Capital Region Transportation Planning Agency
CRTPA
• TALLAHASSEE CITY HALL •
300 S. ADAMS STREET TALLAHASSEE, FL 32301
www.crtpa.org

CRTPA BOARD

MEETING OF MONDAY, JUNE 20 AT 9 AM

WAKULLA ENVIRONMENTAL INSTITUTE
170 PRESERVATION WAY
CRAWFORDVILLE, FL

MISSION STATEMENT

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

FINAL AGENDA

1. **AGENDA MODIFICATIONS**

2. **CONSENT AGENDA**

   A. **Minutes of the May 16, 2016 CRTPA Board Meeting**
   B. **Fiscal Year 2017 Grant Application for Transportation Disadvantaged Planning Services**
   C. **Section 5310 Designated Recipient Request on behalf of StarMetro**
   D. **Fiscal Years 2017-2018 Unified Planning Work Program Amendment**
   E. **Comprehensive Annual Financial Report for Fiscal Year 2015**

3. **CONSENT ITEMS PULLED FOR DISCUSSION**

If you have a disability requiring accommodations, please contact the Capital Region Transportation Planning Agency at (850) 891-8630. The telephone number of the Florida Relay TDD Service is # 711.

4. ROLL CALL VOTE AGENDA ITEMS

A. Fiscal Year (FY) 2017 – FY 2021 Transportation Improvement Program (TIP) Adoption

The CRTPA FY 2017 – FY 2021 TIP has been developed for Board adoption. The TIP contains those projects that have received funding in the Florida Department of Transportation's FY 2017 – FY 2021 Work Program.

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

5. CRTPA ACTION

The public is welcome to comment on any discussion item after a motion has been made and seconded. Each member of the public is provided three (3) minutes to address the CRTPA.

A. CRTPA Transportation Alternatives (TA) Priority Project List Adoption

The Fiscal Year (FY) 2018 – FY 2022 CRTPA TA Priority Project List has been developed for CRTPA consideration and adoption.

B. SUN Trails Applications and Priorities

This item is seeking approval of the CRTPA SUN Trails Priority Project List to be forwarded to FDOT District 3 for consideration and ranking at the district-level. The district-level projects will be submitted to FDOT Central Office for funding. Based on the applications submitted, CRTPA staff is recommending the Coastal Trail – West (US 319/US 98 intersection to Surf Road) be the top priority.

6. CRTPA INFORMATION

A. Executive Director's Report
- **MPOAC April 28 Meeting**

B. Correspondence

C. Future Meeting Dates (Next Meeting: September 19, 2016)

D. Committee Actions

7. CRTPA Citizen Comment

This portion of the agenda is provided to allow for citizen input on any CRTPA issue. Those interested in addressing the CRTPA should complete a speaker request form located at the rear of the meeting room. Speakers are requested to limit their comments to three (3) minutes.

8. Items From CRTPA Board Members

This portion of the agenda is provided to allow members an opportunity to discuss and request action on items and issues relevant to the CRTPA, as appropriate.

June 20, 2016

Capital Region
Transportation Planning Agency
CRTPA

AGENDA ITEM 1

AGENDA MODIFICATIONS

June 20, 2016

Capital Region Transportation Planning Agency
CRTPA

AGENDA ITEM 2 A

MINUTES

REQUESTED BY: CRTPA Staff	TYPE OF ITEM: Consent

The minutes and voting sheet from the May 16, 2016 CRTPA meeting is provided as ***Attachment 1***.

RECOMMENDED ACTION

Option 1: Approve the minutes of the May 16, 2016 CRTPA Board meeting.

ATTACHMENT

Attachment 1: Minutes and voting sheet of the May 16, 2016 CRTPA Board meeting.

Capital Region Transportation Planning Agency
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CRTPA BOARD

MEETING OF MONDAY, MAY 16, 2016 AT 1 PM

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

MEETING MINUTES

MEMBERS PRESENT
Commissioner Curtis Richardson, City of Tallahassee, Vice-Chair
Commissioner Kristin Dozier, Leon County
Commissioner John Dailey, Leon County
Commissioner Nick Maddox, Leon County
Commissioner Nancy Miller, City of Tallahassee
Commissioner Scott Maddox, City of Tallahassee
Commissioner Randy Merritt, Wakulla County
Commissioner Anthony Viegbesie, Gadsden County
Commissioner Stephen Walker, Jefferson County

Members Absent:
Commissioner Georgia 'Joy' Bowen, Leon County Schools
Gadsden Cities

Staff Present: Jack Kostrzewa, CRTPA; Greg Burke, CRTPA; Colleen Roland, CRTPA; Lynn Barr, CRTPA; Yulonda Mitchell, CRTPA; Thornton Williams, CRTPA Attorney; Brian Waterman, StarMetro; Wayne Tedder, PLACE; Suzanne Lex, FDOT; Starsky Harrell, FDOT

1. AGENDA MODIFICATIONS

Agenda Items 2.B and 2.F were pulled for discussion

2. CONSENT AGENDA

A. **Minutes of the March 21 and April 18, 2016 CRTPA Board Meeting, and April 29, 2016 CRTPA Executive Director Search Committee Meeting**
~~B. Extension of Sopchoppy Trail Extension Contract~~
C. **Final Fiscal Years 2017 and 2018 Unified Planning Work Program (UPWP) Adoption**
D. **Draft Fiscal Year 2017 – FY 2021 Transportation Improvement Program (TIP)**
E. **Amendment to the FYs 2014-2016 Regarding De-Obligation of SU Funding**
~~F. June 20 CRTPA Meeting Location~~

G. Citizen's Multimodal Advisory Committee (CMAC) Membership Appointment by the CRTPA Board

Board Action: Commissioner N. Maddox made a motion to adopt the consent agenda with the above modifications. Commissioner Dozier seconded the motion. The motion was unanimously passed.

3. CONSENT ITEMS PULLED FOR DISCUSSION

2.B. Extension of Sopchoppy Trail Extension Contract

Mr. Kostrzewa provided an update regarding the Extension of the trail extension. He noted the contract would only be a time extension (June 30) with no additional cost.

Board Action: Commissioner Merritt made a motion to approve the Extension of Sopchoppy Trail Extension Contract. Commissioner Dozier seconded the motion. The motion was unanimously passed.

2.F. June 20 CRTPA Meeting Location

Board Action: Commissioner Merritt made a motion to approve the June 20 CRTPA meeting location. Commissioner Dozier seconded the motion. The motion was unanimously passed.

4. CRTPA ACTION

A. Executive Director Selection Update

This agenda item will provide an update on the status of the Executive Director position.

Commissioner Dozier provided an update on the Executive Director selection. The Committee selected Mr. Greg Slay. The Board would need to approve the negotiated contract between the CRTPA and Mr. Slay. In addition to the contract, the negotiated salary for Mr. Slay is $1500 above the maximum hire range, and therefore needed to be approved by the Board.

Board Action: Commissioner Dozier made a motion to approve the contract between the CRTPA and Mr. Slay. Commissioner Merritt seconded the motion. The motion was unanimously passed.

Board Action: Commissioner Dozier made a motion to approve the negotiated salary for Mr. Slay (above maximum hire range). Commissioner Merritt seconded the motion. The vote was passed, with Commissioner N. Maddox voting in opposition.

B. US 90 Action Plan

This agenda item will provide an update on the Action Plan being developed by FDOT District 3 for US 90 in Tallahassee/Leon County, extending from North Duval Street (Greyhound Bus Terminal) to the I-10/US 90 East (Mahan Drive) interchange.

Ms. Suzanne Lex presented the US 90 Action Plan and introduced Richard Barr, KHA, as the project consultant and the Virgie Bowen, FDOT, project manager. She provided the public meeting date as June 16, 2016. This meeting would be noticed and would be provided to all board members.

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

C. Thomasville Road Planning Study Update

This agenda item provides an update on the Thomasville Road Planning Study including an analysis of the alternatives that were identified.

Commissioner Richardson stated this item was not recommended by the City Commission or any staff members at the City of Tallahassee. Commissioner Dailey added, there were many citizens that were concerned with the Killearn Corridor option. He recommended that the board remove the option. Commissioner Dozier noted with the option being removed, there is still an issue with traffic and other alternatives should still be considered.

Commissioner Merritt made a motion to remove the option #5, the Killearn Corridor option from consideration. Commissioner Viegbesie seconded the motion. The motion was unanimously passed.

April Williams, FDOT introduced the Thomasville Road Planning Study Consultant. She clarified this was only a planning study. She noted, it was not the intent by the FDOT, City of Tallahassee, Leon County or CRTPA to build a road through the Killearn neighborhood. She stated that there needs to be an alternative North/South corridor in proximity to help alleviate traffic on Thomasville Road. There is no future funding to build a road through the neighborhood.

Mrs. Lauren Boes and Mr. Nick Arnio presented the findings of the Thomasville Road Planning Study.

Citizen Comment:
Pamela Hall, 5057 Quail Valley Road, 32309. Ms. Hall stated she lived in the northern part of the county. She stated the problems on Thomasville Road are not as bad as presented. She stated the problem was not transportation, but it was land use issue. She stated, she and others choose to live in the area and should expect delays in traffic. She expressed the need for a better transit system to decrease traffic.

Gloria Arias, 211 Killearney Way, 32309. Board of Directors Killearn Homes Association. Expressed thanks for the elimination of the option #5. She stated the neighborhood has many amenities would be impacted by the roadway, if it were built. She stated there should be commercial alternatives, instead of dividing neighborhoods.

Joe Gillespie, 3828 Shamrock Street, W, 32309. Expressed thanks for the elimination of the option #5. He noted, one of the largest impacts of rush hour traffic. He suggested the state implement flex time. This would assist with traffic during peak times.
Wayne Clotfelter, 3025 Tisha Drive, 32309. He stated he lives off Velda Dairy Road. He stated this area has many new homes being built. He stated this area should be included in the discussions during the planning phases.

Lisa O'Donnell, 3829 Leane Drive,32309. She stated other alternatives within the study should be removed as options. She specifically named the Shamrock Street.

Paul Donovan, 3609 Morse Court, 32309. He thanked the board for assisting in preserving his neighborhood.

Rivers Buford, III, 7201 Covey Trace, 32309. He thanked DOT, stated he lived on Velda Dairy Road. He said he has lived in the area for over thirty years. He noted Thomasville Road served the purpose of removing traffic from the neighborhoods.

Debbie Dantin, 506 Frank Shaw Road, 32312. She stated the community has invested many dollars into initiatives to improve walkability as well as bike and transit. She noted she was pleased to hear that option #5 was eliminated.

Ed Kadunc, 3911 Leane Drive, 32309. He stated he was disappointed the study does not have a mass transit as a solution instead of widening roads. These proposals promote urban sprawl, and utilities would have added costs. Stated the study should focus more on transit, as this would be a better fit for the need of the community. Public transportation only works if it is more convenient than riding in a car.

Board Action: Commissioner Dozier made a motion to only recommend option #1 and not forward any of the Killearn options. Commissioner Miller seconded the motion.

Board Action: Commissioner Dailey made a substitute motion to accept the report as modified. Commissioner N. Maddox seconded the motion. The motion was passed, with Commissioner Dozier voting in opposition.

5. **CRTPA INFORMATION**

6. **CRTPA CITIZEN COMMENT**

7. ITEMS FROM CRTPA BOARD MEMBERS

Attested:

Yulonda Mitchell, Recording Secretary

Betsy Barfield, Chair

June 20, 2016

Capital Region
Transportation Planning Agency
CRTPA

AGENDA ITEM 2 B

FISCAL YEAR 2017 GRANT APPLICATION FOR TRANSPORTATION DISADVANTAGED PLANNING SERVICES

REQUESTED BY: Staff	TYPE OF ITEM: Consent

STATEMENT OF ISSUE

The purpose of this item is to approve submission of a grant to the Florida Commission for the Transportation Disadvantaged.

RECOMMENDED ACTION

Option 1: Approve a resolution and direct staff to execute other appropriate documents authorizing the submittal of a Transportation Disadvantaged Trust Fund Grant with the Florida Commission for the Transportation Disadvantaged.

HISTORY AND ANALYSIS

Florida State Statutes Chapter 427.11 provides funding for Metropolitan Planning Organizations providing staff support to local Transportation Disadvantaged Coordinating Boards.

The funding is allocated by a formula based on population. The Capital Region Transportation Planning Agency (CRTPA) will receive about $82,862 for next year. It will be used to provide partial salary to employees staffing the Transportation Disadvantaged Coordinating Boards in Gadsden, Jefferson, Leon and Wakulla counties.

Approval and transmittal of the grant application is by resolution. Upon receipt of the resolution, the contract can be executed. The resolution is enclosed as *Attachment 1*.

RECOMMENDED ACTION

Option 1: Approve a resolution and direct staff to execute other appropriate documents authorizing the submittal of a Transportation Disadvantaged Trust Fund Grant with the Florida Commission for the Transportation Disadvantaged. (Recommended)

Option 2: Provide other direction.

ATTACHMENT

Attachment 1: Authorizing resolution

Capital Region
Transportation Planning Agency
CRTPA

Authorizing Resolution 2016-6-2B

A RESOLUTION of the Capital Region Transportation Planning Agency hereby referred to as the "CRTPA" authorizing the submittal and execution of a Transportation Disadvantaged Trust Grant Application with the Florida Commission for the Transportation Disadvantaged.

WHEREAS, the CRTPA has the authority to file a Transportation Disadvantaged Trust Fund Grant Application and to undertake transportation disadvantaged service planning as authorized by Section 427.0159 Florida Statutes and Rule 41-2, Florida Administrative Code.

NOW THEREFORE, BE IT RESOLVED BY THE CRTPA THAT:

1. The CRTPA has the authority to file this grant application.
2. The CRTPA authorizes the Executive Director or his/her designee to sign any and all agreements or contract that is requested in connection with this application.
3. The CRTPA authorizes the Executive Director or his/her designee to file and execute the application on behalf of the CRTPA with the Florida Commission for the Transportation Disadvantaged.
4. The CRTPA authorizes the Executive Director to sign any and all assurances, reimbursement invoices, warranties, certification and other documents that may be required in connection with the application or subsequent agreements.

DULY PASSED AND ADOPTED THIS 20th Day of June, 2016.

Capital Region Transportation Planning Agency

By: _____ Attest: _____

Betsy Barfield, Chair

Jack Kostrzewa
CRTPA Interim Executive Director

June 20, 2016

Capital Region Transportation Planning Agency
CRTPA

AGENDA ITEM 2 C

FTA SECTION 5310 DESIGNATED RECIPIENT SUPPORT ON BEHALF OF STARMETRO

REQUESTED BY: StarMetro	TYPE OF ITEM: Consent

STATEMENT OF ISSUE

The Federal Transit Administration (FTA) has shifted the management and administration of Section 5310 funding from local control to the Florida Department of Transportation. StarMetro would like to continue being the designated recipient.

RECOMMENDED ACTION

Option 1: Adopt a resolution requesting that StarMetro continue to be the Designated Recipient of FTA 5310 funding reimbursements.

HISTORY AND ANALYSIS

The Federal Transit Administration provides transit funding to StarMetro under the 5310 program. For the past several years, StarMetro has dealt directly with the FTA for issues involving billing and reimbursement. This method is comparatively efficient.

Recently the FTA has moved the handling of these billings and reimbursements to the Florida Department of Transportation, (FDOT) which creates an additional layer of effort for StarMetro and may delay the processing of reimbursements.

The FDOT has advised that StarMetro can continue to be the designated recipient if it is so requested by the CRTPA. Staff is in support of this designation returning to StarMetro as a proven means to expedite reimbursements under this program. Attached is a resolution for board approval.

This item was originally moved by the CRTPA as part of the March 21, 2016 Consent Agenda. After submittal to the Federal Transit Administration, it was returned for lacking a legal opinion statement. That statement has been completed by the City of Tallahassee and is enclosed.

OPTIONS

Option 1: Adopt a resolution requesting that StarMetro continue to be designated the Direct Recipient of FTA 5310 funding reimbursements.
(RECOMENDED)

Option 2: CRTPA Board Discretion.

ATTACHMENTS

Attachment 1: CRTPA Resolution 2016-06-2C
Attachment 2: Legal Opinion

Capital Region
Transportation Planning Agency
CRTPA

CRTPA RESOLUTION 2016-06-2C

A RESOLUTION of the Capital Region Transportation Planning Agency hereby referred to as the "CRTPA" which recommends to the Florida Department of Transportation (FDOT) and the Federal Transit Administration (FTA) that StarMetro remains the Designated Recipient for funding under the Section 5310 Program.

WHEREAS, The CRTPA has been requested to provide a resolution of support for StarMetro remaining the designated recipient of funding under the FTA Section 5310 Program;

WHEREAS, The CRTPA is in support of the StarMetro being the designated recipient for funding reimbursements from the FTA; and

WHEREAS, StarMetro has proven itself to be an effective and efficient recipient of FTA funding in the past.

NOW, THERFORE, BE IT RESOLVED BY THE CRTPA THAT:

The CRTPA requests that StarMetro continues to be the Designated Recipient of FTA funding in the 5310 program.

DULY PASSED AND ADOPTED THIS 20th DAY OF June 2016.

Capital Region Transportation Planning Agency

By: _____ Attest: _____

Betsy Barfield, Chair

Jack Kostrzewa
CRTPA Interim Executive Director

OFFICE OF THE CITY ATTORNEY

May 3, 2016

Jennifer Hibbert
Director of Planning and Program Development
Federal Transit Administration, Region IV
230 Peachtree St. NW, Ste. 1400
Atlanta, Georgia 30303

Re: Section 5310 Designated Recipient

Dear Ms. Hibbert:

I have acted as counsel to the City of Tallahassee (the "City") with respect to the above-reference matters, and in this capacity have reviewed relevant documents relating to the Section 5310 Designated Recipient ("Documents"). Based upon the examination of these and such other documents as we have deemed relevant, it is my opinion that:

(1) The City is a Florida municipal corporation within the meaning of Section 103(c) of the Internal Revenue Code of 1986, as amended, and is duly organized, existing and operating under the Constitution and laws of the State.

(2) The City is authorized and has the power under applicable law to enter into the Documents, and to carry out its obligations thereunder and the transactions contemplated thereby and specifically to apply for, receive and spend Federal Transportation Authority funds and to provide local match, if required.

(3) The Documents have been duly authorized, executed and delivered and are legal, valid and binding obligations of the City enforceable in accordance with their terms, except as enforcement thereof may be limited by bankruptcy, insolvency and other similar laws affecting the enforcement of creditors' rights generally and by general equitable principles.

(4) The authorization and execution of the Documents and all other proceedings of the City relating to the transactions contemplated thereby have been performed in accordance with all applicable open meeting, public records, public bidding and all other laws, rules and regulations of the State.

(5) There is no litigation, action, suite or proceeding pending or before any court, administrative agency, arbitrator or governmental body that challenges the organization or existence of the City, the authority of the City or its officers or its employees to enter into the Documents, the proper authorization and/or execution of the Documents or the documents contemplated thereby, or the ability of the City to otherwise perform its obligations under the Documents and the

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TALLAHASSEE, FL 32301-1731
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ANDREW D. GILLUM, MAYOR
NANCY MILLER, COMMISSIONER
CURTIS RICHARDSON, COMMISSIONER
SCOTT MADDOX, COMMISSIONER
GIL D. ZIFFER, COMMISSIONER
RICARDO FERNANDEZ, CITY MANAGER
JAMES O. COOKE, IV, CITY TREASURER-CLERK
LEWIS E. SHELLEY, CITY ATTORNEY
T. BERT FLETCHER, CITY AUDITOR

transactions contemplated thereby. To the best of my knowledge, no such litigation, action, suit or proceeding is threatened.

(6) To my knowledge, there is no legal impediment to the City's implementing the project funds, if such funds are awarded to the City.

The opinions herein are limited to the laws of the State of Florida and the federal laws of the United States of America, and I express no opinion on the effect on the matters covered by this opinion of the laws of any other jurisdiction.

This opinion is rendered solely for the benefit of the addressee hereof and their respective successors and assigns in connection with the transaction described above. This opinion may not be used or relied upon by any other person or by you for any other purpose and may not be disclosed, quoted, filed with a governmental agency or otherwise referred to without my prior written consent.

Very truly yours,

Lewis E. Shelley
City Attorney

June 20, 2016

Capital Region Transportation Planning Agency
CRTPA

AGENDA ITEM 2 D

AMENDMENT TO THE FYS 2014-2016 AND FYS 2017-2018 UNIFIED PLANNING WORK PROGRAM REGARDING SU FUNDING

REQUESTED BY: CRTPA Staff	TYPE OF ITEM: Consent

STATEMENT OF ISSUE

The CRTPA must de-obligate SU funds from the adopted Unified Planning Work Program (UPWP) so they will be available on July 1, 2016. This action would result in an amendment to the Fiscal Years (FYs) 2017-2018 UPWP, which requires a resolution.

RECOMMENDED ACTION

Option 1: Approve the resolution

HISTORY AND ANALYSIS

CRTPA funding is received from various funding sources, most of which have strict guidelines on its administration and management. At the April meeting, the CRTPA amended the adopted FYs 2014-2016 UPWP to accept $150,000 of SU funds for the Orange Avenue/Springhill Road/Lake Bradford Road transportation planning study. The funds became available in this budget year and it was prudent to obligate them as soon as they were available.

Because it was the final months of the CRTPA budget it was thought that only a small amount of the funding - $15,000 would be used prior to July 1, 2016. However, those funds were not used as anticipated. To make those funds available July 1, 2016, the CRTPA must first de-obligate them from the FYs 2014-2016 UPWP. It is important to note that de-obligation is not "giving back" or "returning" the money to the FDOT. It does not indicate that the CRTPA has no need for the funding; rather it's the most efficient mechanism for rolling the funds forward for expenditure in Fiscal Year 2017. ***Attachment 2*** shows the proposed de-obligation of $15,000 of SU Funds in FY 2016 as a ~~strike-through.~~

Following the de-obligation, the CRTPA must then amend the FY 2017-2018 UPWP in order for the de-obligated money to be available in FY 2017 (July 1, 2016). Upon discussing the proposed amendment to the FY 2017-2018 UPWP, the FDOT indicated a desire to amend FY 2017 further by moving $200,000 SU dollars they had allocated to FY 2018 forward into FY 2017. The proposed amendment to the FY 2017-2018 UPWP would take place in *Task 9.1 (Corridor Analysis and Other Transportation Projects)* and would comprise the following:

1. An increase in the FY 2017 SU dollars from an original $135,000 to a total of $350,000 (as a result of the original $135,000 added to the $15,000 recovered from the FY 2016 de-obligation, added to the $200,000 moved forward from FY 2018 to 2017); and

2. A decrease in the FY 2018 SU dollars to zero (as a result of moving the $200,000 forward from FY 2018 to FY 2017 at the request of FDOT).

   Attachment 3 provides the proposed Budget Detail Pages for FY 2017 and 2018 reflecting the amended SU dollar amounts for Task 9.1 highlighted and circled.

This amendment process to the UPWP requires a resolution from the CRTPA, which is included as ***Attachment 1.***

OPTIONS

Option 1: Approve the resolution (Recommended)

Option 2: Provide other direction.

ATTACHMENTS

Attachment 1: Resolution 2016-6-2D
Attachment 2: Task 9.1 from Fiscal Years 2015 and 2016 UPWP. (Note: changes are shown as ~~strike-through~~)
Attachment 3: Task 9.1 from Fiscal Years 2017 and 2018 UPWP (Note: Changes are highlighted and circled)

ATTACHMENT 1

Resolution 2016-6-2D

A RESOLUTION OF THE CAPITAL REGION TRANSPORTATON PLANNING AGENCY DE-OBLIGATING FUNDING FROM THE STATE OF FLORIDA SU PROGRAM FOR IMMEDIATE USE IN THE FY 2017 FISCAL YEAR AND AMENDING FYs 2017-2018 UNIFIED PLANNING WORK PROGRAM (UPWP) TO ACCEPT THE FUNDING.

WHEREAS, the CRTPA is the designated and constituted body responsible for the urban transportation planning and programming process; and

WHEREAS, the CRTPA is the authorized recipient of funding from the Florida Department of Transportation (FDOT); and

WHEREAS, the CRTPA had $15,000 in funding from the SU program in the Fiscal Years 2015 and 2016 for Task 9.1 of the Unified Planning Work Program; and

WHEREAS, none of that funding is required for services rendered prior to June 30, 2016; and

WHEREAS, the CRTPA must de-obligate $15,000 to fulfill requirements by the FDOT for immediate access in the FY 2017 fiscal year; and

WHEREAS, the CRTPA must amend the FYs 2017-2018 UPWP to accept and utilized the funds.

NOW THEREFORE BE IT RESOLVED by the CRTPA that the CRTPA:

1. Approves the de-obligation of $15,000 of SU funding from the FYs 2014-2016 UPWP, and
2. Approves the amendment of the FYs 2017-2018 UPWP to accept the de-obligated funds.
3. Approves the amendment of the FYs 2017-2018 UPWP, which reschedules $200,000 of SU funds from FY 2018 to FY 2017.
4. Authorizes the Chair to sign this resolution

DONE, ORDERED, AND ADOPTED THIS 20th DAY OF JUNE, 2016

CAPITAL REGION TRANSPORTATION PLANNING AGENCY

_____

Betsy Barfield, CHAIR

ATTEST:_____

Jack Kostrzewa, Interim Executive Director

1. **SECTION 9: Other Planning Projects**

UPWP Task Title: Corridor Analysis	UPWP Task Number: 9.1	
Agency Responsible: CRTPA	FY 2015 Funding Source: FHWA PL Funds: $20,000	FY 2016 Funding Source: FHWA PL Funds: $ 20,000 ~~SU Funds: $15,000~~

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 2013/2014)

CRTPA participated in coordination and monitoring of the following projects:

- Welaunee Boulevard and Interstate 10 Interchange: The project has been ongoing for several years with the initiation of the Interstate 10 Master Plan Update. The CRTPA was involved with an initial transportation distribution study to update SE data to incorporate the project into the Interstate 10 Master Plan and subsequent Interchange Re-evaluation. Additionally, the City of Tallahassee initiated a study to evaluate the impacts of the Welaunee Plantation on the transportation system and the potential to incorporate the interchange into the plan.
- Crawfordville Road (US 319, Wakulla Springs Road to US 98) Re-Evaluation: The Study being completed to address transportation issues related to the growth of Wakulla County and the opportunities available to relieve congestion along the corridor.
- Woodville Highway (Capital Circle, SE to Paul Russell Road) PD&E and Design: The PD&E Study was complete in FY 13/14, and has transitioned into Design for a four lane section and one-way loop.
- 6th Avenue Sidewalks (Tallahassee – Monroe Street to Gadsden Street): The CRTPA worked with the City of Tallahassee to construct sidewalks on 6th Avenue (Monroe Street to Gadsden Street) and along Gadsden Street (6th Avenue to Ingleside Avenue).
- Lafayette Street Sidewalks (Cascades Park to Winchester Lane): CRTPA staff worked with the City of Tallahassee and Leon County to re-construct and construct sidewalks along the corridor in conjunction with drainage and streetscaping projects.

- Florida Arts Trail (Main Street - US 27 to Downtown Quincy: The CRTPA is coordinating with Gadsden County to develop the trail along with the introduction of a wide-shoulder to be constructed as a component of a current resurfacing project scheduled for FY 14/15.
- Ochlockonee Bay Trail (Mashes Sands to Sopchoppy): CRTPA coordinated with Wakulla County and the FDOT to complete several phases of the project and fund the last segment on US 319 from Surf Road to Rose Street in Sopchoppy.
- Capital City to the Sea Trails: Staff initiated a Master Plan March 2013 that was completed in March 2014 to develop a trail system that strengths the linkage between Leon County and Wakulla County. The initial PD&E kicked-off in March 2014 with an estimated completion date of March 2015.

METHODOLOGY (FY 2015)

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 region's corridor studies during FY 15

METHODOLOGY (FY 2016)

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.

In April 2016 the CRTPA received funding to begin the West Orange Avenue (SR 371/SR 373); Springhill Road (CR 2203/SR 373) and Lake Bradford Road (CR 2205/SR 371) Planning Study. The study will continue into the FYs17/18 UPWP.
The CRTPA will continue to participate in the region's corridor studies during FY 16

END PRODUCTS/COMPLETION DATES/MILESTONES (FYs 2015/2016)

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

FYs 17-18 Task 9.1 Corridor Analysis/Other Transportation Projects	
Purpose: Participate in corridor studies through coordinative and management efforts as may be required by the MPO process.	
Previous Work (examples, not complete list) • SR 12 (Gadsden County) Shoulder Widening • US 319 Trail Extension into Sopchoppy • Funding Cascades Trail Pedestrian Bridge • Funding Magnolia Drive Shared-Use Path • Crawfordville Road Project Development and Environment Study Update	
Required Activities	
FY 2017 • 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 region's corridor studies during FY 17 • Orange Avenue/Lake Bradford Road/Springhill Road Corridor Study	FY 2018 • 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 region's corridor studies during FY 18 • Orange Avenue/Lake Bradford Road/Springhill Road Corridor Study

End Product	Completion Date	Responsible Agency
Coordination with partner governments	ongoing	CRTPA
Orange Avenue/Lake Bradford Road/Springhill Road Corridor Study • Development of the Scope-of-Services, Request for Proposal (RFP), and a preliminary list of stakeholders in the corridor.	September 30, 2016	
Orange Avenue/Lake Bradford Road/Springhill Road Corridor Study • Continue and complete Efficient Transportation Decision Making Process,	September 30, 2017	CRTPA

• Roadway corridor design alternatives, presentations to CRTPA Board, Blueprint IA, preliminary drainage analysis and pond siting, access management, • Multi-modal accommodations, preliminary cost estimates, preliminary physical and environmental analysis, class of action determination • initiate environmental reports, comparative analysis of corridor alternatives, and • comparative analysis and corridor evaluation matrix.		
Orange Avenue/Lake Bradford Road/Springhill Road Corridor Study • Release of RFP, Receive Proposals, Shortlisting of consultants, interviews, selection and negotiate contract.	December 31, 2017	CRTPA
Orange Avenue/Lake Bradford Road/Springhill Road Corridor Study • Develop project schedule, project kick-off, initiate Public Involvement Plan, begin stakeholder interviews, purpose and need statement, presentations to CRTPA Board, Blueprint IA, data collection including:	March 31, 2018	CRTPA
Orange Avenue/Lake Bradford Road/Springhill Road Corridor Study • Initiate Efficient Transportation Decision Making Process, Advance Notification, presentations to CRTPA Board, Blueprint IA, additional stakeholder interviews, and Typical Sections and Analysis.	June 30, 2018	CRTPA
Orange Avenue/Lake Bradford Road/Springhill Road Corridor Study • Continue and complete Efficient Transportation Decision Making Process,	September 30, 2018	CRTPA

Roadway corridor design alternatives, • presentations to CRTPA Board, Blueprint IA, preliminary drainage analysis and pond siting, access management, • Multi-modal accommodations, preliminary cost estimates, preliminary physical and environmental analysis, • class of action determination, initiate environmental reports, comparative analysis of corridor alternatives, and • Comparative analysis and corridor evaluation matrix.		
Orange Avenue/Lake Bradford Road/Springhill Road Corridor Study • Presentations to CRTPA Board, Blueprint IA, Finalize right-of-way estimates, and identify construction segments and costs.	December 31, 2018	CRTPA

Task 9.1 Estimated Budget Detail for FY 17

Budget Category	Budget Category Description	FHWA (PL)	FHWA (SU)	FTA 5303	FTA State Match	Local Funds	Trans. Disad.	Total
Personnel Services								
	Staff Salaries	$10,990						$10,990
	Indirect Costs	2,230	-	-	-		-	2,230
	Fringe Costs	6,780						6,780
	Subtotal:	**$20,000**	-	-	-		-	**$20,000**
Consultant Services								
		-	$350,000	-	-	-	-	$350,000
	Subtotal:	-	**$350,000**	-	-	-	-	**$350,000**
Travel								
		-	-	-	-	-	-	-
	Subtotal:	-	-	-	-	-	-	-
Other Direct Expenses								
			-	-	-	-	-	
	Subtotal:		-	-	-	-	-	
	Total:	**$20,000**	**$350,000**					**$370,000**

Task 9.1 Estimated Budget Detail for FY 18

Budget Detail	Budget Category Description	FHWA (PL)	FHWA (SU)	FTA 5303	FTA State Match	Local Funds	Trans. Disad.	Total
Personnel Services								
	Staff Salaries	$10,990						$10,990
	Indirect Costs	2,230	-	-	-		-	2,230
	Fringe Costs	6,780						6,780
	Subtotal:	**$20,000**	-	-	-		-	**$20,000**
Consultant Services								
		-	0	-	-	-	-	0
	Subtotal:	-	**0**	-	-	-	-	**0**
Travel								
		-	-	-	-	-	-	-
	Subtotal:	-	-	-	-	-	-	-
Other Direct Expenses								
			-	-	-	-	-	
	Subtotal:		-	-	-	-	-	
	Total:	**$20,000**	**0**					**0**

June 20, 2016

Capital Region Transportation Planning Agency
CRTPA

AGENDA ITEM 2 E

2015 CRTPA FINANCIAL STATEMENTS

REQUESTED BY: Staff	TYPE OF ITEM: Consent

STATEMENT OF ISSUE

This item requests the acceptance of the Capital Region Transportation Planning Agency (CRTPA) Financial Statements for the year ending September 30, 2015.

RECOMMENDED ACTION

Option 1: Accept the FY 2015 CRTPA Financial Statements.

HISTORY AND ANALYSIS

The Capital Region Transportation Planning Agency (CRTPA) Financial Statements for the year ending September 30, 2015 has been completed. Included are the opinion of the external auditors related to the statements presented, their management letter, and the auditors' reports on compliance and internal controls. Thomas Howell Ferguson performed the audit for the CRTPA. State law requires that the Financial Statements be completed by June 30, 2016.

OPTIONS

Option 1: Accept the FY 2015 CRTPA Financial Statements. (Recommended)

Option 2: Provide other direction.

ATTACHMENT

Attachment 1: FY 2015 CRTPA Financial Statements*

* - NOTE: The CAFR was not available at the time of agenda development for inclusion in the printed agenda. However, once available, a link to the document will be provided to members.

June 20, 2016

Capital Region
Transportation Planning Agency
CRTPA

AGENDA ITEM 3

CONSENT ITEMS PULLED FOR DISCUSSION

June 20, 2016

Capital Region Transportation Planning Agency
CRTPA

AGENDA ITEM 4 A

FISCAL YEAR (FY) 2017 – FY 2021 TRANSPORTATION IMPROVEMENT PROGRAM (TIP)

REQUESTED BY: Staff	TYPE OF ITEM: Roll Call Vote

STATEMENT OF ISSUE

Consistent with state and federal requirements, the Fiscal Year (FY) 2017– FY 2021 Transportation Improvement Program (TIP) has been developed (a link to the document can be found on the agency's webpage: http://crtpa.org/2016-tip.html) for Capital Region Transportation Planning Agency (CRTPA) adoption.

CRTPA COMMITTEE ACTIONS

The CRTPA's two (2) committees [Citizen's Multimodal Advisory Committee (CMAC) and Technical Advisory Committee (TAC)] recommended the CRTPA adopt the FY 2017 – FY 2021 TIP at their June 7, 2016 meetings. A quorum was not present at the TAC.

RECOMMENDED ACTION

Option 1: Adopt by resolution the FY 2017 – FY 2021 Transportation Improvement Program

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) Draft 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 2017 – FY 2021) within our region (Gadsden, Jefferson, Leon and Wakulla counties).

Projects contained within the FY 2017 – FY 2021 TIP reflect those projects that were presented to the CRTPA Board on October 19, 2015 by the FDOT District 3 during their presentation of the FDOT Draft FY 2017– FY 2021 Five-Year Work Program.

Highlights of some of the newly funded projects include:

Leon County:

- Apalachee Parkway at Magnolia Drive **Intersection Improvement** (PE, CST*) in FY 17 & 19 (4381481).
- Capital Circle (US 319/SR 263): Crawfordville Road (SR 61) to Springhill Road. **Add Lanes & Reconstruct** (ROW & CST (local funding)) in FY 20 & 21 (2197493).
- Monroe Street (US 27) at Talpeco Road Intersection. **Traffic Signals** (PE, ROW & CST) in FY 17, 19 & 20 (4381401).
- Woodville Highway: Gaile Avenue to Paul Russell Road. **ROW – Future Capacity** (ROW) in FY 19, 20 & 21 (4240095).
- Woodville Highway: Capital Circle to Gaile Avenue. **ROW – Future Capacity** (ROW) in FY 19 (4240094).

Gadsden County:

- US 90 @ Lanier Road. **Intersection Improvement** (PE & CST) in FY 18 & 19 (4382722)
- US 90 @ River Birch Road/Water Management Drive. **Intersection Improvement** (PE & CST) in FY 18 & 19 (4382721)
- Havana Middle School Sidewalk Extension. **Sidewalk** (PE) in FY 18 (4381271)

Jefferson County:

- US 19/US 27 Aucilla River Bridge No. 540069. **Bridge Repair/Rehabilitation** (CST) in FY 18 (4235882).
- Waukeenah Highway (CR 259): SR 20 to I-10. **Widen/Resurface Existing Lanes** (CST) in FY 19 (4383661)
- SR 57 (US 19). **Gateway Landscaping** (CST) in FY 17 (4381881)

Wakulla County:

- US 98: St. Marks River to Jefferson County line. **Resurfacing** (PE & CST) in FY 17 & 19 (4377481).
- Shadeville Highway (CR 365): US 319 to Bloxham Cutoff (SR 267). **Resurfacing** (CST) in FY 18 (4332502).
- Wakulla Springs Road (CR 61): Bloxham Cutoff (SR 267) to Leon County line. **Resurfacing** (CST) in FY 19 (4383581).

* PROJECT PHASES ABBREVIATION KEY:

PLN = Planning; PE = Preliminary Engineering (Design); CST = Construction; ROW = Right of Way; ENV = Environment; RRU = Rail Road/Utilities

PUBLIC COMMENTS

A public meeting to present the Transportation Improvement Program (and the agency's FY 2018–2022 Transportation Alternatives Priority Project List) was held on May 23 at Tallahassee City Hall. Information regarding the meeting was placed on the CRTPA's website (www.crtpa.org) and an e-mail message regarding the meeting was sent to the agency's transportation partners.

NEXT STEP

Subsequent to CRTPA Board adoption of the TIP, staff will transmit the document to the Florida Department of Transportation.

RECOMMENDED ACTION

Option 1: Adopt by resolution the FY 2017 – FY 2021 Transportation Improvement Program (Recommended)

Option 2: CRTPA Board Discretion.

ATTACHMENTS

Attachment 1: LINK to FY 2017 – FY 2021 Transportation Improvement Program (document link located on www.crtpa.org homepage or directly at: http://crtpa.dtstiptool.com/Document/Show/1400).

Attachment 2: Adoption Resolution

ATTACHMENT 1

CRTPA FY 2017 – FY 2021

TRANSPORTATION IMPROVEMENT PROGRAM

AVAILABLE FOR REVIEW ON CRTPA WEBPAGE (www.crtpa.org) or directly at http://crtpa.dtstiptool.com/Document/Show/1400

CRTPA RESOLUTION 2016-06-4A

A RESOLUTION OF THE CAPITAL REGION TRANSPORTATION PLANNING AGENCY (CRTPA) ENDORSING THE FY 2017 – FY 2021 TRANSPORTATION IMPROVEMENT PROGRAM

Whereas, the Capital Region Transportation Planning Agency (CRTPA) is the organization designated by the Governor of Florida on August 17, 2004 together with the State of Florida, for carrying out provisions of 23 U.S.C. 134 (h) and (i)(2), (3) and (4); CFR 450.324, 326, 328, 330, and 332; and FS 339.175 (5) and (7); and

Whereas, the Transportation Improvement Program (TIP) shall be endorsed annually by the CRTPA and submitted to the Governor of the State of Florida, to the Federal Transit Administration, and to the Federal Highway Administration, through the State of Florida;

NOW, THEREFORE LET IT BE RESOLVED BY THE CAPITAL REGION TRANSPORTATION PLANNING AGENCY (CRTPA) THAT:

1. The Fiscal Year 2017 through Fiscal Year 2021 Transportation Improvement Program is hereby endorsed as an accurate representation of the region's transportation effort as developed through a continuing, cooperative, and comprehensive process that provided consideration to all transportation modes in accordance with the metropolitan planning provisions of U.S.C. 134;

2. The CRTPA authorizes the Chair to sign the State of Florida certification statement, which must be submitted annually with the TIP;

3. In order to expedite amendments to the TIP, the CRTPA authorizes the Executive Director to administratively approve airport project amendments which do not materially affect surface transportation traffic volumes or traffic distribution in the vicinity of the subject airport;

4. The CRTPA also authorizes the Executive Director to administratively approve project amendments to the TIP which do not meet any of the four (4) criteria which require a formal tip amendment listed in Chapter 5, Section 14 of the Florida Department of Transportation's Metropolitan Planning Organization Program Management Handbook; and

5. The CRTPA requires the Executive Director to inform the CRTPA of all TIP amendments approved under these authorizations quarterly.

Passed and duly adopted by the Capital Region Transportation Planning Agency (CRTPA) on this 20th day of June 2016.

Capital Region Transportation Planning Agency

Attest:

By: _____
Betsy Barfield, Chair

_____
CRTPA Executive Director

ATTACHMENT 2

June 20, 2016

Capital Region Transportation Planning Agency
CRTPA

AGENDA ITEM 5 A

CRTPA FISCAL YEAR 2018 – FY 2022 TRANSPORTATION ALTERNATIVES PRIORITY PROJECT LIST

REQUESTED BY: CRTPA Staff	TYPE OF ITEM: Action

STATEMENT OF ISSUE

Staff is seeking approval of the CRTPA Fiscal Year 2018 – FY 2022 CRTPA Transportation Alternatives (TA) Priority Project List (PPL), provided as *Attachment 1*.

CRTPA COMMITTEE ACTIONS

The CRTPA's two (2) committees [Citizen's Multimodal Advisory Committee (CMAC) and Technical Advisory Committee (TAC)] recommended the CRTPA approve the TA Priority Project List at their June 7, 2016 meetings. A quorum, however, was not present at the TAC meeting.

RECOMMENDED ACTION

Option 1: Adopt the CRTPA FY 2018 – FY 2022 Transportation Alternatives (TA) Priority Project List.

BACKGROUND

The CRTPA Transportation Alternatives Program (TAP) was established in 2013 subsequent to the creation of the Transportation Alternatives Program associated with the July 6, 2012 signing of P.L. 112-141, the Moving Ahead for Progress in the 21st Century Act (MAP-21) by President Obama.

Transportation Alternatives are federally funded programs and projects, including on- and off-road pedestrian and bicycle facilities, infrastructure projects for improving non-driver access to public transportation and enhanced mobility, community improvement activities, and environmental mitigation; recreational trail program projects; safe routes to school projects; and projects for the planning, design or construction of boulevards and other roadways largely in the right-of-way of former Interstate System routes or other divided highways.

Fifty percent (50%) of the TA funding received by each state is to be distributed by population. For those Metropolitan Planning Organizations with a population greater than 200,000 (which includes

the CRTPA), the MPO agency must run the competitive grant process, necessitating the creation of the CRTPA TAP.

Associated with the CRTPA TAP is approximately $310,000 of TA funding explicitly dedicated annually to the CRTPA region. In addition, other TA funding is available for placement on TA projects within the CRTPA region. This funding, which is outside of the dedicated amount to the CRTPA, is placed on projects at the discretion of the Florida Department of Transportation.

Consistent with CRTPA Board direction, solicitation of new TA projects occurs biennially. The CRTPA solicited new applications this year (2016).

Guiding the 2016 CRTPA TAP is the CRTPA TA Subcommittee. The subcommittee, comprised of 5 members [2 from the CRTPA's Citizen's Multimodal Advisory Committee (CMAC) and 3 from the Technical Advisory Committee (TAC)], reviewed and recommended a ranking of the TA applications that were received by the CRTPA.

The applications received were reviewed and ranked based upon the CRTPA's TAP Evaluation Criteria that were approved at the March 21, 2016 CRTPA meeting, as follows:

ADOPTED CRITERIA

	PROPOSED EVALUATION CRITERIA	MAXIMUM POINTS
1	**SAFETY** (Describe how the project will impove public safety for all transportation users)	20
2	**CONNECTIVITY** (Describe how the project facilitates or improves multimodal linkages)	20
3	**ACCESSIBILITY** (Describe how the project contributes to enhanced mobility options for transp. disadv.)	20
4	**PUBLIC BENEFIT** (Describe how the project improves the public travel experience and travel options)	20
5	**REGIONAL PLAN** (Describe how the project relates to the adopted plans of the region)	5
6	**PROJECT CONSTRUCTABILITY** (Is right-of-way required?)	5
7	**LEVERAGING OF FUNDS** (Is there a commitment of local funding?)	5
8	**COMMUNITY SUPPORT**	5
	Maximum Total Points	100

The following provides a listing of the ten (10) TA applications that were received by the CRTPA during the 2016 CRTPA TAP solicitation (listed in order of receipt):

2016 CRTPA TAP APPLICATIONS

LEON COUNTY: North Monroe Street Sidewalk Improvements [Limits: Harriet Drive to Clara Kee Blvd (east side of Monroe)]; 2300 feet of sidewalk on eastside; $356,758; 4-20-16

WAKULLA COUNTY: Mound Street (Limits: US 98 east to Wooley Park); 705 feet of sidewalk (southside); $114,116; 4-26-16

WAKULLA COUNTY: Otter Lake Road (Limits: US 98 westwards to Fishing Fool Street); 2900 feet of sidewalk on southside; $251,898; 4-26-16

CITY OF TALLAHASEE: Putnam Drive Connectivity (Limits: S. Meridian Street to Dantzler Avenue); 1300 feet of sidewalk; $393,638; 4-29-16

CITY OF MONTICELLO: Dogwood Street Pedestrian Crossing (Limits: US 19/Dogwood Street Intersection); Pedestrian Improvements; $70,720; 5-2-16

GADSDEN COUNTY: Atlanta Street Sidewalk (Limits: Martin Luther King, Jr. Blvd to Ben Bostic Road); 7,650 feet of sidewalk; $408,162; 5-2-16

CITY OF GRETNA: Gretna Sidewalks (Limits: Dale Street, Earnest O'Barkley Street and Lanier Street); 6,000 feet of sidewalk; $385,468; 5-2-16.

GADSDEN COUNTY: Post Plant Road Sidewalk (Limits: Point Milligan Road to Powerline Road); 4,050 feet of sidewalk; $406,925; 5-2-16

GADSDEN COUNTY: Spooner Road Sidewalk (Limits: SR 267 to Shiloh Road); 3,050 feet of sidewalk; $269,837; 5-2-16

GADSDEN COUNTY: Scotland Road Sidewalk (Limits: Fox Crossing Drive to US 27); 2,270 feet of sidewalk; $166,750; 5-2-16

> KEY: **Project Sponsor**; Project Name; (Project Limits); Project Length; Amount of TA funding sought; Project type; Date received

2016 CRTPA TAP PROCESS

As noted above, once received, the TA applications were ranked by the TA Subcommittee using the adopted CRTPA TAP Evaluation Criteria. The projects were next placed on the CRTPA's DRAFT Fiscal Year (FY) 2018 – FY 2022 Transportation Alternatives Priority Project List (PPL) in ranked order for

CRTPA consideration. Subsequent to adoption by the CRTPA, the TA PPL will be provided to the FDOT for funding consideration as that agency develops the Draft State Work Program.

The CRTPA DRAFT FY 2018 – FY 2022 TA Priority Project List is the culmination of the following actions associated with the CRTPA 2016 TAP calendar:

- January 15, 2016 – Announcement of TA Applications Open Period
- February 2, 2016 –TA Informational Public Meeting (3 PM; Tallahassee City Hall)
- February 10, 2016 – TA Subcommittee Meeting (Noon – 1:30) (Review adopted criteria)
- May 2, 2016 – TA Applications DUE
- May 12, 2016 – TA Applicant Interviews (Gemini Building, 5th Floor Conference Room) (10:30 am - 1:30 pm)
- May 18, 2016 – TA Subcommittee Recommended Application Ranking (Noon – 1:30) (Tallahassee City Hall, Tallahassee Room)
- May 23, 2016 - Joint Draft TA Priority Project List and Transportation Improvement Program Public Meeting (Tallahassee City Hall, Florida Room, 5-6 pm)
- June 20, 2016 – CRTPA adoption of FY 2018 – FY 2022 TA Priority Project List

NOTE: A page on the CRTPA's website has been created for the 2016 TAP and can be viewed at: http://crtpa.org/ta-2016.html.

Previously Funded CRTPA TAP Projects

Prior to the 2016 CRTPA TAP solicitation, the CRTPA TAP has funded the following projects in the CRTPA region:

- Havana Middle School Sidewalks (Limits: 11th Avenue (4th Street to Iron Bridge Road); Iron Bridge Road (CR 12A to 11th Avenue); design funded (Gadsden County)
- Adams Street (CR 268) (City of Quincy) Sidewalk Construction (Limits: Clarke Street to MLK Jr Blvd); design and construction funded (Gadsden County)
- Glenview Drive Sidewalk Project (Limits: Thomasville Road to Meridian Road); design and construction funded (Leon County)
- US 98/Panacea Community Sidewalk (Limits: Mound Street to US Post Office); design and construction funded (Wakulla County)

PUBLIC INVOLVEMENT

A public meeting to present the DRAFT FY 2018 – FY 2022 TA Priority Project List (held in conjunction with CRTPA Draft Transportation Improvement Program) was held on May 23 at Tallahassee City Hall.

Information related to the 2016 CRTPA TAP has been placed on the CRTPA's webpage since January 2016 including recent information related to the development of the Draft TA PPL and May 23 public meeting.

NEXT STEPS

Subsequent to adoption of the CRTPA FY 2018 – FY 2022 TA PPL, the list will be provided to the FDOT for use as the agency proceeds with development of the Draft FY 2018 – FY 2022 Annual State Work Program, scheduled to be presented to the CRTPA Board in the fall of 2016.

After the release of the Draft State Work Program, CRTPA staff will initiate development of the CRTPA FY 2018 – FY 2022 Transportation Improvement Program (TIP) incorporating those transportation projects in the CRTPA region that have received state and federal funding.

RECOMMENDED ACTION

Option 1: Adopt the CRTPA FY 2018 – FY 2022 Transportation Alternatives (TA) Priority Project List.
(Recommended)

Option 2: CRTPA Board Discretion.

ATTACHMENT

Attachment 1: DRAFT FY 2018 – FY 2022 TA Priority Project List

Capital Region Transportation Planning Agency

DRAFT Transportation Alternatives Priority Project List

Fiscal Year 2018 - Fiscal Year 2022

Priority	Project	Limits	Notes
1	**N. Monroe Street Sidewalk** (Sponsor: Leon County)	Harriet Drive to Clara Kee Boulevard	Project seeking construction funds only
2	**Dogwood Street Pedestrian Crossing** (Sponsor: City of Monticello)	US 19/Dogwood Street Intersection	
3	**Putnam Drive Connectivity** (Sponsor: City of Tallahassee)	S. Meridian Street to Dantzler Avenue	
4	**Gretna Sidewalks** (Sponsor: City of Gretna)	Dale Street, Earnest O'Barkley Street & Lanier Street	3 sidewalk locations
5	**Mound Street Sidewalk** (Sponsor: Wakulla County)	US 98 to Woolery Park	
6	**Atlanta Street Sidewalk** (Sponsor: Gadsden County	Martin Luther King, Jr. Boulevard to Ben Bostic Road	
7	**Otter Lake Road Sidewalk** (Sponsor: Wakulla County)	US 98 to Fishing Fool Street	
8	**Spooner Road Sidewalk** (Sponsor: Gadsden County)	SR 267 to Shiloh Road	
9	**Post Plant Road Sidewalk** (Sponsor: Gadsden County)	Point Milligan Road to Powerline Road	
10	**Scotland Road Sidewalk** (Sponsor: Gadsden County)	Fox Crossing Drive to US 27	

ATTACHMENT 1

June 20, 2016

Capital Region Transportation Planning Agency
CRTPA

AGENDA ITEM 5 B

SUN TRAIL APPLICATIONS AND PRIORITIES

REQUESTED BY: CRTPA Staff	TYPE OF ITEM: Action

STATEMENT OF ISSUE

This item is seeking approval of the CRTPA SUN Trails Priority Project List to be forwarded to FDOT District 3 for consideration and ranking at the district-level. The district-level projects will be submitted to FDOT Central Office for funding. Based on the applications submitted, CRTPA staff is recommending the Coastal Trail West (US 319/US 98 intersection to Surf Road) be the top priority.

CRTPA COMMITTEE ACTIONS

At their June 7, 2016 meetings the Technical Advisory Committee (TAC) and the Citizens Multimodal Advisory Committee (CMAC) approved the ranking of SUN Trails projects as follows:

1. Coastal Trail West (US 98/US 319 Intersection to Surf Road)
2. Coastal Trail East (St. Marks Trail to Lighthouse Road)

RECOMMENDED ACTION

Option 1: Approve the Coastal Trail West (US 319/US 98 intersection to Surf Road) as the CRTPA's top priority for SUN Trail funding.

Option 2: Approve the Coastal Trail East (Lighthouse Road to St. Marks Trail) as the CRTPA's second priority for SUN Trail funding.

HISTORY AND ANALYSIS

SUN Trails

The Shared Use Non-motorized Trail Program (SUN Trails) was established in 2015 to develop a system of paved trails to link communities and activity centers throughout the state of Florida. The Florida Legislature has authorized $25M to be spent annually on this trail system. The SUN Trail Program did not program any projects the first year so this first effort for funding is based on the availability of $50M statewide.

The first phase of the program established two regional trail systems including the Coast to Coast Trail (Central Florida) and the St. Johns to the Sea Loop (Volusia County to St. Augustine). It is anticipated that two-thirds of the $50M, or approximately $33M, will be provided to these two

regional efforts. This funding level is dependent upon these two projects having programmable phases that can utilize the $33M.

The second phase of the program is the funding of individual projects within the Florida Greenways and Trail System (FGTS) Priority Land Trail Network and Sun-Trail Network. It is anticipated that these projects will be funded using the remaining one-third, or approximately $17M, from the initial $50M for the program.

Individual Project Selection Process

On May 6, 2016, the FDOT released the application and process for the SUN Trails individual projects. This process is briefly described below.

1. Projects within a Metropolitan Planning Organization (MPO) boundary must be submitted to the MPO for assessment and ranking, per SUN Trail requirements.

   The CRTPA, serving as the MPO for the Capital Region, sent out an email invitation to all transportation partners in Gadsden, Jefferson, Leon and Wakulla Counties in early May which included a June 1, 2016 deadline.

   There were only two projects submitted (by CRTPA staff) for funding consideration, the Coastal Trail West (US98/US 319 Intersection to Surf Road), shown as ***Attachment 1***, and the Coastal Trail East (Lighthouse Road to the St. Marks Trail), shown as ***Attachment 2***.

   These two projects met the "Eligibility Criteria" as shown on the applications and therefore are being recommended to be forwarded to the CRTPA Board for approval.

2. Approval by the CRTPA Board (occurring at this meeting).

   The second step in the process requires the CRTPA to create and approve the SUN Trails Priority Project List and submit it to the District 3 Office.

3. Submittal to the FDOT District 3 Sun Trails Coordinator.

   All project seeking consideration are required by SUN Trails to be submitted to District 3 by 5:00 PM on June 20, 2016.

4. FDOT District 3 evaluates submittals and develops draft funding scenario.

   The District 3 office will create a funding plan to address the projects as submitted. This funding plan will be sent to FDOT Central Office for funding consideration.

5. Sponsors of the individual project will be notified if the project is programmed in the FDOT Work Program.

Project Ranking

Since there were only two projects submitted for consideration, CRTPA staff recommends that the projects be ranked following the order as they appear in the RMP, which is;

1. Coastal Trail West (US98/US 319 Intersection to Surf Road)
2. Coastal Trail East (Lighthouse Road to the St. Marks Trail)

OPTIONS

Option 1: Approve the Coastal Trail West (US 319/US 98 intersection to Surf Road) as the CRTPA's top priority for SUN Trail funding.

Option 2: Approve the Coastal Trail East (Lighthouse Road to St. Marks Trail) as the CRTPA's second priority for SUN Trail funding.

Option 3: CRTPA Board Discretion.

NEXT STEPS

Upon approval CRTPA staff will forward the priorities to the FDOT District 3 SUN Trails Coordinator for assessment.

ATTACHMENTS

Attachment 1: Coastal Trail West (US98/US 319 Intersection to Surf Road)
Attachment 2: Coastal Trail East (Lighthouse Road to the St. Marks Trail)

ATTACHMENT 1
Florida Department of Transportation
Shared-Use Nonmotorized Trail
Individual Trail Application

PART I – ELIGIBILITY CRITERIA

Projects **must meet all** of the **eligibility criteria** to receive consideration for SUN Trail funding. SUN Trail will only fund paved multi-use trails.

1. **Will the project be developed as a paved multi-use trail within the Florida Department of Environmental Protection, Florida Greenways and Trails System (FGTS) Priority Land Trail Network and the SUN Trail Network?**

   ☒ Yes ☐ No

2. **Is the project identified as a priority by the applicable jurisdiction(s)?** If the project is within a boundary of a Metropolitan/Transportation Planning Organization (MPO), it must be a MPO priority. Projects outside of an MPO boundary must be identified as a priority of the county (inclusive of their municipalities), tribal government, and federal or state-managing agency. **Attach the prioritization list and complete Part V.**

   ☒Yes ☐No

   Indicate the priority number of the project: #8

3. **Has an entity formally committed to operation and maintenance of the project? Complete and sign Part VI (CERTIFICATION OF WILLING MANAGER).**

   ☒Yes ☐No

4. **Is the project consistent with the applicable comprehensive plan(s) or the long-term management plan(s)?**

   ☒Yes ☐No

   Indicate the type of plan(s) and date(s) of adoption.

Connections 2040 Regional Mobility Plan (2015)
Wakulla County Bike, Pedestrian and Blueways Master Plan - (2012)
Blueprint 2000 2020 Projects (2014)
Tallahassee Leon County Greenways Master Plan (2015)
Socioeconomic Analysis and Location Study for the Gopher, Frog, and Alligator Rail Trail (1994)
Panacea Waterfronts Florida Community: A Work Plan for a Walkable Community (2003)
Southwood Community Plan Sportspark and Trails Plan (2005)
City of Tallahassee Parks and Recreation Master Plan (2007)
Wakulla County Community and Economic Development Plan (2007)
Big Bend Maritime Center (2007 Strategic Plan)
Preserving and Expanding the Genuine St. Marks Experience (2008)
Plan St. Marks (2008)
FSU Master Plan: Main Campus (2010)
CRTPA Regional Mobility Plan (2010)
Wakulla County Evaluation and Appraisal Report (EAR) (2010)
Crawfordville Sector Plan (2011)

Crawfordville Town Plan (2011)
City of Tallahassee Trail Connections Study (2011)
The Woodville Highway Corridor Study (2011)
Tallahassee to St. Marks Trail Extension (2011)
Big Bend Scenic Byway Corridor Management Plan (2011 update)
FAMU Master Plan (2012)
Wakulla County Adopted Infrastructure Plan (2012)
Tallahassee-Leon County Comprehensive Plan (2013)
Wakulla County Comprehensive Plan (2013)
Florida Greenways and Trails System Plan (2015

Do not proceed to Part II if the project resulted in a "no" response in Part I.

PART II – PROJECT INFORMATION

Project Name: Coastal Trail – West

Project Location (attach a labeled location map with aerial view; optional: submit shape files)
Municipality None
County: Wakulla County
DOT District Number: District 3 - Chipley

Termini Begin: US 319/US 98 Intersection

Termini End: Surf Road

Total Length: 9.5 miles

Briefly describe the scope of the project: The Coastal Trail (West) project would link the 22 mile St. Marks Trail to the entrance of the St. Marks Wildlife Refuge as well as lengthen the Coastal Trail to over 25 miles.

PART III – PROJECT COSTS

Florida Statue requires a reasonable estimate of the project cost prior to adoption in the Department's Five Year Work Program. Use **Present Day Cost** values. Projects must follow appropriate design criteria and meet Americans with Disabilities Act requirements. If necessary, attach a separate spreadsheet.

Funding Phase(s) requested:

☐ **Feasibility Study (FS)** ☐ **Project Development & Environment (PD&E)**
☒ **Preliminary Engineering/Design (PE)** ☒ **Acquisition of right-of-way (ROW)**
☒ **Construction (CON)** ☒ **Construction Engineering & Inspection Activities (CEI)**

Briefly describe any project work phases that are underway or completed.
Project Development & Environment Study (2016)

Although there is no current matching funds identified below, the project Master Plan and Project Development and Environment (PD&E) Study were completed utilizing CRTPA SU funds.

Proposed timeline and funding needs:

Phase	Proposed Year(s)	Amount(s) Requested	Matching Funds	Total Project Costs	Source(s) of Match
FS	FS Proposed Year.	FS Amt Requested.	FS Match.	Total FS.	Source(s) of FS Match.
PD&E	PD&E Proposed Year.	PD&E Amt Requested.	PD&E Match.	Total PD&E.	Source(s) of PD&E Match.
PE	**FY 16 – FY 17**	**$800,000**	**0**	**$800,000**	Source(s) of PE Match.
ROW	**FY 17 – FY 18**	**$1,000,000**	**0**	**$1,000,000**	Source(s) of ROW Match.
CON	**FY 18 – FY 19**	**$5,850,000**	**0**	**$5,850,000**	Source(s) of CON Match.
CEI	**FY 18 – FY 19**	**$600,000**	**0**	**$600,000**	Source(s) of CEI Match.
TOTAL		**$8,250,000**	**0**	**$8,250,000**	

PART IV – SELECTION CRITERIA

Projects may not meet all of the following selection criteria, a numerical ranking will not be calculated, and Individual Trail Projects with the greatest strengths will advance more quickly.
Optional: provide attachments if additional space is needed.

1. **Does the project enhance the safety of bicyclists, pedestrians and motorists?**
   ☒Yes ☐ No
   If yes, check applicable attributes and briefly describe how the project meets the selection criteria.

   ☐Project includes a safety component.

   ☐Project is located in an area identified as a hazardous biking/walking zone or in an area with significant numbers of safety concerns.

   ☐Project implements a bicycle and pedestrian safety action plan. Provide the name of the plan and date of adoption. Bicycle and pedestrian safety action plan name and adoption date.

   ☐Other (list) Other safety enhancement.

   Since there are no existing facilities that separate individual modes of transportation along the US 98 corridor in this location, the provision of a shared-use path allows for pedestrians and bicyclists to travel on a path that is removed from the road. This not only provides safety for pedestrians and those traveling by bike but for the motorized vehicles as well since the modes are not competing for the same space on the road.

2. **Is the project recognized as having regional, state or national importance?**
   ☒Yes ☐No

   If yes, check applicable attributes and briefly describe how the project meets the selection criteria.

   ☒Project is a component of a Regional Trail System prioritized by the Florida Greenways and Trails Council. List the Regional Trail System(s).
   Capital City to the Sea Trails

   ☐Project is a component of a National Recreational Trail, East Coast Greenway or a trail that has other national importance. List the national recognitions.
   Trail of National Importance.

   ☒Project implements an adopted regional bicycle, pedestrian or trail master plan. Provide the name of the regional plan(s). Capital City to the Sea Trails

   ☐Other (list) Other.

   The Coastal Trail (West) project serves as a major linkage between the western portion of Wakulla County to the easternside of the county via the other segments of the Coastal Trail (approximately 24 miles in length) . Additionally, as the SUN Trails program expands and develops along the Gulf Coast this trail will link to the Nature Coast – Peace River Greenway as well as to points west in the panhandle.

   This project is included in the Capital City to the Sea Trails Master Plan and has gone through the Project Development and Environment (PD&E) process. The "middle" section of the Coastal Trail from the St. Marks Trail to the intersction of US 319 in currently funded through construction which will provide the linkage to the Ochlockonee Bay Trail via the Coastal Trail West project leading to the City of Sopchoppy and Mashes Sand Beach.

   Lastly, this project is identified on the FGT Council's Priority Regional Trail List.

3. **Is there an additional financial contribution committed to the project?**
Select the most appropriate response.

☐Yes, funds are leveraged by multiple public/private sources of investments dedicated to this specific trail segment (i.e. federal, state, local, non-profit, private landowner contributions). If yes, what are the sources? Other Public Funds on Project.

What is the total percentage of match? % Match with Public Funds.

☐Yes, funds are leveraged by at least one additional public/private source of investment dedicated to this specific trail segment.
If yes, what is the source? Public/Private Funds.

What is the total percentage of match? % Public/Private Funds

☒ No, funds are not leveraged by public/private sources of investments dedicated to this specific trail segment.

4. **Does the project blend transportation modes by completing, improving or enhancing existing facilities?**
☒ **Yes** ☐**No**
If yes, check applicable attributes and briefly describe how the project meets the selection criteria.
☒Project implements Complete Streets objectives and initiatives.

☐Project implements Safe Routes to Schools objectives and initiatives.

☐Project provides a direct connection to regional transit systems (i.e. rail stations, express or local bus routes).

☐Project is located in a designated multi-modal district.

☐Project has the potential to reduce vehicular congestion.

☐Project improves access in a Bicycle Friendly Community or Bicycle Friendly University, as designated by the League of American Bicyclists. If yes, indicate the name of the designated community or university.
Name of Bicycle Friendly Community of University.

☐ Project improves access in a Walk Friendly Community, as designated by the Pedestrian and Bicycle Information Center. If yes, indicate the name of the designated community. Walk Friendly Community.

☐ Other (list) Other way the project blends transportation modes .
Click here to enter text on how the project blends transportation modes.

The Coastal Trail West project, as a component of the larger Capital City to the Sea Trails program is not located in an area that serves the types of transportation needs as identified

in this criteria. However, the linkage to the larger trail system and the connections that are made to other trails, parks, wildlife refuges, schools, local bus systems in Wakulla County and Leon County is where the importance of this link is shown.

5. **Is the project ready for construction?** Select the most appropriate response.

   Project is ready for immediate construction and all pre-construction phases are complete.

   ☐ **Yes** ☒ **No**

   Project is capable of near term development. The design is nearly complete and permitting is underway. This project includes pre-construction. If yes, include the schedule.

   ☐ **Yes** ☒ **No**

   Project proposal is feasible but still needs to be designed. Construction will occur in the future.

   ☒ **Yes** ☐ **No**

6. **Does the project have a high level of documented public support?**

   ☒ **Yes** ☐ **No**

   If yes, select from the following and briefly explain how the project meets the selection criteria.

   ☒ The greater community supports the project as demonstrated by recently adopted proclamations or resolutions expressing commitment. Provide the resolution number, adopted date and participating parties. Resolutions are attached in the SUN Trails Application from the CRTPA.

   ☒ Demonstration of public support is consistent across multiple entities representing the greater community, rather than a select few interest groups. Briefly explain. Letters of Support are provided in the attached SUN Trails Application and include support from Leon County, Wakulla County, Big Bend Scenic Byway, Wakulla County Tourist Development Council, Capital City Cyclists, Gulf Winds Track Club, Gulf Specimen Marine Lab, Best Western Plus Inns & Suites, Mineral Springs Seafood, Posey's Seafood Restaurant, Panacea Waterfronts, Barn Enterprise, Inc., Rock Landing Marina, and Crum's Service Inc.,

   ☐ Recent community surveys provide an indication of need and support. Briefly explain. Enter community survey information here.

   ☒ An advertised public meeting for discussing the project occurred. Provide the date and type of meeting. Click here to enter a date. Public Involvment efforts included public workshops to

address the larger Capital City to the Sea Trails. The workshop comments are included in the attached PDF.

☐ Other (list)

7. **Does the project have a significant immediate impact to the quality of life by enhancing economic opportunities and providing connectivity to destinations?**

☒ Yes ☐ No

If yes, check applicable attributes and briefly describe how the project meets the selection criteria.

☒ The project connects to or through federal, state or local conservation/recreation areas. List the conservation/recreation areas. The Capital City to the Sea Trails system serves many destinations throughout the region. The destination in Leon County which are served by this system include the State Capitol Building, Cascades Park (which is a regionally significant public park with amphitheater, play areas, and other amenities), Downtown Tallahassee, Robert White Birding Trail, Lake Henrietta Park, J. Lewis Hall Sr. Park, Munson Hill Off-Road Bike Trail, and Trout Pond Trail and Lake. The destinations served in Wakulla County include Otter Lake Park, Ochlockonee River State Park, Mashes Sands Beach, The Florida National Scenic Trail, Fort San Marcos de Apalache, Wakulla Station Trailhead Park, Wakulla Springs State Park, Wakulla State Forest, and Wakulla Heritage Village. The Apalachicola National Forest is located throughout the region and is a major destination throughout the trails system. Tate's Hell State Forest is located in Franklin County which is in close proximity to the Capital City to the Sea Trails.

Additional Wakulla County locations include:

Panacea Welcome Center and the Big Bend Maritime Museum BBMC properties (both were purchased with FCT funds and are conservation lands),
Wooley County Park,
Rock Landing County Boat Ramp and Pier, and
New Port County Campground and Boat Ramp, on US 98 just North/west of the entrance to the Lighthouse.

☒ The project connects people to jobs, businesses or civic resources.

☒ The project is located along or connects to a Florida Scenic Highway. List the Scenic Highway(s). Big Bend Scenic Byway

☒ The project is part of a public/private partnership where developers, linear corridor owners, small businesses, corporations, foundations or private sector partners are directly supporting the project.

☒ The project is located within a Rural Economic Development Initiative (REDI) Community defined pursuant to Section 288.0656, Florida Statutes. List the REDI area. Wakulla County

☒ The project is located within a Rural Area of Opportunity (RAO) defined pursuant to Section 288.0656, Florida Statutes. Select the RAO area:
Northwest RAO

☐ Other (list) Click here to enter text.

8. **Does the project enhance or preserve environmental resources?**

☒ **Yes** ☐ **No**

If yes, check applicable attributes and briefly describe how the project meets the selection criteria.

☐ The project ensures the Florida Ecological Greenway Network (FEGN) maximizes protection of high priority linkages; the project is within a Priority 1 or 2 Critical Linkage as identified by the FEGN.

☒ The project restores or mitigates impacts of environmental degradation.

☐ The project incorporates water quality or drainage improvements.

☐ The project incorporates conservation initiatives to restore/maintain connectivity by reducing vehicle-caused wildlife mortality.

☐ The project's environmental impact assessment or statement does not identify specific issues.

☐ The project's environmental approval and permitting process is complete.

Wakulla County and Leon County have larger portions of land that are located in national forests, wildlife refuges, watersheds and state parks. The Coastal Trail PD&E Study identified locations along the Coatal Trail West corridor that will require environmental mitigation to minimize impacts.

9. **Does the project facilitate a system of interconnected trails by closing a gap in the SUN Trail Network?**

☒ **Yes** ☐ **No**

If yes, how many miles of trail will be available once this gap is complete? 9.62 miles
List the trail names. Capital City to the Sea - Coastal Trail

10. **The project includes cost-saving elements.**

☐ **Yes** ☒ **No**

If yes, briefly describe the potential for overall cost savings for completing this project in conjunction with another project (i.e. new/resurfacing roadway, redevelopment/new development project, trail phase/extending trail project). Remember to provide the other project(s) scope and schedule, the funding source, the funding year, and if funding is through FDOT, provide the Financial Management Number.

Enter cost savings element information here.

PART V – CERTIFICATION OF PROJECT PRIORITZATION

1. **For projects within a MPO/TPO boundary, complete the following information. If the project is outside of a MPO/TPO boundary, proceed to Part V – question #2.**

Capital Region TPA
Name of Metropolitan/Transportation Planning Organization

Jack Kostrzewa
Name of Contact

300 South Adams Street
Address

Tallahassee, Florida 32301
City, State and Zip Code

John.kostrzewa@talgov.com
Contact email

850 891 8625
Telephone Number

Signature: _____

Print Name: Jack Kostrzewa

Title: Interim Executive Director

DATE: 5/23/2016

Signature confirms the requested project is consistent with MPO/TPO plans and documents, it is an eligible priority, the MPO/TPO supports the project and you possess authorization to submit the funding request.

2. For projects outside of a MPO/TPO boundary, complete the following information.

Choose a County.
Name of County

Contact Name.
Name of Contact

Contact Address.
Address

City, State, Zip.
City, State and Zip Code

Contact email.
Contact email

Contact Phone
Telephone Number

Signature: _____

Print Name: Enter Name.

Title: Title.

DATE: Click here to enter a date.

Your signature confirms the requested project is consistent with applicable comprehensive plan(s) and/or the long-term management plan(s), it is an eligible priority, the County (tribal government, federal or state managing agency) supports the project, and you possess authorization to submit the funding request.

PART VI – CERTIFICATION OF WILLING MANAGER(S)

The managing entity will provide routine regular maintenance, is responsible for the daily upkeep and operation of the trail to protect users, will reduce safety hazards that occur, and will ensure a quality level of service is maintained on the facility. Projects traversing multiple jurisdictional boundaries may have multiple managers. Submit the Certification of Willing Manager(s) for all proposed trail segments.

Routine Maintenance: Involves the day-to-day upkeep of a trail. Activities may consist of litter pick-up, trash removal, debris removal, soil and weed control, maintenance of drainage, graffiti removal, mowing, sweeping, sign replacement, shrub trimming and other regularly scheduled maintenance activities.

- For FDOT Constructed Trails Inside of FDOT ROW – FDOT will maintain the pavement and any bridge structures for a trail in its ROW, and will apply normal roadway maintenance standards such as mowing and litter control to the entire ROW inclusive of the trail. Beyond this, a local sponsor/agency will enter into a maintenance agreement with the department to undertake all other trail maintenance. The area of responsibility will be the footprint of the trail within FDOT ROW as defined by the District. The local agency/sponsor will be responsible for any mowing and litter control above FDOT roadway standards and maintenance of trail specific facilities, drainage, and features such as ornamental landscaping, wayside areas, benches, litter receptacles, and restrooms. The local sponsor/agency will be identified prior to programming the PD&E phase. The maintenance agreement detailing the full maintenance requirements of that entity must be executed prior to letting for construction.

- For FDOT Constructed Trails Outside of FDOT ROW – Trails that are constructed outside of FDOT ROW shall be maintained by an entity other than FDOT. The department will enter into an agreement or other form of documented commitment to ensure that a local sponsor/agency is committed to long-term trail maintenance. The local sponsor/agency will be responsible for all trail operation and maintenance needs which includes routine pavement and bridge structure repair, drainage, litter control, sweeping, vegetation management, and the maintenance of trail specific facilities and features such as ornamental landscaping, wayside areas, benches, litter receptacles, and restrooms.

RE: Name of Project.

Name of Project

Project Locaation.
Address or Location of Project

ATTACHMENT 1
Florida Department of Transportation
Shared-Use Nonmotorized Trail
Individual Trail Application

FROM:

Name of Managing Entity.
Name of Managing Entity
Contact Name.
Name of Contact
Address of Managing Entity
Address
City, State, Zip Code.
City, State and Zip Code
Contact email.
Contact email
Telephone Number.
Telephone Number

Signature: _____

Print Name: Enter Name.

Title: Title.

DATE: Click here to enter a date.

Your signature serves as certification of (1) a commitment from your agency to maintain the facility requested and that your agency will enter into a Maintenance Memorandum of Agreement with the Department for the Project prior to the completion of design, or prior to the letting/advertisement for construction for any project proposed for a later phase; (2) the information in this application is true and accurate; (3) to comply with the Federal Uniform Relocation Assistance and Acquisition Policies Act (The Uniform Act) for any right-of-way actions required for the project; (4) lands developed with SUN Trail funds will be available for public use for the lifespan of the improvement; and (5) support of other actions necessary to fully implement the proposed project.

A separate application must be used for each project proposal that meets the minimum Individual Trail Eligibility Criteria. The applicable jurisdiction must **prioritize and submit completed application(s) to your District Trail Coordinator no later than 5:00 p.m. on June 20, 2016.**

FOR FDOT USE ONLY
Application Complete ☐**Yes** ☐ **No**
Project Eligible ☐**Yes** ☐ **No**
Implementation Feasible ☐**Yes** ☐ **No**
District Prioritization Number District Prioritization Number.
Central Office Prioritization Number Central Office Prioritization Number.
Final Determination for inclusion in the Work Program ☐**Yes** ☐ **No**

ATTACHMENT 2
Florida Department of Transportation
Shared-Use Nonmotorized Trail
Individual Trail Application

PART I – ELIGIBILITY CRITERIA

Projects **must meet all** of the **eligibility criteria** to receive consideration for SUN Trail funding. SUN Trail will only fund paved multi-use trails.

1. **Will the project be developed as a paved multi-use trail within the Florida Department of Environmental Protection, Florida Greenways and Trails System (FGTS) Priority Land Trail Network and the SUN Trail Network?**

   ☒ **Yes** ☐ **No**

2. **Is the project identified as a priority by the applicable jurisdiction(s)?** If the project is within a boundary of a Metropolitan/Transportation Planning Organization (MPO), it must be a MPO priority. Projects outside of an MPO boundary must be identified as a priority of the county (inclusive of their municipalities), tribal government, and federal or state-managing agency. **Attach the prioritization list and complete Part V.**

   ☒**Yes** ☐**No**

   Indicate the priority number of the project: **#9**

3. **Has an entity formally committed to operation and maintenance of the project? Complete and sign Part VI (CERTIFICATION OF WILLING MANAGER).**

   ☒**Yes** ☐**No**

4. **Is the project consistent with the applicable comprehensive plan(s) or the long-term management plan(s)?**

   ☒**Yes** ☐**No**

   Indicate the type of plan(s) and date(s) of adoption.

Connections 2040 Regional Mobility Plan (2015)
Wakulla County Bike, Pedestrian and Blueways Master Plan – (2012)
Blueprint 2000 2020 Projects (2014)
Tallahassee Leon County Greenways Master Plan (2015)
Socioeconomic Analysis and Location Study for the Gopher, Frog, and Alligator Rail Trail (1994)
Panacea Waterfronts Florida Community: A Work Plan for a Walkable Community (2003)
Southwood Community Plan Sportspark and Trails Plan (2005)
City of Tallahassee Parks and Recreation Master Plan (2007)
Wakulla County Community and Economic Development Plan (2007)
Big Bend Maritime Center (2007 Strategic Plan)
Preserving and Expanding the Genuine St. Marks Experience (2008)
Plan St. Marks (2008)
FSU Master Plan: Main Campus (2010)
CRTPA Regional Mobility Plan (2010)
Wakulla County Evaluation and Appraisal Report (EAR) (2010)
Crawfordville Sector Plan (2011)

Crawfordville Town Plan (2011)
City of Tallahassee Trail Connections Study (2011)
The Woodville Highway Corridor Study (2011)
Tallahassee to St. Marks Trail Extension (2011)
Big Bend Scenic Byway Corridor Management Plan (2011 update)
FAMU Master Plan (2012)
Wakulla County Adopted Infrastructure Plan (2012)
Tallahassee-Leon County Comprehensive Plan (2013)
Wakulla County Comprehensive Plan (2013)
Florida Greenways and Trails System Plan (2015

Do not proceed to Part II if the project resulted in a "no" response in Part I.

PART II – PROJECT INFORMATION

Project Name: Coastal Trail – East

Project Location (attach a labeled location map with aerial view; optional: submit shape files)
Municipality None
County: Wakulla County
DOT District Number: District 3 - Chipley

Termini Begin: Lighthouse Road

Termini End: St. Marks Trail

Total Length: 2.74 miles

Briefly describe the scope of the project: The Coastal Trail (East) project would link the 22 mile St. Marks Trail to the entrance of the St. Marks Wildlife Refuge as well as lengthen the Coastal Trail to over 15 miles.

PART III – PROJECT COSTS

Florida Statue requires a reasonable estimate of the project cost prior to adoption in the Department's Five Year Work Program. Use **Present Day Cost** values. Projects must follow appropriate design criteria and meet Americans with Disabilities Act requirements. If necessary, attach a separate spreadsheet.

Funding Phase(s) requested:

☐ **Feasibility Study (FS)** ☐ **Project Development & Environment (PD&E)**
☒ **Preliminary Engineering/Design (PE)** ☒ **Acquisition of right-of-way (ROW)**
☒ **Construction (CON)** ☒ **Construction Engineering & Inspection Activities (CEI)**

Briefly describe any project work phases that are underway or completed.
Project Development & Environment Study (2016)

Although there is no current matching funds identified below, the project Master Plan and Project Development and Environment (PD&E) Study were completed utilizing CRTPA SU funds.

Proposed timeline and funding needs:

Phase	Proposed Year(s)	Amount(s) Requested	Matching Funds	Total Project Costs	Source(s) of Match
FS	FS Proposed Year.	FS Amt Requested.	FS Match.	Total FS.	Source(s) of FS Match.
PD&E	PD&E Proposed Year.	PD&E Amt Requested.	PD&E Match.	Total PD&E.	Source(s) of PD&E Match.
PE	**FY 16 – FY 17**	**$200,000**	**0**	**$200,000**	Source(s) of PE Match.
ROW	**FY 17 – FY 18**	**$100,000**	**0**	**$100,000**	Source(s) of ROW Match.
CON	**FY 18 – FY 19**	**$1,000,000**	**0**	**$1,000,000**	Source(s) of CON Match.
CEI	**FY 18 – FY 19**	**$137,000**	**0**	**$137,000**	Source(s) of CEI Match.
TOTAL		**$1,437,000**	**0**	**$1,437,000**	

PART IV – SELECTION CRITERIA

Projects may not meet all of the following selection criteria, a numerical ranking will not be calculated, and Individual Trail Projects with the greatest strengths will advance more quickly.
Optional: provide attachments if additional space is needed.

1. **Does the project enhance the safety of bicyclists, pedestrians and motorists?**
   ☒Yes ☐ No
   If yes, check applicable attributes and briefly describe how the project meets the selection criteria.

   ☐Project includes a safety component.

   ☐Project is located in an area identified as a hazardous biking/walking zone or in an area with significant numbers of safety concerns.

   ☐Project implements a bicycle and pedestrian safety action plan. Provide the name of the plan and date of adoption. Bicycle and pedestrian safety action plan name and adoption date.

   ☐Other (list) Other safety enhancement.

   Since there are no existing facilities that separate individual modes of transportation along the US 98 corridor in this location, the provision of a shared-use path allows for pedestrians and bicyclists to travel on a path that is removed from the road. This not only provides safety for pedestrians and those traveling by bike but for the motorized vehicles as well since the modes are not competing for the same space on the road.

2. **Is the project recognized as having regional, state or national importance?**
   ☒Yes ☐No
   If yes, check applicable attributes and briefly describe how the project meets the selection criteria.

   ☒Project is a component of a Regional Trail System prioritized by the Florida Greenways and Trails Council. List the Regional Trail System(s).
   Capital City to the Sea Trails

   ☐Project is a component of a National Recreational Trail, East Coast Greenway or a trail that has other national importance. List the national recognitions.
   Trail of National Importance.

   ☒Project implements an adopted regional bicycle, pedestrian or trail master plan. Provide the name of the regional plan(s). Capital City to the Sea Trails

   ☐Other (list) Other.

The Coastal Trail (East) project serves as a major linkage between the eastern portion of Wakulla County to the western side of the county via the other segments of the Coastal Trail (approximately 24 miles in length) . Additionally, as the SUN Trails program expands and develops along the Gulf Coast this trail will link to the Nature Coast – Peace River Greenway.

This project is included in the Capital City to the Sea Trails Master Plan and has gone through the Project Development and Environment (PD&E) process. The "middle" section of the Coastal Trail from the St. Marks Trail to the intersction of US 319 in currently funded through construction.

Lastly, this project is identified on the FGT Council's Priority Regional Trail List.

3. **Is there an additional financial contribution committed to the project?**
Select the most appropriate response.

☐Yes, funds are leveraged by multiple public/private sources of investments dedicated to this specific trail segment (i.e. federal, state, local, non-profit, private landowner contributions). If yes, what are the sources? Other Public Funds on Project.

What is the total percentage of match? % Match with Public Funds.

☐Yes, funds are leveraged by at least one additional public/private source of investment dedicated to this specific trail segment.
If yes, what is the source? Public/Private Funds.

What is the total percentage of match? % Public/Private Funds

☒ No, funds are not leveraged by public/private sources of investments dedicated to this specific trail segment.

4. **Does the project blend transportation modes by completing, improving or enhancing existing facilities?**
☒ Yes ☐No
If yes, check applicable attributes and briefly describe how the project meets the selection criteria.
☒Project implements Complete Streets objectives and initiatives.

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☐Project provides a direct connection to regional transit systems (i.e. rail stations, express or local bus routes).

☐Project is located in a designated multi-modal district.

☐Project has the potential to reduce vehicular congestion.

☐Project improves access in a Bicycle Friendly Community or Bicycle Friendly University, as designated by the League of American Bicyclists. If yes, indicate the name of the designated community or university.
Name of Bicycle Friendly Community of University.

☐ Project improves access in a Walk Friendly Community, as designated by the Pedestrian and Bicycle Information Center. If yes, indicate the name of the designated community. Walk Friendly Community.

☐ Other (list) Other way the project blends transportation modes .
Click here to enter text on how the project blends transportation modes.

The Coastal Trail East project, as a component of the larger Capital City to the Sea Trails program is not located in an area that serves the types of transportation needs as identified

in this criteria. However, the linkage to the larger trail system and the connections that are made to other trails, parks, wildlife refuges, schools, local bus systems in Wakulla County and Leon County is where the importance of this link is shown.

5. **Is the project ready for construction?** Select the most appropriate response.

   Project is ready for immediate construction and all pre-construction phases are complete.

   ☐ **Yes** ☒ **No**

   Project is capable of near term development. The design is nearly complete and permitting is underway. This project includes pre-construction. If yes, include the schedule.

   ☐ **Yes** ☒ **No**

   Project proposal is feasible but still needs to be designed. Construction will occur in the future.

   ☒ **Yes** ☐ **No**

6. **Does the project have a high level of documented public support?**

   ☒ **Yes** ☐ **No**

   If yes, select from the following and briefly explain how the project meets the selection criteria.

   ☒ The greater community supports the project as demonstrated by recently adopted proclamations or resolutions expressing commitment. Provide the resolution number, adopted date and participating parties. Resolutions are attached in the SUN Trails Application from the CRTPA.

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   ☐ Recent community surveys provide an indication of need and support. Briefly explain. Enter community survey information here.

   ☒ An advertised public meeting for discussing the project occurred. Provide the date and type of meeting. Click here to enter a date. Public Involvment efforts included public workshops to

address the larger Capital City to the Sea Trails. The workshop comments are included in the attached PDF.

☐ Other (list) Click here to enter text.

7. **Does the project have a significant immediate impact to the quality of life by enhancing economic opportunities and providing connectivity to destinations?**

☒ **Yes** ☐ **No**

If yes, check applicable attributes and briefly describe how the project meets the selection criteria.

☒ The project connects to or through federal, state or local conservation/recreation areas. List the conservation/recreation areas. The Coastal Trail East serves as the direct linkage from the St. Marks Trail to the St. Marks Wildlife Refuge. The Capital City to the Sea Trails system serves many destinations throughout the region. The destination in Leon County which are served by this system include the State Capitol Building, Cascades Park (which is a regionally significant public park with amphitheater, play areas, and other amenities), Downtown Tallahassee, Robert White Birding Trail, Lake Henrietta Park, J. Lewis Hall Sr. Park, Munson Hill Off-Road Bike Trail, and Trout Pond Trail and Lake. The destinations served in Wakulla County include Otter Lake Park, Ochlockonee River State Park, Mashes Sands Beach, The Florida National Scenic Trail, Fort San Marcos de Apalache, Wakulla Station Trailhead Park, Wakulla Springs State Park, Wakulla State Forest, and Wakulla Heritage Village. The Apalachicola National Forest is located throughout the region and is a major destination throughout the trails system. Tate's Hell State Forest is located in Franklin County which is in close proximity to the Capital City to the Sea Trails.

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New Port County Campground and Boat Ramp, on US 98 just North/west of the entrance to the Lighthouse.

☒ The project connects people to jobs, businesses or civic resources.

☒ The project is located along or connects to a Florida Scenic Highway. List the Scenic Highway(s). Big Bend Scenic Byway

☒ The project is part of a public/private partnership where developers, linear corridor owners, small businesses, corporations, foundations or private sector partners are directly supporting the project.

☒ The project is located within a Rural Economic Development Initiative (REDI) Community defined pursuant to Section 288.0656, Florida Statutes. List the REDI area. Wakulla County

☒ The project is located within a Rural Area of Opportunity (RAO) defined pursuant to Section 288.0656, Florida Statutes. Select the RAO area:
Northwest RAO

☐ Other (list) Click here to enter text.

8. **Does the project enhance or preserve environmental resources?**

☒ **Yes** ☐ **No**

If yes, check applicable attributes and briefly describe how the project meets the selection criteria.

☐ The project ensures the Florida Ecological Greenway Network (FEGN) maximizes protection of high priority linkages; the project is within a Priority 1 or 2 Critical Linkage as identified by the FEGN.

☒ The project restores or mitigates impacts of environmental degradation.

☐ The project incorporates water quality or drainage improvements.

☐ The project incorporates conservation initiatives to restore/maintain connectivity by reducing vehicle-caused wildlife mortality.

☐ The project's environmental impact assessment or statement does not identify specific issues.

☐ The project's environmental approval and permitting process is complete.

Wakulla County and Leon County have larger portions of land that are located in national forests, wildlife refuges, watersheds and state parks. The Coastal Trail PD&E Study identified locations along the Coatal Trail East corridor that will require environmental mitigation to minimize impacts.

9. **Does the project facilitate a system of interconnected trails by closing a gap in the SUN Trail Network?**

☒ **Yes** ☐ **No**

If yes, how many miles of trail will be available once this gap is complete? 2.74 miles
List the trail names. Capital City to the Sea - Coastal Trail

10. **The project includes cost-saving elements.**

☐ **Yes** ☒ **No**

If yes, briefly describe the potential for overall cost savings for completing this project in conjunction with another project (i.e. new/resurfacing roadway, redevelopment/new development project, trail phase/extending trail project). Remember to provide the other project(s) scope and schedule, the funding source, the funding year, and if funding is through FDOT, provide the Financial Management Number.

Enter cost savings element information here.

PART V – CERTIFICATION OF PROJECT PRIORITZATION

1. **For projects within a MPO/TPO boundary, complete the following information. If the project is outside of a MPO/TPO boundary, proceed to Part V – question #2.**

Capital Region TPA
Name of Metropolitan/Transportation Planning Organization

Jack Kostrzewa
Name of Contact

300 South Adams Street
Address

Tallahassee, Florida 32301
City, State and Zip Code

John.Kostrzewa@talgov.com
Contact email

850 891 8625
Telephone Number

Signature: _____

Print Name: Jack Kostrzewa

Title: Interim Executive Director

DATE: 5/23/2016

Signature confirms the requested project is consistent with MPO/TPO plans and documents, it is an eligible priority, the MPO/TPO supports the project and you possess authorization to submit the funding request.

2. For projects outside of a MPO/TPO boundary, complete the following information.

Choose a County.
Name of County

Contact Name.
Name of Contact

Contact Address.
Address

City, State, Zip.
City, State and Zip Code

Contact email.
Contact email

Contact Phone
Telephone Number

Signature: _____

Print Name: Enter Name.

Title: Title.

DATE: Click here to enter a date.

Your signature confirms the requested project is consistent with applicable comprehensive plan(s) and/or the long-term management plan(s), it is an eligible priority, the County (tribal government, federal or state managing agency) supports the project, and you possess authorization to submit the funding request.

PART VI – CERTIFICATION OF WILLING MANAGER(S)

The managing entity will provide routine regular maintenance, is responsible for the daily upkeep and operation of the trail to protect users, will reduce safety hazards that occur, and will ensure a quality level of service is maintained on the facility. Projects traversing multiple jurisdictional boundaries may have multiple managers. Submit the Certification of Willing Manager(s) for all proposed trail segments.

Routine Maintenance: Involves the day-to-day upkeep of a trail. Activities may consist of litter pick-up, trash removal, debris removal, soil and weed control, maintenance of drainage, graffiti removal, mowing, sweeping, sign replacement, shrub trimming and other regularly scheduled maintenance activities.

- For FDOT Constructed Trails Inside of FDOT ROW – FDOT will maintain the pavement and any bridge structures for a trail in its ROW, and will apply normal roadway maintenance standards such as mowing and litter control to the entire ROW inclusive of the trail. Beyond this, a local sponsor/agency will enter into a maintenance agreement with the department to undertake all other trail maintenance. The area of responsibility will be the footprint of the trail within FDOT ROW as defined by the District. The local agency/sponsor will be responsible for any mowing and litter control above FDOT roadway standards and maintenance of trail specific facilities, drainage, and features such as ornamental landscaping, wayside areas, benches, litter receptacles, and restrooms. The local sponsor/agency will be identified prior to programming the PD&E phase. The maintenance agreement detailing the full maintenance requirements of that entity must be executed prior to letting for construction.

- For FDOT Constructed Trails Outside of FDOT ROW – Trails that are constructed outside of FDOT ROW shall be maintained by an entity other than FDOT. The department will enter into an agreement or other form of documented commitment to ensure that a local sponsor/agency is committed to long-term trail maintenance. The local sponsor/agency will be responsible for all trail operation and maintenance needs which includes routine pavement and bridge structure repair, drainage, litter control, sweeping, vegetation management, and the maintenance of trail specific facilities and features such as ornamental landscaping, wayside areas, benches, litter receptacles, and restrooms.

RE: Name of Project.

Name of Project

Project Locaation.
Address or Location of Project

ATTACHMENT 2

Florida Department of Transportation
Shared-Use Nonmotorized Trail
Individual Trail Application

FROM:

Name of Managing Entity.
Name of Managing Entity
Contact Name.
Name of Contact
Address of Managing Entity
Address
City, State, Zip Code.
City, State and Zip Code
Contact email.
Contact email
Telephone Number.
Telephone Number

Signature: _____

Print Name: Enter Name.

Title: Title.

DATE: Click here to enter a date.

Your signature serves as certification of (1) a commitment from your agency to maintain the facility requested and that your agency will enter into a Maintenance Memorandum of Agreement with the Department for the Project prior to the completion of design, or prior to the letting/advertisement for construction for any project proposed for a later phase; (2) the information in this application is true and accurate; (3) to comply with the Federal Uniform Relocation Assistance and Acquisition Policies Act (The Uniform Act) for any right-of-way actions required for the project; (4) lands developed with SUN Trail funds will be available for public use for the lifespan of the improvement; and (5) support of other actions necessary to fully implement the proposed project.

A separate application must be used for each project proposal that meets the minimum Individual Trail Eligibility Criteria. The applicable jurisdiction must **prioritize and submit completed application(s) to your District Trail Coordinator no later than 5:00 p.m. on June 20, 2016.**

FOR FDOT USE ONLY
Application Complete ☐**Yes** ☐ **No**
Project Eligible ☐**Yes** ☐ **No**
Implementation Feasible ☐**Yes** ☐ **No**
District Prioritization Number District Prioritization Number.
Central Office Prioritization Number Central Office Prioritization Number.
Final Determination for inclusion in the Work Program ☐**Yes** ☐ **No**

June 20, 2016

Capital Region Transportation Planning Agency
CRTPA

AGENDA ITEM 6 A

EXECUTIVE DIRECTOR'S REPORT

REQUESTED BY: CRTPA Staff	TYPE OF ITEM: Information

A status report on the activities of the Capital Region Transportation Planning Agency (CRTPA) and other items will be discussed, including:

- The April 28 meeting of the Florida MPOAC

June 20, 2016

Capital Region Transportation Planning Agency
CRTPA

AGENDA ITEM 6 B

CORRESPONDENCE

REQUESTED BY: CRTPA Staff	**TYPE OF ITEM:** Information

The following correspondence has been received since the May CRTPA meeting:

Date	From	To	Subject
April 28, 2016	Mary Smach Leon County Board of County Commissioners	Jack Kostrzewa Interim Executive Director	Leon County CRTPA Membership
May 16, 2016	Gloria M. Arias Killearn Home Owners Association Board of Directors	CRTPA (delivered at meeting)	Killearn Estates Build Alternative 5
May 12, 2016	John Paul Bailey, President Killearn Home Owners Association	Betsy Barfield, chair	Thomasville Road Corridor Study
May 16, 2016	Hon. Bill Proctor, Chair Leon County Board of County Commissioners	Tommy Barfield, FDOT, District 3 Secretary	Class Pandering with Killearn Corridor Proposal
May 20, 2016	James T. Barfield, Secretary FDOT District 3	Jack Kostrzewa Interim Executive Director	Changes to Tentative Fiscal Years 2017-2021 Work Program
May 20, 2016	Kerrie Harrell, P.E. District Consultant Project Management Engineer	Jack Kostrzewa Interim Executive Director	SR 61 (Wakulla Springs Road) and County Road 2204 (Oak Ridge Road)

Kostrzewa, Jack

From: Mary Smach <SmachM@leoncountyfl.gov>
Sent: Thursday, April 28, 2016 10:16 AM
To: Kostrzewa, Jack
Cc: Holloway, Stephanie; Rosenzweig, Alan
Subject: Leon County Board of Commissioners

Good Morning Mr. Kostrzewa,

This email is to inform the Capital Region Transportation Agency that at the recent April 26, 2016 Leon County Board of Commissioners meeting, the Board voted to reduce our number of voting members on the CRTPA to three instead of seven. Effective immediately, Leon County will be represented by the following Commissioners on the CRTPA:

1. Commissioner Nick Maddox
2. Commissioner Kristen Dozier
3. Commissioner John Dailey

If I can be of any further assistance, please feel free to contact me.

Regards,

Mary Smach
Agenda Coordinator
Leon County Administration
301 S. Monroe St. Suite 502
Tallahassee, FL 32301
850-606-5311

www.leoncountyfl.gov

"People Focused. Performance Driven"

Thank you for your email. Please note that under Florida's Public Records laws, most written communications to or from county staff or officials regarding county business are public records available to the public and media upon request. Your e-mail communications may therefore be subject to public disclosure.

Killearn Estates Build Alternative 5 My Views

Gloria M. Arias
Killearn Homes Association Board of Directors, member
Maintenance Committee chair
Lakes Restoration Committee chair
Former Governmental Liaison for KHA

An established, residential neighborhood like Killearn Estates should not be dismantled and sacrificed to solve the City's traffic woes. Three of our ten parks sit along this route plus bus stops that children will have to cross 102' minimum to get to. This plan will add an average of 15,600 to 18,300* vehicles per day through Killearn Estates. The reduction on Thomasville Road is not as great as this increase on this "Alternate 5."

We already suffer from speeding and accidents on these roads at high rates, threatening the high amount of pedestrian traffic our residents enjoy and have every right to expect in a safe, residential setting.

Killearn Estates was opposed to this 20 years when we were forced to file suit against the City and prevailed with a final judgement that the City would not direct any additional traffic onto Killarney Way in the 2020 plan. This Alternate flies in the face of the spirit of that agreement. We opposed having our residential streets be used to accommodate traffic from areas north of us then, today and tomorrow.

This egregious plan devalues properties along the direct route and beyond.

All of these options are band-aids as development continues north and population grows.

Spend the necessary resources and build an additional permanent, long term, N-S corridor. The I-10 exchange at Welaunee was studied two decades ago. Wrap that up, hire the best representatives and get it done. Welaunee Blvd to Bradfordville could be designed beautifully, providing ample infrastructure for the future.

* The traffic increase begins with 1600 at Bradfordville, peaks at 20,000+ in KE and then tapers to 7800 south of I-10 but this average is within our streets at various times of day.

KILLEARN HOMES ASSOCIATION, INC.
2705 KILLARNEY WAY, TALLAHASSEE, FLORIDA 32309
TELEPHONE 850.893.3468 FACSIMILE 850.668.0530

May 12, 2016

Betsy Barfield
Chair, CRTPA
300 S. Adams Street, A-19
Tallahassee, FL 32301

Dear Ms. Barfield,

At the last Killearn Homes Association board meeting on May 3, 2016, RS&H Consulting firm and the Florida Department of Transportation (FDOT) presented the conclusion of their year-long study in which they identified several options for alleviating current and future traffic congestion along the Thomasville Road corridor and the adjacent I-10 interchange.

After having studied the proposed options, we, the board members of KHA, are deeply concerned about the impact of these options on our neighborhood, especially a particularly egregious option that would create a four-lane connection through our community.

Killearn Estates was the first planned community in Tallahassee with underground utilities that preserved the beauty and wildlife of the land. Now, over fifty years later, Killearn retains that beauty and continues to be the premier neighborhood it was destined to be. As you drive throughout the neighborhood, you will find residents walking or jogging, sitting on benches and blankets at our lakes and parks, and playing in their yards, simply enjoying the natural beauty that has become synonymous with Killearn Estates. Major traffic corridors would destroy this way of life for more than 12,000 residents and their guests.

All property owners and residents of KHA are strongly opposed to any attempt to four-lane the streets in our community and we discourage all efforts that would create higher traffic counts, decrease the safety of our pedestrians, and reduce property values in any way. We urge FDOT and our local commissioners and government officials to explore alternatives that are less intrusive.

We welcome the opportunity to work alongside FDOT and our city and county commissioners to develop an amicable resolution to this matter. You may reach me through our association's Executive Director, LeAnn Sbordone, by phone at (850) 893-3468 or by email at leann@killearn.org.

On Behalf of the KHA Board of Directors,

John Paul Bailey, President
Killearn Homes Association

cc: City of Tallahassee Mayor and Commissioners (all) and Rick Fernandez, City Manager
Leon County Commissioners (all) and Vince Long, County Administrator
Kim Stephens, Florida Department of Transportation

Bill Proctor
Chairman
Commissioner • District 1

May 16, 2016

Mr. Tommy Barfield
District Three, Secretary
Florida Department of Transportation
Highway 90 East
Chipley, FL 32428

RE: FDOT Guilty of Class Pandering with Killearn Corridor Proposal

Dear Mr. Barfield:

The Florida Department of Transportation caters to wealthy and wealthier census tracts when investing taxpayer dollars for road infrastructure.

It is no secret that the south and west sides of Tallahassee would never be offered a corridor proposal to alleviate our traffic problems similar to the unsolicited offer made to the Killearn community.

Institutional bias favoring the affluent neighborhoods and commercial areas is what FDOT does with public money across the state of Florida, especially here in North Florida.

No one should be surprised by FDOT's idea to give more of the public's money to pamper the northside's traffic inconveniences. What other census tracts would the FDOT even see and identify as warranting a $100,000,000 unsolicited corridor project?

The lop-sided contribution of public dollars to sustain the Killearn community over the years from all government agencies exceeds any other community in North Florida. The City, County, School and State of Florida investments in and around Killearn community are greater over the past 10 years than all public dollars generated to support five area counties over the last six years.

Pampering the affluent is what government does, especially FDOT. The Department of Transportation wants to give Killearn residents a four lane road beginning at the edge of their driveways.

Leon County Courthouse
301 South Monroe Street, Fifth Floor
Tallahassee, Florida 32301
Email: proctorb@leoncountyfl.gov

(850) 606-5361
FAX: (850) 606-5303

The Rest of Us Citizens are equally dismayed and angered by the unadulterated agency bias and orchestrated classism of FDOT that repeatedly rewards the more affluent while the rest of us are ignored. The affluent don't have to ask to receive boundless goodies. The Rest of Us beg and beg and year after year we are denied, refused and ignored.

I am asking for an immediate corridor proposal for Highway 20 (Blountstown Highway) from Tennessee Street to the westernmost county line. I am requesting and soliciting you in the interest of enhancing public safety of roadways that are sub-mediocre and unlike US 90, Highway 27 and other inter-county connecting roads that serve Leon County. **I request that the Killearn Corridor project dollars are invested on a brand new expanded Blountstown Highway.**

It is apparent that the FDOT does not invest as much money in poor white census tracts as the affluent white census tracts that have major roadways like Thomasville Road (319), Mahan Drive (90) or North Monroe (27). Blountstown Highway (20) and Woodville Highway serve less affluent neighborhoods and communities. These roads receive little attention by the FDOT.

It is apparent that the FDOT does not invest as much money in the less affluent white dominated census tracts. Less affluent census tract areas with highways are being discriminated against by FDOT and have not received an equitable share of public investment dollars.

It is untenable that Woodville and Blountstown Highways are mistreated and forgotten distractions in the eyes of the FDOT. The Rest of Us who do live in the highly affluent favored areas are unhappy about a process that ignores our transportation needs while unsolicited financial giveaways are offered to Killearn community and those similarly situated.

The affluent census tracts have major improved roadways like Thomasville Road (319), Mahan Drive (90) and Monroe Street (27). The commercial expansion of the north and east sides of town have resulted from the orchestrated investment of public dollars in road expansion and schools. The west county and south suffer severe economic disparity and little growth due to the absence of road improvements on Highway 20 and Woodville Highway.

For the Rest of Us, I ask FDOT to redirect that Killearn corridor project to Blountstown Highway 20 where it is more badly needed.

Sincerely,

Bill Proctor

cc: Capital Regional Transportation Planning Agency

Centennial FDOT 1915 ★ 2015

Florida Department of Transportation

RICK SCOTT
GOVERNOR

605 Suwannee Street
Tallahassee, FL 32399-0450

JIM BOXOLD
SECRETARY

May 20, 2016

Mr. Jack Kostrzewa, Interim Executive Director
Capital Region Transportation Planning Agency
300 South Adams Street, A-19
Tallahassee, Florida 32301

Re: Changes made to the Tentative Fiscal 2017-2021 the Work Program

Following the Work Program Public Hearing, you were notified by letter dated October 27, 2015, of subsequent changes to our Work Program. Since that time, we have had the opportunity to make further changes including consuming the anticipated funding based on the most recent Revenue Estimating Conference (REC) and projects funded through the General Appropriations Act (GAA). The attachment provides the project updates and below are details for the two Leon County projects.

- **SR 263 (US 319) Capital Circle from SR 61 Crawfordville Rd to CR 2203 Springhill Rd**
  Previously presented for funding by BP2000. The changes now show the Right of Way is funded by the Department in a multi-year split out for FY 18, 19 & 20. The funding amounts did not change.

- **SR 263 (US 319) Capital Circle from CR 2203 Springhill Road to SR 371 Orange Ave**
  Previously presented as the Department purchasing the Right of Way. Changes now show the Right of Way will be purchased by BP2000 through a Joint Participation Agreement (JPA), with Department funds. The funding amounts did not change.

Should you have any questions, please contact Regina Battles, P.E., Program Manager, toll free at 1-888-638-0250 extension 1270 or via e-mail at regina.battles@dot.state.fl.us.

Sincerely,

James T. Barfield, P.E.
District Secretary

attachment

cc: Regina Battles, FDOT
Suzanne Lex, FDOT
file

FLORIDA DEPARTMENT OF TRANSPORTATION

5 - YEAR TRANSPORTATION PLAN ($ IN THOUSANDS)

TENTATIVE FY 2017 - 2021 (05/11/2016 16.33.39)

GADSDEN COUNTY

Changes Made to tentative FY 17-21 since October 27, 2015

Notes	Item No	Project Description	Work Description	Length	2017	2018	2019	2020	2021
ADV to FY16	2225241	SR 8 (I-10) @ CR 270A LIGHTING	LIGHTING	.822			~~1,011 CST~~		
ADV to FY16	2225181	SR 8 (I-10) @ SR 12 GREENSBORO EXIT LIGHTING	LIGHTING	1.083		~~1,023 CST~~			
ADV to FY16	4298601	MCDONALD AVENUE FROM CR 269 MAIN STREET TO MAPLE STREET	SIDEWALK	.239	~~245 CST~~				
ADV to FY16	4352521	S ATLANTA STREET FROM SR 10 (US 90) TO MLK JR BLVD	SIDEWALK	.440	~~257 CST~~				

FLORIDA DEPARTMENT OF TRANSPORTATION

5 - YEAR TRANSPORTATION PLAN ($ IN THOUSANDS)

TENTATIVE FY 2017 - 2021 (05/11/2016 16.35.00)

JEFFERSON COUNTY

Changes Made to tentative FY 17-21 since October 27, 2015

Notes	Item No	Project Description	Work Description	Length	2017	2018	2019	2020	2021
ADV to FY16	2226681	SR 8 (I-10) AT SR 59 LLOYD EXIT LIGHTING	LIGHTING	.538		~~721 CST~~			

FLORIDA DEPARTMENT OF TRANSPORTATION

5 - YEAR TRANSPORTATION PLAN ($ IN THOUSANDS)

TENTATIVE FY 2017 - 2021 (05/11/2016 16.35.20)

LEON COUNTY

Changes Made to tentative FY 17-21 since October 27, 2015

Notes	Item No	Project Description	Work Description	Length	2017	2018	2019	2020	2021
ADD	2197492	SR 263 (US 319) C.C. FROM SR 61 CRAWFORDVILLE TO CR 2203 SPRINGHILL RD	PRELIM ENG FOR FUTURE CAPACITY	2.341		5,013 ROW	6,650 ROW	3,046 ROW	
DELETE	2197493	SR 263 (US 319) C.C. FROM SR 61 CRAWFORDVILLE TO CR 2203 SPRINGHILL RD	ADD LANES & RECONSTRUCT	2.341				~~14,709 ROW LF~~	
ADD	2197494	SR 263 CAPITAL CIRCLE FROM CR 2203 SPRINGHILL RD TO SR 371 ORANGE AVE	RIGHT OF WAY ACQUISITION	4.126	6,142 ROW				
DELETE	4157829	SR 263 CAPITAL CIRCLE FROM CR 2203 SPRINGHILL RD TO SR 371 ORANGE AVE	ADD LANES & RECONSTRUCT	4.126	~~6,142 ROW~~				

FLORIDA DEPARTMENT OF TRANSPORTATION

5 - YEAR TRANSPORTATION PLAN ($ IN THOUSANDS)

TENTATIVE FY 2017 - 2021 (05/11/2016 16.38.41)

WAKULLA COUNTY

Changes Made to tentative FY 17-21 since October 27, 2015

Notes	Item No	Project Description	Work Description	Length	2017	2018	2019	2020	2021
DEFER from FY16	2204957	SR 369 (US 319) FROM EAST IVAN ROAD TO NORTH OF SR 267	ADD LANES & RECONSTRUCT	3.879	497 ENV				
ADV to FY17 Payback ADD FY 20	4301463	SR 30 (US 98) COASTAL HWY FROM SR 61 (US 319) TO ST FRANCIS ST	BIKE PATH/TRAIL	1.321	1,009 CST			964 RPY	
ADV to FY17 Payback ADD FY 19	4301464	SR 30 (US 98) COASTAL HWY FROM ST FRANCIS ST TO HORTTOR GREENE ROAD	BIKE PATH/TRAIL	3.386	1,108 CST		1,073 RPY		
ADV to FY17 Payback ADD FY 18	4301465	SR 30 (US 98) COASTAL HWY FROM HORTTOR GREENE ROAD TO DAVISVILLE WAY	BIKE PATH/TRAIL	3.888	1,591 CST	1,579 RPY			

FDOT

Florida Department of Transportation

RICK SCOTT
GOVERNOR

1074 Highway 90
Chipley, Florida 32428

JIM BOXOLD
SECRETARY

May 20, 2016

Mr. Jack Kostrzewa, Acting Director
The Capital Region Transportation Planning Agency (CRTPA)
300 South Adams Street, A-19
Tallahassee, Florida 32301

Re: State Road 61 (Wakulla Springs Road) and County Road 2204 (Oak Ridge Road) Roundabout Intersection Design, Leon County
Financial Project Identification Number: 436726-1-32-01

Dear Mr. Kostrzewa:

The Florida Department of Transportation (FDOT) has retained the services of Cardno as design engineers for the above-referenced roundabout intersection project. FDOT proposes to design a new roundabout to improve functionality at the intersection of State Road 61 (Wakulla Springs Road) and County Road 2204 (Oak Ridge Road) in Leon County.

The intersection will be reconstructed and resurfaced as needed to accommodate the roundabout. Splitter islands, traffic calming devices and lighting will be incorporated in the design. Additional right-of way will be required for this project. Bids for construction are scheduled for spring 2018.

The FDOT would like to provide you and your staff an opportunity to ask questions and submit comments concerning this project. Enclosed is a CD containing Phase II (60%) plans for your review and distribution. Please compile your comments into one response representing the CRTPA and submit them to the address below by June 10, 2016.

Tommy Johns, P.E., FDOT Consultant Project Manager
1141 Jackson Avenue
Chipley, Florida 32428

Comments may also be submitted via email: tommy.johns@atkinsglobal.com

Should you have any questions, contact the FDOT General Consultant Project Manager, Tommy Johns, P.E., toll-free at (866) 855-7275 or via email at tommy.johns@atkinsglobal.com. You may also contact me, Kerrie Harrell, P.E., District Consultant Project Management Engineer, toll-free at (888) 638-0250, extension 1513 or via email at kerrie.harrell@dot.state.fl.us.

Sincerely,

Kerrie Harrell

Kerrie Harrell, P.E.
District Consultant Project Management Engineer

Enclosure

June 20, 2016

Capital Region Transportation Planning Agency
CRTPA

AGENDA ITEM 6 C

FUTURE MEETINGS

REQUESTED BY: CRTPA Staff | **TYPE OF ITEM:** Information

The Capital Region Transportation Planning Agency is next scheduled to meet on the following dates in the 2016*:

Meeting Date	Meeting Type	Location	Scheduled Items
September 19	Board Meeting	Tallahassee City Commission Chambers	Priority Project Lists
October 17	Retreat (9am – 1 pm)	TBD	
November 14	Board Meeting	Tallahassee City Commission Chambers	Election of Chair/Vice Chair

* *Unless noted otherwise, CRTPA meetings are scheduled to begin at 1 pm.*

June 20, 2016

Capital Region Transportation Planning Agency
CRTPA

AGENDA ITEM 6 D

COMMITTEE ACTIONS(CITIZEN'S MULTIMODAL ADVISORY COMMITTEE/TECHNICAL ADVISORY COMMITTEE/TRANSPORTATION DISADVANTAGED COORDINATING BOARD)

REQUESTED BY: CRTPA Staff	TYPE OF ITEM: Information

STATEMENT OF ISSUE

This item provides information to the Capital Region Transportation Planning Agency (CRTPA) on the activities of the Citizens Multimodal Advisory Committee (CMAC), the Technical Advisory Committee (TAC), and the Transportation Disadvantaged Coordinating Boards (TDCBs) for Leon, Wakulla, Jefferson, and Gadsden counties.

TAC and CMAC: The CMAC and TAC met on Tuesday, June 7, 2016. Both committees unanimously approved the following items, although the TAC did not have a quorum present:

- **Minutes of the May 10, 2016 Committee Meetings**
- **Final Fiscal Year 2017-2021 Transportation Improvement Program (TIP)**
- **Transportation Alternatives Priority Project List Adoption –** The priority ranking list is provided as ***Attachment 1***.
- **SUN Trails Applications and Priority Rankings –** The committees recommended approval of the following projects in priority order:
    1. Coastal Trail West (US 98/US 319 Intersection to Surf Road)
    2. Coastal Trail East (St. Marks Trail to Lighthouse Road)

TDCB: The Transportation Disadvantaged Coordinating Boards in Gadsden, Jefferson, Leon and Wakulla counties have not met since the last CRTPA Board Meeting.

Capital Region Transportation Planning Agency

DRAFT Transportation Alternatives Priority Project List

Fiscal Year 2018 - Fiscal Year 2022

Priority	Project	Limits	Notes
1	**N. Monroe Street Sidewalk** (Sponsor: Leon County)	Harriet Drive to Clara Kee Boulevard	Project seeking construction funds only
2	**Dogwood Street Pedestrian Crossing** (Sponsor: City of Monticello)	US 19/Dogwood Street Intersection	
3	**Putnam Drive Connectivity** (Sponsor: City of Tallahassee)	S. Meridian Street to Dantzler Avenue	
4	**Gretna Sidewalks** (Sponsor: City of Gretna)	Dale Street, Earnest O'Barkley Street & Lanier Street	3 sidewalk locations
5	**Mound Street Sidewalk** (Sponsor: Wakulla County)	US 98 to Woolery Park	
6	**Atlanta Street Sidewalk** (Sponsor: Gadsden County	Martin Luther King, Jr. Boulevard to Ben Bostic Road	
7	**Otter Lake Road Sidewalk** (Sponsor: Wakulla County)	US 98 to Fishing Fool Street	
8	**Spooner Road Sidewalk** (Sponsor: Gadsden County)	SR 267 to Shiloh Road	
9	**Post Plant Road Sidewalk** (Sponsor: Gadsden County)	Point Milligan Road to Powerline Road	
10	**Scotland Road Sidewalk** (Sponsor: Gadsden County)	Fox Crossing Drive to US 27	

ATTACHMENT 1

June 20, 2016

Capital Region
Transportation Planning Agency
CRTPA

AGENDA ITEM 7

CITIZEN COMMENT

June 20, 2016

Capital Region
Transportation Planning Agency
CRTPA

AGENDA ITEM 8

ITEMS FROM MEMBERS