: fund the improvements with a local option gas tax (LOGT); fund the improvements with a different funding source (such as general funds); or defer the improvements.
- **Is an *ad hoc* coordinating committee needed?** As express bus services and cross-jurisdictional services are implemented in the region, greater coordination among the local governments may be needed. A decision should be made about creating a committee (under the umbrella of the CRTPA or another regional body) where regional bus service planning issues can be formally raised and addressed.
- **Should the region begin to pursue enabling legislation for a Regional Transit Agency (RTA)?** If the answer is yes, this pursuit will need to include legislative efforts and formal exploration of options for organization, governing board composition, functional responsibilities, and legal requirements. It also will have to include extensive citizen and business community outreach in the form of town hall meetings, opinion polling, public relations and media efforts.
- **Should the designation of a regional CTC (Transportation Disadvantaged service provider) be pursued?** If the regional stakeholders believe that the potential gains to riders will outweigh the potential costs, then this designation should be explored at the State level with the Commission for the Transportation Disadvantaged (CTD). This would need to be examined in greater detail to determine if regionalizing the TD service would create additional costs or potential savings due to the potential consolidation of functions of the individual CTC's.
- **Can the region begin a feasibility study and/or alternatives analysis (AA) for any of the proposed premium transit investments?** The lead time on major transit capital projects can stretch many years from project conception to the first shovel actually going in the ground. If the Capital Region is serious about pursuing a streetcar or a major BRT corridor in the mid-term timeframe, these studies need to begin in earnest now.
- **How will the region pay for the proposed transit improvements?** All new transit services will require dedicated funding from identified sources. LOGT funds are recommended to support the proposed capital and operating expenses of the transit improvements in the near-term. If the Capital Region is to successfully pursue a streetcar or major BRT corridor,

dedicated funding will absolutely be needed. A dedicated sales tax is by no means a perfect funding source, but it has many positive qualities. Yet it would be very difficult to implement a true regionwide dedicated sales tax given the current statutory and political environment. The region's stakeholders need to achieve consensus on whether to begin the difficult work of changing that environment.

7.0 Development Review Guidelines and Design Standards

Supportive land use policies are instrumental in fostering transit ridership. The consultant team assessed current land use policies, including comprehensive plans, land development codes, and review guidelines, in the Capital Region and developed recommendations for amending these policies to create transit-supportive design standards at the local level. The following key design issues were evaluated:

1. Density/Intensity
2. Location and size
3. Uses (type, mix, diversity)
4. Dimensional standards (e.g., height, setbacks, lot width, maximum coverage)
5. Design and development standards (e.g., parking, landscaping, open space, mobility, building design)
6. Administration/development review

While a diagnostic exercise found that some transit-oriented policies currently exist within the Capital Region, these codes can be enhanced to set policy mandates and incentives for creating sustainable, transit-friendly communities. Policy guidelines for the above-mentioned design standards, as well as bicycle, pedestrian, and transit facilities, were provided.

8.0 About This Report

There are five technical memoranda that detail the analyses and subsequent findings that comprised this study. Technical Memorandum 1 – Public Information Plan describes the public involvement component that accompanied and influenced the technical analyses. Technical Memorandum 2 – Baseline Conditions details the key data variables that drove the analysis and ultimate recommendations reported in this study. Technical Memorandum 3 – Transit Service Improvements includes the transit potential analysis and travel demand forecasting documentation along with the proposed transit service recommendations and cost projections. Technical Memorandum 4 – Institutional Structure and Funding Options proposes a series of recommendations for organizational arrangements and funding options that would support the implementation of the transit service recommendations. Technical Memorandum 5 – Service Development Strategy and Business Plan details the recommended steps required for implementation as well as the projected revenues and expenditures for the Near, Mid, and Long-Term plans. Finally, Technical Memorandum 6 – Development Review Guidelines and Design Standards evaluates current land use policy in the Capital Region as it relates to transit, and proposes design standards that can be adopted in order to create places that are conducive to transit ridership.

January 23, 2012



AGENDA ITEM 6 C

GENERAL PLANNING CONSULTANT REGIONAL MOBILITY PLAN TRANSPORTATION MODEL UPDATE

REQUESTED BY: CRTPA Staff

TYPE OF ITEM: Discussion/Approval

STATEMENT OF ISSUE

The purpose of this agenda item is to approve the addition of Kimley-Horn and Associates as a sub-consultant to the Renaissance Planning Group (RPG) General Planning Consultant Team and approve an update to the Regional Mobility Plan Model to reflect major developments that have been approved in the region since 2007. The Work Order for the project is not to exceed \$15,000.

This item was added late based on discussions that occurred on Wednesday January 18 and January 19 regarding the Interstate 10 Master Plan.

RECOMMENDED ACTION

- Option 1: Approve Kimley-Horn and Associates as a sub-consultant to the Renaissance Planning Group General Planning Consultant (GPC) team.
- Option 2: Approve Resolution 2012-01-6C – Regional Mobility Plan Transportation Model Update (*Attachment 1*)

PREVIOUS AGENDA ITEMS RELATING TO CRTPA GPC

March 15, 2010 – Agenda Item 5E - SU Funding Allocation
March 21, 2011 – Agenda Item 2E – RFQ for CRTPA General Planning Consultant
June 20, 2011 – Agenda Item 3B – General Planning Consultant Joint Participation Agreement
June 20, 2011 – Agenda Item 3B – General Planning Consultant Selection Approval
September 19, 2011 – Agenda Item 3D – Joint Participation Agreement Amendment Authorization

HISTORY AND ANALYSIS

Regional Mobility Plan Transportation Model

In November of 2010 the CRTPA Board approved the Regional Mobility Plan (RMP). In addition to a listing of prioritized projects, the RMP included a transportation model that reflected the projects that were approved by the Board. This “model” included employment and population figures that were reflecting a 2007 “base year”, meaning that the model would be based off of 2007 population and

employment figures. Therefore, any large developments that have been approved since 2007 are not reflected in the model as well as they could be since the exact details of the development were not known at the time. These developments are shown on *Attachment 2*.

It is important to note that in a typical long range plan update process, the transportation model would be updated to reflect these changes every five years. There are several major projects that have been approved and started since 2007 that could impact the transportation system, including the Welaunee Plantation and Creek Entertainment Gretna that CRTPA partners need to have analyzed to assist in making decision regarding improvements to the interstate system.

The updating of the data is being accomplished through a coordinated effort with the Tallahassee-Leon County Planning Department and staff from the City of Gretna.

Interstate 10 Master Plan

The Interstate 10 Master Plan was kicked off at the November 2011 CRTPA meeting. Since that time there have been several meetings between CRTPA staff and the consultants performing the work related to the Interstate 10 Master Plan to determine what data is needed to, as accurately as possible, reflect existing conditions. Based on these meetings it was determined that the model needs to be modified to reflect the new developments that have occurred since 2007, particularly along the Interstate 10.

The contract that the consultants (Kimley-Horn and Associates [KHA]) have with the Florida Department of Transportation (FDOT) does not provide for the updating of the model to reflect the developments that have occurred between 2007 and 2011 developments. This leaves KHA to utilize the 2007 base year model which does not include the development data.

Without updating the RMP transportation model to reflect approved developments since 2007, the CRTPA and regional partners will be missing out on the opportunity to have the Interstate 10 Master Plan reflect long-range improvements along the Interstate 10 corridor that are potentially vital to the developments in these respective communities.

General Planning Consultants

Given the tight schedule that the Interstate 10 Master Plan is on (scheduled to be approved in late 2012), CRTPA staff felt that it was necessary to provide assistance in having this data reflected in the model and documented in the Interstate 10 Master Plan. The quickest and best way that this could be accomplished is through a CRTPA General Planning Consultant (GPC). This type of project is reflected in the agreements of all three GPC's that the CRTPA has contracts with and could be accomplished well within the time period needed to be incorporated in the Interstate 10 Master Plan. The Scope of Services is shown as *Attachment 3*.

Without this assistance, this data will not be incorporated into the Interstate 10 Master Plan project.

Additionally, KHA is not currently a GPC or a sub-consultant on any of the GPC teams, but RPG has a great relationship with KHA and has agreed, *Attachment 4*, to add them to their GPC team pending approval by the CRTPA (per the Agreement requirements with RPG).

OPTIONS

- Option 1: Approve Kimley-Horn and Associates as a sub-consultant to the Renaissance Planning Group General Planning Consultant (GPC) team.
- Option 2: Approve Resolution 2012-01-6C – Regional Mobility Plan Transportation Model Update (*Attachment 1*)
- Option 3: Provide other direction.

ATTACHMENT

- Attachment 1: Resolution 2012-01-6C
- Attachment 2: Major Development locations in Leon County since 2007
- Attachment 3: Project Scope-of-Services
- Attachment 4: Email from Whit Blanton



CRTPA RESOLUTION 2012-01-6C

A RESOLUTION of the Capital Region Transportation Planning Agency, hereby referred to as the CRTPA, authorizing the Chair to execute and Executive Director to administer a Work Order between the CRTPA and Renaissance Planning Group, hereby referred to as the RPG for services to complete the projects below.

WHEREAS, CRTPA is the designated metropolitan planning organization for Florida's capital region, and in support of its mission, CRTPA desires to use Urban Attributable (SU) funds to contract with a General Planning Consultant or Consultants that will, among other things, maintain required inventory data, support the CRTPA's general planning efforts, assist in meeting new compliance requirements related to greenhouse gas reduction and air quality, perform small studies, prepare reports and perform graphics development.

WHEREAS, a General Planning Consultant (GPC) Agreement with RPG was executed; and

WHEREAS, and RPG has agreed to perform the following work under the GPC Agreement:

1. Update the Regional Mobility Plan Transportation Model (not to exceed \$15,000)

THEREFORE, BE IT RESOLVED BY THE CRTPA THAT:

1. The CRTPA authorizes the Chair to execute and Executive Director to administer Work Orders to complete the identified projects.

DULY PASSED AND ADOPTED THIS 23rd DAY OF JANUARY 2012

Capital Region Transportation Planning Agency

By: _____
Commissioner Jane Sauls, Chairperson

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

SCOPE OF WORK

CONSULTING SERVICES FOR PROVIDING ADDITIONAL INFORMATION AND DATA TO THE FLORIDA DEPARTMENT OF TRANSPORTATION - DISTRICT THREE RELATED TO THE I-10 INTERSTATE MASTER PLAN

BACKGROUND

The Florida Department of Transportation (FDOT) District Three Planning Office is currently updating its Interstate Master Plan for I-10 in Gadsden, Leon, and Jefferson Counties from the Jackson/Gadsden County Line to the Jefferson/Madison County Line. The CRTPA is being coordinated with during this process, which began with a project Kick-off meeting with the Board in November 2011. As part of the development of the Master Plan, one task is to forecast future travel demand volumes and is to take into account the latest local plans and projects. The tool to be used to complete this task is the CRTPA's travel demand model, which will be used to develop future projections and for testing of alternatives. FDOT and its Consultant have been coordinating with CRTPA staff to obtain the latest local data and model. In these discussions it has been determined that the current CRTPA model, with a Base Year of 2007, should be updated to include plans and developments that have been recently approved that may have an effect on future travel patterns and demands related to the Interstate System. The result of this update of the CRTPA model, which will include updates to the future network and land uses in the vicinity of the Interstate, will result in a better tool to utilize during the development of the I-10 Master Plan. This effort is not intended to be a complete update to the CRTPA model, but rather a project specific update for the major developments and network improvements in the Leon County area that would have potential noteworthy effects on mobility along the I-10 corridor.

DESCRIPTION OF CONSULTANT SERVICES

Data Collection and Review

The CRTPA and/or local staff will provide the Consultant with future land use and network data from that are from recent plans or approved developments that are not included in the existing CRTPA model data. The Consultant will review this information and data as to its applicability for adding to the updated CRTPA model to be used for the I-10 planning process. The model years will be 2025 and 2035, with extrapolation of year 2035 data to year 2040 for the purposes of the Master Plan.

Coordination with FDOT, CRTPA and Local Staff

The Consultant will meet with staff members from FDOT, CRTPA, and local government(s) to discuss the applicability of the data for inclusion in the updated model and the reasonableness of the data within the travel demand periods. The Consultant will provide a recommendation to CRTPA staff on which development/plans and what network changes to include and when. Once CRTPA staff has signed off on the data to be used for the updated model, the Consultant will present this information to FDOT for review and approval. Additional coordination with CRTPA and FDOT staff as a result of these changes is expected during the update process. Up to six (6) coordination discussions are assumed.

Model Changes

The Consultant will update the existing CRTPA model to reflect the agreed upon data and network changes. Changes will be made to the ZDATA1 and ZDATA2 files for year 2035. The Consultant will review zone parameters with CRTPA staff for the new or revised zones. Year 2025 ZDATA1 and ZDATA2 files will be developed by straight line interpolating between the revised 2035 files and the Base Year 2007 ZDATA files. Year 2025 files will be reviewed with the CRTPA staff for reasonableness and edits made as applicable to account for non-linear expected growth for the new development added to the model. Up to two (2) edits to the ZDATA files are assumed. These data will be provided to FDOT for review.

The Consultant will update the Network model input files for the CRTPA's Mobility Plan 2035 Cost Feasible Plan Network to reflect added/changed network to support the updated development added to the model in this update. This will be reviewed with CRTPA staff and edits made as necessary. Up to two (2) network edits are expected. This refined network will be provided to FDOT for review.

During the completion of future analyses and projections using the updated Model, CRTPA, FDOT, and local government staffs will be coordinated with and provided an opportunity to continue to provide input in the development of the Master Plan.

Kostrzewa, Jack

From: Whit Blanton <wblanton@citiesthatwork.com>
Sent: Thursday, January 19, 2012 11:33 AM
To: Reed, Harry
Cc: Karen Peavey; Jennifer Carver; Kostrzewa, Jack
Subject: Addition of Kimley Horn to the CRTPA General Planning Consultant contract

Harry –

As we discussed, I am requesting the addition of Kimley Horn Associates to our list of subconsultants for the Capital Region Transportation Planning Agency General Planning Consultant contract to provide modeling support related to the I-10 master plan. Please send me any information you have about the nature of their services, or have them send me a scope of services for their proposed work assignment. In the meantime, we will begin work to develop a general subcontract agreement for them to sign with us. We will turn things around quickly to get them started.

Whit

Charles Whitney Blanton, AICP | Vice President
RENAISSANCE PLANNING GROUP
ph. 407.487.0061 x113 c. 407.620.5984

www.citiesthatwork.com
121 South Orange Avenue, Suite 1200
Orlando, Florida 32801

AGENDA ITEM 7
EXECUTIVE DIRECTOR'S REPORT

January 23, 2012



AGENDA ITEM 7

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:

- CRTPA Project Highlights and Achievements
A brief report on the highlights and achievements of the CRTPA in 2011 will be provided.
- Maintenance of Traffic (MOT) Plan for Cascades Park Area
A map detailing transportation projects in the Cascades Park vicinity is provided as *Attachment 1*.

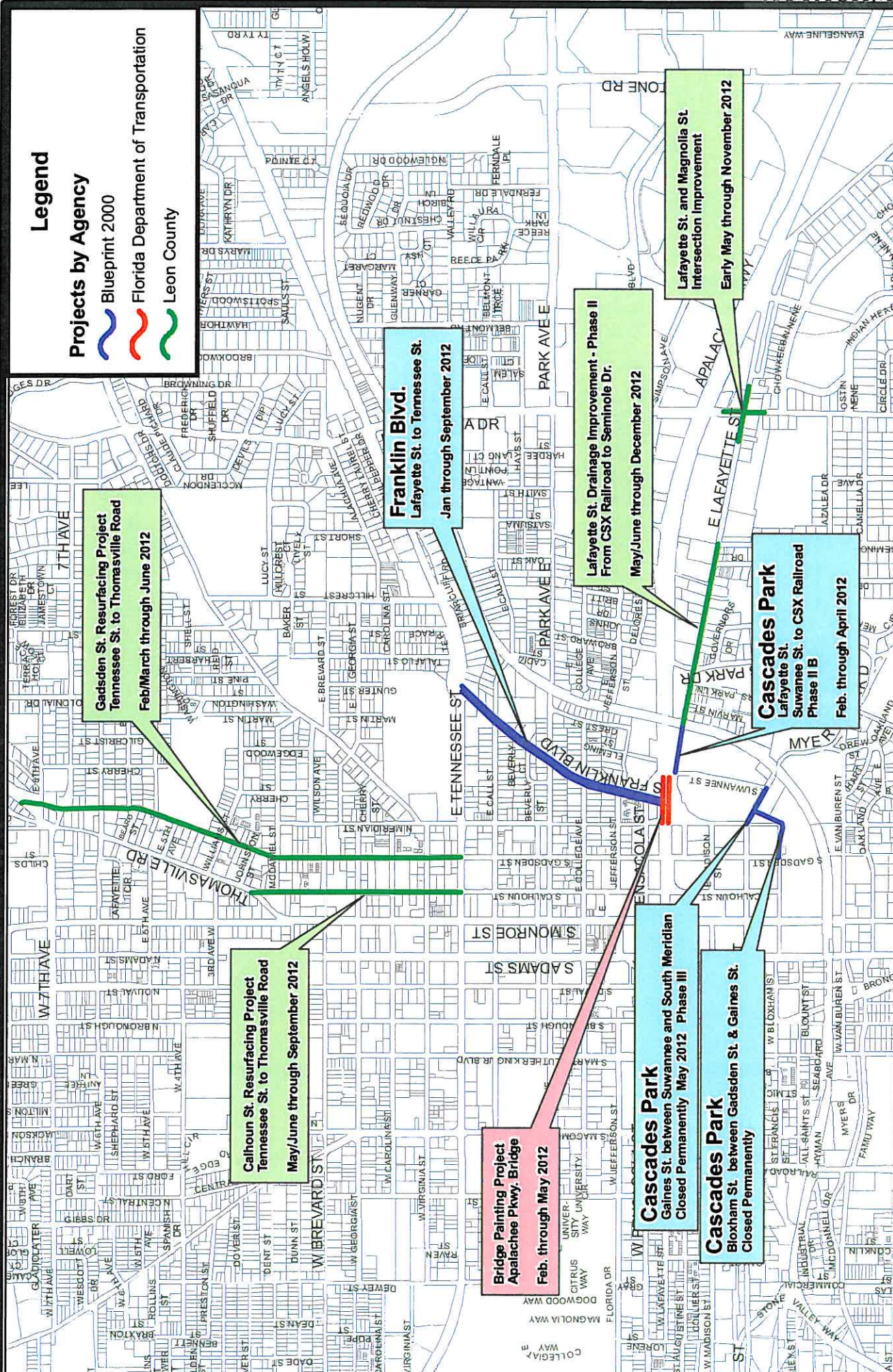
Legend

Projects by Agency

Blueprint 2000

Florida Department of Transportation

Leon County



Current and Upcoming Projects

City of Tallahassee
 Department of Public Works
 Planning and Engineering
 1000 Park Street, Tallahassee, FL 32301
 Phone: 904.644.2200
 Fax: 904.644.2201
 Email: p&e@cityofallahassee.com

AGENDA ITEM 8
ITEMS FROM MEMBERS

January 23, 2012



AGENDA ITEM 8

ITEMS FROM MEMBERS

This portion of the agenda is provided to allow members an opportunity to discuss issues relevant to the CRTPA, including the following:

- Greensboro/Gretna I-10 Interchange – Commissioner Croley

AGENDA ITEM 9
CITIZEN COMMENT

January 23, 2012



AGENDA ITEM 9

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 10
INFORMATION

January 23, 2012



AGENDA ITEM 10 A

NEWS ARTICLES/FOR YOUR INFORMATION

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

- Saving Lives, Time, Money: Building Better Streets – CNU Report, *Attachment 1*
- East El Paso sprawl: Boom strains services; city coffers – El Paso Times, *Attachment 2*
- Going Full Circle (Insurance industry support for roundabouts) – Liberty Mutual, *Attachment 3*

CNU REPORT

Saving Lives, Time, Money: Building Better Streets

New Urbanists, Fire Marshals Find Common Ground

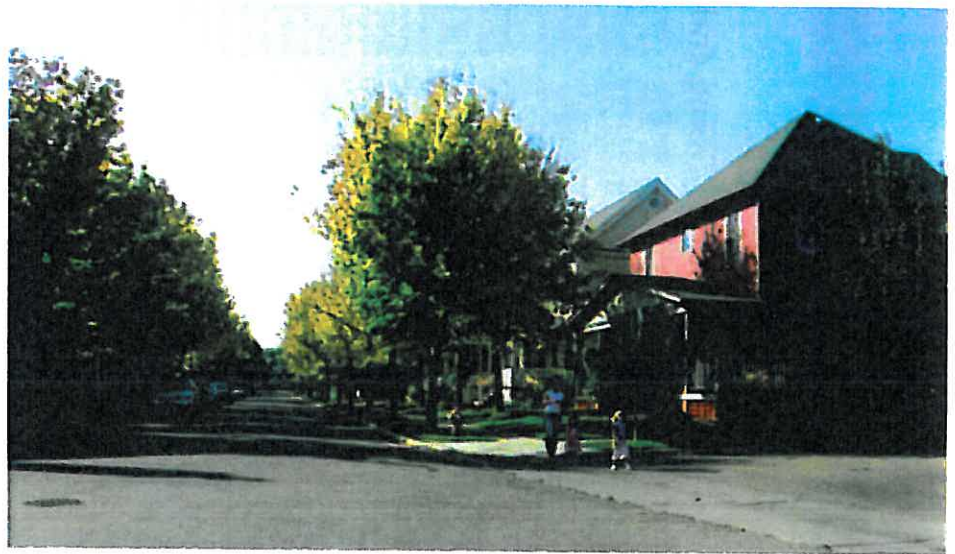
The Congress for the New Urbanism (CNU), U.S. Environmental Protection Agency (EPA), and fire marshals from across the country have partnered together on an Emergency Response & Street Design Initiative. This initiative is aimed at reconciling the growing desire for appropriately-sized and connected streets with emergency responders' access needs. We believe common ground exists for solutions because streets in connected networks:

- Can improve emergency response times by providing several routes to any given address.
- Are safer for pedestrians, drivers, and emergency responders since they calm traffic below speeds that more likely result in fatal or serious injury collisions.

Narrower streets in well-connected networks also help reduce stormwater runoff, require less energy to construct, and facilitate non-greenhouse emitting transportation alternatives like walking and bicycling.

Abundant literature supporting these findings exists in academia, municipal reports and the work of Local Government Commission, a non-profit dedicated to helping local leaders and elected officials create healthy, walkable communities. An annotated bibliography provides a summary of current findings and is available at the Initiative's web page: cnu.org/emergencyresponse.

Traditional, connected streets are sustainable, viable alternatives to sprawling, wide road systems that encourage people



Residential streets like this 28-foot wide example in Prospect New Town in Longmont, Colo., are a staple of New Urbanism, but are often hindered by the International Fire Code's 20-foot clear rule. Properly designed, and in connected networks, these streets actually help emergency response times and calm traffic. (Photo courtesy of CNU)

to drive everywhere for everything. As the United States responds to the potential dangers of global climate change and the urgent need to reduce vehicle miles traveled to mitigate that threat, bringing back connected street patterns can help reduce energy consumption and carbon dioxide emissions.

Moreover, the demographic trends of the 1990s and this decade, which saw both young professionals and empty nesters migrating into cities, suggest growing demand for urban living. In response, the initiative partners are developing cutting-edge solutions for street designs that reduce emergency response times and improve community safety.

Over the past 40 years, the fire service has done a tremendous job reducing

fire-related civilian deaths in the U.S. – from 7,395 in 1977 to 3,430 in 2007 according to the National Fire Protection Association. The majority of emergency calls are not related to fire, but rather to calls for medical or traffic injuries. In 2007, the National Highway Traffic Safety Administration reported that traffic collisions killed 41,059 and injured 2,491,000 people.

The Emergency Response & Street Design Initiative aims to achieve reductions in traffic injuries and deaths through better street design.

Origin of the Problem

As suburbs mushroomed and spread after World War II, the traditional, connected street grid network was

Fire Officials, Urbanists Connect on Streets

Connectivity is Common Ground for Solutions

As we moved away from traditional development patterns, two major things happened to our streets: they became wider and the level of connectivity decreased.

Recent studies have shown that wider streets are associated with more traffic injuries and fatalities—leading to an increase for emergency response services. And at the same time, reduced connectivity has increased local fiscal burdens as each fire station is able to serve fewer and fewer households as homes sprawl across the landscape.

In their quest for better, more efficient public safety, new urbanists and fire marshals can learn from each other. New urbanists and smart growth advocates, guided by the Charter of the New Urbanism, call for compact, pedestrian-friendly, and mixed-use neighborhoods with

interconnected networks of streets that promote alternatives to driving. Whether they're lined with bungalows with front porches, or shops and sidewalk cafes, traditional streets create an outdoor space that works well for drivers and pedestrians. They create lasting economic value and improve a community's quality of life.

But our desire for modestly-sized streets stems as much from public safety concerns as walkability. Properly designed and placed in connected networks, they reduce collision injuries and increase emergency access to a given address. And at the core of the emergency response profession is the goal of reducing injuries through effective response times and conditions. Ideally, fire trucks should get to locations in their station area within five minutes. They need to move down streets efficiently. Since highly interconnected street networks offer many routes to most places, emergency personnel have a better opportunity to find the most direct and unimpeded route possible.

As you will see in these pages, there are many pieces to this puzzle and much

BUILDING continued

discarded in favor of cul-de-sacs and sprawling roads whose widths and parking restrictions easily accommodated fire apparatus of any size, even as their limited subdivision entries and cul-de-sacs increased the distance emergency responders needed to travel to reach their destinations.

As the consequences of sprawl became apparent, New Urbanism emerged during the 1980s to re-establish traditional, human-scaled neighborhood design including elements such as mixed-use buildings and streets that meet the needs of pedestrians and transit riders. Streets built for vehicles, pedestrians, cyclists, and transit with connections to the larger community are healthier alternatives to subdivisions, strip malls and office parks



common ground between new urbanists and fire marshals. The Emergency Response and Street Design Initiative lets us search together for mutually acceptable and beneficial street design solutions.

John Norquist

John Norquist, President & CEO

What We're Doing and Why

The Emergency Response & Street Design Initiative brings together fire code officials, new urbanists and the U.S. EPA to find ways of accommodating traditional urban streets and emergency responders' needs for quick and ready access to a given address. Our goal is providing streets that work for everyone – pedestrians, drivers, and emergency responders – and that reflect the principles of sustainable neighborhood design and public safety alike.

Working together, CNU, the EPA, and emergency responders will accomplish this in three main ways: new fire code language, research linking street design and public health, and aggressive education and outreach to build partnerships between new urbanists and emergency responders.

Code Changes

The Initiative team has developed proposed amendments to Chapter 503 of the International Fire Code that will empower local fire code officials to be more flexible, under specific circumstances, regarding the standard that currently requires street widths to include at least 20 feet of unobstructed space. The team also proposed a new appendix to the code, and a commentary explaining those circum-

stances. The International Code Council's code amendment process will continue through 2009 and 2010. We invite you to offer comment to the ICC on our proposed changes. For more information, please visit the Initiative's web page, www.cnu.org/emergencyresponse.

Street Design & Public Health

CNU and the Centers for Disease Control – which has already identified transportation injuries as a public health problem – are exploring the relationships between street design, traffic injuries, and public health/public safety, and how the organizations can work together in finding solutions to this problem.

Educating everyone about these interconnected factors dovetails with the Initiative's effort to teach new urbanists and fire code officials more about each other's professions, outlooks, and approaches to street design.

Through these approaches, we hope to improve the quality of the built environment and emergency service. We hope you will agree, and join us in this endeavor. Please see the "Get Involved" section of this Report on Page 13 for more information.

Shared Values for Traditional Urban Streets and Emergency Response

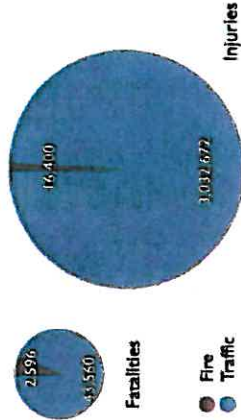
This list was created by during the CNU Streets and Emergency Response Workshop, held in April 2008, in Austin, Texas.

1. Life safety is important, should be inclusive, and extend from fire to traffic.
2. We value the efficient use of resources, including property, services, and infrastructure.
3. We value vibrant places that enhance pedestrian activity.
4. We value communities that include a range of neighborhoods and compatible uses.
5. We value streets, structures, and fire protection features that match the context of the neighborhood.
6. We value creative collaboration among those who serve and shape the built environment.
7. We value an ongoing process of education and capacity-building among those who serve and shape the built environment.
8. We value adaptation in life saving responses due to regional differences.



(Photo courtesy of LoriAngell2008, via Flickr under a Creative Commons license)

Fire vs. Traffic Injuries and Fatalities



While traffic and fire deaths are equally tragic, fire-related injuries and deaths are a small portion of the overall number of accidents in the United States. In 2007 (the latest year for which statistics were available), the number of traffic-related injuries and fatalities nationwide far outpaced those from fires. (Chart courtesy of Peter Schiff)

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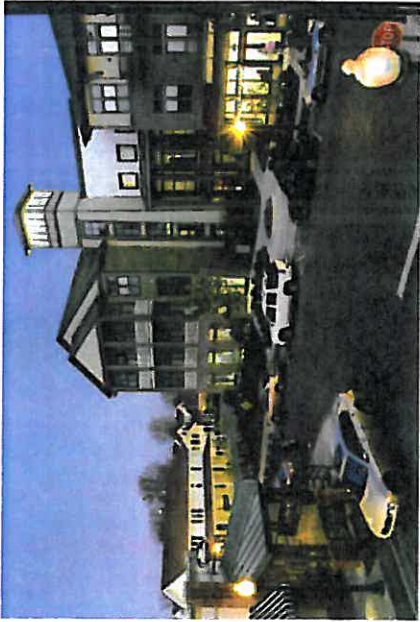
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Traditional Streets are Safer Slower Speeds, Fewer Collisions

Traditional streets improve public safety by guiding motorists to drive at appropriate speeds. Slower drivers are much less likely to strike cyclists and pedestrians at speeds capable of causing severe injury or death – facts compelling new urbanists' desires to construct them in mixed-use neighborhoods.

The 1997 Swift-Painter-Goldstein study of Longmont, Colo., analyzed 20,000 police accident reports based on five criteria to determine how street design impacted collisions. It found "the most significant relationship to injury accidents" was street width. "As street widths widen, accidents per mile per year increases exponentially, and the safest residential street width are the narrowest (curb face)."

The Longmont analysis, and the studies it cites (from 1976 and 1981), all correlated wider streets with higher speeds. The 1997 study concluded, "Clear relationships are evident between accident frequency and street width. The findings support the premise that narrower, so-called 'skinny' streets, are safer than standard width local streets." The study also noted



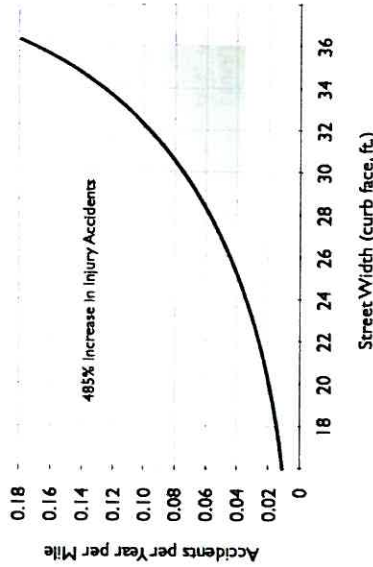
Harbor Town in Memphis, Tenn., serves pedestrians, traffic, and emergency responders. The developer won strong support from the fire department by working early and often to identify and solve potential access problems like turning radii at intersections. Harbor Town won a prestigious Charter Award from CNU in 2007. (Photo courtesy of Loomney Ricks-Kiss Architects and RTKL)

"narrow streets should not be used without at least a second means of access. This can be accomplished with alleys and/or an interconnected network of streets."

"Speed is the defining factor of a safe street – reduce the speed and you reduce the frequency and severity of collisions."

Eric Dumbaugh, a professor at Texas A&M University's Department of Landscape Architecture and Urban Planning, states that the design of the road communicates what is expected of a driver, especially when it comes to speed. Speed is the defining factor of a safe street – reduce the speed and you reduce the frequency and severity of collisions. There are many design factors that inform drivers of the appropriate speed—some of them are commonly misunderstood, like

Wider Streets = More Danger



The Swift-Painter-Goldstein study of traffic accidents in Longmont, Colo., revealed a 485 percent increase in accident rates per year per mile as street widths increased from 24 feet to 36 feet. (Chart courtesy of Peter Sufli)

shorter sight distances reducing speeds, which cuts against the grain of conventional traffic engineering thinking in the U.S.

A related point steps beyond street width: the sense of spatial enclosure provided by structures lining traditional streets also influences traffic speeds. A national study, *Improving the Residential Street Environment* (Smith-Appleyard, for the Federal Highway Administration, 1981), found that while wider street widths are the primary cause for higher traffic speeds, wider building-to-building distances also increase speeds.

Reid Ewing, a research professor at the University of Maryland's Center for Smart Growth, Dr. Richard A. Schieber, of the National Center for Injury Prevention and Control, and Charles V. Zeger, director of the Pedestrian and Bicycle Information Center at the University of North Carolina's Highway Safety Research Center, studied sprawl and collision fatality risk in 448 coun-

ties comprising the nation's 101 largest metropolitan areas. They developed a sprawl index identifying conventional development patterns and used regression analysis to correlate that index to all-mode traffic fatalities. Their results, published in the *American Journal of Public Health* (September 2003), found that:

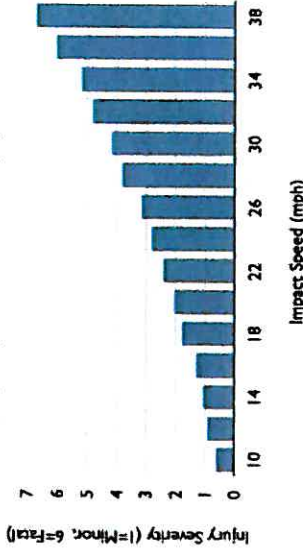
- Urban sprawl is "directly related" to traffic and pedestrian fatalities; the more sprawl, the higher likelihood of traffic and pedestrian fatalities.
- "Sprawling areas tend to have wide, long streets that encourage excessive speed."
- "... developing land in a more compact manner may reduce pedestrian deaths, provided that the street network is designed for lower-speed travel."

These findings are confirmed by other work done by Swift, Noland, Dumbaugh and others. Burden summarized that their work shows that "better connected street

"Urban sprawl is 'directly related' to traffic and pedestrian fatalities: the more sprawl, the higher and likelihood of traffic and pedestrian fatalities."

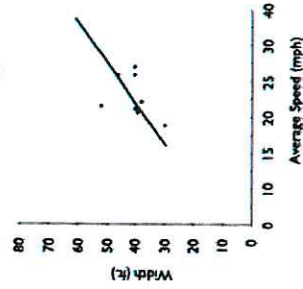
systems and narrower streets and lanes (generally 26-28 foot wide local streets or 9-10 foot lanes [for avenues]) are the most safe." The Local Government Commission's publication, *Emergency Response, Traffic Calming and Traditional Neighborhood Streets* (Burden & Zykofofsky, 2001), amplifies another key point that, "...to insure that emergency response times are given full consideration, fire department personnel – along with other key players – must be at the table."

Impact Speed vs. Pedestrian Injury



The relationship between traffic speed and street width, right, and the speed vs. safety implications, left, are clear: The wider the street, the faster the traffic, which means a greater likelihood of severe or fatal pedestrian injuries from collisions. In other words, traditional streets calm traffic and reduce the severity of pedestrian injuries. (Charts courtesy of Peter Sufli)

Wider = Faster



Traditional Streets are Safer for People and Traffic

Street Grid's Efficiency Helps Everyone

New urbanists like connected street networks because they handle large volumes of traffic at safer speeds in people-centered environments while offering multiple ways to get from A to B. At the same time, the importance of a 4- to 6-minute response time cannot be underestimated. Firefighters swear by it for three reasons:

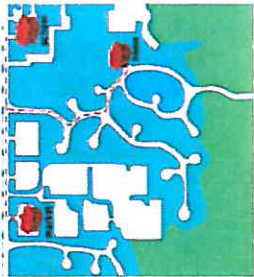
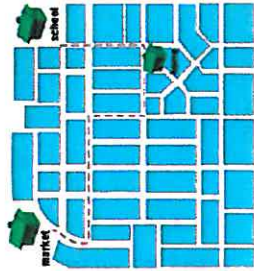
- Someone who has collapsed and isn't breathing typically starts suffering brain damage within 4 to 6 minutes of oxygen deprivation; except for rare cases, brain death almost always occurs after 10 minutes.
- Fires can reach an uncontrollable condition called "flashover" within 3 to 8 minutes. Fire death is certain if someone is present at that moment.
- It mitigates unavoidable lag time as firefighters don't know about emergencies until notification. And once at the scene, Response Time: When a Short Wait Saves Lives

rose from 4.5 minutes in the mid-1970s to 5.5 minutes in 2002. This increase corresponds with the prevalence of street design patterns in conventional subdivision development.

However, the study discovered that since October 2001, when the city's subdivision ordinance began requiring street connectivity, average response time has dropped 30 seconds, to 5 minutes. This is a dramatic drop given the lag time in transforming conventional subdivisions into connected spaces.

In addition, connected street networks can also improve fiscal efficiency when it comes to fire stations' fixed costs. Both Charlotte and Raleigh, N.C. studied the effects of connected versus disconnected street patterns on fire station coverage and cost efficiency. Each city concluded – in 2008 and 2000, respectively – that connected networks improve both factors.

Grid vs. Sprawl: The Power of Connectivity



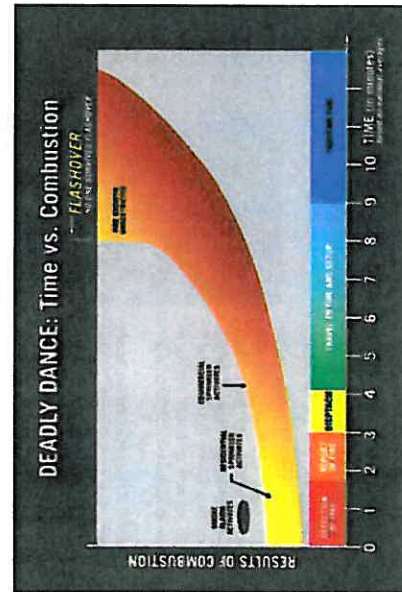
In traditional New Urbanist neighborhoods like the one at left, pedestrians, automobile drivers, and emergency responders can take myriad routes to any destination on streets designed to accommodate both vehicles and people. Suburban sprawl, center, excludes pedestrians in favor of cars, and funnels traffic onto a limited number of routes. Here, if this one route is blocked, emergency responders trying to reach the house must travel miles around to the subdivision's other access point. (Image by Paula Salzbach, courtesy of Duany Plater-Zyberk & Co.)

in the 1980s and 1990s, scored worst, serving just 5,779 households in 8 square miles at an annualized per capita life cycle cost of \$740.

Raleigh's study, cited in *Planning for Street Connectivity: Getting from Here to There* (Handy, Paterson & Butler, 2003), looked at response area coverage within a 1.5-mile radius of fire stations. The authors concluded that older neighborhoods had greater service efficiencies due to their greater street connectivity – "...a fire station in the most interconnected neighborhood could provide service to more than three times as many commercial and residential units as the least connected neighborhood."

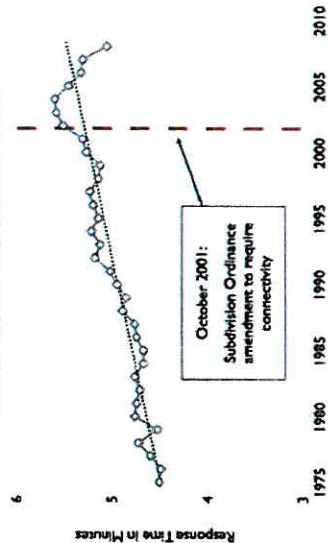
"...since October 2001, when the city's subdivision ordinance began requiring street connectivity, average response time has dropped 30 seconds, to 5 minutes. This is a dramatic drop given the lag time in transforming conventional subdivisions into connected spaces"

Charlotte compared eight fire stations from near downtown to a newer neighborhood at the city's periphery (See "Saving Lives and Money: A Charlotte Case Study", page 8). The study confirmed that higher street connectivity means that a single station can serve more households at a lower per capita cost. For example, Station 2 in Dilworth, a neighborhood begun in the 1890s as a streetcar suburb, scored best, serving 26,930 households in 14.1 square miles at an annualized per capita life cycle cost of \$159. Station 31 near Highland Creek, which developed



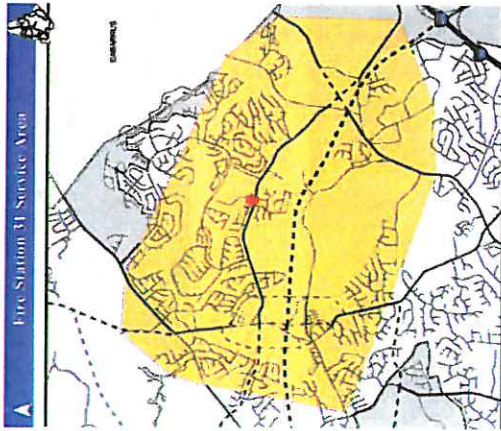
The 4- to 6-minute response time is critical for emergency responders, given the inevitable lag between a blaze starting, or someone falling unconscious, and the fire department being alerted. When present, sprinklers help control the fire early, lengthening the time before deadly, uncontrollable "flashover" occurs. That response window also gives emergency medical technicians the best chance to treat unconscious victims before brain damage or brain death occurs. (Courtesy of Austin, Texas, Fire Department, Northern Illinois Fire Sprinkler Advisory Board, Chicago Sprinkler Fitters Local 281, Orlando Fire Protection District, Orlando Professional Firefighters, Springfield Professional Firefighters, Springfield Firefighters Local 689, and National Fallen Firefighters Foundation)

Connectivity Helps Charlotte Response Time

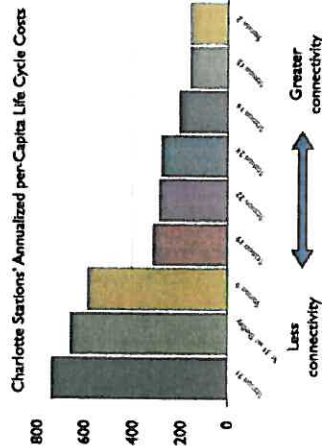
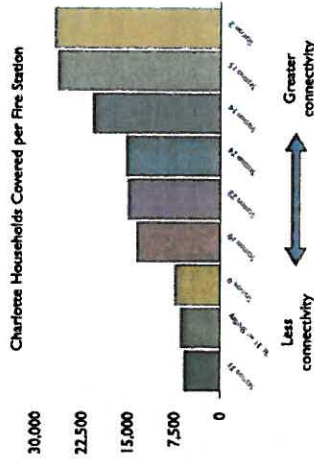


In a 2008 study, the city of Charlotte, NC, found that average response times decreased as street connectivity increased after a connectivity ordinance became law in October 2001. (Chart courtesy, City of Charlotte, NC)

Saving Lives and Money: A Charlotte Case Study



The benefits of connectivity and traditional neighborhood development become clear in these maps showing the coverage areas of Charlotte Fire Stations 2, bottom left, and 31, top left. Station 2 covers 1.5 times more addresses in highly connected Dilworth than Station 31 does in sprawling Highland Creek, and at a much lower annualized per capita cost (\$159 vs. \$740).
 Moreover, the charts, below, show how this pattern holds true with other fire stations, too. They also show that Station 31 and nearby subdivisions would benefit from a proposed, but not yet built, 300-foot connection on Shelley Avenue that could shave a mile off the 1 1/2-mile route firefighters must currently drive.
 Station 31 could then cover approximately 12.5 percent more households and 17 percent more area for a lower annualized per capita cost (\$659), yet still vastly under-perform Station 2. (Charts, maps courtesy of City of Charlotte, NC)



States and Towns Embracing Reform Connectivity, Choice are Key for New Approaches

Street width is mainly a matter of local and state jurisdiction. Most local ordinances discuss street width variances or focus on connectivity requirements.

Only Oregon and Washington allow local jurisdictions to override the 20-foot clear rule. Oregon gave local communities increased flexibility in a 1997 law developed with the state's fire service (Oregon Revised Statutes, 368.039). The statute empowers local governments to design their own street standards in consultation with the local fire department. Washington's updated code is very similar to Oregon's, with the local government allowed to adopt street standards that differ from the state uniform fire code (see Revised Code of Washington, 19.27.060 [5]).

The Commonwealth of Virginia is moving to reduce street width on a statewide basis. Virginia is a unique case because its Department of Transportation is responsible for local road maintenance. In 2008, they adopted new connectivity requirements based on the link-node ratio – the number of links (stretches of streets or alleys) divided by the number of nodes (intersections) in a given area; the higher the ratio, the more connected the street network (a perfect grid's ratio is 2.5). Starting this year, VDOT requires new developments to meet minimum ratios of 1:4 for suburban areas and 1:6 for urban, or compact areas.

Assistant Secretary of Transportation Nicholas Donohue said those ratios will be a vast improvement, as most developments in Virginia since the 1970s offer minimal connectivity. The new connectivity standards will allow the curb-to-curb width of future neighborhood through streets will be much less than the current 36 feet, Donohue added. The pending new standards are 29 feet with parking on both sides or 24 feet with parking on one side. "Increased connectivity allows reduced street widths because it provides firefighters with at least two paths to respond to any emergency", he said.

being defeated by the refusal of adjacent communities to cooperate on the alignment and connection of neighborhood streets.

A trio of North Carolina communities, Davidson, Cornelius and Huntersville have pioneered connectivity requirements. Davidson attempts to address neighborhood resistance to increased connectivity through signage. Its 2001 ordinance requires that signs be posted on cul-de-sacs and dead-end streets that "have the potential to connect" to adjacent properties where future development may go, declaring: "This cul-de-sac is temporary. The street will be extended when the adjacent property develops." Huntersville, recently mandated similar signs for dead-end streets that will one day be connected to the next subdivision. See *Planning for Street Connectivity: Getting From Here to There* for more information.

Potential emergency response problems from the failure, or inability to connect streets are clearly seen in this aerial photo of the Barton Hills neighborhood in Austin, Texas. While geography and the city's concerns about impervious cover helped prevent this connection in the red circle, residents' opposition influences decisions to stop other connections, even though neighborhood traffic flow and emergency response may be hampered. (Photo courtesy of Carl Wren)



Fire Officials, Transportation Engineers Want Connectivity

Examples Prove Cooperation Cans, Does Work

Effective emergency response and traditional streets can coexist. In fact, they already do in every neighborhood predating World War II. Given existing codes, however, new developments often fail to achieve the connectivity necessary for fast response times or the human-scaled streets that lead to fewer traffic injuries and fatalities.



Well-designed streets like those in Harbor Town, above, and Winter Park, Fla., below, work for pedestrians, neighborhoods, and emergency responders. Poor designs that create access problems spur emergency responders to future developments using traditional street design. (Top photo courtesy of Lonney Ricks A&A Architects and RTKL; bottom photo courtesy of Norman W. Garrick)



presents the Waterfront District in Hercules, Calif., Harbor Town in Memphis, Tenn., and High Point in Seattle, Wash., as case studies of New Urbanist neighborhood designs successfully integrated with existing fire service.

In Hercules, the developer and redevelopment agency collaborated on providing residential sprinklers for the 64 single family homes and the waterfront district was built using 26-foot-wide streets that offered 17 feet of clear space. The trade-off was agreeing with the fire marshal's insistence on removing parking from one side of the streets – an arrangement not typically favored by New Urbanists, but agreed to, Burden said, because it was better to design and build a good street at the time, and revisit the parking question at a later date.

Seattle's fire marshal approved the designs for the High Point neighborhood because its proposed street system was designed to fit in with the surrounding area's existing grid, even though more current codes called for wider streets. Burden said the fire marshal agreed to narrower streets in this case not only for that reason, but also because the innovative stormwater strategies called for narrower streets.

At the 2008 New Partners for Smart Growth conference, Antonio Bologna, architectural consultant and vice president of development for Harbor Town, spoke about the importance of flexibility and working early and often with a local fire department. Using this approach for Harbor Town meant problems involving intersection designs, primary access routes, and turning radii were cooperatively identified and solved – a strategy he said paid off when it came time for city council approval and the Memphis Fire Department indicated its enthusiastic support.

Dan Burden notes that for narrower, connected streets to work properly, they "must be part of a well-connected street

system," and that "attention to design details is essential." Burden says developers and engineers must consider connectivity along with street width, turning radii, parking, and streetscape treatments. In *Healthy Neighborhoods and Healthy Streets* (2008), a guide written as part of this initiative, he calls for flexibility in designs based on performance instead of prescribed numbers; "Being too prescriptive creates problems for developers, designers and responders." Burden outlines the functions of traditional local, collector and arterial streets:

- (1) assure large equipment access and movement,
- (2) provide appropriate speed and volume,
- (3) allow motorists to pull over to let responders by, and
- (4) allow sufficient width for incident 'deployment' (generally 16-20 feet)

The August 2007 edition of *Urban Land* featured the work of Reid Ewing, Ted Stevens, and Steven J. Brown tracking efforts in seven cities, plus the state of Oregon, to achieve streets with less than

Limited Options with Equipment Size, U.S. Fire Marshals Say

Former Milwaukee, Wis., Deputy Chief Neil Lipksi essentially created a specialized fire engine for Milwaukee by threatening to take the city's business elsewhere if the manufacturer wouldn't build a truck scaled to the city's existing fire stations and street grid. While he was able to be more adamant with fire equipment manufacturers about their city's particular needs, his experience is an exception to the general rule: fire engines, ladder trucks, and ambulances in the United States are not getting smaller.

Most residential structures in the U.S. are built of wood and so their inherent fire loads (available fuel for a fire) are much heavier than those in Europe or Japan. This leads to the need for first-responding units to carry more equipment and water than the typical smaller fire engine can handle. Second, most, if not all, fire departments have limited capital budgets and prioritize the purchase of engines and ladder trucks capable of handling almost any emergency from medical to hazmat or roaring fires while being mindful of the number of firefighters required to adequately operate the vehicle. Moreover, fire code officials enforce road design limitations based on the emergency vehicles already in service in their jurisdictions and generally do not have a voice in the emergency vehicle purchasing process.



(Photo courtesy of Combined Media, via Flickr under a Creative Commons license)

"Using this approach for Harbor Town meant problems involving intersection designs, primary access routes, and turning radii were cooperatively identified and solved – a strategy he said paid off when it came time for city council approval and the Memphis Fire Department indicated its enthusiastic support."

20 feet clear. They found many examples of where streets with less than 20 feet clear were achieved and some cases much less. In Orlando, Fla., the Baldwin Park community was allowed a network of

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Sprinklers Help Street Design Discussions

Sprinklers also reduce the amount of water required from hydrants, Kinnier says. For a typical one-story, 62,000-square-foot wood frame building, the required flow is 6,750 gallons per minute (gpm). If that building does not have a sprinkler system and catches fire in the middle of the night, firefighters learn of the blaze once it triggers alarms and blows out of the ceiling or windows. It's so big that once firefighters arrive, they'll flow water at the 6,750 gpm rate for about 30 minutes, for 202,500 gallons. However, if that building has sprinklers, the required flow is reduced by 75% to 1,687 gpm, will activate alarms, and will likely require significantly less water overall. "Water conservation," Kinnier says, "is even more powerful when you apply it to residential (buildings)."

For example, the International Fire Code requires ladder trucks for buildings over 62,000 square feet and more than 30 feet tall. The code also requires a 26-foot-clear lane on two sides that must be placed at least 15 feet and no more than 30 feet from building facades to accommodate trucks' outriggers and hose placement. But if that 62,000-square-foot building has sprinklers, the code requires only one 26-foot clear lane and does not require ladder trucks until the building is over 124,000 square feet.

CNU Charter, Canons, and Streets

The Congress for the New Urbanism's interest in better street design dates from its founding in 1993. Members subscribe to the Charter for the New Urbanism, a list of principles for building better communities at all scales, from the region down to the street. Signed in 1996 at CNU IV, in Charleston, S.C., the Charter devotes a section to "The block, the street, and the building" that states:

- A primary task of all urban architecture and landscape design is the physical definition of streets and public spaces as places of shared use.
- The revitalization of urban places depends on safety and security. The design of streets and buildings should reinforce safe environments, but not at the

expense of accessibility and openness.

- Streets and squares should be safe, comfortable, and interesting to the pedestrian. Properly configured, they encourage walking and enable neighbors to know each other and protect their communities.

In addition to the Charter, many CNU members also subscribe to a new document, the Canons of Sustainable Architecture and Urbanism. Introduced in 2008 at CNU XVI in Austin, Texas, the Canons expand upon the Charter's inherent emphasis on sustainable development, and provide operating principles for those attempting to implement the Charter.

Of streets, blocks, and networks, the Canons say:

- The design of streets and the entire right-

of-way shall be directed at the positive shaping of the public realm in order to encourage shared pedestrian, bicycle and vehicle use.

- The pattern of blocks and streets shall be compact and designed in a well-connected network for easy, safe, and secure walkability. This will reduce overall vehicular usage by decreasing travel time and trip length. Design shall strive to minimize material and utility infrastructure.

For more information about the Charter of the New Urbanism, please visit www.cnu.org/charter.

For more information about the Canons of Sustainable Architecture and Urbanism, please visit www.cnu.org/canons.



BUILDING continued

and poses barriers to creating compact, pedestrian-scaled neighborhoods.

The Initiative Begins

In 2007, the U.S. EPA's Smart Growth program awarded CNU a grant to study this problem and find solutions. An inaugural workshop held in Austin, Texas, united two dozen engineers, planners, and fire marshals to discuss street design, safety, and emergency vehicle operations. The diverse participants absorbed presentations from fire marshals, transportation engineers and urban planners and designers.

Participants discovered more common ground than was originally assumed – for example, a shared interest in improving

public safety and promoting connected street grids – and developed a list of shared values that provided a solid foundation for moving forward. The findings of the inaugural workshop can be found at cnu.org/emergencyresponse.

Neil Lipski, a former deputy fire chief from Milwaukee, Wis., and Peter Swift, principal of Swift & Associates, immediately set to work updating the emergency vehicle response section for *Context Sensitive Solutions in Designing Major Urban Thoroughfares for Walkable Communities* – the CNU/Institute of Transportation Engineers proposed recommended practice. This manual advances street designs that create walkable environ-

ments and the inclusion of the emergency response section advances this initiative among a broad section of transportation engineers across the country. Their work is being incorporated into the next edition, scheduled for release in 2009.

The project team then determined that the best way to affect practice across the country is by amending national fire codes in ways that empower local fire officials to approve streets with less than 20 feet clear in specific circumstances. They identified specific code language within the International Fire Code as the biggest stumbling block because this is the most prevalent code adopted at the State and local levels. The team committed to submitting code proposals to the International Code Council (ICC) within its 2009-2012 code amendment cycle.

A dozen team members continued to strategize on how best to write alternative code language. They chose a two-prong approach -- language creating an exception to the current code and an additional appendix explaining the circumstances in which the exception would be acceptable. The group began drafting new code and appendix language in the fall and plans to submit them to the ICC in June 2009.

Healthy Collaboration Leads to Healthier Environments

EPA's goal is to protect human health and the environment. Where and how communities grow can dramatically impact our nation's land, air, and water resources. Communities are looking for development approaches that will help them achieve benefits for their economies, environments, and quality of life.

Walkable, compact communities built in areas already served by existing infrastructure not only reap better environmental outcomes in the form of less stormwater runoff, reduced per capita emissions, and better preserved natural and open spaces. Smart growth development also leads to better community outcomes, such as expanded choice in housing and transportation, and improved health.

EPA is proud of our collaboration with the Congress for the New Urbanism and our partners in the emergency response community to identify and remove barriers to achieving smart growth. In our first year of work together, we have made great strides in identifying areas of common interest, such as improved connectivity that provides redundancy in emergency access routes as well as better mobility for community members. In addition, narrower streets reduce runoff, as well

as slow traffic to reduce fatalities and improve community health and safety. Compact development can make the delivery of emergency response services more cost-efficient, and reduce the rate of land consumption required for new growth at the same time.

The first year has been a productive one, and we look forward to the fruits of our ongoing partnership between smart growth proponents, new urbanists, and our partners in the emergency response community in the coming years.

John Freese, Director, U.S. EPA Smart Growth Office

Get Involved

The ultimate goal of the Emergency Response & Street Design Initiative is to see traditional streets in connected networks acceptable by right – easy for new urbanists to get approved and easy for fire marshals to approve them. As an individual involved and concerned about emergency response and street design, we welcome your ideas and experience on this matter. The initiative team is submitting to the International Code Council in 2009 the following three items:

Code Reform

The initiative team is submitting to the International Code Council by June 1, 2009, the following three items:

- 1) Proposed new language for the International Fire Code, empowering local fire officials to approve streets with less than 20 feet of clear space under specific circumstances;
- 2) Proposed new language describing the specific circumstances for Appendix D of the Fire Code, to be available for local jurisdictions to adopt as they see fit; and
- 3) Commentary to support the proposed new changes.

We welcome your input and support and ask you to submit comments to the ICC during the window for public input, which opens after June 1 and runs through Feb. 12, 2010. While hoping these changes will be accepted during this code amendment cycle, we realize this process can take multiple cycles over several years.

Case Studies and Examples

We're especially looking for examples of successful municipal codes or ordinances allowing narrower streets with the fire department's support. Examples of successful municipal codes or ordinances allowing narrower streets and has the fire department's support are also very helpful.

Got other ideas? Please send us an e-mail and check the Emergency Response & Street Design Initiative website for updates and information: cnu.org/emergencyresponse

Heather Smith, Planning Director, hsmith@cnu.org

Additional Resources

CNU Emergency Response & Street Design Initiative website: Includes the latest updates on the initiative, summaries of workshops, downloadable presentations, an annotated bibliography, and information on many of the studies mentioned in this report: www.cnu.org/emergencyresponse

International Code Council's Code Development website: Includes information about the code development process and links to the public comment form (comments are due by Feb. 12, 2010): www.iccsafe.org/codes

Local Government Commission Street Design website: Includes an overview of the LGC's work on street design, information on the 2008 New Partners for Smart Growth conference, and links to publications, including Emergency Response and Traditional Neighborhood Street Design (Burden & Zykofsky, 2000-01): www.lgc.org/transportation/streets.html

U.S. EPA's Smart Growth Office www.epa.gov/smartgrowth

Virginia's new connectivity rules www.vdot.virginia.gov/projects/saar/

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East El Paso sprawl: Boom strains services, city coffers

by Chris Roberts \ El Paso Times

Posted: 11/20/2011 12:00:00 AM MST



City planners say new developments on the far East Side such as this one at Pebble Hills and Loop 375 are putting a strain on municipal budgets. Officials say a zoning technique called smart growth might help by creating communities with a denser population that have a mix of residential and business uses reducing the need to drive. (Vanessa M Feldman / El Paso Times)

Sprawl on El Paso's East Side is putting a strain on city services, such as fire and police protection, water and sewage utilities, roads and recreational areas, a growing number of urban planners said.

The planners said developers are walking away with their profits, leaving taxpayers with the bill.

This type of growth, referred to by some as "urban sprawl, is unsustainable because it drains tax money sorely needed for other projects, city planners said.

And development outside the city limits -- where developers and homeowners pay little in taxes to the city but still use many city services

-- puts a heavier strain on municipal budgets.

"Really, they're free-riding on the city," said Mathew McElroy, deputy director of planning for the city of El Paso's Planning and Economic Development Department. "They use city roads, they use our libraries."

City water and sewage pipes must be extended into those new developments.

New police and fire stations, schools and parks must be built. And there is the ongoing cost of staffing and maintaining these growing areas.

Making matters worse is the estimated 1,000 residents from the city's center who are moving to the outskirts of El Paso every year. Despite a dwindling population in the city center, services must be maintained there, even though there are fewer taxpayers. This weakens the tax base.

"We are just spread very thin," said city Rep. Susie Byrd. "We have the service demands without the revenue."

A National

Association of Homebuilders study concluded that it takes 27 years to pay off new growth, Byrd said. It takes about half that time to pay off

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renovation projects inside the city where services already are available, and projects using existing structures "pay off immediately," Byrd said.

Some El Paso developers disagreed.

Doug Schwartz, Southwest Land Development chief executive officer, said new growth pays for itself and for older parts of the city, where renovating infrastructure can be costly. Among the company's projects are two developments south of Montana and east of Joe Battle. One, about 658 acres, was recently annexed.

The other, about 307 acres, remains outside the city limits.

"First, we don't have sprawl," Schwartz said.

He defined sprawl narrowly as "leap-frog" development, which requires utilities to be extended past undeveloped land.

"We have orderly development, and we extend services as growth occurs," he said. "And we have fairly dense development," which produces more tax revenue per acre.

Schwartz said data showing that new growth doesn't pay for itself do not account for sales taxes and ancillary businesses supported by the growth, such as attorneys and title companies.

New homeowners "buy new furniture and they buy TVs," Schwartz said. "If you look at the bigger picture, it's a big gain."

Not when it comes to supplying newly developed areas with water and sewage services, said John Balliew, El Paso Water Utilities vice president of operations and technical services.

The company recovers less than a third of the full cost from developers, Balliew said.

For example, in a recently created service area covering thousands of acres in eastern El Paso

County where the utility charges higher impact fees, El Paso Water Utilities recovered only about 30 percent of the cost, Balliew said.

Now if the development is outside the service area, the recovery cost can be as low as 10 percent, said Felipe Lopez, a utility engineer who administers development agreements for new subdivisions.

The rest is "passed along to all the other customers," Balliew said.

Impact fees and other restrictions are what "drove developers out to the Far East," said Richard Dayoub, the Greater El Paso Chamber of Commerce's chief operating officer.

When building affordable housing, developers have smaller profit margins, which provide a lure to build in unincorporated areas with lower fees and taxes, he said.

State law also prohibits El Paso County officials from enforcing development regulations, said County Judge Verónica Escobar.

With few exceptions, lobbying by developers and lawmakers with a strong belief that property owners should face few restrictions has stymied efforts to change that, she said.

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"The taxpayers subsidize our inability to control that growth," she said.

In particular, the Sheriff's Office is continually increasing patrols to outlying developments, Escobar said. If the county hires more deputies, that incurs health insurance and retirement costs, she said. Only budget constraints have slowed that process, she said.

During the past 10 years, the county has spent nearly \$100 million on sheriff's patrols, which included deputies' salaries as well as fuel, maintenance and insurance for the patrol cars.

And the annual cost to taxpayers grew more than \$5 million, from \$7.2 million in 2002 to \$12.3 million in 2011.

It would have grown more in recent years, Escobar said, if county revenues were growing at a pace that matched the demand for services.

Living on the urban fringes takes other tolls, planners said.

People living farthest from the city's center generally are more dependent on their vehicles for work, shopping and recreation, they said. Families often need more than one vehicle, with additional costs for insurance, maintenance and fuel. Those costs can mount up and lead to foreclosures, they said.

In El Paso, families living on the East Side in the area bordered on the north by Montana, on the east by Loop 375, on the west by Yarbrough and on the south by Interstate 10, pay an average of 62.3 percent of their income for housing and transportation, according to the Housing and Transportation Affordability Index, which was created by the Chicago-based Center for Neighborhood Technology.

The 79936 ZIP code, which covers roughly the same area, had 19 foreclosures in October, the highest number of any El Paso ZIP code,

according to Realty Trac, which tallies real estate information.

In fact, the three ZIP codes covering the eastern part of El Paso County -- including 79936 -- accounted for 40 foreclosures in October, half the county total.

Schwartz said those numbers are misleading. He said many people on the East Side are employed there and shop there. Of the foreclosures, Schwartz said, those three ZIP codes account for more than half of El Paso's "newer houses that have debt on them."

That area holds about 22 percent of the county's population, according to the U.S. Census Bureau. "Our foreclosure rates are very low," Schwartz said.

Planners point to other costs. Time away from family during a commute that pollutes the air and contributes to the greenhouse gases. And there are health costs related to the inactivity of driving everywhere, they said.

"We have parks less than a quarter mile from every single house," Schwartz said. "If people don't walk, it's because they don't want to."

A zoning technique called smart growth could

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solve these problems by creating communities with a denser population that have a mix of residential and businesses, reducing the need to drive, said Hazel Borys, managing principal with PlaceMakers, the company that created El Paso's smart-growth zoning code.

That type of development – so far only in the planning stage in El Paso – provides at least 25 times more tax revenue per acre than conventional development, she said.

"It is allowing people to live on less land with more community," she said.

Ultimately, it is homebuyers who decide where they will live and what types of homes they prefer, the chamber's Dayoub said. Although smart growth is appropriate for city infill projects, many people want a home with a small yard to entertain privately, he said.

Schwartz agreed.

"The market is always right. If there was a demand for skyscrapers, we'd be building skyscrapers," he said. "It's our culture. People don't want to take the bus with a bag of groceries."

El Paso City Manager Joyce Wilson said market studies show a consistent preference for the more highly populated communities.

"An urban center has a street life to it," Wilson said. "You have this personal interaction. (Sprawl) has eroded that natural component of (the) social fabric."

And despite the disagreement, new policies are meant to encourage denser development in areas with city services, she said. "If you want to build traditional development, you're going to have to pay for everything so the rest of the taxpayers aren't," Wilson said. "The more traditional developers who had a product that has worked for them will have trouble at first

migrating. But when they see the developments, it will become less threatening or less risky for them to make the change.

"Having a mix will be really, really healthy," she said.

Chris Roberts may be reached at chrisr@elpasotimes.com; 546-6136.

Resources

- RealtyTrac: www.realtytrac.com
- H+T Affordability Index: www.htaindex.org


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We hope you enjoy this issue of *Liberty Lines*, filled with important tips on road safety, fire prevention, home heating and more.

GOING FULL CIRCLE

Traffic roundabouts make dangerous intersections safer for drivers. Here's how to navigate them with ease.

Communities across America are acknowledging the impressive safety benefits of modern traffic roundabouts. Smaller in scale and designed with sharper curves than old-fashioned rotaries or traffic circles, they force traffic to slow down.

Compared to the rest of the world, the U.S. has been slow to accept driving in circles. To date, about 2,600 traffic roundabouts have been built across the country, contrasted with more than 30,000 in France alone.

Research by the Insurance Institute for Highway Safety (IIHS) shows that roundabouts reduce collisions by slowing traffic and eliminating left turns in front of oncoming traffic.

"Where a roundabout has replaced traffic signals or four-way stops, head-on collisions have been virtually eliminated," says Dave Melton, industry director of transportation with the Liberty Mutual Research Institute for Safety. "And fender benders that do occur tend to be a lot less severe."

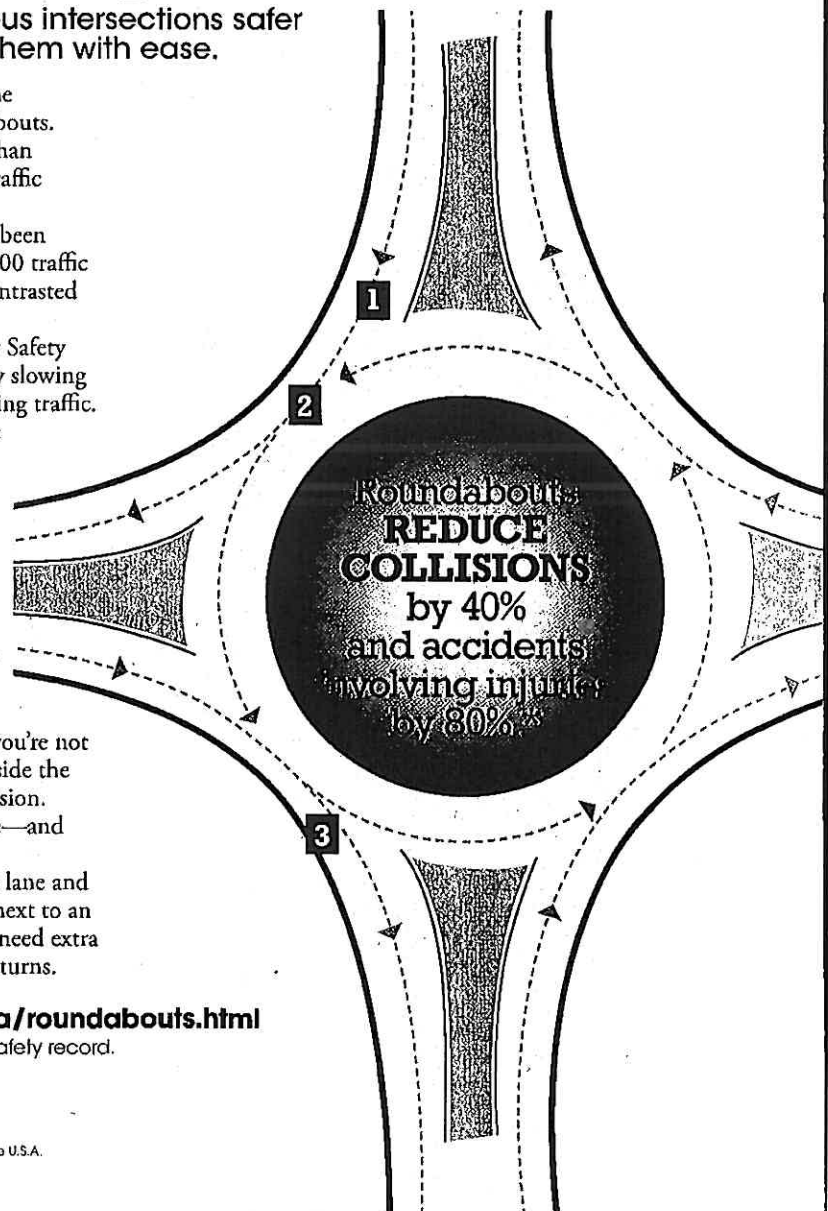
How do you successfully go through a roundabout without getting yourself into a spin?

- 1 Slow down as you approach**, and yield to traffic coming from your left that's already within the roundabout.
- 2 Keep moving.** If there's no approaching traffic, you're not required to stop, so ease into the circle. Once inside the roundabout, don't stop unless it's to avoid a collision.
- 3 Want to take the first exit?** Stay in the right lane—and always use your turn signal.

If you're in a multilane roundabout, stay in your lane and plan your exit strategy early. Avoid the inside lane next to an 18-wheeler or any vehicle with a long trailer. They need extra room and can cut into the inside lane during tight turns.

→ **VISIT www.iihs.org/research/qanda/roundabouts.html** for more information about roundabouts and their safety record.

*Source: Insurance Institute for Highway Safety





January 23, 2012

AGENDA ITEM 10 B

GPC PROJECT UPDATES

REQUESTED BY: CRTPA Staff

TYPE OF ITEM: Information

Outlined below is the status of the General Planning Consulting projects approved by the CRTPA in 2011.

Renaissance Planning Group (RPG)

Capital City to the Sea Multi-Use Trail

Work Accomplished - During December, RPG continued to conduct research on previously planning efforts related to the Capital City to the Sea Trail in Leon and Wakulla Counties, as well as current efforts underway in Wakulla County through the Bicycle & Pedestrian Master Plan. RPG also completed research on example scopes and gathered additional existing GIS data. RPG began developing draft study objectives, scope of work, and list of stakeholders and began making plans for the stakeholder meeting in late January to provide agencies an opportunity to weigh in on important issues to be addressed in the feasibility study and later Project Development and Environment Study (PD&E).

Work Planned - During January, RPG will complete draft study objectives and a draft scope of work for review by CRTPA staff and stakeholders. RPG will finalize list of stakeholders and conduct the scoping meeting in late January to review the draft study objectives and scope of work. The draft documents will be revised following the scoping meeting per comments by CRTPA staff and stakeholders.

Safe Routes to School

Work Accomplished - During December, RPG completed research on Safe Routes to School programs and best practices, including sample scopes of services and attributes of successful projects. RPG began to develop background, draft study objectives, and a draft scope of work. RPG also continued compiling a stakeholder list for the purposes of holding a stakeholder meeting in late January.

Work Planned - During January, RPG will finalize the list of stakeholders and conduct a scoping meeting in late January to review the draft study objectives and scope of work. The stakeholders meeting will provide agencies an opportunity to weigh in on important issues to be addressed in the Safe Routes to Schools program for Leon County. Following the stakeholder meeting, RPG will revise the draft study objectives and scope of work per comments from the stakeholders and CRTPA staff.

Jefferson County Bike and Pedestrian Master Plan

Work Accomplished - During December, RPG continued to gather GIS data from Jefferson County staff and developed an initial base map of existing conditions and continued to coordinate with FSU DURP staff on the Jefferson County vision document. RPG staff made a brief presentation to the Jefferson County Board of County Commissioners (BOCC) on December 1 to provide an overview of the project and answer questions. The RPG team held a kick-off meeting/studio on December 20th with staff from the County, City of Monticello and CRTPA.

The meeting provided an opportunity for staff to discuss their expectations for the plan and process, identify specific issues they would like to see investigated during the project, and begin to develop a working vision for bicycle and pedestrian travel in Jefferson County.

Work Planned - During January, the RPG team will develop the kick-off meeting summary and storyboard for the project. The team will also begin development of the conditions inventory and the conceptual network and schedule stakeholder meetings.

Reynolds Smith & Hills (RS&H)

Monroe Street Median Feasibility Study

The Monroe Street Median Feasibility Study includes the area from just south of Magnolia Avenue to John Knox Boulevard, as well as the Lake Ella median implementation study. As of early January, RS&H has conducted a kick-off meeting with CRTPA staff to review the scope of work and develop a project schedule. Monthly Project Team Meetings will be held to ensure early and continuous coordination with CRTPA and the consultant, Tallahassee/Leon County Planning Staff, StarMetro, FDOT, the City of Tallahassee and other stakeholders that have been identified. The first Project Team Meeting is scheduled for January 26th, 2012.

RS&H is currently working on the existing conditions analysis and preparing crash data for further analysis. Existing studies are being reviewed to ensure compatibility with any adopted plans. In addition, research is underway to examine the impacts of medians after implementation on businesses, residents and motorists. This information will be important to help stakeholders within the corridor, as well as users, understand the benefits of implementing access management strategies. This material will be provided at Public Informational Meetings and Small Group Meetings where business owners and other interested persons will have an opportunity to review and to discuss the project with the Project Team.

URS Corporation (URS)

Sustainable Communities Calculator Development

Initial work on the Calculator has centered on enhancing the “existing conditions” section, which focuses on the characteristics of proposed developments and the quality of the surrounding multi-modal transportation system. Regional roadway network Operations & Maintenance costs, which were preliminarily calculated using Leon County data, have been refined based on research of the region’s suburban counties. Research is underway to further develop external trip generation rates based on proposed developments’ land use mix. Possible approaches for related calculations, and for housing and transportation factors, are being considered for implementation within the Calculator interface. Coordination is taking place regarding the eventual conversion of the Calculator to an intuitive and user-friendly online application.

Upcoming tasks include the refinement of fiscal impacts calculations and the development of appropriate trip reduction factors related to bicycle, pedestrian, and transit infrastructure.

Congestion Management Plan Update

URS has completed the following tasks:

- Task 3 (Coordination between Agencies)
- Task 5 (Update of Concurrency Management Information)
- Task 6 (Update of Information from RTS study)
- Task 7 (Multimodal, StarMetro Information)

URS is currently compiling the crash data and maps required to complete the following tasks:

- Task 8 (Crash Data Collection and Analysis)
- Task 9 (Analysis of Mitigation strategies for High Crash Areas)
- Task 10 (Roadway Segment Congestion Analysis)

At this time, URS has not received the LOS data from CRTPA staff to review, check, and possibly revise (Task 4)

URS is estimating that the updated document will be provided to CRTPA staff for review by the end of January 2012.

6th Avenue Pedestrian Path Feasibility Study

URS has completed the data collection of existing conditions and has mapped the corridor. URS has completed formulating preliminary conceptual plans for the pedestrian enhancement and will meet with CRTPA staff to review these the second week of January. URS and our subcontractor, Moore consulting, are planning the first public meeting for the beginning of February.

CRTPA Website Development Consultation

URS met with CRTPA staff in December in reference to website development. URS is currently investigating the capabilities of the CRTPA's current website provider, Web.com, and is working on formatting concepts. URS will meet with CRTPA staff in the near future to review our findings.

January 23, 2012



AGENDA ITEM 10 C

CORRESPONDENCE

REQUESTED BY: CRTPA Staff

TYPE OF ITEM: Information

The following correspondence was sent or received by the CRTPA since its last meeting:

December 1, 2011: Memo from Howard Glassman, MPOAC, regarding January 26, 2012 joint meeting in Tallahassee.

December 7, 2011: MPOAC Summary of State and Federal Legislation.

December 8, 2011: From Hon. Richard Kaplan, Chair, MPOAC to Governor Rick Scott, Senate President Mike Haridopoulos, Speaker of the House Dean Cannon regarding Child Safety in Motor Vehicles (SB 196/HB151).

December 14, 2011: From Ananth Prasad, Secretary, Florida Department of Transportation (FDOT) via Howard Glassman, MPOAC to MPOAC Members regarding the appointment of Juan Flores as the State Freight and Logistic Administrator.

December 15, 2011: From FDOT District III to CRTPA regarding tentative changes in the Fiscal Years 2013-2017 Work Program.

December 21, 2011: From Harry Reed, Executive Director CRTPA to Ms. Lynn Winchell-Mendy, National Center on Senior Transportation regarding supporting submittal of grant application by Star Metro.

Undated: Florida MPOAC 2012 Legislative Priorities.




The Florida Metropolitan Planning Organization Advisory Council

Mayor Richard J. Kaplan
Chairman

MEMORANDUM

DATE: December 1, 2011

TO: MPOAC Governing Board & Staff Directors

FROM: Howard Glassman, Executive Director 

SUBJECT: **January 26, 2012 MPOAC Joint Meeting & Transportation Revenue Study Workshop**

The next meeting of the MPOAC is scheduled for **Thursday, January 26, 2012** at the **FDOT Burns Building Auditorium** located at **605 Suwannee Street, Tallahassee, Florida 32301**.

A joint meeting of the Governing Board and Staff Directors' Advisory Committee will take place from 1:00 p.m. to 4:00 p.m.

Prior to the MPOAC joint meeting there will be a workshop from 10:30 a.m. to 12:00 p.m. on the MPOAC's transportation revenue study recommendations.

A block of rooms has been reserved at the **Courtyard by Marriott**, 1018 Apalachee Parkway, Tallahassee, at the rate of \$119.00 plus tax for the nights of January 25 and 26. To get this special rate, please call **1-800-321-2211** to make reservations and indicate that you are with the MPO Advisory Council Room Block. **The deadline for making reservations is Wednesday, December 28, 2011.**

Agenda packages will be mailed out in advance of the meeting. Should you have questions you may call me at (850) 414-4062 or Brigitte Messina at (850) 414-4037.

HG/bm

Glassman, Howard

From: Glassman, Howard
Sent: Wednesday, December 14, 2011 12:47 PM
To: Ali Atefi; 'Beth Beltran'; 'Bob Herrington'; Bob Kamm (bob.kamm@brevardcounty.us); Carlos Roa (RCF@miamidade.gov); Denise Bunnewith; Dennis Dix; Donald Scott (dscott@swfrpc.org); Fish, TJ; 'Gary Huttman'; Greg Slay (gslay@ocalamariontpo.org); Greg Stuart; Harold Barley (hbarley@metroplanorlando.com); Harry Reed (harry.reed@talgov.com); 'Hugh Pascoe'; 'Irma San Roman'; James H. Edwards; Jeff Sheffield; Karl Welzenbach ; 'Lorraine Lantz'; Lucie Ayer (LucillaAyer@colliergov.net); Marlie Sanderson (sanderson@ncfrpc.org); Mary Robinson (mary.robinson@wfrpc.org); Michael Howe; Peter Buchwald (buchwaldP@stlucieco.org); Phil Matson (pmatson@ircgov.com); Randy Whitfield; Ray Chiamonte (rayc@plancom.org); Ron Gogoi; 'Ryan Kordek'; Sarah Ward (sward@co.pinellas.fl.us); 'Sue Faulkner'; 'Sue Goldfuss'; 'Terry Joseph'; 'Thomas Deardorff
Cc: Richard Kaplan (rkaplan@lauderhill-fl.gov); Susan Haynie (shaynie@myboca.us); Paul Gougelman (pgougelman@melbourneflorida.org); Jeff Kramer (kramer@cutr.usf.edu); Messina, Brigitte- MPOAC
Subject: State Freight and Logistic Administrator Juan Flores

To: MPOAC Staff Directors
FYI

From: Prasad, Ananth
Sent: Wednesday, December 14, 2011 8:55 AM
To: FDOT Outlook Users
Subject: State Freight and Logistic Administrator Juan Flores

I am pleased to announce that Juan Flores has been named the State Freight and Logistics Administrator. In his new role, Juan will serve as a key advisor on freight transportation policy which will help to create the conditions for the private sector to make the needed investments to strengthen Florida's economy by efficiently moving freight throughout our State.

Juan comes to us from Mississippi where he helped lead their Freight, Rails, Ports & Waterways Division at the Mississippi Department of Transportation (MDOT). There he worked with the port and rail community and their stakeholders in growing and improving freight movement throughout Mississippi.

Before going to Mississippi, Juan was the Freight Program Manager for the American Association of State Highway and Transportation Officials (AASHTO). While at AASHTO, he worked on freight programs in the federal surface transportation law (SAFETEA-LU).

Juan, who grew up in Texas, earned his master's degree from George Mason University and received his bachelor's degree from Purdue University.

Juan begins work with the Department on December 19th.

Ananth

Ananth Prasad, P.E.
Secretary
Florida Department of Transportation
w (850) 414-5205

MPOAC Summary of State and Federal Legislation

December 7, 2011

STATE LEGISLATION

1. Department of Transportation Proposed Bill - Rep. Jeff Brandes

- Sections 56 & 57 - Establishes legislative intent and provides flexibility to DEP and Water Management Districts in the permitting of stormwater management systems for state transportation projects. Provides FDOT and qualifying transportation authorities flexibility to use appropriate environmental mitigation options to offset adverse environmental impacts from transportation projects through funding to water management districts, through purchase of mitigation bank credits or through other mitigation alternatives.
- Section 47 - Provides that representatives of FDOT shall serve as non-voting advisors on MPOs.
- Section 47 - Requires MPOs in urbanized areas containing more than one MPO to adopt a single list of project priorities for the urbanized area beginning October 1, 2013.
- Section 48 - Revises the state matching funds requirement for the Transportation Regional Incentive Program (TRIP) to be up to 50% of the project cost.
- Section 36 - Provides that after annual operation, maintenance and improvement costs are satisfied remaining toll revenues to be distributed to State Highway System within the county or counties collected or used for express bus service on facility where the tolls were collected.
- Section 30 - Provides that all bus stops, benches, transit shelters, etc. within a road right-of-way shall be compliant with the Americans with Disabilities Act.
- Section 31 - Repeals the Florida Intrastate Highway System (FIHS) and incorporates the FIHS into the Strategic Intermodal Systems corridors, and repeals the Statewide Intermodal Transportation Advisory Council.
- Section 34 – Allows FDOT on the state highway system to establish tolls on new limited access facilities, lanes added to existing limited access facilities and to new or replaced major bridges over waterways to pay for the cost of such projects. Prohibits FDOT from establishing tolls on limited access facility lanes that exist as of July 1, 2012.
- Section 18 - Changes cap on purchase of landscaping plant materials from no less than 1.5% to no more than 1.5% of amount contracted for construction projects.
- Section 18 – Requires FDOT to develop, in coordination with its partners, freight mobility and trade plans to assist in making freight mobility investments.
- Section 8 - Increases funds to the Florida Seaport Transportation and Economic Development Council from a minimum of \$8 million to a minimum of \$15 million annually to match existing practice.
- Section 10 – Creates the Strategic Port Investment Initiative within FDOT. Beginning in FY 2012/13 a minimum of \$35 million annually to be made available from the STTF to fund the initiative. FDOT to work with the deepwater ports to develop and maintain a priority list of

projects. FDOT to finalize the prioritized list of potential projects and, to the maximum extent feasible, include the projects in the tentative work program.

2. Child Restraint Devices – SB 196 by Senator Altman and HB 151 by Rep. Steinberg and Rep. Frishe

- Revises child restraint requirements for children passengers in motor vehicles to require the use of a child restraint device for children ages 4 through 7 years. A seat belt alone will no longer legally provide protection for children aged 4 through 7 years if the child is less than 4 feet 9 inches in height.

3. Florida Ban on Texting While Driving Law – HB 299 by Rep. Pilon and SB 416 by Senator Detert.

- Prohibits the operation of a motor vehicle while using a wireless communication device for certain purposes, including manually typing into a wireless communication device, sending or reading data including but not limited to texting, e-mailing, and instant messaging. Provides for secondary enforcement, no points and a \$30 fine.

4. Minor Traffic Safety Act – HB 187 by Rep. Slosberg

- Prohibits the use of handheld cellular telephones and other electronic communication devices by drivers 18 years of age and persons driving school buses.

5. Unattended Traffic Law Enforcement Devices – HB 343 by Rep. Nehr and SB 568 by Senator Wise

- Provides for testing of unattended devices used to enforce traffic laws (i.e. traffic infraction detectors). Requires random and unannounced accuracy checks by a private company that does not hold an interest; prohibits government agency or affiliated company from performing accuracy tests. Requires affiliated company to pay the costs of the accuracy check and may not charge for access to the equipment.

6. Traffic Control Signals – SB 590 by Senator Garcia and HB 33 by Rep. Ahern

- Requires traffic control signals to maintain certain signal intervals and display durations during approach speeds for yellow and red signal displays. Intersections with traffic infraction detectors must meet the requirements by December 31, 2012 and all other intersections must meet the requirements by December 31, 2013.

7. Growth Management – SB 912 by Senator Bennett and HB by Rep. Weinstein

- Prohibits a local government from applying transportation or school concurrency or requiring a proportionate-share contribution or construction for new development until July 1, 2015, unless authorized by a two-thirds vote of the local government's governing authority. This section to expire on July 1, 2016.

FEDERAL LEGISLATION

1. FHWA has received a full year FY2012 appropriations setting administrative expenses as FY2011 levels, however, the SAFETEA-LU authorization extension expires on March 31, 2012.
2. U.S. Secretary Ray LaHood announced on November 16, 2011 that TIGER III (Transportation Investment Generating Economic Recovery) grants totaled \$14.1 billion, far exceeding the \$527 million set aside for the program. The review team is currently reviewing the TIGER III grant applications and is expected to announce the award winners by the end of 2011.
3. FHWA is accepting FY 2012 TCSP (Transportation, Community and System Preservation) grant applications which are due to the Florida Division Office by January 6, 2012, although FDOT may set an earlier deadline. Please coordinate the submittal of a grant application with FDOT so that it can be included in FDOT's ranking process. Contact Ms. Shakira Crandol at (850) 553-2220 or shakira.crandol@dot.gov should you have any questions.
4. In the Senate, Chairman Barbara Boxer and Minority Ranking Member James Imhofe of the Environment and Public Works Committee released their bill "Moving Ahead for Progress in the 21st Century (MAP-21)" which covers highways (EPW Committee jurisdiction). Transit to be handled by Senate Banking, Housing and Urban Affairs Committee.
 - Maintains current funding levels for two years at \$86 billion for highways over FY2012 and FY2013. To fully fund the \$86 billion, the Senate Finance Committee would need to provide an additional \$12 billion of revenues to the Highway Trust Fund over the 2-year period if there are no transfers from the general fund.
 - Provides a 95% return to states based on federal gas tax contributions to the Highway Account of the HTF.
 - Consolidates 90 programs into 30. Number of Core programs reduced and all programs to be earmark free. After CMAQ and Metropolitan Planning, the remainder of funds apportioned as follows:
 - National Highway Performance Program – 58% of apportioned programs
 - Consolidates existing Interstate Maintenance, National Highway System and Highway Bridge Program
 - Focus primarily on the NHS, which includes the Interstate
 - Transportation Mobility Program – 29.3% of apportioned funds
 - Replaces current Surface Transportation Program

- No longer includes 10% set-aside for transportation enhancements (moved to CMAQ)
 - MPOs select projects using suballocated funds in consultation with the state and concurrence of the facility provider.
- Highway Safety – 7% of apportioned funds
- National Freight Network Program – 5.7% of apportioned programs
- Projects of National and Regional Significance - \$1 Billion, one year (FY2013) general fund authorization for a grant program (up to 50% federal share).
- Acceleration of project delivery time through a reformed federal review process, innovative contracting, new categorical exclusions through rule-making, early coordination between agencies and decision-making deadlines.
- State and metropolitan planning processes would incorporate a performance-based approach using performance targets established by states, and by the MPOs in coordination with the states.
- Expands funding for Transportation Infrastructure Finance and Innovation Program (TIFIA) from \$122 million to \$1 billion each year and increase federal share to 49%.
- MPOs shall be designated for areas 200,000 or more (current law is 50,000) in population and may be designated for areas of 50,000 with the agreement of the Governor, consent of the USDOT Secretary and meeting minimum requirements
 - Designates MPOs as either Tier 1 (1 Million and over) or Tier II (200,000 and over).
 - Small Urbanized Area MPOs (fewer than 200,000) may request designation to Tier II. Small Urbanized Area MPOs are terminated 3 years after regulations promulgated unless reaffirmed by the MPO, Governor and USDOT Secretary on meeting minimum requirements established by the regulations.
 - USDOT to issue guidelines on implementing the changes.
 - Allows MPOs to consolidate in order to become Tier I and does not require or prevent multiple MPOs in an urbanized area from consolidating.

1. House Transportation Committee Reauthorization Bill – Chairman John Mica

Representative John Mica, chair of the House Transportation Committee, announced on November 30, 2011 that his committee, and subsequently the full House, would not act on the transportation bill in December as previously announced. The earliest the House might take action is the week of January 16, but it's more likely the bill text will be released in early to mid February.



The Florida Metropolitan Planning Organization Advisory Council

Mayor Richard J. Kaplan
Chairman

December 8, 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 the 26 member Metropolitan Planning Organizations (MPOs) of the Florida Metropolitan Planning Organization Advisory Council (MPOAC), I want to express our strong support for proposed legislation entitled "Child Safety Devices in Motor Vehicles" (SB 196/HB 151).

Current Florida law (s. 316.613, F.S.) only requires the use of a crash-tested federally approved child restraint device, which is a separate carrier or a vehicle manufacturer's integrated child seat, for children 3 years of age or younger. For children aged 4 through 5 years, a seat belt may be used in lieu of a separate carrier or an integrated child seat. Florida law is silent with regard to children older than 5.

Florida's laws on this issue are outdated and out of sync with vast majority of other states. According to the Governor's Highway Safety Association, "47 states and the District of Columbia require booster seats or other appropriate devices for children who have outgrown their child safety seats but are still too small to use an adult seat belt safely."

Furthermore, according to the Centers for Disease Control and Prevention (CDC):

- "Motor vehicle injuries are the leading cause of death among children in the United States. But many of these deaths can be prevented. Placing children in age- and size-appropriate car seats and booster seats reduces serious and fatal injuries by more than half."
- "In the United States during 2009, 1,314 children ages 14 years and younger died as occupants in motor vehicle crashes, and approximately 179,000 were injured."
- "Child safety seats reduce the risk of death in passenger cars by 71% for infants, and by 54% for toddlers ages 1 to 4 years."

Governor Rick Scott
President Mike Haridopolos
Speaker Dean Cannon
December 8, 2011
Page 2

- “According to researchers at the Children's Hospital of Philadelphia, for children 4 to 7 years, booster seats reduce injury risk by 59% compared to seatbelts.”

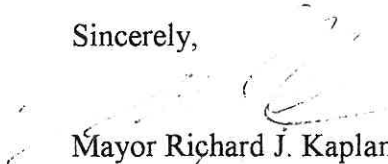
It is with these facts in mind that the MPOAC, at its October 22nd meeting, voted to formally adopt the following legislative policy statement:

The MPOAC supports State Legislation that requires the use of child restraint devices in motor vehicles for children four to seven years of age.

The MPOAC, as a long standing advocate for roadway safety in Florida, believes that that passage of SB 196/HB 151 would strengthen child passenger safety in our state and bring Florida's laws into line with those of the rest of the country.

We appreciate having the opportunity to participate in this important discussion. We look forward to working with the state and our transportation partners to improve the safety of Florida's roads for our citizens and visitors. Please call Mr. Howard Glassman, MPOAC Executive Director at (850) 414-4037 should you have any questions.

Sincerely,



Mayor Richard J. Kaplan
MPOAC Chairman

cc: Senator Thad Altman
Senator Jack Latvala
Representative Richard Steinberg
Representative James Frishe
Representative Brad Drake
Secretary Ananth Prasad, P.E.
MPOAC Members



Florida Department of Transportation

RICK SCOTT
GOVERNOR

1074 Highway 90
Chipley, Florida 32428-0607

ANANTH PRASAD, P.E.
SECRETARY

December 15, 2011

The Honorable Douglas Croley, Chairman
Capital Region Transportation Planning Agency
300 S. Adams Street, A-19
Tallahassee, Florida 32301

Re: Changes made to the Tentative Fiscal 2013-2017 Work Program

Dear Chairman Croley:

On October 10th, the Department held a public hearing covering Franklin, Gadsden, Jefferson, Leon, Liberty, and Wakulla counties and presented the Tentative Work Program for fiscal years 2013 through 2017. Following the public hearing, the Department completed the Tentative Work Program.

Since that time, additional changes to the work program have occurred including those related to the most recent revenue estimating conferences. The list below shows the project changes that have occurred in Gadsden, Jefferson, Leon, and Wakulla Counties:

Gadsden County

- 218946-1 Quincy Bypass from S.R. 10 (U.S. 90) east to S.R. 12 - Construction advanced from FY 14 to FY 13 through a State Infrastructure Bank (SIB) loan, FY 14 funds are now the payback for the loan (\$14.7 million)
- 219793-8 Gadsden County CRTPA Bridge Box – Construction funds added in FY 17 (\$570,785)

Jefferson County

- None

Leon County

- 410409-1 U.S. 27 (North Monroe Street) from Lakeshore to John Knox – right of way added to FY 13 (\$1 million) at request of Leon County.
- 219747-2 S.R. 369/61(U.S. 319) from the Wakulla Co line to the beginning of the four lane at Rivers Road – Project Development and Environmental (PD&E) Study added in FY 13 (\$500,000)

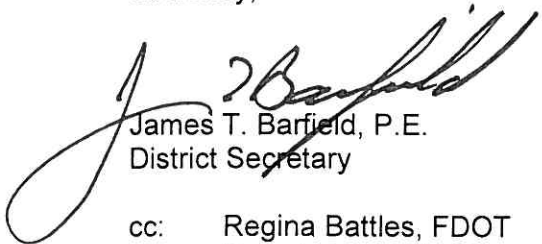
- 409803-2 CRTPA Bicycle/Pedestrian Projects – FY 16 funds deleted and \$186,223 moved to Franklin Blvd Sidewalks (431899-1) and \$622,077 moved to U.S. 319 at Wakulla/Arran Road Intersection (431948-1) at the request of CRTPA.
- 431899-1 Franklin Boulevard from Cascade Park to U.S. 90 (Tennessee Street) – payback to Blueprint 2000 advanced from FY 17 to FY 16 at request of CRTPA
- 432003-1 Orchard Pond Greenway from C.R. 0361 (Old Bainbridge) to C.R. 155 (Meridian Road) – construction of 2 lane toll road added to FY 13 through a State Infrastructure Bank (SIB) loan (\$10.5 million)

Wakulla County

- 220496-2 S.R. 61 (US 319/98) from S.R. 375 (US 319) to the Leon County line - Project Development and Environmental (PD&E) Study added in FY 13 (\$500,000)
- 431948-1 S.R. 61/369 (U.S. 319) at Wakulla/Arran Road Intersection – Intersection construction added in FY 16 at request of CRTPA as Local Agency Program (LAP) project (\$622,077)
- 431076-1 Wakulla-Arran Road from S.R. 369 (U.S. 319) to East Ivan Road – Small County Outreach Program (SCOP) project for resurfacing deferred from FY 13 to FY 14 due to October Revenue Estimating Conference (REC) reductions to program (\$549,453)
- 220495-4 S.R. 61 (U.S. 319) from S.R. 30 (U.S. 98) to Lost Creek Bridge – design deleted in FY 14 due to October Revenue Estimating Conference (REC) reductions (\$1,622,100)

Should you have any questions, please contact Regina Battles, P.E., Program Development Manager, toll free at 1-888-638-0250 extension 270 or via e-mail at regina.battles@dot.state.fl.us.

Sincerely,



James T. Barfield, P.E.
District Secretary

cc: Regina Battles, FDOT
Bryant Paulk, FDOT



December 21, 2011

Ms. Lynn Winchell-Mendy, Technical Assistance Associate
National Center on Senior Transportation
1730 Rhode Island Avenue, NW Suite 1200
Washington D.C. 20036

Dear Ms. Winchell-Mindy:

On behalf of the Capital Region Transportation Planning Agency I offer this letter of support endorsing StarMetro's application for the Enhancing Older Adult Mobility through Person Centered Mobility Management Grant.

During the last year, Star Metro provided or coordinated 246,000 paratransit trips serving over 7,000 elderly and disabled citizens through the City of Tallahassee and Leon County, Florida. The trips served many life-sustaining purposes such as employment, educational, and medical needs.

As a regional partner with StarMetro and Local Coordinating Boards throughout the Capital Region, we are pleased that StarMetro has a centralized call center with staff that provides assistance with scheduling, qualifying, and transportation information. However, funding and technology limitations make it hard to effectively manage the increasing transportation demand of our seniors.

Awarding this grant to StarMetro will greatly improve transportation for senior citizens in our region. We fully support the efforts of StarMetro to seek external funding to enhance its Mobility Management efforts.

Please contact me should you require additional information or provide further assistance.

Sincerely,



Harry D. Reed, III, AICP
Executive Director

FLORIDA METROPOLITAN PLANNING ORGANIZATION ADVISORY COUNCIL
2012 LEGISLATIVE PRIORITIES

The MPOAC supports State Legislation that:

1. Preserves the State Transportation Trust Fund by preventing the diversion of dedicated transportation funds that exceeded \$363 million used for non-transportation purposes in 2011.
2. Restores funding for the Transportation Regional Incentive Program, the Strategic Intermodal System, the New Starts Transit Program, the Small County Outreach Program as well as the County Incentive Grant Program in order to off-set the future transfer of documentary stamp tax proceeds to the State Economic Enhancement and Development Trust Fund.
3. Provides all counties that are members of an MPO the authority to implement the Charter County and Regional Transportation System Surtax for transportation projects approved by the MPO and expands the eligible uses of the surtax to include traffic operation improvements, bicycle and pedestrian facilities and other enhancement type projects.

FLORIDA METROPOLITAN PLANNING ORGANIZATION ADVISORY COUNCIL
2012 LEGISLATIVE POLICY POSITIONS

Transportation Finance & Funding

The MPOAC supports State Legislation that:

- Redirects to the State Transportation Trust Fund \$363.1 million that last year was diverted for other non-transportation purposes; along with the additional motor vehicle tag and title fees that were enacted by the 2009 Legislature and used for general revenue purposes.
- Implements the initial findings and recommendations from the MPOAC transportation revenue study on new and innovative funding options.
- Restores funding for the Transportation Regional Incentive Program, the Strategic Intermodal System, the New Starts Transit Program and the Small County Outreach Program in order to off-set the transfer of documentary stamp tax proceeds to the State Economic Enhancement and Development Trust Fund.
- Provides all counties that are members of an MPO the authority to implement the Charter County and Regional Transportation System Surtax for transportation projects approved by the MPO and expands the eligible uses of the Surtax to include traffic operation improvements, bicycle and pedestrian facilities and other enhancement type projects.
- Authorizes the Florida Department of Transportation to investigate the policy and technical issues related to the implementation of a vehicle miles traveled (VMT) user fee in lieu of current motor fuels taxes and other forms of transportation revenue. This effort may include one or more pilot programs to assess the feasibility of statewide implementation of a VMT user fee with legislative approval.
- Authorizes any county to impose a local option surcharge on the lease or rental of motor vehicles within a county to fund transportation projects.
- Indexes local option gas taxes to the consumer price index in a manner similar to the current indexing of state gas taxes.
- Allows counties to impose all local option gas taxes by a simple-majority vote of the county commission or by referendum and repeals the current requirement for a super-majority vote (majority plus one). In those counties presently having the gas tax its repeal should be by a super-majority vote.
- Revises the counties adoption date of local option gas taxes to coincide with the local government budgeting cycle by shifting the deadline to October 1.
- Preserves the transportation disadvantaged coordinated system and provides additional dedicated funding to the Transportation Disadvantaged Trust Fund for paratransit services from existing and nontraditional sources.
- Allows tolls, upon MPO concurrence, to be charged for new capacity improvements on new and existing interstate highways and other appropriate highways for the purpose of financing capacity, lane management, and other operational improvements consistent with tolling provisions established in federal law.

Transportation Planning & Programming

The MPOAC supports State Legislation that:

- Updates MPO provisions to conform to federal law and regulations related to the membership, roles and responsibilities of MPOs.
- Strengthens the role of MPOs in growth management, mobility planning and visioning activities in order to promote a stronger linkage between transportation, land use and economic development including an emphasis on transit oriented development.
- Allows Strategic Intermodal System (SIS) funds to be used on roads and other transportation facilities not designated on the SIS if the improvement will relieve congestion on the SIS; and allows state funds to be used for improvements to county or local service, collector and distributor roads that provide alternative access to controlled access state facilities.
- Increases the percentage of the state's transportation capacity program allocated to non-SIS highways and transit programs in order to improve mobility on regional and metropolitan area transportation facilities.
- Requires MPO concurrence for public private partnership agreements related to the lease or sale of transportation facilities that are publicly owned and operated within metropolitan areas and any subsequent modifications to such agreements.

Transportation Safety & Efficiency

The MPOAC supports State Legislation that:

- Reduces distracted driving by regulating the use of electronic wireless communications devices and other similar distracting devices while operating a moving motor vehicle.
- Promotes interoperable and multi-modal smartcard technology that must be compatible, universal and accessible for use by all other smartcard technology systems.
- Maintains gross vehicle weight limitations and restrictions by not raising the maximum weight limit above 80,000 pounds. Exceptions to the weight restriction should only be granted when it is authorized by state and local governments and adequate compensation is paid by the applicant to mitigate the impacts upon state, county and local transportation systems.
- Requires the use of child restraint devices in motor vehicles for children four to seven years of age.
- Establishes reasonable limits on the amount of business damages awardable in an eminent domain action, authorizes an optional appraisal process using an impartial court-appointed panel of experts, and allows eminent domain actions to be tried by a three member commission in lieu of a jury.
- Provides mandatory funding for driver education programs in high schools.



January 23, 2012

AGENDA ITEM 10 D

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 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 January 10, 2012, and heard presentations on the *Monroe Street Access Management and Lake Ella Implementation Study*, and on the *Moving Tallahassee: Cars Optional* Project.

Additionally, the CRTPA subcommittees took action on the following items:

1. **Fiscal Year (FY) 2012 – FY 2016 Transportation Improvement Program (TIP) Amendments**

CRTPA staff brought forward an amendment to the Fiscal Year (FY) 2012 – FY 2016 Transportation Improvement Program (TIP) to make the following revisions:

- a. Franklin Boulevard (Cascades Park to Tennessee Street (US 90)) (Leon County) (Project #4318991): Add this sidewalk project in FY 2012 and FY 2016 (\$700,000).
- b. StarMetro Veterans Transportation and Community Living Initiative (Leon County) (Project #4302882): Add this Federal Transit Administration funded project in FY 2012 (\$1,364,249).

TAC: The TAC had a quorum and approved the TIP amendments.

CAC: The CAC had a quorum and approved the TIP amendments.

MAC: The MAC had a quorum and approved the TIP amendments.

2. 2012 New Chair and Vice-Chair for the MAC

The MAC *elected Jeff Horton as the new Chair, and Willie Brown as the new Vice-Chair of the MAC.*

As a reminder, the CAC and TAC both elected their Chair and Vice Chair for 2012 at the October meeting in 2011. The MAC had tabled their election until the January 2012 meeting.

The TAC Chair is Dwight Arnold, and Ryan Guffey is serving as the Vice-Chair.

The CAC Chair is Neil Fleckenstein, and Wendy Grey is serving as the Vice-Chair.

LEON COUNTY TRANSPORTATION DISADVANTAGED COORDINATING BOARD (TDCB) **ACTIONS**

The TDCB met on January 11, 2012, after the agenda for the CRTPA Meeting was sent to print. The actions of the TDCB will be delivered to the CRTPA members as an attachment to the packaged agenda.

January 23, 2012



AGENDA ITEM 10 E

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:

- **March 26** Draft Unified Planning Work Program (UPWP), Draft Transportation Improvement Program (TIP)
- **April 16** (*CRTPA Retreat* 9 a.m. – 1 p.m.)
- **May 21** Final UPWP
- **June 25** Final TIP
- **September 24** Priority Project Lists Adoption
- **October 15** (*CRTPA Retreat* 9 a.m. - 1 p.m.)
- **November 26** Draft Work Program, Election of Chair/Vice Chair

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



January 23, 2012

AGENDA ITEM 10 F

EXPENSE REPORTS

REQUESTED BY: CRTPA Staff

TYPE OF ITEM: Information

The expense report for September is attached.

ATTACHMENT

Attachment 1: Expense reports for October and November 2011.

CRTPA
October 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	28,665	391,186	32,599	28,665	--	--	362,521
511300	Salary Enhancements	--	6,181	515	--	--	--	6,181
511500	Temporary Wages	--	5,000	417	--	--	--	5,000
512400	Other Salary Items	231	3,000	250	231	--	--	2,769
515000	Pension- Current	2,454	42,121	3,510	2,454	--	--	39,667
515100	Pension- MAP	1,277	28,412	2,368	1,277	--	--	27,135
515500	Social Security	793	9,945	829	793	--	--	9,152
515600	Mandatory Medicare	436	5,763	480	436	--	--	5,327
516000	Health Benefits	4,681	22,921	1,910	4,681	--	--	18,240
516001	Health Benefits-Retirees	861	10,328	861	861	--	--	9,467
516100	Flex Benefits	1,016	21,504	1,792	1,016	--	--	20,488
	Total Personnel Services	40,413	546,361	45,530	40,413	--	--	505,948
Operating Expenses								
521010	Advertising	--	4,000	333	--	--	--	4,000
521030	Reproduction	249	12,000	1,000	249	--	2,988	8,763
521100	Equipment Repairs	--	225	19	--	--	--	225
521180	Unclassified Contractual Svcs	4,956	70,500	5,875	4,956	--	52,763	12,781
521190	Computer Software	--	10,000	833	--	--	--	10,000
522080	Telephone	--	1,200	100	--	--	--	1,200
523020	Food	716	1,000	83	716	--	--	284
523050	Postage	--	750	63	--	--	--	750
523060	Office Supplies	--	4,500	375	--	--	--	4,500
523080	Unclassified Supplies	--	4,500	375	--	--	--	4,500
524010	Travel & Training	383	13,000	1,083	383	--	--	12,617
524020	Journals & Books	--	600	50	--	--	--	600
524030	Memberships	--	2,500	208	--	--	--	2,500
	Total Operating Expenses	6,304	124,775	10,398	6,304	--	55,751	62,720
Allocated Accounts								
560010	Human Resource Expense	646	3,850	321	646	--	--	3,204
560020	Accounting Expense	1,337	15,012	1,251	1,337	--	--	13,675
560030	Purchasing Expense	792	9,472	789	792	--	--	8,680
560040	Information Systems Expense	2,150	22,950	1,913	2,150	--	--	20,800
	Total Allocated Accounts	4,925	51,284	4,274	4,925	--	--	46,359
	Rent and Maintenance	--	10,713	893	--	--	--	10,713
	Total Expenses	51,642	733,133	61,094	51,642	--	55,751	625,740
	Percentage of Budget			8.33%	7.04%			

CRTPA
November 30, 2011

Report Date: 2011-11-30
 Budget Period: FY2012
 Run Date: 10-Jan-12
 Run Time: 1:50 PM

Account	Account Description	Expended This Month	Amended Budget	Budget Allotment to Date	Year to Date Expended	Pre-Encumbered	Encumbered	Unencumbered & Unexpended
Personnel Services								
511000	Salaries	30,575	391,186	65,198	59,240	--	--	331,946
511300	Salary Enhancements	--	6,181	1,030	--	--	--	6,181
511500	Temporary Wages	--	5,000	833	--	--	--	5,000
512400	Other Salary Items	231	3,000	500	462	--	--	2,538
515000	Pension- Current	2,504	42,121	7,020	4,958	--	--	37,163
515100	Pension- MAP	1,311	28,412	4,735	2,588	--	--	25,824
515500	Social Security	793	9,945	1,658	1,587	--	--	8,358
515600	Mandatory Medicare	443	5,763	961	879	--	--	4,884
516000	Health Benefits	3,473	22,921	3,820	8,154	--	--	14,767
516001	Health Benefits-Retirees	861	10,328	1,721	1,721	--	--	8,607
516100	Flex Benefits	1,016	21,504	3,584	2,032	--	--	19,472
	Total Personnel Services	41,207	546,361	91,060	81,620	--	--	464,741
Operating Expenses								
521010	Advertising	--	4,000	667	--	--	--	4,000
521030	Reproduction	464	12,000	2,000	714	--	2,988	8,299
521100	Equipment Repairs	--	225	38	--	--	--	225
521180	Unclassified Contractual Svcs	6,700	70,500	11,750	11,656	--	46,313	12,531
521190	Computer Software	--	10,000	1,667	--	--	--	10,000
522080	Telephone	144	1,200	200	144	--	--	1,056
523020	Food	251	1,000	167	967	--	--	33
523050	Postage	15	750	125	15	--	--	735
523060	Office Supplies	185	4,500	750	185	--	--	4,315
523080	Unclassified Supplies	--	4,500	750	--	--	--	4,500
524010	Travel & Training	1,335	13,000	2,167	1,719	--	--	11,282
524020	Journals & Books	--	600	100	--	--	--	600
524030	Memberships	866	2,500	417	866	--	--	1,634
	Total Operating Expenses	9,960	124,775	20,796	16,264	--	49,301	59,210
Allocated Accounts								
560010	Human Resource Expense	646	3,850	642	1,292	--	--	2,558
560020	Accounting Expense	1,337	15,012	2,502	2,675	--	--	12,337
560030	Purchasing Expense	792	9,472	1,579	1,583	--	--	7,889
560040	Information Systems Expense	2,150	22,950	3,825	4,300	--	--	18,650
	Total Allocated Accounts	4,925	51,284	8,547	9,849	--	--	41,435
	Rent and Maintenance	12,626	128,553	21,426	12,626	--	--	115,927
	Total Expenses	68,718	850,973	141,829	120,360	--	49,301	681,312
	Percent of Budget			16.67%	14.14%			