

**From:** Jeffrey Sharkey [<mailto:jeffreysark@gmail.com>]

**Sent:** Thursday, August 22, 2013 10:18 AM

**To:** Steve Auger; Kevin Tatreau

**Subject:**

Steve, Kevin

I am sure you must be getting tired of comments on the upcoming RFA process, but I wanted to send my two cents in on the TOD scoring.

I know you have received comments from Ryan von Weller with Wendover Housing Partners and others on the prioritization of sites based on the closest proximity to the SunRail stations. Based on the FDOT guidelines, federal TOD designations and criteria posted by the Florida Bicycle Association and Florida Bikeways and Pedestrian Safety Council, it seems to make the most sense to try to site a housing project as close to the Rail station as possible to eliminate the need for people to get in their cars and drive to the station. Your current RFA draft for TOD scoring sets a .05 mile eligibility zone without any priority or tiebreaker preference for projects sited closest to the station.

As Mr von Weller's letter explains, the current scoring treats applications with a Transit Score of 5.5 the same as one with a score of 6 (which reflects a closer proximity to a station) assuming they meet the minimum threshold of 12 proximity points. Essentially you have created a scoring distinction without a difference and a lottery number would determine the outcome of funding.

The difference between .05 miles and .025 miles is significant, particularly if you are trying to walk to a train station from your apartment with children, groceries, shopping, school books, etc.

For reference, it is 0.05 miles from your office on Bronough to the Caldwell building where DEO offices are. Compare that to walking from your Office to the Doubletree Hotel which is .25 miles away, or even closer. Half a mile is a long way to walk to a train station with baggage, kids, school books or whatever, particularly in the rain (which seems to be never-ending this summer). I don't think any of us would want to make the walk to the Caldwell building from your office every day to get to their job, school, shopping or recreational activity if they had the option to cut that distance in half.

Making that trip daily or several times a week can have a significant impact on the incentive for residents to utilize the train system and the whole TOD concept usefulness. The closer the project is to the SunRail station, the more residents will walk and bike from the apartment to the train.

I would urge you to recognize, that should all other scores be equal in the TOD ranking, a tiebreaker priority should be given to that project site (which you have determined meets the minimum size threshold) closest to the rail stop. You will be saving residents a great deal of aggravation in having to walk the extra half mile every time they go to work, school, or visit friends and family up and down the SunRail line.

It just makes sense.

Thanks for your consideration

Jeff

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