



March 15, 2010

AGENDA ITEM 5 E

SU FUNDING ALLOCATION

REQUESTED BY: CRTPA Staff

TYPE OF ITEM: Discussion/Action

STATEMENT OF ISSUE

This item seeks Board direction on the allocation of federal Urban Attributable (SU) funds received by the CRTPA associated with unspent American Recovery and Reinvestment Act (ARRA) funds being allocated to the Lafayette Street Pedestrian Tunnel project.

RECOMMENDED ACTIONS

- Option 1: Adopt staff recommendations for allocation of available SU funding for inclusion in the FY 2010 – FY 2014 Transportation Improvement Program (TIP) and authorize the Executive Director to transmit documentation to the FDOT reflecting the recommendations as an amendment of the FY 2010 – FY 2014 TIP.

HISTORY AND ANALYSIS

Federal Urban Attributable (SU) funds are funds that are appropriated by Congress as part of the annual federal transportation funding authorization bill. Each urban area over 250,000 in population receives an allocation of funding. The Metropolitan Planning Organizations (MPOs) (CRTPA in this case) are given the discretion in determining how and where the funds will be expended. The expenditure of funds must be in accordance with Title 23 US Code. This is the part of the U.S. Code that governs the Federal Highway Administration (FHWA). The annual allocation has been approximately \$4 million. This allocation for the most part has been set aside to repay Blueprint for funding they advanced for the purchase of right of way for Capital Circle Northwest/Southwest. The repayment is over the period of FY 2009-2014. Other SU funding available during this time period was allocated to the construction of Mahan Drive, approximately \$7.1 million. The CRTPA Board approved another \$4.1 million in SU funds in November 2009 for projects identified in *Attachment 1*. One of the projects approved for funding in the current year with the Lafayette Street Pedestrian Tunnel for \$2,000,000.

Because of the very low construction bids for projects that recently received America Recovery and Reinvestment Act (ARRA) funding by the Florida Department of Transportation (FDOT), approximately \$1.8 million was left over. Leon and Gadsden Counties and the City of Tallahassee recently deobligated these remaining funds. Because of the restrictions on the ARRA regarding the time frame for obligation, expenditure and need to have a project that is “shovel ready”, FDOT is moving the deobligated ARRA funds to the Lafayette Pedestrian Tunnel. This in turn frees up the same amount of SU funding that was originally funding the project. These funds are now available to be reprogrammed.

Below are suggested uses of the funds based on projects that can be initiated in the current FDOT fiscal year and CRTPA needed administrative support. *Attachment 1* outlines the suggested allocations.

- **Advance Bicycle/Pedestrian Master Plan – Gadsden County** – Project currently funded for FY 2011-2012. Approval of this change would bring in to the current year and allow the county to initiate the plan development sooner rather than later. Suggested funding level: **\$90,000**
- **Advance Bicycle/Pedestrian Master Plan – Wakulla County** – Project currently funded for FY 2011-2012. Approval of this change would bring in to the current year and allow the county to initiate the plan development sooner rather than later. Suggested funding level: **\$120,000**
- **Fund Swap with Blueprint 2000** – These funds would be used to repay Blueprint 2000 for the local dollars that they would provide as the “local match” need to obligate the remaining SU funding on the Lafayette Tunnel project after the ARRA funds are applied. Suggested funding level: **\$20,000**
- **General Planning Consultant** – The request is to contact with a planning consultant to assist CRTPA in maintaining required inventory data; Bicycle/Pedestrian program support; and meeting new compliance requirements related to reduction greenhouse gas reduction, air quality, potential monitoring of vehicle miles traveled (VMT) and application of VMT reduction programs. Small studies, reports and graphics development would be part of the services requested. Suggested funding level: \$100,000 per year - **\$300,000**
- **Gadsden County Bridge Replacement** - The bridge is located on Salem Road (CR 159) and is identified by bridge ID#500032 (see map – *Attachment 2*). The structure was constructed in 1950 and is scored critical. Many elements of the bridge condition appraisal rate it as substandard. The bridge is 200.5' in length and spans Swamp Creek. Gadsden County has already procured the engineering plans for this project and could proceed within 60 days. The cost estimates for the bridge replacement on Salem Road are higher than expected. Including demolition and the need for deeper pilings brings the estimate to be **\$700,000** or \$3,500 per linear foot. Gadsden County deobligated \$518,317 in ARRA funds. Suggested funding level: **\$518,317 minimum or Board determination**
- **Contingency Funding for Capital Circle, SE Construction - Woodville to Crawfordville** – Blueprint 2000 received \$13.4 million in ARRA funding for the widening of Capital Circle SE between Woodville to Crawfordville Highways. Under the ARRA funding constraints, funding of contingencies is not an eligible expense. In order fully fund the project and obtain, Blueprint 2000 needs to have a contingency funds to address unforeseen cost associated with the construction. For a project of this level the contingency funding level is estimated to be approximately **\$1,000,000**. If the recommendations above were adopted, the remaining funding available would be **\$763,326**. Blueprint has indicated that with this level of funding,

or it could be a little less, they would be able to secure the remaining funding to meet their threshold from other sources. Suggested funding level: **\$763,326 or Board determination**

OPTIONS

- Option 1: Adopt staff recommendations for allocation of available SU funding for inclusion in the FY 2010 – FY 2014 Transportation Improvement Program (TIP) and authorize the Executive Director to transmit documentation to the FDOT reflecting the recommendations as an amendment of the FY 2010 – FY 2014 TIP. (Recommended)

- Option 2: Adopt other recommendations for allocation of available SU funding for inclusion in the FY 2010 – FY 2014 Transportation Improvement Program (TIP) and authorize the Executive Director to transmit documentation to the FDOT reflecting the of the recommendations as an amendment of the FY 2010 – FY 2014 TIP.

- Option 3: Provide other direction.

ATTACHMENTS

Attachment 1: Suggested Reallocation SU funding

Attachment 2: Location Map for Bridge Replacement - Gadsden County