



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

CRTPA SUBCOMMITTEE AGENDA

Tuesday, March 6, 2012

TECHNICAL ADVISORY COMMITTEE

9:00 AM, 2nd Floor Conference Room, "Florida Room"
TALLAHASSEE CITY HALL
300 s. Adams Street
Tallahassee, Fl. 32301

CITIZENS ADVISORY COMMITTEE & MULTIMODAL ADVISORY COMMITTEE

12:00 PM, 2nd Floor Conference Room, Ground Floor, Gemini Building
GEMINI BUILDING
408 N. Adams Street
Tallahassee, Fl. 32301

1. AGENDA MODIFICATIONS

2. CONSENT AGENDA

A. Draft Fiscal Year (FY) 2013 – FY 2017 Transportation Improvement Program (TIP)
Consistent with Draft State Work Program presentation to the Board on October 17, 2011, the Draft FY 2013 – FY 2017 TIP has been developed incorporating state and federally funded projects in the CRTPA region. *Staff is seeking approval of the DRAFT TIP.*

B. Draft Fiscal Years (FYs) 2013-2014 Unified Planning Work Program (UPWP)
The UPWP describes the transportation planning activities to be undertaken and serves as a work plan to coordinate federally funded transportation planning activities between local, state, and federal transportation partners. It also serves as a de facto grant application for federal planning dollars. *Staff is seeking approval of the DRAFT UPWP at this time.* Following approval, it will be forwarded to state and federal transportation partners for their review. Revisions will be made based on their comments. The document will be returned to the CRTPA board and subcommittees for final approval at the May meeting.

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.

3. PRESENTATIONS/DISCUSSION

A. Woodville Highway Project Development and Environment (PD&E) Study (Action) (30 minutes)

Kimley-Horn and Associates will be presenting the alternatives that have been developed for the Woodville Highway corridor from Paul Russell Road to Capital Circle, Southeast. Staff is seeking approval of the Master Plan document and the improvement concepts including the widening of Woodville Highway that will be developed further and will be presented to the public.

Recommended Action: *For Committee Approval.*

B. CRTPA Committee Restructuring (Action) (30 minutes)

An update on efforts related to the restructuring of the CRTPA's committees, including membership, voting structure, and bylaws will be provided. The committees are asked to vote on a recommended committee membership structure to be in place by June of 2012.

Recommended Action: *For Committee Approval.*

C. Northwest Florida Transportation Corridor Authority (NWFTCA) Master Plan (Presentation) (20 minutes)

Staff from HDR will be providing information to the committees about an update to the Northwest Florida Transportation Corridor Authority (NWFTCA) Master Plan.

The NWFTCA Master Plan update process will include outreach to transportation and economic development stakeholders to foster economic development in Northwest Florida through strategic transportation investments. The NWFTCA will be refocusing the Master Plan to identify a business case for transportation infrastructure to be developed cooperatively with state, regional, and local agencies. Based on the business case analysis, a plan update will be prepared in coordination with the most recently adopted Long Range Transportation Plans of the local TPOs.

Recommended Action: *For Committee Information and Discussion.*

D. Moving Tallahassee: Cars Optional Presentation (Information) (15 minutes)

Megan Doherty, with the PLACE Department, will make a brief presentation on an initiative called, "*Moving Tallahassee: Cars Optional.*"

In 2009, the Tallahassee City Commission, and the Leon County Commission created the Mobility District - an 18 square mile area in the heart of Tallahassee where the primary goal is to create a safe and desirable environment for pedestrians, cyclists, and transit users. *Moving Tallahassee: Cars Optional*, is a critical plan designed to show how, over time, cars can become optional within the Mobility District via

making critical connections between neighborhoods and businesses, and parks and workplaces via sidewalks, trails, bike routes, and transit.

Moving Tallahassee: Cars Optional will be voted on by the Tallahassee City Commission early in 2012, and is being presented to the CRTPA subcommittees for their comment and approval, at the request of the PLACE Department.

Recommended Action: <i>For Committee Approval.</i>

4. OPEN FORUM FOR PUBLIC COMMENT

Citizens are invited to address the Committee.

5. INFORMATION

- A. March 26, 2012 CRTPA Agenda
- B. Items from Committee Members or CRTPA staff
- C. **Next Meeting Date is Tuesday, May 8, 2012.**



March 6, 2012

COMMITTEE AGENDA ITEM 2 A

DRAFT FISCAL YEAR (FY) 2013 – FY 2017 TRANSPORTATION IMPROVEMENT PROGRAM (TIP)

STATEMENT OF ISSUE

Consistent with state and federal requirements, the DRAFT Fiscal Year (FY) 2013– FY 2017 Transportation Improvement Program (TIP) has been developed for Capital Region Transportation Planning Agency (CRTPA) transmittal to the Florida Department of Transportation (FDOT) for review.

RECOMMENDED ACTION

Option 1: Approve CRTPA transmittal of the DRAFT FY 2013–FY 2017 TIP to the Florida Department of Transportation for review.

HISTORY AND ANALYSIS

The CRTPA Transportation Improvement Program identifies regional transportation projects (roadway, bicycle and pedestrian, transportation systems management, transportation enhancement, public transportation, aviation, resurfacing and bridge projects) that have received funding in the Florida Department of Transportation's (FDOT) Five-Year Work Program. The TIP is developed in accordance with 23 U.S.C. 134(h), 23 CFR 450 and Chapter 339.175(7), F.S., and is one of the annual requirements of the metropolitan transportation planning process for the CRTPA.

The purpose of the TIP is to inform the public and governmental agencies of transportation projects (planning through construction) that have received funding during the next five-year period (FY 2013 – FY 2017) within our region (Gadsden, Jefferson, Leon and Wakulla counties).

Projects contained within the DRAFT FY 2013 – FY 2017 TIP include those projects that were presented to the CRTPA Board on October 17, 2011 by the FDOT District 3 during their presentation of the FDOT Tentative FY 2013– FY 2017 Five-Year Work Program.

The following contains a summary of the new or changed projects that are included in the DRAFT FY 2013 – FY 2017 TIP:

New Projects (Additions)

Leon County:

- ❑ Lafayette Street (CR 2196): CSX Railroad Tunnel to Winchester Drive. **Sidewalk** (CST) in FY 16 (\$519,000) (4080493).
- ❑ Capital Circle (SR 261) at US 90 (SR 10). **Traffic Operations** (Add right turn lane (PE, ROW & CST)) in FY 13, FY 14 & FY 16 (\$1,519,000) (4317891).
- ❑ Miccosukee Road (CR 347): south of McCracken to Moccasin Gap Road. **Safety Project** (to address lane departures (CST)) in FY 13 (\$376,000) (4296732).
- ❑ Magnolia Drive (SR 265) CSX Railroad Bridge. **Bridge Project** (Slope Protection and Repair (CST)) in FY 14 (\$882,000) (4309062).
- ❑ US 319 (Crawfordville Road): south of Oak Ridge Road to south of SR 61 (Wakulla Springs Road). **Resurfacing** (CST) in FY 15 (\$1,144,000) (4246161).
- ❑ US 90 (Mahan Drive): Magnolia Drive to Capital Circle (US 319). **Resurfacing** (CST) in FY 15 (\$3,065,000) (4269611).
- ❑ Apalachee Parkway (US 27): Monroe Street (US 27) to east of Capital Circle (US 319) **Resurfacing** (PE & CST) in FY 13 & FY 15 (\$12,412,000) (4307841).
- ❑ Interstate 10 (SR 8) at SR 263 (Capital Circle, NW) & SR 61 (US 319). **Interchange Studies** (PD&E/EMO Study) in FY 14 (\$2,050,000) (2225935).
- ❑ Interstate 10 (SR 8): east of SR 261 (Capital Circle, NE) to US 90 (Mahan Drive) **Add lanes and Reconstruct** (PD&E Study) in FY 14 (\$775,000) (4065852).
- ❑ Interstate 10 (SR 8) at SR 263 (Capital Circle, NW) & SR 61 (US 319). **Interchange Studies** (PD&E/EMO Study) in FY 14 (\$2,050,000) (2225935).
- ❑ Monroe Street (US 27) at Lake Ella. **Pedestrian Safety Improvement** (PE, CST) in FY 13 & 15 (\$1.2 million) (4301482).
- ❑ Orange Avenue (SR 371): Lake Bradford Road (SR 371) to Capital Circle (SR 263). **Sidewalk** (PE & CST) in FY 15 & 17 (\$1.9 million) (4318751).
- ❑ Franklin Boulevard: Cascade Park to Tennessee Street (US 90). **Sidewalk** (CST) in FY 17 (\$514,000) (4318991).
- ❑ Orchard Pond Greenway: Meridian Road to Old Bainbridge Road. **State Infrastructure Bank** (SIB) loan to construct private five-mile toll road in north Leon County in FY 13 (\$10.5 million) (4320031).

Gadsden County:

- ❑ Brickyard Road: Martin Luther King, Jr. Boulevard (CR 268) to US 90 (SR 10). **Widen/Resurface Existing Lanes** (CST) in FY 16 (\$932,000) (4312271).
- ❑ Salem Road (CR 159): SR 12 to Georgia State Line. **Pave Shoulders** (CST) in FY 13 (\$3.7 million) (4296712).
- ❑ Shady Rest Road (CR 270): SR 12 to US 27 (SR 63). **Pave Shoulders** in FY 13 (\$2.7 million) (4296722).
- ❑ SR 12: north of Yon Creek Bridge to south of US 90 (SR 10). **Resurfacing** in FY 13 & 15 (\$6.5 million) (4288481).
- ❑ Interstate 10 (SR 8): west of US 90 to Ochlockonee River Bridge. **Add Lanes & Reconstruct** (PDE) in FY 14 (\$775,000) (2225303).

Jefferson County:

- ❑ Watermill Road: east of Lloyd Creek Road to west of Waukeenah Highway (CR 259). **Resurfacing** (CST) in FY 15 (\$815,000) (4280372).
- ❑ North Salt Road/Bassett Dairy Road. **Resurfacing** (CST) in FY 14 (\$1,371,000) (4281822).
- ❑ Lloyd Creek Road: US 27 (SR 20) to Old Lloyd Road (CR 158). **Resurfacing** (CST) in FY 14 (\$1.4 million) (4312221).
- ❑ Old Lloyd Road (CR 158A): Leon County Line to Gamble Road (SR 59). **Resurfacing** (CST) in FY 15 (\$268,000) (4312381).
- ❑ Mamie Scott Drive: Mississippi Street to Texas Hill Road (CR 29). **Sidewalk** (CST) in FY 16 (\$396,000) (4317431).
- ❑ Interstate 10 (SR 8) over Lloyd Creek Bridge. **Bridge Repair/Rehabilitation** (CST) in FY 13 (\$70,000) (4091501).

Wakulla County:

- ❑ Wakulla-Arran Road: US 319 (SR 369) to East Ivan Road. **Widen/Resurface Existing Lanes** (CST) in FY 13 (\$549,000) (4310761).
- ❑ Bostick Pellt Road: Harvey Mill Road to Arran Road. **Widen/Resurface Existing Lanes** (CST) in FY 15 (\$461,000) (431951).
- ❑ Trice Lane: Shadeville Highway (CR 61) to US 319. **Resurfacing** (CST) in FY 14 (\$397,000) (4312261).
- ❑ Oclockonee Street. **Resurfacing** (CST) in FY 13 (\$286,000) (4312401).
- ❑ Arran Road (CR 368): east of Lura Lane to west of Towles Road. **Sidewalk** in FY 15 (\$306,000) (4317441).

Regional (Gadsden, Jefferson, Leon and Gadsden counties)

- ❑ CRTPA Bicycle and Pedestrian Projects. **Funding Set Aside** in FY 17 (\$1,057,000) (4098036).

Changed Projects

Leon County:

- ❑ Woodville Highway (SR 363): Capital Circle (US 319) to Paul Russell Road. **Preliminary Engineering for Future Capacity** (PE) deferred from FY 12 to FY 13 (\$1.1 million) (4240093).
- ❑ Orange Avenue (SR 373): Lake Bradford Road to Monroe Street (SR 61). **Resurfacing** (CST) advanced from FY 15 to FY 14 (\$2,040,000) (4269651).
- ❑ Monroe Street (US 27): Seventh Avenue to Tharpe Street. **Pedestrian Safety Improvement** (PLN, PE & CST) moved funds into new Lake Ella Pedestrian Safety Improvement project (see 4301482). (\$1.2 million) (4301481).

Gadsden County:

- ❑ Quincy By-Pass Mitigation. **Environmental Permits Acquisition** advanced from FY 14 to FY 13 (\$660,000) (2189463)
- ❑ Quincy By-Pass: US 90 East (SR 10) to SR 12. **New Road Construction** project has received State Infrastructure Bank loan (CST) in FY 14 (\$17.2 million) (2189461).
- ❑ Interstate 10 (SR 8) Ochlockonee Relief Bridges. **Bridge Painting** advanced from FY 13 to FY 12 (\$279,000) (4284611).
- ❑ Cairo Street: Line Street to Martin Luther King, Jr. Boulevard. **Sidewalk** (PE) advanced from FY 14 to FY 13 (\$20,000) (4298591).
- ❑ McDonald Street: Main Street (CR 269) to Maple Street. **Sidewalk** (PE) advanced from FY 14 to FY 13 (\$20,000) (4298601).
- ❑ US 90 (SR 10): N. of Ellis Circle to Luten Road (CR 270A). **Sidewalk** (PE) advanced from FY 14 to FY 13; CST remains in FY 16 (\$80,000) (4298611).
- ❑ US 90 (SR 10): North Avenue to Lanier Drive. **Sidewalk** (PE, CST) advanced from FY 14 to FY 13; CST remains in FY 16 (\$110,000) (4298631).

Jefferson County:

- ❑ Jefferson County Bicycle/Pedestrian Funds. **Bike Lane/Sidewalk** project phase changed from PLN (Planning) to CST (Construction) in FY 13 (\$133,000) (4301501).

Wakulla County:

- ❑ US 319 (SR 61): US 98 to Lost Creek Bridge. **Preliminary Engineering for Future Capacity** (PE) deferred from FY 13 to FY 14 (\$1.8 million) (2204954).
- ❑ Rehwinkel Road: US 98 to Martin Luther King, Junior Memorial Boulevard. **Resurfacing** (CST) advanced from FY 13 to FY 12 (\$1,950,150) (4299721).

*** PROJECT PHASES ABBREVIATION KEY:**

PLN = Planning; PE = Preliminary Engineering (Design); CST = Construction; ROW = Right of Way; ENV = Environment

TIP Document Format Changes

The project pages for state and federally funded projects in the FY 2013/FY 2017 DRAFT TIP contain additional information than was provided in previous years. The additional information relates to the inclusion of a reference to the Regional Mobility Plan for those projects that were identified in the agency's most recent long range transportation plan. Additionally, financial information related to what has been spent on the project in preceding years as well as those funds dedicated to fully construct the project beyond the five-year TIP period have been included. These changes reflect "Full Project Cost Methodology" guidance recently provided to the Metropolitan Planning Organizations by the FDOT.

NEXT STEP

Subsequent to CRTPA approval of the draft TIP, staff will transmit the document to the Florida Department of Transportation for review. Additionally, CRTPA staff will schedule a public meeting in May to formally present the document to the public for review and comment. Any comments received from the public, review agencies, or the CRTPA committees will be provided to the Board prior to the scheduled adoption of the FY 2013 – FY 2017 TIP at the June 25, 2012 CRTPA meeting.

ATTACHMENT

NOTE: The DRAFT FY 2013 – FY 2017 Transportation Improvement Program **is available for review on the CRTPA's website** (www.crtpa.org).



March 6, 2012

COMMITTEE AGENDA ITEM 3B
CRTPA COMMITTEE RESTRUCTURE

REQUESTED BY: CRTPA Staff

TYPE OF ITEM: Discussion

STATEMENT OF ISSUE

In response to the formal expansion of the CRTPA planning region to include all of Gadsden, Jefferson, Leon, and Wakulla counties, CRTPA staff examined the current structure and bylaws of the CRTPA's advisory committees to identify necessary actions to keep the CRTPA in compliance with state law and to increase public involvement.

In August of 2011, CRTPA staff began to evaluate the structure and membership of the CRTPA committees in consideration of the guidance and requirements provided thereto under Section 339.175 of the Florida Statutes, which speaks specifically to the Technical Advisory Committee (TAC) and to the Citizen's Advisory Committee (CAC). Upon reviewing the requirements and current status of the committees, CRTPA staff proceeded to initiate discussions with each committee regarding the opportunities for improvement and necessary restructuring as a result of the CRTPA expansion. A brief overview of the issues, statutory requirements and discussions and recommendations of each committee are provided on the following pages.

This item seeks to inform and to solicit approval of a membership structure for the advisory committees to the CRTPA.

RECOMMENDED ACTIONS

- Option 1: Approve the TAC membership and voting structure and direct staff to draft proposed bylaws for consideration by the CRTPA attorney reflecting the changes.
- Option 2: Approve the CAC and MAC combined voting and membership structure and direct staff to draft bylaws that reflect those changes for consideration by the CRTPA attorney.

HISTORY AND ANALYSIS

The CRTPA's three (3) committees (Citizen Advisory Committee, Multimodal Advisory Committee and Technical Advisory Committee) met in September and October of 2011 to recommend approval of various restructuring actions relating to their respective committees.

I. Technical Advisory Committee Restructuring

Prior to voting on a recommended structure for the Technical Advisory Committee (TAC), members considered the existing membership, duties thereof, and statutory requirements and duties. These considerations are expanded upon below.

TAC Membership Requirements and Duties per Florida Statute

Florida Statute Section 339.174(6)(d) outlines the statutory requirement for a TAC for each Metropolitan Planning Organization or Transportation Planning Organization. In summary, the membership and duties of a TAC per the Florida Statute are outlined below.

The TAC is to include the following in its membership:

- Planners;
- Engineers;
- Representatives of local aviation authorities, ports authorities, or representatives of aviation departments, seaport departments, and public transit departments of municipal or county governments as applicable;
- The school superintendent of each county within the jurisdiction of each MPO or the superintendent's designee; and
- Other appropriate representatives of affected local governments.

The duties of the TAC are identified as follows:

- Responsible for considering safe access to schools in its review of transportation project priorities, long range transportation plans, and transportation improvement programs, and advising the MPO on such matters;
- Coordinate its actions with local school boards and other local programs and organizations within the MPO area which participate in school safety activities such as locally established community traffic safety teams; and
- Any other duties as assigned to it by the MPO or state and/or federal law.

Evaluation of the TAC Structure

The TAC held a meeting on September 6, 2011 to discuss the expansion of the CRTPA boundary and the need for restructuring per Florida Statute. The membership was determined to adequately represent the vocations and transportation interests required by statute (and as they apply to this region) with a few exceptions. The exceptions and suggested amendments to expand the membership of the TAC are listed below.

1. A School Superintendent from each CRTPA County or his /her designee must be added to the TAC.
(Satisfies Florida Statutory requirements)

2. A representative of each Planning Department for each CRTPA county should be represented on the TAC. As part of these recommended additions, the bylaws would be amended to remove the membership requirement for the towns of Havana, Midway, and Quincy, and instead, have the representative from Gadsden County Planning represent these municipalities along with the Apalachee Regional Planning Council (ARPC) representative. (Currently, Gadsden and Wakulla counties both have representation on the TAC, although the voting position does not specifically state the position must come from Planning. Jefferson County and Leon County do not have a Planning Department voting member. Leon County's voting member is recommended to be a planner from PLACE, which is the merger of Blueprint 2000 and the Tallahassee-Leon County Planning Department.)

TAC Recommendations:

The TAC meeting on September 6, 2011 resulted in two recommendations, which are outlined below. They also met on October 31, 2011 and made a formal recommendation to the CRTPA to adopt the changes described below.

Recommendation 1: The voting structure of the TAC should be amended to comprise the following 17 members:

- 4 voting seats for Leon County (currently held)
(Currently held by county admin, growth management, and 2-public works members)
- 4 voting seats for the City of Tallahassee (currently held)
(airport, Starmetro, growth management, public works)
- 1 voting seat for the Apalachee Regional Planning Council (currently held)
- 1 voting seat for Gadsden County Planning (currently held)
- 1 voting seat for Wakulla County Planning (currently held)
- 1 voting seat for Jefferson County Planning (NEW)
- 1 voting seat for PLACE (Tallahassee-Leon County Planning) (NEW)
- 1 voting seat for the Gadsden County Superintendent of Schools or his/her designee - (NEW)
- 1 voting seat for the Jefferson County Superintendent of Schools or his/her designee - (NEW)
- 1 voting seat for the Leon County Superintendent of Schools or his/her designee - (NEW)
- 1 voting seat for the Wakulla County Superintendent of Schools or his/her designee - (NEW)
- *The existing voting seats held for the towns of Midway, Havana, and Quincy would be removed, and their voting interest would be represented by the Gadsden County Planning Department representative, and by the ARPC.*

Recommendation 2: Bylaw Revision. Amend the bylaws of the TAC to effectuate the necessary changes for the membership expansion, and to permit the use of conference calling/webinars/videoconference for voting members who are NOT within Tallahassee-Leon County to participate in meetings as necessary and as available. *(This recommendation was made to address the difficulty with which members from the outlying counties may have attending meetings in person due to travel considerations.)*

CRTPA ACTIONS REGARDING THE TAC RESTRUCTURING

At the October 17, 2011, CRTPA Retreat, the board discussed the committee restructuring issues brought forward by the committees themselves.

At the Retreat, CRTPA members took no issue with the recommendations made by the TAC regarding membership or voting without being present. CRTPA staff was instructed to take the feedback from the CRTPA Board to the committees for further consideration at their next scheduled meeting. The CRTPA did state that if the committees wanted to approve voting without being present, that the expense and legality of doing so needed to be further explored by the CRTPA attorney prior to bylaw changes and final adoption.

RECENT SUBCOMMITTEE ACTIONS REGARDING THE TAC RESTRUCTURING:

The TAC met on October 31, 2011 and voted to recommend approval of the suggested voting structure and membership previously suggested to the CRTPA Board. The structure is repeated again below.

- 4 voting seats for Leon County (currently held)
(Currently held by county admin, growth management, and 2-public works members)
- 4 voting seats for the City of Tallahassee (currently held)
(airport, Starmetro, growth management, public works)
- 1 voting seat for the Apalachee Regional Planning Council (currently held)
- 1 voting seat for Gadsden County Planning (currently held)
- 1 voting seat for Wakulla County Planning (currently held)
- 1 voting seat for Jefferson County Planning (NEW)
- 1 voting seat for PLACE (Tallahassee-Leon County Planning) (NEW)
- 1 voting seat for the Gadsden County Superintendent of Schools or his/her designee - (NEW)
- 1 voting seat for the Jefferson County Superintendent of Schools or his/her designee - (NEW)
- 1 voting seat for the Leon County Superintendent of Schools or his/her designee - (NEW)
- 1 voting seat for the Wakulla County Superintendent of Schools or his/her designee - (NEW)
- *The existing voting seats held for the towns of Midway, Havana, and Quincy would be removed, and their voting interest would be represented by the Gadsden County Planning Department representative, and by the ARPC.*

NEXT STEPS

Upon final approval of the membership structure of all committees, CRTPA staff will forward suggested bylaws to effectuate the recommended changes to the CRTPA attorney for legal review. The final proposed bylaws to guide the agreed upon membership structure will be presented to the committees at the May meeting for final review and approval. Additionally, invitations to serve on the

committee will be sent to the appropriate agencies/departments/organizations for participation. It is anticipated that the new structure will be operational for the June meeting.

II. Citizen Advisory Committee & Multimodal Advisory Committee

Prior to voting on a recommended structure for the CAC and MAC, members considered the existing membership, interests, expertise and make-up thereof, and statutory requirements and duties for each committee. These considerations are expanded upon below.

Statutory Requirements

Florida Statute Section 339.174(6)(e) outlines the statutory requirement for a citizen's advisory committee (CAC) for each Metropolitan Planning Organization or Transportation Planning Organization. In summary, the membership and duties of a CAC per the Florida Statute are outlined below.

Membership Requirements and Duties per Florida Statute

The membership of a CAC must reflect a broad cross-section of local residents with an interest in the development of an efficient, safe, and cost-effective transportation system. Minorities, the elderly, and the handicapped must be adequately represented.

Unlike the CAC and TAC, ***there are no statutory guidelines or requirements for the MAC***. The MAC is unique to the CRTPA in that it was established to bring professional staff and citizens (who represent users of various modes of transportation) together to work cooperatively with one another to balance the conflicting needs of various modes to result in a cost-effective system that enhances mobility options for all.

Evaluation of the CAC & MAC Structures

Evaluation of the MAC Structure

The MAC held a meeting on September 6, 2011, and October 4, 2011 to discuss the expansion of the CRTPA boundary and the working order of the existing MAC structure. It was noted that the membership was lacking in citizen and professional representation from counties other than Leon County. Additionally, with regard to citizen membership, it was noted that it does not currently reflect a balanced assembly of modal interests from across the four (4) county region. Specifically, the citizen membership lacks the interests of transit users, car/van pool users, non-expert cyclists, pedestrians, and student, minority, and elderly populations both within and external to Leon County.

Discussions by the MAC revealed several factors that they felt were causing limited participation from existing members as well as preventing citizens from different modes from participating. These issues are listed below and on the following page.

1. *It is difficult for voting members from Gadsden, Wakulla, and Jefferson counties to attend meetings due to the travel constraints and time of day of the meeting.*

Professional staff and citizens from the outlying counties (Non-Leon County) have travel considerations. Additionally, some of the professional staff that votes on the MAC also serves on the TAC, which meets earlier in the day. It may be impractical for the professional staff to attend both meetings on the same day, especially if those individuals are members of organizations with limited professional staff positions as it is.

2. *Lack of understanding/interest in the CRTPA duties for the committee.*

It was raised that some of the voting members may either not understand their role on the committee, or not have an interest in the work tasks of the CRTPA. The professional staff from the various local governments or university systems may not fully understand how their participation can help plan and fund necessary improvements for their respective locales. Likewise, frustrations were raised from citizens representing the commuter cycling interests that they wanted to be involved more in implementation, such as design review for construction projects, and were, therefore, dissatisfied with their role on the committee. For some citizens, the responsibilities on the MAC does not coincide with their interests, and therefore, membership participation increases when corridor studies are introduced, and drops dramatically when CRTPA work documents are introduced.

3. *The bylaws of the MAC are written such that a representation of user modes is likely to be influenced by the Chair. The bylaws need to protect the citizen representation so that it can be balanced among user modes.*

The Chair of the MAC is given the responsibility to review applications to the MAC and to recommend an appointment to the CRTPA Board. Without guidance on balancing the interests of the various modes, the citizen membership can become heavily biased against and for certain modes of transportation, which is not the intent of the committee.

Evaluation of the CAC Structure

The CAC held meetings on September 6, 2011, and October 5, 2011 to discuss the expansion of the CRTPA boundary and the need for restructuring. The membership was determined to be lacking in adequate representation of the geographic boundaries of the region, and also in representation of targeted populations such as the elderly, handicapped, and minorities. Furthermore, the CAC discussed a need to have a broader representation of users of the transportation system reflected on their committee. Such targeted users included students, transit riders, recreational cyclists, commuter cyclists, elderly, and transportation disadvantaged (through physical, mental, or income constraints).

The discussions of the CAC largely mirrored the issues brought forth from the MAC the previous day. Issues raised and discussed were many, but can be collapsed and summarized into the following topics:

1. *The CAC needs to have active participation and interest from a diverse group of members.*

The CAC discussed goals for their committee for the future restructuring, which largely focused on active participation and a broader-based membership that could better reflect the broad spectrum of users within the planning area of the CRTPA. Discussions to increase participation

highlighted a need for prospective members of the committee to have enough information on the duties and responsibilities of the committee before they are appointed to ensure that they WANT to serve and can dedicate the necessary amount of time to serve. A lack of different voices of modal choices was identified as a shortfall of the CAC.

2. *The CAC membership needs to be appointed by the CRTPA Board a whole rather than by individual CRTPA members.*

The CAC requests that an appointment process be initiated where the members can be easily appointed, removed, and reappointed so that the stability of the committee can be maintained without it becoming a burden on a small percentage of the membership, which may, or may not, be representative of the region as a whole. The members request that CRTPA staff review the applications, recommend members based on an overall balancing of the committee structure for various demographics and modal interests, and provide the recommendations to the CAC membership for comment, and to the CRTPA Board for approval.

3. *It is difficult to achieve participation from citizens representing the interests of Gadsden, Wakulla, and Jefferson counties due to the travel involved.*

CAC members discussed the possibility of allowing conference calling, webinars, and video conferencing as potential solutions in special circumstances to attain better participation, but it was to be considered only in special circumstances, and not to become the norm for meeting participation.

CAC Recommendations for Restructuring:

The CAC meetings on September 6, 2011, and on October 5, 2011 resulted in four (4) recommendations, which are as follows:

Recommendation 1: Amend the voting structure of the CAC to include representatives of various different transportation user types. Examples include representatives from the Florida Department of Health, Elder Services of North Florida, Gulf Winds Track Club, cycling clubs from the area universities and retirement communities.

Recommendation 2: Allow teleconference/webinar/video conferencing as a means for committee members to be able to participate in the meetings. This should help participation from Wakulla, Gadsden, and Jefferson counties, but should only be utilized in extreme situations.

Recommendation 3: Amend the appointment process of citizens such that applications are reviewed by CRTPA staff to determine which applicants best provide balance to the committee. Recommendations would be forwarded to the committee for comment, and the CRTPA Board as a whole would approve appointments.

Recommendation 4: Explore the possibility of merging the CAC and the MAC such that the meeting would take place following the TAC to facilitate the ease with which professional staff from Gadsden, Wakulla, and Jefferson counties could participate on both the TAC and the CAC/MAC. The effort would be that of retaining professional staff for advice and information, and implementing a more citizen voice of multi-modal USERS rather than providers, while

maintaining a manageable sized committee for valuable interactions. The CAC voiced that they would like to have the same professional staff available to them that the MAC currently has.

MAC Recommendations:

The MAC meetings on September 6, 2011, and October 4, 2011 resulted in several recommendations for improvement, which were as follows:

Recommendation 1: Amend the voting membership to include representatives of various agencies that can represent different transportation user types. Examples include Florida Department of Health, Elder Services of North Florida, Gulf Winds Track Club, and the cycling clubs from the area universities.

Recommendation 2: Allow teleconference/webinar/video conferencing as a means for committee members to be able to participate in the meetings. This should help participation from Wakulla, Gadsden, and Jefferson counties.

Recommendation 3: Amend the appointment process of citizens such that applications are reviewed by CRTPA staff to determine which applicants best provide balance to the committee. Recommendations would be forwarded to the committee for comment, and the CRTPA Board as a whole would approve appointments.

Recommendation 4: Explore the possibility of merging the CAC and the MAC such that the meeting(s) would take place following the TAC to facilitate the ease with which professional staff from Gadsden, Wakulla, and Jefferson counties could participate on both the TAC and the CAC/MAC. As a potential merger of the two groups, explore the possibility of removing some of the professional staff as voting members and retain them on the TAC.

RECENT CRTPA ACTIONS REGARDING THE CAC AND MAC RESTRUCTURING

At the October 17, 2011, CRTPA Retreat, the board discussed the committee restructuring issues brought forward by the committees themselves.

At the Retreat, CRTPA members recommended that the existing CAC and MAC meet together to discuss a potential merger of the two committees. The CRTPA Board also expressed an interest in retaining their ability to appoint citizens to serve on the CAC, or a newly merged advisory board. Additionally, the idea of allowing committee members to participate in voting via teleconferencing or conference calling was entertained, with the caveat that the expense and legality of doing so needed to be further explored by the CRTPA attorney.

CRTPA staff was instructed to take the feedback from the CRTPA Board to the committees for further consideration at their next scheduled meeting.

RECENT SUBCOMMITTEE ACTIONS REGARDING THE CAC AND MAC RESTRUCTURING:

The Citizens Advisory Committee and Multimodal Advisory have continued to meet together since their first joint meeting on October 31, 2011. On October 31, 2011 both committees voted to recommend approval of the following actions:

1. Merger of the two committees.

Of primary concern to the CAC and MAC members is that all those currently (and actively) serving on the committees be retained on the newly structured committee, and that all of the voices currently lacking on the committee be sought. CRTPA staff is currently comprising a new voting membership list for committee review and approval. Additionally, a “marketing brochure” is currently under development to put out in the community to solicit new membership for anticipated new voting seats as the membership is expanded.

Both the CAC and the MAC agreed to continue to have joint meetings leading up to the eventual formal combining of the committee members.

2. Amend the bylaws to enable conference calling for voting members to participate in meetings as necessary. *(This recommendation was made to address the difficulty with which members from the outlying counties may have attending meetings in person due to travel considerations.)*

NEXT STEPS

Upon final approval of the membership structure of all committees, CRTPA staff will forward suggested bylaws to effectuate the recommended changes to the CRTPA attorney for legal review. The final proposed bylaws to guide the agreed upon membership structure will be presented to the committees at the May meeting for final review and approval. It is anticipated that the new structure will be operational for the June meeting.

OPTIONS

- Option 1: Approve the TAC membership and voting structure and direct staff to draft proposed bylaws for consideration by the CRTPA Attorney reflecting the changes. (Recommended)
- Option 2: Approve the CAC and MAC combined voting and membership structure and direct staff to draft bylaws that reflect those changes for consideration by the CRTPA Attorney. (Recommended)
- Option 3: Provide other direction.

RECOMMENDED ACTIONS

- Option 1: Approve the TAC membership and voting structure and direct staff to draft proposed bylaws for consideration by the CRTPA Attorney reflecting the changes.
- Option 2: Approve the CAC and MAC combined voting and membership structure and direct staff to draft bylaws that reflect those changes for consideration by the CRTPA Attorney.



Unified Planning Work Program

Fiscal Years 2013 and 2014

FAP 0220 047 M

FM# 42078011401

Catalog of Federal Assistance Numbers:

20.205 Highway Planning and Construction

20.505 Federal Transit Technical Studies Guide

DRAFT March, 2012

FINAL May, 2012

Capital Region Transportation Planning Agency (CRTPA)

Mailing Address

Box A-19

300 South Adams Street, Tallahassee, FL 32301

Physical Location

408 North Adams Street, Tallahassee FL 32301

VOICE: (850) 891-8600 FAX: (850) 891-8632

www.crtpa.org

The Capital Region Transportation Study Fiscal Years 2013 and 2014 Unified Planning Work Program was prepared and financed in part by the U.S. Department of Transportation, Federal Highway Administration, Federal Transit Administration, Florida Department of Transportation, Gadsden County, Jefferson County, Leon County, City of Midway, Town of Havana, City of Tallahassee, City of Quincy, Wakulla County, and the Leon County School Board.

TABLE OF CONTENTS

	<u>PAGE</u>
AUTHORIZING RESOLUTION 2012-05-#	iii
I. INTRODUCTION.....	1
Status of Comprehensive Transportation Planning Activities	2
FY 11/12 Transportation Planning Activities.....	4
Planning Priorities.....	4
Planning Tasks	5
Level of Planning Effort.....	6
II. ORGANIZATION AND MANAGEMENT	7
CRTPA Structure and Agreements	7
CRTPA Participants in the UPWP Metropolitan Planning Process	9
CRTPA Certification Status (Federal and State)	10
CRTPA Operating Procedures and Bylaws.....	11
Federal Planning Factors.....	12
SAFETEA-LU Compliance.....	12
FDOT District 3 Planning Activities	13
III. WORK ELEMENTS SECTION	15
UPWP Work Elements Description.....	15
Section 1: Administration.....	16
Task 1.1 Transportation Planning Management.....	17
Task 1.2 CRTPA Certification.....	19
Task 1.3 Capital Outlay.....	21
Task 1.4 Funding and Grant Administration	22
Task 1.5 FDOT Assistance for PL Funds	23
Task 1.6 FDOT Match for 5303 Funds	24
Task 1.7 Professional Services	26
Section 2 : Data Collection and Distribution.....	28
Task 2.1 Data Collection and Distribution.....	29
Section 3: Unified Planning Work Program.....	32
Task 3.1 Unified Planning Work Program Development.....	33
Section 4: Transportation Improvement Program	35
Task 4.1 Transportation Improvement Program Development.....	36

Section 5: Year 2035 Long Range Transportation Plan	38
Task 5.1 Year 2035 Long Range Transportation Plan Development	39
Section 6: Public Involvement.....	43
Task 6.1 Public Involvement	44
Section 7: Systems Planning	46
Task 7.1 Bicycle and Pedestrian Planning	47
Task 7.2 Transit Planning.....	51
Task 7.3 Aviation Planning	53
Task 7.4 Transportation Disadvantaged Planning	55
Task 7.5 Mobility Management.....	57
Section 8: Regional Planning and CRTPA Coordination	59
Task 8.1 Regional Planning and CRTPA Coordination.....	60
Section 9: Other Planning Projects	63
Task 9.1 Corridor Analysis	64
Task 9.2 Special Transportation Planning Projects	69

IV. UNIFIED PLANNING WORK PROGRAM AGENCY PARTICIPATION AND PROPOSED FUNDING SOURCES FOR FISCAL YEARS 2011/12.....71

Table 1.1 - Proposed Agency Participation & Anticipated Element Cost – FY13.....	72
Table 1.2 – Proposed Agency participation and Anticipated Element Cost – FY14	73
Table 2.1 - Proposed Funding Sources - FY 13.....	74
Table 2.2 – Proposed Funding Sources - FY 14.....	75

(note: * indicates that electronic copy not available **submitted with Final only)

V. APPENDIX	77
A. Title VI Statement.....	78
B. Lobbying Certification Statement.....	79
C. Debarment and Suspension Certification	81
D. Application for Federal Assistance (Section 5303), FTA Assurances, * Section 5303 Total Dollars and Section 5303 Funds Only	

VI. REVIEW AGENCY COMMENTS	
A. FDOT District 3 Comments	89
B. Federal Highway Administration Comments	**

VII CRTPA Joint Certification Package.....	92
VIII. CRTPA Planning Area Boundary.....	95

CAPITAL REGION TRANSPORTATION PLANNING AGENCY FISCAL
YEARS 2013 AND 2014

UNIFIED PLANNING WORK PROGRAM
FOR TRANSPORTATION PLANNING ACTIVITIES

ADOPTED BY THE CAPITAL REGION TRANSPORTATION PLANNING AGENCY ON
MAY 21, 2012
BY RESOLUTION NO. 2012-5-

Jane G. Sauls, CRTPA Chairperson

Prepared by the Capital Region Transportation Planning Agency

Preparation of this report has been financed in part through grants
From the Florida Department of Transportation,
Federal Highway Administration, (CFDA No. 20.205) and
Federal Transit Administration, (CFDA No 20.505)

This document has been developed pursuant to the FDOT MPO Program Management Handbook
FAP 0220(047)M
FM# 4278011401

I. INTRODUCTION

The Fiscal Year (FY) 2013/2014 Unified Planning Work Program (UPWP) defines the tasks and anticipated funding requirements for the Capital Region Transportation Planning Agency (CRTPA) during the fiscal period beginning July 1, 2012 and ending June 30, 2014. This document serves to inform the public, as well as all public officials and departments who contribute resources and allocate funds to the transportation planning process, of the proposed work program for each participating agency. In addition, the UPWP provides the basis for federal funding of transportation planning activities.

Development of this UPWP officially began on December 8, 2011 when the “FYs 2013/2014 UPWP Kick Off Meeting” was held between CRTPA staff, the Florida Department of Transportation (the Federal Highway Administration had been invited but was unable to attend) to discuss the document’s development. Consistent with previous years, the UPWP was developed through reviewing and updating tasks contained within the preceding document in coordination with CRTPA staff and outside agencies responsible for the tasks identified within the document. Development of the FY 2013/2014 UPWP also included a review of the CRTPA’s top critical priorities as identified at its past annual retreats and development of tasks to address these priorities. In addition, staff reviewed the requirements related to development of UPWPs as contained within Chapter 3 of the Metropolitan Planning Organization Program Management Handbook.

The draft UPWP was presented to the CRTPA and its subcommittees for comment (March, 2012) and finalized by the CRTPA at its May, 2012 meeting. In addition, the UPWP is posted on the CRTPA’s web page (www.crtpa.org). Throughout the year, copies of the document are provided upon request as well as available at public events attended by CRTPA staff.

Subsequent to adoption, the UPWP is reviewed throughout the year to ensure consistency between staff work efforts and tasks identified within the document as well as monitoring work progress and assess the need for possible amendment. The UPWP reflects compliance with the comprehensive Title VI Environmental Justice Procedures. Additionally, the FY 2013/2014 UPWP was generated to address identified any annual and applicable state and federal Planning Emphasis Areas, none in 2013 unknown for 2014) as detailed in Section II: Organization and Management. Although the CRTPA is in air quality attainment status, CRTPA staff in conjunction with the Florida Department of Transportation continues to monitor the CRTPA’s air quality status as well air quality issues.

The UPWP guides transportation planning activities using input from governmental officials, technical experts and citizens. The CRTPA has its origins in the Tallahassee Urban Area Transportation Study (TALUATS), organized in 1965 as a joint undertaking between the City of Tallahassee, Leon County, and the State of Florida. The Tallahassee Urban Area Study Policy Committee was reorganized into the Tallahassee-Leon County Metropolitan Planning Area in 1977 and was reconstituted in 1979 in conformance with Chapter 334.215, Florida Statutes.

In October 2003, the Tallahassee-Leon County Metropolitan Planning Organization (MPO) approved expansion of its Planning Area Boundary (PAB) to include portions of Gadsden and Wakulla counties. In May 2004, the Tallahassee-Leon County MPO approved an

Apportionment Plan reorganizing into the Capital Region Transportation Planning Agency (CRTPA). The Governor approved the Apportionment Plan in August 2004 with subsequent Interlocal Agreements approved during December 2004 and January 2005. CRTPA bylaws were adopted in May 2005. Amendments were made to the Bylaws in November 2006 to reflect the institution of a Management Oversight Committee to provide executive supervision to the CRTPA director and staff.

In 2007 the CRTPA directed staff to go forward with another expansion of the Planning Area Boundary. The proposed expansion includes the remainders of Wakulla and Gadsden Counties and all of Jefferson County. Interlocal agreements have been executed following approval of the Governor's Office.

STATUS OF COMPREHENSIVE TRANSPORTATION PLANNING ACTIVITIES

The following provides an overview of the status of comprehensive transportation planning activities (includes both CRTPA and transportation partner plans):

- Year 2035 Long Range Transportation Plan (Regional Master Plan) was adopted by the CRTPA in December 2010. This plan identifies roadway, transit, bicycle and pedestrian projects within the CRTPA planning area boundary. The Leon County section of bicycle and pedestrian projects contained within this plan were identified as part of development of the Tallahassee-Leon County Year 2025 Bicycle and Pedestrian Master Plan (discussed below). Other projects will be identified from other member jurisdictions. This plan is available for review on the CRTPA's website (www.crtpa.org).
- Bicycle and Pedestrian Master Plan: The Tallahassee-Leon County Year 2025 Bicycle & Pedestrian Master Plan (BPMP) was adopted by the CRTPA on May 17, 2004. The BPMP includes nearly 70 miles of sidewalks, bike facilities and shared use paths for implementation. On September 27, 2005, the CRTPA adopted the Access to Schools to Priority List that provides a more detailed listing to assist within implementation of the BPMP. Initial development of the BPMP occurred prior to the CRTPA's expansion and, as a result, includes only projects within Tallahassee-Leon County. The next update of the BPMP (currently underway as part of the Regional Mobility Plan) will identify projects within the entire CRTPA planning area (Leon, Gadsden, Wakulla, and Jefferson Counties).
- Transit Development Plan: The FY 2005 Transit Development Plan (TDP) Major Update was approved by the City of Tallahassee on November 9, 2005. This document addresses major needs and suggests alternatives to meet the demand for transit services provided by the City of Tallahassee's StarMetro agency (formerly "Taltran"). Associated with development of the TDP was a broader effort by StarMetro entitled the "Tallahassee Transit Renaissance." The Tallahassee Transit Renaissance, which may be viewed at www.talgov.com/taltran/index.cfm, provides a framework to meet community needs for a better transit system through focusing on the following six (6) areas: communications/image; technology; service; facilities/amenities; revenue opportunities and transit excellence. Section 7.2 (Transit Planning) provides detail regarding current and future planning efforts.

- Tallahassee Regional Airport Master Plan: The Tallahassee Regional Airport Master Plan was originally adopted in 1973 and has been updated several times. An Update to the Master Plan was developed and received by the Tallahassee City Commission in the summer of 2006. This update will cover a 20-year period. It was sent to FDOT and the Federal Aviation Administration for review. Final acceptance was in the third quarter of 2007. The Master Plan and Updates provide guidance for development of the Airport to meet the forecasted needs for facilities and infrastructure to provide commercial airline and general aviation services to the Tallahassee Region.
- Leon County Transportation Disadvantaged Service Plan: This five-year plan includes a service analysis and implementation plan for transportation disadvantaged services within Leon County. The annual update to this plan was approved on July 11, 2009 and is available for review on the CRTPA's website (www.crtpa.org). The Community Transportation Coordinator, StarMetro had its contract re-approved. As a result a new plan was completed in January 2008, with an update completed in 2009. The CRTPA is the official planning agency of the Leon County Transportation Disadvantaged Coordinating Board (TDCB), who oversees the provision of transportation-disadvantaged services within Leon County. As with all TDSPs it is reviewed annually and amended as needed.
- Gadsden County Transportation Disadvantaged Service Plan: Originally adopted on January 16, 2003, the plan's annual update was approved in May 2009. The Apalachee Regional Planning Agency (ARPC) is the official planning agency of the Gadsden County Transportation Disadvantaged Coordinating Board (TDCB). As with all TDSPs it is reviewed annually and amended as needed.
- Jefferson County Transportation Disadvantaged Service Plan: Originally adopted on January 16, 2003, the plan's annual update was approved in February 2009. The Apalachee Regional Planning Agency (ARPC) is the official planning agency of the Gadsden County Transportation Disadvantaged Coordinating Board (TDCB). As with all TDSPs it is reviewed annually and amended as needed.
- Wakulla County Transportation Disadvantaged Service Plan: Originally adopted on January 8, 2002 the plan's annual update was approved in May 2009. The Apalachee Regional Planning Agency (ARPC) is the official planning agency of the Wakulla County Transportation Disadvantaged Coordinating Board (TDCB).). Originally adopted on January 16, 2003, the plan's annual update was approved in May 2009. The Apalachee Regional Planning Agency (ARPC) is the official planning agency of the Gadsden County Transportation Disadvantaged Coordinating Board (TDCB). As with all TDSPs it is reviewed annually and amended as needed.
- Local Government Comprehensive Plans: The following local government comprehensive plans are partly or entirely within the CRTPA's planning area boundary: Tallahassee-Leon County, Gadsden County, Wakulla County, Town of Havana, City of Midway and City of Quincy. The transportation/traffic circulation elements of these local government comprehensive plans are anticipated to be updated to reflect the CRTPA's recent adoption of the LRTP in December 2010. In addition, pursuant to Section 163.3191, Florida Statutes, "each local

FY 2011/2012 TRANSPORTATION PLANNING ACTIVITIES

During FY 2011/2012 transportation planning activities undertaken by the Capital Region Transportation Planning Agency (CRTPA) included continued implementation of the Year 2030 Long Range Transportation Plan and continued implementation of the adopted Bicycle and Pedestrian Master Plan through adoption of the Access to Schools Priority List. Activities related to the Lake Jackson Ecopassage Feasibility Study completed the study, with construction beginning in 2009 with anticipated completion in 2010. The following contains a summary of these and other transportation planning activities and accomplishments undertaken by the CRTPA:

- Development of findings, direction and priorities from CRTPA Retreat (October and April);
- FY 2011 – FY 2015 Priority Project Lists adoption (September);
- FY 2011-FY 2015 Transportation Improvement Program adoption (June);
- Development and adoption of FYs 2013/2014 Unified Planning Work Program (November – May);
- Adoption of Access to Schools Priority List (September);
- Developed CRTPA Newsletter (June);
- Enhanced use of the CRTPA's webpage (www.crtpa.org) as a tool for information placement and dispersal (including meeting agendas and agenda items; staff and member contacts);
- Coordinated with Blueprint 2000 on PD&E, corridor studies, and public involvement,
- Completion of Lake Jackson Ecopassage PD&E Study (January 2009); construction completed August 27, 2010
- Adopted update to the Mobility Management Process (MMP) (June 2012);
- Developed and adopted update of the Public Involvement Plan (PIP) to address corrective action noted in TMA Certification. (May 2011).

PLANNING PRIORITIES

The CRTPA holds regular retreats. Retreat objectives were developed reviewed and amended as necessary: adopt mission and vision statements, clarify and refine the process for prioritizing/weighting projects; consider tasks to provide information for decisions; suggest how to coordinate CRTPA and other planning efforts; shape strategic approaches to critical CRTPA priorities, identify ways to enhance CRTPA effectiveness, and most recently provide guidance on development of the Long Range Transportation Plan.

Another retreat was held in October 2011 and April 2012, during which the CRTPA addressed the Regional Master Plan and goal development. Specific processes were identified as part of the Regional Master Plan process,

PLANNING TASKS

In FYs 2013/2014, CRTPA staff will focus on a comprehensive range of planning activities to be performed with funds under Titles 23 United States Code and Title 49 United States Code.

These planning activities reflect the CRTPA's priorities and include the following:

Multimodal Planning (Task 1.1: Transportation Planning Management; Task 4.1: TIP, Task 2.1: Data Collection and Distribution, Task 7.1: Bicycle and Pedestrian Planning Task 7.2: Transit Planning, Task 8.1: CRTPA Coordination): Consistent with the CRTPA's planning priorities, planning activities will include a focus on multimodal planning efforts. Such tasks include addressing the linkage between adopted plans and funding; development of the Project Priority Lists in a manner ensuring all modes receive funding consideration through the ranking process; active coordination with transit providers including StarMetro; and the implementation of BPMP projects. Additionally, continued education efforts will be made regarding the importance of multimodalism.

Regional Mobility Plan/Long Range Transportation Plan (Task 3.1: UPWP, Task 5.1: LRTP, Task 8.1: CRTPA Coordination). The Year 2030 Long Range Transportation Plan (LRTP) was adopted in FY 2006. In FYs 2009/10, CRTPA staff coordinated with CRTPA local governments regarding provision of Year 2030 LRTP information for incorporation in local government comprehensive plans. Additionally, projects contained within the LRTP have been added to the CRTPA's project priority list for funding consideration. As a prelude to the next update of the LRTP, the CRTPA has completed a Regional Master Plan. The master plan will include all modes of transportation for a longer-range period than the LRTP – 50 years or more.

Public Involvement (Task 6.1: Public Involvement): Activities related to informing the public about the metropolitan planning process as well as the programs and plans of the CRTPA will continue within the CRTPA planning area. Such activities include participation in regional events, development of CRTPA newsletters, placement of current information on the CRTPA's website (www.crtpa.org), conducting public CRTPA meetings to receive input and the use of local media related to CRTPA meetings and programs. Public involvement will also include actively seeking input from the traditionally underserved from the region's population. An updated Public Involvement Plan was adopted in FY10.

Efficient Transportation Decision Making (Task 2.1: Data Collection and Distribution; Task 6.1: CRTPA Coordination): Consistent with the adoption of the Year 2030 LRTP in FY 2006, ETDM eligible projects will continue to be entered into the ETDM Planning Screen. Additionally, CRTPA project already in the ETDM process will continue to be advanced consistent with programmed project activities. The collection of socioeconomic data will continue related to CRTPA ETDM projects.

Transportation Disadvantaged Planning (Task 7.1: Transportation Disadvantaged): Continuation of the CRTPA's role as the lead planning organization for transportation disadvantaged planning within Leon County will continue. In addition to updating the Transportation Disadvantaged Service Plan, staff will continue to monitor transportation disadvantaged planning within the entire planning area boundary (Gadsden, Jefferson and Wakulla counties) including opportunities for enhanced coordination. Monitoring of the Jefferson County board began in 2008.

Intelligent Transportation Systems (ITS)/Data Compilation (Task 2.1: Data Collection and Distribution and Task 6.1: CRTPA Coordination): ITS coordination will continue as needed and consistent with CRTPA adoption of a regional ITS Architecture including the sharing of information and projects contained within the adopted FDOT Work Program with local transportation agencies. Data compilation activities will continue related to transportation projects and potential impacts to man-made communities and the natural environment, including as related to the ETDM process.

LEVEL OF PLANNING EFFORT

The tasks contained within this UPWP reflect the transportation needs of the CRTPA as identified in the CRTPA's plans and programs, as well as priorities explicitly identified by the CRTPA. As identified within the adopted Year 2035 LRTP, the transportation needs of the CRTPA exceed available resources for all modes of travel. This UPWP addresses these limited resources by focusing the CRTPA's planning efforts on the provision of a continuing, cooperative and comprehensive process to ensure adequate public involvement and mobility choices within the CRTPA. The Year 2035 LRTP/Regional Mobility Plan will be adopted in December 2010 and further refined and identified regional need.

II. ORGANIZATION AND MANAGEMENT

CRTPA STRUCTURE AND AGREEMENTS

The Capital Region Transportation Planning Agency (CRTPA) is the region's Metropolitan Planning Organization (MPO) and consists of voting representatives from:

- Leon County
- The Leon County School Board
- Gadsden County
- Wakulla County
- The City of Tallahassee
- The City of Midway
- The Town of Havana
- The City of Quincy
- Jefferson County
- City of Monticello
- City of Gretna
- City of Chattahoochee

The apportionment of the membership of the CRTPA is based on population distribution among the members and is weighted as follows:

Governmental Entity	Voting/Non-Voting	Weighted Vote	Members
Leon County	Voting	37	7*
City of Tallahassee	Voting	37	3**
Leon County School Board	Voting	1	1
Cities of Gadsden Co***	Voting	5	1
Gadsden County	Voting	9	1
Wakulla County	Voting	7	1
FL Dep't. of Transportation	Non-voting	0	1
Federal Highway Admin.	Non-voting	0	1

* The Leon County Board of County Commissioners designates the number of members from Leon County.

**The City of Tallahassee Commission designates the number of members from City of Tallahassee. In a memorandum to the CRTPA Chair dated November 29, 2005, the City of Tallahassee changed its membership on the CRTPA from five (5) members to three (3) members.

***By virtue of an agreement between members, the City of Midway representative votes on behalf of the City of Midway, the City of Quincy, and the Town of Havana (5 votes)

The current approved apportionment of the CRTPA is the result of actions initiated in October 13, 2003, when the Tallahassee-Leon County Metropolitan Planning Organization (MPO) approved a revised Planning Area Boundary to include portions of Wakulla and Gadsden Counties, the Cities of Midway and Quincy and the Town of Havana. Subsequently, on May 17, 2004, the MPO approved an Apportionment Plan in accordance with the revised Planning Area Boundary. On June 21, 2004, the MPO approved a resolution changing its name to the Capital Region Transportation Planning Agency (CRTPA). The Governor of Florida approved the apportionment plan on August 17, 2004. A map of the CRTPA's planning area boundary is located on page 87.

During the past 2 year the CRTPA moved to expand the planning area boundary to include all of Gadsden, Wakulla, and Jefferson counties. A new interlocal was completed in 2010. The corresponding Staff Services Agreement should also be completed by the end of calendar year 2011.

Subsequent to the Governors approval of the Apportionment Plan, the CRTPA voted on November 15, 2004, to approve an updated Interlocal Agreement reflecting the new apportionment and structure of the MPO. This agreement was ultimately approved by all CRTPA member governments between December 4, 2004 and January 6, 2005. Bylaws governing the CRTPA were adopted on May 23, 2005. The following contains a listing of CRTPA agreements:

- Interlocal Agreement: The original Interlocal Agreement establishing the Tallahassee-Leon County MPO (currently called "The Capital Region Transportation Planning Agency") was executed in 1975. The current interlocal agreement ("Interlocal Agreement For the Creation of the Capital Region Transportation Planning Agency") was established on November 15, 2004. The by-laws were amended in November of 2006 to create an Executive Director Management Oversight Committee.
- Transportation Planning Funds Joint Participation Agreement: The "Transportation Planning Funds Joint Participation Agreement" between the CRTPA and the FDOT was approved by the CRTPA on September 27, 2005. This agreement relates to the preparation and adoption of the UPWP supported by PL funds.
- Intergovernmental Coordination and Review and Public Transportation Coordination Joint Project Agreement: This agreement between the FDOT, CRTPA, the Apalachee Regional Planning Council (ARPC), City of Tallahassee TalTran (now "StarMetro"), City of Tallahassee Regional Airport and the Quincy-Gadsden Airport Authority was approved by the CRTPA on September 27, 2005. The purpose of this agreement is to provide for coordination with public transit operators, as well as to provide a process through the ARPC for intergovernmental coordination and review and identification of inconsistencies between proposed CRTPA transportation plans and local government plans. This agreement also provides a process for conflict and dispute resolution through the ARPC.
- Public Transportation Joint Participation Agreement: This agreement between the

CRTPA and the FDOT to fund the Section 5303 Grant was executed on February 7, 2005. The agreement's purpose is to fund the Section 5303 grant as identified in the CRTPA's UPWP.

The CRTPA has three (3) advisory committees: the Multimodal Advisory Committee (MAC), formerly the Bicycle and Pedestrian Advisory Committee (BPAC), the Citizens Advisory Committee (CAC) and the Technical Advisory Committee (TAC). The focus of each CRTPA committee differs with the MAC being comprised of citizens currently focused on addressing bicycle/pedestrian/multi modal issues. The CAC is comprised of a broad range of citizens focused on providing general transportation advice to the CRTPA. The TAC provides the CRTPA technical advice as it consists of professionals involved in transportation issues. The advisory committees meet approximately two (2) weeks prior to regularly scheduled CRTPA meetings in order to ensure that their recommendations are incorporated in CRTPA agenda items and provided to CRTPA members in a timely manner.

At the November 21, 2005 CRTPA meeting, members approved new bylaws for the three (3) advisory committees. These new bylaws, which are available on the CRTPA's website (www.crtpa.org), reflect the current apportionment of the CRTPA through the inclusion of committee members from Gadsden County, Wakulla County, Havana, Midway and Quincy, in addition to Leon County and the City of Tallahassee. Subsequent to bylaw approval, efforts related to adding new membership from all CRTPA member governments was initiated. The first meeting of the newly restructured CRTPA committees occurred on January 10, 2006. In 2006, efforts were initiated to restructure the BPAC to address multimodal issues, consistent with identified CRTPA priorities. The BPAC became the MAC in the fall of 2006.

CRTPA PARTICIPANTS IN UPWP METROPOLITAN PLANNING PROCESS

The following provides a discussion of CRTPA participants in the UPWP metropolitan area transportation planning process:

- **CRTPA Member Governments and Agencies:** Transit related tasks in the UPWP are closely coordinated with the City of Tallahassee's StarMetro agency (Task 7.2: Transit Planning), Airport related task are developed in coordination with the City of Tallahassee's Regional Airport (Task 7.3: Aviation Planning), data collection tasks related to signal timing, crash surveillance and ITS are closely coordinated with the City of Tallahassee Public Works Department and Leon County Public Works Department (Task 2.1: Data Collection and Distribution). Additionally, the CRTPA coordinates with member governments regarding other regional transportation issues as well as to receive adopted capital improvements program for inclusion within the CRTPA's TIP. CRTPA member government transportation related departments (such as public works, planning, public safety and growth management) also serve on the CRTPA's Technical Advisory Committee. As noted above, the following are the member governments and agencies of the CRTPA: Tallahassee-Leon County, Gadsden County, Wakulla County, Town of Havana, City of Midway, City of Quincy and Leon County School Board. The addition of Jefferson County and all of Wakulla County and their municipalities are pending completion of the interlocal agreements and approval by the Governor's Office.

- Federal Highway Administration (FHWA): The CRTPA works closely with the FHWA on all issues of the metropolitan area planning process including program documents and funding issues. A representative from FHWA is invited to sit at the discussion table with the CRTPA in an advisory, ex-officio capacity.
- Florida Department of Transportation District 3 (FDOT D-3): The CRTPA works closely with FDOT D-3 on all issues of the metropolitan area planning process. They are an ex-officio member of the CRTPA Board.
- Florida Department of Transportation Central Office: The CRTPA receives guidance from the FDOT Central Office on issues largely related to policy, FDOT programs and the Efficient Transportation Decision Making process.
- Federal Transit Administration (FTA): The CRTPA coordinates with the FTA on issues related to transit including UPWP tasks as well as participation in the TMA certification process.
- Apalachee Regional Planning Council (ARPC): The ARPC serves on the CRTPA's Technical Advisory Committee and is also the official planning agency of the Gadsden, Jefferson and Wakulla Counties Transportation Disadvantaged Coordinating Boards.
- Commuter Services of North Florida (CSNF): CSNF has a staff member liaison on the CRTPA's Technical Advisory Committee. The CRTPA is an ex-officio member of the CSNF Board of Directors and coordinates with the CSNF on issues related to providing mobility options within the CRTPA region including the annual Commuter Choices Week event.
- Blueprint 2000 (BP 2000): BP 2000 has a liaison on the CRTPA's Technical Advisory Committee. The CRTPA coordinates with BP 2000 on regional transportation issues and projects being implemented by BP 2000. In addition, the CRTPA has staff representation on the BP 2000 Technical Advisory Committee.

CRTPA CERTIFICATION STATUS (FEDERAL AND STATE)

As a Transportation Management Area (TMA), the CRTPA is federally certified every three (3) years by the Federal Highway Administration (FHWA) and Federal Transit Administration (FTA). This four-year cycle is based on the adoption of the new Federal transportation bill (SAFTEA-LU). A TMA is an urbanized area, as defined by the U.S. Census, with a population of over 200,000. In general, the review consists of three (3) primary activities: a site visit, review of planning documents (in advance of and during the site visit), and preparation of a report summarizing the review and offering findings. The review focuses on compliance with federal regulations and the challenges, successes, and experiences of the cooperative relationship between the MPO, FDOT and transit operator (StarMetro) in the conduct of the metropolitan planning process.

The first TMA certification of the CRTPA occurred in 2005. Specifically, on March 15, 16 and 17, 2005, CRTPA staff met with the FHWA, FTA, FDOT, and TalTran (now "StarMetro") to

discuss the certification of the CRTPA as a TMA. The findings of the TMA review were issued in the “2005 Certification Report” (dated July 8, 2005) and presented by the FHWA to the CRTPA at its September 27, 2005 meeting. The report contained “corrective actions”, “recommendations” and “noteworthy practices”. The Federal Highway Administration notified the CRTPA on January 11, 2007 that the CRTPA has sufficiently satisfied the corrective actions and was fully certified. In May 2008 the Federal Highway Administration conducted another certification review of the CRTPA and again certified the agency. Federal Highway Administration is scheduled to conduct another review in calendar year 2012.

CRTPA OPERATING PROCEDURES AND BYLAWS

In addition to TMA certification, the CRTPA is certified annually by the FDOT. The Annual State Certification of the CRTPA occurred in February with the results presented to the CRTPA during the last quarter of 2009. Findings of the FY 2009 Joint Certification are located on the documents page of the CRTPA’s website (www.crtpa.org).

CRTPA funds are administered through the City of Tallahassee’s Accounting Services Division. Associated with the administration of these funds is the development of the Comprehensive Annual Financial Report (CAFR) of the City of Tallahassee. Included within the CAFR is the Single Audit Element developed by an independent auditor. Within this element is the listing of Federal Awards including funds from FTA and FDOT developed in accordance with OMB Circular A-133, as required by Section 3.8.6 (1) of the MPO Program Management Handbook. Associated with the administration of these funds is the development of an indirect cost rate that is applied to CRTPA program budgets. Local government matching funds required for Section 5303 funds received by the CRTPA are split among member governments of the CRTPA consistent with the CRTPA Interlocal agreement.

The CRTPA’s adopted bylaws contain information related to the funding of the CRTPA. This information includes a discussion of member governments paying a proportional share of the operating costs of the CRTPA over and above the amount provided by state and federal sources. The bylaws provide that CRTPA staff will only perform those services required by applicable federal code and state statute. Additionally, the bylaws identify the UPWP as the “de facto” budget of the CRTPA.

A “Staff Services and Fiscal Memorandum of Agreement” between the “Tallahassee-Leon County Metropolitan Planning Organization”, City of Tallahassee, and Leon County was originally executed in 1978. This agreement addresses staffing and fiscal administration issues. Given the changes to the CRTPA organization over the last three (3) years, a draft staff services agreement addressing a number of issues including services to be provided and associated costs and responsibilities is being developed by the CRTPA . Execution of this agreement is anticipated to be completed by December 2012 or sooner.

The CRTPA does not currently lease any equipment.

SAFE, ACCOUNTABLE, FLEXIBLE, EFFICIENT TRANSPORTATION EQUITY ACT: A LEGACY FOR USERS (SAFETEA-LU) PLANNING FACTORS

The SAFETEA-LU program requires an MPO to consider eight planning factors as transportation plans are developed:

1. Support the economic vitality of the urbanized area, especially by enabling global competitiveness, productivity and efficiency;
2. Increase the safety of the transportation system;
3. Increase security of the transportation system;
4. Increase the accessibility and mobility options available to people and freight;
5. Protect and enhance the environment, promote energy conservation, improve the quality of life, and promote consistency between transportation improvements and State and local planned growth and economic development patterns
6. Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight;
7. Promote efficient system management and operation, and
8. Emphasize preservation of the existing transportation system.

UNIFIED PLANNING WORK PROGRAM TASKS	SAFETEA-LU PLANNING FACTORS							
	1	2	3	4	5	6	7	8
1.1 (Transportation Planning Mgmt)	X	X	X	X	X	X	X	X
1.2 (CRTPA Certification)	X	X	X	X	X	X	X	X
1.3 (Capital Outlay)	X	X	X	X	X	X	X	X
1.4 (Funding Administration)	X	X	X	X	X	X	X	X
1.5 (FDOT Assistance for PL Funds)	X	X	X	X	X	X	X	X
1.6 (FDOT Match for 5303 Funds)	X	X	X	X	X	X	X	X
2.1 (Data Collection and Distribution)		X	X	X	X	X	X	
3.1 (Unified Planning Work Program	X	X	X	X	X	X	X	X
4.1 (Trans. Improvement Program)	X	X	X	X	X	X	X	X
5.1 (Year 2030 LRTP)	X	X	X	X	X	X	X	X
6.1 (Public Involvement)		X	X	X	X	X	X	
7.1 (Bicycle & Pedestrian Planning)		X	X	X	X	X	X	
7.2 (Transit)		X	X	X	X	X	X	X
7.3 (Airport)	X			X	X	X	X	X
7.4 (Transportation Disadvantaged)		X	X	X	X	X	X	
7.5 (Mobility Management)		X	X	X	X	X	X	X
8.1 (CRTPA Coordination)	X	X	X	X	X	X	X	X
9.1 (Corridor Analysis)	X	X	X	X	X	X	X	X
9.2 (Special Trans. Planning Projects)	X	X	X	X	X	X	X	X

Note: A shaded area under the SAFETEA-LU Planning Factor indicates which corresponding UPWP Task addresses the SAFETEA-LU Planning Factor.

FDOT DISTRICT 3 PLANNING ACTIVITIES

The FHWA Division Office has requested a task or section be included in each MPOs UPWP that identify the District Planning activities to be performed (with Federal or State funds) that will benefit the MPO. FDOT District 3 has listed the following information for incorporation in the UPWP:

- Through the Urban Liaisons, FDOT provides policy direction, technical assistance and administrative support to District Three MPOs, MPO Boards, MPO Advisory Committees, local governments and communities. Assist MPOs in conducting effective, on-going transportation planning programs and processes to develop, implement and maintain plans and programs that are consistent and meet the state and federal requirements.
- Review EDTM Environmental Screening Tool in developing and reviewing projects at the Planning Screen Phase.
- Provide support to MPOs to assure Title VI compliance in the planning process (UPWP, TIP, model validation, air quality conformity activities, etc.).
- Provide supporting information and documentation to support MPO planning.
- Provide supporting information and documentation for long range planning to form a linking process through technical and policy assistance for the Project Development and Environment process (PD&E).
- Functionally classify roads, including the designation of federal aid eligibility and develop, analyze, and assign an integrated statewide network of federal, local and state systems.
- Perform administrative tasks related to project management of task specific work orders for collection of general roadway data for State Highway System ramps and for the collection of survey information to properly locate and set permanent site markers at the county lines located on the State Highway System.
- Support the Pavement Management System by providing technical pavement information and results of field observations to aid in the identification of roadway sections in need of resurfacing and/or reconstruction.
- Provide data for the collection and processing of traffic data in support of systems planning, project traffic, and statewide reporting needs in accordance with FDOT Procedure 525-020-305c.
- Collect traffic data for determining AADTs and existing highway and arterial operating speeds during peak hours.
- Conduct interchange improvement and capacity studies to determine if the proposed design of highways, bridges and intersections are commensurate with forecasted traffic demand.

- Monitor and coordinate the Access Classification System and standards in accordance with Florida Rule Chapter 14-97 for each segment of State roadways that were classified according to the appropriate access management standards.
- Apply access management concerning all portions of the State Highway System. Assist other departments and local governments in the access management program.
- Assist in validation of models.
- Review applications for proposed DRIs to determine if proposed development causes significant and adverse impacts to regional roads in the DRI study area.
- Review Intergovernmental Coordination and Review Documents (ICARS)
- Review Enhancement applications to determine eligibility.
- Review proposed local government comprehensive plan amendments, and the Evaluation and Appraisal Reports.
- Coordinate the review of Economic Development Transportation Fund applications for transportation related issues.
- Identify opportunities to add bicycle and sidewalk accommodations to resurfacing and capacity projects. Identify pedestrian needs at intersections and provide improvements as funding allows.
- Provide technical assistance to the Capital Region Transportation Planning Agency in support of the tasks associated with the FHWA PL funds.

III. WORK ELEMENTS SECTION

UPWP WORK ELEMENTS DESCRIPTION

Tasks within the FYs 2013/2014 UPWP are organized into the following sections:

Section 1: Program Administration (Tasks 1.1, 1.2, 1.3 1.4, 1.5, 1.6, 1.7) - Includes those functions necessary for proper management of the transportation planning process on a continuing basis, including agenda development, travel, training, CRTPA certification, capital outlay and funding administration.

Section 2: Data Collection and Distribution (Task 2.1) - Includes the collection and analysis of socioeconomic, land use, and transportation related data on a continuing basis in order to provide an adequate reflection of growth of the transportation study area, and for use in efforts related to the LRTP, ETDM and the dissemination of information to transportation partners and the public.

Section 3: Unified Planning Work Program (Task 3.1) – Contains tasks associated with annual development of the UPWP.

Section 4: Transportation Improvement Program (Task 4.1) – Addresses tasks associated with annual development of the TIP including TIP amendments.

Section 5: Long Range Transportation Plan (Task 5.1) – Contains tasks associated with development of the LRTP.

Section 6: Community Involvement (Task 6.1) – Contains tasks related to the provision of public information about the CRTPA's plans and programs.

Section 7: Systems Planning (Tasks 7.1, 7.2, 7.3, 7.4 and 7.5) – Contains recurring planning studies/projects related to bicycle and pedestrian, transit, airport, transportation disadvantaged and mobility management issues.

Section 8: CRTPA Coordination (Task 8.1) – Addresses tasks related to coordination between the CRTPA and its transportation partners.

Section 9: Other Planning Projects (Tasks 9.1 and 9.2) – Contains tasks associated special CRTPA projects as well as specific corridor studies.

SECTION 1

ADMINISTRATION

SECTION 1: ADMINISTRATION

UPWP Task Title: Transportation Planning Management	UPWP Task Number: 1.1	
Agency Responsible: CRTPA	FY 2013 Funding Source: FHWA PL: \$152,000 FTA Section 5303: \$20,000 FDOT 5303 Match: \$2,500 Local 5303 Match: \$2,500	FY 2014 Funding Source: FHWA PL: \$152,000 FTA Section 5303: \$38,274 FDOT 5303 Match: \$4,784 Local 5303 Match: \$4,784

TASK SCHEDULE

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

TASK PURPOSE

Ensure the administrative tasks of the Capital Region Transportation Study are performed in a continuing, cooperative and comprehensive manner. Included within this task are activities associated with conducting the CRTPA planning process, identification of CRTPA priorities, and activities related to CRTPA staff professional development through participation in workshops, training seminars, and conferences.

PREVIOUS WORK (FY 2011/2012)

Agenda preparation of CRTPA and CRTPA committee (Multi-Modal/Bicycle Pedestrian Advisory Committee, Citizens Advisory Committee and Technical Advisory Committee) meetings (1st – 4th Quarter); generated meeting minutes (1st – 4th Quarter); Attended and participated in conferences, training and workshops related (including ETDM, public involvement, transportation modeling, webpage design, bicycle/pedestrian/transit planning); attended MPOAC meetings; attended FDOT D-3 Quarterly meetings (1st – 4th Quarter). Participated in CRTPA annual retreat (April and October), attended Freight Planning Conference (January), and Security Transportation Planning workshop in October. All travel was completed by staff and/or officials.

METHODOLOGY (FY 2013)

Administrative activities related to CRTPA and CRTPA committee meetings preparation (agenda development, minutes, committee membership maintenance); CRTPA member and CRTPA committee member orientation; work with CRTPA committees to update mission statements, as appropriate. Timesheet development; travel forms; purchase orders; maintenance of CRTPA supplies; maintenance of CRTPA files/records. Maintain technical knowledge through attendance and participation in conferences, training and workshops related (including ETDM, public involvement, transportation modeling, webpage design, bicycle/pedestrian/transit planning); maintain administrative knowledge through attendance in City of Tallahassee sponsored processes and procedures training opportunities. Attend MPOAC and FDOT D-3 Quarterly meetings including required travel. Coordinate CRTPA annual retreat with consultant assistance to identify CRTPA planning priorities (see Task 1.7 Facilitator

Services). Develop annual legal services agreement; maintain updated CRTPA agreements in consultation with CRTPA legal consultant (see task 1.7).

METHODOLOGY (FY 2014)

Administrative activities related to CRTPA and CRTPA committee meetings preparation (agenda development, minutes, committee membership maintenance); CRTPA member and CRTPA committee member orientation. Timesheet development; travel forms; purchase orders; maintenance of CRTPA supplies; maintenance of CRTPA files/records. Maintain technical knowledge through attendance and participation in conferences, training and workshops related (including ETDM, public involvement, transportation modeling, webpage design, bicycle/pedestrian/transit planning); maintain administrative knowledge through attendance in City of Tallahassee sponsored processes and procedures training opportunities. Attend MPOAC and FDOT D-3 Quarterly meetings including required travel. Coordinate CRTPA retreats to identify CRTPA planning priorities (see task 1.7 facilitator services). Develop annual legal services agreement; maintain updated CRTPA agreements in consultation with CRTPA legal consultant (see task 1.7).

END PRODUCTS/COMPLETION DATES/MILESTONES (FYs 2013/2014)

- CRTPA and advisory committee agenda packages and meetings records (Jan, Mar, May, Jun, Sep).
- CRTPA and advisory committee member familiarity with MPO process through orientation (Nov, Apr).
- Maintain/Update CRTPA agreements (Mar).
- Identification of CRTPA Critical Priorities (CRTPA Retreat) (Oct. or as needed).
- Annual Legal Services Agreement (Mar).
- CRTPA staff professional development (ongoing).

OTHER INFORMATION

CRTPA agendas and minutes may be viewed on the CRTPA's website (www.crtpa.org).

SECTION 1: ADMINISTRATION

UPWP Task Title: CRTPA Certification Review	UPWP Task Number: 1.2	
Agency Responsible: CRTPA	FY 2013 Funding Source: FHWA PL: \$5,000	FY 2014 Funding Source: FHWA PL: \$5,000

TASK SCHEDULE

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

TASK PURPOSE

Ensure Capital Region Transportation Planning Area (CRTPA) compliance with state and federal MPO certification requirements. As a Transportation Management Area (TMA), the CRTPA is federally certified every three (3) years by the FHWA and FTA. In addition to TMA certification, the CRTPA is certified annually by the FDOT.

PREVIOUS WORK (FY 2011/2012)

TMA Certification: Maintained adequate records of CRTPA plans and programs in preparation of next certification in 2011.

State Certification: Prepared for FDOT annual Certification; developed responses to FDOT certification questions; participated in FDOT Annual Certification; addressed identified “Corrective Actions” associated with State Certification. Meet with FDOT and FHWA to discuss issues related to certification review.

METHODOLOGY (FY 2013)

TMA Certification: Begin and complete the TMA Certification process, including responses to findings.

State Certification: Prepare for FDOT annual Certification; develop responses to FDOT certification questions; participate in FDOT Annual Certification; address any identified “Corrective Actions” associated with State Certification. Meet with FDOT and FHWA to discuss issues related to certification review.

METHODOLOGY (FY 2014)

TMA Certification: Maintained adequate records of CRTPA plans and programs in preparation for next certification.

State Certification: Prepare for FDOT annual Certification; develop responses to FDOT certification questions; participate in FDOT Annual Certification; address any identified “Corrective Actions” associated with State Certification. Meet with FDOT and FHWA to discuss issues related to certification review.

END PRODUCTS/COMPLETION DATES/MILESTONES (FYs 2013/2014)

- CRTPA compliance with federal and state certification requirements (ongoing).
- State Certification (Jan)
- Updated records of CRTPA plans and programs (ongoing).

SECTION 1: ADMINISTRATION

UPWP Task Title: Capital Outlay	UPWP Task Number: 1.3	
Agency Responsible: CRTPA	FY 2013 Funding Source: FHWA PL: \$30,000	FY 2014 Funding Source: FHWA PL: \$30,000

TASK SCHEDULE

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

TASK PURPOSE

Ensure the adequate provision of capital resources to conduct the Capital Region Transportation Study in a continuing, cooperative and comprehensive manner.

PREVIOUS WORK (FY 2011/2012)

The CRTPA completed its move from City Hall to the Gemini Building – a City of Tallahassee building. The move included the purchase of some furniture and equipment – a fax machine, scanner, conference room chairs, file cabinets, etc. Purchase and installation of automated Transportation Improvement Program from DTS.

METHODOLOGY (FY 2013)

Capital purchases will be made including computer hardware and software, maintenance and updating of automated Transportation Improvement Program and office furniture as required to assist staff in the metropolitan transportation planning process.

METHODOLOGY (FY 2014)

Capital purchases will be made including computer hardware and software, maintenance and updating of automated Transportation Improvement Program and office furniture as required to assist staff in the metropolitan transportation planning process.

END PRODUCTS/COMPLETION DATES/MILESTONES (FYs 2013/2014)

- Purchase and maintenance of computer hardware and software; office equipment (ongoing as required)

SECTION 1: ADMINISTRATION

UPWP Task Title: Funding and Grant Administration	UPWP Task Number: 1.4	
Agency Responsible: CRTPA	FY 2013 Funding Source: FHWA PL: \$25,000	FY 2014 Funding Source: FHWA PL: \$25,000

TASK SCHEDULE

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

TASK PURPOSE

Ensure the adequate management of CRTPA grants, funds and contracts through maintaining the CRTPA's grants and contracts as well as coordinating with federal, state and local transportation partners.

PREVIOUS WORK (FY 2011/2012)

Submitted quarterly invoices (PL and Section 5303 funds); developed monthly status reports; coordinated with City of Tallahassee Accounting Services and CRTPA member governments regarding PL funds, Section 5303 funds and CRTPA member government funds. Submitted Annual Audit information to FDOT Public Transit Office and District 3 (June).

METHODOLOGY (FY 2013)

Perform funding administration tasks as required to support the transportation planning process. This includes grant administration, completion of invoices, compliance with Federal and State laws and regulations involving funding, annual operating budget development and support.

METHODOLOGY (FY 2014)

Perform funding administration tasks as required to support the transportation planning process. This includes grant administration, completion of invoices, compliance with Federal and State laws and regulations involving funding, annual operating budget development and support.

END PRODUCTS/COMPLETION DATES/MILESTONES (FYs 2013/2014)

- Quarterly invoices (PL and Section 5303) (Jul, Nov, Feb, May)
- Other grant invoicing as needed
- Annual Audit provision to FDOT (March)
- Monthly status reports

SECTION 1: ADMINISTRATION

UPWP Task Title: FDOT Assistance for FHWA Funds	UPWP Task Number: 1.5	
Agency Responsible: FDOT	FY 2013 Funding Source: HP (Fed Hwy Plng) \$145,719	FY 2014 Funding Source: HP (Fed Hwy Plng) \$145,719

TASK SCHEDULE

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

PURPOSE

This task addresses the provision of Florida Department of Transportation (FDOT) technical assistance to the Capital Region Transportation Planning Agency (CRTPA) in support of the tasks associated with the Federal Highway Administration (FHWA) Planning (PL) funds.

PREVIOUS WORK (2011/2012)

Provision of technical assistance to the CRTPA associated with the tasks identified in Previous Work of this document.

METHODOLOGY (FY 2013)

The FDOT will provide services including policy direction, technical assistance and administrative support to the CRTPA and its Advisory Committees. This assistance includes support in conducting effective, on-going transportation planning programs and processes to develop, implement and maintain plans and programs that are consistent and meet the state and federal requirements.

METHODOLOGY (FY 2014)

The FDOT will provide services including policy direction, technical assistance and administrative support to the CRTPA and its Advisory Committees. This assistance includes support in conducting effective, on-going transportation planning programs and processes to develop, implement and maintain plans and programs that are consistent and meet the state and federal requirements.

END PRODUCT (FYs 2013/2014)

FDOT technical assistance to the CRTPA.

SECTION 1: ADMINISTRATION

UPWP Task Title: FDOT Match for FTA Funds	UPWP Task Number: 1.6	
Agency Responsible: FDOT	FY 2012 Funding Source: FDOT/Sec 5303: \$12,825	FY 2013 Funding Source: FDOT/Sec 5303: \$12,825

TASK SCHEDULE

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

PURPOSE

This task addresses the provision of Florida Department of Transportation's (FDOT) matching share of Federal Transit Administration (FTA) Section 5303 funds.

PREVIOUS WORK (FY 2011/2012)

Matching share for Sections 5303 funds in previous Unified Planning Work Programs.

METHODOLOGY (FY 2013)

The FDOT will provide a 10% cash-matching share for FTA Section 5303 funds utilized by the CRTPA in carrying out the functions of the transportation planning process. In addition to the cash match, the FDOT will provide services that include policy direction, technical assistance and administrative support to District 3 MPOs, MPO Boards, MPO Advisory Committees, local governments and communities. Additionally, the District will assist the CRTPA in conducting effective, on-going transportation planning programs and processes to develop, implement and maintain plans and programs that are consistent and meet the state and federal requirements. A "soft" match will not be used for funding of third-party contracts or equipment purchases.

METHODOLOGY (FY 2014)

The FDOT will provide a 10% cash-matching share for FTA Section 5303 funds utilized by the CRTPA in carrying out the functions of the transportation planning process. In addition to the cash match, the FDOT will provide services that include policy direction, technical assistance and administrative support to District 3 MPOs, MPO Boards, MPO Advisory Committees, local governments and communities. Additionally, the District will assist the CRTPA in conducting effective, on-going transportation planning programs and processes to develop, implement and maintain plans and programs that are consistent and meet the state and federal requirements. A "soft" match will not be used for funding of third-party contracts or equipment purchases.

END PRODUCT

FDOT cash matching share for FTA Section 5303 funds.

OTHER INFORMATION

FDOT cash match for FTA funds also shown in respective work elements.

SECTION 1: ADMINISTRATION

UPWP Task Title: Professional Services	UPWP Task Number: 1.7	
Agency Responsible: CRTPA	FY 2013 Funding Source: FHWA PL: \$72,000 FHWA XU: \$300,000*	FY 2014 Funding Source: FHWA PL: \$72,000 FHWA XU:* balance of FY2011 FHWA SU \$225,000

TASK SCHEDULE

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

PURPOSE

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

PREVIOUS WORK (FY 2011/2012)

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

METHODOLOGY (FY 2013)

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

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

General consultant funding, as needed, will be provided by the \$300,000 XU funds provided by FHWA. Task may be modified as necessary to detail future use. Funds not used in FY 2011 will be used in FY 2012.

METHODOLOGY (FY 2014)

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

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

General consultant services will be provided using the remainder of \$300,000 FHWA XU funds from FY 2011.

FHWA has allocated an additional \$225,000 in SU funds. The purpose of these funds is to complete the Sustainable Community Calculator that was part of the adopted Regional Mobility Plan.

END PRODUCT (FYs 2013/2014)

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

SECTION 2

DATA COLLECTION

SECTION 2: DATA COLLECTION

UPWP Task Title: Data Collection and Distribution	UPWP Task Number: 2.1	
Agency Responsible: CRTPA City of Tallahassee (Traffic Engineering)	FY 2013: City of Tallahassee (LOCAL- Traffic Engineering): \$171,000 Leon County (LOCAL_Public Works): \$45,000 CRTPA (FHWA/PL): \$12,500	FY 2014: City of Tallahassee (LOCAL - Traffic Engineering): \$171,000 Leon County (LOCAL -Public Works): \$45,000 CRTPA (FHWA/PL) \$4400

TASK SCHEDULE

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

TASK PURPOSE

Monitor the area's transportation characteristics and factors affecting travel including socioeconomic data, community and land use data, transportation system data, and data related to natural, physical and human environmental concern and issues.

PREVIOUS WORK (FY 2013/2014)

(Agency: CRTPA): Coordinated with FDOT D-3 Traffic Operations and City of Tallahassee Traffic Engineering related to adopted ITS Regional Architecture issues including Highway Performance Monitoring System (HPMS) data collection efforts (1st – 4th Quarter); assisted local transportation agencies in identifying roles and responsibilities related to integration of ITS within CRTPA planning area. Collected socioeconomic and land use data related to development of Year 2030 LRTP and CRTPA ETDM projects (February – April); developed CRTPA maps associated with Year 2030 projects and public information distribution (December, January); assisted in collection of transportation disadvantaged data, bicycle and pedestrian information. Collected and reviewed reports of non-motorized transportation crashes for analysis.

(Agency: City of Tallahassee/Traffic Engineering Division): Monitored and developed traffic counts and crash surveillance information for City of Tallahassee and Leon County; Maintained Tallahassee Advanced Transportation Management System (TATMS)/Intelligent Transportation System (ITS) programs for City of Tallahassee, Leon County, Florida State University and portions of Gadsden County; installed video detection systems at two (2) intersections; turned on six (6) new signalized intersections; Completed testing and implementation of upgrade to traffic signal controller firmware and software ; installed one (1) mile of fiber optic cable overhead; installed five (5) new signal surveillance cameras; performed project management of the Advanced Traveler Information Web Site for web based traffic analysis content (turning movement counts, level of service and crash data at all signalized intersections); 100% complete with testing and implementation of the web based traffic analysis content (turning movement counts, level of service and crash data at all signalized intersections in Leon County); . Continued to collect and input the traffic signal inventory into the CarteGraph asset and work management database ; actively tracking all signal maintenance work orders within the CarteGraph asset and work management database; developed a data export program to

export crash data from AIMS into the TATMS database for display on the Advanced Traveler Information Web Site; Completed a Joint Projects Agreement (JPA) with FDOT to install five (5) monitoring cameras on I-10 and stream the video to the web for monitoring the widening project on I-10; Completed a project to install License Plate Reader (LPR) technology on I-10 to display travel time messages via the DMS on I-10; Entered into a JPA between the COT and FDOT to collocate programmed Tallahassee/D-3 Regional Transportation Management Center; execute a JPA between the COT and FDOT related to the City of Tallahassee's operation and maintenance of the programmed I-10 Freeway Management System.

METHODOLOGY (FY 2011)

(Agency: CRTPA): Coordinate with FDOT and transportation agencies related to data collection and management; continue ITS Regional Architecture coordination efforts related to the integration of ITS within CRTPA planning area. Collect socioeconomic and land use data for use in CRTPA plans and programs including development of community profile related to public involvement and ETDM. Provide transportation data to the public and transportation agencies. Maintain records of non-motorized transportation crashes for analysis within CRTPA region; participate in annual national count and survey program of non-motorized transportation modes associated with the Institute of Transportation Engineers.

(Agency: City of Tallahassee/Traffic Engineering Division): Continue monitoring and development of traffic counts, turning movement counts at approximately 120 intersections and crash surveillance ("Top 20 Accident Locations") information for the City of Tallahassee (COT) and Leon County; conduct appropriate analyses on roadway corridors as required; continue to input crash report into AIMS; complete implementation of web based traffic analysis content to include graphic representation of crash data for all mid-block and intersection crash reports. Maintain Tallahassee Advanced Transportation Management System (TATMS)/Intelligent Transportation System (ITS) programs for City of Tallahassee, Leon County, Florida State University and portions of Gadsden County; upgrade the communications system to the traffic signal controllers ; ; Continue with the input, analysis and reporting of turning movement count data and level of service data for each signalized intersection into TATMS; and continue to add data collection content to the Advanced Traveler Information Web Site for web based traffic analysis i.e. turning movement counts, level of service and crash data at all signalized intersections.

METHODOLOGY (FY 2012)

(Agency: CRTPA): Coordinate with FDOT and transportation agencies related to data collection and management; continue adopted ITS Regional Architecture coordination efforts related to the integration of ITS within CRTPA planning area. Collect socioeconomic and land use data for use in CRTPA plans and programs including development of community profile related to public involvement and ETDM. Provide transportation data to the public and transportation agencies. Maintain records of non-motorized transportation crashes for analysis within CRTPA region; participate in annual national count and survey program of non-motorized transportation modes associated with the Institute of Transportation Engineers.

(Agency: City of Tallahassee/Traffic Engineering Division): Continue monitoring and development of traffic counts, turning movement counts at approximately 120 intersections and crash surveillance ("Top 20 Accident Locations") information for the City of Tallahassee (COT) and Leon County; conduct appropriate analyses on roadway corridors as required; continue to input crash report into AIMS; complete implementation of web based traffic analysis content to include graphic representation of crash data for all mid-block and intersection crash reports.

Maintain Tallahassee Advanced Transportation Management System (TATMS)/Intelligent Transportation System (ITS) programs for City of Tallahassee, Leon County, Florida State University and portions of Gadsden County; continue to manage the Tallahassee/D-3 Regional Transportation Management Center program; continue with the input, analysis and reporting of turning movement count data and level of service data for each signalized intersection into TATMS; and continue to add data collection content to the Advanced Traveler Information Web Site for web based traffic analysis i.e. turning movement counts, level of service and crash data at all signalized intersections.

END PRODUCTS/COMPLETION DATES/MILESTONES (FYs 2013/2014)

- Continued development of CRTPA Community Profile information (Sep, Dec, Mar, Jun).
- Continued ITS integration into CRTPA planning area through Regional Architecture coordination (Sep, Dec, Mar, Jun).
- Traffic signal timing maintenance for FDOT, City of Tallahassee, Leon County, Florida State University and portions of Gadsden County (ongoing).
- Traffic count Annual Report for City of Tallahassee and Leon County (Dec).
- "Top 20 Accident Locations" Report (Jun).
- Traffic count Annual Report for City of Tallahassee and Leon County (Dec).
- "Top 20 Accident Locations" Report (Jun).

SECTION 3

Unified Planning Work Program (UPWP)

SECTION 3: Unified Planning Work Program (UPWP)

UPWP Task Title: Unified Planning Work Program	UPWP Task Number: 3.1	
Agency Responsible: CRTPA	FY 2013: Funding Sources: FHWA PL: \$18,000 FTA 5303: \$13,000 5303 Match: \$1,625 Local 5303 Match \$1625	FY 2014: Funding Sources: FHWA PL: \$18,000 FTA 5303: \$13,000 5303 Match: \$1,625 Local 5303 Match \$1625

TASK SCHEDULE

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

TASK PURPOSE

Ensure development of the CRTPA's transportation work program in a manner addressing the region's needs as well as federal and state requirements.

PREVIOUS WORK (FY 2011/2012)

Coordinated with transportation planning partners to identify FYs 2011/2012 UPWP tasks (December, January); drafting, development and adoption of the FYs 2009/10 Unified Planning Work Program (adopted May); monitored FY 2009 and FY 2010 UPWP for possible amendment and for use as a management tool (1st – 4th Quarter). Submitted amendments to reviewing agencies by scheduled deadlines.

METHODOLOGY (FY 2013)

Coordinate with transportation planning partners to identify possible amendments to FY 2012 UPWP tasks; conduct UPWP "kick off" meeting with FHWA and FDOT; identify CRTPA planning priorities; develop draft and final UPWP; respond to review agency comments. Monitor UPWP for potential amendments. Review UPWP to manage budget, work efforts and schedules.

METHODOLOGY (FY 2014)

Coordinate with transportation planning partners to identify FYs 2013/2014 UPWP tasks; conduct UPWP "kick off" meeting with FHWA and FDOT; identify CRTPA planning priorities; develop draft and final UPWP; respond to review agency comments. Monitor UPWP for potential amendments. Review UPWP to manage budget, work efforts and schedules.

END PRODUCTS/COMPLETION DATES/MILESTONES (FYs 2013/2014)

- FYs 2015 and 2016 UPWP (May).
- Identification of transportation partner tasks (Jan).

- Monitor document: potential amendment and management tool (ongoing).

OTHER INFORMATION

The UPWP may be viewed on the CRTPA's website (www.crtpa.org).

SECTION 4

Transportation Improvement Program (TIP)

SECTION 4: Transportation Improvement Program (TIP)

UPWP Task Title: Transportation Improvement Program Development	UPWP Task Number: 4.1	
Agency Responsible: CRTPA	FY 2013 Funding Source: FHWA PL: \$40,000 FTA 5303: \$13,000 FDOT 5303 Match: \$1,625 Local 5303 Match: \$1,625	FY 2014 Funding Source: FHWA PL: \$40,000 FTA 5303: \$13,000 FDOT 5303 Match: \$1,625 Local 5303 Match: \$1,625

TASK SCHEDULE

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

TASK PURPOSE

Implement projects identified within the CRTPA's Regional Mobility Plan, Bicycle and Pedestrian Master Plan and other CRTPA plans/programs through coordination with the CRTPA's transportation partners in the development of the CRTPA Transportation Improvement Program (TIP) and project priority lists (PPLs).

PREVIOUS WORK (FY 2011 & 2012)

Development and adoption of the FY 2012/2016 and FY 2013/2017 Transportation Improvement Program (TIP) (adopted June); development and adoption of FY 2012/2016 CRTPA Priority Project List (Major, SIS, TSM, TRIP, Transportation Enhancement, Transit and Aviation PPLs) (adopted September) and FY 2013/2017 CRTPA Priority Project List (RMP, TSM, TRIP, Transportation Enhancement, Transit and Aviation PPLs) (adopted June). Amendment of FY 2012/2016 and FY 2013/2017 Transportation Improvement Program.

METHODOLOGY (FY 2013)

Continue to implement CRTPA priorities through development of priority project lists for the Regional Mobility Plan (consisting of roadway, bicycle, pedestrian, and transit projects) transportation systems management, aviation and transit projects, SIS and TRIP projects. Coordinate with FDOT D-3 regarding identification of Work Program projects for TIP inclusion as well as projects requiring TIP amendment. Coordinate with CRTPA member governments to identify local Capital Improvement Program transportation projects. Include Annual Listing of Federally Obligated Projects within TIP. Develop draft and final TIP including TIP narrative and listing of federal, state and CRTPA member government projects, as well as public involvement/education opportunities. Monitor and amend adopted TIP as required. Develop and maintain on-line Interactive TIP site.

METHODOLOGY (FY 2014)

Continue to implement CRTPA priorities through development of priority project lists for the Regional Mobility Plan (consisting of roadway, bicycle, pedestrian, and transit projects)

transportation systems management, aviation and transit projects, SIS and TRIP projects. Coordinate with FDOT D-3 regarding identification of Work Program projects for TIP inclusion as well as projects requiring TIP amendment. Coordinate with C RTPA member governments to identify local Capital Improvement Program transportation projects. Include Annual Listing of Federally Obligated Projects within TIP. Develop draft and final TIP including TIP narrative and listing of federal, state and C RTPA member government projects, as well as public involvement/education opportunities. Monitor and amend adopted TIP as required. Develop and maintain on-line Interactive TIP site.

END PRODUCTS/COMPLETION DATES/MILESTONES (FYs 2013/2014)

- FY 2014/2018 and FY 2015/FY 2019 C RTPA Priority Project Lists (Sep).
- FY 2014/2018 and FY 2015/FY 2019 TIP (Jun).
- Amended FY 2014/2018 and FY 2015/FY 2019 TIP (as required) (ongoing).
- Furtherance of C RTPA Priorities through adoption of PPLs that identify and prioritize multimodal projects to receive funding (Sep).

OTHER INFORMATION

- The draft and adopted TIP, as well as the Annual Listing of Federally Obligated Projects, are posted on the C RTPA's website (www.crtpa.org). Furthermore, the Interactive TIP (available through a link on the agency's website) allows users to interactively search for projects based upon project type or location as well as through an interactive mapping feature.
- For more information regarding transportation systems management (TSM), see Task 7.5: Mobility Management.

SECTION 5

Long Range Transportation Plan (LRTP)

SECTION 5: Long Range Transportation Plan (LRTP)

UPWP Task Title: Long Range Transportation Plan Development	UPWP Task Number: 5.1	
Agency Responsible: CRTPA	FY 2013 Funding Source: FHWA PL: \$60,000 FTA 5303: \$13,000 FDOT 5303 Match: \$1,625 Local 5303 Match: \$1,625 Regional Plan: \$140,000 (see below)* FDOT Planning ** \$550,000	FY 2014 Funding Source: FHWA PL: \$53,000 FTA 5303: \$13,000 FDOT 5303 Match: \$1,625 Local 5303 Match: \$1,625 Regional Plan: \$140,000 (see below) *

TASK SCHEDULE

TASKS 2013	JUL	AUG	SEP	OCT	NOV	DEC	JAN	FEB	MAR	APR	MAY	JUN
Maintenance and Distribution												
Goals and Objectives												
Evaluation Criteria												
Scenario Planning												
Corridor Development												
Public Involvement												
Financial Resources												
Modeling												
Needs Plan												

TASKS 2014	JUL	AUG	SEP	OCT	NOV	DEC	JAN	FEB	MAR	APR	MAY	JUN
Maintenance and Distribution												
Goals and Objectives												
Evaluation Criteria												
Scenario Planning												
Corridor Development												
Public Involvement												
Financial Resources												
Modeling												
Needs Plan												

SEP – CRTPA Meeting Months

TASK PURPOSE

Maintain and disseminate the CRTPA's Long Range Transportation Plan (LRTP), known as the Regional Mobility Plan (RMP). Assist local governments through provision of information related to the LRTP for use in ensuring consistency between CRTPA plans and local government comprehensive plans. Monitor the adopted RMP for potential amendment.

It is anticipated that during the fiscal year that staff will begin development of the Scope-of-Services for the next Long Range Transportation Plan Update.

PREVIOUS WORK (FY 2011/2012)

Year 2035 Long Range Transportation Plan (Regional Mobility Plan)

The RMP was adopted on November 15, 2010 with the final document distributed in March 2012. CRTPA staff has worked with the local governments to adopt the LRTP into the comprehensive plans, and distribute and discuss the RMP upon request to consultants and citizens as needed.

METHODOLOGY (FY 2013)

Year 2035 Long Range Transportation Plan (Regional Mobility Plan)

There are several continuing tasks that the CRTPA will perform including:

1. Amending the RMP as required,
2. Provide copies of the RMP upon request,
3. Continued tracking of RMP projects within ETDM process (coordinated with UPWP Task 8), and
4. Assist local governments with provision of RMP information associated with local government comprehensive plan data needs.

In addition to these continuing tasks, the CRTPA will begin development of the Scope-of-services for the next update to the Long Range Transportation Plan in the second quarter continuing through to the third quarter. Staff will also be initiating the consultant selection process in the third quarter, with the selection occurring in the fourth quarter

FUNDING: The funds from the project will include, FDOT funds for the LRTP (\$350,000), FTA funds for the TDP (\$150,000), XU funds for the BPMP (\$100,000), PL funds (\$50,000), HP funds (\$100,000). The bulk of the expenditures will occur in FY 09 and FY 10 with approximately 40% spent each year.

METHODOLOGY (FY 2014)

Long Range Transportation Plan

There are several continuing tasks that the CRTPA will perform including:

1. Amending the RMP as required,
2. Provide copies of the RMP upon request,
3. Continued tracking of RMP projects within ETDM process (coordinated with UPWP Task 8), and
4. Assist local governments with provision of RMP information associated with local government comprehensive plan data needs.

Tasks Associated with the update to the LRTP that will be completed include the development of Goals and Objectives, Base-Year model Development, and Public Involvement Plan development and initiation at a minimum.

END PRODUCTS/COMPLETION DATES/MILESTONES

Regional Mobility Plan (FY 2013)

- Amend the RMP as required (Sep, Dec, Mar, Jun).
- Provide copies of the RMP upon request (Sep, Dec, Mar, Jun).
- Continued tracking of RMP projects within ETDM process (Sep, Dec, Mar, Jun).
- Assist local governments with provision of RMP information associated with local government comprehensive plan data needs (Sep, Dec, Mar, Jun).
- Develop Scope-of-Services (Dec)
- Release Request for Proposals (Mar)
- Consultant Selection (Jun)

Regional Mobility Plan FY 2014

- Amend the RMP as required (Sep, Dec, Mar, Jun).
- Provide copies of the RMP upon request (Sep, Dec, Mar, Jun).
- Continued tracking of RMP projects within ETDM process (Sep, Dec, Mar, Jun).
- Assist local governments with provision of RMP information associated with local government comprehensive plan data needs (Sep, Dec, Mar, Jun).
- Develop Goals and Objectives (Sep)
- Develop and initiate Public Involvement Plan (Sep)
- Data Collection (Dec)

- Develop Base Year model (Mar)
- Develop Opportunity Plan (Jun)
- Develop Needs Plan (Jun)

OTHER INFORMATION

The RMP can be viewed on the CRTPA's website (www.crtpa.org).

SECTION 6

Public Involvement

SECTION 6: Public Involvement

UPWP Task Title: Public Involvement	UPWP Task Number: 6.1	
Agency Responsible: CRTPA	FY 2013	FY 2014
	Funding Source:	Funding Source:
	FHWA PL: \$50,000	FHWA PL: \$50,000
	FTA 5303: \$6,000	FTA 5303: \$6,000
	FDOT 5303 Match: \$750	FDOT 5303 Match: \$750
	Local 5303 Match: \$750	Local 5303 Match: \$750

TASK SCHEDULE

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

TASK PURPOSE

Conduct the public involvement process in a manner that increases the public's knowledge and participation in the regional transportation planning process.

PREVIOUS WORK (FYs 2011 and 2012)

Public Involvement Plan and Assessment: Held monthly internal meetings to assess implementation of Public Involvement Plan and discuss upcoming public involvement opportunities throughout the CRTPA area. Developed an update to the existing plan in response to finding in TMA Certification.

Title VI: Developed/adopted Title VI Procedures; revised Title VI Procedures and Limited English Proficiency Plans to address comments received from FHWA.

Public Outreach: Conducted public outreach seeking comments on the CRTPA's plans and programs (including TIP, UPWP, Project Priority Lists, Public Involvement Progress Plan, Congestion Management Plan, Regional Mobility Plan) within the CRTPA region; provided generalized CRTPA information at public events; provided information regarding transportation planning process and CRTPA plans and programs to various news media; made continuing updates/upgrades to CRTPA webpage to improve public access to CRTPA information and resources including the posting of information regarding CRTPA members, the planning process, CRTPA plans and programs, and upcoming meetings/public involvement opportunities (1st – 4th Quarter); analyzed public comment received regarding the CRTPA's plans and programs; increased efforts to seek input from the region's traditionally underserved population through targeted locations in public events.

METHODOLOGY (FY 2013)

Public Involvement Plan and Assessment: Monitor and update the PIP as needed; conduct public involvement assessment meetings consistent with adopted PIP.

Title VI: Continue to monitor and update Title VI document as may be required.

Public Outreach: Continue to conduct public outreach related to the C RTPA's plans and programs (including TIP, RMP, UPWP and Project Priority Lists) within the C RTPA region; provide C RTPA information and public involvement items at public events (including Commuter Choices Week, and Bike to Work Week); provide information regarding transportation planning process and C RTPA plans and programs to various news media; launch and maintain a new C RTPA webpage; develop C RTPA newsletters and brochures for public distribution; disseminate transportation planning information to citizens, public agencies and others as requested; continue conversations with City of Tallahassee to televise C RTPA meetings; continue efforts related to increasing input from the region's traditionally underserved population; perform safety programs at public schools, as requested, in Gadsden, Leon, Jefferson, and Wakulla counties. Attend local festivals and events as available in all counties. Continue televising C RTPA meetings on WCOT.

METHODOLOGY (FY 2014)

Public Involvement Plan and Assessment: Monitor and update the PIP as needed; conduct public involvement assessment meetings consistent with adopted PIP.

Title VI: Continue to monitor and update Title VI document as may be required.

Public Outreach: Continue to conduct public outreach related to the C RTPA's plans and programs (including TIP, RMP, UPWP and Project Priority Lists) within the C RTPA region; provide C RTPA information and public involvement items at public events (including Commuter Choices Week and Bike to Work Week); provide information regarding transportation planning process and C RTPA plans and programs to various news media; launch and maintain a new C RTPA webpage; develop C RTPA newsletters and brochures for public distribution; disseminate transportation planning information to citizens, public agencies and others as requested; continue conversations with City of Tallahassee to televise C RTPA meetings; continue efforts related to increasing input from the region's traditionally underserved population. Continue televising C RTPA meetings on WCOT.

END PRODUCTS/COMPLETION DATES/MILESTONES (FYs 2013/14)

- Monitor Public Involvement Plan (ongoing).
- Two (2) C RTPA Newsletters (Feb, Aug.).
- Distribution of C RTPA information and plans (ongoing).
- Enhanced public knowledge in transportation planning process (ongoing).
- Continued C RTPA presence at regional public events (ongoing).
- Up-to-date, accurate C RTPA web site (www.crtpa.org). (ongoing).
- Two Title VI Assessment Meetings (October, March)
- Enhanced access to public visualization of proposed plans.
- Updated plans that reflect findings of assessment meetings. (ongoing)

SECTION 7

Systems Planning

SECTION 7: Systems Planning

UPWP Task Title: BICYCLE AND PEDESTRIAN PLANNING	UPWP Task Number: 7.1	
Agency Responsible: CRTPA	FY 2013 Funding Source: FHWA PL: \$45,000 Local Funds: \$10,000 STP: \$210,000 *	FY 2014 Funding Source: FHWA PL: \$43,000 Local Funds \$10,000

TASK SCHEDULE

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

TASK PURPOSE

Increase the use and safety of bicycle and pedestrian transportation by ensuring the adequate funding of these modes through implementation of the Bicycle & Pedestrian Master Plan (BPMP) and development of a comprehensive program that includes education, enforcement, engineering, and encouragement activities.

PREVIOUS WORK (Fys 2011 and 2012)

Bicycle and Pedestrian Master Plan Implementation: Continued Master Plan implementation through coordination with City of Tallahassee and Leon County regarding provision of bicycle facilities on roads to be resurfaced (ongoing); continued to identify BPMP projects that could benefit from SB 360/fair share funding and TIGER Grant funds; coordinated with City of Tallahassee regarding Bicycle-Friendly Community designation (ongoing); conducted PPL and TIP processes to secure bicycle/pedestrian funding and ensure that citizens and agencies are aware of the PPL/TIP process and the role of bicycle & pedestrian transportation in the process (September – December); continued discussion seeking funding opportunities for an update of BPMP (integrated into Regional Mobility Plan) with state and local government partners to include all of expanded CRTPA planning area boundary (ongoing); worked with Multimodal Advisory Committee (MAC) to comprehensively address non-motorized mobility in the CRTPA region (ongoing).

Comprehensive Programs (EDUCATION Activities): Distributed safety education material by request to the public and through the Community Traffic Safety Teams and other ongoing efforts and events; assisted with development of bicycle & pedestrian safety education programs for adults and children throughout the CRTPA region, including bicycle safety classes; provided engineering and design standards to professionals involved in project development; worked with Leon County Schools and the Community Traffic Safety Team to identify

improvements to conditions for bicycle & pedestrian issues.

(ENGINEERING Activities): Continued identification of opportunities for CRTPA staff to provide input into local planning efforts that would affect bicycle and pedestrian transportation, and worked with local government staff to provide input into those efforts; reviewed roadway designs and site plans to provide suggestions on improving conditions for bicycle & pedestrian travel; coordinated with transit agencies to ensure and improve access to transit facilities/system; provided suggestions for code changes to enhance provision of bicycle & pedestrian facilities.

(ENFORCEMENT Activities): Worked with law enforcement agencies and through Community Traffic Safety Team to identify priorities for enforcement related to pedestrians and bicyclists.

(ENCOURAGEMENT Activities): Distributed maps and other information on bicycling and walking in the CRTPA area; assisted with planning, promotion and implementation of events that encourage bicycling and walking, such as Bike to Work Week and Commuter Choices Week.

METHODOLOGY (FY 2013)

Bicycle and Pedestrian Master Plan Implementation: Continue working with state and local government staff and other appropriate agencies to develop and fund recommended programs, policies and projects within entire CRTPA area; continue distribution of Bicycle and Pedestrian Master Plan document to the public, governmental agencies, and community organizations; work with other jurisdictions to identify and begin programs, policies, and projects that are applicable to Master Plan implementation; continue representing the CRTPA in various local efforts related to transportation and bicycle and pedestrian issues in the CRTPA area; work with CRTPA local government agencies to coordinate development of data on bicycle & pedestrian facilities within their jurisdictions; work towards developing an update to the Master Plan (integrated with Regional Mobility Plan) to include the entire CRTPA area; continue development of Multimodal Advisory Committee. Work with Gadsden, and Wakulla Counties, in conjunction with the Long Range Transportation Plan to identify trails. Work with Wakulla County in the development of the Ochlocknee Trail and Capital to the Sea Loop Trail.

Comprehensive Programs (EDUCATION Activities): Continue developing programs as recommended in the adopted Bicycle & Pedestrian Master Plan, and expand those programs to the CRTPA Planning Area as appropriate; coordinate with CRTPA member local governments and other agencies on opportunities and needs related to improving bicycle and pedestrian mobility and safety; distribute safety education material by request to the public and through the Community Traffic Safety Teams and other ongoing efforts; assist with development of bicycle & pedestrian safety education programs for adults and children, such as bicycle safety rodeos and walking school bus groups with the Safe Ways to School Program; provide engineering and design standards to professionals involved in project development. (ENGINEERING Activities): Continue identification of opportunities for CRTPA staff to provide input into local planning efforts that would affect bicycle and pedestrian transportation, and work with local government staff to provide input into those efforts; participate in review of transportation project designs and provide assistance with development of bicycle and pedestrian facilities and inclusion of such considerations in ongoing projects; coordinate with transit agencies to ensure and improve access to transit facilities/system; provide suggestions for code changes to enhance provision of bicycle & pedestrian facilities. (ENFORCEMENT Activities): Coordinate with law enforcement agencies, universities, and CTST to identify priorities for enforcement related to pedestrians and bicyclists. (ENCOURAGEMENT Activities): Distribute maps and other information on bicycling and walking in the CRTPA area; assist with planning, promotion and implementation of events that encourage bicycling and walking, including Commuter Choices Week, and Safe Routes to

School; continue work on development and distribution of an updated bicycle map for the City/County/Region. Work with local governments to achieve Bicycle Friendly Community Status.

METHODOLOGY (FY 2014)

Bicycle and Pedestrian Master Plan Implementation: Continue working with state and local government staff and other appropriate agencies to develop and fund recommended programs, policies and projects within entire C RTPA area; continue distribution of Bicycle and Pedestrian Master Plan document to the public, governmental agencies, and community organizations; work with other jurisdictions to identify and begin programs, policies, and projects that are applicable to Master Plan implementation; continue representing the C RTPA in various local efforts related to transportation and bicycle and pedestrian issues in the C RTPA area; work with C RTPA local government agencies to coordinate development of data on bicycle & pedestrian facilities within their jurisdictions; work towards developing an update to the Master Plan (integrated with Regional Mobility Plan) to include the entire C RTPA area; continue development of Multimodal Advisory Committee.

Comprehensive Programs (EDUCATION Activities): Continue developing programs as recommended in the adopted Bicycle & Pedestrian Master Plan, and expand those programs to the C RTPA Planning Area as appropriate; coordinate with C RTPA member local governments and other agencies on opportunities and needs related to improving bicycle and pedestrian mobility and safety; distribute safety education material by request to the public and through the Community Traffic Safety Teams and other ongoing efforts; conduct and assist with development of bicycle & pedestrian safety education programs for adults and children, such as bicycle safety rodeos and walking school buses for the Safe Ways to School Program; provide engineering and design standards to professionals involved in project development.

(ENGINEERING Activities): Continue identification of opportunities for C RTPA staff to provide input into local planning efforts that would affect bicycle and pedestrian transportation, and work with local government staff to provide input into those efforts; participate in review of transportation project designs and provide assistance with development of bicycle and pedestrian facilities and inclusion of such considerations in ongoing projects; coordinate with transit agencies to ensure and improve access to transit facilities/system; provide suggestions for code changes to enhance provision of bicycle & pedestrian facilities. (ENFORCEMENT Activities): Coordinate with law enforcement agencies, universities, and CTST to identify priorities for enforcement related to pedestrians and bicyclists. (ENCOURAGEMENT Activities): Distribute maps and other information on bicycling and walking in the C RTPA area; assist with planning, promotion and implementation of events that encourage bicycling and walking, including Commuter Choices Week, and Safe Routes to School; continue work on development and distribution of an updated bicycle map for the City/County/Region.

END PRODUCTS/COMPLETION DATES/MILESTONES (FYs 2013/2014)

- Implementation of projects recommended in the adopted Master Plan through participation in PPL process.
- Implementation of programs recommended in the adopted Bicycle and Pedestrian Master Plan (ongoing).

- Continued consideration, representation and implementation of bicycle and pedestrian modes within the transportation planning process (ongoing)
- Continuation of education, encouragement, enforcement, and engineering activities. Including: training for professionals, CRTPA involvement in member government process, education for citizens through participation in local media opportunities (ongoing).
- Work with Wakulla County on development of Ochlocknee Trail and Capital to the Sea Loop Trail. (FYs 2011/2012)
- Bicycle Friendly Community designation assistance for local governments with the CRTPA area.
- Regional Bicycle Advocacy Leadership group Established.
- Safe Routes to School Program Established

OTHER INFORMATION

The adopted Bicycle and Pedestrian Master Plan may be viewed on the CRTPA's website (www.crtpa.org).

* Task amended to reflect the use of STP funds in Wakulla and Gadsden Counties for sidewalk projects. (See also Task 1.7 Professional Services) Distribution: \$120,000 to Gadsden County, \$90,000 to Wakulla County.

SECTION 7: Systems Planning

UPWP Task Title: TRANSIT PLANNING	UPWP Task Number: 7.2	
Agency Responsible: StarMetro (City of Tallahassee)	FY 2013 Funding Source: FTA 5307: \$130,000 Local Match (COT): -0- (matched with toll revenue credits	FY 2014 Funding Source: FTA 5307: \$130,000 Local Match (COT): -0- (matched with toll revenue credits FTA5339: \$400,000

TASK SCHEDULE

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

TASK PURPOSE

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

PREVIOUS WORK (FYs 2011 and 2012)

StarMetro completed the following tasks:

Intelligent Transportation System:

StarMetro began to implement its Intelligent Transportation System (ITS). This application automates the steps associated with creating and managing our fixed-route schedules. In 2012, StarMetro will begin implementing Automated Vehicle Location Systems to provide location of all buses. Computers monitor buses for unusual or suspicious behaviors.

Route Restructuring:

StarMetro decentralized its bus system on July 11th, 2011 to better meet the growing needs of the community. Public meetings were held in preparation for these changes and volunteers assisted customers on their trips. Public meetings were also held following the route changes so StarMetro staff could understand the strengths and weaknesses of the new system and make needed adjustments throughout the year.

Shelter Installation

StarMetro installed 43 shelters in preparation for the decentralized system. These shelters are located at transfer locations and stops with high ridership.

Transit Accessibility

StarMetro coordinated with CRTPA, the City of Tallahassee, and other partners to enhance the accessibility of transit routes to pedestrians, bicyclists, and human services populations. Public Works has been charged with addressing the sidewalk needs meeting the new system route criterion. A total of over 100 needed sidewalk segments meeting this criterion were identified.

Replacement Buses:

StarMetro purchased 12 buses in 2010 and 5 buses in 2011. A grant was received by the United States Department of Transportation to purchase four zero emission, all-electric buses. These buses will arrive at StarMetro headquarters in the spring.

University Partnerships:

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

METHODOLOGY (FY 2013)

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

Intelligent Transit System (ITS):

StarMetro will continue to implement its Intelligent Transportation System (ITS) this term. Automated Vehicle Location Systems will provide the location of all buses. Computers will monitor buses for unusual or suspicious detours or behaviors.

Remote Transfer Facilities:

StarMetro has land for the development of two remote transfer facilities (or, Multi-Modal Facilities). Park-and-ride facilities are also planned at distant sites.

University Partnerships:

StarMetro will continue one of the biggest, non-Capital Project achievements has been the development of StarMetro's partnerships with Florida State University, Florida Agricultural & Mechanical University and Tallahassee Community College. StarMetro will work with all three institutions to develop increased funding methods for improved service along University routes and fixed-route service.

Route Restructuring:

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

Electric Buses:

StarMetro received a grant from the United States Department of Transportation to purchase four zero emission, all-electric buses. The grant includes funding for the construction of a fast charging station. StarMetro will research modifications required for the garage to accommodate the new electric buses.

Alternatives Analysis:

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

METHODOLOGY (FY 2014)

StarMetro will use the recommendations from 2010 – 2020 Transit Development Plan and the 2035 Long Range Transportation Plan as well as internal initiatives to improve transit in the City of Tallahassee and the Tallahassee metropolitan statistical area. A high priority is to begin operating regional routes to surrounding counties.

Regional Service

Continue to cooperatively plan for and implement regional transit service with StarMetro's planning partners. StarMetro currently serves the city of Tallahassee and provides marketing and management support for Gadsden Express service to Quincy and Midway. There are plans for expanded public transportation in Leon, Gadsden, Jefferson, and Wakulla counties. As the largest provider in the region, StarMetro should be represented in efforts to plan and implement regional service.

SECTION 7: TLH Airport Systems Planning

UPWP Task Title: AVIATION PLANNING	UPWP Task Number: 7.3	
Agency Responsible: TALLAHASSEE REGIONAL AIRPORT	FY 2013 Funding Source: COT - Aviation: \$170,000	FY 2014 Funding Source: COT – Aviation: \$170,000

TASK SCHEDULE

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

TASK PURPOSE

Perform the Aviation Planning tasks for the Tallahassee Regional Airport (TLH) in a continued, coordinated and cooperative manner. Included within this task are activities associated with the Strategic Terminal Master Plan, Airport Economic Development Master Plan, , and the Airport's Capital Improvement Program. The Airport's planning process includes identification of planning priorities and activities in coordinating with tenants, citizens, regulators, airlines, and federal, state, and local governmental agencies. This task defines aviation activities performed by the City of Tallahassee's Department of Aviation.

PREVIOUS WORK (FY 2011-2012)

Coordinated the development of the Airport Master Plan Update; monitored the development order associated with the Airport Development of Regional Impact for consistency with its capital program and updated it accordingly; developed and submitted to the Florida Department of Community Affairs the 2006 Airport Development of Regional Impact Annual Report; updated the Capital Improvement Plan incorporating capital projects from the Airport Master Plan, TIP, and JACIP; updated and provided a five-year Transportation Improvement Plan (TIP) to the Florida Department of Transportation; provided a prioritized Six-Year Work Program to the Florida Department of Transportation; provided an updated Capital Improvement Plan to the Federal Aviation Administration and the Florida Department of Transportation associated with the agencies Joint Aviation Capital Improvement Program (JACIP); maintained the Airport Layout Plan reflecting existing and future development as identified in the Airport Master Plan, Development of Regional Impact, and various capital improvement plans as required by the Federal Aviation Administration. Continued to serve as a member on the CRTPA Technical Advisory Committee and continued to meet with the FDOT Aviation Office to ensure that Florida's air transportation system remains intact through the Continuing Florida Aviation Systems Planning Process (CFASPP).

METHODOLOGY (FY 2013)

Implementation and monitoring of Airport Master Plan Update; development of the Strategic Terminal Master Plan, Airport Economic Development Master Plan, , and the Airport's Capital Improvement Program.; complete the 5-year CIP for Fiscal year 2009-2014, 2010-2015, 3;

submit a projected 10-year JACIP to the FAA and the FDOT; continue to update the Airport Layout Plan, as needed; and continue participation in MPO, FAA System Plan, and CFASPP Process Committee.

METHODOLOGY (FY 2014)

Implementation and monitoring of Airport Master Plan Update; implementation of the Strategic Terminal Master Plan, Airport Economic Development Master Plan, , and development of the Airport's Capital Improvement Program.; complete 5-year CIP for Fiscal year 2009-2014, 2010-2015 submit 10-year JACIP to the FAA and the FDOT; continue to update the Airport Layout Plan as needed; and continue participation in MPO, FAA System Plan, and CFASPP Process Committee.

END PRODUCTS/COMPLETION DATES/MILESTONES (FYs 2013/2014)

- Airport Master Plan Update (Dec, Mar).
- Airport Capital Improvement Program (Mar).
- Strategic Terminal Master Plan
- Economic Development Master Plan

OTHER INFORMATION

The Airport Master Plan and when implemented the Strategic Terminal Master Plan and Economic Development Master Plan may be viewed on the following website (www.flytallahassee.com)

SECTION 7: Systems Planning

UPWP Task Title: TRANSPORTATION DISADVANTAGED PLANNING	UPWP Task Number: 7.4	
Agency Responsible: CRTPA	FY 2011 Funding Source: FTA 5303: \$18,314 FDOT 5303 Match: \$ 2,289 Local 530 Match: \$ 2,289 TD Trust Fund: \$23,602	FY 2012 Funding Source: FTA 5303: \$18,314 FDOT 5303 Match: \$ 2,289 Local 530 Match: \$ 2,289 TD Trust Fund: \$24,027

TASK SCHEDULE

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

TASK PURPOSE

Perform planning tasks associated with monitoring the transportation needs of the region's transportation disadvantaged consistent with Chapter 427, Florida Statutes ("Special Transportation and Communication Services"), Rule 41-2, Florida Administrative Rule ("Commission for The Transportation Disadvantaged").

PREVIOUS WORK (FYs 2011/2012)

Provided support to the Leon County Transportation Disadvantaged Coordinating Board (TDCB) including monitoring and updating the Transportation Disadvantaged Service Plan (May, June, July) and assisted in annual Community Transportation Coordinator evaluation (November, December). Monitored and coordinated with the Gadsden and Wakulla Transportation Disadvantaged Coordinating Boards. Retained Starmetro as Community Transportation Coordinator for another 5-year cycle through gaining recommendations via agenda items to the CRTPA and the Commission for the Transportation Disadvantaged.

METHODOLOGY (FY 2013)

Provide support for Transportation Disadvantaged Coordinating Board. Complete annual Community Transportation Coordinator evaluation, including Medicaid NET monitoring; Update the Leon County Transportation Disadvantaged Service Plan; develop passenger surveys; monitor legislative proposals; develop annual budget estimate and expense report; monitor Leon County Non-Sponsored Trip grant. Maintain contact with region's transportation disadvantaged coordinating boards to ensure coordinated planning efforts that address the region's transportation disadvantaged travel needs.

METHODOLOGY (FY 2014)

Provide support for Transportation Disadvantaged Coordinating Board. Complete annual Community Transportation Coordinator evaluation, including Medicaid NET monitoring; Update the Leon County Transportation Disadvantaged Service Plan; develop passenger surveys; monitor legislative proposals; develop annual budget estimate and expense report; monitor Leon County Non-Sponsored Trip grant. Maintain contact with region's transportation disadvantaged coordinating boards to ensure coordinated planning efforts that address the region's transportation disadvantaged travel needs. Begin process for Community Transportation Coordinator renewal or replacement. (TDCB decision to recommend renewal of existing coordinator's contract, or development of request for proposal.)

END PRODUCTS/COMPLETION DATES/MILESTONES (FYs 2011/2012)

- Updated Leon County Transportation Disadvantaged Service Plan (Jul)
- Annual CTC Evaluation (Oct)
- Provide support to the Leon County Transportation Disadvantaged Coordinating Board (ongoing).
- Renewal or replacement of CTC Contract in February 2012.

OTHER INFORMATION

Information related to transportation disadvantaged planning, including the Transportation Disadvantaged Service Plan for Leon County, may be viewed on the CRTPA's website (www.crtpa.org). Additional information may be found at the State of Florida Commission for the Transportation Disadvantaged Program website: www.dot.state.fl.us/ctd

SECTION 7: Systems Planning

UPWP Task Title: MOBILITY MANAGEMENT	UPWP Task Number: 7.5	
Agency Responsible: CRTPA	FY 2011 Funding Source: FHWA PL: \$15,000 FTA 5303: \$9,286 FDOT 5303 Match: \$1,161 Local 5303 Match: \$1,161	FY 2012 Funding Source: FHWA PL: \$15,000 FTA 5303: \$ 9,286 FDOT 5303 Match: \$1,161 Local 5303 Match: \$1,161

TASK SCHEDULE

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

TASK PURPOSE

Ensure optimization of the existing transportation system through agency participation, coordination and identification of system strategies and programs.

PREVIOUS WORK (FY 2009/2010)

Mobility Management/Transportation System Management (TSM): The update to the CRTPA Mobility Management Plan (MMP) was adopted in March, 2007 and was used to identify potential projects for TSM study/priority project list inclusion (July, August); coordinated with CRTPA member governments and FDOT regarding TSM candidate project list; FY 08/12 TSM Project Priority List.

Community Traffic Safety Teams (CTSTs): Monitored and attended Gadsden County CTST, Leon County CTST and Wakulla CTST meetings; maintained regional CTST dialogue.

Commuter Services of North Florida (CSNF): Coordinated with CSNF through attendance of quarterly meetings, ongoing discussions and participation in Commuter Choices Week events (Commuter Choices Events in September).

METHODOLOGY (FY 2011)

Mobility Management/TSM: Continue using the CRTPA Mobility Management Plan (MMP); monitor/review MMP for potential project implementation including addition to TSM priority project list inclusion; coordinate with CRTPA member governments and FDOT regarding TSM candidate project list process and potential project additions. Ensure CRTPA familiarity with TSM process and purpose.

Community Traffic Safety Teams (CTSTs): Attend and monitor Gadsden County, Leon County and Wakulla County CTST's; work towards increasing CRTPA presence at area CTSTs; encourage a regional approach towards addressing safety issues; encourage CTST familiarity with CRTPA coordinative role in regional transportation issues.

Commuter Services of North Florida (CSNF): Coordinate with CSNF to identify opportunities to encourage carpooling, transit, vanpooling, bicycling, telecommuting and flexible work hours to

maximize the region's transportation system; continue to attend and participate at CSNF quarterly meetings, participate in Commuter Choices Week events and other public events.

METHODOLOGY (FY 2012)

Mobility Management/TSM: Continue using the CRTPA Mobility Management Plan (MMP); monitor/review MMP for potential project implementation including addition to TSM priority project list inclusion; coordinate with CRTPA member governments and FDOT regarding TSM candidate project list process and potential project additions. Ensure CRTPA familiarity with TSM process and purpose.

Community Traffic Safety Teams (CTSTs): Attend and monitor Gadsden County, Leon County and Wakulla County CTST's; work towards increasing CRTPA presence at area CTSTs; encourage a regional approach towards addressing safety issues; encourage CTST familiarity with CRTPA coordinative role in regional transportation issues.

Commuter Services of North Florida (CSNF): Coordinate with CSNF to identify opportunities to encourage carpooling, transit, vanpooling, bicycling, telecommuting and flexible work hours to maximize the region's transportation system; continue to attend and participate at CSNF quarterly meetings, participate in Commuter Choices Week events and other public events.

END PRODUCTS/COMPLETION DATES/MILESTONES (FYs 2011/2012)

- FY 11/15 and FY 12/16 TSM Priority Project List (Mar, Jun)
- CTST regional perspective (ongoing)
- Promotion of alternative transportation choices and opportunities (Milestone: Commuter Choices Week – Sep)
- CRTPA Mobility Management Process (Mar)

OTHER INFORMATION

The adopted CRTPA TSM Project Priority List may be viewed on the CRTPA's website (www.crtpa.org). Additionally, links to Commuter Services of North Florida and StarMetro are also provided on the CRTPA's website.

SECTION 8

Regional Planning and CRTPA Coordination

SECTION 8: Regional Planning and C RTPA Coordination

UPWP Task Title: C RTPA Coordination	UPWP Task Number: 8.1	
Agency Responsible: C RTPA	FY 2013 Funding Source: FHWA PL: \$115,195 FTA 5303: \$11608 FDOT 5303 Match: \$2,289 Local 5303 Match: \$2,289	FY 2014 Funding Source: FHWA PL: \$115,195 FTA 5303: \$11608 FDOT 5303 Match: \$2,289 Local 5303 Match: \$2,289

TASK SCHEDULE

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

TASK PURPOSE

Ensure a coordinated approach to the region's transportation planning issues through ongoing local, regional, state and federal agency coordination.

PREVIOUS WORK (FY 2009/2010)

Interagency Coordination: Coordinated with local, regional, state and federal agencies related to transportation issues including: Blueprint 2000, Leon County, Gadsden County, Wakulla County, City of Tallahassee, City of Quincy, City of Midway, Town of Havana, Florida Department of Transportation, Florida Department of Community Affairs, Federal Highway Administration, Federal Transit Administration, Commuter Services of North Florida, StarMetro, Tallahassee Regional Airport, School Boards, Apalachee Regional Planning Council, Northwest Florida Transportation Corridor Authority, Florida State University, Florida A&M University, and Tallahassee Community College. Such efforts have included plan, project and policy review, legislative program review, participation on committees/boards/workgroups, transportation grant funding coordination, multimodal planning and other activities related to inter-jurisdictional transportation issues related to the metropolitan planning process and requirements (1st – 4th Quarter). Began drafting Interlocal Agreement for the addition of Jefferson County, the remainder of Gadsden County, the remainder of Wakulla County, and any of their municipalities.

Efficient Transportation Decision Making (ETDM): Monitored and coordinated with FDOT and consultant regarding upcoming ETDM requirements associated with Year 2030 LRTP development (September); input Year 2030 LRTP ETDM eligible projects into Planning Screen (purpose and needs statements); reviewed and summarized comments received from Environmental Technical Advisory Team (ETAT) as needed.

METHODOLOGY (FY 2013)

Interagency Coordination: Increase interagency coordination with local, regional, state and federal agencies and actively engage them in transportation issues including: Blueprint 2000, Leon County, Gadsden County, Wakulla County, City of Tallahassee, City of Quincy, City of Midway, Town of Havana, Florida Department of Transportation, Florida Department of Community Affairs, Federal Highway Administration, Federal Transit Administration, Commuter Services of North Florida, StarMetro, Tallahassee Regional Airport, School Boards, Apalachee Regional Planning Council, Northwest Florida Transportation Corridor Authority, Florida State University, Florida A&M University and Tallahassee Community College. In addition to attended City/County Commission meetings of all member governments, efforts will include plan, project and policy review, participation on committees/boards/workgroups, legislative program review to ensure CRTPA compliance with state and federal requirements (including recent SAFETEA-LU requirements related to the LRTP, RMP, TIP, TMA certification and other issues), transportation grant funding coordination and other activities related to inter-jurisdictional transportation issues. A focus on multimodal issues to address regional mobility will continue.

Efficient Transportation Decision Making (ETDM): CRTPA ETDM projects will continue to be monitored and advanced; ETDM eligible projects will continue to be input (purpose and needs statements); ongoing coordination efforts with FDOT and ETDM review agencies will continue; identified ETDM project comments will be monitored and coordinated with FDOT and consultant regarding ongoing ETDM requirements associated with Year 2030 LRTP development; input Year 2030 LRTP ETDM eligible projects into Planning Screen; comments received from Environmental Technical Advisory Team (ETAT) will continue to be reviewed and summarized.

Monitoring Air Quality The CRTPA will continue to monitor air quality information as it becomes available should non-attainment status be reached in the region.

METHODOLOGY (FY 2014)

Interagency Coordination: Increase interagency coordination with local, regional, state and federal agencies and actively engage them in transportation issues including: Blueprint 2000, Leon County, Gadsden County, Wakulla County, City of Tallahassee, City of Quincy, City of Midway, Town of Havana, Florida Department of Transportation, Florida Department of Community Affairs, Federal Highway Administration, Federal Transit Administration, Commuter Services of North Florida, StarMetro, Tallahassee Regional Airport, School Boards, Apalachee Regional Planning Council, Northwest Florida Transportation Corridor Authority, Florida State University, Florida A&M University and Tallahassee Community College. In addition to attended City/County Commission meetings of all member governments, efforts will include plan, project and policy review, participation on committees/boards/workgroups, legislative program review to ensure CRTPA compliance with state and federal requirements (including recent SAFETEA-LU requirements related to the LRTP, RMP, TIP, TMA certification and other issues), transportation grant funding coordination and other activities related to inter-jurisdictional transportation issues. A focus on multimodal issues to address regional mobility will continue.

Efficient Transportation Decision Making (ETDM): CRTPA ETDM projects will continue to be monitored and advanced; ETDM eligible projects will continue to be input (purpose and needs statements); ongoing coordination efforts with FDOT and ETDM review agencies will continue; identified ETDM project comments will be monitored and coordinated with FDOT and consultant regarding ongoing ETDM requirements associated with Year 2030 LRTP development; input Year 2030 LRTP ETDM eligible projects into Planning Screen; comments received from Environmental Technical Advisory Team (ETAT) will continue to be reviewed and summarized.

Monitoring Air Quality The CRTPA will continue to monitor air quality information as it becomes available should non-attainment status be reached in the region.

END PRODUCTS/COMPLETION DATES/MILESTONES (FYs 2013/2014)

- Provision of a coordinated regional transportation perspective (ongoing).
- CRTPA review and comments on legislative proposals as related to transportation issues (Mar, Jun).
- CRTPA compliance with ETDM requirements (as needed).
- Stronger relationship with StarMetro as the public transportation provider. (Ongoing)
- Increased outreach to member governments and coordination with their local issues.
- Completion of Interlocal Agreement to finalize expansion of CRTPA boundaries and approval of the Executive Office of the Governor.
- Increased involvement with local transportation issues affecting system roads.
- Monitoring of air quality attainment issues.

SECTION 9

Other Planning Projects

SECTION 9: Other Planning Projects

UPWP Task Title: Corridor Analysis	UPWP Task Number: 9.1	
Agency Responsible: CRTPA	FY 2013 Funding Source: FHWA PL Funds: \$30,000	FY 2014 Funding Source: FHWA PL Funds: \$30,000

TASK SCHEDULE

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

TASK PURPOSE

Participate in corridor studies through coordinative and management efforts as may be required by the MPO process.

PREVIOUS WORK (FY 2011/2012)

CRTPA participated in coordination and monitoring of the following projects:

- Gaines Street (Lake Bradford Road to Monroe Street): The City of Tallahassee moved forward with the redevelopment of the Gaines Street Corridor. The anticipated Improvements will encourage multi-modal uses, minimize social, economic and environmental impacts and support ongoing public and private revitalization efforts. Additionally, staff reviewed the proposed intersection improvements at Lake Bradford Road and Gaines Street as well as the City of Tallahassee's efforts to add the FAMU Way Extension to the network south of Gaines Street.
- Mahan Drive (Dempsey Mayo Road to Walden Road): Status: Project ranked #1 on FY 08/12 CRTPA Major Project Priority List; the project was designated as a Strategic Intermodal System Road in May 2006. Design completed by mid-2008 (FDOT). The next phase of this project was construction with funds boxed for construction in FY 12 and \$10 million in reserve from Blueprint 2000. One of the major efforts was working the local governments and the Apalachee Regional Planning Council (ARPC) on the Pinnacle DRI at the intersection of Mahan Drive and Interstate 10. Mahan Drive is the Significant Benefit Road in the proportionate share agreement. Staff monitored and provided advice to Blueprint 2000.
- Capital Circle, Southeast (SR 261, US 319) (south of Tram Road to Crawfordville Road): Project being developed by BP 2000; PD&E Study complete. It is underway and is being completed as two projects: Tram Road to Woodville Highway (SR 363), and Woodville Highway to Crawfordville Road. The Tram to Woodville segment is completed; design for the Woodville to Crawfordville segment is currently under construction as a design build project, and was completed in 2010. Project was ranked as #7 and #8 on the FY 08/12 Major Project Priority List.

- Capital Circle, Southwest (SR 263) Expanded PD&E Study (Blountstown Highway (SR 20) to Crawfordville Road (SR 61, US 319)): Design completed, right of way acquisition underway, construction scheduled for completion in early FY2011.
-

METHODOLOGY (FY 2013)

CRTPA will continue coordination efforts with FDOT, BP2000, consultants and CRTPA member governments related to corridor studies within the CRTPA region. Coordination efforts include participation in public meetings, agency working groups, consultant selection, provision of information to CRTPA and other activities as required by the MPO process.

The CRTPA will continue to participate in the following corridor studies for FY 2008:

- Crawfordville Road (Wakulla Springs Road to US 98 in Wakulla County): Widen roadway to 4 lanes. This project contains five segments (Wakulla Springs to LL Wallace Road: currently in ROW acquisition; LL Wallace Road to Wakulla County Line: design completed; Wakulla County Line to East Ivan Road, East Ivan Road to Lost Creek Bridge, and Lost Creek Bridge to US 98: design complete or underway for these segments).
- Capital Circle, Southeast (SR 261, US 319) (south Tram Road to Crawfordville Road): Project being developed by Blueprint 2000; design is nearly completed and right-of-way (ROW) is underway is being completed as two (2) projects: Tram Road to Woodville Highway (SR 363), and Woodville Highway to Crawfordville Road.
- Other Studies: Additional studies will also be conducted on other corridors identified in the Long Range Transportation Plan and Bicycle and Pedestrian Master Plan, and within designated sub-areas, as required.
- Developments of Regional Impacts CRTPA staff will continue to coordinate to work with local governments as it relates to the following Developments of Regional Impact (DRIs):
 - CCOC DRI – This project is located at the intersection of Tram Road and Capital Circle, and calls for the addition of over 1,000,000 square feet of office space to the existing Capital Circle Office Complex. This project should be in the Development Order stage with completion of the approved DRI during the first quarter.
 - Southside DRI – This DRI is located at the intersection of Woodville Highway and Capital Circle, Southeast. This DRI is a mixed use development that is proposed to include of 2,500 dwelling units, office, retail, and proposed hospital. This project should be in the Development Order stage with completion of the approved DRI during the first quarter.
 - Pinnacle DRI – located at the intersection of Mahan Drive (US 90) and Interstate 10 this DRI is on one of the region's Strategic Intermodal System (SIS) roads with significant impacts along this corridor. CRTPA staff is working closely with the Apalachee Regional Planning Council (APRC), the FDOT and Leon County to ensure that the impacts of the development do not degradate the operations of this SIS roadway. This project should be in the Development Order stage with completion of the approved DRI during the first quarter.

- Woodville Highway
 - During FY 2007 the CRTPA received Transportation Regional Impact Program (TRIP) funds to conduct a Corridor Master Plan for Woodville Highway from Gaile Avenue to Commerce Boulevard in Wakulla County. This project is intended analyze the corridor to determine what transportation improvements should be made to protect the corridor for future improvement. This may include bike, pedestrian, or transit improvements, widening, parallel corridor development, land use changes, utility protection, etc. The outcome will be a plan that will set the ultimate future needs for the corridor. This project is anticipated to finish in the September 2012 with advertisement, Consultant Selection in the second quarter and the project to begin in the third quarter. The project completion date is estimated for the September 2012. When completed this project will be used as the foundation for the Woodville Highway Project Development and Environment (PD&E) Study from Gaile Avenue to Capital Circle.

METHODOLOGY (FY 2014)

CRTPA will continue coordination efforts with FDOT, BP2000, consultants and CRTPA member governments related to corridor studies within the CRTPA region. Coordination efforts include participation in public meetings, agency working groups, consultant selection, provision of information to CRTPA and other activities as required by the MPO process.

The CRTPA will continue to participate in the following corridor studies for FY 2008:

- Mahan Drive (Dempsey Mayo Road to Walden Road): Widen roadway to 4 lanes; next phase is construction; funds boxed for construction in FY 12 and reserved by Blueprint 2000. Staff will continue to work with FDOT and BP 2000 to complete the funding of the construction phase.
- Crawfordville Road (Wakulla Springs Road to US 98 in Wakulla County): Widen roadway to 4 lanes. This project contains five segments (Wakulla Springs to LL Wallace Road: currently in ROW acquisition; LL Wallace Road to Wakulla County Line: design programmed for FY 08; Wakulla County Line to East Ivan Road, East Ivan Road to Lost Creek Bridge, and Lost Creek Bridge to US 98: design complete or underway for these segments).
- Capital Circle, Northwest/Southwest Expanded PD&E Study (West Tennessee Street (US 90) to Orange Avenue (SR 371) (2.95 miles)): Construction should be completed.
- Capital Circle, Southwest (SR 263) Expanded PD&E Study (Blountstown Highway (SR 20) to Crawfordville Road (SR 61, US 319)): Project being developed by BP 2000; CRTPA staff continues to work with BP 2000 and the project consultant.
- Capital Circle, Southeast (SR 261, US 319) (south Tram Road to Crawfordville Road): Project being developed by Blueprint 2000; design is nearly completed and right-of-way (ROW) is underway is being completed as two (2) projects: Tram Road to Woodville Highway (SR 363), and Woodville Highway to Crawfordville Road.

- Other Studies: Additional studies will also be conducted on other corridors identified in the Long Range Transportation Plan and Bicycle and Pedestrian Master Plan, and within designated sub-areas, as required.
- Developments of Regional Impacts C RTPA staff will continue to coordinate to work with local governments as it relates to the following Developments of Regional Impact (DRIs):
 - CCOC DRI – This project is located at the intersection of Tram Road and Capital Circle, and calls for the addition of over 1,000,000 square feet of office space to the existing Capital Circle Office Complex. This project should be in the Development Order stage with completion of the approved DRI during the first quarter.
 - Southside DRI – This DRI is located at the intersection of Woodville Highway and Capital Circle, Southeast. This DRI is a mixed use development that is proposed to include of 2,500 dwelling units, office, retail, and proposed hospital. This project should be in the Development Order stage with completion of the approved DRI during the first quarter.
 - Pinnacle DRI – located at the intersection of Mahan Drive (US 90) and Interstate 10 this DRI is on one of the region's Strategic Intermodal System (SIS) roads with significant impacts along this corridor. C RTPA staff is working closely with the Apalachee Regional Planning Council (APRC), the FDOT and Leon County to ensure that the impacts of the development do not degrade the operations of this SIS roadway. This project should be in the Development Order stage with completion of the approved DRI during the first quarter.

END PRODUCTS/COMPLETION DATES/MILESTONES (FYs 2013/2013)

- C RTPA participation and input on corridor studies (Sep, Dec, Mar, Jun). Project advancement/completion/milestones as detailed in Methodology (ongoing).

SECTION 9: Other Planning Projects

UPWP Task Title: Special Transportation Planning Projects	UPWP Task Number: 9.2	
Agency Responsible: CRTPA	FY 2013 Funding Source: FHWA PL : \$20,000	FY 2014 Funding Source: FHWA PL: \$20,000

TASK SCHEDULE

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

TASK PURPOSE

Identify and participate in special transportation planning studies and projects.

PREVIOUS WORK (FY 2011/2012)

Lake Jackson Ecopassage Project: Staff worked with Kimley-Horn and Associates (KHA) to complete the Project Development and Environment Study, which was approved by the FDOT in January 2007. This work included several committee meetings, public meetings as well as discussions regarding the approach for funding the construction of the project. Additionally, CRTPA staff worked with KHA and FDOT to secure the funds for the design of the Lake Jackson Ecopassage. Lastly, staff worked with the EC Driver team to ensure that the intent of the PD&E was fulfilled during the design phase of the project.

Tallahassee-Leon County Corridor Management Program: coordinated and provided technical assistance to Tallahassee-Leon County Planning Department associated with this corridor management initiative including review of draft documents (1st – 4th Quarter).

METHODOLOGY (FY 2013)

CRTPA Member Government Corridor Management/Tallahassee-Leon County Corridor Management Program: Coordinate and provide technical assistance to CRTPA member governments regarding issues related to corridor management including access management and future right-of-way preservation.

Development and Support of Additional Studies: Develop additional studies as may be identified in coordination with FDOT, FHWA and FTA.

METHODOLOGY (FY 2014)

CRTPA Member Government Corridor Management/Tallahassee-Leon County Corridor Management Program: Coordinate and provide technical assistance to CRTPA member governments regarding issues related to corridor management including access management and future right-of-way preservation.

Development and Support of Additional Studies: Develop additional studies as may be identified in coordination with FDOT, FHWA and FTA.

END PRODUCTS/COMPLETION DATES/MILESTONES (FYs 2013/2014)

- Enhanced awareness of corridor management importance for the region's major corridors (Sep, Dec, Mar, Jun).

OTHER INFORMATION

Information regarding the Special Projects are available on the CRTPA's website, when applicable. (www.crtpa.org).

IV.

UPWP AGENCY PARTICIPATION AND PROPOSED FUNDING SOURCES FOR FISCAL YEARS 2013/2014

Table 1.1 FY 2013 Proposed Agency Participation

Table 1.2 FY 2014 Proposed Agency Participation

Table 2.1 FY 2013 Proposed Funding

Table 2.2 FY 2014 Proposed Funding

(see enclosed tables)

This page left intentionally blank

APPENDIX

Non-Discrimination Title VI Policy Statement
Lobbying Certification
Debarment and Suspension Certification
Application for Federal Assistance and Assurances

Table 1.1 Proposed Agency Participation FY 2013

TASK NUMBER/TITLE	CAPITAL REGION TRANSPORTATION PLANNING AGENCY COST	STARMETRO COST	CITY TRAFFIC ENGINEERING COST	CITY OF TALLAHASSEE AVIATION COST	LEON COUNTY PUBLIC WORKS COST	TOTAL PROGRAM COST
1 ADMINISTRATION						
1.1 Transportation Planning Mgmt.	\$152,000					\$152,000
1.2 CRTPA Certification	\$5,000					\$5,000
1.3 Capital Outlay	\$30,000					\$30,000
1.4 Funding Administration	\$25,000					\$25,000
1.7 Professional Services	\$372,000					\$372,000
2. DATA COLLECTION AND DISTRIBUTION						
2.1 Data Collection and Distribution	\$12,500		\$171,000		\$45,000	\$228,500
3. UNIFIED PLANNING WORK PROGRAM (UPWP)						
3.1 UPWP Development	\$34,250					\$34,250
4. TRANSPORTATION IMPROVEMENT PROGRAM (TIP)						
4.1 TIP Development	\$56,250					\$56,250
5. LONG RANGE TRANSPORTATION PLAN (LRTP)						
5.1 LRTP Development	\$140,000					\$140,000
6. PUBLIC INVOLVEMENT						
6.1 Public Involvement	\$57,500					\$57,500
7. SYSTEMS PLANNING						
7.1 Bicycle and Pedestrian Planning	\$43,000		\$10,000			\$53,000
7.2 Transit Planning		\$146,000				\$146,000
7.3 Aviation Planning				\$170,000		\$170,000
7.4 Transportation Disadvantaged	\$46,919					\$46,919
7.5 Mobility Management	\$11,608					\$11,608
8. CRTPA COORDINATION						
8.1 CRTPA Coordination	\$127,695					\$127,695
9. OTHER PLANNING PROJECTS						
9.1 Corridor Analysis	\$30,000					\$30,000
9.2 Special Transportation Planning	\$20,000					\$20,000
TOTALS	\$1,163,722	\$146,000	\$181,000	\$170,000	\$45,000	\$1,705,722

TABLE 1.1: PROPOSED AGENCY PARTICIPATION AND ANTICIPATED ELEMENT COST
CAPITAL REGION TRANSPORTATION STUDY
FISCAL YEAR 2012 (JULY 1, 2011 TO JUNE 30, 2012)

Table 1.2 Proposed Agency Participation FY 2014

TASK NUMBER/TITLE	CAPITAL REGION TRANSPORTATION PLANNING AGENCY COST	STARMETRO COST	CITY TRAFFIC ENGINEERING COST	CITY OF TALLAHASSEE AVIATION COST	LEON COUNTY PUBLIC WORKS COST	TOTAL PROGRAM COST
1 ADMINISTRATION						
1.1 Transportation Planning Mgmt.	\$152,000					\$152,000
1.2 CRTPA Certification	\$5,000					\$5,000
1.3 Capital Outlay	\$30,000					\$30,000
1.4 Funding Administration	\$25,000					\$25,000
1.7 Professional Services	\$372,000					\$372,000
2. DATA COLLECTION AND DISTRIBUTION						
2.1 Data Collection and Distribution	\$12,500		\$171,000		\$45,000	\$228,500
3. UNIFIED PLANNING WORK PROGRAM (UPWP)						
3.1 UPWP Development	\$34,250					\$34,250
4. TRANSPORTATION IMPROVEMENT PROGRAM (TIP)						
4.1 TIP Development	\$56,250					\$56,250
5. LONG RANGE TRANSPORTATION PLAN (LRTP)						
5.1 LRTP Development	\$140,000					\$140,000
6. PUBLIC INVOLVEMENT						
6.1 Public Involvement	\$57,500					\$57,500
7. SYSTEMS PLANNING						
7.1 Bicycle and Pedestrian Planning	\$43,000		\$10,000			\$53,000
7.2 Transit Planning		\$146,000				\$146,000
7.3 Aviation Planning				\$170,000		\$170,000
7.4 Transportation Disadvantaged	\$46,919					\$46,919
7.5 Mobility Management	\$26,608					\$26,608
8. CRTPA COORDINATION						
8.1 CRTPA Coordination	\$127,695					\$127,695
9. OTHER PLANNING PROJECTS						
9.1 Corridor Analysis	\$30,000					\$30,000
9.2 Special Transportation Planning	\$20,000					\$20,000
TOTALS	\$1,178,722	\$146,000	\$181,000	\$170,000	\$45,000	\$1,720,722

TABLE 2.1: FY 2013 Proposed FundingCapital Region Transportation Study

TASK NUMBER/ PROJECT TITLE	AGENCY	FHWA SEC. 112 (PL) (2)	FTA SEC. 5303 80%	LOCAL MATCH 10%	STATE MATCH FDOT 10%	TOTAL FTA SEC 5303	FTA SEC. 5307	LOCAL MATCH (COT)	TOTAL FTA SEC. 5307	TD TRUST FUND 100%	LOCAL OTHER 100%	TOTAL FEDERAL (FHWA, FTA)	TOTAL STATE	TOTAL LOCAL	GRAND TOTAL
1. ADMINISTRATION															
1.1 Transportation Planning Management	CRTPA	\$152,000	\$20,000	\$2,500	\$2,500										
1.2 CRTPA Certification	CRTPA	\$5,000													
1.3 Capital Outlay	CRTPA	\$30,000													
1.4 Funding Administration	CRTPA	\$25,000													
1.5 FDOT Assistance for PL funds (1)	FDOT														
1.6 FDOT Match for 530 funds	FDOT														
1.7 Professional Services	CRTPA	\$72,000										\$ 372,000			\$372,000
TOTAL Administration		\$284,000	\$20,000	\$2,500	\$2,500	\$25,000						\$304,000	\$2,500	\$2,500	\$309,000
2. DATA COLLECTION AND DISTRIBUTION															
2.1 Data Collection and Distribution	CRTPA COT-TE LC-PW	\$12,500									\$171,000 \$45,000	\$12,500		\$171,000 \$45,000	
TOTAL Data Collection and Distribution		\$12,500									\$216,000	\$12,500		\$216,000	\$228,500
3. UNIFIED PLANNING WORK PROGRAM (UPWP)															
3.1 UPWP Development	CRTPA	\$18,000	\$13,000	\$1,625	\$1,625	\$16,250						\$31,000	\$1,625	\$1,625	\$34,250
4. TRANSPORTATION IMPROVEMENT PROGRAM (TIP)															
4.1 TIP Development	CRTPA	\$40,000	\$13,000	\$1,625	\$1,625	\$16,250						\$53,000	\$1,625	\$1,625	\$56,250
5. YEAR 2030 LONG RANGE TRANSPORTATION PLAN (LRTP)															
5.1 LRTP Development	CRTPA FDOT	\$60,000	\$13,000	\$1,625	\$1,625	\$16,250						\$73,000	\$1,625	\$1,625	\$76,250
												\$140,000			\$140,000
6. PUBLIC INVOLVEMENT															
6.1 Public Involvement	CRTPA	\$50,000	\$6,000	\$750	\$750	\$7,500						\$56,000	\$750	\$750	\$57,500
7. SYSTEMS PLANNING															
7.1 Bicycle / Pedestrian Planning	CRTPA	\$45,000									\$10,000				
7.2 Transit Planning	COT-SM						\$130,000	\$16,000	\$146,000						
7.3 Aviation Planning	COT-AD										\$170,000				
7.4 Transportation Disadvantaged	CRTPA		\$18,314	\$2,289	\$2,289	\$22,893				\$24,027					
7.5 Mobility Management	CRTPA	\$15,000	\$9,286	\$1,161	\$1,161	\$11,608									
TOTAL Systems Planning		\$60,000	\$27,600	\$3,450	\$3,450	\$34,500	\$130,000	\$16,000	\$146,000	\$24,027	\$180,000	\$217,600	\$27,477	\$199,450	\$444,527
8. CRTPA COORDINATION															
8.1 CRTPA Coordination	CRTPA	\$115,195	\$10,000	\$1,250	\$1,250	\$12,500						\$125,195	\$1,250	\$1,250	\$127,695
9. OTHER PLANNING PROJECTS															
9.1 Corridor Analysis	CRTPA	\$30,000													
9.2 Special Transportation Projects	CRTPA	\$20,000													
TOTAL Other Planning Projects		\$50,000										\$50,000			\$50,000
GRAND TOTAL		\$689,695	\$102,600	\$12,825	\$12,825	\$128,250	\$130,000	\$16,000	\$146,000	\$24,027	\$396,000	\$1,062,295	\$36,852	\$424,825	\$1,523,972

Key to abbreviations:

(1) HP funds

(2) FDOT soft match included

CRTPA = Capital Region Transportation Planning Agency

COT-TE = City of Tallahassee Traffic Engineering

COT-AD = City of Tallahassee Aviation Department

FHWA = Federal Highway Administration

FTA = Federal Transit Administration

COT-SM = City of Tallahassee StarMetro

TD = Commission for the Transportation Disadvantaged

LC-PW = Leon County Public Works

TABLE 2.2: FY 2014 Proposed FundingCapital Region Transportation Study

TASK NUMBER/ PROJECT TITLE	AGENCY	FHWA SEC. 112 (PL) (2)	FTA SEC. 5303 80%	LOCAL MATCH 10%	STATE MATCH FDOT 10%	TOTAL FTA SEC 5303	FTA SEC. 5307	LOCAL MATCH (COT)	TOTAL FTA SEC. 5307	TD TRUST FUND 100%	LOCAL OTHER 100%	TOTAL FEDERAL (FHWA, FTA)	TOTAL STATE	TOTAL LOCAL	GRAND TOTAL
1. ADMINISTRATION															
1.1 Transportation Planning Management	CRTPA	\$152,000	\$20,000	\$2,500	\$2,500										
1.2 CRTPA Certification	CRTPA	\$5,000													
1.3 Capital Outlay	CRTPA	\$30,000													
1.4 Funding Administration	CRTPA	\$25,000													
1.5 FDOT Assistance for PL funds (1)	FDOT														
1.6 FDOT Match for 530 funds	FDOT														
1.7 Professional Services	CRTPA	\$72,000													
TOTAL Administration		\$284,000	\$20,000	\$2,500	\$2,500	\$25,000						\$304,000	\$2,500	\$2,500	\$309,000
2. DATA COLLECTION AND DISTRIBUTION															
2.1 Data Collection and Distribution	CRTPA COT-TE LC-PW	\$12,500									\$171,000 \$45,000	\$12,500		\$171,000 \$45,000	
TOTAL Data Collection and Distribution		\$12,500									\$216,000	\$12,500		\$216,000	\$228,500
3. UNIFIED PLANNING WORK PROGRAM (UPWP)															
3.1 UPWP Development	CRTPA	\$18,000	\$13,000	\$1,625	\$1,625	\$16,250						\$31,000	\$1,625	\$1,625	\$34,250
4. TRANSPORTATION IMPROVEMENT PROGRAM (TIP)															
4.1 TIP Development	CRTPA	\$40,000	\$13,000	\$1,625	\$1,625	\$16,250						\$53,000	\$1,625	\$1,625	\$56,250
5. YEAR 2030 LONG RANGE TRANSPORTATION PLAN (LRTP)															
5.1 LRTP Development	CRTPA FDOT	\$60,000	\$13,000	\$1,625	\$1,625	\$16,250						\$73,000	\$1,625	\$1,625	\$76,250
												\$140,000			\$140,000
6. PUBLIC INVOLVEMENT															
6.1 Public Involvement	CRTPA	\$50,000	\$6,000	\$750	\$750	\$7,500						\$56,000	\$750	\$750	\$57,500
7. SYSTEMS PLANNING															
7.1 Bicycle / Pedestrian Planning	CRTPA	\$45,000									\$10,000				
7.2 Transit Planning	COT-SM						\$130,000		\$130,000						
7.3 Aviation Planning	COT-AD										\$170,000				
7.4 Transportation Disadvantaged	CRTPA		\$18,314	\$2,289	\$2,289	\$22,893				\$24,027					
7.5 Mobility Management	CRTPA	\$15,000	\$9,286	\$1,161	\$1,161	\$11,608									
TOTAL Systems Planning		\$60,000	\$27,600	\$3,450	\$3,450	\$34,500	\$130,000	\$0	\$130,000	\$24,027	\$180,000	\$217,600	\$27,477	\$183,450	\$428,527
8. CRTPA COORDINATION															
8.1 CRTPA Coordination	CRTPA	\$115,195	\$10,000	\$1,250	\$1,250	\$12,500						\$125,195	\$1,250	\$1,250	\$127,695
9. OTHER PLANNING PROJECTS															
9.1 Corridor Analysis	CRTPA	\$30,000													
9.2 Special Transportation Projects	CRTPA	\$20,000													
TOTAL Other Planning Projects		\$50,000										\$50,000			\$50,000
GRAND TOTAL		\$689,695	\$102,600	\$12,825	\$12,825	\$128,250	\$130,000	\$0	\$130,000	\$24,027	\$396,000	\$1,062,295	\$36,852	\$408,825	\$1,507,972

Key to abbreviations:

(1) HP funds

(2) FDOT soft match included

CRTPA = Capital Region Transportation Planning Agency

COT-TE = City of Tallahassee Traffic Engineering

COT-AD = City of Tallahassee Aviation Department

FHWA = Federal Highway Administration

FTA = Federal Transit Administration

COT-SM = City of Tallahassee StarMetro

TD = Commission for the Transportation Disadvantaged

LC-PW = Leon County Public Works