Capital Region Transportation Planning Agency
CRTPA
• GEMINI BUILDING •
408 N. ADAMS STREET TALLAHASSEE, FL 32301
www.crtpa.org

CRTPA BOARD

MEETING OF MONDAY, MAY 20, 2013 AT 1:00 PM

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

MISSION STATEMENT

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

FINAL AGENDA

1. **AGENDA MODIFICATIONS**

2. **CONSENT AGENDA**

   A. **Minutes of March 25, 2013 CRTPA Board Meeting**

   B. **2040 Regional Mobility Plan Joint Participation Agreement (JPA) Authorization**

   C. **Project Management Support and Geographic Information Systems (GIS) Services Joint Participation Agreement (JPA) Authorization**

   D. **Legal Services Agreement**

   E. **Audit Services Authorization**

Recommended Action: ***Approve consent agenda***

3. **CONSENT ITEMS PULLED FOR DISCUSSION**

If you have a disability requiring accommodations, please contact the Capital Region Transportation Planning Agency at (850) 891-6800. The telephone number of the Florida Relay TDD Service is # 711.

4. CRTPA ACTION & DISCUSSION (140 MINUTES)

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

A. Regional Mobility Plan Review & Priority Setting Review (Action) (110 minutes)

A discussion of the agency's adopted Long Range Transportation Plan ("The Regional Mobility Plan") and the project priority process utilized as well as a discussion of the upcoming RMP update and opportunities for input will be discussed.

Recommended Action: ***For Board Approval***

B. Capital City to the Sea Trails Kick-off (Information) (30 minutes)

Project consultants will formally kick off the CRTPA's Capital City to the Sea Trails Project.

Recommended Action: ***For Board Information***

5. EXECUTIVE DIRECTOR'S REPORT

A status report on CRTPA activities and items of interest will be provided.

Recommended Action: ***Information only - No action required***

6. ITEMS FROM MEMBERS

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

7. 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. **INFORMATION**

A. **CRTPA Transportation Systems Management (TSM) Subcommittee**
B. **Correspondence**
C. **Committee Actions (Citizen's Multimodal Advisory Committee/ Technical Advisory Committee/Transportation Disadvantaged Coordinating Board)**
D. **Future Meeting Dates and Agenda Items (Next Meeting: June 17, 2013)**
E. **CRTPA Expense Reports**

Recommended Action: ***Information only - No action required***

May 20, 2013

Capital Region
Transportation Planning Agency
CRTPA

AGENDA ITEM 1

AGENDA MODIFICATIONS

May 20, 2013

Capital Region
Transportation Planning Agency
CRTPA

AGENDA ITEM 2 A

MINUTES

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

The minutes from the March 25, 2013 CRTPA meeting are provided as ***Attachment 1.***

RECOMMENDED ACTION

Option 1: Approve the March 25, 2013 CRTPA meeting minutes.

ATTACHMENT 1

Capital Region Transportation Planning Agency
CRTPA
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408 N. ADAMS STREET TALLAHASSEE, FL 32301
www.crtpa.org

CRTPA BOARD

MEETING OF MONDAY, MARCH 25, 2013 AT 1:00 PM

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

MISSION STATEMENT

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

Minutes

Members Present:
Commissioner Betsy Barfield, Jefferson County
Commissioner Randy Merritt, Wakulla County
Commissioner Douglas Croley, Gadsden County
Commissioner John Dailey, Leon County
Commissioner Kristen Dozier, Leon County
Commissioner Mary Ann Lindley, Leon County
Commissioner Nick Maddox, Leon County
Commissioner Jane Sauls, Leon County
Commissioner Delores Madison, Gadsden Cities
Commissioner Scott Maddox, City of Tallahassee
Commissioner Nancy Miller, City of Tallahassee
Commissioner Gil Ziffer, City of Tallahassee

Staff Present: Thornton Williams, CRTPA Attorney; Stacey McMillan, Attorney; Lyle Sigler, FDOT; Ivan Maldonado, StarMetro; Jay Townsend, City of Tallahassee; Wayne Tedder, PLACE; Greg Burke, CRTPA; Colleen Roland, CRTPA; Harry Reed, CRTPA; Lynn Barr, CRTPA; Jack Kostrzewa, CRTPA; Yulonda Mitchell, CRTPA; Tony Park, Leon County Public Works; Nick Arnio, RSH

1. AGENDA MODIFICATIONS

Item 2.B Draft Fiscal Year (FY) 2014 – FY 2018 Transportation Improvement Program (TIP) was pulled from the Consent Agenda.

2. CONSENT AGENDA

A. **Minutes of January 28, 2013 CRTPA Board Meeting**
B. ~~**Draft Fiscal Year (FY) 2014 – FY 2018 Transportation Improvement Program (TIP)**~~
~~The Draft FY 2014 – FY 2018 TIP has been developed incorporating state and federally funded projects in the CRTPA region.~~

C. **Draft Fiscal Year (FY) 2013 – FY 2014 Unified Planning Work Program (UPWP) Amendment**
D. **Transportation Alternatives Program Schedule**
E. **2012 Comprehensive Annual Financial Report (CAFR)**
F. **Legal Services Contract**
G. **Capital City to the Sea Trails Scope and Contract**
H. **CRTPA Apportionment of Membership**

Board Action: Commissioner Merritt made a motion to accept the consent agenda with the modification removing item 2.B from consent agenda for discussion. Commissioner Madison seconded the motion and the motion was unanimously passed.

3. CONSENT ITEMS PULLED FOR DISCUSSION

2.B Draft Fiscal Year (FY) 2014 – FY 2018 Transportation Improvement Program (TIP)
The Draft FY 2014 – FY 2018 TIP has been developed incorporating state and federally funded projects in the CRTPA region.

Commissioners Merritt and Miller requested this item be pulled for discussion. Commissioner Miller discussed the way that FDOT has funded the projects in regards to the priority list provided to FDOT and had questions on Magnolia Drive alignment and design. Mr. Lyle from FDOT, District Planning Manager, District III, stated the final alignment on Magnolia Drive has not been determined and noted that Bryant Paulk was working with the design staff to provide the final design. The board also requested information on why FDOT was bypassing the projects on the list and funding the project the Governor's Square Mall on Magnolia Drive. Commissioner Madison requested information on the rural bridges and noted these bridges need repair or replacement. She noted the rural areas are building and stated that comes with increased traffic and expressed safety concerns with failing bridges.

Wendy Grey, 1047 Myers Park Drive, stated that the CRTPA's Citizens Multimodal Advisory Committee voted to also approve the Draft Fiscal Year (FY) 2014 – FY 2018 Transportation Improvement Program (TIP) with the exclusion of the project on Magnolia Drive as the committee felt it was not consistent with the objectives of the City of Tallahassee and Leon County in the area.

Board Action: Commissioner Merritt recommended approval of the draft excluding the Magnolia Drive project. Commissioner Dozier seconded the motion and the motion was unanimously passed.

4. ROLL CALL VOTE AGENDA ITEMS

A. Fiscal Year (FY) 2013 – FY 2017 Transportation Improvement Program (TIP) Amendment Resolution

The CRTPA FY 2013 – FY 2017 TIP is proposed to be amended to reflect the following:

- CR 158 (Old Lloyd Road) Sidewalk (Project #4337691): Add new project to fund the construction of a sidewalk on Old Lloyd Road (located in Jefferson County) from Merritt Road to Gamble Road (SR 59) (Total funding: $132,500 in FY 2013).

Board Action: Commissioner Maddox made a motion to accept the Fiscal Year (FY) 2013 – FY 2017 Transportation Improvement Program (TIP) Amendment Resolution. The motion was seconded by Commissioner Croley. A roll call vote was taken and the motion was unanimously passed.

5. CRTPA ACTION & DISCUSSION

A. CRTPA Transportation Disadvantaged Planning Programs Resolution

This item relates to seeking Board approval of a resolution designating the CRTPA as the official planning agency for the Transportation Disadvantaged Planning Program in Gadsden, Jefferson and Wakulla counties.

Board Action: Commissioner Croley made a motion to accept the resolution as presented by staff. Commissioner Madison seconded the motion and the motion was unanimously passed.

B. Lake Ella Implementation Study Approval

The Lake Ella Implementation Study has been revised to address Board comments related to providing additional information involving pedestrian crossing treatments.

Wendy Grey, 1047 Myers Park Drive, stated that the Citizens Multimodal Advisory Committee voted to approve Lake Ella Implementation Study staff option B, as presented by staff. She noted the Committee stated there was an understanding that business access was important, but the pedestrian safety was the primary object of the study.

Virginia Chandler Weeks 1636 North Monroe Street, stated Alternative D looks better, but stated this would take away access from the Cottages on North Monroe. She stated the concern was still the access into the Cottages.

Wendy Hallek, 1641 North Monroe Street, she stated she agrees with Mrs. Chandler. She also noted that this was a primary entrance to the park at Lake Ella. She also expressed the need for shrubs to improve the beautification of the area.

Steven Hogan, 1410 Milton St, represents the Levy Park Neighborhood Association, stated he lives in the neighborhood near the properties and expressed the need for pedestrian safety. He stated he supports the effort to improve safety within the area and supports original options A, B and C.

Board Action: Commissioner Dozier discussed the options and made a motion to accept Option C, stating a painted median would not enhance pedestrian safety. Commissioner Lindley seconded the motion. Commissioner Dailey stated he supports the motion, but addressed concerns with pedestrian safety access noting number of pedestrians during the consultant counts. He stated the HAWK (or similar) system could be revisited at a later date. Commissioner Miller stated that during the design phase pedestrians should be encouraged to use a safe crossing that is appropriately indicated. **The motion was unanimously passed.**

C. Florida Freight Planning

Juan Flores, State Freight and Logistics Administrator for the Florida Department of Transportation, will provide a presentation on freight planning and the development of the Statewide Freight Mobility and Trade Plan.

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

6. EXECUTIVE DIRECTOR'S REPORT

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

- **April 15, 2013 CRTPA Retreat**

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

7. ITEMS FROM MEMBERS

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

8. CITIZEN COMMENT

9. INFORMATION

A. FY 2013 – FY 2017 Transportation Improvement Program Administrative Amendment
B. Correspondence
C. Committee Actions (Citizen's Multimodal Advisory Committee/ Technical Advisory Committee/Transportation Disadvantaged Coordinating Board)
D. Future Meeting Dates and Agenda Items (Next Meeting (CRTPA Retreat): April 15, 2013)
E. CRTPA Expense Reports

Attested:

Yulonda Mitchell, Recording Secretary **Nancy S. Miller, Chair**

May 20, 2013

Capital Region Transportation Planning Agency
CRTPA

AGENDA ITEM 2 B

2040 REGIONAL MOBILITY PLAN JOINT PARTICIPATION AGREEMENT AUTHORIZATION

REQUESTED BY: CRTPA Staff	TYPE OF ITEM: Consent

STATEMENT OF ISSUE

This item seeks approval of CRTPA Chair authorization of the Joint Participation Agreement between the CRTPA and the Florida Department of Transportation related to development of a 2040 Regional Mobility Plan.

RECOMMENDED ACTION

Option 1: Approve the resolution to authorize the Chair and Executive Director to execute the Joint Participation Agreement between the CRTPA and Florida Department of Transportation, for funding the development of a 2040 Regional Mobility Plan.

HISTORY AND ANALYSIS

As stated in State and Federal regulations, the CRTPA is required to develop and adopt a Long Range Transportation Plan (LRTP) aka Regional Mobility Plan (RMP) every five (5) years to guide the region's future transportation network development and improvements. To accomplish this task, funding is being provided through the Florida Department of Transportation in the form of a Joint Participation Agreement. The development of the RMP will be accomplished through a consultant services contract.

NEXT STEPS

With the approval of the funding for the RMP, staff will develop a Scope of Services and a Request for Proposal (RFP) for Board approval at the June 2013 meeting. The RFP is anticipated to be released in July 2013 and a recommendation for consultant selection to be presented to the CRTPA Board at the September 2013 meeting.

OPTIONS

Option 1: Approve the resolution to authorize the Chair and Executive Director to execute the Joint Participation Agreement between the CRTPA and Florida Department of Transportation, for funding development of a 2040 Regional Mobility Plan. (Recommended)

Option 2: Provide other direction.

ATTACHMENT

Attachment 1: JPA Authorizing Resolution

Capital Region
Transportation Planning Agency
CRTPA

CRTPA RESOLUTION 2013-05-2B

A RESOLUTION of the Capital Region Transportation Planning Agency, hereby referred to as the CRTPA, authorizing the execution of a Joint Participation Agreement between the CRTPA and Florida Department of Transportation, hereby referred to as the FDOT for the funding the services of a general planning consultant(s).

WHEREAS, CRTPA is the designated metropolitan planning organization for Florida's capital region, and in support of its mission, CRTPA desires to use Urban Attributable (SU) funds for administering development of a 2040 Regional Mobility Plan.

WHEREAS, The DEPARTMENT will reimburse funds to CRTPA for its costs under FPN 42254431201 and 42254421401 in an amount up to NINE HUNDRED SEVENTY TWO THOUSAND, NINE HUNDRED AND EIGHT DOLLARS ($972,908.00) for the development of a 2040 Regional Mobility Plan; and

WHEREAS, approval of funding necessary to the project requires an agreement between the FDOT and CRTPA to undertake the project,

THERFORE, BE IT RESOLVED BY THE CRTPA THAT:

1. The CRTPA has the authority to enter into a Joint Participation Agreement.
2. The CRTPA will have the Joint Participation Agreement reviewed by its legal counsel for form and content prior to execution.
3. The CRTPA authorizes the Chair to execute and Executive Director to administer the Joint Participation Agreement to fund the development of a 2040 Regional Mobility Plan.

DULY PASSED AND ADOPTED THIS 20th DAY OF MAY 2013

Capital Region Transportation Planning Agency

By: _____ Attest: _____

Nancy S. Miller, Chair

Harry D. Reed III,
CRTPA Executive Director

May 20, 2013

Capital Region
Transportation Planning Agency
CRTPA

AGENDA ITEM 2 C

PROJECT MANAGEMENT SUPPORT AND GIS SERVICES JOINT PARTICIPATION AGREEMENT AUTHORIZATION

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

STATEMENT OF ISSUE

This item seeks approval of CRTPA Chair authorization of the Joint Participation Agreement (JPA) between the CRTPA and the Florida Department of Transportation related to project management, GIS services and GIS software related to projects in CRTPA's Unified Planning Work Program (UPWP).

RECOMMENDED ACTION

Option 1: Approve the resolution to authorize the Chair and Executive Director to execute the Joint Participation Agreement between the CRTPA and Florida Department of Transportation, for funding project management, GIS services and GIS software related to projects in CRTPA's Unified Planning Work Program.

HISTORY AND ANALYSIS

As CRTPA has moved forward with initiation and development of projects identified and prioritized in the adopted Regional Mobility Plan (RMP) aka Long Range Transportation Plan (LRTP) more time is being spent in project development and oversight is being required because of the increase in the number of projects. In addition, CRTPA is attempting to make the transportation planning process and Region Mobility Plan document more user friendly through the utilization of GIS. The funding from this JPA will supplement the funding provided through the UPWP which has been decreased by recent federal funding authorizations. Below is a list of activities that will be supported by this funding.

(1) CRTPA staff shall provide project management and support activities related to projects identified in CRTPA's Unified Planning Work Program. Project Management and support activities shall consist of the following:

- Management and maintenance of the Interactive TIP and LRTP, including executive oversight/quality assurance;
- Development, management and coordination of projects through implementation emerging for the LRTP and TIP;
- Executive management and coordination of all special corridor projects identified and to be identified in the Unified Planning Work Program

(2) CRTPA staff shall develop and maintain Geographical Information Systems (GIS) support for projects identified in CRTPA's Unified Planning Work Program and project planning, data needs and mapping and visualization requirements. GIS Support shall consist of:

- Creating and maintaining a data model to access data needed in the development of the LRTP, TIP and Public Involvement Program;
- Project oversight through review of data output to assure that the data derived from data applications meets the needs of CRTPA;
- Coordination with CRTPA member governments, affiliated entities and Tallahassee/Leon County GIS department in data development and collection

(3) Purchase GIS software related to the GIS support for projects as identified in (2) above.

OPTIONS

Option 1: Approve the resolution to authorize the Chair and Executive Director to execute the Joint Participation Agreement between the CRTPA and Florida Department of Transportation, for funding project management, GIS services and GIS software related to projects in CRTPA's Unified Planning Work Program. (Recommended)

Option 2: Provide other direction.

ATTACHMENT

Attachment 1: JPA Authorizing Resolution

Capital Region
Transportation Planning Agency
CRTPA

CRTPA RESOLUTION 2013-05-2C

A RESOLUTION of the Capital Region Transportation Planning Agency, hereby referred to as the CRTPA, authorizing the execution of a Joint Participation Agreement between the CRTPA and Florida Department of Transportation, hereby referred to as the FDOT for the funding the services of a general planning consultant(s).

WHEREAS, CRTPA is the designated metropolitan planning organization for Florida's capital region, and in support of its mission, CRTPA desires to use Urban Attributable (SU) funds for project management, GIS services and GIS software related to projects in CRTPA's Unified Planning Work Program.

WHEREAS, The DEPARTMENT will reimburse funds to CRTPA for its costs under FM# 423839-1-14-02 in an amount up to ONE HUNDRED FIFTY THOUSAND and 00/100 DOLLARS ($150,000.00) for services rendered under the Project; and

WHEREAS, approval of funding necessary to the project requires an agreement between the FDOT and CRTPA to undertake the project,

THERFORE, BE IT RESOLVED BY THE CRTPA THAT:

1. The CRTPA has the authority to enter into a Joint Participation Agreement.
2. The CRTPA will have the Joint Participation Agreement reviewed by its legal counsel for form and content prior to execution.
3. The CRTPA authorizes the Chair to execute and Executive Director to administer the Joint Participation Agreement to fund project management, GIS services and GIS software related to projects in CRTPA's Unified Planning Work Program.

DULY PASSED AND ADOPTED THIS 20th DAY OF MAY 2013

Capital Region Transportation Planning Agency

By: _____ Attest: _____

Nancy S. Miller, Chair

Harry D. Reed III,
CRTPA Executive Director

May 20, 2013

Capital Region Transportation Planning Agency
CRTPA

AGENDA ITEM 2 D

LEGAL SERVICES AGREEMENT

REQUESTED BY: CRTPA Staff	TYPE OF ITEM: Consent

STATEMENT OF ISSUE

Approval of the rates negotiated for legal services and execution of a contract with the Williams Law Group, P.A.

RECOMMENDED ACTION

Option 1: Authorize the Chair to execute and Executive Director to administer a contract with the Williams Law Group, P.A. for legal services.

HISTORY AND ANALYSIS

In March 2004, the then Tallahassee-Leon County Metropolitan Planning Organization (MPO) entered into an agreement with Williams Wilson & Sexton, P.A. (now dba the Williams Law Group, P.A.) to provide legal services to the MPO. The agreement was for three (3) years with two (2) one year extensions by mutual agreement of the parties. Compensation was set at $24,000 per year ($2,000 per month), which covers attending routine MPO meetings, telephone consultation and advice. For other services, MPO contracts, MPO policy development, legal opinions, presentation to the MPO Board and follow-up activities from MPO Board meetings, a fee of $250 per hour would be charged plus out of pocket expenses and other charges. This agreement expired in March 2007 but was extended until June 2007. At the June 18, 2007 meeting of the CRTPA Board, the Board directed the CRTPA Executive Director to formally revisit the option of being represented by the City/County Attorneys Office if this can be done under the current organizational structure. If this was not feasible, staff was to put out a Request for Proposals (RFP)/Bids for legal services. After consultation with the City and County Attorneys, it was determined that it was not feasible for the City or County Attorneys Office to represent CRTPA because of the regional nature of the CRTPA organization.

The Request for Proposal for legal services and ranking of proposals was carried out through the City of Tallahassee Purchasing Department. Of the four proposals received, Williams, Wilson and Sexton (now dba the Williams Law Group, P.A.) ranked the highest. Discussions were held with Williams, Wilson and Sexton (now dba the Williams Law Group, P.A.) and an agreement was reached on rates and services to be provided. The rate would be $215 per hour. The contract was structured the same as the previous contract with a retainage fee of $10,320 to cover attendance at CRTPA meetings, follow-up and routine telephonic legal consultation. The contract was for three (3) years with an option for two (2) annual extensions. The total amount of the contract is not to exceed $40,000 annually.

The contract expired March 2013. The CRTPA Board at its March 25, 2013 extended the contract until May 31, 2013 and authorized the Executive Director to negotiation a new contract period and new rates. The Executive Director and Mr. Williams of the Williams Law Group, P.A. met on April 19, 2013 and came to a tentative agreement on terms of a new contract subject to CRTPA Board approval. The new rate would be $230.00 per hour which is approximately a 7% increase over the rate of $215.00 that was negotiated in 2007 and in line with rates and limits authorized by City and County for outside legal services. The contract was structured the same as the previous contract with annual retainage fee of $11,040.00 ($920.00 monthly) to cover attendance at CRTPA meetings, follow-up and routine telephonic legal consultation. The contract would be for three (3) years with an option for two (2) annual extensions. The total amount of the contract is not to exceed $40,000 annually which is the current budget limit legal services in CRTPA's annual operating budget.

OPTIONS

Option 1: Authorize the Chair to execute and Executive Director to administer a contract with the Williams Law Group, P.A. for legal services.

Option 2: Provide other direction.

ATTACHMENT

Attachment 1: Contract Authorizing Resolution
Attachment 2: Proposed CRTPA Legal Services Agreement

Capital Region
Transportation Planning Agency
CRTPA

CRTPA RESOLUTION 2013-05-2D

A RESOLUTION of the Capital Region Transportation Planning Agency hereby referred to as the "CRTPA" authorizing the execution of a contract between the CRTPA and the Williams Law Group, P.A.

WHEREAS, the CRTPA wishes to contract for legal service; and

WHEREAS, the CRTPA has completed negotiations the Williams Law Group, P.A. for legal services; and

WHEREAS, the CRTPA has found that the Williams Law Group, P.A. is the qualified to preform legal services for CRTPA,

NOW THEREFORE, BE IT RESOLVED BY THE CRTPA THAT:

1. The CRTPA has the authority to enter into a contract for services.
2. The CRTPA has an approved the scope of services and fees.
3. The CRTPA has funding within its annual budget for the legal services.
4. The CRTPA authorizes the Chair to execute and Executive Director to administer a contract with the Williams Law Group, P.A. for legal services.

DULY PASSED AND ADOPTED THIS 20th DAY OF MAY 2013

Capital Region Transportation Planning Agency

By: _____ Attest: _____

Nancy S. Miller, Chair

Harry D. Reed III,
CRTPA Executive Director

May 20, 2013

Capital Region
Transportation Planning Agency
CRTPA

AGENDA ITEM 2 E

AUDIT SERVICES CONTRACT AUTHORIZATION

REQUESTED BY: CRTPA Staff	TYPE OF ITEM: Consent

STATEMENT OF ISSUE

In order to continue obtaining needed auditing services, the CRTPA needs to initiate the execution of a contract for services with the joint venture of Certified Public Accountants of Thomas Howell Ferguson, P.A./Law, Redd, Crona, & Munroe, P.A., auditing firm selected by the City of Tallahassee to perform its auditing services.

RECOMMENDED ACTION

Option 1: Authorize the Chair to execute and Executive Director to administer a contract with the auditing group selected by the City of Tallahassee to perform its auditing services.

HISTORY AND ANALYSIS

Six years ago CRTPA staff reviewed the need and requirements for auditing services for the Agency. The alternatives examined were contracting separately for auditing services or joining with the City of Tallahassee in their solicitation for an auditing firm. It was determined that it would be less expensive to join with City to obtain auditing services since it would not require double effort by CRTPA's audit firm to verify accounting processes and procedures. Since that time, the CRTPA has been a party to the City of Tallahassee's auditing activities through a contract signed by the CRTPA and the previous auditing firm.

The City's agreement has ended with the current auditing firm's completion of auditing services for FY 2012. The City has solicited proposals for auditing services for the next four years with the option for two additional years. The joint venture of Certified Public Accountants of Thomas Howell Ferguson, P.A./Law, Redd, Crona, & Munroe, P.A., has been selected by the City. A contract for services and fees has been negotiated on behalf of CRTPA. . The contract will be in effect for the audits of the fiscal years ended September 30, 2013, September 30, 2014, September 30, 2015, and September 30, 2016. The contract may be renewed by the City Audit Committee for two additional fiscal years, years ending September 30, 2017, and September 30, 2018. The fee for CRTPA audit services will be $21,550 for the fiscal year ending September 30, 2013, $22,197 for the fiscal year ending September 30, 2014, $22,863 for the fiscal year ending September 30, 2015, and $23,549 for the fiscal year ending September 30, 2016. Should the contract be renewed by the Audit Committee for two subsequent years, the Contractor's fee for audit services will be $24,256 for the fiscal year ending September 30, 2017 and $24,990 for the fiscal year ending September 30, 2018. The increased cost for audit services for the new 6 year period over the last 6 years will be less than 13.5% with the first 2 years cost being less than the

last 2 years with the previous firm. The increase cost can be programmed within the current budget allocation for professional services.

CRTPA legal counsel will review the contract to form and content prior to its execution by the Chair. The Executive Director will administer the contact and, as in the past, a Comprehensive Annual Financial Report (CAFR) will be submitted to the Board for review and acceptance annually.

OPTIONS

Option 1: Authorize the Chair to execute and Executive Director to administer a contract with the auditing group selected by the City of Tallahassee to perform its auditing services.

Option 2: Provide other direction.

ATTACHMENTS

Attachment 1: Contract Authoring Resolution

Capital Region
Transportation Planning Agency
CRTPA

CRTPA RESOLUTION 2013-05-2E

A RESOLUTION of the Capital Region Transportation Planning Agency hereby referred to as the "CRTPA" authorizing the execution of a contract between the CRTPA and the joint venture of Certified Public Accountants of Thomas Howell Ferguson, P.A./Law, Redd, Crona, & Munroe, P.A.

WHEREAS, the CRTPA wishes to contract for auditing service; and

WHEREAS, the City of Tallahassee has completed a Request for Proposal process for auditing services; and

WHEREAS, the City of Tallahassee has found that and the joint venture of Certified Public Accountants of Thomas Howell Ferguson, P.A./Law, Redd, Crona, & Munroe, P.A. is the most qualified to preform auditing services for CRTPA,

NOW THEREFORE, BE IT RESOLVED BY THE CRTPA THAT:

1. The CRTPA has the authority to enter into a contract for services.
2. The CRTPA has an approved the scope of services and fees.
3. The CRTPA will have the contract reviewed by its legal counsel for form and content prior to execution.
4. The CRTPA has funding within its annual budget for the auditing services.
5. The CRTPA authorizes the Chair to execute and Executive Director to administer a contract with the joint venture of Certified Public Accountants of Thomas Howell Ferguson, P.A./Law, Redd, Crona, & Munroe, P.A., for auditing services.

DULY PASSED AND ADOPTED THIS 20th DAY OF MAY 2013

Capital Region Transportation Planning Agency

By: _____ Attest: _____

Nancy S. Miller, Chair

Harry D. Reed III,
CRTPA Executive Director

May 20, 2013

Capital Region
Transportation Planning Agency
CRTPA

AGENDA ITEM 3

CONSENT ITEMS PULLED FOR DISCUSSION

May 20, 2013

Capital Region Transportation Planning Agency
CRTPA

AGENDA ITEM 4 A

2035 REGIONAL MOBILITY PLAN REVIEW & PRIORITY SETTING REVIEW

REQUESTED BY: CRTPA Staff	TYPE OF ITEM: Discussion

STATEMENT OF ISSUE

This item provides a review of 2035 Regional Mobility Plan and the priority setting process that was utilized in the plan's development. Additionally, the item seeks input and provides an overview of the requirements and elements related to development of the upcoming Regional Mobility Plan 2040 Update.

HISTORY AND ANALYSIS

As stated in State and Federal regulations, CRTPA is required to develop and adopt a Long Range Transportation Plan (LRTP), aka Regional Mobility Plan (RMP), every five (5) years to guide the region's future transportation network development and improvements. The development of the RMP ***(Attachment 1)*** was a comprehensive effort that incorporated the assessment of all modes of travel, including transit, and focused on the efficient movement of people and goods and a sustainable transportation system, rather than on the efficient movement of vehicles. The plan also recognized the inherent relationships between mobility and land use and growth patterns and included a high level assessment of the region in a longer range horizon greater than fifty (50) years. The cost feasible portion of the RMP, adopted in November 2010, covers a 25 year period to 2035. For this period, the RMP includes the identification of those projects that are financially feasible to be completed during the planning timeframe. The RMP also outlines the process for the identification and prioritization of projects that are deemed to be financially feasible.

The review will cover the development of the RMP, establishment of the evaluation criteria, scoring of projects and the Cost Feasible Plan. The development of the RMP begins with the statement of the vision ***(Attachment 1, page 1)***, followed by data collection of existing conditions ***(Attachment 1, page 4)***, then the identification of guiding principles, policies, goals and objectives, and implementing strategies ***(Attachment 1, page 18)***, needs assessment ***(Attachment 1, page 29)*** and finally the financial analysis, project assessment and prioritization ***(Attachment 1, page 70)*** which creates the Cost Feasible Plan ***(Attachment 1, table following page 78).***

It is important to remember that the CRTPA is required to adhere to the metropolitan transportation planning process as established by the Federal Highway Administration (FHWA) and the Florida Department of Transportation (FDOT). FDOT reviews the CRTPA's planning process and issues a

certification of compliance annually. The FHWA conducts a comprehensive review every 4 years for certification. Compliance with the planning process demonstrates that projects being funded in the Transportation Improvement Program (TIP) were developed through the LRTP/RMP.

In addition to the review of the RMP for 2035, a discussion of the upcoming development of the RMP 2040 Update will be conducted and will cover the following elements and changes:

- Build on RMP 2035
- Plan for Freight/Economic Development ***(Attachment 2)***
- Plan for Demographic Changes (Transportation Impacts)
- Plan for Sense of Place
- Plan for Financial Sustainability and Return on Investment
- GIS plan format
- Potential & Alternative Future Revenue Sources and Support

NEXT STEPS

With the CRTPA Board's input, staff will finalize a Scope of Services and a Request for Proposal (RFP) for Board approval at the June 2013 meeting. The RFP is anticipated to be released in July 2013 and a recommendation for consultant selection to be presented to the CRTPA Board at the September 2013 meeting.

ATTACHMENTS

Attachment 1: 2035 Regional Mobility Plan
Attachment 2: Draft Florida Freight Mobility and Trade Plan – Policy Element (Executive Summary)

Capital Region Transportation Planning Agency

REGIONAL MOBILITY PLAN

2035 Long Range Transportation Plan

REGIONAL MOBILITY PLAN

Adopted by the CRTPA
November 15, 2010

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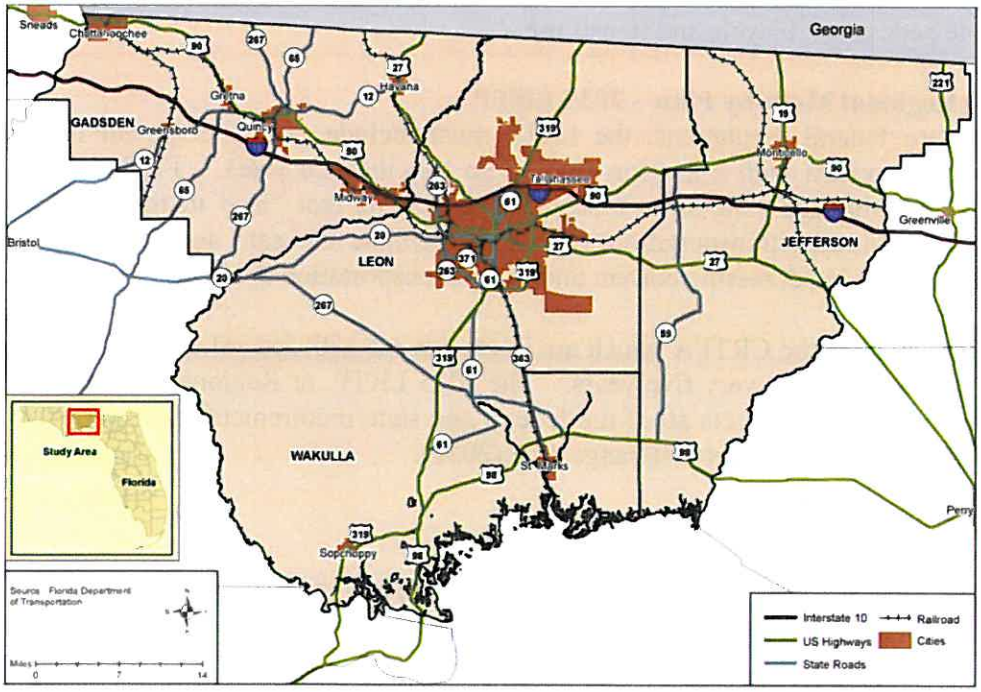
CRTPA Vision Statement

"Create an integrated regional multimodal transportation network that provides the most options for moving people and goods economically, effectively and safely while protecting the environment, promoting economic development and maintaining a high quality of life with sustainable development patterns."

I. Introduction

"Plan for the future because that's where you are going to spend the rest of your life."
- Mark Twain

Metropolitan Planning Organizations, which are designated by federal mandate, are required to develop and periodically update a Long Range Transportation Plan (LRTP). These plans chart the course of transportation for the next twenty years and include the identification of those projects that are financially feasible to be completed during the planning timeframe. The Capital Region Transportation Planning Agency (CRTPA) is the designated agency responsible for the transportation planning activities in the Capital Region. This region includes Leon County, home to the City of Tallahassee, and the surrounding counties of Gadsden, Jefferson and Wakulla. The 2035 Regional Mobility Plan is the required five-year update of the Tallahassee region's previous LRTP. The geographic extent of the CRTPA planning area is shown below.



According to the 2000 US Census, the Tallahassee Urbanized Area population exceeded 200,000, designating the MPO as a Transportation Management Area (TMA). In addition to the federal requirements of MPOs, TMAs are also responsible for developing congestion management processes, Transportation Improvement Programs (TIP) project selection, and are subject to a joint federal certification review of the planning process at least every four years.

The CRTPA is governed by a Board of elected officials from the participating local governments, as well as a representative from the Leon County School Board. The local government voting members on the Board (as of March 17, 2011) include representatives from:

- Leon County
- City of Tallahassee
- Gadsden County
- Gadsden Cities
- Wakulla County
- Jefferson County

In addition to the voting members, representatives from StarMetro, the transit agency for the City of Tallahassee, the Federal Highway Administration, and the Florida Department of Transportation are included on the Board as ex-officio members.

There are three committees that advise the CRTPA Board and help them carry out the transportation planning process. These committees include the Technical Advisory Committee (TAC), comprised of local and state planners and engineers, the Citizens Advisory Committee (CAC), comprised of interested citizens appointed by members of the Board, and the Multimodal Advisory Committee (MAC), which is comprised of citizens interested in the promotion of safe and viable pedestrian, bicycle and transit use.

I.1 The Regional Mobility Plan – 2035 LRTP

According to federal regulations, the LRTP must include the development of a multimodal transportation system with a horizon year of no less than 20 years. Further, the LRTP must include both short and long-term strategies and actions that "lead to the development of an integrated multimodal transportation system to facilitate the safe and efficient movement of people and goods in addressing current and future transportation demand."[1]

For regions such as the CRTPA which are in attainment with federal air quality regulations, the LRTP must be updated every five years. The 2035 LRTP, or Regional Mobility Plan, adopted on November 15, 2010 meets all of the federal and state requirements and was adopted prior to the expiration of the previous long range plan (2030).

Incorporation of SAFETEA-LU Legislation

In August 2005, the Safe, *Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users* (SAFETEA-LU) was signed into law and replaced the previous Federal Transportation

[1] § 23 CFR 450.322 (b)

legislation. SAFETEA-LU authorizes the federal surface transportation programs for highways, highway safety and transit. The SAFETEA-LU planning requirements have been in effect since February 14, 2007. While SAFETEA-LU retains many of the goals and programs found in the previous legislation (TEA-21), there are some significant changes in, and new additions to, the transportation planning requirements. SAFETEA-LU places an emphasis on improving safety and security, reducing traffic congestion, improving efficiency in freight movement, increasing intermodal connectivity and protecting the environment. The Regional Mobility Plan (RMP) not only meets, but exceeds the requirements set forth by SAFETEA-LU.

Planning Approach

The development of the RMP was a comprehensive effort that incorporated the assessment of all modes of travel, including transit and focused on the efficient movement of people and goods and a sustainable transportation system, rather than on the efficient movement of vehicles. The plan also recognizes the inherent relationships between mobility and land use and growth patterns and included a high level assessment of the region in a longer range horizon greater than fifty (50) years.

This comprehensive approach also included the required update of the Transit Development Plan (TDP) for StarMetro, the transit agency which operates the fixed route transit service in Leon County. The TDP provides the operational blueprint for the transit operations for the next ten (10) years and the Executive Summary is found in Appendix A. This update meets that requirement and, in coordination with the RMP, also includes a high level, longer range transit assessment.

This updated plan meets all of the federal and state requirements and incorporated a coordinated and inclusive effort of all perspectives in its development. The development of the RMP included a continual process of public and inter-agency engagement to ensure that the plan will help the community achieve their mobility goals as well as support other community efforts, goals and aspirations.

Sustainable Transportation

Traditional transportation planning efforts have focused on how to most efficiently move vehicles from point to point without real consideration of other relationships and impacts, such as land use, community character and quality of life. Transportation planning typically occurred in a vacuum, identifying solutions through the reliance on travel demand models predicting the number of lanes needed to maintain a prescribed level of service for automobiles. This planning approach resulted in solutions that may have addressed a short term issue, without regard for the long-term consequences. With the development of the RMP, the CRTPA recognized that the region was at a crucial threshold with regard to its transportation planning. The traditional approach could continue to be utilized, or a comprehensive and coordinated approach could be employed to develop a more sustainable, multimodal transportation system for the region.

The development of the RMP incorporated this different approach with the goal of achieving a mobility plan that included all modes and provided viable options for all transportation users.

The RMP focuses on the provision of a connected multimodal transportation network integrated with land use, which was a critical element in the development of the plan. Growth patterns are a crucial part of how the transportation system is developed and, in order to create a sustainable mobility network, must be incorporated into the planning process. Citizens should have the ability to decide on which mode best suits their needs and be able to viably make that trip on a connected, safe and pleasant network. A sustainable transportation system connects schools and other activity centers with residential areas, and the transit system is an interconnected, viable element of the transportation network.

The transportation system also has dramatic impacts on other elements, such as climate change. The State of Florida has recognized that climate change is an important issue and that greenhouse gases are a major component affecting climate change. Carbon dioxide emissions are a major component of greenhouse gases and according to the Florida Department of Community Affairs, over 40% of the emissions within the State are attributable to the transportation sector. Of this 40%, it is estimated that over 80% are attributable to vehicular travel. In recognition of the issue and its impacts, the Office of the Governor of the State of Florida issued an executive order in 2010 that established targets for the reduction of greenhouse gases and the development of the RMP addresses that need.

In addition, oil prices have been steadily rising over the last several years and are expected to continue, leading to higher and higher costs of gasoline. These higher fuel costs have resulted in more focus and wide-spread interest on the viability of alternative modes and the ability of citizens to access their destinations through travel means other than the automobile. Another crucial element directly affecting, and affected, by transportation is the changing demographics of our society. As the population becomes older, the mobility needs of older citizens and the ability to age in place while accessing needed services is an area of major concern. Equally important, is the ability of the younger elements of the population to be able to access schools and recreational facilities through walking and biking.

The CRTPA, in order to address these issues which drastically affect the future of transportation, developed the RMP in the recognition of the need for multimodal mobility allowing viable transportation choices for all citizens. The first step in the development of a long range plan is to determine and understand the existing conditions within the region. A detailed analysis was undertaken to determine these existing conditions within each county and provide the foundation for the further development of the RMP. A detailed assessment of the existing conditions, found in Appendix B, was developed for Gadsden County, Jefferson County, Leon County, and Wakulla County.

I.2 Summary of Regional Existing Conditions

Population

The region's most dense population center is in the City of Tallahassee, where population density reaches 27,036 to 51,829 people in some areas of downtown Tallahassee and adjacent to the universities. There is also a significant population base north and east of Tallahassee within Leon County, where population densities range from 1,707 to 27,035 people per square mile. Gadsden, Jefferson, and Wakulla Counties are more suburban and rural in nature and exhibit

lower population densities, ranging from 6 to 1,706 people per square mile. There is a significant population base, however, in central Wakulla County (1,707 to 5,274 people per square mile).

The CRTPA region, however, is still home to a burgeoning population attracted to the government services, university environment, and proximity to the Gulf coast. **Table 1** and **Figure 1**, shown below, depict the historic population growth in the region from 1970 to 2008. During this time, the CRTPA region has steadily grown, exhibiting annual average population growth ranging from 2.28% to 3.02%. These rates are slightly below those for the State of Florida during the 38-year period. Overall, regional population has increased by approximately 136 percent during this time.[2] **Figure 2** depicts the regional population densities.

Table 1. Population Growth in CRTPA Region from 1970 to 2007

Year	Region	Average Annual Growth Rate from 1970	Florida	Average Annual Growth Rate from 1970
1970	157,317	N/A	6,789,447	N/A
1980	211,919	3.02%	9,746,961	3.68%
1990	259,107	2.53%	12,938,071	3.23%
2000	320,304	2.40%	15,982,824	2.89%
2008	370,773	2.28%	18,851,975	2.72%

Sources: U.S. Census; University of Florida, Bureau of Economic and Business Research, 11/3/08.
Note: Data from years 1970-2000 are from U.S. Census. Year 2008 data is from University of Florida, Bureau of Economic and Business Research, 11/3/08.

[2] Florida Demographic Estimating Conference, February 2008; Florida Demographic Database, August 2008

Figure 2. Population Growth in CRTPA Region from 1970 to 2007

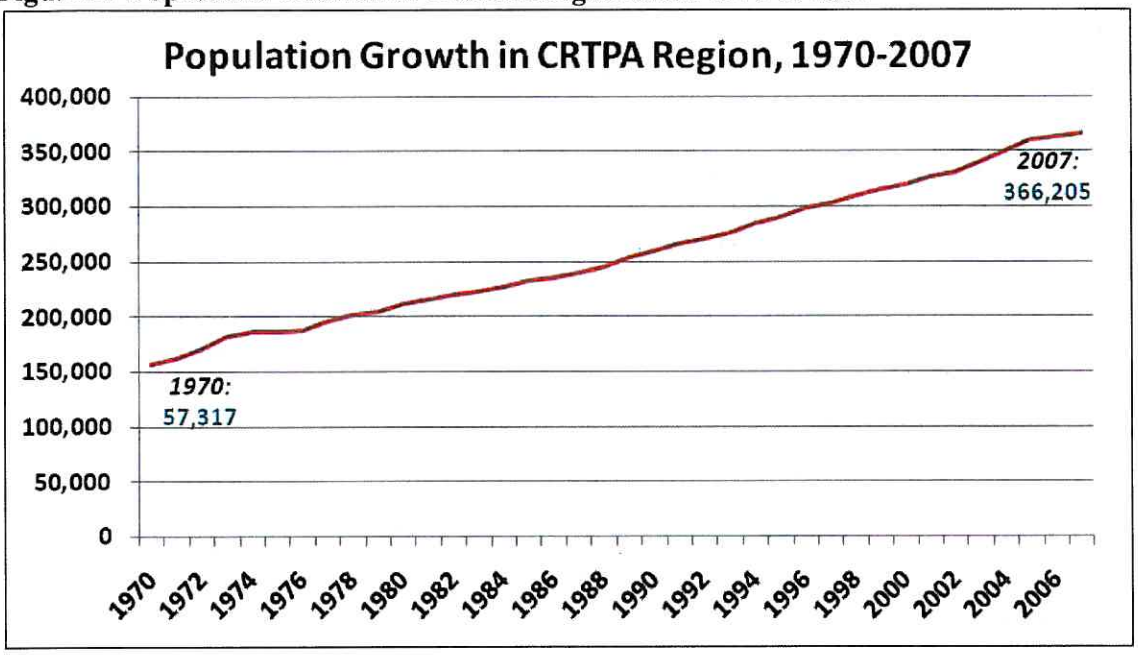
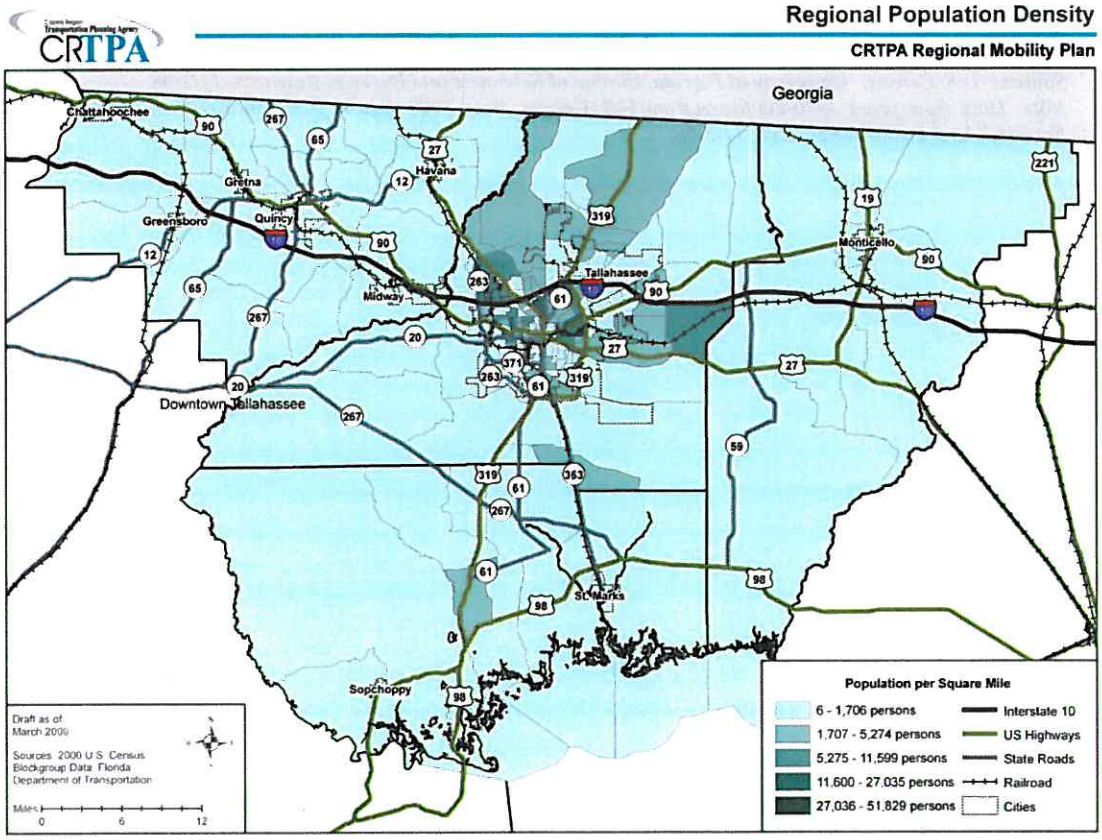


Figure 2. Regional Population Density



According to the US Department of Transportation (USDOT) Federal Highways Administration (FHWA), there are three (3) fundamental environmental justice principles associated with the expenditure of federal funds for construction of transportation improvement projects[3]:

- To avoid, minimize, or mitigate disproportionately high and adverse human health and environmental effects, including social and economic effects, on minority populations and low-income populations.
- To ensure the full and fair participation by all potentially affected communities in the transportation decision-making process.
- To prevent the denial of, reduction in, or significant delay in the receipt of benefits by minority and low-income populations.

Federal environmental justice requirements have been set forth in Presidential Executive Order 12898 (1994), which states: "Each Federal agency shall make achieving environmental justice part of its mission by identifying and addressing, as appropriate, disproportionately high and adverse human health or environmental effects of its programs, policies, and activities on minority populations and low-income populations." The following terms are defined as presented in the FHWA Order 6640.23 *FHWA Actions to Address Environmental Justice in Minority Populations and Low-Income Populations:*

- Low-income: A household income at or below the Department of Health and Human Services poverty guidelines (according to the 2000 guidelines, the threshold was $8,350 for one person, and $17,050 for a family of four);
- Minority: A person who is black (having origins in any of the black racial groups of Africa), Hispanic (of Mexican, Puerto Rican, Cuban, Central or South American, or other Spanish Culture or origin, regardless of race), Asian American (having origins in any of the original peoples of the Far East, Southeast Asia, the Indian subcontinent, of the Pacific Islands); or American Indian and Alaskan Native (having origins in any of the original people from North America and who maintains cultural identification through tribal affiliation or community recognition.

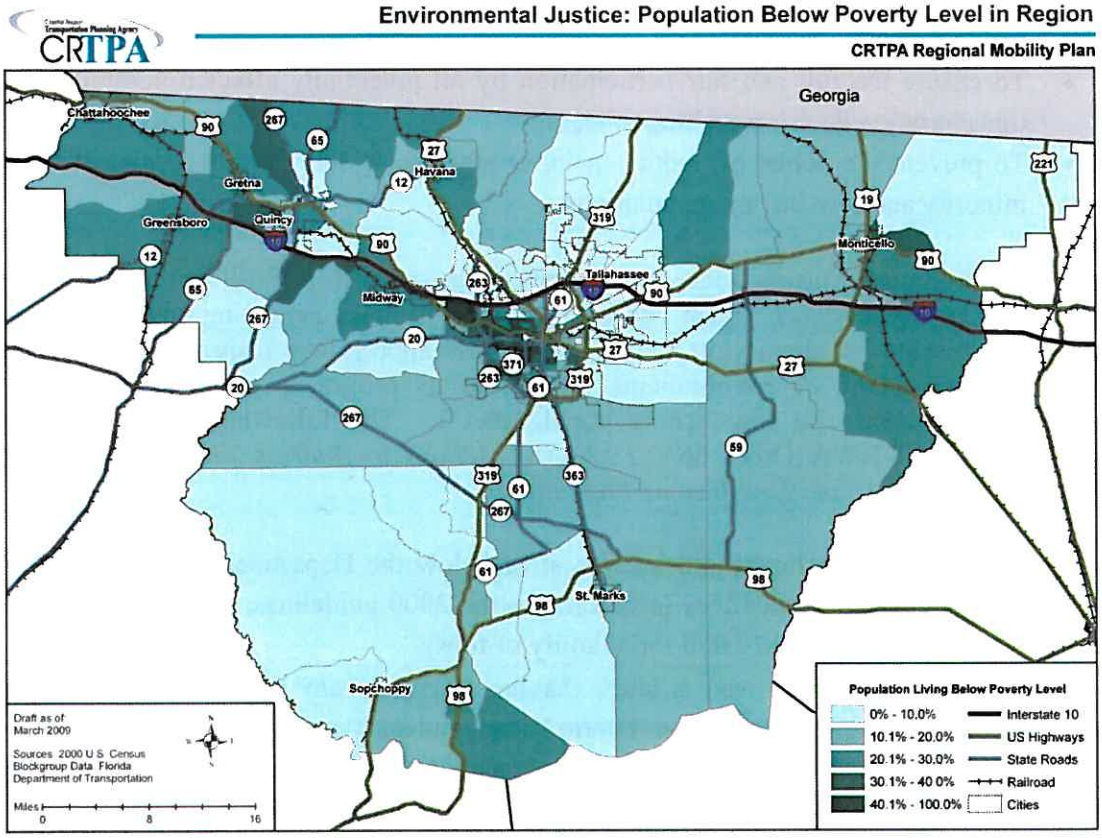
Data from the U.S. Census Bureau's Census 2000 was utilized in order to determine areas of low-income and minority population. These areas are noted to ensure equitable participation in the planning process, and to avoid disproportionately affecting these communities in the recommendations of the CRTPA RMP.

Within the region, the greatest concentration of low-income population is in central Tallahassee, western Tallahassee, and west of Tallahassee, where 40.1 to 100 percent of the population live below poverty level. There are also significant concentrations of low-income population in Gadsden County, between Midway and Quincy and north of Quincy. The lowest incidence of population living below poverty level occurs north and northwest of Tallahassee; eastern Gadsden County; northeast Jefferson County; and western and central Wakulla County. Here, 0

[3] "An Overview of Transportation and Environmental Justice." Publication No. FHWA-EP-00-013. US DOT FHWA.

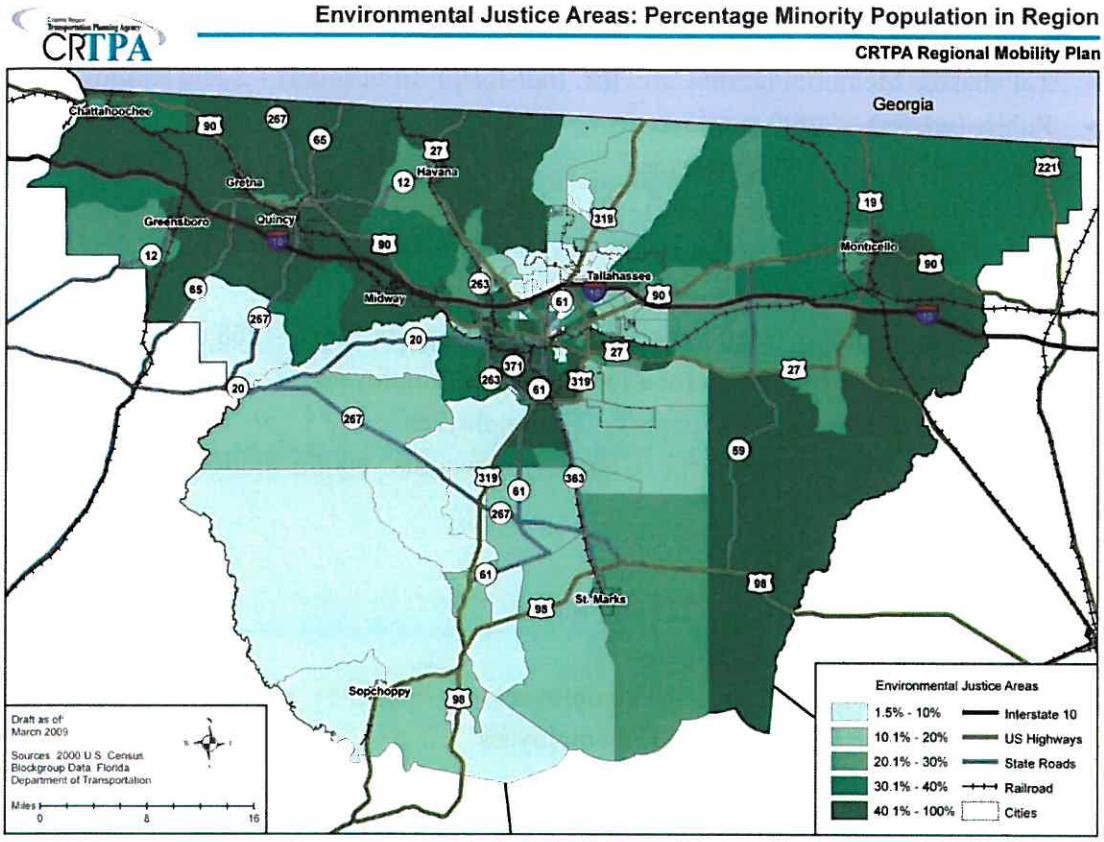
to 10.1 percent of the population lives below poverty level. The population below the poverty level in the CRTPA region is shown in **Figure 3**.

Figure 3. Population Below Poverty Level



The highest incidence of minority population is in central and south Tallahassee; most of Gadsden County; and southern and east-central Jefferson County. Here, 40.1 to 100 percent of the population belongs to a minority group. The lowest incidence of minority population is in western and central Wakulla County; north, northeast, and northwest of Tallahassee; eastern Gadsden County; and northwestern Jefferson County. Here, 0 to 10.1 percent of the population belongs to a minority group. This information is shown in **Figure 4**, found on the following page.

Figure 4. Percentage Minority Population



Economic Development

The labor force in the region has grown by almost 12 percent over the past 10 years. There is a significant population of educated citizens; of residents age 25 and older, almost 88 percent possess a high school diploma, and approximately 37 percent have a Bachelor's degree.

In 2008, 237,967 people, or approximately 64.2 percent of the regional population, were part of the region's labor force. [4] The labor force within the region is concentrated near Tallahassee in Leon County, and in the adjacent counties along the Leon County border. During 1990, 2000, and 2008, the region's unemployment rate has remained below that of Florida.

The CRTPA's largest industry is educational services/health care/social assistance, with 23.5 percent of the area's workers employees. Other significant categories of employment include public administration with 18.2 percent and professional, scientific, management, administrative, waste management services with 11.4 percent. Due to the presence of the state capital in Tallahassee, the CRTPA region has a far greater percentage of its labor force employed in public administration (18.2%) compared to the state as a whole (4.9 percent).

[4] Gadsden, Jefferson, Leon, and Wakulla County Profiles. Enterprise Florida. http://edr.state.fl.us/county%20profiles.htm

The region has several private major employers, classified as those with 100 or more employees. These private employers include:

Leon County:

- Tallahassee Memorial HealthCare, Inc. (not-for-profit hospital) – 2,850 employees
- Publix (grocer) – 2,000 employees
- Wal-Mart (retail) – 900 employees
- Sprint (local telephone company) – 740 employees
- Capital Regional Medical Center (for-profit hospital) – 515 employees
- Capital Health Plan (HMO) – 485 employees
- Talla-Com Industries (high technology defense manufacturer) – 268 employees
- The Florida Bar (association for attorneys) – 265 employees
- Tallahassee Democrat (newspaper) – 238 employees
- Fringe Benefits Management Company (benefits administration provider) – 225 employees

Gadsden County:

- Coastal Lumber Company – 325 employees
- The Printing House – 250 employees
- Higdon Furniture Company – 195 employees
- Talquin Electric Cooperative – 175 employees
- Quincy Joist – 150 employees

Jefferson County:

- Simpson Nursery – 100 employees

Wakulla County:

- St. Marks Powder – 350 employees
- CSG Systems, Inc. – 200 employees
- Eden Springs Nursing and Rehabilitation Center – 115 employees[5]

Travel Trends

Residents within the CRTPA region tend to commute to employment within the boundaries of the four-county area. **Table 2** shows the percentage of residents who commute among the four counties within the study area by origin and destination county.[6] The values shaded in green indicate intra-county travel for work trips. The highest rate of intra-county travel is within Leon County, where the region's most concentrated employment is located. Within Gadsden, Jefferson, and Wakulla Counties, the rate of intra-county work trips ranges from 38.6 to 49.0 percent. The inter-county travel is most prevalent between Leon County and the other three (3) counties, though the percentages of total work trips these represent are very small (0.3 to 1.6

[5] Florida County Economic Profiles, Enterprise Florida.

[6] Some work trips are made outside of the CRTPA region as well.

percent). Inter-county work trips among Gadsden, Jefferson, and Wakulla Counties occur at very small, negligible rates. [7]

Table 2. Intra- and Inter-County Travel Trends for Commute to Employment Trips within CRTPA Region (2000)

		Origin			
	Counties	**Leon County**	**Gadsden County**	**Jefferson County**	**Wakulla County**
Destination	**Leon County**	95.0%	46.0%	46.9%	55.0%
	Gadsden County	1.6%	49.0%	Negligible	Negligible
	Jefferson County	0.3%	Negligible	43.2%	Negligible
	Wakulla County	0.7%	Negligible	Negligible	38.6%

Source: 2000 U.S. Census

Throughout the region, most households have vehicles. Households that do not have vehicles are most prevalent in pockets of central Tallahassee, as well as Quincy in Gadsden County and an area east of Monticello in Jefferson County. The lowest incidence of households without vehicles is in northern and southwestern Leon County, central Wakulla County, and eastern and northeastern Jefferson County. The areas where the most residents ride public transportation to work are concentrated in central Tallahassee and eastern Jefferson County (20.6 to 38.8 of the population) and north-central and south-central Gadsden County (10.9 to 20.5 percent of the population).[8]

Land Use and Development

The CRTPA region is anchored by the Tallahassee urbanized area in Leon County. The surrounding counties, Gadsden, Jefferson, and Wakulla, are primarily rural in nature. The population base is less densely concentrated in these areas than in Tallahassee, and there are significant areas of agricultural and conservation land, as well as other natural resources. Each of the more rural counties does, however, feature lower-intensity development and small municipalities along Interstate 10 (I-10) and major arterial roads.

The most prevalent land uses in the region are low intensity/low density in nature. In each of the four (4) counties, there are significant amount of agricultural land, conservation land, and open space. While each county is anticipating slight changes in future land use, development patterns are expected to remain similar, with significant amounts of rural land and development concentrated along I-10 and major arterials.

[7] County-to-County Worker Flow Files. Residence County to Workplace County Flows for Florida. Census 2000. U.S. Bureau of the Census. http://www.census.gov/population/www/cen2000/commuting/index.html

[8] 2000 U.S. Census Blockgroup Data

Leon County

Compared to neighboring Gadsden, Jefferson, and Wakulla Counties, Leon County is the most intensely developed. There remains a significant amount of vacant land and open space, however, throughout the County. Vacant land comprises almost half, or 47.5 percent, of total land area. (This designation, however, also includes single-family residential development on parcels 10 acres or greater in area.) Open space comprises another third, or 31.2 percent, of total land area in the County. Residential land uses account for 13.4 percent of total land area, and government operations account for 2.2 percent. Commercial land use (motel/hospital/clinic, retail, office, and warehouse) make up 1.6 percent of total land area. Approximately three-fourths of this development is located in the northern half of Leon County. [9]

Gadsden County

The majority of Gadsden County, or approximately 64 percent of total land area, is devoted to agriculture. Gadsden County also has 41,094 acres of rural residential land occupying 10.60 percent of total land area. Silviculture, which occupies 4.76 percent of the county, and mining, which occupies 3.45 percent, are major industries in Gadsden County. As part of the Florida Forever land acquisition program, 4.46 percent of the county is preserved as conservation land. The conservation area located close to Midway is part of the Lake Talquin State Forest, and the conservation area bordering the Ochlocknee River is a private conservation easement managed by the Northwest Florida Water Management District. There is limited land dedicated to industrial and light industrial activities in Gadsden County, comprising 0.5 percent of the County's land. Most of the industrial land use is located adjacent to U.S. 90 in Midway and southeast of Quincy. Historical, recreational, and public land uses account for 1.15 percent of the land in Gadsden County.

Jefferson County

The majority of land in Jefferson County, over 70 percent, is devoted to agricultural uses, which includes agricultural residential. Almost 20 percent of land is designated for conservation. Other land uses, such as residential, commercial, and industrial, are primarily in the north and central portions of the County, particularly around Monticello and along major highway corridors. The County owns an industrial park south of Monticello, which currently houses a few industrial companies as well as County offices. There are several areas zoned for business, residential and industrial development that are not currently developed due to lack of access to water and sewer facilities.[10] Of the "interchange business" areas which are pockets of development designated along I-10 interchanges, only one interchange at U.S. 19 south of Monticello is moderately developed. At U.S 59 and I-10, a developer has built a private sewage plant to allow a small amount of development to emerge at the interchange. At I-10's interchange with C.R. 257/S. Salt Road, there is virtually no development present despite the "interchange business" designation. [11]

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[9] Evaluation and Appraisal Report of the 2010 Tallahassee-Leon County Comprehensive Plan. Tallahassee-Leon County Comprehensive Planning Division. May 2007.

[10] Bill Tellefsen, Jefferson County Planning Department, April 7, 2009.

[11] Bill Tellefsen, Jefferson County Planning Department, April 7, 2009.

Wakulla County

The majority of Wakulla County (62.1 percent of land area) consists of state and federally managed lands. Agriculture is another major land use, making up 19.2 percent of all land area. Another 17.9 percent of land is for residential use; this includes both rural and urban residential areas. The remaining land in Wakulla County is devoted to vacant land (2.3 percent); public facilities (0.9 percent); industry (0.5 percent); and sustainable community, a mixed-use designation (0.2 percent).

The prevalence of conservation land in Wakulla County places increasing development pressures upon the remaining developable land in the County. Wakulla County's recent population growth is exhibited in the County's shift in land uses between 2000 and 2007. Between 2000 and 2007, there has been a significant conversion of agricultural to rural residential use, as well as an overall increase in the acreage of land devoted to residential purposes.[12] Wakulla County is becoming more urbanized, feeding off the growth in nearby Tallahassee and Leon County. Wakulla County's future land use map shows that most of the western portion of the County remains in state and federally managed land, while the eastern portion is agricultural and rural residential.

Environmental Resources

There is significant greenspace and conservation land in the CRTPA region. The Apalachicola National Forest, which spans western Leon and Wakulla Counties, is the largest parcel of conserved land. Encompassing approximately 567,737 acres of land, it is the largest national forest in the state of Florida. The forest is covered in wetlands, longleaf pines, wiregrass, and similar vegetation. While maintaining its primitive nature, the forest features numerous recreational opportunities, including walking trails, bicycle trails, and paddling along the Ochlockonee and Sopchoppy Rivers. Overall, greenspace and conservation land cover 63 percent of the region's land area, or 986,137 acres.

The CRTPA region is situated along the Florida Panhandle, bordering the Gulf of Mexico. Due to its proximity to the coast, the region has extensive hydrology, including rivers, streams, wetlands, lakes, and ponds. Wetlands cover almost one-third, or 32.5 percent, of total land area in the region. Major rivers in the region include the Ochlockonee River, which creates the border between Gadsden and Leon Counties; the Apalachicola River, which is Wakulla County's western border and a portion of Gadsden County's western border; the St. Marks, Wakulla, and Sopchoppy Rivers in Wakulla County; Little River in northern Gadsden County; Wacissa River in southern Jefferson County; and the Aucilla River, which creates Jefferson County's eastern border. Major lakes in the region include Lake Talquin (Leon and Gadsden Counties); Lake Jackson, Lake Iamonia, and Foshalee Lake in Leon County; and Lake Miccosukee in Jefferson County.

The CRTPA region is also home to a significant number of parks and recreational areas. These amenities, listed by County, are shown below:

[12] Wakulla County Evaluation and Appraisal Report (January 2008). Wakulla County Board of Commissioners.

Leon County:

- Apalachee Regional Park
- J.R. Alford Greenway
- Miccosukee Canopy Road Greenway
- Lake Munson Preserve Park
- Pedrick Pond
- J. Lewis Hall Sr., Woodville Park and Recreation Complex
- River/Lake Landings (21)
- Community Parks (9)

City of Tallahassee:

- Tom Brown Park
- Lafayette Heritage Trail (Piney Z) Park
- Lafayette Heritage Trail (Piney Z) Park
- Elinor Klapp Phipps Park/Meadows & Meridian Park
- San Luis Mission Park
- Jack L. McLean, Jr. Center and Pool
- Jake Gaither Golf Course and Community Center
- Hilaman Park Municipal Golf Course
- Adams Street Commons/Klemen Plaza
- Campbell Pond
- Community Parks and Athletic Centers (44)
- A.J. Henry Park

Gadsden County:

- Drake Acres Park
- Sawdust Park
- Rosedale Park
- Shiloh Park
- St. John Park
- Robertsville Park
- St. Hebron Park
- Friendship Park
- Scott Town Park
- Pat Thomas Regional Park / Hopkins Landing
- Shelfer Park

City of Midway:

- Midway Hilltop East Park
- Midway Hilltop West Park

- Midway Recreation and Parks Center

City of Quincy:

- Campbell Kelly Community Center Park
- Ferolito Recreation Center Park
- Jackson Heights Community Park
- Burmah Heights Community Park
- King Street Community Park
- Sunset Community Park
- Four (4) mini-parks

City of Chattahoochee:

- Clyde Hopkins Park
- Roddenberry Park
- Southside School Park
- Heritage Park
- Palm Street Park
- Georgia Fields Park
- Therrell Field Park
- Gholson Nature Park

City of Havana:

- Havana Community Park

Jefferson County

Jefferson County manages one (1) park/recreational area, the Recreation Park in Monticello. This facility offers playgrounds, tennis and racquet ball courts, baseball and softball fields, a covered picnic area, and a paved path for walking and jogging.

Wakulla County

- Azalea Park (Crawfordville)
- Hickory Park (Crawfordville)
- Medart Park (Crawfordville)
- Newport Campground (Crawfordville)
- Hudson Park (Crawfordville)
- Mashes Sands (Panacea)
- Panacea Woman's Club (Panacea)
- Woolley Park (Panacea)
- St. Marks River Park (St. Marks)
- Wakulla River Park (St. Marks)
- Shell Point Beach

Transportation

The CRTPA region has a well-developed surface transportation system. Interstate 10 (I-10) serves as the most major thoroughfare, providing east-west access between Gadsden, Leon, and Jefferson Counties. There are also numerous federal and state highways, as well as county and local roads, that provide connectivity within in the four-county region and statewide.

The region is served by I-10, which connects to Jacksonville on the east and Pensacola on the west. Other major roads in the region include the major arterials of U.S. 19 (which runs north-south from the Georgia state line to U.S. 27), U.S. 27 (which travels east-west from Leon County to Taylor County), U.S. 319, (which travels north-south from the Georgia State line to the coast of the Gulf of Mexico), U.S. 90 (which runs east-west through most of the region through Jefferson County, Leon County, and Gadsden County), and U.S. 27 (which travels north-south through Gadsden County and then runs east-west through Leon County and Jefferson County).

The Strategic Intermodal System (SIS) is a statewide network of high-priority transportation facilities, including the State's largest and most significant airports, freight rail terminals, passenger rail and intercity bus terminals, rail corridors, and highways. In the region, there are two (2) existing SIS roadway facilities, two (2) emerging SIS facilities, two (2) SIS connectors, two (2) intermodal facilities, one regional airport, and one intracoastal waterway. The first existing SIS roadway facility, I-10, is located in Gadsden County, Leon County, and Jefferson County and travels east-west through the panhandle of Florida. The second existing SIS facility is U.S. 319 in Leon County, which travels north-south in Leon County from I-10 to the Georgia State line. The two emerging SIS facilities are located in Jefferson County: U.S. 19 from the Georgia state line to U.S 27; and U.S. 27 from its intersection with U.S. 19 to the Taylor County line. The SIS connector facilities include US 90 from the Greyhound Bus terminal to I-10 and US 319 connecting to the Tallahassee Regional Airport. The Gulf Intracoastal Waterway travels along the entire Florida coast.

The region does not have a regional-wide public transportation system, although a regional transit study was completed in 2010. StarMetro, the City of Tallahassee transit service operates both a fixed route system as well as a Dial-a-Ride service for seniors and disabled citizens.

Big-Bend Transit (BBT) is a non-profit agency responsible for providing coordinated transportation services for Gadsden, Jefferson, and Leon Counties. BBT is the primary community transportation coordinator for Gadsden County and offers several types of services:

- ***Advanced Reservation, Intra-County:*** Curb-to-curb (on exception, door-to-door), ambulatory/wheelchair, non-emergency transportation service within Gadsden County.
- ***Advanced Reservation, Inter-County:*** Curb-to-curb (on exception, door-to-door), ambulatory/wheelchair, non-emergency transportation service between Gadsden County and other Florida (and on occasion, South Georgia) counties.
- ***Demand Response Service:*** Curb-to-curb (on exception, door-to-door), ambulatory/wheelchair, non-emergency transportation service that is provided: 1) outside the specific areas of service, and/or 2) outside the specific periods of regular service, and/or 3) without proper advance notification.

- ***Non-Emergency Medical Stretcher Service:*** Door-to-door, non-emergency medical stretcher transportation service, provided only to qualified Medicaid beneficiaries.
- ***Evacuation Service:*** Door-to-door, ambulatory/wheelchair, transportation service, only to the extent of availability per agreement.

In April, 2010 the Gadsden Express, a commuter transit service, began operation between Quincy and Tallahassee. Big Bend Transit operates the service under contract to Gadsden County. Funding for the service includes a service development grant from the Florida Department of Transportation, which was used as a match for the federal Job Access – Reverse Commute (JARC) funds. These JARC funds are received and administered through the City of Tallahassee and StarMetro. The service has limited stops with one in Quincy, utilizing the Winn-Dixie parking lot west of the downtown area on US 90 and one stop in Midway at the City Hall. The ridership has steadily grown from 509 passengers in the first month of service to 1,948 in May, 2011.

Wakulla County Transportation operates transit service for the transportation-disadvantaged population through the Apalachee Regional Planning Agency (ARPC). This service provides transportation to qualified individuals, including low-income residents, those with disabilities, and senior citizens.

Primary air service for the region is from the Tallahassee Regional Airport in Leon County. There are also two publicly owned airports located in Gadsden County and Jefferson County. In addition, there are also several privately owned airports. The Tallahassee Regional Airport has seen increased traffic over recent years after successful negotiations with Delta to provide connecting flights to major hubs such as Orlando and Atlanta. The airport also has a significant non-passenger freight service with all of the major parcel delivery companies present. The airport was established in 1961 and has undergone several improvements since then, including a new runway and terminal building. The airport currently has two parallel runways, one of which is primarily used for commercial carriers and the other for general aviation.

Tallahassee Regional Airport does not meet minimum SIS size criteria to be designated as an SIS airport; however, it is designated as an Emerging SIS airport, meeting the appropriate minimum size thresholds for enplanements and air cargo. Capital Circle, connecting the Tallahassee Regional Airport to I-10, is designated as an Emerging SIS Connector.

Gadsden County has one (1) publicly owned airport located in Quincy, northeast of the central business district. The Quincy Airport provides a 3,800 foot paved and light runway for corporate aircraft. The airport is independently charted and run by the Quincy-Gadsden Airport Authority. It also features a flight school and a parachute school.

The Wakulla County Airport is located south of the Panacea community. It is a general aviation airport with a 2,600-foot runway.

II. Goals, Objectives and Strategies

"Make no little plans; they have no magic to stir men's blood...Make big plans, aim high in hope and work "

- Daniel H. Burnham

II.1 Background

Goals, objectives and performance measures are necessary for measuring implementation and success of plans. They provide a key component to need-based planning by offering a benchmark for evaluating the performance of the plan and for identifying improvements for future plans. They are important to the LRTP process not only to help guide the study, but to help develop and prioritize recommended transportation improvement projects for the CRTPA region.

Goals and performance measures for the RMP were developed through extensive coordination with the project team, stakeholders and the general public. The focus was to ensure that the adopted goals enable the RMP to address the needs of the region in a way that supports local community goals and aspirations, while complying with federal requirements.

The development of the Goals and Objectives began with the April, 2009 CRTPA Board retreat focused on the development of the RMP. At that time members had developed six guiding principles from which to move forward with in developing the Goals and Objectives. These Guiding Principles are listed below with no one principle being any more important than the other:

- The development of the Regional Mobility Plan will utilize a number of traditional and non-traditional methods to ensure that **all citizens** are fully informed about the planning process and the plan development; that **all citizens understand the process and have the opportunity to participate** in a meaningful way, regardless of ethnicity, age, disability and/or income; and that the input is incorporated as fully as possible.

- The Regional Mobility Plan should be based on a **principle of sustainability** that will serve **all citizens** in the region in the future through an **interconnected, safe and secure network**. The integrated transportation network will support a prosperous **regional economy** and help **conserve the region's natural and recreational assets**.

- The plan should identify and enhance the **interconnections within the regional transportation network** including **highway, air, transit, rail, bike and pedestrian modes** and digital communication networks that will combine to support a shift in the region towards more **transit, bike and pedestrian choices**.

- The plan should support **economic competitiveness** and prosperity for the Capital Region through active consideration of both transportation and **land use** policies.

- The plan should identify the important **local and regional land use** policies and **connections** to the **regional transportation system**, plan and **investments** and seek to promote policies that will enhance the **quality of life** in communities of the region.

- The plan should consider the impact of new communication technologies and infrastructure on **transportation choices**, seek to enhance the opportunities for utilizing technology for promoting **regional mobility**, support green strategies for energy efficiency, provide **stewardship of the region's natural system** and anticipate the impact of climate changes for the regional transportation system.

One of the major themes that the CRTPA Board discussed regarding the Goals and Objectives was the concept of "sustainability". Based on this discussion CRTPA staff utilized the Smart Growth Principles identified at (www.smartgrowth.org) to provide additional guidance. These principles include:

- **Create Range of Housing Opportunities and Choices**
  Providing quality housing for people of all income levels is an integral component in any smart growth strategy.

- **Create Walkable Neighborhoods**
  Walkable communities are desirable places to live, work, learn, worship and play, and therefore a key component of smart growth.

- **Encourage Community and Stakeholder Collaboration**
  Growth can create great places to live, work and play -- if it responds to a community's own sense of how and where it wants to grow.

- **Foster Distinctive, Attractive Communities with a Strong Sense of Place**
  Smart growth encourages communities to craft a vision and set standards for development and construction which respond to community values of architectural beauty and distinctiveness, as well as expanded choices in housing and transportation.

- **Make Development Decisions Predictable, Fair and Cost Effective**
  For a community to be successful in implementing smart growth, it must be embraced by the private sector.

- **Mix Land Uses**
  Smart growth supports the integration of mixed land uses into communities as a critical component of achieving better places to live.

- **Preserve Open Space, Farmland, Natural Beauty and Critical Environmental Areas**
  Open space preservation supports smart growth goals by bolstering local economies, preserving critical environmental areas, improving our communities quality of life, and guiding new growth into existing communities.

- **Provide a Variety of Transportation Choices**
  Providing people with more choices in housing, shopping, communities, and transportation is a key aim of smart growth.

- **Strengthen and Direct Development Towards Existing Communities**
  Smart growth directs development towards existing communities already served by infrastructure, seeking to utilize the resources that existing neighborhoods offer, and conserve open space and irreplaceable natural resources on the urban fringe.

- **Take Advantage of Compact Building Design**
  Smart growth provides a means for communities to incorporate more compact building design as an alternative to conventional, land consumptive development.

SAFETEA-LU Planning Factors

The last of area of guidance for the RMP is the requirements set forth in SAFETEA-LU. It is required that the following Planning Factors are considered in the development of the RMP. These planning factors are found in [23 U.S.C. 134(h)(1)] and include:

1. Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency;

2. Increase the safety of the transportation system for motorized and nonmotorized users;

3. Increase the security of the transportation system for motorized and nonmotorized users;

4. Increase the accessibility and mobility of people and for freight;

5. Protect and enhance the environment, promote energy conservation, improve the quality of life, and promote consistency between transportation improvements and State and local planned growth and economic development patterns;

6. Enhance the integration and connectivity of the transportation system across and between modes for people and freight;

7. Promote efficient system management and operations; and

8. Emphasize the preservation of the existing transportation system.

II.2 Goals and Objectives Development Process

April 2009 RMP Retreat

At this event the CRTPA members provided guidance through the development of six "Guiding Principles". At this meeting it was noted that several CRTPA members were confused by the language and that the Guiding Principles needed to be clarified.

Overall, these principles included numerous concepts and directions for the creation of Goals and Objectives that staff utilized to develop and present to the CRTPA in June 2009.

June 2009 CRTPA Meeting

At this meeting, RS&H presented the Draft set of Goals and Objectives. The discussion by CRTPA members surrounding this effort was to ensure that the Goals and Objectives were clear, multi-modal and addressed Smart Growth concerns.

The Draft Goals and Objectives were approved with the effort, at this point, focused on refining the draft and bringing the final back in September 2009.

Technical Advisory Committee (TAC)/Citizens Advisory Committee (CAC)/Multimodal Advisory Committee (MAC)

June 2009 – October 2009

One of the major efforts of the public involvement process for the RMP is to get the public involved in the transportation planning process. Therefore, CRTPA staff decided to take the Goals and Objectives to the CRTPA subcommittees for review and comments.

This effort turned out to be a very enlightening experience for staff and those citizens involved with the Goals and Objectives.

When the Goals and Objectives were presented the response was similar to the CRTPA Board. At this point staff decided that it would be best to start with a clean slate and begin again utilizing the citizens to write the Goals and Objectives with guidance from CRTPA staff. The following describes how this process developed:

A. The Guiding Principles, Smart Growth Principles and SAFETEA-LU Planning Factors were used as overall guiding documents. From these documents, key words that were present in each document were pulled out to use as Goals. CRTPA staff wrote the brief descriptions to assist in the definition of the Goal. These definitions were later refined and incorporated into the Final version of the Goals and Objectives (presented later in this document). Additionally, the "Safety" goal was later changed to include "Public Health", again to be reflected in the final version of the document. In addition, there were some overall concepts that were kept in mind as the objectives were developed:

1. **People**. The RMP is about providing people transportation options.

2. **Place Making**. A major theme coming out of the first retreat was that the RMP needed to be utilized to help provide a transportation system to assist in providing a sense of "place".

3. **Education**. There is a lack of education for the public in the long range plan process. Therefore, the Objectives should provide clarity as to the direction of the process and provide for the education of the public.

4. **Technology**. Each and every Goal relies on technology in one form or another. Therefore, each should maximize the opportunities that exist to ensure that technology is incorporated.

The Goals and Objectives are listed below (alphabetically):

ACCESS

Provide residents and visitors with access to a multi-modal transportation system and to goods and services throughout the region.

Objectives

1. Locate and provide a range of transportation alternatives to improve public access to work, school, jobs, health services, and commercial needs throughout the region.
2. Provide affordable and equitable access to travel choices for the elderly, people with disabilities, and people who do not or cannot drive.
3. Support compact, walkable, mixed use, infill development and redevelopment with compatible transportation options to improve public access to goods and services.
4. Provide safe pedestrian, bicycle and vehicular routes to and from schools and surrounding residential and mixed use areas.

CONNECTIVITY

Enhance local and regional connectivity to effectively and safely move people and goods using multiple modes of transportation.

Objectives

1. Maximize the interconnectivity of streets, sidewalks, trails, and transit to provide safe and convenient pedestrian, bicycle, transit, and motor vehicle mobility.
2. Enhance regional connectivity to employment, education, and activity centers.
3. Enhance local connectivity by supporting new and existing compact, mixed use, walkable infill development and the redevelopment of existing employment and activity centers, underutilized commercial lands and transit corridors.
4. Develop context sensitive design standards for transportation facilities to protect community character, provide for "complete streets", enhance connectivity, and encourage the use of multiple modes of transportation.

COORDINATION

To promote efficient and thorough implementation of the regional mobility plan by ensuring broad buy-in and stakeholder support for the regional mobility planning process, the plan itself, and its constituent projects.

Objectives

1. Prepare and maintain a stakeholder list of public sector regional mobility partners, including local governments, state agencies with offices in the region, local School Boards, the Universities, and public commuter services.
2. Use agreements among parties with respect to levels of service, timing of implementation, and funding for construction and operations.

3. Conduct bi-ennial reviews (separate from mobility plan updates) to evaluate compliance with terms of agreements and stakeholder satisfaction with implementation of the regional mobility plan.
4. Include within the Regional Mobility Plan a process to identify and evaluate the implementation and effectiveness of the plan, including its impacts on land use, redevelopment, and related initiatives and actions.
5. Provide status reports about the Regional Mobility Plan to the Florida Department of Transportation and the Florida Department of Community Affairs.

ECONOMIC DEVELOPMENT

Create and maintain a transportation infrastructure that provides energy- and time-efficient intermodal movement of goods, services, and labor to and within urban areas in the region.

Objectives

1. Increase pedestrian, bicycle, transit and shared transportation modes within and among urban areas, including emphasizing options and mobility for the elderly, handicapped, and school-aged people.
2. Increase multimodal transportation choice and capacity to provide access options, reduce trip lengths and frequencies and reduce transportation costs by providing choice in travel mode and movement of goods and services.
3. Lower vulnerability of businesses and households to rapid changes in transportation costs by providing choice in travel mode and movement of goods and services.
4. Support development of compact growth, urban infill and redevelopment of existing commercial, office, residential, and other transportation-dependent land uses.
5. Maximize transportation continuity between transportation uses and modes. Reduce and minimize conflict between transportation system uses including freight transport.
6. Expand and enhance transportation mode alternatives and services for work commuters, focusing on access to activity centers throughout region.
7. Provide continuous and complete options in transportation modes for visitor and tourist activity centers and destinations.
8. Support the improvements of the region's information and technology infrastructure in order to mitigate regional transportation demands and impacts by enhancing the electronic transfer of goods and services and increasing the opportunity for tele-work and distance learning.
9. Locate, design, and build transportation facilities which minimize impacts on the natural environment; improves the treatment and management of stormwater; and protects adjacent land values.

FINANCIAL FEASIBILITY

To ensure that the funding for desired regional mobility projects is met and that necessary revenues are made available timely for the successful implementation of priority projects that promote sustainability, more efficient use of resources, and regional connectivity.

Objectives

1. Incorporate costs and benefits measures that reflect environmental and public health considerations, such as reduced greenhouse gases and the reduced need for land and associated stormwater treatment.
2. Include anticipated operations and maintenance costs within calculations for feasibility.
3. Local revenues dedicated to implementation of the regional mobility plan shall be used for state and federal matching resources wherever possible.
4. To leverage state funding for regional mobility projects in Gadsden, Jefferson, and Wakulla counties, apply regularly for funding through OTTED, Enterprise Florida and the various initiatives for rural counties

LAND USE

Coordinate transportation and land use systems to foster vibrant communities with compact urban forms throughout the region.

Objectives

1. Provide for the development of compact, mixed use, walkable neighborhoods and neighborhood centers to minimize travel distances and enhance pedestrian and bicycle mobility and transit accessibility.
2 Support compatible infill development and the redevelopment of existing employment and activity centers, under-utilized commercial lands, and transit corridors to efficiently use existing infrastructure, enhance accessibility, and support transit services.
3 Improve the interconnectivity of streets, sidewalks, trails, and other transportation system components to enhance the grid network and provide safe and convenient pedestrian, bicycle, and motor vehicle mobility.
4 Develop context sensitive design standards for transportation facilities to protect and enhance community character, contribute to attractive and safe "complete streets," and encourage the use of multiple modes of transportation.
5 Minimize the amount of land devoted to automobile parking.

6 Work with local governments to develop comprehensive plans that support compact, mixed use development and enable the use of multiple modes of transportation including walking, biking, and transit.
7 Establish performance standards and report on the coordination of transportation and land use systems.

MULTIMODALISM

There are many forms of transportation in the region, some untapped and to be utilized in the future. The Regional Mobility Plan must create and maintain opportunities to facilitate the movement of and connections among people, jobs, goods and services.

Objectives

1. Minimize congestion on roadways and at intersections through increased mode split.
2. Provide more sidewalks and bicycle facilities.
3. Provide infrastructure to facilitate and support transit riders, pedestrians, bicyclists, carpools and vanpools.

4. Improve intermodal connectivity and access to intermodal facilities and activity centers.
5. Provide efficient, frequent, reliable and convenient transit service that is easy to use and understand.
6. Maximize the consistency and logical progression of transportation facilities and services.
7. Identify safe and efficient truck routes.
8. Maintain consistency with county and municipal comprehensive plans.

NATURAL RESOURCE PROTECTION/CONSERVATION

A transportation system that provides access and mobility, supports compact growth and

Objectives

1. Design all transportation facilities to avoid or minimize the impact to natural resources.
2. Locate new transportation projects to avoid fragmenting and degrading regionally significant: natural resources, wildlife corridors, greenways, and aquifers.
3. Give priority to public transit, bicycling, pedestrian facilities, and other transportation demand management strategies as a means of maximizing existing roadway capacity and reducing demand and need for new roadway construction or expansion.
4. Coordinate with local, state, and federal and not-for-profit natural resource agencies, wildlife agencies, and land management agencies to ensure impacts from transportation projects are avoided or minimized.
5. Design and build transportation facilities that incorporate low impact development strategies that minimize stormwater runoff.
6. Develop, implement, and support a multimodal transportation system that reduces the rate of growth in annual vehicle miles traveled and reduces greenhouse gas emissions and other environmentally damaging pollutants.
7. Establish performance standards and report on transportation impacts to the natural environment.

PUBLIC PARTICIPATION

The Regional Mobility Plan must have a strong Public Involvement Plan to ensure that all citizens of the regional have the opportunity to provide input in the transportation planning process.

Objectives

1. Provide participation opportunities for any interested citizen to learn about and help shape policies and strategies through an active engagement process that is open, inclusive, and accessible and recognizes all citizen perspectives.
2. Develop partnerships and build credibility and trust amongst all participants.
3. Provide clear, accurate, timely, and useful information which can be transmitted through a variety of ways, including a website, fact sheets, presentation materials at public meetings, electronic mail inquiries, and other methods to reach and exchange information with all citizens.
4. Provide convenient and full public access and timely public notice of dates, times and places for public meetings.

5. Find opportunities to reach out and obtain input from a broad and diverse spectrum of stakeholders, including the traditionally underserved populations that may not consistently participate in planning processes.
6. Use methodology consistent with state strategies for satisfying public involvement under Title VI of the Civil Rights Act of 1964.
7. Update the Capital Region Transportation Planning Agency Board and committees throughout the process.

SAFETY AND PUBLIC HEALTH

Improve public health by increasing choice, safety, and access of transportation facilities for all segments of the population.

Objectives

1. Build compact, walkable communities that support active living, improve mental health, reduce obesity and promote physical activity by providing access to a variety of active modes of transportation.
2. Reduce transportation-related vehicle emissions to improve air quality and reduce greenhouse gas emissions.
3. Direct transportation funding and programs to minimize the frequency and severity of transportation-related accidents using smart growth principles and design.
4. Support and promote safe and secure walking and bicycling routes for people of all ages and abilities.
5. Build sufficient, connected pedestrian and bicycle facilities to enable safe access to educational and other high need facilities from adjacent residential land uses.
6. Revise road, parking, and sign design requirements to reduce speeds and conflicts among pedestrian, bicycles and vehicles, and provide a "complete streets" approach for safe pedestrian and bicycle access.
7. Increase pedestrian, bicycle, transit and shared transportation modes within and among urban areas, including emphasizing options and mobility for the elderly, handicapped, and school-aged people.
8. Coordinate with the Florida Department of Health, Department of Transportation Safety Office, the State Highway Safety Plan, and the Department of Elder Affairs to increase the application and consistency of safety and public health objectives for a rapidly increasing elderly population.
9. Balance the needs of first responders with regard to transportation improvements and facility design in order for those agencies to meet their established response time requirements while promoting compact, mixed-use growth and redevelopment.
10. Balance the needs of evacuation route hazard mitigation objectives and initiatives into major roadway and intersection improvements with the need for multimodal active communities.

SECURITY

Promote and implement transportation system improvements for all modes maximizing security of the transportation system.

Objectives

1. Develop a transportation plan giving priority consideration to security improvements particularly concerning vulnerable areas or modes.
2. Support programs which ensure safe and secure operation of the transportation system for both motorized and non-motorized users.
3. Improve disaster, emergency and incident response preparedness and recovery by coordinating with local and state emergency management agencies.
4. Continue to improve and protect the capacity of Evacuation Routes. (i.e. Power for signals).

In the development of these Goals and Objectives, there were approximately six (6) scheduled meetings with CRTPA staff that typically lasted three hours each. There were meetings outside of the CRTPA meetings that were between smaller groups of citizens and staff to refine the Goals and/or Objectives. Overall, the time that the citizens invested in this effort totaled over 400 hours. The Goals and Objectives were adopted at the November, 2009 CRTPA Board meeting.

II.3 Development of Implementation Strategies

The development of implementation strategies was undertaken to ensure that projects identified for the RMP were consistent with the adopted goals and objectives and that the required SAFETEA-LU planning factors were adequately addressed. The strategies ultimately functioned as a project screening and prioritization tool focused on implementation.

However, because of the diversity within the CRTPA region, which incorporates dense urban areas to very rural areas, a "one-size-fits-all" approach was not feasible. With that diversity as a guiding factor, a set of strategies that functioned on a continuum from rural to urban were developed and also included strategies that were applicable to all areas of the region.

The strategies adopted by the CRTPA Board included the following:

URBAN

1) Multimodal access, transit, bicycle and pedestrian, is provided to and between activity centers
   - Public venues, such as government facilities, recreational facilities, are served by bicycle, pedestrian and transit
2) Connectivity between transit, pedestrian and bicycle networks
   - All parcels within 1/4 mile of a transit stop should be served by a pedestrian facility that operates at LOS C or better
3) Increase modal share for transit, bicycles and pedestrians
   - 80% of population and employees should be located within 1/2 mile of a transit stop
   - 80% of all bicycle and pedestrian facilities should operate at LOS C or better

URBAN and RURAL

1) Modal network gaps are eliminated
   - Commuter and intra-regional roadways incorporate facilities for transit, bicycles and pedestrians, as appropriate and that operate at LOS C or better

- Modal networks meet the connectivity index of 50 polygons per square mile in designated growth areas

2) With new developments, cul-de-sacs should include, at a minimum, pedestrian connections
3) Safe bicycle and pedestrian connections to schools
   - Schools are connected to adjacent neighborhoods within 1 mile by pedestrian and bicycle facilities
4) Mobility options are provided for all populations
5) Design elements provide for viable, safe and pleasant multimodal usage (complete streets)
   - Blocks longer than 600 feet should incorporate mid-block pedestrian crossings
   - Access management techniques are used to maximize capacity
6) Design elements are in keeping with community character
   - Facilities incorporate design elements that minimize negative impacts on communities and resources
7) Design elements minimize negative environmental impacts
   - Facilities incorporate design elements that minimize negative impacts on communities and resources
8) Design elements maximize efficiency for freight movement on designated freight routes
9) Design elements do not impact efficiency on designated evacuation routes
10) Improvements are coordinated with other plans

RURAL

1) Increase modal share for bicycles and pedestrians
   - Public venues, such as government facilities, recreational facilities, are served by bicycle and pedestrian facilities
2) Multimodal access, bicycle and pedestrian, is provided to and between activity centers
3) Commuter options, such as park and ride facilities and/or transit are provided along identified commuter routes

III. Multimodal Needs Assessment

It's tough to make predictions...especially about the future

- Yogi Berra

One of the core tenants in the development of the RMP was a multimodal focus on overall mobility and the integration of transportation and land use. This integration of transportation and land use was accomplished through several coordinated efforts, including scenario planning, the development of five sector plans and conceptual corridor planning.

III.1 Scenario Planning

Scenario planning is a planning tool that is used to assess transportation needs in coordination with possible future growth patterns. This approach, which is encouraged by the Federal Highway Administration in the development of long range plans, provides a high level, conceptual view of future growth and what implications that growth may have on the transportation system. The use of scenario analysis also gives citizens and decision-makers an opportunity to more fully understand the linkages between development patterns and transportation. In addition, the scenario analysis also can provide decision-makers with a better understanding of the costs that are associated with different types of development patterns. While the RMP is not a land use plan, there were potential incentives and disincentives identified to provide local governments with tools for targeting future development in a desired pattern.

The RMP scenario planning effort was a high-level conceptual effort on the regional level and was not a parcel based, or specific land use based, approach. The effort was fully coordinated with each local government Comprehensive Plan to ensure consistency within all of the planning efforts.

Scenario Development
The future growth scenario analysis included the assessment of three scenarios. These three growth scenarios included:

1. "Business as Usual"
   This scenario assessed what the region would look like if future development continues with current development patterns and policies.

2. Quality Growth
   This scenario incorporated typical quality growth principles and the Goals and Objectives developed for the RMP. The scenario include development patterns which focused on more compact, dense development in areas identified through the public involvement process and in coordination with local planning staff . This scenario also included a more extensive consideration of community resources, including environmental, cultural and historic assets.

3. Quality Growth Plus
   This third scenario was identified by CRTPA Board at the October 2009 retreat. This scenario incorporated more intensive and exceptional growth management strategies than

Scenario 2, for example higher densities in compact areas and more extensive emphasis on the preservation of community resources.

In order to develop each scenario, local policies, ordinances, and regulations currently in place were researched for each of the governments within the region. The effort also included a thorough review of the existing land uses, zoning maps and land use plans for all of the jurisdictions within the region. In addition, one set of public meetings held in each county was used as a forum to obtain input on where specific growth areas in each county should be located. Once the growth areas were identified, they were reviewed with each local planning staff and adjusted based on their input.

This scenario process utilized Geographic Information Systems (GIS) as the analysis tool. The identified growth areas for each county are shown below, **Figures 5 - 8**.

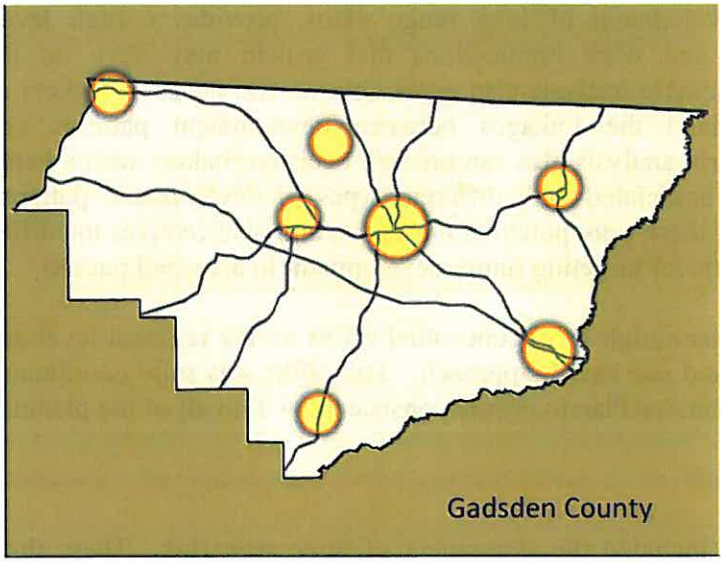


Figure 5.
Gadsden County Growth Areas

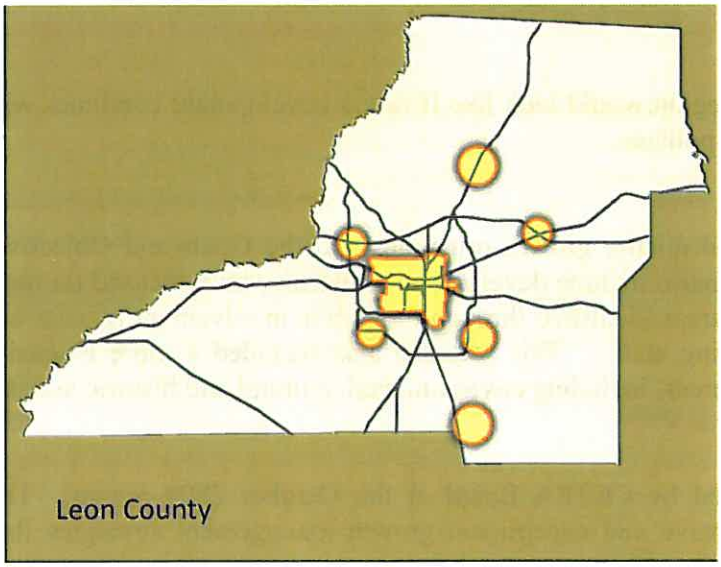


Figure 6.
Leon County Growth Areas

Figure 7. Jefferson County Growth Areas

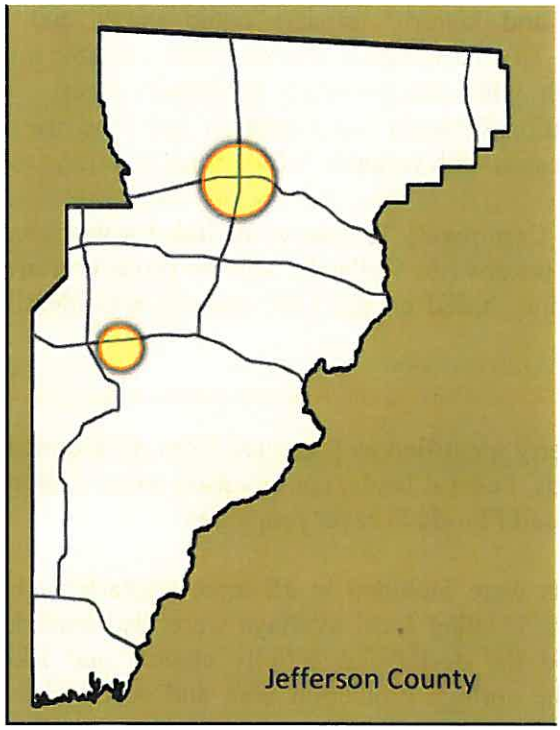
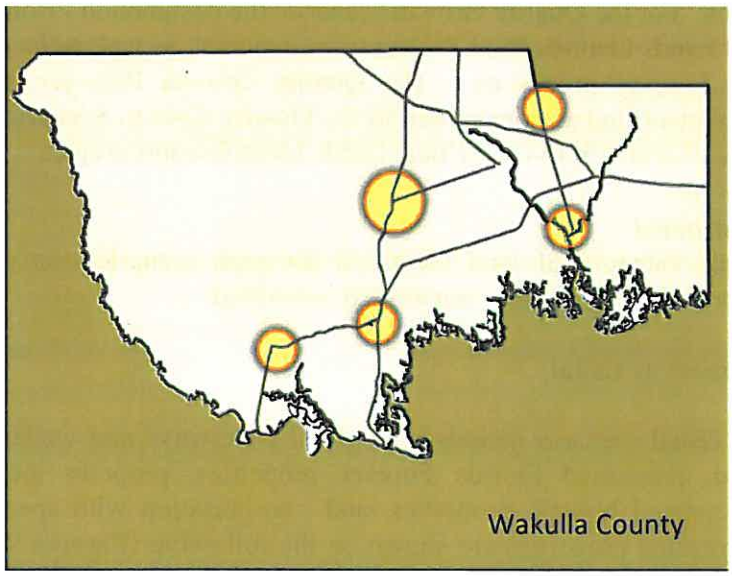


Figure 8. Wakulla County Growth Areas



The identification of the Community Resources was important to each of the scenarios. This information is critical in the transportation planning process, identifying where potential environmental, cultural and historic impacts could occur and have a direct impact on transportation decisions. This information also provided valuable information on the difficulties of serving future growth with transportation in certain areas. This approach ensured the integration and coordination between transportation and land use and provided the planning partners throughout the region with valuable information regarding the location of future growth.

The identification of the Community Resources included a vast amount of data categorized by conservation properties, waterways, wetlands, aquifer protection areas, and historic properties. The land within the region, based on the GIS analysis was identified in three major groups. These groupings were:

- *Protected*
  Included property identified as protected from development, for example, waterways, certain wetlands, Federal lands, conservation areas, designated historic properties and already purchased Florida Forever properties

  Protected lands were included in all three scenarios. In addition to the identified protected lands, existing local overlays were also considered for all three scenarios. These included the designated activity centers and lake protection zone in Leon County and the springs protection area and sustainable community designation in Wakulla County.

- *Constrained*
  These properties were identified for the Quality Growth and Quality Growth Plus scenarios. For the Quality Growth scenario, the designation Priorities 1 and 2 from the Critical Lands Identification Project were included, as well as land identified as Future Florida Forever properties. The Quality Growth Plus scenario incorporated all property identified as constrained in the Quality Growth Scenario with the addition of Priorities 3 and 4 from the Critical Lands Identification Project.

- *Unconstrained*
  The final category of land identified for each scenario was unconstrained, which incorporated all other areas not already identified.

Scenario 1: Business as Usual

The Business as Usual scenario included identified waterways and wetlands, Florida Wildlife Commission land, purchased Florida Forever properties, property included in permanent conservation, designated historic properties, and transportation with special designations (i.e. byways). The protected properties are shown on the following (**Figures 9 – 12**)maps in black, the waterways and wetlands in blue and the remaining property is shown as unconstrained. This same land inventory was applied to each county in this scenario.

Figure 9. Gadsden County Scenario 1

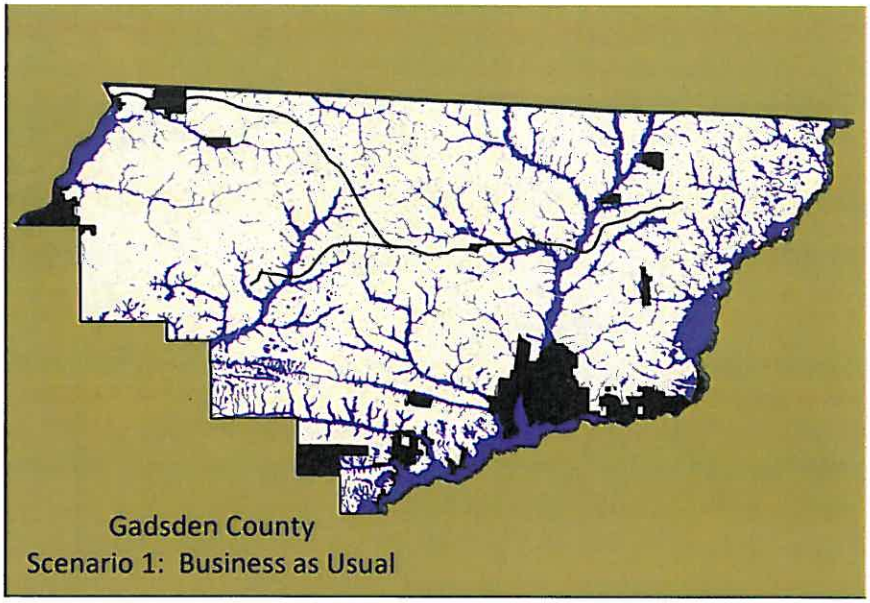


Figure 10. Jefferson County Scenario 1

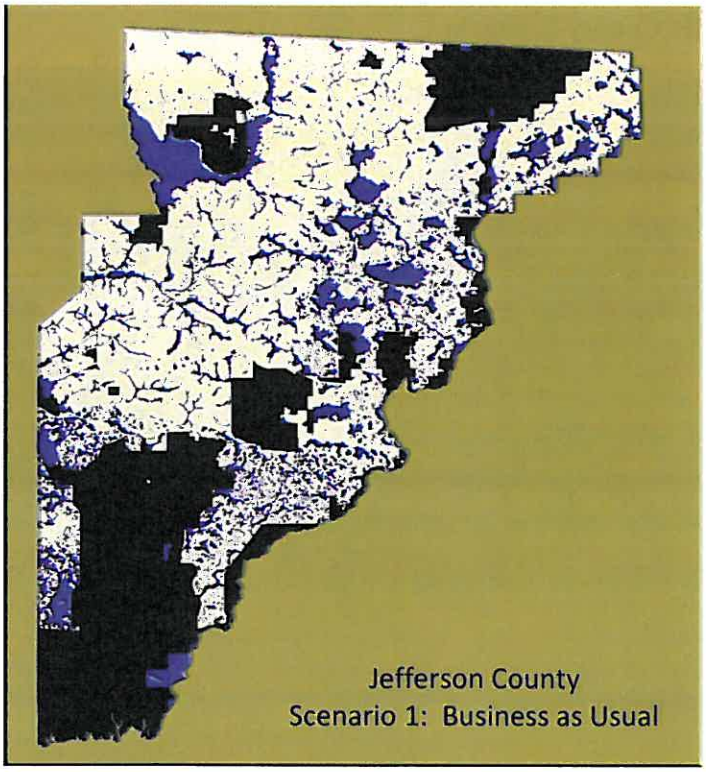


Figure 11. Leon County Scenario 1

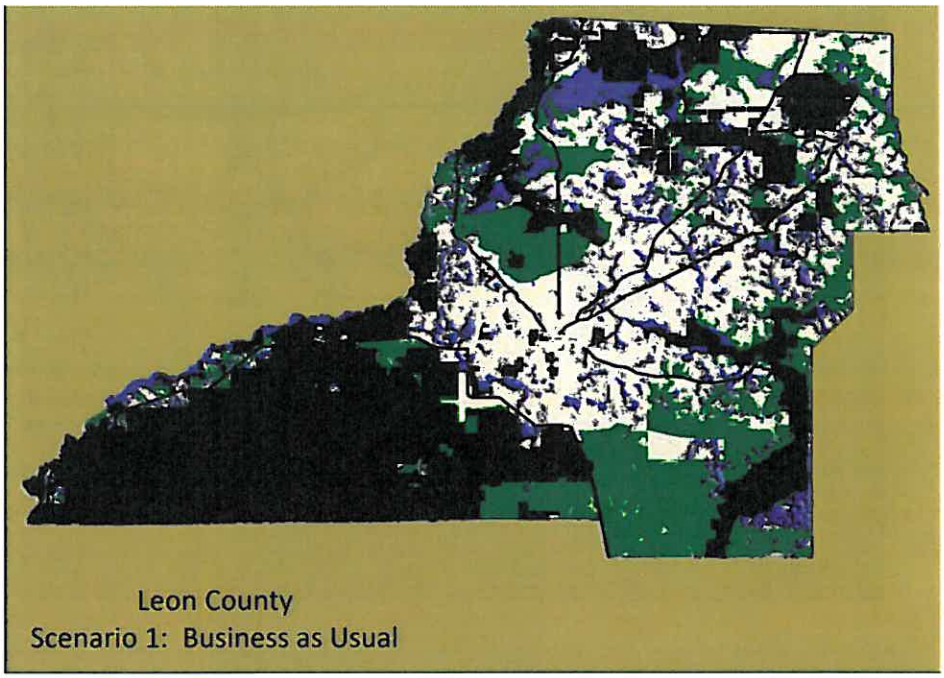
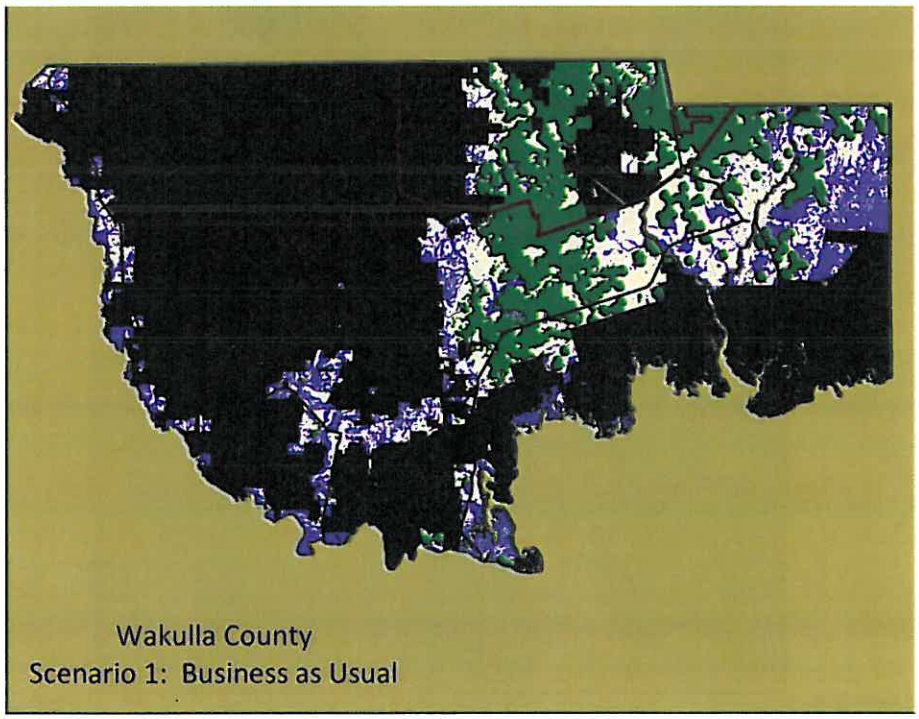


Figure 12. Wakulla County Scenario 1



Scenario 2: Quality Growth

The Quality Growth scenario included all land identified in Scenario 1, with the addition of the Critical Lands Identification Project Priorities 1 and 2. Also, the identified growth areas are depicted with the yellow circles and specific activity centers in Leon County are shown in pink. The protected properties are shown on the following maps (**Figures 13 – 16**) in black, the waterways and wetlands in blue and the remaining property is shown as unconstrained. This same land inventory was applied to each county in this scenario.

Figure 13. Gadsden County Scenario 2

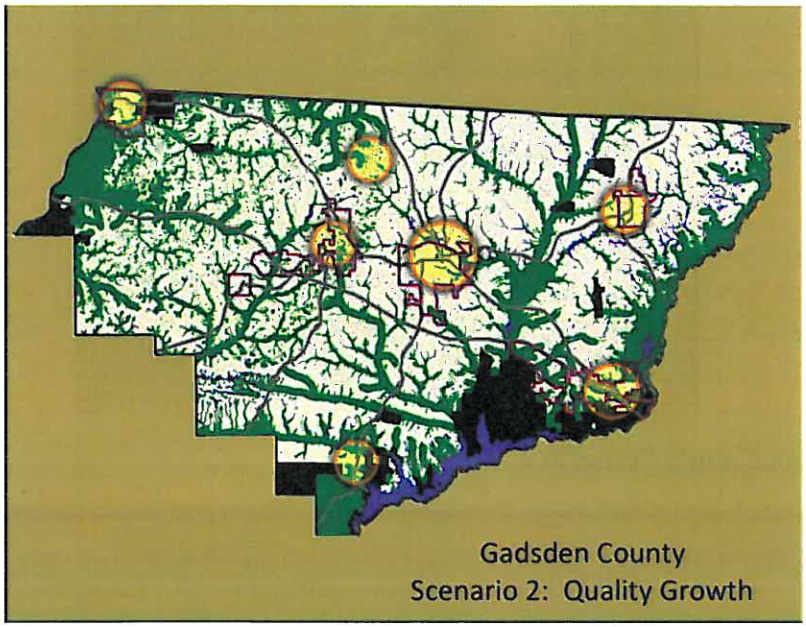


Figure 14. Jefferson County Scenario 2

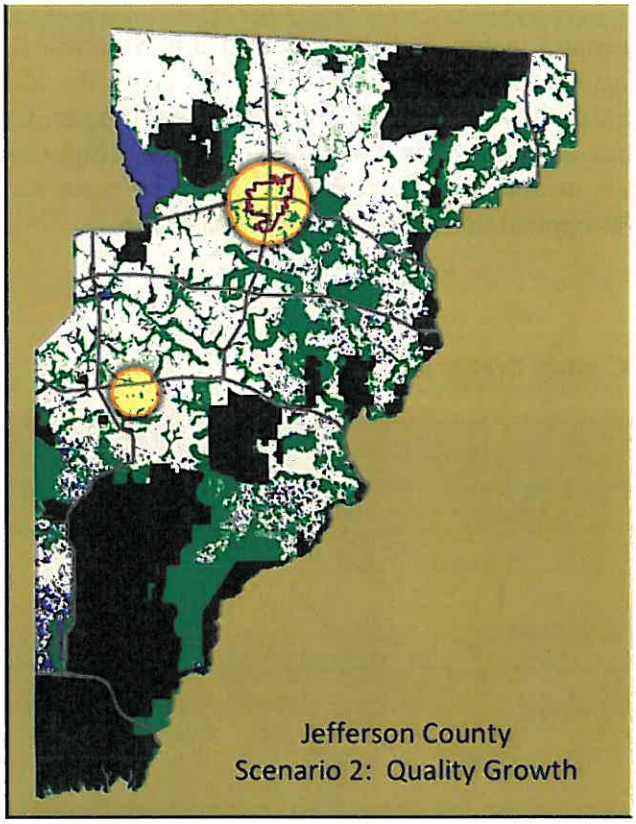


Figure 15. Leon County Scenario 2

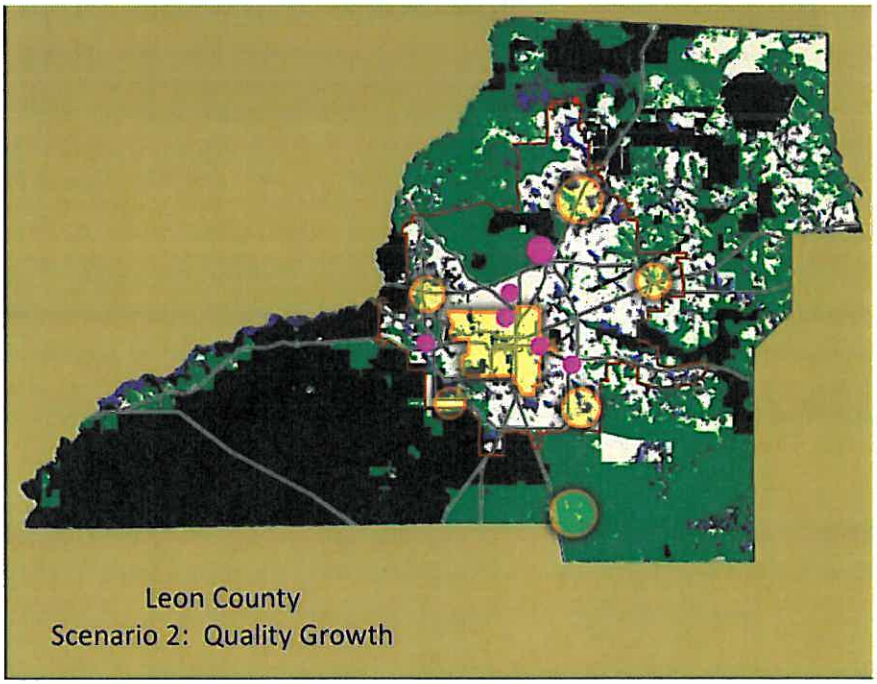


Figure 16. Wakulla County Scenario 2

Scenario 3: Quality Growth Plus

The Quality Growth Plus scenario included all land identified in Scenarios 1 and 2, with the addition of the Critical Lands Identification Project Priorities 3 and 4. Also, the identified growth areas are depicted with the yellow circles and specific activity centers in Leon County are shown in pink. The protected properties are shown on the following maps (**Figures 17 – 20**) in black, the waterways and wetlands in blue and the remaining property is shown as unconstrained. This same land inventory was applied to each county in this scenario.

Figure 17. Gadsden County Scenario 3

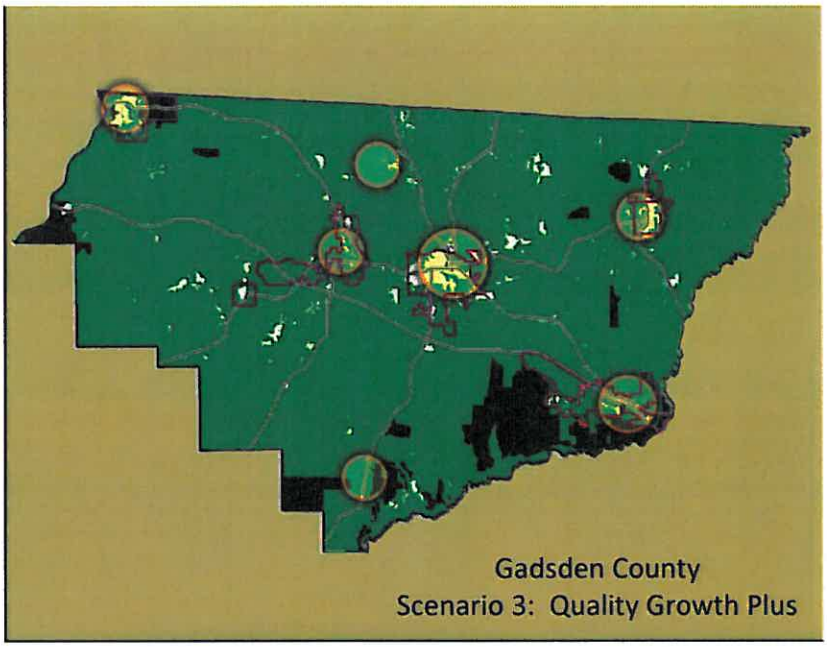


Figure 18. Jefferson County Scenario 3

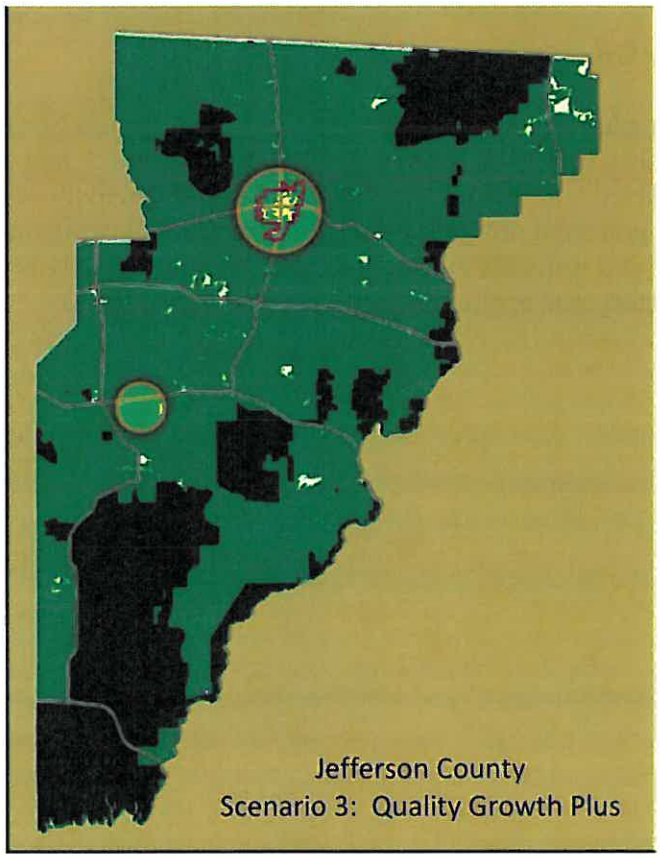


Figure 19. Leon County Scenario 3

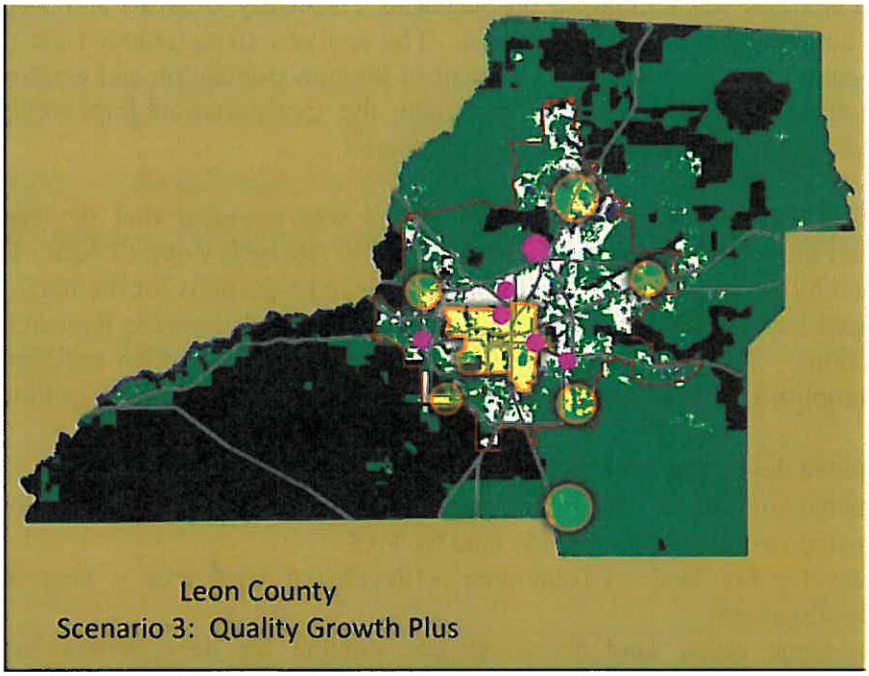
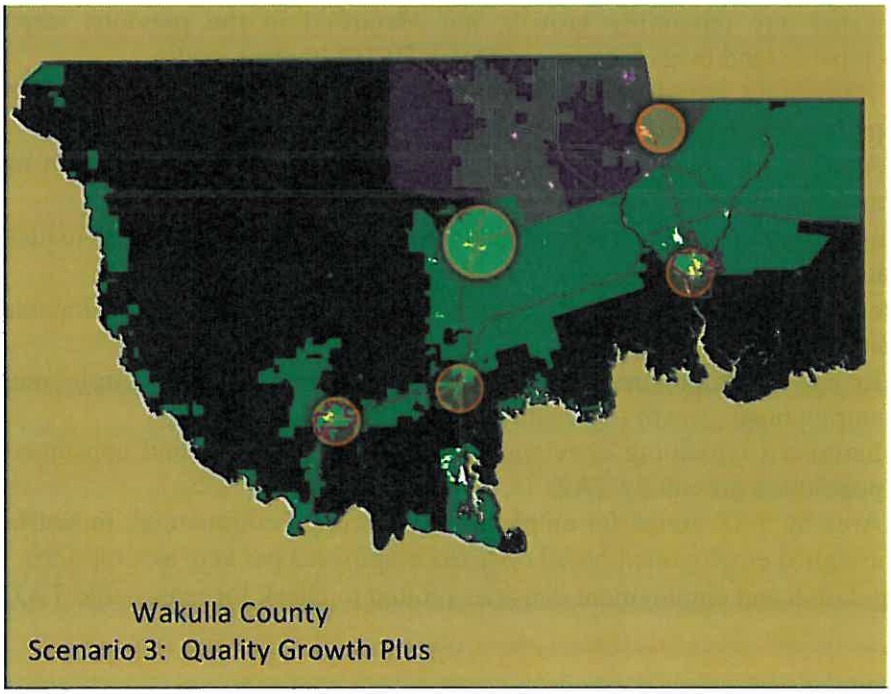


Figure 20. Wakulla County Scenario 3



Scenario Analysis

The scenario analysis was conducted on Scenarios 2 (Quality Growth) and 3 (Quality Growth Plus) at the direction of the CRTPA Board. The analysis steps included the development of future socio-economic projects, the assignment of the new population and employment and then utilizing the travel demand model to determine the transportation improvements needed to support the identified growth patterns in each scenario.

To accomplish the socio-economic projections, it was assumed that the base year (2007) population and employment remained in each Traffic Analysis Zone (TAZ). This assumption was confirmed by the local planning staff. The horizon projections for the horizon year of 2035 were developed based on the latest Bureau of Economic and Business Research (BEBR) mid-range projections. The population and employment growth was then assigned based on the scenario assumptions. The assignments were made using the specific steps outlined below.

- Estimated developed land by TAZ based on existing land use layers.
- Estimated land not suitable for development by TAZ based on conservation layers.
- Estimated remaining developable land by TAZ:
  a. Developable land = Total area – developed land area – area not suitable for development.
  b. In some cases, land shown as not suitable for development has already been developed, so care was taken not to "double-count".
- Allocated committed future population and employment growth to TAZs based on major ongoing developments, growth areas identified by CRTPA and RMP committees, and growth between 2007 base year and present day.
- Allocated any remaining growth, not identified in the previous step, to remaining developable land in each county to match BEBR control totals.
  a. Remaining population growth = BEBR total – existing population – committed population growth (by county)
  b. Area by TAZ zoned for residential uses will be assigned population based on density assumptions consistent with Comprehensive Plans.
- Scenarios with less land suitable for development assigned higher densities to account for greater conservation area.
- Allocated any remaining employment growth to remaining developable land in each county to match BEBR totals.
  a. Remaining employment growth = estimated total – existing employment – committed employment growth (by county)
  b. Estimated remaining developable land by subtracting land consumed by remaining population growth by TAZ.
  c. Area by TAZ zoned for employment uses (e.g., commercial, industrial, civic/public) assigned employment based on gross employees per acre assumptions
- Population and employment densities plotted to check for reasonable TAZ level results.

Travel Demand Model

The travel demand model is one tool used in long range transportation planning to help assess future transportation needs and impacts on mobility from future growth. The model runs were completed based on the identified scenario parameters for Quality Growth and Quality Growth Plus.

Dwelling units per acre were identified on both the regional and county scales. The base year dwelling units per acre or density, for Scenario 2 and Scenario 3 are shown on the regional scale in the maps found on the following pages (**Figures 21 – 23**). The individual county maps are found in Appendix C.

Figure 21. 2007 Dwelling Units/Acre – Regional

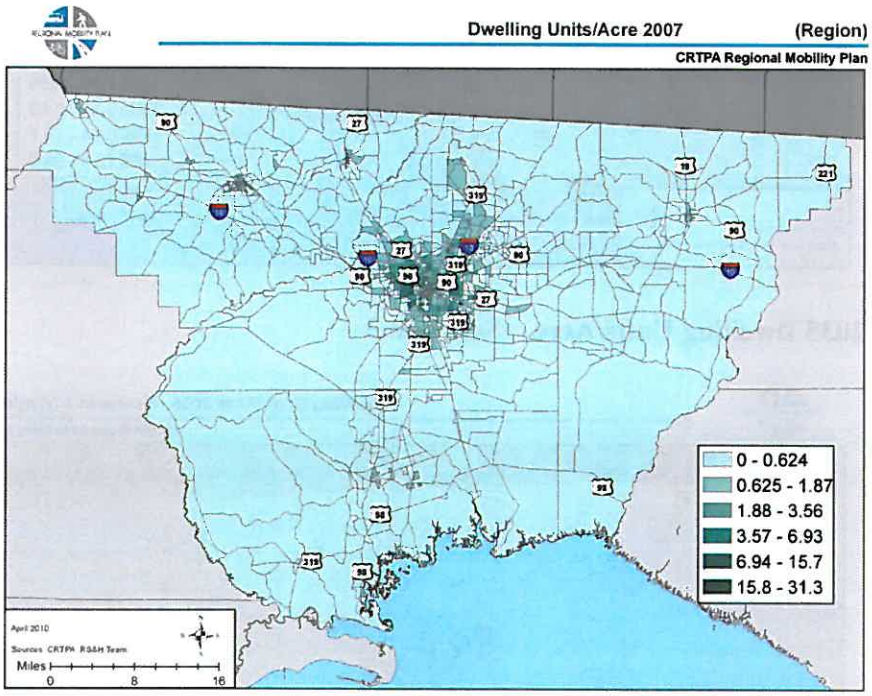


Figure 22. 2035 Dwelling Units/Acre – Scenario 2

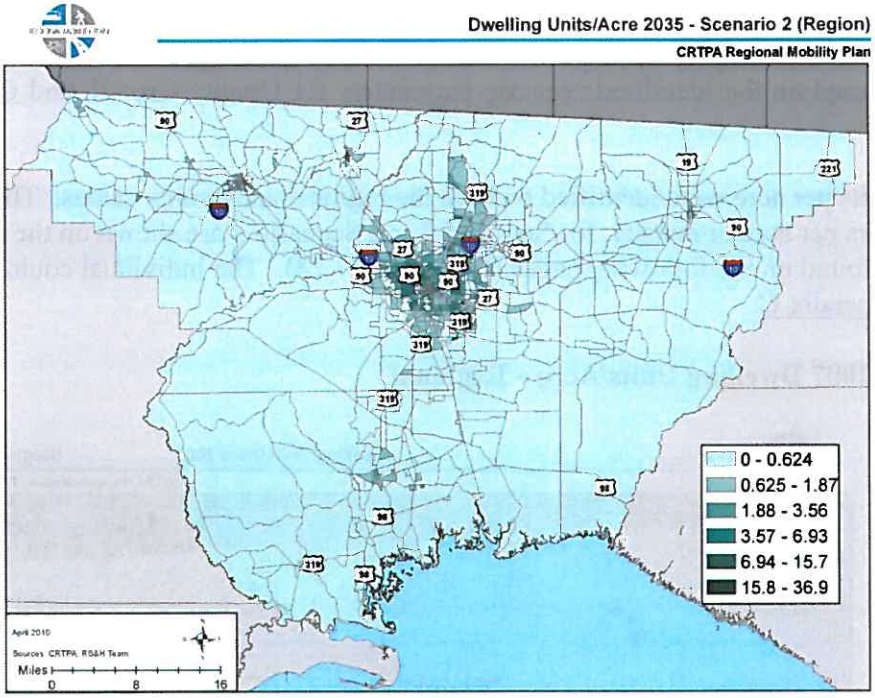
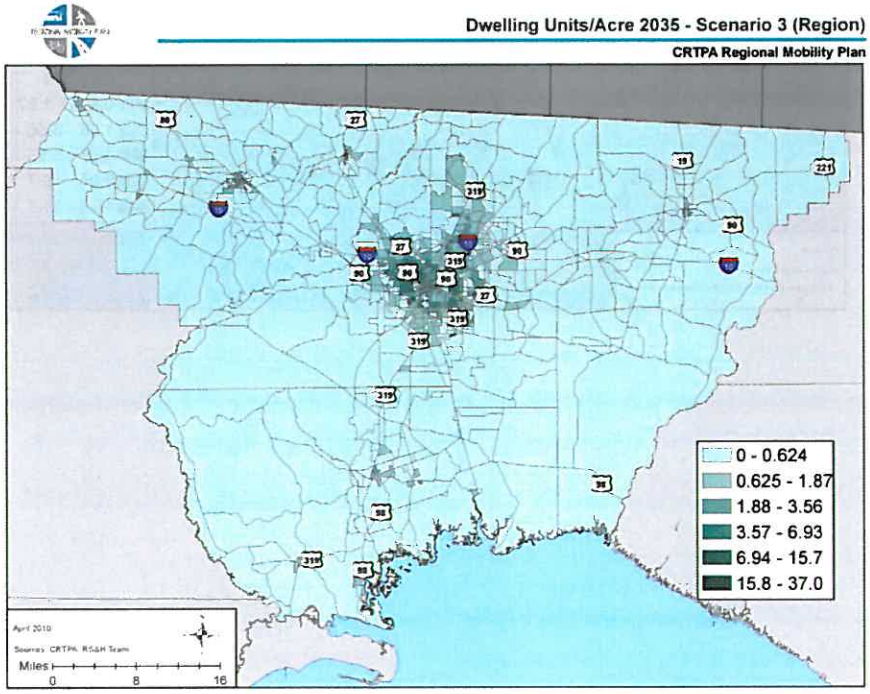


Figure 23. 2035 Dwelling Units/Acre – Scenario 3



The levels of congestion were also identified through the travel demand model. Not unexpectedly, the majority of the congestion is found within the Tallahassee area and on those primary commuting routes from the other counties into Leon County and Tallahassee. The base year and Scenarios 2 and 3 maps are shown below (**Figures 24 -26**).

Figure 24. 2007 Levels of Congestion

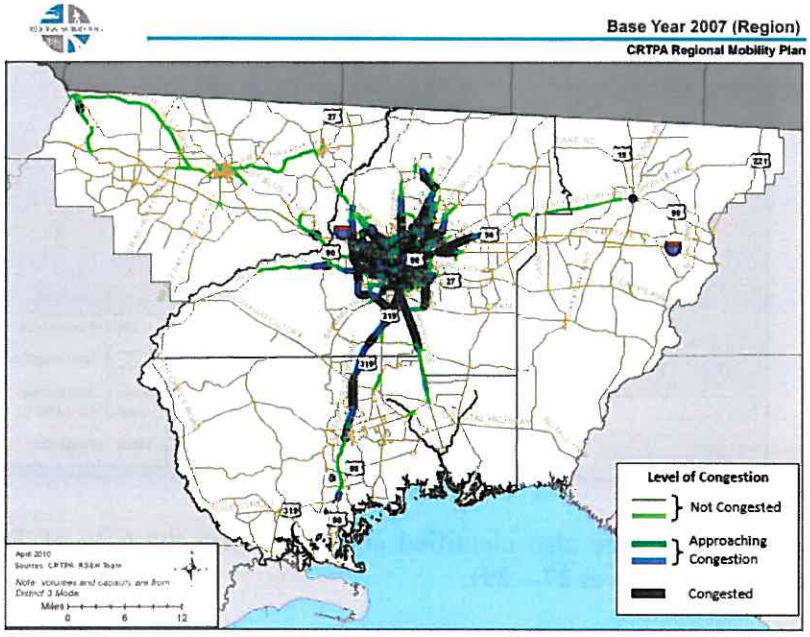


Figure 25. 2035 Levels of Congestion – Scenario 2

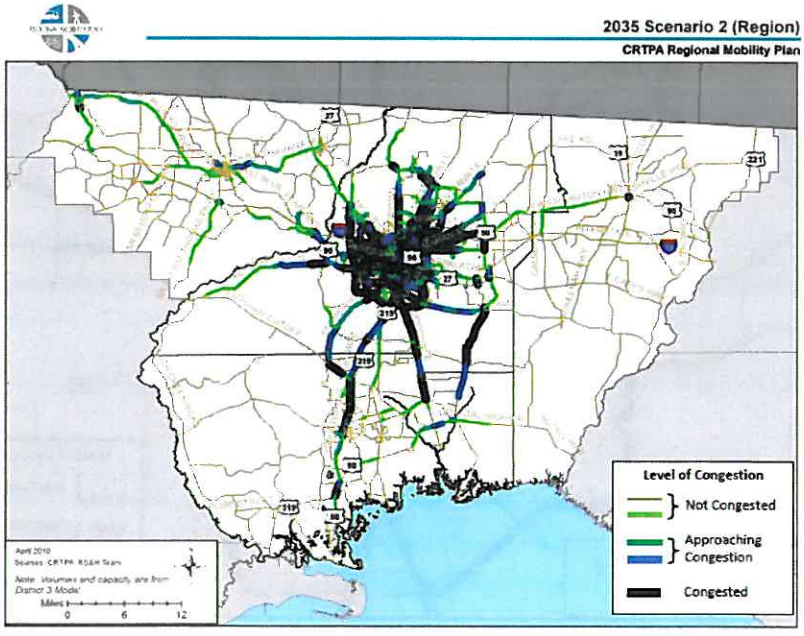
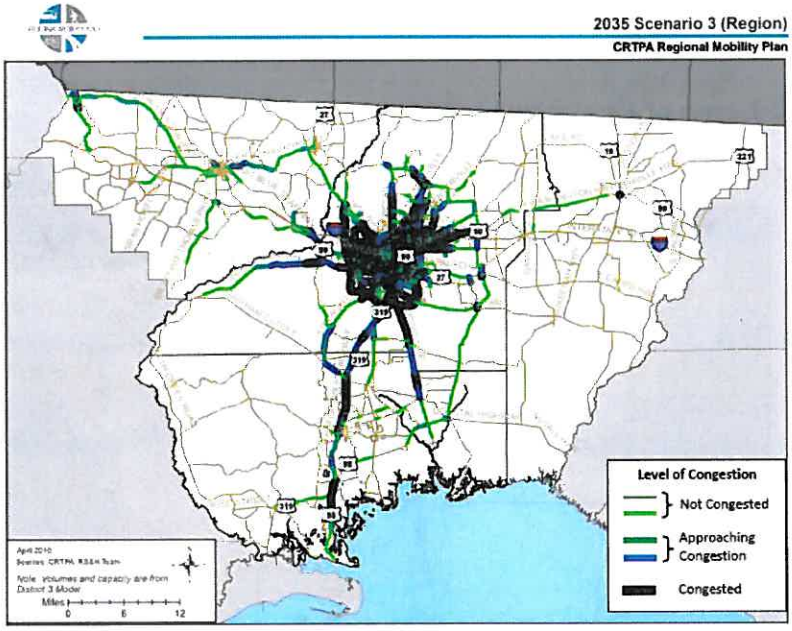


Figure 26. 2035 Levels of Congestion – Scenario 3



The levels of congestion were also identified and plotted for the City of Tallahassee. These maps are shown below (**Figures 27 – 29**).

Figure 27. 2007 Tallahassee Levels of Congestion

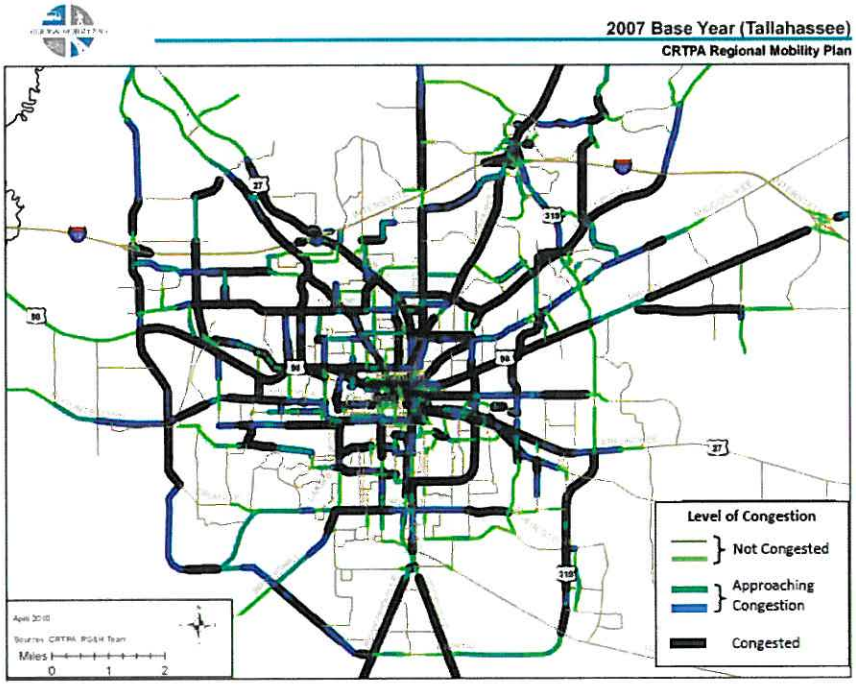


Figure 28. 2035 Tallahassee Levels of Congestion – Scenario 2

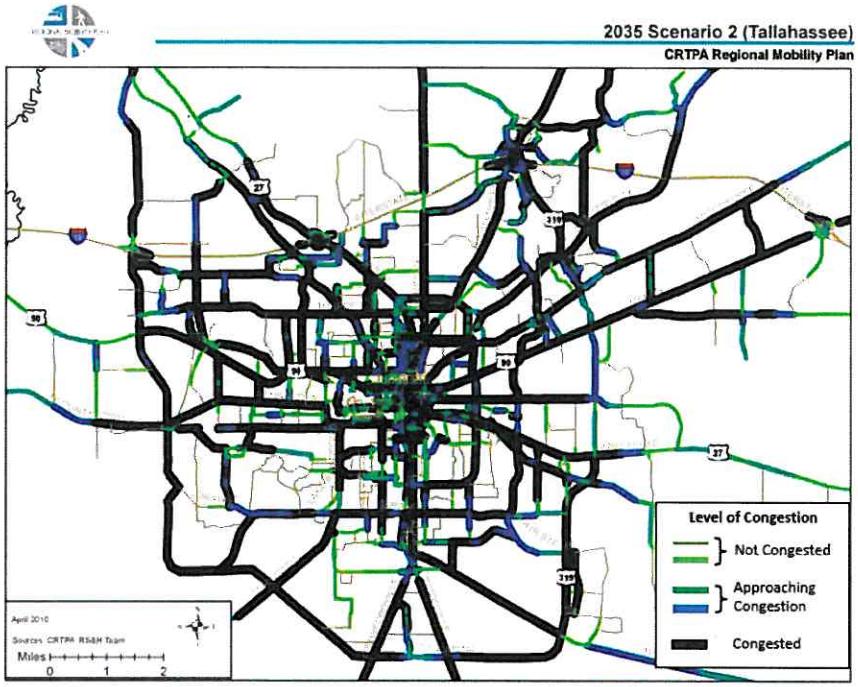
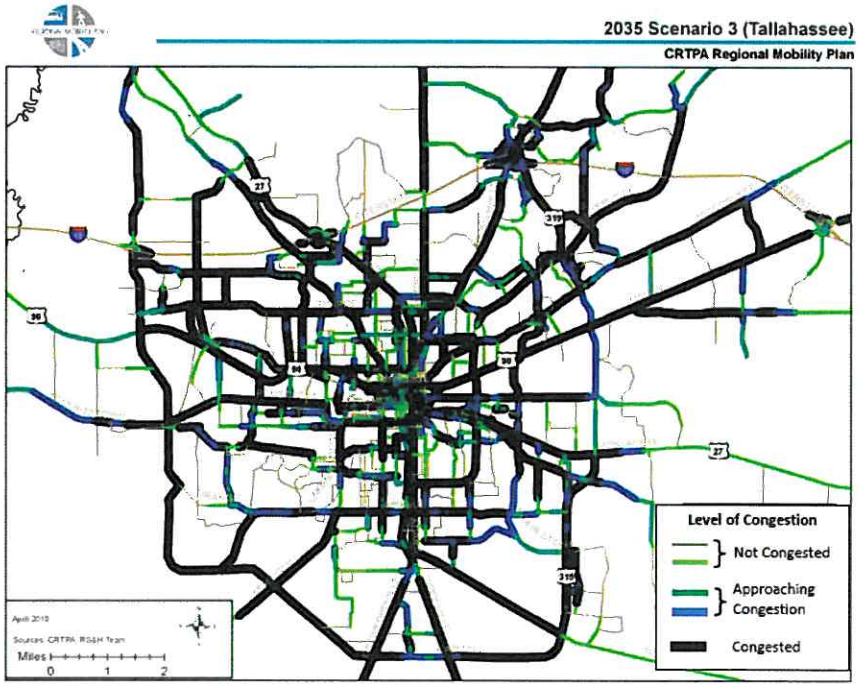


Figure 29. 2035 Tallahassee Levels of Congestion – Scenario 3



The levels of delay, both individually and collectively were also plotted. These regional maps and the City of Tallahassee maps are shown below (**Figures 30 – 41**).

Figure 30. 2007 Individual Delay

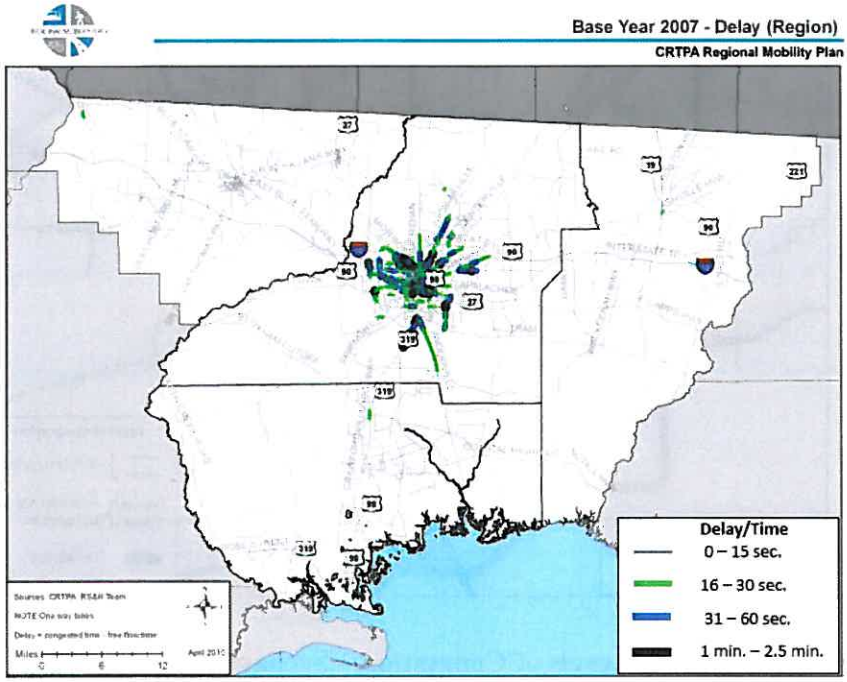


Figure 31. 2035 Individual Delay – Scenario 2

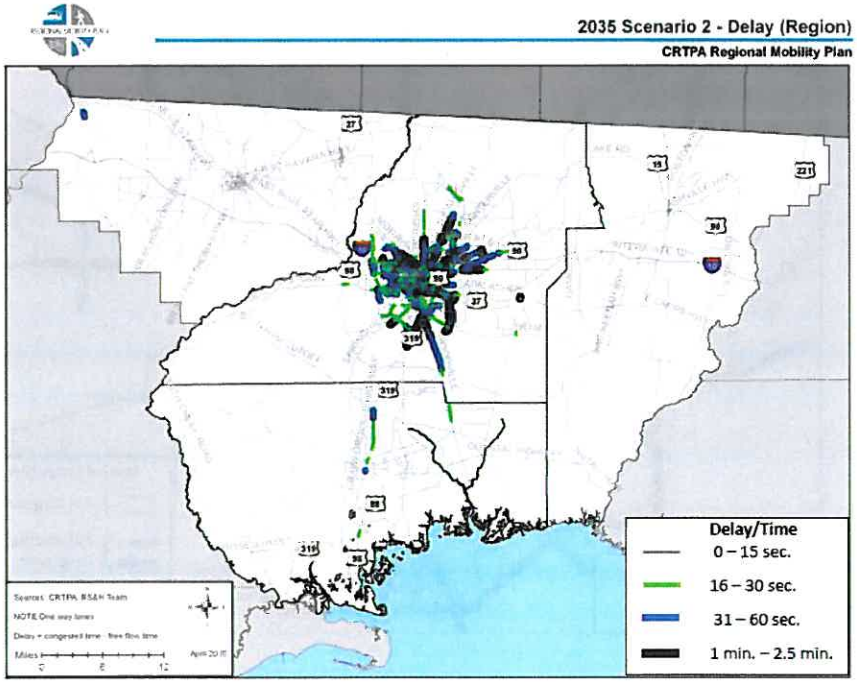


Figure 32. 2035 Individual Delay – Scenario 3

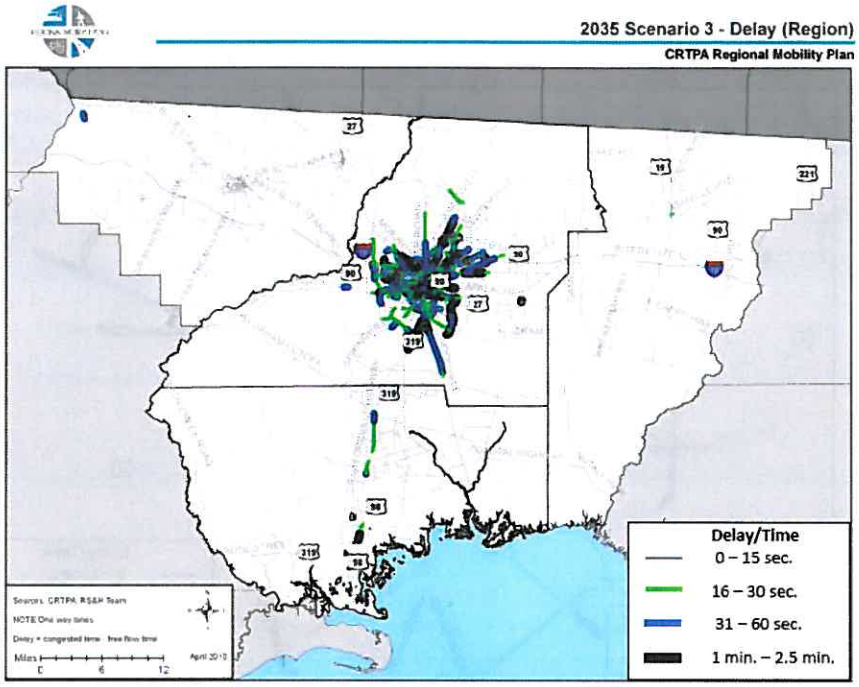


Figure 33. 2007 Tallahassee Individual Delay

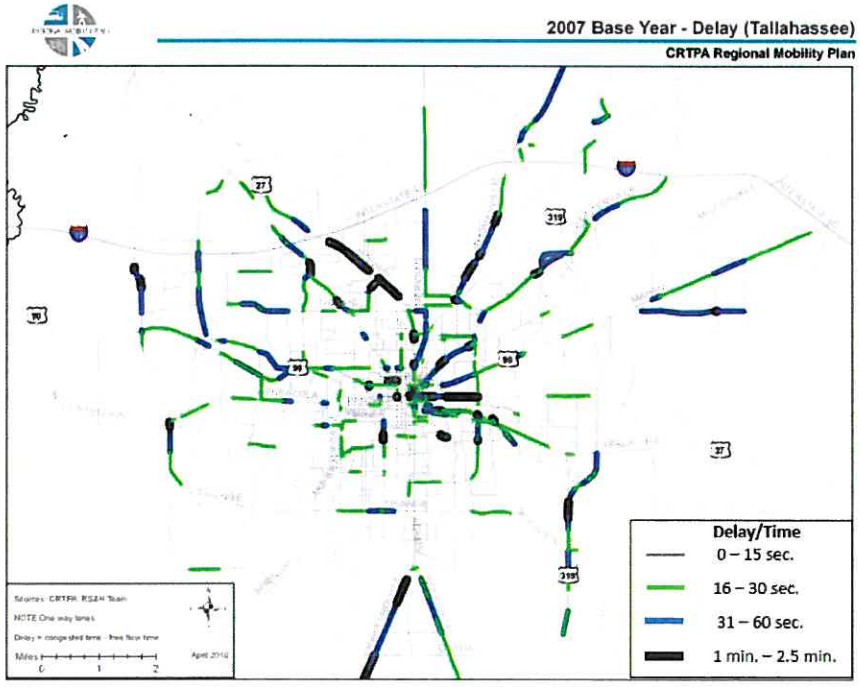


Figure 34. 2035 Tallahassee Individual Delay – Scenario 2

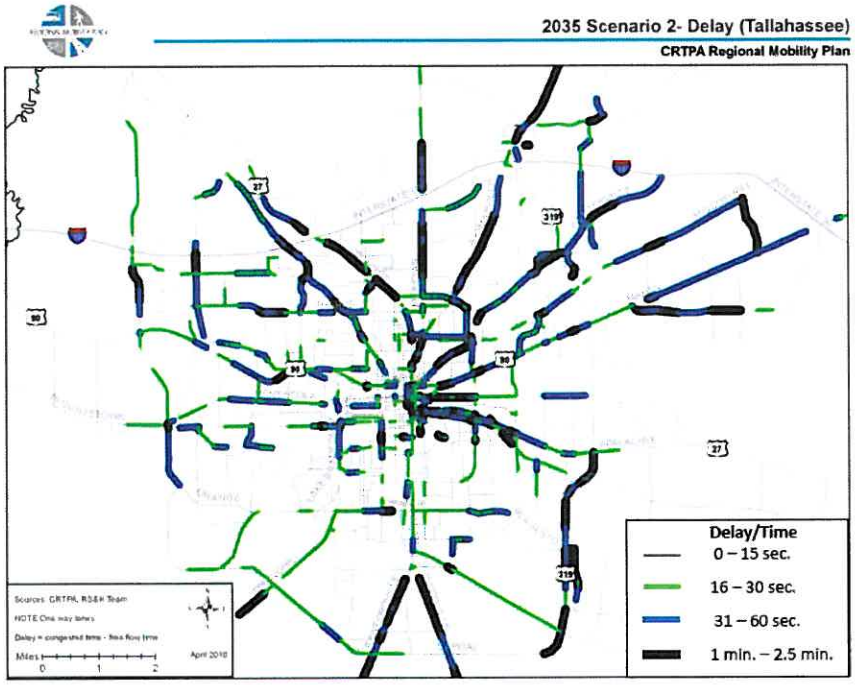


Figure 35. 2035 Tallahassee Individual Delay – Scenario 3

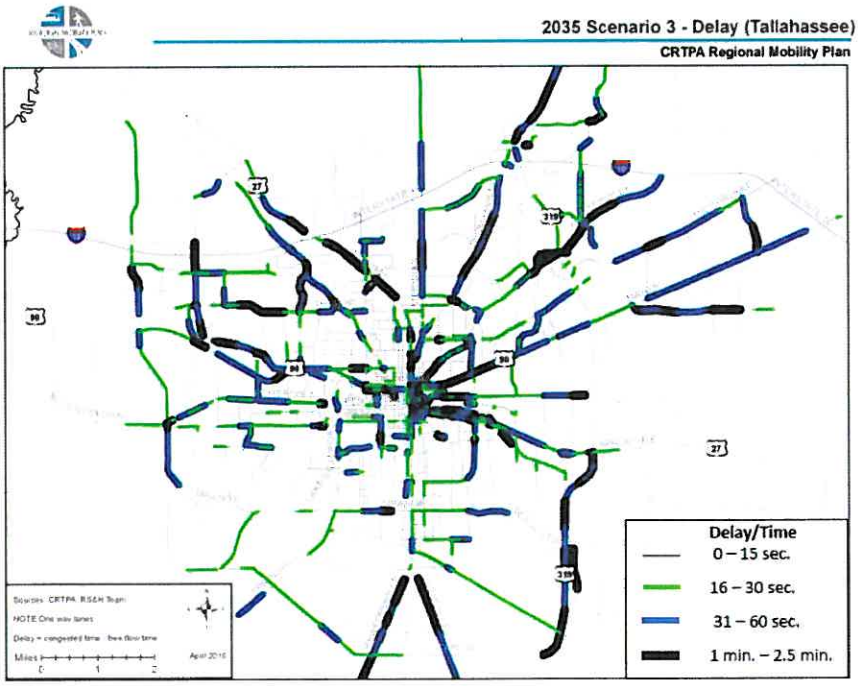


Figure 36. 2007 Vehicle Hours of Delay

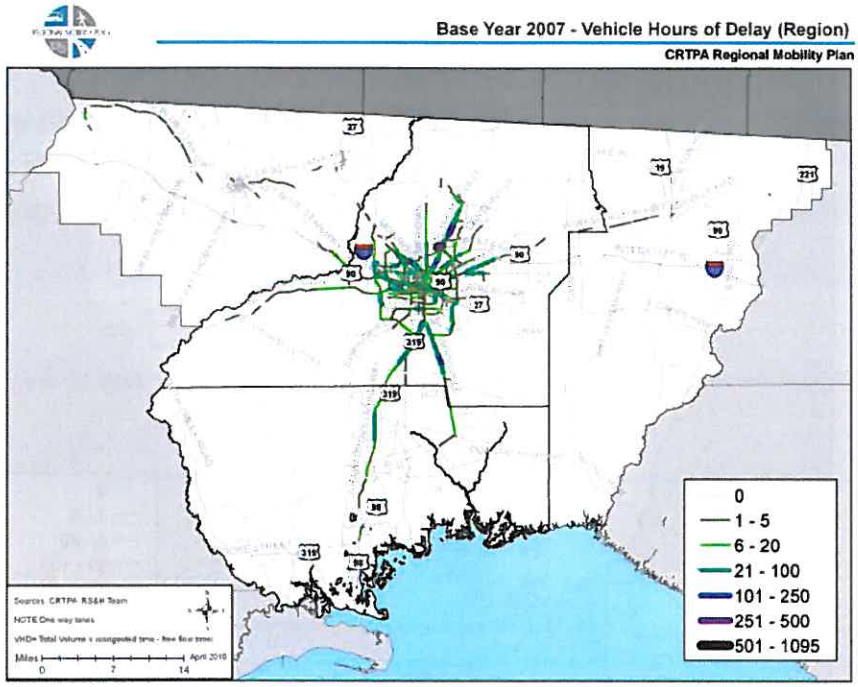


Figure 37. 2035 Vehicle Hours of Delay – Scenario 2

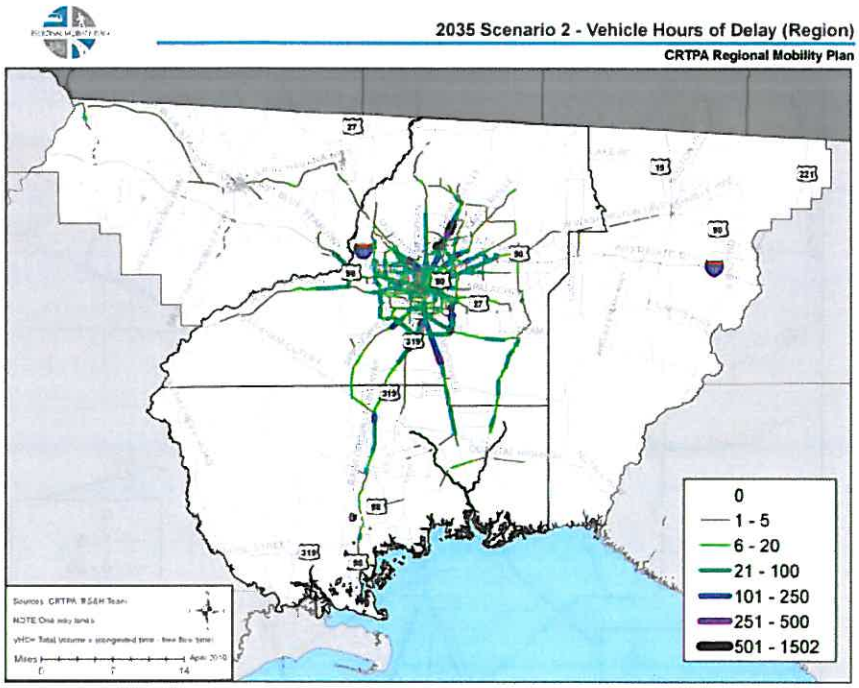


Figure 38. 2035 Vehicle Hours of Delay – Scenario 3

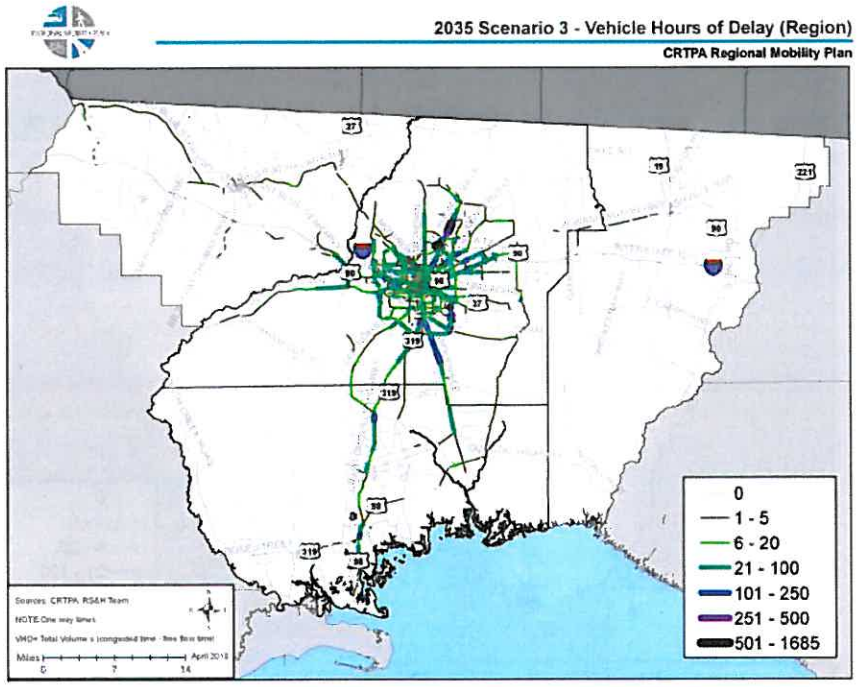


Figure 39. 2007 Tallahassee Vehicle Hours of Delay

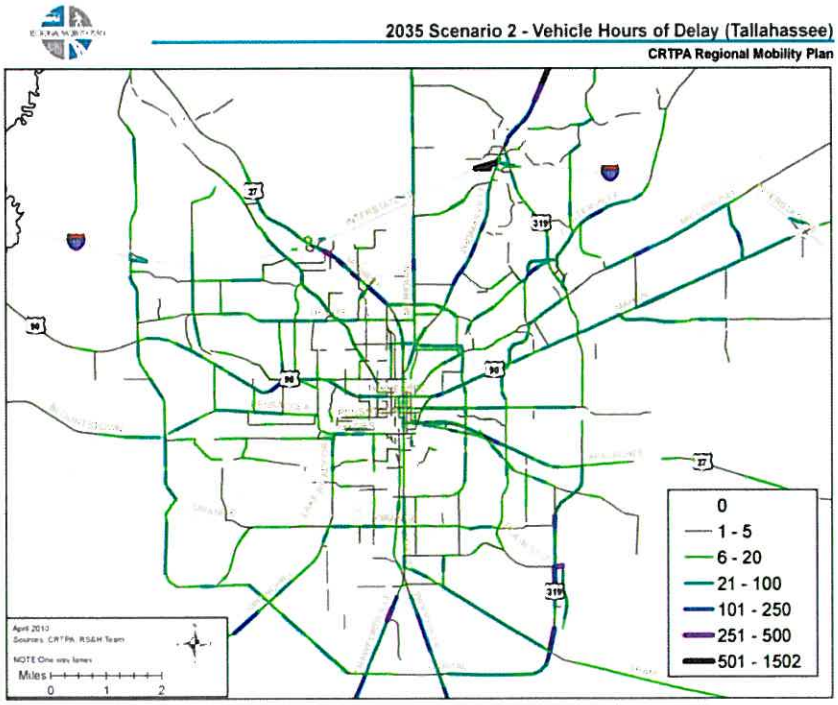


Figure 40. 2035 Tallahassee Vehicle Hours of Delay – Scenario 2

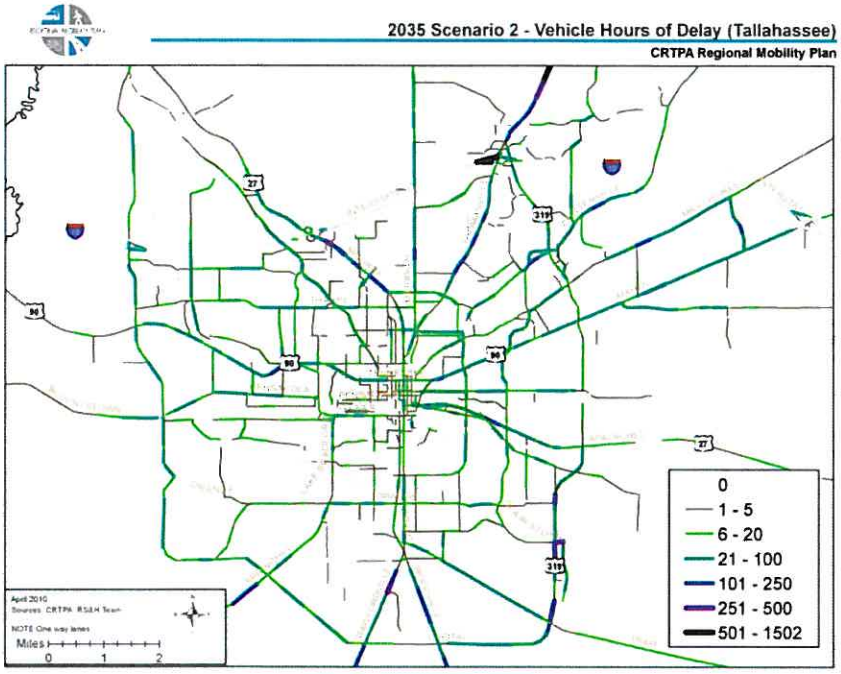
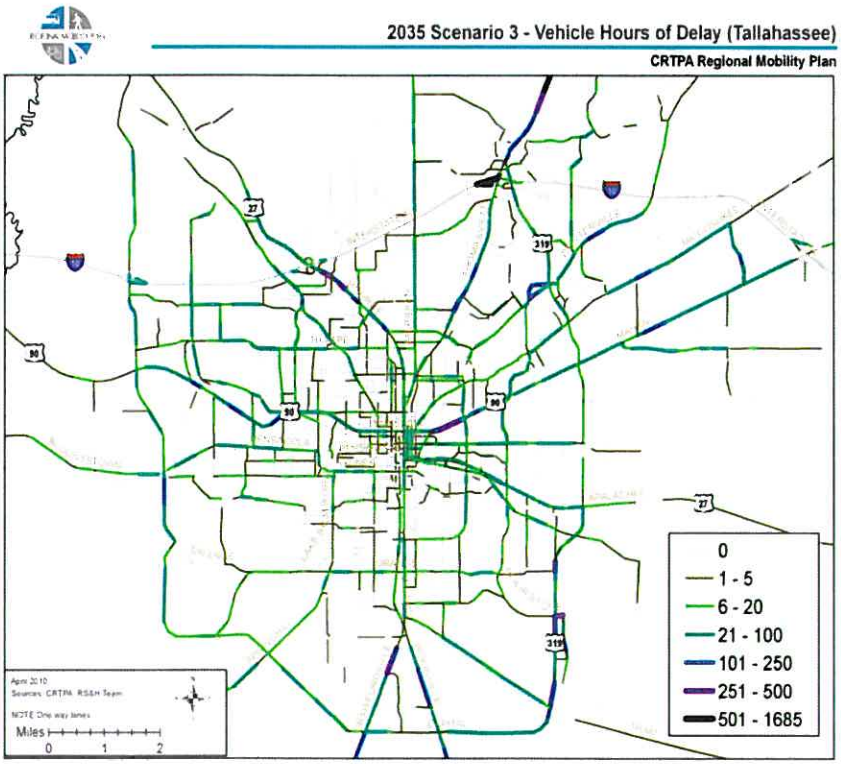


Figure 41. 2035 Tallahassee Vehicle Hours of Delay – Scenario 3



In an effort to fully understand the model results, hourly traffic volumes for major arterials in each county were collected from the Florida Department of Transportation and plotted. These graphs (**Figures 42 – 45**) show the peak hours of traffic congestion, as well as depicting the commuting trends, particularly from the outer counties into Leon County.

Figure 42. Hourly Traffic Volumes – Leon County

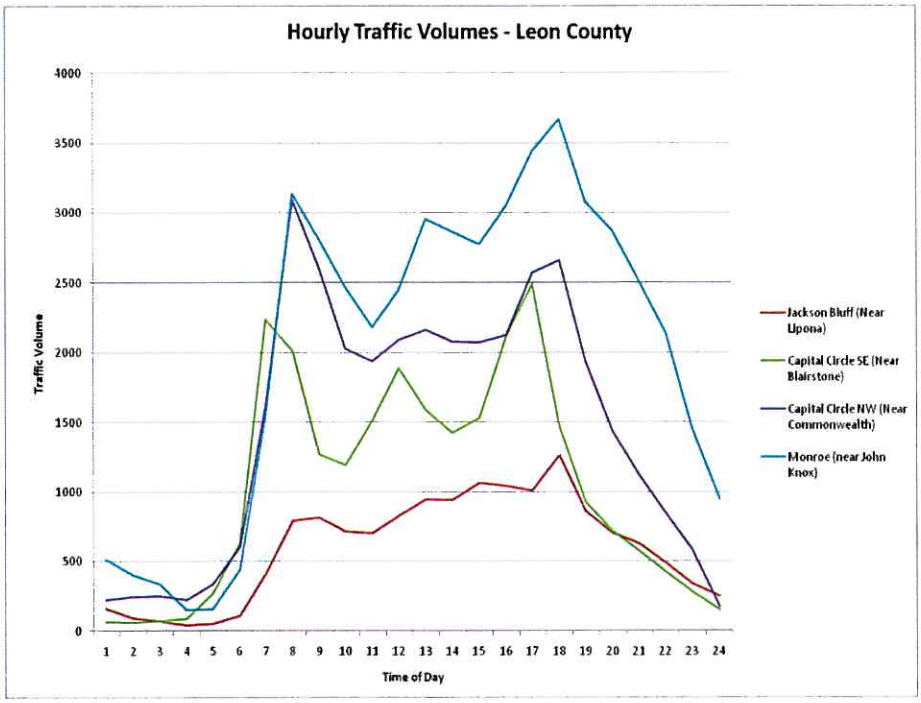


Figure 43. Hourly Traffic Volumes – Gadsden County

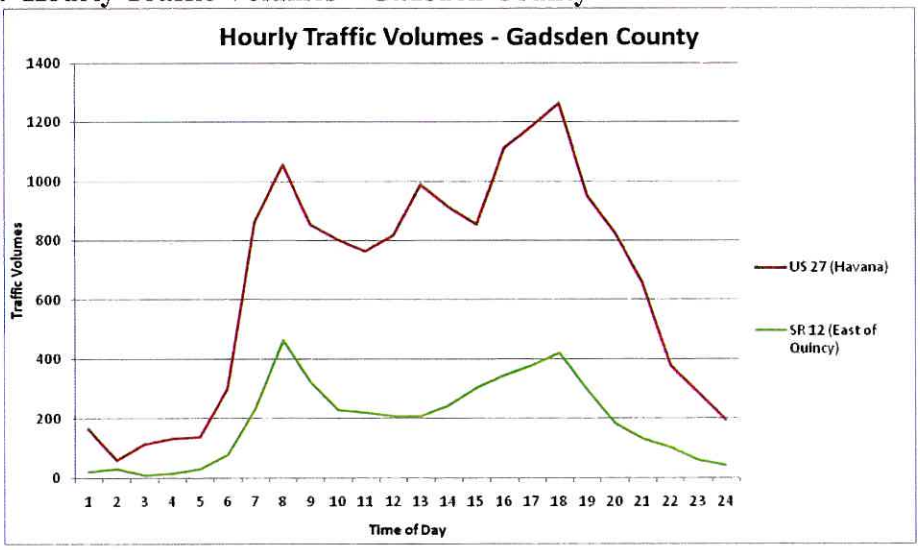


Figure 44. Hourly Traffic Volumes – Jefferson County

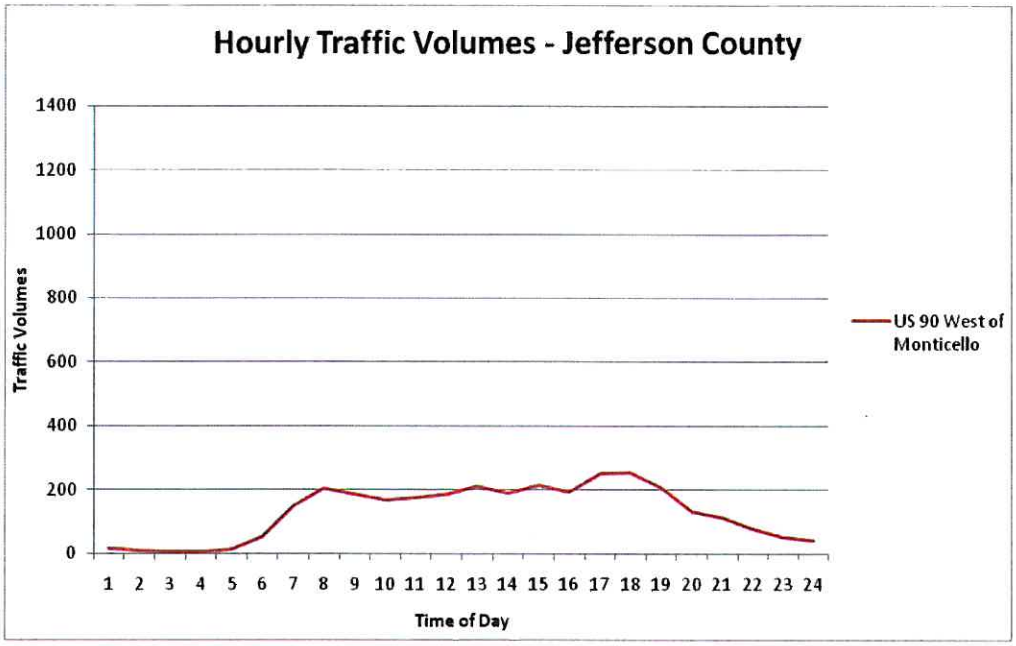
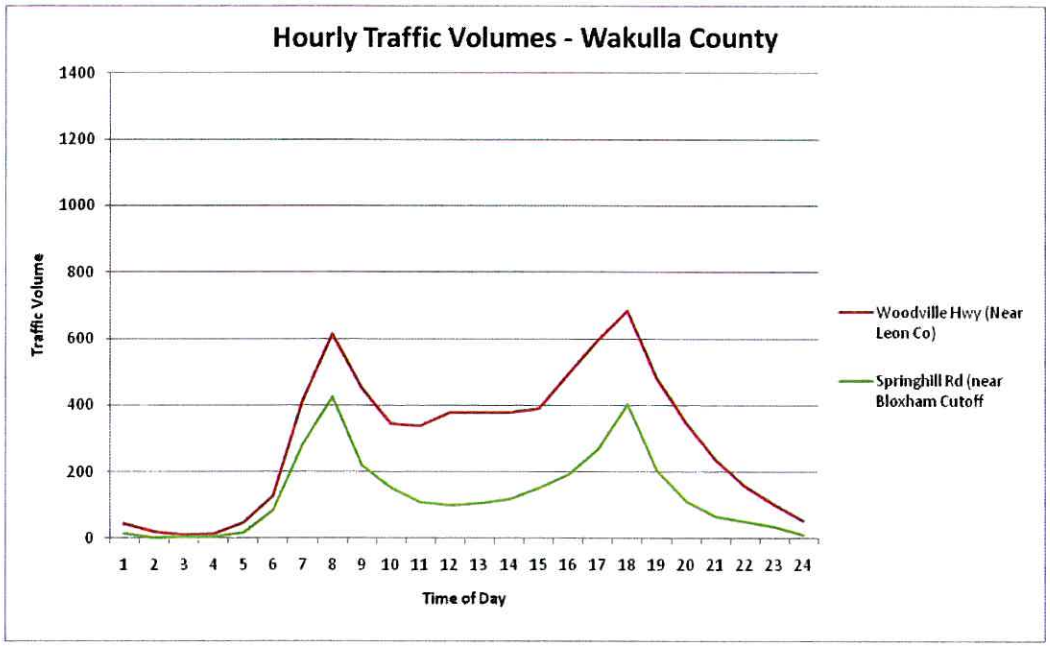


Figure 45. Hourly Traffic Volumes – Wakulla County



Preferred Scenario

The goal of the scenario analysis was to provide information to enable the CRTPA Board to determine the preferred scenario. This information was also presented to each of the project committees, the local planning and engineering staff, and members of the public. Based on recommendations from the CRTPA committees, project committees and staff, and input from the public, the CRTPA Board selected Scenario 3, Quality Growth Plus as the preferred scenario for the development of the RMP.

III.2 Sector Planning

There are a number of areas within the region that have experienced significant growth or are dealing with other issues that are specific to that area. The sector planning effort focused on a specific study area and involved a much more detailed planning approach than occurred on the regional level.

There were five (5) sector plans completed as part of the RMP. These sector plans included the City of Quincy and the City of Midway in Gadsden County, the City of Monticello in Jefferson County, the Crawfordville area in Wakulla County, and the identified Multimodal Transportation District (MMTD) in the City of Tallahassee. Each of these plans was completed in close coordination with the local planning staff, elected officials, administrators, and also included stakeholder and public involvement. In addition, any other planning efforts underway were also considered and incorporated into the effort. Each of these sector plans had a specific focus and was developed to address transportation and mobility issues unique to the area and can be found in Appendix D.

City of Quincy

The Quincy Sector Plan focused on the provision of multimodal mobility within the core downtown area. A multimodal Level of Service analysis was conducted in the core urban area, as well as an analysis of the heavy truck movements that regularly occur through downtown and around the downtown square. These truck movements have an adverse impact on the community character and the multimodal mobility within the downtown area.

In the development of recommendations, previous alternatives were proposed to address the issues and these proposed options, as well as the sector plan recommendations are discussed below.

Removal of On-Street Parking

The removal on some on-street parking along Adams and Madison Streets to help facilitate truck turning movements and flow has been discussed. However, the removal of the on-street parking will degrade the pedestrian Level of Service by removing the barrier between traffic and the pedestrian. In addition, research has shown that the presence of on-street parking also functions as a traffic calming device. The pavement near the intersections is marked as no parking areas in order to provide the needed turning radii for heavy trucks.

Alternate Routes for Trucks

A number of potential alternatives for trucks to move through the downtown area were explored. Each of these potential routes had serious flaws that prevent designation as a truck route. The majority of the streets are narrow and residential in character. One potential route explored was for trucks to go north across Jefferson Street (US 90) to access King Street. However, this route has a small "dog-leg" intersection, two railroad crossings, and has an adjacent school, so was not suitable for trucks. The potential to have trucks move on Crawford Street parallel to Jefferson Street (US 90) and then turn left on Madison does not relieve the issue of trucks around the courthouse. In addition, Crawford Street is a very narrow facility that would not be conducive to truck use.

Recommendation: Downtown Core Area

These proposed interim solutions to the truck traffic are not viable options for the variety of issues discussed above. The recommendation is for the Quincy and Gadsden County leaders to continue to lobby for the funding needed for the Quincy By-Pass in order for the new facility to be implemented.

An important element that must be considered along with the construction of the By-Pass is the implementation of land use and development regulations to ensure the By-Pass remains an effective and efficient transportation facility. These regulations will also ensure the continued viability of the downtown area and avoid the typical by-pass development and movement of businesses and activities away from the downtown area that so often occurs with the implementation of these types of facilities.

Recommendations: Bicycle and Pedestrian Connectivity

Multimodal connectivity needed between the identified activity centers within Quincy. These centers should be connected with bicycle facilities, which could include designated bike routes, bike lanes, shared use paths, and on-street designations, such as sharrows. Bicycle route designation signs and sharrows could be used in the downtown core area to alert motorists that there are bicyclists in the area. In addition, parallel routes to major facilities should also be explored for their designation as bicycle routes.

Pedestrian accommodations are also a critical element in the multimodal transportation network. Sidewalks that include pedestrian amenities, such as street lawns, shade trees, trash cans and other elements can foster use and make the experience more pleasant for the user. The appropriate type of pedestrian facilities should be determined to connect the various activity centers, as well as enhancements for existing facilities. In addition, the existing transit service and future service should be considered when prioritizing and implementing pedestrian and bicycle projects.

According to the *Comprehensive Plan* and from Public Involvement feedback at *Regional Mobility Plan* public meetings, residents desire more connectivity and alternative modes of transportation. The Downtown Core features a historic district with some retail, entertainment and public services. With the proper planning and implementation of bicycle racks and bicycle lanes, the Downtown Core could be accessed from various parts of Quincy by bike. In addition,

the recreational complex could be accessed by bicycle from the various schools located on MLK Boulevard or from South Atlanta Road, both of which have low less traffic volume, according to 2007 average annual daily traffic (AADT). The Wal-Mart activity center in the southern part of town would benefit greatly from bicycle access as well. Employees and visitors of the Pat Thomas Health Complex at Strong Road and Jefferson Street could also benefit from bicycle facilities to and from the Downtown Core. Bicycle facilities could provide users with greater flexibility as the transit shuttle only runs hourly.

Gadsden County will be developing a bicycle and pedestrian master plan and network connectivity and connectivity with transit should be closely assessed as part of this effort. Connections to and between the identified activity centers and residential areas should be the focus of the master plan.

Recommendations: Transit and Other Commuter Options
The preferred growth scenario developed as part of the Regional Mobility Plan identifies Quincy as one of the target growth areas for future development. While the transportation system is a critical component in the promotion and enhancement of multimodal mobility, associated land use policies must also be implemented to achieve the necessary development patterns to future transit service.

Ridesharing opportunities are an important element in the overall mobility of residents, including vanpooling and carpooling. Commuter Services of North Florida fills an important role through their ridesharing match program and the identification of viable park and ride locations for users. In addition, the agency, in cooperation with FDOT is offering a discounted vanpool program for residents in their service area. This program allows vanpool users to shoulder only about 40% of the total cost for the vanpool.

Promotional and educational efforts about the existing services and programs that can increase mobility for residents are an important element of the overall transportation strategy for Quincy. With this focus, combined with land use and development policies that increase the potential for future transit service, residents will have a variety of modal choices.

City of Midway
The City of Midway is dealing with several transportation-related issues and were assessed and addressed within the sector plan. Midway experiences significant truck traffic at the interchange area of US 90 and I-10 due to the presence of a major truck-stop facility adjacent to US 90 and the location of the industrial/business park, also accessed from US 90. In addition to the truck traffic, Midway has several significant residential areas that have only one entrance/exit point and no multimodal connectivity to near-by activity centers and services. The sector plan incorporated an operational assessment for the area near the US 90o/I-10 interchange and also developed recommendations to address the lack of multimodal connectivity. The following recommendations are structured to address the major issue areas identified in the needs analysis.

Recommendations: Residential and Multimodal Access
There are several large predominately residential areas that have been built and are anticipated to be developed in the city. These areas are primarily located south of I-10 and north of the CSX

railroad. These areas have limited connectivity to the overall transportation network, with a single entrance/exit as is typical in many suburban style residential developments. There is also little to no connectivity between residential developments, causing residents to access major transportation facilities for every trip. In addition, there is limited connectivity for residents to the city center area.

As noted above, there are no designated bicycle routes or facilities and no sidewalks within the city. The lack of facilities, particularly when combined with the households that lack access to a vehicle, show the critical need for the inclusion of multimodal facilities within the transportation network. These bicycle and pedestrian facilities are needed to connect residents to the city and governmental services, to employment centers, and to potential commuter transit facilities, such as park and ride lots for carpooling, vanpooling and/or future express bus routes. In addition, the inclusion of bicycle and pedestrian facilities, when combined with streetscapes, can provide the foundation for the identification and recognition of the city hall area as the city center.

While there is currently no local fixed transit service in the area, Commuter Services of North Florida, as mentioned above, coordinates with employers and work commuters to identify and utilize commute options that include a variety of mobility options, such as ridesharing (carpooling and vanpooling), public transit, bicycling, walking, and telework. The City and County should continue to support the opportunities for increased mobility through express bus and other ridesharing strategies. Identifying potential sites for park and ride facilities and ensuring multimodal connections to these facilities is an important element as the area continues to develop.

The following recommendations, which are not listed in any priority order, are specifically targeted to improving residential access and connectivity, as well as multimodal mobility options. In addition, the recommendations also include strategies to improve access to the city center and increase the identification of the area as city center.

1. Extend Shuler Road from its terminus north of the railroad across the railroad to link with M. L. King (SR 268) to provide a new access across the railroad for the large residential area that currently has only one entrance/exit to CR 270 north of SR 268.
2. Extend Sandy Pine Drive within the residential development to M. L. King (SR 268) to further distribute traffic from the subdivision over the railroad to SR 268.
3. Construct a new connector from Palmer Road (east of Bradwell Lane) over I-10 to tie with the road that provides access to the City Hall and CR 270 just south of US 90 to provide connectivity to existing public facilities and encourage the further development of the city center in the area around the City Hall. An alternative to crossing I-10 is to construct a relocated Palmer Road from near Bradwell Lane to connect with CR 270 just south of the I-10 grade separation.
4. Retrofit facilities with shared use paths which provide access for both pedestrian and bicycle users on M.L. King/High Bridge Road (SR 268) from Peters Road to Joyner Street.
5. Enhance CR 270 from M.L. King to US 90 to include sidewalks and streetscaping, providing the identification of the area as the city center and access to the area for residents.

6. It is also important to ensure connectivity between existing and new developments. These requirements can be included in the local development ordinances and regulations and can ensure the capability of residents making trips without having to access the major arterials.

Recommendations: Industrial/Commercial Access and Operations
The US 90 and I-10 interchange area includes the 10/90 industrial/commerce park on the north side of US 90. In addition to this center which includes a large amount of traffic, as well as heavy truck traffic, a major truck stop is located in the same vicinity on the south side of US 90.

The 10/90 park, similar to the residential development, has only one access point which is almost directly across from the truck stop access point. This configuration causes a concentration of the trucks in this small defined area, impacting both turning movements and straight through movements.

The recommendations below have been identified to improve the overall operation of the US 90/I-10 interchange area, as well as addressing the specific truck movements.

- Construct new access road from 10/90 park, either from Fortune Boulevard or from the interior of the park west, across Dupont Road to a new intersection with US 90, located at a minimum, 500 feet west of the current intersection with Dupont. Cul-de-sac Dupont Road south of the new Fortune Boulevard relocation.
- Build an entry gateway into the 10/90 commerce park at the relocated entrance.
- Route all exiting trucks westbound on US 90 through new entryway and eastbound trucks on US 90 or accessing I-10 use the Fortune Boulevard access point.
- Realign the west entrance to the truck stop with the new intersection of the relocated Fortune Boulevard

In addition to these specific recommendations for the interchange area, a comprehensive look at potential development along US 90 and access to that development should be undertaken. There is a large amount of undeveloped property that will become built at some point in the future. A plan for providing connectivity and access with possible frontage or backage roads to serve future development should be identified. Having an access management plan in effect prior to development will ensure the operational efficiency and safety of the facility, while providing the needed access to and for future development. In addition, having such a plan in place also identifies potential opportunities for public private partnerships in the provision of needed infrastructure as the future development is implemented.

City of Monticello
The City of Monticello sector plan, similar to Quincy, also focused on the multimodal connectivity within the downtown core area, as well as an assessment of the significant truck movements through the downtown area and around the courthouse square. In addition, the multimodal connectivity recommendations were developed in support of local economic development activities. The recommendations developed as a result of the detailed analysis are shown below.

Recommendations – Heavy Trucks

As found in Quincy, there is not a good existing alternative for trucks to bypass the downtown area. The parallel streets are either too narrow or residential in character to provide for efficient truck movements. The potential for a truck by-pass should be explored; however, should such a facility be built, it will be critical to maintain strict land use controls along the facility to preserve and maintain the capacity for the heavy vehicles. The disadvantage of providing such a by-pass is the potential for other travelers to utilize the facility rather than accessing the downtown area.

Recommendations – Economic Development

In order to take advantage of the existing resources, the City of Monticello and Jefferson County should team together in promoting the area as a bicycling destination. Local officials should work with the CRTPA as the Trails and Greenways Plan and the regional Bicycle Map are developed to ensure that both the trails and bicycle friendly routes in Jefferson County are adequately represented. Monticello, as the economic center of Jefferson County, will greatly benefit from the focus on attracting riders and the time they spend in the area. In addition, local officials should also work with state, regional, and local agencies to encourage the addition of paved shoulders on identified bicycle facilities in order to encourage riders from inside and outside the region.

Monticello's unique character and charm, when combined with the relatively low-volume roadways and outdoor recreational opportunities, could provide the springboard for Monticello and Jefferson County to become the bicycling "capital" of North Florida.

Crawfordville

Although unincorporated, Crawfordville is the urban center of Wakulla County. The major artery serving this area is US 319, which also is the major commuting route from Wakulla County into Leon County and the City of Tallahassee. US 319, is currently a two-lane facility that experiences significant levels of congestion, particularly in the Crawfordville area. In addition, there is a local initiative to enhance the character of Crawfordville, particularly along US 319. The sector plan for Crawfordville focused on the 3.3 mile section of US 319 from WalMart on the north to Council Moore Drive, just south of the courthouse on the south. The recommendations included access management strategies, as well as the incorporation of multimodal facilities. The recommendations divided the corridor study area into segments based on the character of the roadway and included potential typical sections for each segment.

Recommendations

The recommendations begin on the southern end of the sector study area and are focused on the downtown core area of Crawfordville. This section runs from Council Moore Drive to the channelized intersection at SR 61. As the downtown core section, the recommendations include a more urban configuration with narrower lanes, sidewalks and pedestrian amenities, along with appropriate streetscaping to foster a more walkable environment for those accessing the offices, businesses and commercial establishments within the area.

Moving north, the second section of the roadway runs from SR 61 to Dogwood Road. This section continues with the more downtown configuration of pedestrian amenities and appropriate streetscaping to help foster more pedestrian usage. In addition, the recommendations include the

implementation of a planted median to replace the center turn lane or flush median. This recommendation will increase the safety for both drivers and pedestrians.

The third section of US 319 runs from Dogwood to Wakulla Arran Road. This section becomes more suburban in character and also includes a center turn lane or flush median. The recommendations include replacing the center turn lane with a landscaped median. In addition, service roads along the corridor will provide access to the businesses and offices within this section and will reduce the restrictions on traffic flow by turning vehicles. In several instances, the beginning of the service road configuration is already evident. In addition, it is recommended that these service roads be "backage roads", rather than frontage roads. In addition, a shared use path for both pedestrians and bicyclists is recommended.

The next section of roadway runs from Wakulla Arran Road north to McAllister Road. The section continues with its more suburban character, although the center turn lane is not included in the existing cross section. The recommendations for this section are to continue with the service roads which will provide access to the buildings currently accessed directly from US 319, with these roads again being "backage" roads rather than frontage roads. As noted earlier, the beginnings of these service roads are evident, particularly in the newer developments which already have shared access points. The appropriate landscaping should continue, as well as the shared use path for pedestrians and bicyclists.

The northernmost section of the study area, runs from McAllister Road to Linzy Mill Road. This section continues the suburban character and feel and the center turn lane is resumed. The recommendations include the transition from the center turn lane to a planted, landscaped median with designated left turns. The service road configuration from the previous section continues to Ivan Church Road at the WalMart. In addition, the shared use path also continues in the section, providing a pleasant and safe facility for both pedestrians and bicyclists.

Multimodal Transportation District

The sector plan for the Multimodal Transportation District (MMTD) was developed in close coordination with the ongoing MMTD efforts and the Tallahassee-Leon County Planning Department.

Recommendations

The recommendations developed for this sector planning effort are focused on both the policy/coordination and implementation levels. The policy recommendations fall within the framework of the MMTD and are structured to enhance and promote bicycle, pedestrian and transit usage within the district and will be accomplished through continued and close coordination with other planning and implementation agencies.

Coordination

As can be seen from the Regional Mobility Plan projects, there is a heavy emphasis on providing for bicycles and pedestrians, with accessibility and connectivity to the transit system. The continued coordination with the CRTPA will be critical in the implementation of projects contained within the Regional Mobility Plan and will also be important in closing the remaining

system gaps. This close and continued coordination will also help maximize the dollars through potential cooperative efforts, appropriate project scheduling and implementation.

Coordination with StarMetro will also be crucial in identifying those additional projects that best serve the needs of the transit user and provide full connectivity to activity centers and destinations. This connectivity is one of the most important elements in promoting transit usage and as the transit system is modified or enhanced, this coordination will ensure these connections and accessibility to new or modified transit facilities are included.

Coordination with the other agencies responsible for development approval and implementation is also a critical element. Building on the newly created Community Code for the MMTD, development requirements for modal network connectivity are important to ensure continued access for bicyclists and pedestrians. In addition, the facility design requirements that ensure the modal facilities enhance and promote usage are also an important element. These components apply to both new developments within the district as well as retrofitting or replacing existing facilities.

Implementation

The primary focus of any planning effort should ultimately be on implementation. This focus is evident in the approval of the MMTD and the adoption of the Regional Mobility Plan and should be a continued priority. Although the MMTD area has many projects identified, there are still numerous gaps within the pedestrian system throughout the area, primarily in those sections outside of the central core.

Closing these network gaps coordinated with the transit service is should be the primary implementation goal. There are a number of facilities within the MMTD that do not have existing sidewalks and were not identified for a project within the Regional Mobility Plan Cost Feasible Plan. Many of these facilities are interior neighborhood streets and the recommended approach is to focus on those primary facilities providing the most direct access to the transit service.

III.3 Corridor Planning and Local Government Tools

The corridor planning effort of the *Regional Mobility Plan* describes corridor-based strategies for providing an appropriate level of accommodation for all four primary modes of travel (auto, bicycle, pedestrian, and transit) within roadway environments. These Multimodal Corridors and Strategies are found in Appendix E.

The recommendations are based on the purposes and functions that the respective corridor types will serve. Corridor strategies have been developed for four primary corridor types that are envisioned in the future regional character:

1) Urban arterial roadways located in or near a dense urban center;
2) Suburban arterial roadways;
3) Urban arterials roadways in a smaller outlying downtown area; and
4) Rural arterial roadways located between two urban nodes.

In each case, the corridor type's function within the preferred growth scenario is described, followed by a summary of typical existing conditions, future trends, and recommendations to help achieve the identified goals and objectives. Graphics are provided illustrating typical future roadway corridors and representative cross sections.

Finally, a section outlining a representative quantification of the "livability benefits" (e.g., mode shift, fuel savings, greenhouse gas reductions, increased "active transportation," and corresponding health care benefits) of each future corridor type is also included.

Recommendations: Urban Arterials (Dense Urban Center)

Pedestrian

- Full sidewalk coverage on both sides of the roadway should be included on all urban arterials to help achieve the desired function of these streets.
- Optimize the use of the right-of-way to create a sufficiently wide or landscaped buffer zone between the outside travel lane and the sidewalk.
- With high traffic volumes, on-street parking, which is common on roadways in dense urban settings, may provide additional perceived accommodation for pedestrians, and trees planted in the buffer zone can further enhance the sense of separation between the pedestrian and the parallel motor vehicle traffic.

Bicycle

- Utilize adjacent parallel routes that may be more suitable.
- Exclusive bicycle facilities (bike lanes, etc.) provide a high level of accommodation for a wide range of bicyclists unless traffic volumes and speeds are especially low.
- Roadway restriping projects (reduction in lane width; road diet) are common retrofits to better accommodate bicycling.
- Potential to use bus-bike hybrid lanes and bike boulevards.

Recommendation: Suburban Arterials

Pedestrian and Bicycle

- Recommendations prescribed for arterials in dense urban areas (e.g., sidewalks with maximum buffering, provision of bike lanes, increased transit service, and general optimization of available right of way) are also applicable and appropriate for suburban arterials.
- These recommendations enable more bicycle and pedestrian travel as trip lengths in suburban areas get shorter (while simultaneously accommodating longer distance auto travel that will still exist).
- Potential advantages of "Suburban Flex-Streetscape" design
    - Simultaneously accommodate all travel modes in a suburban environment
    - Create a more visually attractive roadway environment.
    - Cars exit the main thoroughfare onto parallel one-way land access streets that serve both transportation and aesthetic functions.

Recommendation: Rural Arterials

Pedestrian and Bicycle

- Sidewalks may be constructed along some sections of rural arterials, however, *in general* the overall infrequency of use suggests that sidewalk benefits are relatively low compared to their costs.[13]
- Paved shoulders have much greater financial feasibility and are specified in the FDOT typical section for four-lane rural collectors and arterials and this specification is also typically used by the region's local jurisdictions.
- Although paved shoulders do not provide the same level of accommodation to pedestrians as sidewalks that are separated from the roadway, they do allow the occasional pedestrian to travel on an even surface located outside of the general use travel lane.
- Paved shoulders can also provide a sufficient facility for many bicyclists in this rural setting, depending on traffic conditions.

Recommendation: Urban Arterials (Smaller Downtowns)

Pedestrian

- Pedestrian needs are paramount in small downtown settings, are generally met through the provision of sidewalks.
- Full sidewalk coverage on both sides of the roadway should help achieve the desired function of these streets.
- Optimize right-of-way to create a sufficiently wide buffer zone between the outside travel lane and the sidewalk, and to maximize the width of the sidewalk itself.
- If traffic volumes are relatively high, even the presence of a well-buffered sidewalk may not always provide a high level of accommodation (i.e., sense of safety or comfort) for pedestrians walking along the corridor.
- On-street parking, which is common on roadways in small downtown settings, may provide additional perceived accommodation.
- Presence of trees planted in the buffer zone can further enhance the sense of separation between the pedestrian and the parallel motor vehicle traffic.
- In the particular setting of small urban places that quickly transition to neighboring rural areas, sidewalks should continue throughout the transitioning area, after which intermittent sidewalks may be needed for school-related or transit-related access.

Bicycle

- Provision of good bicycling conditions improves access within downtown areas and offers connectivity to local destinations.
- All streets in small urban places are technically shared lanes that can be used by bicyclists, however, exclusive bicycle facilities (bike lanes, etc.) are needed to provide a high level of accommodation.
- Most rural arterial cross sections should include paved shoulders as they approach urban places.

[13] There are a number of exceptions to this general condition, among them school locations and other areas of concentrated activity.

- Efforts should be made to carry this delineated space through the suburban transition area and into the adjacent urban area (perhaps signed and marked as a designated bike lane) to provide facility continuity (and access to commercial destinations) for bicyclists.

Local Government Tools

The identification of growth centers throughout the region was an important component of the planning process and the development of the RMP. However, the implementation of these growth scenario parameters are controlled by the local land use planning agencies and local governmental development regulations and requirements. In an effort to provide local governments with potential implementation strategies, a set of potential local government tools, development incentives and disincentive, structured for targeting development was developed. These tools, which include possible development incentives and disincentives, as well as other strategies, provide a foundation for local governments to help direct future development and to achieve the full integration of land use with transportation. These Local Government Tools are found in Appendix F.

III.4 Trails Master Plan

In developing the Trails Master Plan, found in Appendix G, for the CRTPA region, the first step was to adequately inventory the existing bicycle and pedestrian facilities and conditions in the area to establish a baseline for future planning. Information about existing facilities has been gathered through the development of the RMP, from various sources, including Florida's Office of Greenways and Trails (OGT), the Florida Department of Transportation (FDOT), and each county and city within the region.

Tallahassee - St. Marks Historic Railroad Trail

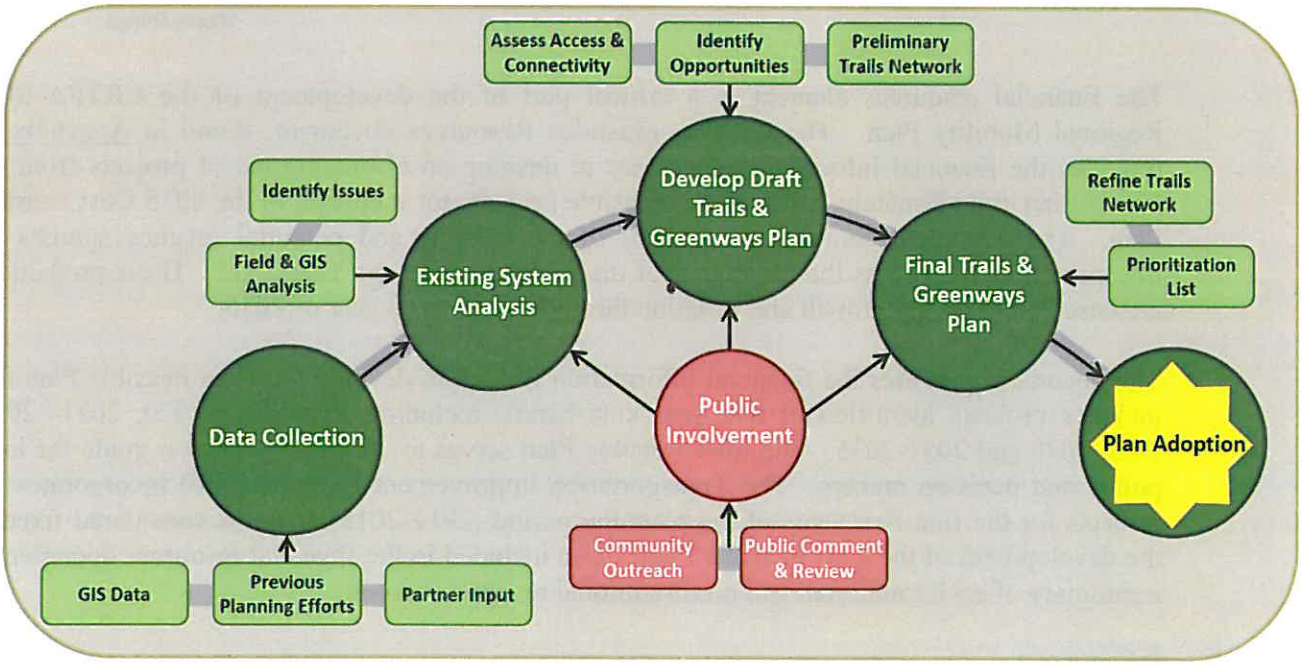
Throughout this Plan, the term "trail" is used to describe multiuse, hard surface facilities that are eight to 12 feet in width and serve a variety of purposes, including walking, jogging, bicycling, wheelchairs, and other non-motorized used. Additional trails with other uses, such as hiking and all-terrain vehicle (ATV) usage, are present in the region, but for the purposes of this Plan are recognized as connections to the primary trail network and/or recreational opportunities. A trail may have its own independent right of way, or may be part of an existing road or street right of way or utility easement. Sidewalks are typically five to six feet in width and are not considered part of the primary multiuse trail network.

Goals are important to the plan development process to not only help guide the study, but also to help develop and then prioritize recommended trail projects. The specific goals for the CRTPA Trails Master Plan are shaped by the goals established in the RMP.

Building upon the RMP goals, the goals for the Trails Master Plan include:

- Develop a safe and interconnected regional network of trail facilities that link destinations and people, locally and regionally.
- Improve quality of life in the CRTPA Region by developing a trail network designed to expand and encourage alternative transportation and active recreation.
- Develop a system with safety as a chief concern by:
    - Minimizing vehicular crossing as best as possible;
    - Maximizing separation between roads and trails; and
    - Maximizing visibility and warning signage where vehicles and trails intersect.

In developing a trails and greenways system, it is important to realize the effects that three elements - land use, mobility and safety - have on the development of an effective and accessible bicycle and pedestrian system. In addition, the assessment must identify "service areas" and use connectivity between these service areas as the founding principles for developing a solid bicycle and pedestrian access system. Service areas for the purpose of this assessment and for use in developing a regional trails and greenways network are defined by the areas where citizens live, work, play, and learn. The assessment of the elements of land use, mobility, and safety against the service areas of live, work, play, and learn from the trail network development model. The graphic below illustrates the progression of the development of the Trails Master Plan for the CRTPA region.



After the completion of the Existing Conditions, also found in Appendix G, the draft Trails Master Plan was developed and further refined through:

- Identification of issues and opportunities in the region;

- Analysis of access and connectivity to regional destinations and other potential connections, such as schools, parks, transit, community amenities, and other locations that offer educational, historical, and natural history opportunities;
- Development of a preliminary trails and greenways network; and
- Public involvement activities for citizens to review existing and planned facilities, provide input and suggestions on the proposed network, and review the proposed regional network.

The Plan was further refined based upon community and stakeholder input. This input was obtained through the coordination with existing trail users, groups and agencies, through surveys, and a public workshop held on January 19, 2011 and a preliminary prioritization list developed for more in-depth future assessments. A second public workshop was held on February 16, 2011 to review, obtain comments for further refinement, and finalizing the network and projects. Finally, the Trails Master Plan was presented to and adopted by the CRTPA Board at their meeting on March 21, 2011. Once adopted, the identified trail projects were incorporated into the overall RMP Cost Feasible Plan.

IV. Financial Analysis

"Improvement usually means doing something that we have never done before"
-Shigeo Shingo

The financial resources element is a critical part of the development of the CRTPA 2035 Regional Mobility Plan. The CRTPA Financial Resources document, found in Appendix H, provides the financial information necessary to develop an affordable list of projects from the Needs Plan and ultimately, a list of cost feasible projects for inclusion in the 2035 Cost Feasible Plan. The document contains an analysis of the existing and potential revenue sources for transportation, as well as the projection of these resources to the Year 2035. These projections are based on expected growth and inflation through the horizon year of 2035.

The document provides the financial information needed to develop the Cost Feasible Plan that includes projects identified in five year cost bands, including Year 2016-2020, 2021- 2025, 2026-2030 and 2031-2035. The Cost Feasible Plan serves as an implementation guide for local policy and decision makers. The Transportation Improvement Program (TIP) incorporates the projects for the first five years of the planning period (2011-2015) and was considered fixed in the development of the Cost Feasible Plan. Also included in the financial resources document is a summary of each traditional and non-traditional revenue sources.

Revenues

Federal and state revenue sources traditionally make up the largest share of transportation funding for projects. The Florida Department of Transportation (FDOT) provided much of the information. In addition to FDOT, the Local Government Financial Information Handbook, August 2009, published by the Florida Department of Revenue and Florida's Transportation Tax Sources, A Primer, January 2010, published by FDOT, are the primary sources of information.

In compliance with federal regulations and requirements, the revenue estimates for the Cost Feasible Plan were stratified into cost bands and inflated by Year of Expenditure. The inflation factors for each of these cost bands were provided by FDOT. As noted above, the Transportation Improvement Program (TIP) includes the years 2011 – 2015 and the funding for those projects is considered committed. The cost bands, or project tiers outside of the TIP years are as follows:

- Tier 1: 2016 – 2020
- Tier 2: 2021 – 2025
- Tier 3: 2026 – 2030
- Tier 4: 2031 - 2035

The revenue projections were developed with guidance from FDOT, along with the information received regarding federal and state funding. In addition, other potential funding sources for transportation projects such as local funds and any state and local funds dedicated to specific programs, such as the Strategic Intermodal System, maintenance, local paving and Blueprint 2000 were included. In order to ensure that all local revenue and funding sources were incorporated, coordination with all local government budget offices within the region was also included.

The RMP, unlike a traditional long range plan, also incorporates transit projects, therefore, intensive coordination with the StarMetro budget office was also included. The table below identifies the total revenues available for each cost band, or tier, as well as the funding identified for transit and non-transit projects. The revenue estimates include only those federal, state and local funds that are identified for non-dedicated transportation funds.

Tier 1 Revenues	$ 114,383,606	Tier 2 Revenues	$109,410,378	Tier 3 Revenues	$ 100,752,907	Tier 4 Revenues	$ 95,929,628
Transit	$ 53,590,576	Transit	$ 45,190,576	Transit	$ 32,590,576	Transit	$ 24,190,576
Non-Transit	$ 60,793,030	Non-Transit	$ 64,219,802	Non-Transit	$ 68,162,331	Non-Transit	$ 71,739,052

Project Costs

Costs were developed for each project identified for the Needs Plan. These costs were based on the FDOT District 3 Quarterly Construction Cost information revised in October 2009. There were several assumptions made in the development of these costs that were applied to all projects. These assumptions include the following:

- All roadway projects include sidewalks on both sides of the facility
- No Right of Way costs for sidewalk construction
- Rural Bicycle Project Right of Way Assumptions
    - 18' ROW for shared use path
    - ROW costs for Rural Open at $2.00/sq ft
    - ROW costs for Rural Residential/Mixed at $10.00/sq ft.

Table 3, found on the following page, depicts the cost estimation template utilized for projects, other than sidewalks and bicycle facilities.

Once project costs were developed, the costs were escalated to Year of Expenditure by cost band, or tier, utilizing the inflation factors provided by FDOT. The total project costs by tier are shown below.

Tier 1 Cost	$ 79,284,841	Tier 2 Cost	$ 69,856,640	Tier 3 Cost	$ 71,552,249	Tier 4 Cost	$ 70,647,987
Transit	$ 18,245,156	Transit	$ 5,194,700	Transit	$ 2,952,472	Transit	$ -
Non-Transit	$ 61,039,685	Non-Transit	$ 64,661,940	Non-Transit	$ 68,599,777	Non-Transit	$ 70,647,987

Table 3. Project Cost Estimation Tool

Construction Costs

Per Lane-Mile Components	Unit Cost/Ln Mile (ft)	Mi/ft/num	Add Lanes	Lane-Miles		Cost
Freeway widen 4 to 6 lanes no major interchange or structure improvements	$2,500,000		2	0		$0
Freeway widen 4 to 6 lanes improve interchanges and widen structures	$8,000,000		2	0		$0
New diamond interchange or rural trumpet	$5,400,000		4	0		$0
New Partial Coverleaf - 2 loop ramps - mainline over crossroad	$11,000,000		4	0		$0
Rural New Location - 2 lane	$1,300,000		2	0		$0
Rural New Location - 4 lane	$1,450,000		4	0		$0
Rural New Location - 6 lane	$1,150,000		6	0		$0
Rural Widening - 2 to 4 lanes	$1,025,000		4	0		$0
Rural Widening - 4 to 6 lanes	$700,000		6	0		$0
Rural Widening - 6 to 8 lanes	$560,000		8	0		$0
Rural Resurface - 2 lane	$275,000		2	0		$0
Rural Resurface - 4 lanes	$300,000		4	0		$0
Rural Resurface - 6 lanes	$285,000		6	0		$0
Rural New 300 ' Left Turn lane	$3,923,000		1	0.0000		$0
Rural New 300 ' Right Turn lane	$3,780,000		1	0.0000		$0
Urban New Location - 2 lane	$2,250,000		2	0		$0
Urban New Location - 4 lane	$2,060,000		4	0		$0
Urban New Location - 6 lane	$1,650,000		6	0		$0
Urban Widening - 2 to 4 lanes	$1,300,000		4	0		$0
UrbanWidening - 4 to 6 lanes	$860,000		6	0		$0
Urban Widening - 6 to 8 lanes	$775,000		8	0		$0
Urban Resurface - 4 lanes	$300,000		4	0		$0
Urban Resurface - 6 lanes	$240,000		6	0		$0
Urban New 300 ' Left Turn lane	$5,250,000		1	0.0000		$0
Urban New 300 ' Right Turn lane	$4,500,000		1	0.0000		$0
Frontage or backage roads - new 1 lane	$800,000		1	0		$0
Frontage or backage roads - new 2 lane	$800,000		2	0		$0
					Subtotal	$0
Additional Per Mile Components	Unit Cost/Mile	Miles	Length in Ft.	Width		Cost
Add Grass or raised Median	$800,000					$0
Add Flush Median	$350,000					$0
New or widened bridge ($160/sq.ft.)	$170					$0
Bike/Ped Facility (5' paved sh. both sides)	$160,000					$0
Bike/Ped Multi-use trail (12' one side)	$375,000					$0
Sidewalks (length is total)	$150,000					$0
					Subtotal	$0
Individual Components	Unit Cost - Each	Quantity				Cost
Diamond Interchange	$22,000,000					$0
Grade Separation	$2,500,000					$0
Arterial-Arterial Intersection realign	$1,800,000					$0
Arterial-Collector/Local Inter. Realign	$1,100,000					$0
Collector-Local Intersection realign	$650,000					$0
Traffic Signalization / Upgrade	$250,000					$0
					Subtotal	$0
					Total Construction Cost	**$0**

Right-of-Way Costs

Area Type	Unit Cost/sq ft	Miles	ROW Width	Sq Ft ROW		Cost
Urban Open Land	$8.00			0		$0
Urban Residential or Mixed	$20.00			0		$0
Urban Commercial or structures affected	$30.00			0		$0
Suburban Open Land	$4.00			0		$0
Suburban Residential or Mixed	$12.00			0		$0
Suburban Commercial or structures affected	$20.00			0		$0
Rural Open	$2.00			0		$0
Rural Residential or Mixed	$10.00			0		$0
Rural Commercial or Structures Affected	$15.00			0		$0
					Total Right-of-Way Cost	**$0**

PD&E and Design Costs

PD&E = % of construction cost	20%	**Total PD&E and Design Cost**	**$0**

CE&I and Contingency Costs

CE&I + Contingency = % of all costs	15%	**Total CE&I & Contingency Cost**	**$0**
		Total (PD&E+ROW+CST)	**$0**

V. Recommendations

"The best way to predict the future is to create it"
-Peter Drucker

V.1 Needs Plan Development

The Needs Plan, found in Appendix I, incorporated the full list of projects identified as a mobility need within the CRTPA region. The development of the Needs Plan incorporated projects from a wide array of sources. These sources included the incorporation of projects from:

- Existing plans
  - 2030 Long Range Transportation Plan
  - Existing Bicycle-Pedestrian Master Plan
  - Nova2010
  - Regional Transit Study
  - Local plans
- Locally identified needs by staff and/or decision-makers
- Technical subcommittees
- CRTPA sub-committees
- Other local and state agencies
- Members of the general public
- Sector Plan recommendations
- Deficiencies identified by the travel demand model

This general call for projects resulted in a database of projects that numbered approximately 500 projects throughout the region that were identified as a transportation need. The Needs Plan included bicycle projects that incorporated restriping, implementation of bicycle lanes, paved shoulders, improved signage, and bike route designation. Bicycle and Pedestrian projects that were identified included shared use paths, the implementation of bicycle lanes with sidewalks, and safety projects focused on bicycle and pedestrian modes. Operational projects identified included the implementation of turn lanes, roadway realignments, intersection improvements, the implementation of medians and improved signalization. Safety projects identified included intersection safety improvements, improved roadway striping and the implementation of service roads. Over 300 pedestrian/sidewalk projects were identified, as well as specific studies and programs. Roadway projects identified included reconstruction, new facilities, additional capacity, and general roadway improvements. Transit projects identified included the expansion of local bus service, express bus, transfer centers, park and ride facilities, streetcar, Bus Rapid Transit and rail projects.

The first step in developing the final needs list was to review the projects for connectivity to the regional transportation system. Many of the projects identified were strictly local in nature and, unless connected to a regional facility, were not included in the RMP Needs Plan list. Once the final list of projects identified, each of the projects were mapped in GIS. Projects identified are shown in the following figures.

Figure 46. 2035 Projects – Gadsden County

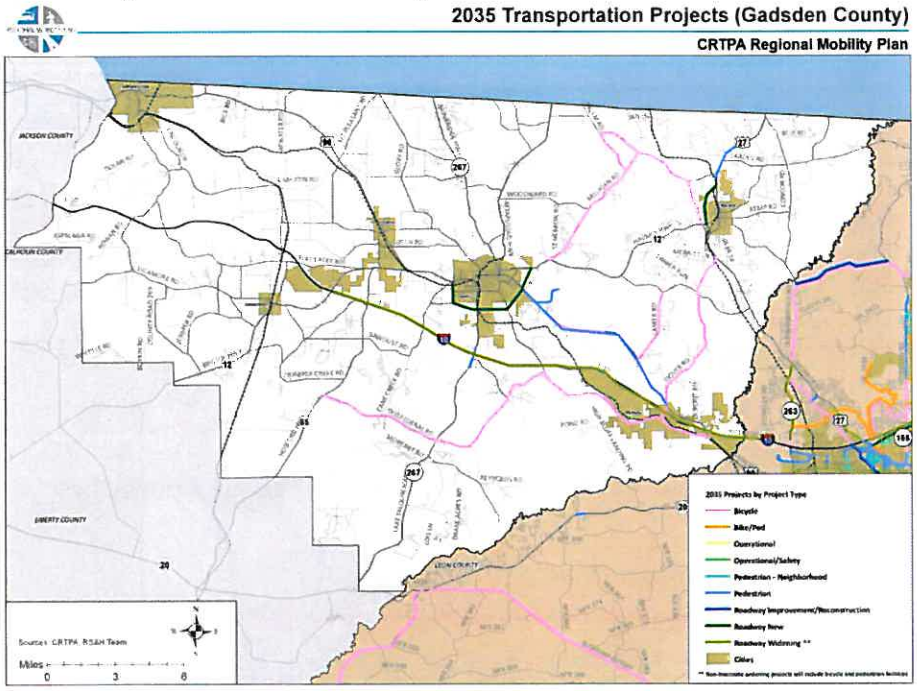


Figure 47. 2035 Projects Jefferson County

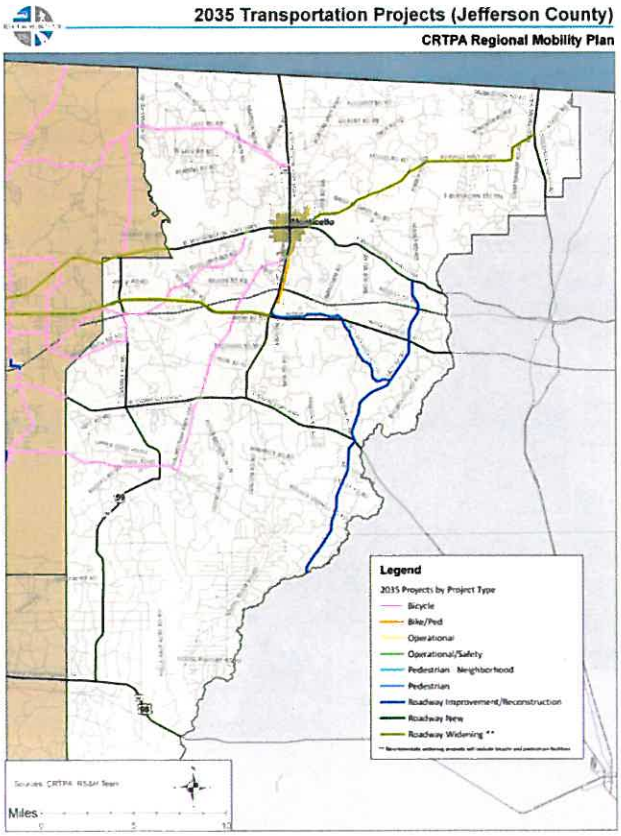


Figure 48. 2035 Projects – Leon County

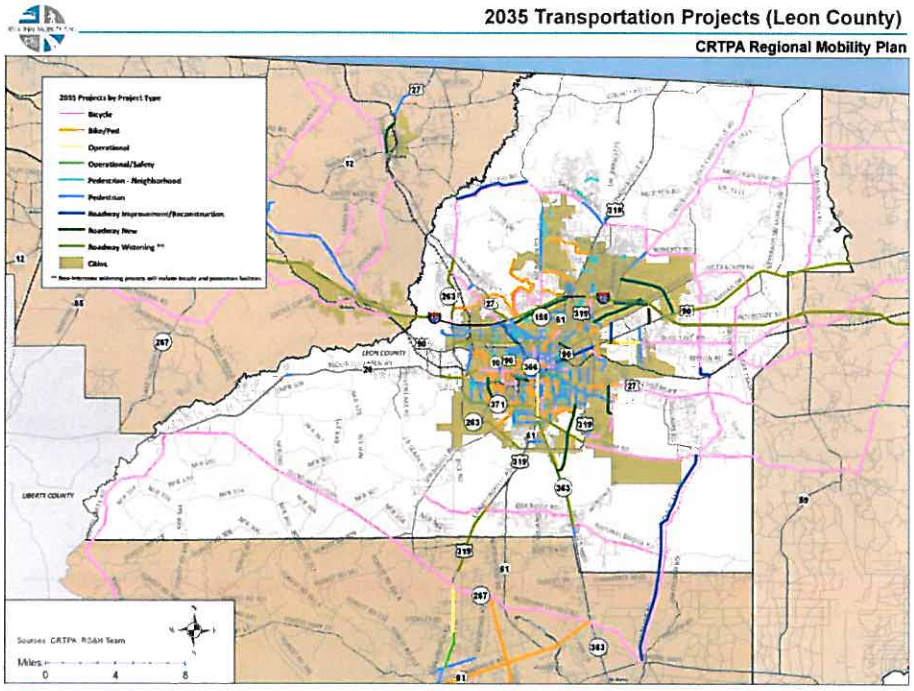


Figure 49. 2035 Projects – City of Tallahassee

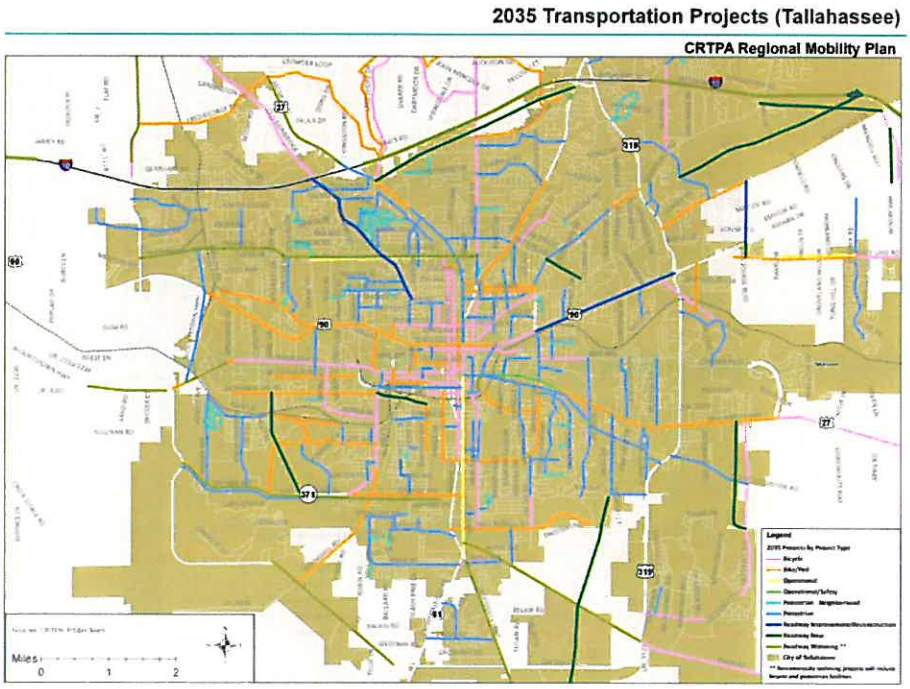
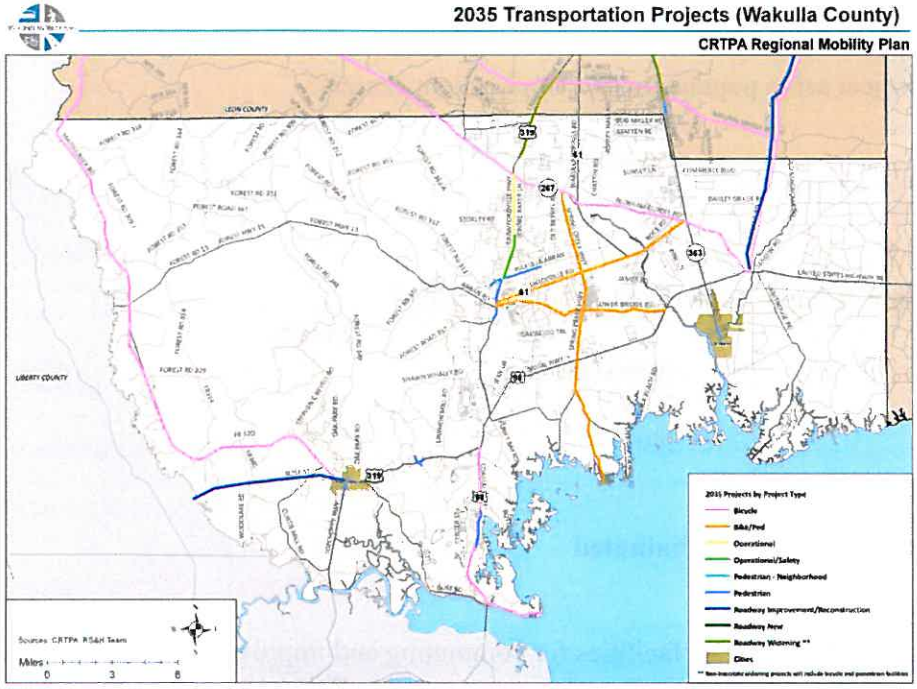


Figure 50. 2035 Projects – Wakulla County



V.2 Project Assessment and Prioritization

The assessment of the projects was accomplished utilizing the adopted strategies and the urban and rural assessment criteria adopted by the CRTPA Board and described in Section II.3. Transit projects were assessed using the same criteria, however several of the factors were not applicable to transit projects, such as the improvement of freight movement. A factor was applied to the transit projects to match the same total assessment points as the non-transit projects. There were 16 points available for projects in the assessment criteria.

Project Assessment
Based on the adopted strategies, specific and quantifiable criteria were developed in order to assess each project. The following describes the assessment methodology and point assessment.

STRATEGY:
Connectivity between transit, pedestrian and bicycle networks

Assessment:
Does the project improve inter-network connectivity?

Assessment	Points
Yes	1.0
Bike/Ped networks only	.05
No	0.0

STRATEGY:
Increase modal share for transit, bicycles and pedestrians

Assessment:
Does the project serve population and employment centers?

Assessment	Points
Yes	1.0
No	0.0

Does the project improve bike/Ped Level of Service?

Assessment	Points
Yes	1.0
No	0.0

STRATEGY:
Modal network gaps are eliminated

Assessment:
Does the project incorporate facilities for commuting and improve Level of Service?

Assessment	Points
Yes	1.0
No	0.0

Does the project increase the connectivity index?

Assessment	Points
Yes	1.0
No	0.0

STRATEGY:
Safe bicycle and pedestrian connections to schools

Assessment:
Does the project connect to schools?

Assessment	Points
Yes	1.0
No	0.0

STRATEGY:
Mobility options are provided for all populations

Assessment:
Does the project increase mobility options for all citizens?

Assessment	Points
Yes, all modes	1.0
Bike/Ped networks only	.05
No	0.0

STRATEGY:
Design elements provide for viable, safe, and pleasant modal usage

Assessment:
Does the project increase connectivity and incorporate all modes?

Assessment	Points
Yes	1.0
Some	.05
No	0.0

Does the project improve multimodal access?

Assessment	Points
Yes	1.0
No	0.0

STRATEGY:
Design elements are in keeping with community character

Assessment:
Does the project improve transportation for communities and neighborhoods?

Assessment	Points
Yes	1.0
No	0.0

STRATEGY:
Design elements do not impact efficiency of freight movement on designated facilities

Assessment:
Does the project improve freight movement?

Assessment	Points
Yes	1.0
No impacts	0.5
No	0.0

STRATEGY:
Design elements do not impact efficiency of designated evacuation routes

Assessment:
Does the project improve evacuation?

Assessment	Points
Yes	1.0
No impacts	0.5
No	0.0

STRATEGY:
Design elements minimize negative environmental impacts

Assessment:
Point is captured within growth center category

STRATEGY:
Preferred Scenario: Growth Centers

Assessment:
Is the project located within an identified growth center?

Assessment	Points
Yes	3.0
Some	1.5
No	0.0

The results of the assessment provided a numeric score for each project based on the adopted goals, objectives and strategies. This assessment score was the foundation for the development of the Cost Feasible Plan.

V.4 Cost Feasible Plan

Projects identified for inclusion in the Cost Feasible Plan were based on several factors in combination with the project assessment score. The first step was to identify the existing project status to determine if any work was currently underway or had been completed. The TIP major project priority list was also reviewed to ensure consistency. Projects that addressed the major priorities through operational, transit, bicycle and/or pedestrian improvements were also identified. System connectivity was also included as an important consideration and the final factor was the need for financial balancing both by tier and over the full planning period.

A draft Cost Feasible Plan was presented to the CRTPA technical committees, the CRTPA Board, and local governments in September, 2010. The draft was presented at a series of public meetings held the first week in October, 2010. Input was received from each of the sources and a series of adjustments were made in the project listing. These adjustments occurred due to

NEEDS PLAN PROJECT ASSESSMENT - URBAN PROJECTS

Code	Approved Strategy	Assessment	Scoring System		
A	Multimodal access, transit, bicycle and pedestrian, is provided to and between activity centers	Does the project connect/serve activity centers and connect residential areas to activity centers?	1 = Yes	0.5 = Some	0 = No
B	Connectivity between transit, pedestrian and bicycle networks	Does the project improve inter-network connectivity?	1 = Yes	0.5 = Some Improvement	0 = No
			Transit route within approx. 1/2 mile and intermodal connectivity is improved	*Some multimodal improvement but not within all modes*	
C	Increase modal share for transit, bicycles and pedestrians	Does the project serve population and employment centers?	1 = Yes	0.5 = Some	0 = No
			Based on identified areas from existing conditions report	*Between known future areas or within one center*	
D		Does the project improve bike/ped LOS	1 = Yes		0 = No
E	Modal network gaps are eliminated	Does the project incorporate facilities for commuting opportunities and improved LOS	1 = Yes	0.5 = Some	0 = No
			Incorporates multimodal opportunities	Incorporates some modal opportunities	
F		Does the project increase the connectivity index?	1 = Yes	0.5 = Some	0 = No
G	Safe bicycle and pedestrian connections to schools	Does the project connect to schools?	1 = Yes		0 = No
H	Mobility options are provided for all populations	Does the project increase mobility options for all citizens	1 = Yes	0.5 = Some	0 = No
			Serves identified environmental justice areas from existing conditions report	Partially serves identified environmental justice areas from existing conditions report	Does not serve identified environmental justice areas from existing conditions report
I	Design elements provide for viable, safe and pleasant multimodal usage (complete streets)	Does the project increase connectivity and incorporate all modes?	1 = Yes	0.5 = Some	0 = No
J		Does the project improve multimodal access on facilities?	1 = Yes	0.5 = Some	0 = No
K	Design elements are in keeping with community character	Does the project improve transportation for communities and neighborhoods without adverse affect on character?	1 = Yes	0.5 = Some	0 = No
L	Design elements maximize efficiency for freight movement on designated freight routes	Does the project improve freight movement?	1 = Yes	0.5 = Potential Improvement	0 = No
M	Design elements do not impact efficiency on designated evacuation routes	Does the project improve evacuation?	1 = Yes		0 = No
N	Growth center	Is the project located in an identified growth center?	3 = Yes	1.5 = Partial	0 = No
			Growth area identified from preferred scenario		

Note:

Assessment assumes all roadway widening and new roadway projects incorporate some accommodations for bicycles, pedestrians, and transit

Indicates project is located outside of identified growth areas

Indicates project is partially located outside of identified growth areas

NEEDS PLAN PROJECT ASSESSMENT - RURAL PROJECTS

Code	Approved Strategy	Assessment	Scoring System		
A	Multimodal access for bicycle and pedestrian is provided to and between activity centers	Does the project connect/serve activity centers and connect residential areas to activity centers?	**1 = Yes**	**0.5 = Some**	**0 = No**
B	Commuter options are provided	Does the project improve inter-network connectivity and commuter options?	**1 = Yes**	**0.5 = Some Improvement**	**0 = No**
C	Increase modal share for transit, bicycles and pedestrians	Does the project serve population and employment centers?	**1 = Yes**	**0.5 = Some Improvement**	**0 = No**
			Based on identified areas from existing conditions report	*Between known future areas or within one center*	
D		Does the project improve bike/ped LOS	**1 = Yes**	**0.5 = No Impact**	**0 = No**
E	Modal network gaps are eliminated	Does the project incorporate facilities for commuting opportunities and improved LOS	**1 = Yes**	**0.5 = Some**	**0 = No**
			Incorporates multimodal opportunities	Incorporates some modal opportunities	
F		Does the project increase the connectivity index?	**1 = Yes**	**0.5 = Some**	**0 = No**
G	Safe bicycle and pedestrian connections to schools	Does the project connect to schools?	**1 = Yes**		**0 = No**
H	Mobility options are provided for all populations	Does the project increase mobility options for all citizens	**1 = Yes**	**0.5 = Some**	**0 = No**
			Serves identified environmental justice areas from existing conditions report	Partially serves identified environmental justice areas from existing conditions report	Does not serve identified environmental justice areas from existing conditions report
I	Design elements provide for viable, safe and pleasant multimodal usage (complete streets)	Does the project increase connectivity and incorporate multi-modes?	**1 = Yes**	**0.5 = Some**	**0 = No**
J		Does the project improve multimodal access on facilities?	**1 = Yes**	**0.5 = Some**	**0 = No**
K	Design elements are in keeping with community character	Does the project improve transportation for communities and neighborhoods without adverse affect on character?	**1 = Yes**		**0 = No**
L	Design elements maximize efficiency for freight movement on designated freight routes	Does the project improve freight movement?	**1 = Yes**	**0.5 = Potential Improvement**	**0 = No**
M	Design elements do not impact efficiency on designated evacuation routes	Does the project improve evacuation?	**1 = Yes**	**0.5 = Potential Improvement**	**0 = No**
N	Growth center	Is the project located in an identified growth center?	**3 = Yes**	**1.5 = Partial**	**0 = No**
			Growth area identified from preferred scenario		

Note:

Assessment assumes all roadway widening and new roadway projects incorporate some accommodations for bicycles, pedestrians, and future transit

Indicates project is located outside of identified growth areas

Indicates project is partially located outside of identified growth areas

several factors, such as duplications and projects already under construction. The revised Cost Feasible Plan was presented to the CRTPA subcommittees, local government staff and at the CRTPA Board retreat in October, 2010.

Comments were again received and adjustments made reflecting additional projects edits. In addition, the funding for bicycle and pedestrian projects that had been previously set aside by the Board, which totaled $6 million, was made available and projects needed to be identified for advancement from the Cost Feasible Plan to the TIP. Three scenarios for dividing the funds among the planning partners were identified. These scenarios included expenditures on the following percentages, with local funding based on the CRTPA percentages:

- 25% Regional Projects / 75% Local Projects
- 50% Regional Projects / 50% Local Projects
- 75% Regional Projects / 25% Local Projects

The CRTPA Board adopted the Cost Feasible Plan incorporating the 50% Regional Projects / 50% Local Projects division of the $6 million in November, 2010. The committed major capacity projects and the bicycle/pedestrian projects contained in the TIP are shown on the following page and the RMP Cost Feasible Plan (2016 – 2035) is shown on page 79.

CRTPA ADOPTED TRANSPORTATION IMPROVEMENT PROGRAM

Project #	Project Description				Phase	Funding	Year
	Facility	Project	From	To			
Bicycle and Pedestrian Projects							
4298591	Cairo St	Sidewalk	Line St	MLK Jr. Blvd	PE	$ 20,000	2013/14
4281032	Gadsden County Bicycle/Pedestrian Network Development				CST	$ 210,000	2012/13
						$ 252,000	2013/14
4298601	McDonald St	Sidewalk	CR 269/Main St.	Maple St.	PE	$ 20,000	2013/14
4298631	SR 10/US 90	Sidewalk	North Ave	Lanier Dr	PE	$ 10,000	2013/14
					CST	$ 100,000	2015/16
4298611	SR 10/US 90	Sidewalk	N. of Ellis Circle	CR 270A/Luten Rd	PE	$ 10,000	2013/14
					CST	$ 70,000	2015/16
4301501	Jefferson County Bicycle/Pedestrian Network Development				CST	$ 132,000	2012/13
4281291	SR 10/US 90	Sidewalk	Holly Rd	Willow St	PE	$ 38,015	2011/12
					CST	$ 380,148	2013/14
4301471	6th Ave.	Bike Lane Sidewalk	SR 63/Monroe St	SR 61/Thomasville Hwy	PE	$ 165,000	2012/13
					ROW	$ 550,000	2013/14
					CST	$ 600,000	2015/16
4259411	Capital Cascade Connector Bridge/Pedestrian Wildlife Overpass				CST	$ 850,000	2013/14
4301531	Capital City to the Sea Trail PDE/EMO Leon County				PDE	$ 550,000	2011/12
4301541	Lafayette St	Bike Lane Sidewalk	Franklin Blvd	Winchester Ln	CST	$ 850,000	2011/12
4098032	Bicycle Pedestrian Safety Projects				CST	$ 1,000,000	2015/16
4286231	Midtown	Sidewalk	Thomasville Rd	6th Ave	CST	$ 210,000	2011/12
4301481	SR63/Monroe St	Ped Safety	Lake Ella Pedestrian Safety Improvements		PLN	$ 25,000	2011/12
					PE	$ 172,000	2012/13
					CST	$ 1,000,000	2014/15
4301521	Safe Routes to School				PLN	$ 234,900	2011/12
4301511	Trail and Greenways - Bike Path/Trail				PE	$ 216,000	2012/13
					CST	$ 1,200,000	2014/15
						$ 400,000	2015/16
4301461	Capital City to the Sea Trail PDE/EMO WakullaCounty				PDE	$ 550,000	2011/12
4162723	CR 372/Surf Rd	Bike Lane Sidewalk	Ochlocknee Bay Trail		CST	$ 614,884	2012/13
4301491	Wakulla County Bicycle/Pedestrian Network Development				CST	$ 105,000	2012/13
						$ 126,000	2013/14
Major Capacity Projects							
2189461	Quincy By-Pass	Future Capacity	SR10/US 90	SR 12	ENV	$ 100,000	2012/13
					CST	$ 17,475,814	2013/14
2189463	Quincy By-Pass	Env. Permits	SR10/US 90	SR 12	PDE	$ 550,000	2013/14
2197221	SR 263/Cap Cir	Add Lanes/Recst	SR 10/US 90	SR 9.I-10 West Ramp	ADM	$ 3,000,000	2011/12
						$ 4,000,000	2012/13
						$ 4,000,000	2013/14
						$ 77,227	2014/15
4157829	SR 263/Cap Cir	PE Future Capacity	Springhill Rd	Orange Ave	PE	$ 2,708,503	2011/12
4157828	SR 263/Cap Cir	Add Lanes/Recst	Orange Ave	N. of SR 20	CST	$ 9,200,000	2011/12
4157827	SR 263/Cap Cir	ROW - Future Capacity	N. of SR 20	S. of US 90	CST	$ 16,145,454	2011/12
4240093	Woodville Hwy	PE Future Capacity	US 319	Paul Russell Rd	PE	$ 1,266,055	2011/12
2204954	US 319	PE Future Capacity	US 98	Lost Creek Bridge	PE	$ 1,834,019	2012/13

COST FEASIBLE PLAN

REVISED 9/17/2010; 9/23/2010; 10/1/2010; 10/19/2010and 10/24/2010

(See Notes Below Tables for Revisions)

#	Identified Projects				Assessment Score	Tier 1: 2016 - 2020		Tier 2: 2021 - 2025		Tier 3: 2026 - 2030		Tier 4: 2031 - 2035	
	NAME	TERMINI FROM	TERMINI TO	PROPOSED IMPROVEMENT		Funded Project Phase	Project Cost	Funded Project Phase	Project Cost	Funded Project Phase	Project Cost	Funded Project Phase	Project Cost
Projects													
1	Quincy By-Pass	SR 12	US 90	Capacity/Safety	14.5	Const	$ 15,700,000						
2	Crawfordville Road Express Bus	Tallahassee	Crawfordville	Express Bus	15.2	Implement	$ 2,136,872						
3	Satellite Transfer Center	Southwood		Transfer Center	14.5	Implement	$ 1,873,300						
4	Franklin Boulevard*	Cascade Park	Tennessee Street	Bike Lanes/Sidewalks	14.0	Const	$ 513,717						
5	Bannerman Road	Thomasville Road	Tekesta Drive	Sidewalks	12.0	Design/Const	$ 901,935						
6	Orange Avenue	Capital Circle Southwest	Lake Bradford Road	Sidewalks	10.0	Design/Const	$ 1,400,652						
7	Havana Express Bus Service	Havana	Tallahassee	Express Bus	16.0	Implement	$ 2,136,872						
8	Monticello Express Bus Service	Monticello	Tallahassee	Express Bus	16.0	Implement	$ 2,136,872						
9	Park and Ride - Midway	Near City Hall		Park and Ride	16.0	Implement	$ 406,100						
10	10th Avenue	Duval Street	Monroe at Legion Street	Shared-use path	14.0	PDE/Design	$ 725,244						
11	7th Avenue	TMH	Bronough Street	Bike Lanes/Sidewalks	13.0	Design/Const	$ 1,173,223						
12	Barbourville Drive	Adams Street	MLK Boulevard	Sidewalks	14.0	Design/Const	$ 116,721						
13	Brevard Street	Woodward Street	Miccosukee Road/Wilson	Bike Lanes	14.0	Design/Const	$ 848,880						
14	Clay Street	Alabama Street	Preston Street	Sidewalks	14.0	Design/Const	$ 132,638						
15	Coleman Street	Walcott Street	Lake Bradford Road	Sidewalks	14.0	Design/Const	$ 74,277						
16	Crawfordville Road	In Crawfordville		Sidewalks	14.0	Design/Const	$ 1,878,147						
17	Duval Street	Gaines Street	Tharpe Street	Bike Lanes	14.0	Design/Const	$ 1,143,158						
18	Eisenhower Road	McElroy Road	Orange Avenue	Sidewalks	14.0	Design/Const	$ 307,719						
19	Gibbs Drive	Tharpe Street	Monticello Drive	Sidewalks	14.0	Design/Const	$ 307,719						
20	Madison Street	Woodward Street	Macomb Street	Bike/Ped Improvements	14.0	Design/Const	$ 548,235						
21	Meridian Street	Van Buren Street	Paul Russell Road	Bicycle Route	14.0	Design/Const	$ 4,096						
22	Orange Avenue	Lake Bradford Road	Monroe Street	Bike Lanes/Sidewalks	14.0	PDE/Design	$ 1,559,830						
23	Palmer Avenue	MLK Jr. Boulevard	Gadsden Street	Sidewalks	14.0	Design/Const	$ 111,416						
24	Palmetto Street	MLK Jr. Boulevard	S Adams Street	Bike Lanes/Sidewalks	14.0	Design/Const	$ 230,259						
25	Pasco Street	Wies Street	Orange Avenue	Sidewalks	14.0	Design/Const	$ 148,554						
26	Pottsdamer Street	Orange Avenue	Paul Dirac Road	Sidewalks	14.0	Design/Const	$ 493,412						
27	Quincy Loop	US 90 South	SR 12	Capacity/Safety	14.0	PDE/Design	$ 2,970,032	ROW	$ 17,016,975	Const	$ 15,000,000		
28	South Woodward Avenue	Jefferson Street	Gaines Street	Bike/Ped Improvements	14.0	Design/Const	$ 307,012						
29	Volusia Street	Old Bainbridge Road	Joe Louis Street	Sidewalks	14.0	Design/Const	$ 265,275						
30	Wies Street	Holton Street	Pasco Street	Sidewalks	14.0	Design/Const	$ 68,972						
T-1	Capital Circle	Apalachee Pkwy	End of exist. Sidepath/Hill Lane	Trail Adjacent to Road	14.0	Design/Const	$ 433,872						
T-2	Sharrow Projects					Implement	$ 10,000						
	SR 61/Thomasville Road	E 9th Street	Meridian Road	Sharrow	13.5								
	US 90/W Washington Drive	Mahan Drive	MLK Jr Avenue	Sharrow	13.0								
	S Water Street	Williams Street	US 90/W Washington Street	Sharrow	13.0								
	Crawford Street	US 90/W Jefferson Street	Eames Street	Sharrow	13.0								
	Main Street	Holly Street	N Main St/Azalea Drive	Sharrow	13.0								
	Holly Drive	US 90/W Washington Street	Main Street	Sharrow	13.0								
	N Main Street	Main Street/Azalea Drive	US 90/W Washington Street	Sharrow	13.0								
	Meridian Road	SR61/Thomasville Road	Henderson Road	Sharrow	11.0								
31	Tram Road	Local Bus Service		Bus Service Expansion	13.8	Implement	$ 1,207,165						
32	Belle Vue Way	Mabry Street	Hayden Road	Shared-use path	13.5	PDE/Design	$ 116,918	RW/Const	$ 4,273,715				
33	Innovation Park Trail	along Roberts Road, Iamonia		Shared-use path	13.5	PDE/Design	$ 140,498	RW/Const	$ 5,135,641				
34	Magnolia Drive	Lafayette Street	North of Apalachee Parkway	Intersection Improvements	13.5	Design/Const	$ 1,102,758						
35	St. Augustine Street/Madison Street	Stadium Drive	Meridian Street	Bike Lanes	13.5	Design/Const	$ 814,925						
36	Tram Road	Gaile Avenue	Zilah Street	Bike Lanes	13.5	Design/Const	$ 50,933						
37	Woodville Highway	Page Road	Larchmont Lane	Sidewalks	13.5	Design/Const	$ 530,550						
T-3	Maclay Boulevard	Maclay Commerce Drive	Maclay Road	Trail Adjacent to Road	13.0	Design/Const	$ 2,507,238						
T-4	MLK Jr Boulevard/Brickyard Road	Knight Road	Easement east of Midway/S of RR	Bike Lanes	13.0	Design/Const	$ 1,658,146						
T-5	MLK Jr Boulevard	Pat Thomas Parkway	Camilla Avenue	Trail Adjacent to Road	13.0	Design/Const	$ 879,567						
T-6	MLK Jr Boulevard	Camilla Avenue	S Atlanta Street	Bike Lanes	13.0	Design/Const	$ 424,440						
T-7	On easement/Market Square area (E-W	E-W from easement	Maclay Boulevard	Trail on Easement	13.0	Design/Const	$ 477,495						
T-8	Pepper Drive	N Lake Bradford	Lipona Road	Bike Lanes	13.0	Design/Const	$ 447,077						
T-9	Lipona Road	Pepper Drive	W Pensacola Street	Bike Lanes	13.0	Design/Const	$ 362,189						
T-10	Dover Road	MLK Jr Boulevard/Brickyard Rd	US 90	Bike Lanes	13.0	Design/Const	$ 305,597						
T-11	W Tennessee Street	Easment West of SR 263	Exist. Bike lanes on W Tennessee	Bike Lanes	13.0	Design/Const	$ 186,754						
38	5th Avenue	Thomasville Road	Monroe Street	Sidewalks	13.0	Design/Const	$ 79,583						
39	Adams Street	Gaines Street	Magnolia Drive	Bike Lanes	13.0	Design/Const	$ 605,534						
40	Basin Street	Tennessee Street	Alabama Street	Sidewalks	13.0	Design/Const	$ 265,275						
41	Belmont Road	Park Avenue	Nugent Drive	Sidewalks	13.0	Design/Const	$ 217,526						
42	Bloxham Street	Railroad Avenue	Myers Park Drive	Bicycle Route	13.0	Design/Const	$ 1,740						
43	Bloxham Street	Monroe Street	Myers Park Drive	Sidewalks	13.0	Design/Const	$ 111,416						
44	Boone Boulevard	Tupelo Terrace/Alder Drive	Northwood Mall	Sidewalks	13.0	Design/Const	$ 175,082						
45	Bragg Drive	Wheatly Street	Rackley Road	Sidewalks	13.0	Design/Const	$ 68,972						

COST FEASIBLE PLAN

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(See Notes Below Tables for Revisions)

#	Identified Projects				Assessment Score	Tier 1: 2016 - 2020		Tier 2: 2021 - 2025		Tier 3: 2026 - 2030		Tier 4: 2031 - 2035	
	NAME	TERMINI FROM	TERMINI TO	PROPOSED IMPROVEMENT		Funded Project Phase	Project Cost	Funded Project Phase	Project Cost	Funded Project Phase	Project Cost	Funded Project Phase	Project Cost
46	Bronough Street	10th Avenue	Gaines Street	Bike Lanes	13.0	Design/Const	$ 1,018,656						
47	Broward Street	Apalachee Parkway	Park Avenue	Sidewalks	13.0	PDE/Design	$ 112,988						
48	Castlewood Drive	Meridian Street	Tartary Drive	Sidewalks	13.0	Design/Const	$ 68,972						
49	Chocksacka Nene	Indianhead Drive East	Jim Lee Road	Sidewalks	13.0	Design/Const	$ 233,442						
50	Chowkeebin Nene	Magnolia Drive	Apakin Nene	Sidewalks	13.0	Design/Const	$ 254,664						
51	Chowkeebin Nene	Apakin Nene	Hasosaw Nene	Sidewalks	13.0	Design/Const	$ 482,801						
52	College Avenue	Copeland Street	Bronough Street	Bike/Ped Improvements	13.0	Design/Const	$ 427,623						
53	Floral Street	Disston Street	Russell Street	Sidewalks	13.0	Design/Const	$ 26,528						
54	Gadsden Street	Palmer Street	Magnolia Drive	Sidewalks	13.0	PDE/Design	$ 266,651						
55	Gaile Avenue	Crawfordville Road	Tram Road	Bike Lanes	13.0	PDE/Design	$ 322,994						
56	Holton Street	Campbell Street	Wies Street	Sidewalks	13.0	PDE/Design	$ 116,721						
57	Iamonia Street	Levy Avenue	Roberts Avenue	Sidewalks	13.0	PDE/Design	$ 126,546						
58	Indianhead Drive East	Lafayette Street	Apakin Nene	Sidewalks	13.0	PDE/Design	$ 22,794	Const	$ 154,077				
59	Ingleside Avenue	Gadsden Street	Marion Ave	Sidewalks	13.0	PDE/Design	$ 55,020	Const	$ 371,910				
60	Monticello Drive	Tharpe Street	John Knox Road	Sidewalks	13.0	Design/Const	$ 228,137						
61	Oakland Avenue	Monroe Street/Adams Street	Meridian Street	Sidewalks	13.0	Design/Const	$ 334,247						
62	Parkridge Drive	Bragg Drive	Ryco Drive	Sidewalks	13.0	Design/Const	$ 79,583						
63	Paul Russell Road	South Monroe Street	Jim Lee Road	Bike Lanes/Sidewalks	13.0	Design/Const	$ 1,096,470						
64	Perkins Street	Gadsden Street	Meridian Street	Sidewalks	13.0	Design/Const	$ 74,277						
65	Trail extension	Existing Trail	Jefferson County High School	Shared-use path	13.0	PDE/Design/RW	$ 3,317,887	Const	$ 1,640,389				
66	Call Street	Copeland Street	Satsuma Street	Bicycle Route	12.5	Design/Const	$ 3,205						
67	Southwood Plantation Drive	Apalachee Parkway	Southwood	Bicycle Route	12.5	Design/Const	$ 2,769						
68	Shumard Oak Boulevard			Bicycle Route	12.0	Design/Const	$ 1,868						
69	Capital City to the Sea Trail	Capital Region		Shared-use path	11.5	PDE/Design	$ 3,438,750	RW	$ 12,041,568	RW	$ 12,041,568	Const	$ 9,000,000
70	Satellite Transfer Center	Southside Tallahassee		Super Stop/Transfer Center	13.8	Implement	$ 1,873,300						
71	Alabama Street	Arkansas Street	Old Bainbridge Road	Sidewalks	9.0	Design/Const	$ 482,801						
72	Eisenhower Road	McElroy Road	Roberts Avenue	Sidewalks	9.0	Design/Const	$ 249,359						
73	Gaines Street	Meridian Street	Bloxham Street	Sidewalks	12.5	Design/Const	$ 37,139						
74	Airport Express Bus Service	Airport	Tallahassee	Express Bus	13.8	Implement	$ 1,488,300						
75	Satellite Transfer Center	NW Tallahassee		Transfer Center	15.2	Implement	$ 4,986,375						
76	Indian River Street	Levy Avenue	Stuckey Avenue	Sidewalks	13.0	Design/Const	$ 106,110						
77	Levy Street	Alumni Village	Lake Bradford Road	Bike/Ped Improvements	13.0	Design/Const	$ 1,036,773						
78	Joyner Drive	Voncile Avenue	Watt Avenue	Sidewalks	13.0	Design/Const	$ 221,456						
79	Indianhead Drive West	Apakin Nene	Mountbatten Road	Sidewalks	13.0	Design/Const	$ 525,245						
80	Tanner Drive	Rackley Drive	Wheatley Road	Sidewalks	13.0	Design/Const	$ 159,165						
T-12	Martin Road	US 19/S Jefferson Street	Ike Anderson Bike Trail	Trail Adjacent to Road	11.0	Design/Const	$ 219,142						
T-13	On easement NW of Tom Brown Park	Tom Brown Park	N and W to end of Goose Pond Trai	Trail on Easement	9.5	Design/Const	$ 1,283,931						
T-14	Weems Road	Dartmouth Drive	Mahan Drive	Bike Lanes	9.5	Design/Const	$ 169,776						
81	Park and Ride - Woodville	Intersection of Woodville Hwy and Oak Ridge Road		Park and Ride	16.0			Implement	$ 465,500				
82	Satellite Transfer Center - Quincy	Downtown near intersection of Jefferson and Monroe		Transfer Center	16.0			Implement	$ 2,061,500				
83	Park and Ride - Crawfordville	Intersection of Crawfordville Road and Shadeville Road		Park and Ride	15.2			Implement	$ 465,500				
84	Satellite Transfer Center - TCC	Appleyard Road near TCC Campus		Transfer Center	13.8			Implement	$ 2,202,200				
85	Jackson Bluff Road	Appleyard Drive	Lake Bradford Road	Bike Lanes/Sidewalks	13.0			Design/Const	$ 2,758,417				
86	Lake Bradford Road	Stadium Drive	Orange Avenue	Bike Lanes	13.0			Design/Const	$ 1,177,546				
87	Laura Lee Avenue	Monroe Street	Meridian Street	Sidewalks	13.0			Design/Const	$ 118,503				
88	Lipona Road/Pepper Drive	Pensacola Street	Lake Bradford Road	Bike Lanes	13.0			Design/Const	$ 938,045				
89	Pensacola Street	Stadium Drive	Monroe Street	Bike Lanes	13.0			Design/Const	$ 804,989				
T-15	St Marks Trail Bike/Ped Bridge - Phase 1	West side of Woodville Highway across Capital Circle		Bike/Ped Overpass	13.0			Design/Const	$ 6,314,000				
T-16	St Marks Trail Bike/Ped Bridge - Phase 2	South side of Capital Circle across Woodville Highway		Bike/Ped Overpass	13.0			Design/Const	$ 4,158,000				
90	Apalachee Parkway	Magnolia Drive	Connor Boulevard	Bike/Ped Improvements	12.5			PDE/Design	$ 704,642			Const	$ 5,603,966
91	Tennessee Street	Franklin Boulevard	Magnolia Drive	Bicycle lanes	13.0			Design/Const	$ 399,168				
92	Rankin Avenue	Orange Avenue	Jackson Bluff Road	Sidewalks	13.0			Design/Const	$ 841,995				
93	Rosemary Terrace	Yaupon Drive	Tupelo Drive	Sidewalks	13.0			Design/Const	$ 324,324				
94	Magnolia Drive	Lafayette Street	Adams Street	Bike Lanes/Sidewalks	13.0			Design/Const	$ 3,029,103				
95	Meridian Road	7th Avenue	Tharpe Street	Sidewalks	13.0			Design/Const	$ 270,963				
96	Meridian Street	Perkins Street	Magnolia Drive	Sidewalks	13.0			Design/Const	$ 318,780				
97	Mission Road	White Drive	Mission Road	Bike Lanes/Sidewalks	13.0			Design/Const	$ 1,087,040				
98	San Luis Road	Mission Road	Tharpe Street	Sidewalks	13.0			Design/Const	$ 555,093				
99	Preston Street	Clay Lane	Basin Street	Sidewalks	13.0			Design/Const	$ 212,058				
100	Tennessee Street	Ocala Road	Franklin Boulevard	Bike/Ped Improvements	13.0					Design/Const	$ 4,120,718		
101	Tharpe Street	Ocala Road	Monroe Street	Access Management/Median	13.0					Design/Const	$ 5,882,319		
102	Ranch Road (Selman Road)	US 90	End	Sidewalks	13.0					Design/Const	$ 1,048,262		
T-17	Pat Thomas Parkway	MLK Jr Boulevard	W Clark Street	Trail Adjacent to Road	13.0					Design/Const	$ 3,197,434		
T-18	S Atlanta Street	MLK Jr Boulevard	US 90/Blue Star Highway	Trail Adjacent to Road	13.0					Design/Const	$ 2,826,386		
103	West Tennessee Street Bus Rapid Transit			BRT	16.0					PDE/Design	$ 13,200,000		
104	Capital Circle East Express Bus Service	Capital Circle		Express Bus	13.0					Implement	$ 2,952,472		

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	NAME	TERMINI FROM	TERMINI TO	PROPOSED IMPROVEMENT		Funded Project Phase	Project Cost	Funded Project Phase	Project Cost	Funded Project Phase	Project Cost	Funded Project Phase	Project Cost
105	Mitchell Avenue	7th Avenue	Betton Road	Sidewalks	13.0					Design/Const	$ 439,830		
106	MLK Jr. Boulevard	St Francis Street	Palmetto Drive	Bike Lanes/Sidewalks	13.0					Design/Const	$ 1,530,120		
107	US 319 @ Dr. Martin Luther King Memorial			Intersection Improvements	12.5					Design/Const	$ 598,024		
108	US 319 @ Ivan Church Road			Intersection Improvements	10.5					All	$ 2,378,050		
109	US 319 @ Wakulla Arran Road			Intersection Improvements	10.5					Design/Const	$ 598,024		
110	Trimble Road	Tharpe Street	Hartsfield Road	Sidewalks	13.0					Design/Const	$ 431,711		
111	Tupelo Terrace	Alder Drive	Rosemary Terrace	Sidewalks	13.0					Design/Const	$ 534,843		
112	Voncile Avenue	Joyner Drive	Old Bainbridge Road	Sidewalks	13.0					Design/Const	$ 69,012		
113	Wahnish Way	FAMU Way	Osceola Avenue	Sidewalks	13.0					Design/Const	$ 1,265,795		
114	West Call Street	Copeland Street	Dewey Street	Bike/Ped Improvements	13.0					Design/Const	$ 241,542		
115	Yaupon Avenue	Old Bainbridge Road	Redbud Avenue	Sidewalks	13.0					Design/Const	$ 250,169		
116	Monroe Street	Virginia Street	Apalachee Parkway	Bike Lanes	12.5					Design/Const	$ 353,022		
117	Otter Creek Road	South of US 98	North of US 98	Sidewalks	12.5					Design/Const	$ 388,518		
118	Glenview Drive	Thomasville Road	Monroe Street	Sidewalks	12.5					Design/Const	$ 1,510,626		
119	Gray Street	West Jefferson Street	University Way	Bike/Ped Improvements	12.5					Design/Const	$ 136,347		
120	Gadsden Street	Ingleside Avenue	9th Street	Sidewalks	12.0					Design/Const	$ 197,924		
121	Greenwood Drive	Glenview Drive	Bradford Road	Sidewalks	12.0					Design/Const	$ 109,958		
122	US 98	Otter Creek Road	P A Sandera Road	Sidewalks	12.5					Design/Const	$ 234,576		
123	US 319	Ivan Church Road	Arran Road	Service Roads	13.0							All	$ 46,675,000
T-19	US 90/Blue Star Highway	Atlanta Street	Casey Lane	Trail Adjacent to Road	13.0							Design/Const	$ 3,365,025
124	Gaines/Myers Park/Circle	Meridian Street	Magnolia Drive	Bike Lanes/Sidewalks	12.5							Design/Const	$ 2,014,575
125	Beech Ridge Trail	Kinegha Drive	Chiles High School	Sidewalks	12.0							Design/Const	$ 612,482
T-20	SR 61/Thomasville Road	E 9th Street	Exist. Bike lanes/S of I-10	Trail Adjacent to Road	11.0							Design/Const	$ 3,361,939

Studies/Programs/Coordination

126	Bicycle Map	CRTPA area		Bicycle system map		$ 75,000		$ 15,000		$ 15,000		$ 15,000
127	Trails and Greenways Implementation	CRTPA area		Trails and Greenways	SPECIFIC PROJECTS IDENTIFIED AND INCLUDED IN COST FEASIBLE PLAN								
128	Duval/Bronough and Gadsden/Calhoun	One way pairs		Operational development		$ 350,000							
129	Gadsden County Sector Plans	Gretna, Greensboro, Chattahoochee		Sector Plans		$ 105,000							
T	Trail Coordination Efforts												
	Coordination with Woodville Corridor Study Recommendations												
	Coordination among involved agencies and advocacy groups to take advantage of opportunities to complete connections through private land holdings												
	Tallahassee Leon County Planning												
	Additional Opportunities for Sharrows												

Costs	Tier 1 Cost	$ 79,284,841	Tier 2 Cost	$ 69,856,640	Tier 3 Cost	$ 71,552,249	Tier 4 Cost	$ 70,647,987
	Transit	$ 18,245,156	Transit	$ 5,194,700	Transit	$ 2,952,472	Transit	$ -
	Non-Transit	$ 61,039,685	Non-Transit	$ 64,661,940	Non-Transit	$ 68,599,777	Non-Transit	$ 70,647,987
Revenues	Tier 1 Revenues	$ 114,383,606	Tier 2 Revenues	$ 109,410,378	Tier 3 Revenues	$ 100,752,907	Tier 4 Revenues	$ 95,929,628
	Transit	$ 53,590,576	Transit	$ 45,190,576	Transit	$ 32,590,576	Transit	$ 24,190,576
	Non-Transit	$ 60,793,030	Non-Transit	$ 64,219,802	Non-Transit	$ 68,162,331	Non-Transit	$ 71,739,052
Surplus/Deficit	Tier 1 S/D	$ 35,098,765	Tier 2 S/D	$ 39,553,738	Tier 3 S/D	$ 29,200,658	Tier 4 S/D	$ 25,281,641
	Transit	$ 35,345,420	Transit	$ 39,995,876	Transit	$ 29,638,104	Transit	$ 24,190,576
	Non Transit	$ (246,655)	Non Transit	$ (442,138)	Non Transit	$ (437,446)	Non Transit	$ 1,091,065

Total Balancing All Tiers - Non Transit Projects $ (35,174)

Potential Transit Funding

130	Transit Capital*	Available for Additional Service Development and Expansion	$ 35,345,420	$ 39,995,876	$ 29,638,104	$ 24,190,576

** - On the surface it would appear as though these funds are available for the introduction of new projects. However, there is no operational funds to balance*

Note: Transit expenditures include the operation of the Nova2010 system as well as the continuing operating expenses for the new transit projects

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	NAME	TERMINI		PROPOSED IMPROVEMENT		Funded Project Phase	Project Cost	Funded Project Phase	Project Cost	Funded Project Phase	Project Cost	Funded Project Phase	Project Cost
		FROM	TO										
Projects with Other Funding (Public)													
131	Capital Circle	Airport Entrance	US 90	SIS - Widen									$ 137,700,000
132	I-10	West of US 90	East of Rest Area	SIS - Widen									$ 3,850,000
133	Capital Circle	Airport Entrance	Near Crawfordville Rd	Blueprint/Local - New									

V.5 Efficient Transportation Decision Making

With the adoption of the Cost Feasible Plan, the coordination with FDOT occurred to determine which projects required a Need and Purpose statement for entry into the Efficient Transportation Decision Making (ETDM) system. These projects included the proposed Quincy Loop in Gadsden County and the proposed service roads along US 319 in Wakulla County. The ETDM Need and Purpose Statements, found in Appendix J, for each of the projects were completed for submittal into the ETDM system.

VI. Public Outreach

"Never doubt that a small group of thoughtful, committed citizens can change the world. Indeed, it is the only thing that ever has. "

- Margaret Mead

The development of the RMP incorporated an extensive and intensive public involvement effort that included significant coordination and input with the CRTPA planning partners, representatives of other state, regional and local agencies, stakeholders, and members of the general public. There were also several visioning initiatives underway in the region during the development of the RMP and the process also incorporated the coordination with these efforts.

The first step in the RMP planning process was the development of the RMP Public Participation Plan, found in Appendix K, which was developed within the framework of the CRTPA Public Participation Plan. This plan provided the blueprint for compliance with the requirements of SAFETEA-LU and to ensure that all federal, state, and local planning requirements and mandates were met.

The development of the RMP was non-traditional and because of this nature, required non-traditional approaches to the involvement of the planning partners, the organizational structure and the participation activities. Because the study was regional in scope, there were a large number of political jurisdictions involved, which greatly increased the number of planning partners involved. In addition, because of the diversity of the region, the participation activities needed to be tailored to meet the needs of both large urban communities, as well as smaller, rural areas.

The development of the RMP involved a wide range of citizens from throughout the region, different local governments and other interested parties. In an effort to provide an organized approach to the wide and diverse stakeholder involvement, a multi-layered committee structure was developed.

The project team was identified which included representatives from CRTPA; StarMetro; local planning departments from each county; other stakeholder organizations such as Tall Timbers and Commuter Services of North Florida; the Apalachee Regional Planning Council; BluePrint 2000; local public works departments; the consultant team; and any other interested parties. This

project team met on a monthly basis over the course of the project. **Tables 4 - 6** include the project team meeting dates and the project components that were discussed.

Table 4. Project Team Meetings: 2009

January 15, 2009	Project kick-off and review of upcoming activities
February 19, 2009	Regional Transit Study (RTS) overview; public participation coordination; travel demand and transit modeling discussion
March 16, 2009	Data collection status and update; travel demand and transit modeling discussion; Jefferson County TAZ and socio-economic data status; public participation activities and coordination
April 16, 2009	Existing Conditions development; transit planning update: Transit Development Plan (TDP) and RTS; public meeting review and results; brainstorming for increased involvement; formation of public participation sub-committee
May 21, 2009	Data collection update; TDP outline and schedule; public participation and marketing review and discussion; technical subcommittee meetings and protocols
June 19, 2009	Data collection update; TDP update; public participation discussion: participation subcommittee meeting results; technical subcommittee results
July 16, 2009	Data collection and Existing Conditions Report update; GIS coordination; public participation discussion and upcoming meetings; Goals and Objectives discussion and formation of working committee
September 24, 2009	Goals and Objectives working committee update; model status review; public participation: public meeting results; discussion to increase participation
October 15, 2009	Overview of Goals and Objectives; Board Retreat agenda review; model update; TDP update
December 1, 2009	Future growth scenario discussion; Goals and Objectives discussion; coordination with other ongoing planning efforts; corridor planning update; transit discussion: TDP, RTS and TBEST modeling;

Table 5. Project Team Meetings: 2010

January 19, 2010	Growth scenario update; Goals and Objectives discussion; Transit update: TDP and TBEST; future socio-economic projections; Project Advisory Committee update
February 18, 2010	Project strategies discussion; scenario planning and analysis update; corridor planning update
March 18, 2010	Project strategies review and discussion; TDP update; sector planning update; potential Board Retreat agenda
April 15, 2010	Scenario analysis results; TDP update; Board Retreat agenda review; sector planning update
May 20, 2010	Project identification and prioritization discussion; updates on sector and corridor planning; public meeting review; TDP update
June 17, 2010	Sector and corridor planning update; TDP review; project identification and assessment; public meeting results

July 15, 2010	Needs Plan review; project assessment; sector plan review; TDP; financial resources
August 19, 2010	Project assessment; financial resources and cost estimates; sector plan review: Quincy, Crawfordville, Midway; corridor planning update
October 21, 2010	Sector plan review: Monticello; corridor planning update; trails planning update; local government tools update; Cost Feasible Plan review; Board Retreat review and results

Table 6. Project Team Meetings: 2011

January 20, 2011	ETDM update; sector plan review: MMTD; trails plan update; TDP status
February 17, 2011	Update of remaining project activities: Trails Master Plan; TDP procedural steps for adoption

A Project Advisory Committee (PAC) was also established in an effort to maintain a workable committee size and met periodically throughout the plan development. This PAC was comprised of one representative from each Technical Subcommittee. These subcommittees had a broad and diverse representation of all elements of the community to ensure that the full range of perspectives was incorporated into the planning process. The Technical Subcommittees included:

- ***Environmental*** – representatives from the growth management departments, Florida Department of Community Affairs, Tall Timbers, Water Management District, Audubon Society, Sierra Club, Canopy Roads Committee, National Forest Service, 1,000 Friends of Florida, Big Bend Scenic By-ways, energy conservation departments
- ***First Responders*** – representatives from local law enforcement agencies, fire departments, local and state emergency management agencies, emergency medical services, and Red Cross
- ***Community Health*** – representatives from hospitals, state and local health departments, Council on Physical Fitness, and the American Heart Association
- ***Education/School Access*** – representatives from school boards, charter schools, parents and private schools on an as needed basis
- ***Economic Development*** – representatives from economic development councils, chambers of commerce, banking and finance industry, builders and developers, realtors, small business associations, other business associations, tourist development associations, and community redevelopment agencies
- ***Neighborhood/Community*** – representatives from the Councils of Neighborhood Association, downtown associations, business associations, church affiliates, historic preservation and the State Historic Preservation Office
- ***Underserved Populations*** – representatives from the educational sector, Department of Children and Families, Department of Elder Affairs, minority communities, and Lighthouse of Big Bend
- ***Intermodal/Freight*** – representatives from CSX, trucking association, warehouse and distribution sector, airports, and Weight and Motion
- ***Utilities*** – representatives from electric providers, water and sewer services, and solid waste

- ***Bicycle/Pedestrian*** – representatives from Bike Walk, parks and recreation departments, Office of Greenways and Trails, state and local trails groups, and Multimodal Advisory Committee representatives
- ***Transit Providers*** – representatives from StarMetro, Big Bend Transit, other transportation disadvantaged providers
- ***Land Use*** – representatives from planning staff and planning commissions; CRTPA Board
- ***Peer Review*** – representatives from professional organizations, such as Institute of Transportation Engineers, Florida Chapter of American Planning Association and transportation professionals

In addition to these technical committees, local focus groups were also established. These local groups provided input into the sector planning process, as well as providing local input on community values, needs and desires throughout the RMP planning process.

The first event held in the process was a Transportation Forum, which was the project kick-off and also provided the first opportunity for the various committees to meet and discuss the project. This forum provided an overview of the plan development, the project schedule and anticipated roles for participants. The forum was held in April, 2009.

The technical committees met periodically throughout the course of the project, with some committees being much more active in their participation than others. The committees which met most frequently and remained engaged throughout the process included the Bicycle/Pedestrian committee, the Land Use committee, and the Environmental committee. Input was obtained from the other committees which did not meet as frequently through individual contact to obtain input. The Project Advisory Committee met at strategic times during the planning process to provide input and guidance on the development of the plan.

Public Meeting # 1

Public meetings were structured to provide convenient opportunities for residents throughout the region to participate. There were four public meetings during the project and each public meetings was held in each county. The first public meetings was held at the following times:

April 14, 2009: Jefferson and Leon Counties
April 16, 2009: Gadsden and Wakulla Counties

At this first public meeting, an overview of the project was provided and each participant took a Community Choices Survey. In addition, to the survey, each participant was asked to write on an index card their five (5) favorite things about the region. An overview of the Regional Transit Study was also provided. Participants broke into small discussion groups to identify the issues within the region and were then asked to prioritize those issues. The results of the survey from the meeting are found in Appendix L.

Public Meeting # 2

The second public meeting included a status report of the project to date, as well as a report from StarMetro on their planned Nova2010 service. The participants were asked to break into small

groups to provide input on the development of the RMP goals. In addition, the groups reviewed the future growth scenarios and identified the type of land use for each scenario in conjunction with appropriate mobility options. The group participants were also asked to identify the location of future growth centers. The participants were also given CRTPA "bucks" to spend on specific types of transportation projects. The results of this exercise are found in Appendix L.

The second round of public meetings were held at the following times:

September 1, 2009: Leon and Jefferson Counties
September 3, 2009: Wakulla and Gadsden Counties

Public Meeting # 3
The third public meeting included a status report of the project to date, including the goals and objectives, the future growth scenarios, and the sector plans. Maps and project lists were displayed for participants to review. Participants were asked to add any projects they felt were missing, either by noting the project on the list or drawing on the maps. The third round of public meetings were held at the following times:

June 7, 2010: Gadsden County
June 8, 2010: Jefferson and Wakulla Counties
June 10, 2010: Leon County

Public Meeting # 4
The fourth and final public meeting provided participants with the opportunity to review and comment on the draft Cost Feasible Plan. The Needs Plan projects were displayed on a regional map and for each individual county. Additionally, the draft Cost Feasible Plan was also displayed on maps. An overview of the project, including a recap of the goals and objectives, the growth scenarios, and the project assessment strategies was provided. The financial information was also reviewed, as well as the Transit Development Plan. Participation at the last meetings held in Gadsden and Jefferson Counties was low. In order to address that issue, the display boards and information sheets were set up outside of the regularly scheduled County Commission meetings. This approach resulted in much more participation and input from those citizens. The meetings in Leon and Wakulla Counties were held as separate events from any other scheduled meeting.

The meetings were held at the following times:

October 5, 2010: Gadsden and Jefferson Counties
October 7, 2010: Wakulla and Leon Counties

In addition to these regularly scheduled public meetings, a number of other opportunities were provided for input. These opportunities included the CRTPA Board retreats held in April and October, 2009 and 2010. Separate presentations were made to the Gadsden County Commission, the Tallahassee Leon County Planning Commission, and the Wakulla County Commission. Project team members also participated in neighborhood association meetings to provide project overviews and receive specific input. Other opportunities were also based on coordination with

stakeholder organizations, such as the participation in the Transportation Fair hosted by the Commuter Services of North Florida. A survey was provided to participants who provided significant information and input into the development of the goals and objectives for the plan.

In addition, continuous coordination occurred with local planning staff throughout the development of the plan. A special subcommittee was also formed to determine strategies to address poor public participation in some areas of the region. This resulted in the change in the meeting process for Gadsden and Jefferson Counties, which was successful in the last meeting.

The sector planning process also incorporated opportunities for local input. Interviews were held with local elected officials and administrators, as well as with identified citizens and stakeholders to ensure that the planning process was coordinated with local goals, aspirations and desires. Continuous coordination also occurred with the local planning officials in the development of the sector plans.

VII. Coordination

"If everyone is moving forward together, then success takes care of itself."
-Henry Ford

VII.1 Planning Efforts

During the development of the RMP, there were a number of other planning initiatives that were underway. In order to ensure the success of the RMP, extensive coordination was required between the RMP process and these associated planning efforts related to transportation.

Regional Transit Study
The Regional Transit Study was focused on the development of a long term vision for transit within the CRTPA region. The study included the preparation of an assessment of future transit needs for the region; the identification and assessment of realistic funding strategies; the identification of potential organizational structures to promote seamless regional transit; and the development of an implementation strategy. The study developed near and long term recommendations and many of these recommendations for regional transit were incorporated into the Cost Feasible Plan.

Multimodal Transportation District
The Tallahassee Multimodal Transportation District (MMTD) incorporates the downtown and mid-town areas of Tallahassee. In the designation process as a MMTD, a large amount of work was accomplished in identifying multimodal transportation needs and projects to address those needs. The Sector Plan was undertaken in an effort to fully coordinate these local multimodal transportation needs and proposed improvements with the RMP.

Crawfordville Master Plan
Crawfordville and Wakulla County, unlike the majority of the State, have continued to grow in population over the last several years. As the area continues to grow, increasing demands are

placed on the transportation system, and particularly along US 319 in the Crawfordville area. As part of the RMP, a sector plan for US 319 was developed. Concurrently with the development of this sector plan, Wakulla County is also developing an overlay district for the Crawfordville area and US 319. With input from the local government officials and stakeholders, the focus of this sector plan is coordinated with the overlay district effort and is targeted to address the access issues between Linzy Mill Road, near WalMart, to the southern terminus of the study area at Council Moore Drive. This Sector Plan includes an analysis of the access points within the 3.3 mile section and includes recommendations to address the congestion and access management issues. As stated in the 2008 *Wakulla County Evaluation and Appraisal Report (EAR)*, there is a need to focus on the provision of transportation options that extend beyond the single occupant driver and private auto use. With the inclusion of viable modal options, as well as addressing the access issues, the US 319 corridor will support the planning efforts and goals of the future overlay district.

Woodville Highway Corridor Study
The Woodville Highway Corridor Study, being accomplished in two segments, began during the RMP process. The coordination with these studies was incorporated during the development of the Trails Master Plan, where recommendations from the corridor study was incorporated into the Cost Feasible Plan.

Local Comprehensive Plans
Continuous and intensive coordination with the local government comprehensive plans was a critical element in the development of the RMP. These comprehensive plans provided the foundation and the "reality check" for the development of the future growth scenarios and the identification of the growth centers within each county.

Local/Regional Visioning Efforts
There are several visioning initiatives that are currently underway in the region and coordination with these efforts is critical. *Our Region Tomorrow*, undertaken by the Greater Tallahassee Chamber of Commerce, is focused on crafting a unified vision for the future for Tallahassee-Leon County and the eight surrounding counties, transcending local and state political jurisdictions. Growth and development patterns and trends do not recognize political boundaries, and this regional effort is an attempt to develop a cohesive plan to address issues, such as transportation, water, wastewater and energy.

A second effort led by the City of Tallahassee Mayor's Office is the Big Bend Regional Partnership (BBRP). This effort is taking a more focused look at the City of Tallahassee, Leon County and the surrounding counties in North Florida. This initiative is examining the services provided by local governments and the opportunities for collaboration and cooperation. These issues include regional mass transit, fire service, utilities, and broadband internet technology. Because of the significant intrinsic resources in the area, that include natural, historic, and cultural assets, this initiative is also examining a regional approach to, and the promotion of, ecotourism to diversity the region's economy. The *Our Region Tomorrow* effort and the BBRP initiative will provide a basic framework for the transportation vision of the region.

Capital Legacy Project
The establishment of an overall vision and the development of community values focused on mobility and transportation will be accomplished in the Capital Legacy Project, which is a joint project between the Tallahassee-Leon County Planning Department, the CRTPA, and StarMetro. The project grew out of the need to update several long range planning documents as required by the state and federal governments. Rather than embarking on an exercise to merely meet the minimum requirements, the efforts were seen as an opportunity for the community to determine where it should be in the future and to incorporate that vision into the documents guiding the future growth and development in the community.

Local Planning Staff
Continuous coordination with local planning staff from the jurisdictions within the CRTPA region occurred throughout the project. This coordination was crucial to the acceptance of the RMP on a regional basis and ensured that all planning partners were vested in the planning process.

VII. 2 Agency Consultation and Coordination

The development of the RMP has complied with Section 6001[G] of SAFETEA-LU. This directive requires states to consult "as appropriate" with "State and local agencies responsible for land use management, natural resources, environmental protection, conservation, and historic preservation" as well as economic development in planned growth, in the development of transportation plans and transportation programs. The purpose of this consultation is to identify potential environmental and social impacts of the RMP, and who or what that may affect.

The CRTPA has traditionally maintained a comprehensive list of elected officials, planning and engineering professionals, other governmental agencies, and members of the general public. To ensure compliance with the legislative requirement for coordination and consultation, the mailing list also includes state and local environmental resources agencies, land management agencies, and historic preservation groups. These agencies are notified of meetings and the availability of planning documents, and are also provided the opportunity to review and comment on the recommendations. These agencies were also included within the membership of the RMP committee structure on several levels and representatives were active participants in the planning process. In addition to this coordination with staff, all existing plans, programs and other pertinent data was gathered from these agencies in the development of the RMP.

These agencies from the federal, state and local levels are identified in **Table 7**.

Table 7. Agencies Consulted for Regional Mobility Plan

Federal Level
Federal Highway Administration
Federal Transit Administration
National Forest Service
State Level
Florida Department of Transportation: District Three and Central Office
Florida Department of Environmental Protection; Office of Greenways and Trails

Florida Department of Community Affairs
Florida Department of Management Services
State Historic Preservation Officer
Florida State University; Florida A&M University; Tallahassee Community College

Table 7. Agencies Consulted for Regional Mobility Plan (Continued)

Local and Regional Level	
CRTPA Board, Committees and Staff	Tall Timbers Research Station and Land Conservancy
Local Planning Commissions	1,000 Friends of Florida
Apalachee Regional Planning Commission	Canopy Roads Committee
Commuter Services of North Florida	Local law enforcement agencies
StarMetro	Local fire departments
Local Emergency Management Agencies	Community Redevelopment Agencies
Tallahassee Memorial Hospital	Tourist Development Agencies/Associations
Local Health Departments	Council of Neighborhood Associations
Local school boards and parent representatives	Local historic preservation agencies
Big Bend Transit	Parks and Recreation Departments
Local Growth Management departments	Trail groups
Municipal and County Administrators	Tallahassee Regional Airport
Local Planning Department Staff	Local Public Works Departments
Chambers of Commerce	CSX Transportation/Rail Engineering representative
Economic Development Agencies	Lighthouse of the Big Bend
BluePrint 2000	

Coordination with Emergency Management Agencies

Federal guidance requires that the transportation planning process independently consider the security of the transportation system for all motorized and non-motorized users. As the agency responsible for transportation planning, the CRTPA is responsible for preparing the regional transportation plan and the Transportation Improvement Program, and is not the appropriate lead agency in security planning. To achieve the security objective, the CRTPA included the emergency management agencies, law enforcement agencies, and fire departments as members of the committees providing direct input into the development of the RMP. The CRTPA coordinates with and supports the agencies responsible for emergency management and providing them with any transportation-related information that is needed. In addition, the CRTPA's plans and programs are all available for review and comment by these agencies. With this coordination, the CRTPA ensures that the security goals and objectives in the RMP will be met.

APPENDICES

APPENDIX A: Transit Development Plan

APPENDIX B: Existing Conditions Reports
- Gadsden County
- Jefferson County
- Leon County
- Wakulla County

APPENDIX C: County Scenario Mapping
- 2007 Dwelling Units/Acre
- 2035 Dwelling Units/Acre – Scenario 2
- 2035 Dwelling Units/Acre – Scenario 3

APPENDIX D: Sector Plans
- Crawfordville
- Midway
- Monticello
- Multimodal Transportation District
- Quincy

APPENDIX E: Multimodal Corridors and Strategies

APPENDIX F: Local Government Tools

APPENDIX G: Trails Existing Conditions and Master Plan

APPENDIX H: Financial Resources

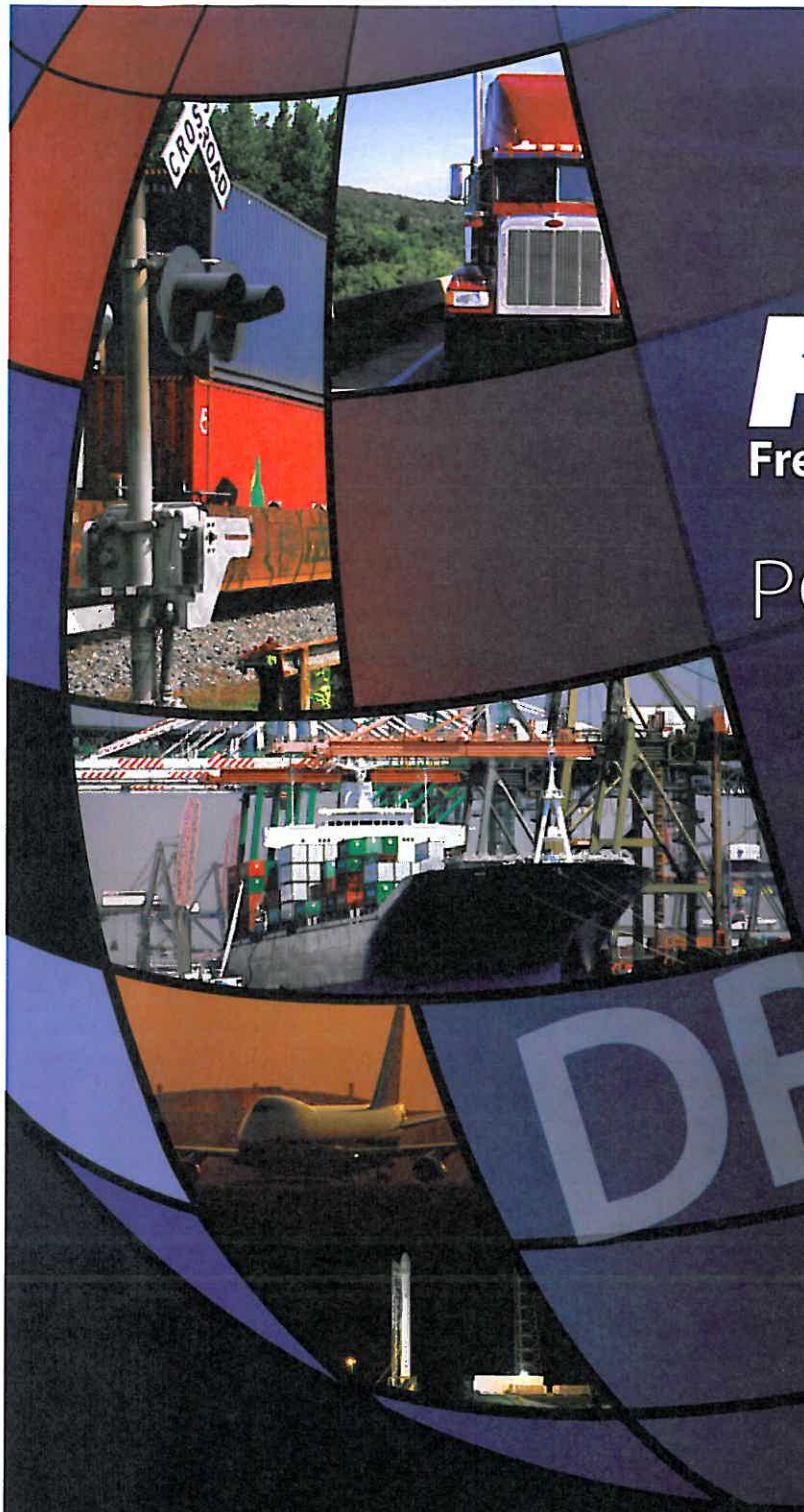
APPENDIX I: Needs Plan

APPENDIX J: ETDM Need and Purpose Statements

APPENDIX K: Public Participation Plan

APPENDIX L: Public Meeting Results

Attachment 2



FLORIDA
Freight Mobility and Trade Plan

POLICY ELEMENT

DRAFT

EXECUTIVE SUMMARY

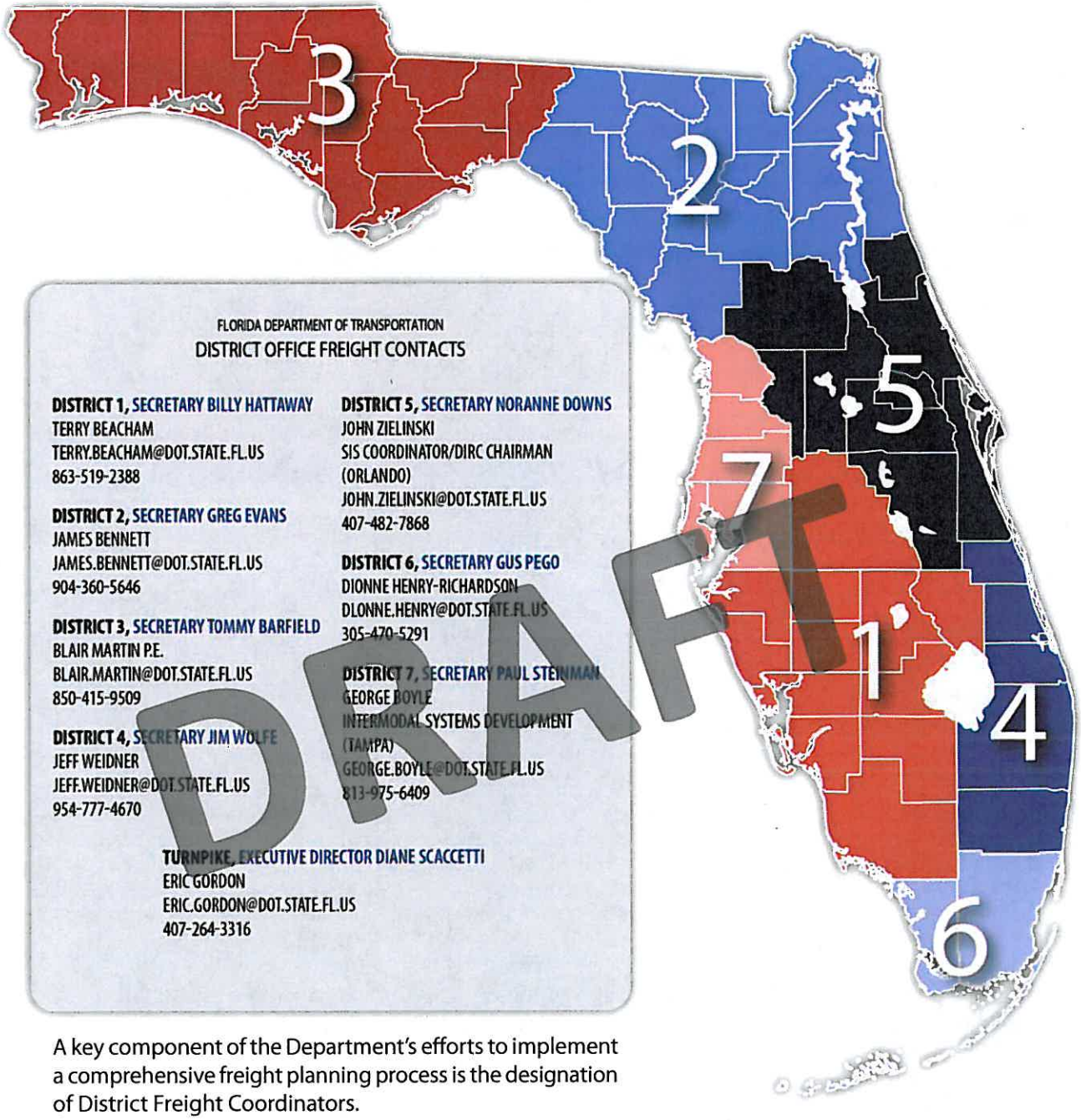
Freight Mobility and Trade Plan

STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION
FLP
Office of Freight, Logistics and Passenger Operations

STATE OF FLORIDA · DEPARTMENT OF TRANSPORTATION

April 2013

FDOT District Map and Contacts



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A key component of the Department's efforts to implement a comprehensive freight planning process is the designation of District Freight Coordinators.

photos courtesy of www.seefloridago.com

Table of Contents

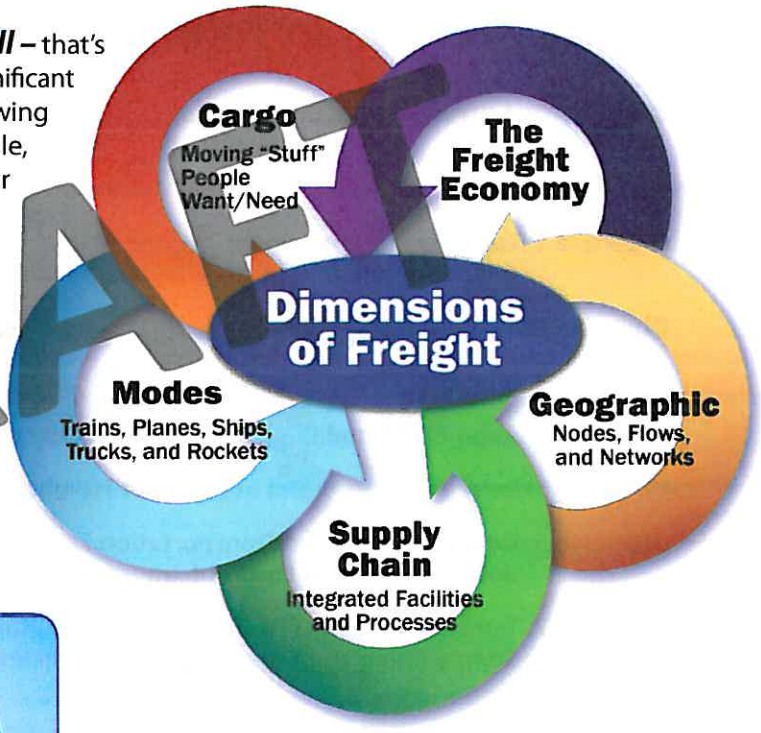
Introduction

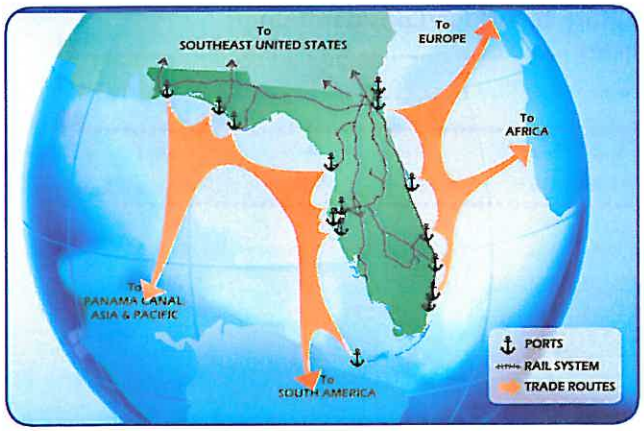
Florida is a freight mobility and international trade state. Freight, or the movement of goods and commodities, affects the state's economy and quality of life of all Floridians. From the movement of citrus products to the home delivery of Internet-ordered items, the safe and efficient movement of goods and commodities moves Florida. Freight is the economy in motion Several conditions exist which underline the prominent role of freight in the Sunshine State:

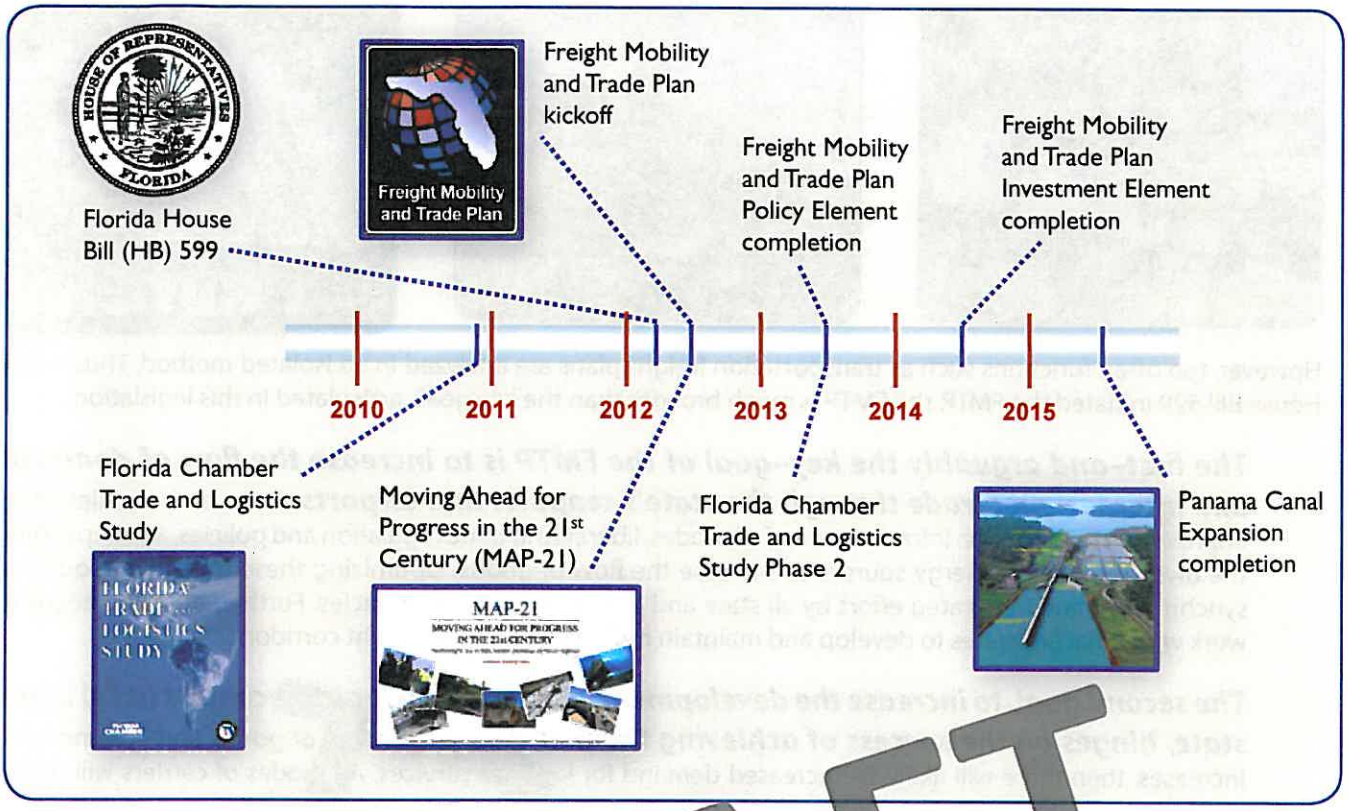
- First, as the fourth most populous state in the United States, Florida consumes a significant amount of goods and commodities. These goods reach the consumer via many transportation modes, including truck, rail, ship, barge, aircraft, spacecraft, and pipeline, and by various means.
- Second, Florida has major agricultural and mining industries, which supply many markets, as well as diverse manufacturing and distribution industries and significant tourism.
- Third, Florida is strategically positioned geographically as a regional gateway and corridor, and as a national gateway to Western Hemisphere and other international points.
- Fourth, in Florida all freight transportation modes- trucking, rail, waterborne, air, pipeline, and even space- play critical roles in moving goods and commodities.

From a freight perspective, Florida has it all – that's the good news. The danger is that Florida moves a significant amount of freight, and must keep up with the growing demand. If the supply chain is not efficient, reliable, safe, secure, and cost-effective, then private sector industries cannot continue to be competitive.

The challenge for Florida is to continue to improve and expand transportation infrastructure and to set policies and regulations that allow the private sector markets to flourish. The Freight Mobility and Trade Plan (FMTP) Policy Element is a critical part of ensuring the policies and regulations keep Florida growing and allow Florida's economy to remain strong.





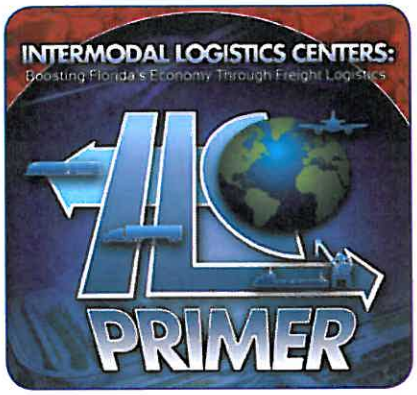


The FMTP provides the state with an integrated and comprehensive plan to focus on objectives and strategies to benefit the movement of goods, commodities, and services. The FMTP is comprised of two elements: this Policy Element and an Investment Element.

This Policy Element presents the objectives and strategies that will guide the programs, decisions and actions of the Florida Department of Transportation (FDOT), while informing the industry of freight-related directions.

The Investment Element, to be developed next, will address how the state will identify and prioritize freight projects. The Florida Trade and Logistics Study identified opportunities for Florida to compete globally and recommended strategies to pursue.

This study prompted the 2012 Florida Legislature to enact House Bill 599, which directed FDOT to develop the Freight Mobility and Trade Plan. Further, the federal reauthorization bill, Moving Ahead for Progress in the 21st Century (MAP-21), encouraged the creation of state freight plans. With a state freight plan, Florida freight projects could qualify for a higher federal share of funds.



However, too often functions such as transportation freight plans are analyzed in an isolated method. Thus, while House Bill 599 initiated the FMTP, the FMTP is much broader than the key goals articulated in this legislation.

The first–and arguably the key–goal of the FMTP is to increase the flow of domestic and international trade through the state's seaports and airports. This can be achieved by improving transportation infrastructure of all modes, liberalizing trade regulation and policies, and expanding the diversification of energy sources to increase the flow of goods. Optimizing these measures requires a synchronized and integrated effort by all state and local public sector agencies. Further, the state needs to work with adjacent states to develop and maintain multi-jurisdictional freight corridors.

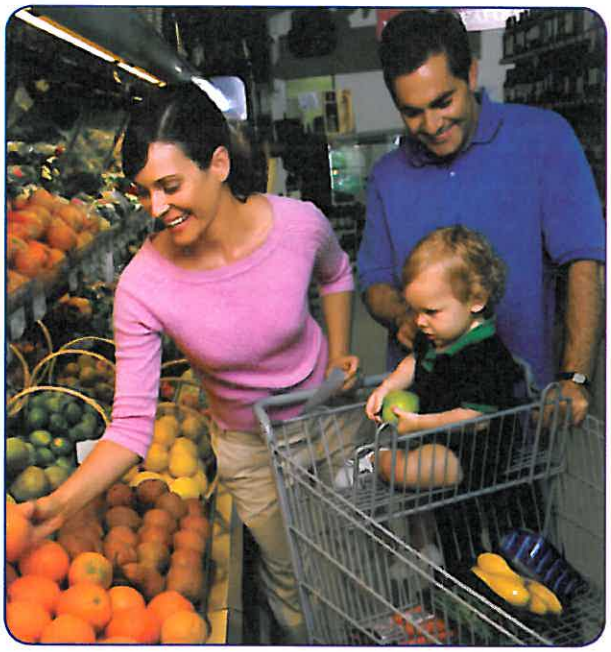
The second goal, to increase the development of intermodal logistics centers (ILCs) in the state, hinges on the success of achieving the first goal. If the flow of goods and commodities increases, then there will likely be increased demand for logistics services. All modes of carriers will rise to meet the demand. Local planning should be proactive in studying potential sites for ILC clusters with FDOT leadership and guidance.

The third goal, to increase the development of manufacturing industries in the state, can be challenging. Private sector investment in manufacturing is predicated on many variables, including transportation infrastructure, access to supply chains, workforce (availability, costs, skills), taxes, availability of resources (raw materials, funding, etc.), proximity to the market(s), energy and utility costs, capital building costs, regulatory and permitting processes, environmental conditions, and climate. Again, public planning is necessary to streamline processes to meet private sector needs, and a consistent outreach effort is needed to ensure the private sector knows that "Florida is open for business." The FDOT will expand its collaboration with Enterprise Florida and Workforce Florida to accomplish this goal.

The fourth goal, to increase implementation of compressed natural gas (CNG) and liquefied natural gas (LNG) and propane energy policies, is intended to reduce transportation costs. These alternative energy types are cheaper than traditional fuel types; however, the higher costs for equipment may delay adaptation by many transportation carriers and manufacturers. The state, through the FDOT and the Department of Agriculture, and other public agencies may need to review policies and regulations that pertain to alternative transportation energy and enhance the private sector's efforts to make these energy sources available.

The FMTP is much more than just a freight plan. This effort couples commerce and energy with transportation to provide ***an integrated analysis to provide solutions to solve issues and needs in a cross-cutting, multi-functional approach.*** Freight movement is the economy in motion. Thus, while transportation, trade, and energy are functions which exist to support citizens and businesses, these activities are inherently linked and collectively impact and support the economic wellbeing of Florida.

The United States is the most consumer-driven market in the world, and Florida is characteristic of the high demand for goods, commodities, and services. ***The average American consumes approximately 45 tons of goods each year.*** Americans and Floridians expect and demand a high standard of living, and freight movement is a critical element in fulfilling this robust demand.



Population Demands

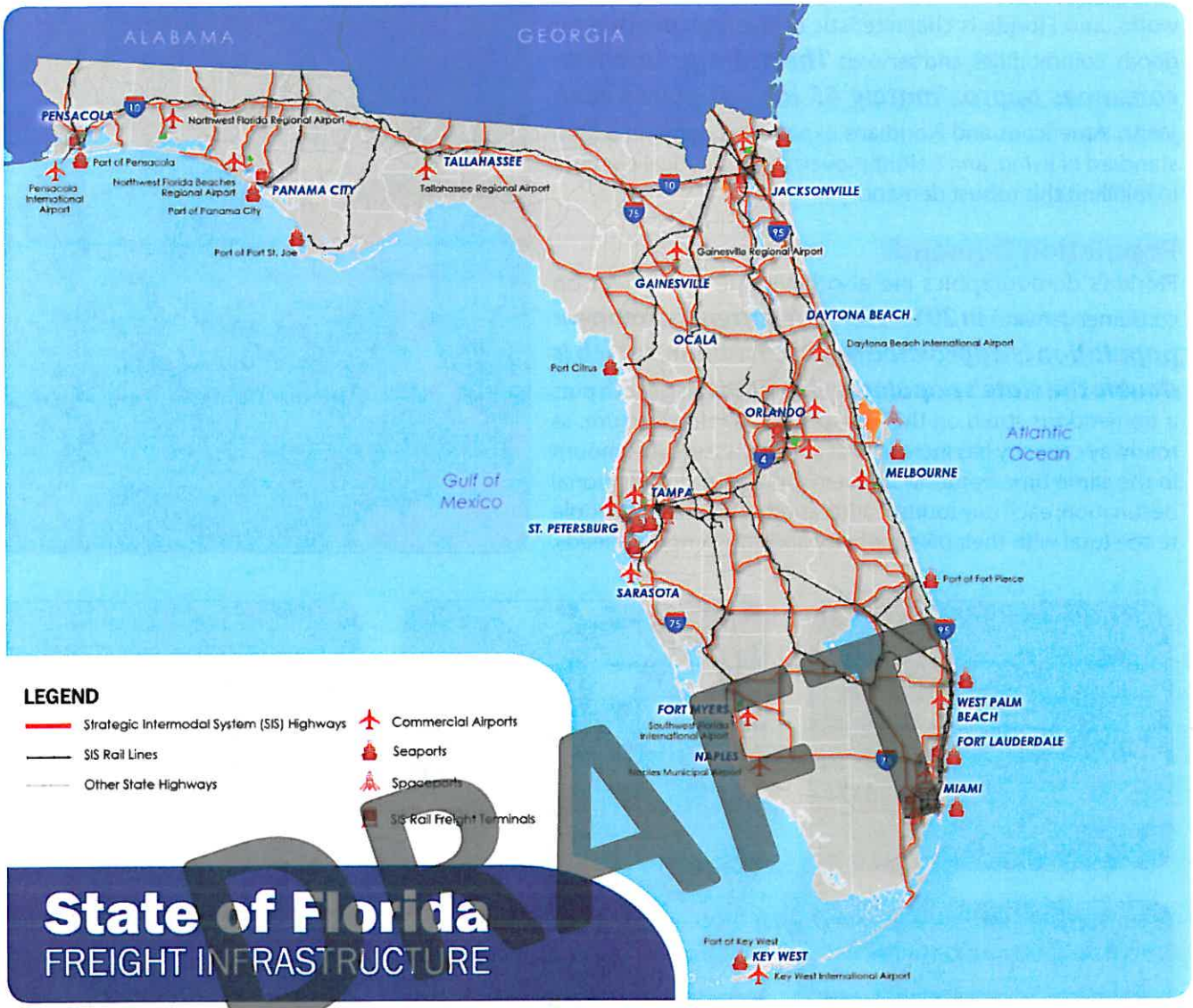
Florida's demographics are also having a keen effect on consumer demand. ***In 2013, Florida's current permanent population is approximately 19.5 million, which is double the state's population in 1980.*** This growth puts a tremendous strain on the transportation infrastructure, as roadway capacity has increased at a much lesser rate amount in the same time frame. Moreover Florida is an international destination; each day tourism adds another 1.4 million people to the total with their own mobility and consumption needs.






Transportation System Network

Florida boasts a multimodal freight system that has answered past transportation challenges, and is poised to continue to do so in the future only with continued strategic investment. In order to make investment decisions strategically, the Florida Legislature and Governor established Florida's Strategic Intermodal System (SIS) in 2003. The SIS is a designated system composed of facilities and services of statewide and interregional significance. SIS facilities improve the state's competitive position to compete for the movement of additional goods into and through the state. While the SIS represents many of the key elements of Florida's freight system, such as airports, seaports, highways, railways, waterways, and freight terminals, there are additional facilities that play a part as well, including pipelines.



The state highway system sees **195,755** million annual vehicle miles of travel.

Florida's **15** deepwater seaports moved **106.4** million tons of cargo and handled **2.8** million TEUs (20-foot equivalent container unit) in 2010.

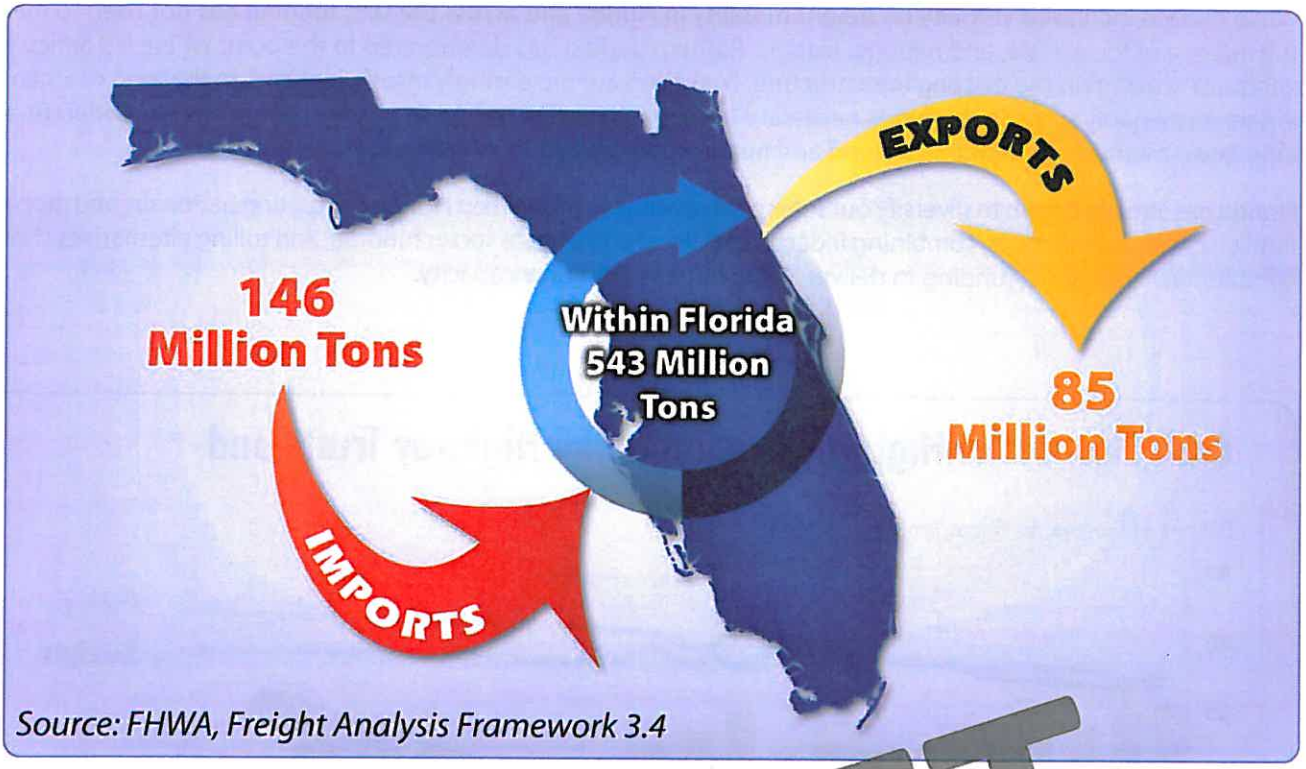
Florida is home to **2** of only **8** licensed U.S. spaceports—in Cape Canaveral and Jacksonville

Florida has **784** aviation facilities— **129** with public use and **19** with commercial service.

Florida has over **2,700** miles of rail lines, which move over **98** million tons of freight annually.

Florida's pipelines transport gas and liquids via **9** main lines into, and across, Florida

TOTAL FREIGHT FLOWS



Source: FHWA, Freight Analysis Framework 3.4

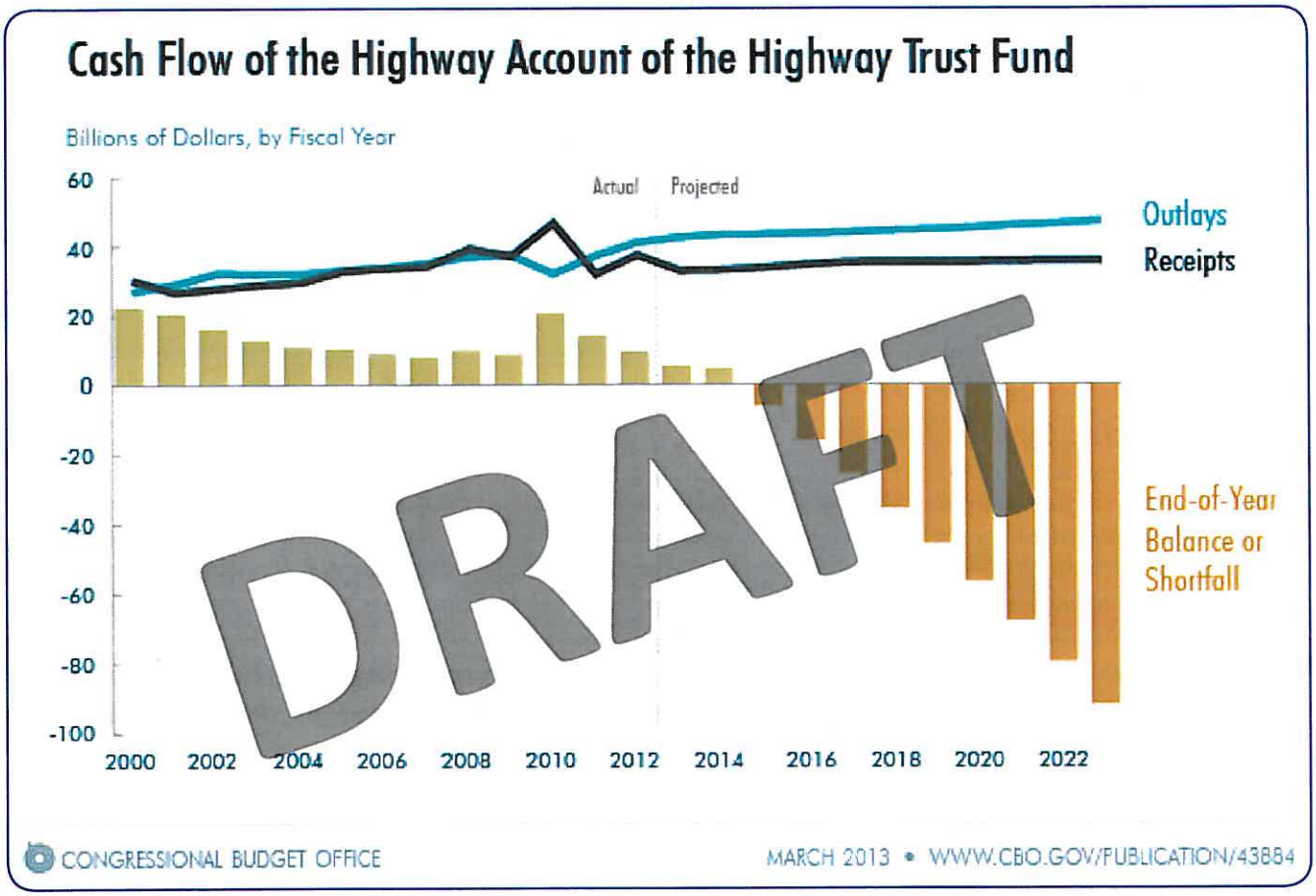
Transportation System Demands

Over roughly the same time period, Florida's state roadway lane miles increased by 32%. While this increase in roadway capacity is much higher than the national average of less than 5%, it has not kept pace with population growth and the increased volume of cars and trucks. In turn, congestion has worsened. Congestion manifests itself as longer driving times, increased safety risks, and decreased air quality. Further, it has prompted transportation costs to rise and reduced reliability to pick up and deliver products on time. The bottom line is that increased logistics costs are passed on to consumers, and the increased business costs and transportation inefficiency degrades Florida's ability to compete in the regional, national and global markets. ***To achieve maximum value, businesses must get the right product, to the right place, at the right time, to the right person, for the right price, to fill the right need.***

Demand for Funding

While there is increased visibility on freight mobility in Florida and across the U.S., funding has not risen to match the interest of local, state, and national leaders. Rather, funding has deteriorated to the point where it's difficult to adequately maintain the existing infrastructure. Fuel taxes are increasingly insufficient and, in the long run, can no longer sustainably provide the funds necessary to maintain and expand the transportation system. Different and innovative methods are required to fund and finance transportation infrastructure adequately.

Florida has already begun to diversify our sources of revenue in order keep Florida competing nationally and globally. Public-private partnerships; combining federal, state, local and private sector funding; and tolling alternatives should complement traditional funding to deliver improvements and new capacity.



The development of the FMTP included all levels of engagement, from the grassroots level with individual private sector stakeholders to the executive level with Governor Scott and CEO business executives. To facilitate involvement by the private and public sector in the development of the Plan, five stages of direct engagement were scheduled: Regional Listening Forums, the 1st Florida Freight Leadership Forum, Business Forum I: Scenario Planning, Business Forum II: Plan Development, and Business Forum III: Plan Review.

6 Regional Listening Forums

- Miami
- Orlando
- Jacksonville
- Panama City
- Fort Myers
- Tampa

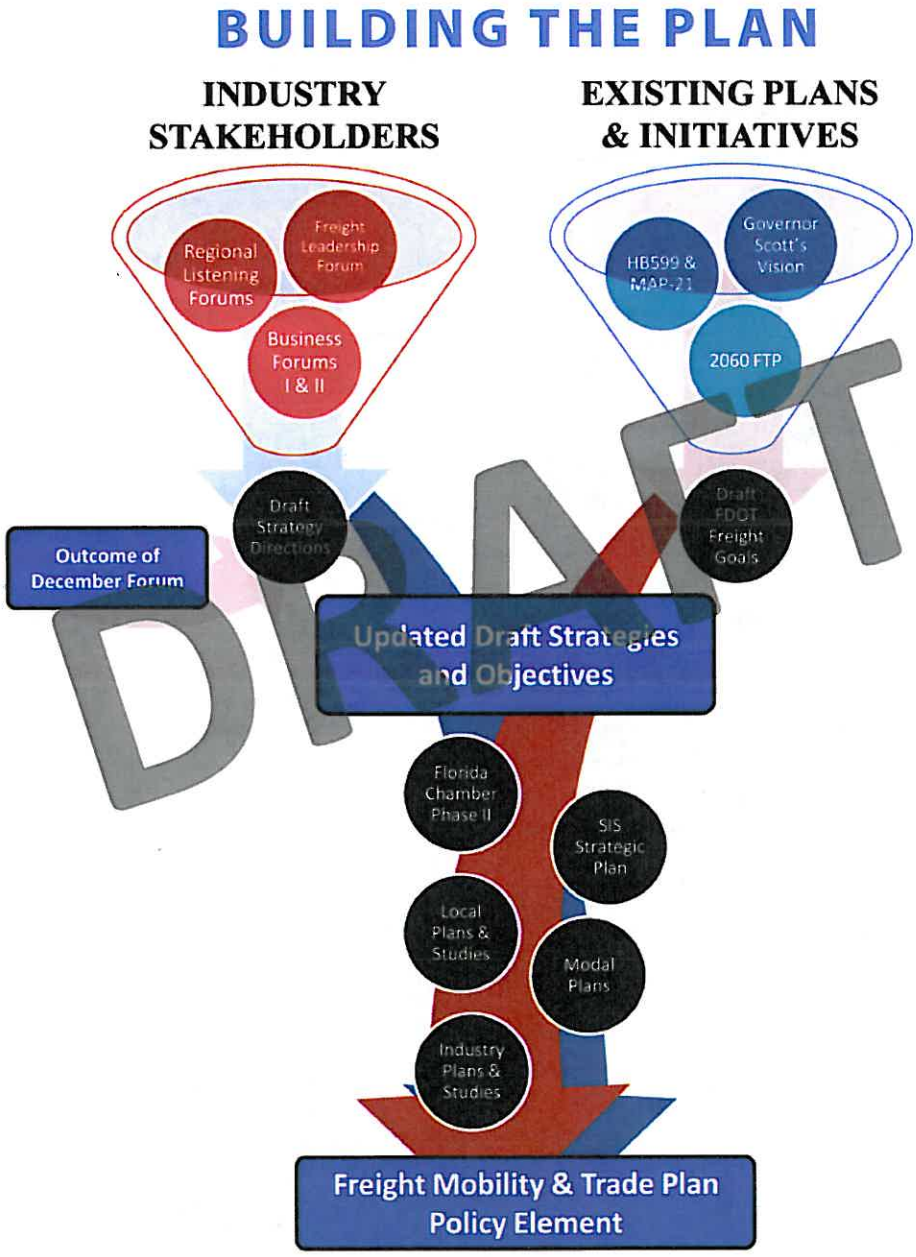
1st Florida Freight Leadership Forum

3 Business Forums

- Scenario Planning
- Plan Development
- Plan Review

Plan Development Process

This collaborative approach utilized input from a wide variety of sources, making the plan long-lasting and sustainable. ***Incorporating an industry-led approach rather than a government-only focus better reflects the needs of freight stakeholders, allows the state to be more proactive and responsive, and streamlines freight investments. This collaborative process provides venues and opportunities for significant interaction with those who utilize, provide, and plan for the freight transportation system.*** FDOT is committed to streamlining all stages of the process, including the development of the Freight Mobility and Trade Plan. Historically, a statewide plan with this level of public outreach takes between 3 and 5 years to complete. FDOT is required to produce the Policy Element of this plan in 1 year, and intends to follow the same schedule for the Investment Element. Rapid development of the plan will keep Florida moving.



Private Sector Support

Numerous industries, shippers, carriers, associations, and other private sector groups were represented from every geographical location in the state. ***Well over 750 members of Florida's private businesses and agency partners were involved in the process.*** Participation was all encompassing, ranging from local community planners and freight users, to business leaders, and even the Honorable Rick Scott, Governor of the State of Florida.

The group addressed their concerns about:

- Lack of workforce technical skills in logistics
- Freight flow imbalance
- Need for greater efficient intermodal infrastructure
- Expanding energy sources
- Need for better integration among transportation, trade, and energy

Despite the challenges, all the groups exhibited a positive can-do spirit to remedy these shortcomings.

The participation was encouraging, as it demonstrated a mature understanding and keen insight in realizing the linkage between transportation and economic development. From the business and leadership forums, FDOT gained a clear insight as to the needs of Florida's businesses and what they valued as important factors.

Beyond development of the FMTP, the ongoing dialogue with the private sector is vital to meet business transportation needs and to ensure future transportation infrastructure is developed using a transparent business case analysis. All projects should be closely analyzed on a cost-benefit basis to objectively calculate the return on investment (ROI) to taxpayers. Regular engagement with the Freight Leadership Group and other selected freight stakeholders continues to be the venue to ensure consistent and regular dialogue is maintained between the state and the private sector.

The regional listening sessions reflected a strong willingness from the private sector to partner with state and local government to advance and improve transportation infrastructure and policies for improving freight mobility conditions. Collectively, these groups are aware of how Florida's geography is beneficial in positioning Florida as both a gateway and corridor for freight movement. Also, they are aware of and appreciate the progressive and innovative nature of the state's leadership and in its concrete actions to support freight mobility. The groups addressed their concerns about a lack of workforce technical skills in logistics, the freight flow imbalance, the need for greater efficient intermodal connectivity, and the overall efforts to improve transportation infrastructure, expanding energy sources, and the need for better integration among transportation, trade, and energy. Despite the challenges, all the groups exhibited a positive can-do spirit to remedy these shortcomings.

Policy Objectives

The Florida FMTP provides guidance to the FDOT on freight and goods movement-related policy and investment decisions. The plan informs our state Legislature, private industry, and other governmental agencies on the logistics and trade vision for Florida.

For each of these objectives, a series of strategies were developed by the private sector stakeholders engaged throughout the FMTP development process, as discussed on the following pages.

A key part of the Policy Element for the Florida FMTP is the set of objectives and strategies that form the core of the FMTP. The following objectives and strategies have been developed after extensive outreach to stakeholder groups. They represent a synthesis of the various, at times conflicting, views and issues that were expressed. The objectives developed by this collaborative effort include:

FMTP OBJECTIVES

1. **Capitalize on the Freight Transportation Advantages of Florida Through Collaboration on Economic Development, Trade, and Logistics Programs**
2. **Increase Operational Efficiency of Goods Movement**
3. **Minimize Costs in the Supply Chain**
4. **Align Public and Private Efforts for Trade and Logistics**
5. **Raise Awareness and Support for Freight Movement Investments**
6. **Develop a Balanced Transportation Planning and Investment Model That Considers and Integrates All Forms of Transportation**
7. **Transform the FDOT's Organizational Culture to Include Consideration of Supply Chain and Freight Movement Issues**

OBJECTIVE 1

Capitalize on the Freight Transportation Advantages of Florida Through Collaboration on Economic Development, Trade, and Logistics Programs

Characterize and highlight the strategic strengths of Florida's freight transportation system, including hubs like seaports, airports, and ILCs collaboratively with industry, and with other agencies and states, to establish Florida as the international gateway for trade. Strategies to achieve this objective are:

1.1 Maximize the strategic advantage of Florida's transportation hubs for trade logistics

1.2 Foster the development and deployment of ILCs through cooperative efforts with industry

1.3 Support the branding of Florida as the Gateway to the Western Hemisphere for trade

1.4 Focus general collaboration with other agencies

1.5 Support the Statewide Economic Development Strategic Plan led by the Department of Economic Opportunity (DEO)

1.6 Collaborate with Enterprise Florida to address transportation and logistics needs for the targeted industries

1.7 Collaborate with Workforce Florida to develop a trade and logistics workforce

1.8 Explore mutual interests and highlight value that Florida can bring to neighboring states

OBJECTIVE 2 Increase Operational Efficiency of Goods Movement

Identify and strengthen the critical freight network, and use Intelligent Transportation Systems (ITS) and other enhancements to increase efficiency, reliability, safety, and security of freight movements, including under emergency situations. Strategies to achieve this objective are:

2.1 Identify the critical freight transportation network for the state, which includes the national freight network designated by the USDOT

2.2 Identify and implement freight movement gap-closing improvements

2.3 Identify and implement freight movement efficiency enhancements

2.4 Promote and support use of Intelligent Transportation Systems (ITS) technology to increase efficiency and reliability of freight movements

2.5 Champion needed freight capacity expansions

2.6 Identify and implement safety and security enhancements

2.7 Assess possible freight network disruptions and develop contingency plans or principles that support the logistics industry and disaster response

OBJECTIVE 3 Minimize Costs in the Supply Chain

Support and facilitate the use of more economical and environmentally friendly fuels like LNG and CNG; evaluate new approaches to freight infrastructure financing and regulatory reform, and balance trade flows. Strategies to achieve this objective are:

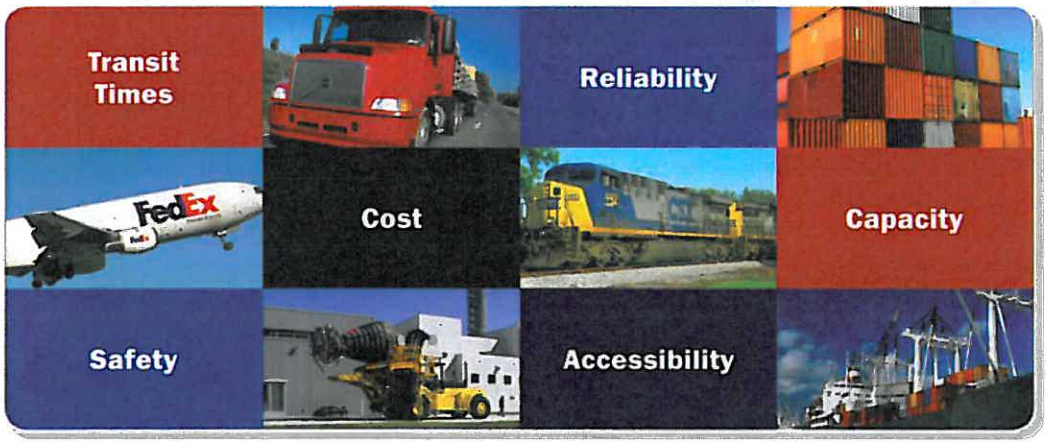
3.1 Advance the use of more environmentally friendly alternative fuels

3.2 Support and facilitate the deployment of CNG/LNG use for hub logistics and long-haul trucking in collaboration with the Florida Department of Agriculture

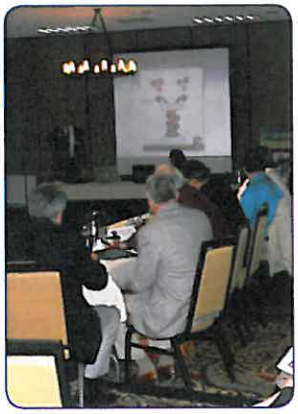
3.3 Evaluate alternative fuel taxing options as a successor to gasoline taxes

3.4 Advocate for regulatory reform and federal inspection agencies staffing to reduce impediments to goods movement (e.g., weight limits)

3.5 Support manufacturing and assembly that reduces empty backhauling



OBJECTIVE 4 Align Public and Private Efforts for Trade and Logistics

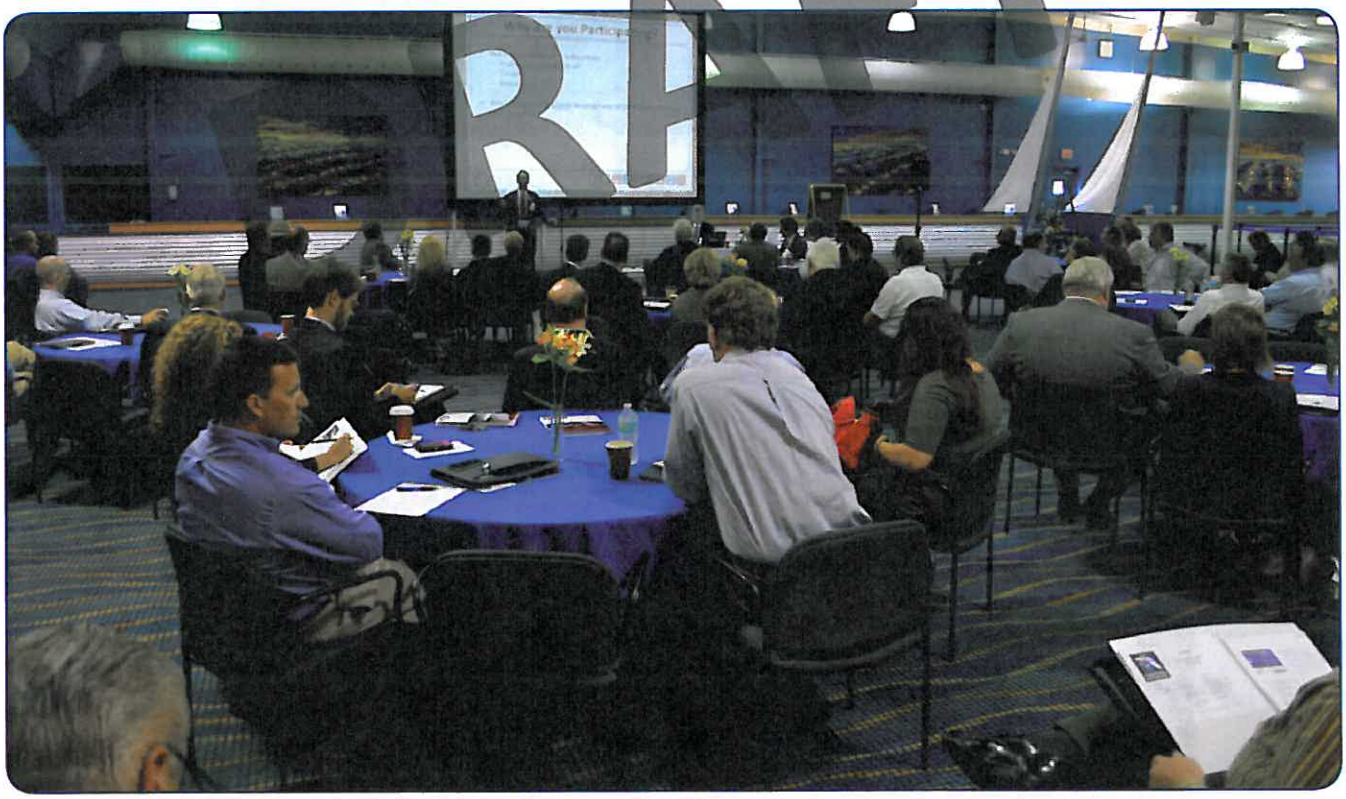


Formalize private sector engagement for freight policy through the Freight Leadership Group and develop frameworks for joint public-private investments in freight facilities. Strategies to achieve this objective are:

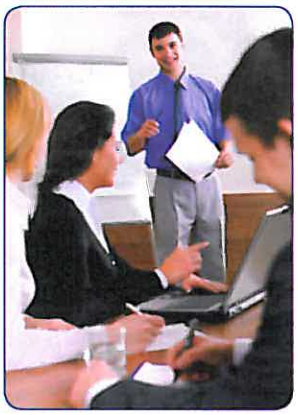
4.1 Formalize CEO Freight Leadership Group from the FMTP Florida Freight Leadership Forum to function in the role of the freight advisory committee encouraged by federal law

4.2 Devise public-private partnership framework options for joint investments for freight mobility

4.3 Bring business community into transportation planning process



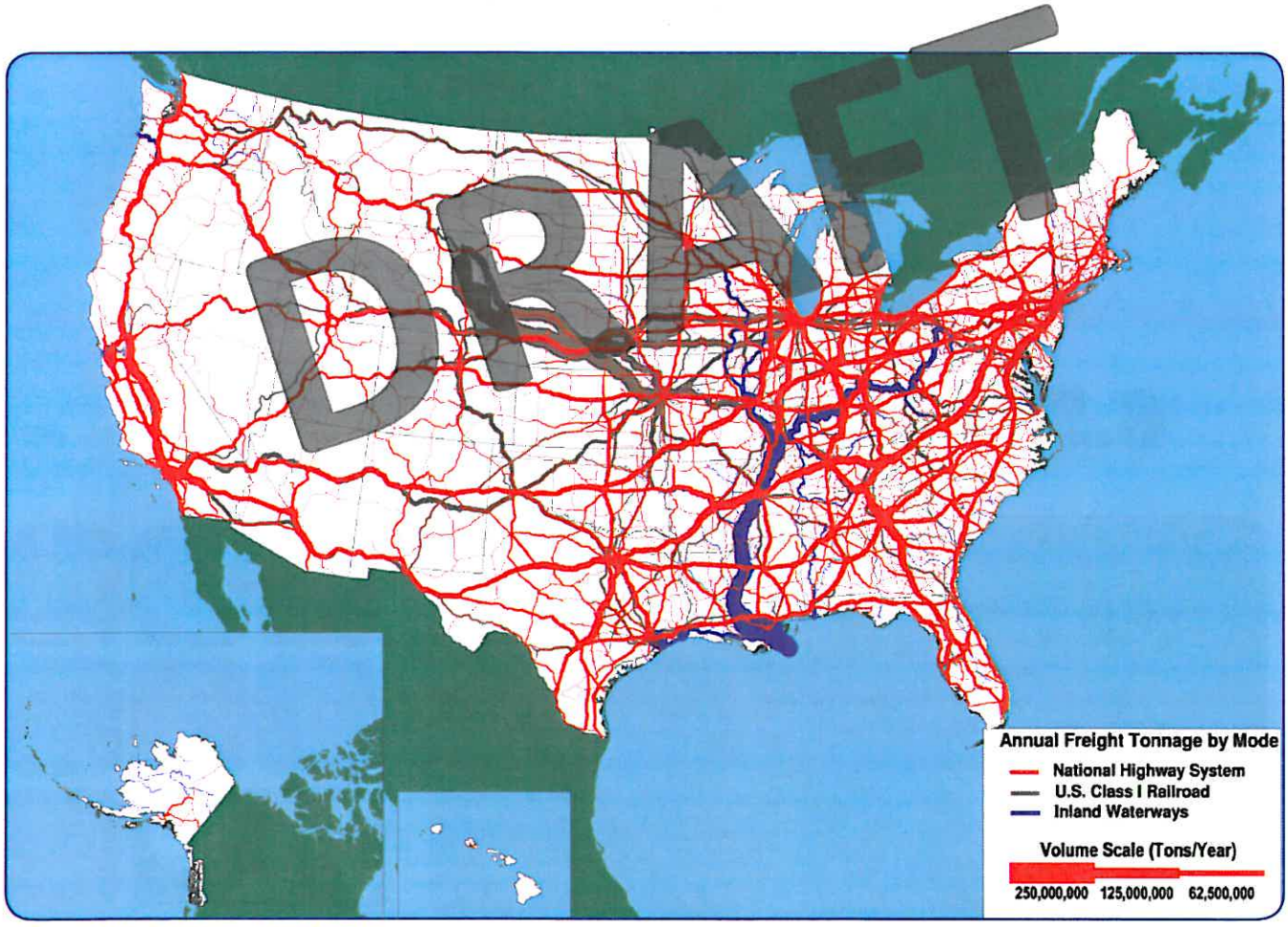
OBJECTIVE 5 Raise Awareness and Support for Freight Movement Investments



Coordinate a common language public-private campaign to tell Florida's freight story by educating the public, young people, and elected officials. Strategies to achieve this objective are:

5.1 Tell the Freight Story – undertake a joint public-private communications campaign

5.2 Develop a common lexicon of freight terms for transportation and business partners to use to minimize confusion over terms



Source: Federal Highway Administration

OBJECTIVE 6 Develop a Balanced Transportation Planning and Investment Model That Considers and Integrates All Forms of Transportation

Align state, regional, and local initiatives for freight movement, including regional partnership and integration, and strive for consistency of state policies and programs to enhance freight transportation. Strategies to achieve this objective are:

6.1 Provide transportation and land use planning guidance and direction to local and regional agencies for enhanced economic development and freight efficiencies that support community goals

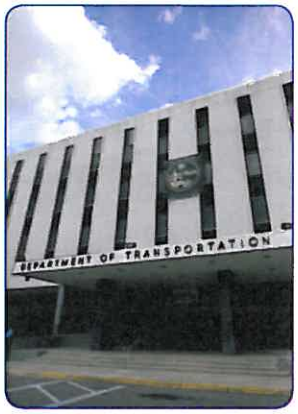
6.2 Coordinate across state agencies to ensure consistency of regulations that impact freight operations and mobility

6.3 Coordinate and integrate freight-related plans and programs of freight facility owners, local jurisdictions, Metropolitan Planning Organizations (MPOs), and the FDOT (Central Office & Districts) for expedited and informed decision making

6.4 Facilitate and maintain regional partnerships and multi-jurisdictional consensus and collaboration

6.5 Assign specific responsibility to FDOT leadership to ensure alignment of state and local freight transportation policies, plans, and programs

OBJECTIVE 7 Transform the FDOT's Organizational Culture to Include Consideration of Supply Chain and Freight Movement Issues

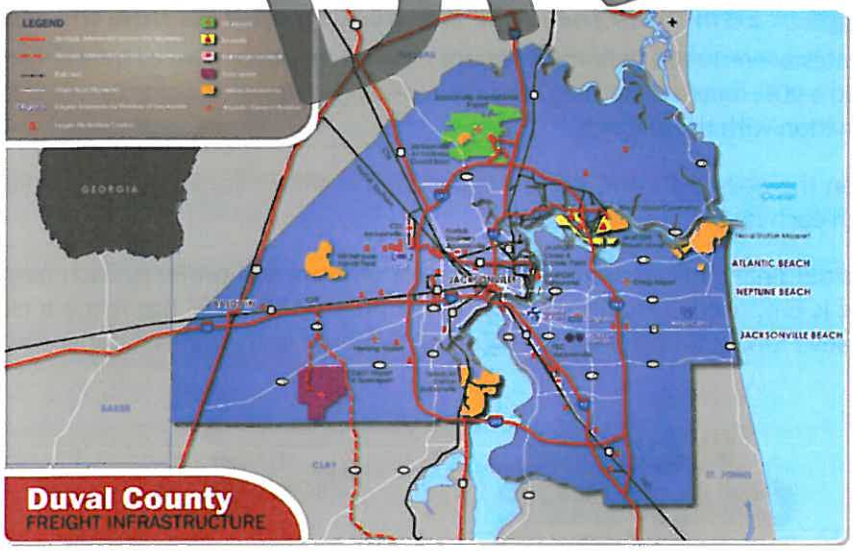


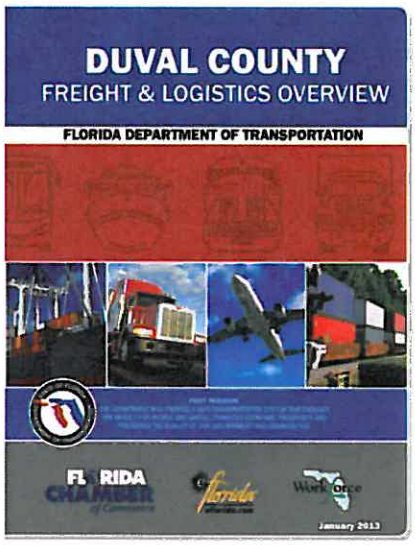
Adopt a supply chain perspective for the FDOT's programs and operations with an integrated approach across the modes and inform planning, programming, and operational decisions with freight performance needs. Strategies to achieve this objective are:

7.1 Integrate modal perspectives with multimodal supply chain perspective

7.2 Instill goods movement perspective in the transportation planning process and decisions

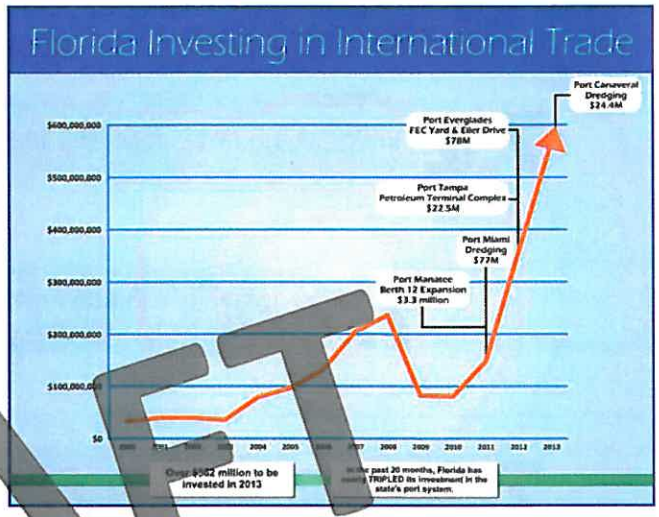
7.3 Prioritize freight projects across the modes





Next Steps

FDOT is not waiting until the Investment Element is complete to make investments in freight. Based on input received from the FDOT districts and the business community, FDOT has already accelerated many National Highway System (NHS) and Strategic Intermodal System (SIS) Roadway Freight Connector projects with the Quick Fix initiative. This advanced nearly $8 million in current year and over $14 million to be programmed in FY 2013/14 and 2014/15. Governor Scott has also announced port investments and ILC legislation is being implemented.



FDOT is working with partners such as the Florida Chamber of Commerce, Enterprise Florida, and Workforce Florida on the Policy Element, as well as in the development of a new Logistics Portal to support the industry The development of the Investment Element will continue this collaborative approach, gaining valuable insight from statewide leaders and local/regional partners, as well as key private sector business leaders and users of the freight system. By including all freight stakeholders in the process, the plan better reflects actual needs and allows the FDOT to make better decisions regarding freight investments.

Perhaps most importantly, ***the Investment Element of the FMTP will need to address how the state will prioritize freight projects.*** States are required to identify freight projects in a state plan to qualify for up to a 95% federal match rather than up to a 90% match in funding, and the federal government wants to make sure they are getting the best value for the nation with those funds.

The Investment Element will build upon the objectives and strategies included in this Policy Element by drilling down to specific actions associated with each item.

The Investment Element will also consider financing associated with the list of proposed projects. Each freight project will need to show how funding is proposed, including all non-state options. The FDOT has made it clear that it is open to suggestions on alternative funding mechanisms, so the freight community may have space to be innovative in moving projects forward.

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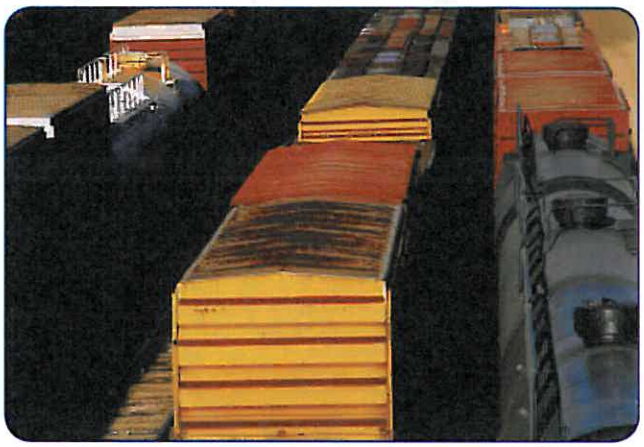
FLORIDA CHAMBER of Commerce

Workforce Florida, Inc.



Florida's freight future is bright.

The collaborative development of the Policy Element of the FMTP has uncovered a culture and climate in Florida that is progressive. The leadership and desire to improve conditions to enhance freight mobility is clearly evident. The Policy Element of the FMTP has laid the foundation by developing objectives, strategies, and actions with the private sector. The next step is to develop a collaborative and transparent project prioritization process to match funding for short-term and long-term requirements to ensure maximum ROI. Together the Policy and Investment Elements of this plan will form a dynamic document that will be updated as needed, and will demonstrate that, when all stakeholders communicate and collaborate, maximum effort can be energized to propel Florida forward as the nation's freight leader.

For more information on Florida's Freight Mobility and Trade Plan, please contact:

Juan Flores
State Freight and Logistics Administrator
Office of Freight, Logistics and Passenger Operations
Florida Department of Transportation
Juan.Flores@dot.state.fl.us
850-414-5244

Or scan the QR code below:

www.freightmovesflorida.com

Freight Mobility and Trade Plan

STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION

FLP

Office of Freight, Logistics and Passenger Operations

STATE OF FLORIDA • DEPARTMENT OF TRANSPORTATION

May 20, 2013

Capital Region Transportation Planning Agency
CRTPA

AGENDA ITEM 4 B

CAPITAL CITY TO THE SEA TRAILS KICK-OFF

REQUESTED BY: CRTPA Staff	TYPE OF ITEM: Presentation

STATEMENT OF ISSUE

Kimley-Horn & Associates (KHA) will be making a presentation to kick-off the Capital City to the Sea Trails project.

PREVIOUS AGENDA ITEMS

November 16, 2009 – Agenda Item 4E – Capital City to the Sea Loop
June 18, 2012 – Agenda Item 2D – Capital City to the Sea Trail Local Agency Program (LAP) Agreement Authorization
January 28, 2013 – Agenda 6A - Capital City to the Sea Trail Consultant Selection
March 25, 2013 – Agenda Item 2G - Capital City to the Sea Trail Scope and Contract

HISTORY AND ANALYSIS

The Capital City to the Sea Trails project includes two phases. The first phase is the development of a Master Plan to account for all the projects in Leon and Wakulla County that will constitute the Capital City to the Sea Trails. The second phase is a Project Development and Environment (PD&E) project that will provide the environmental documentation to move the project forward to the design phase (scheduled to begin in approximately 9 months).

Website and Facebook
Since March KHA has developed a website (http://cc2st.com), Facebook page (https://www.facebook.com/CC2ST), and an initial newsletter, shown as ***Attachment 1***, for the project. As additional materials are developed they will be added to the website and Facebook page.

Public Involvement
The first series of public meetings will occur in mid-June (after the next CRTPA meeting on June 17) with the following dates and location:

Public Workshop #1
This workshop will be the project kickoff meeting to ask for initial input from the public. There will be a presentation and small group discussions.

Workshop #1 for Leon County
Date and Time: June 20, 2013 at 6:00PM
Location: Jack McLean Community Center
700 Paul Russell Road, Tallahassee, FL 32301

Workshop #1 for Wakulla County
Date and Time: June 25, 2013 at 6:00PM
Location: Wakulla County Commission Chambers
29 Arran Road, Crawfordville, FL 32327

ATTACHMENTS

Attachment 1: Capital City to the Sea Trails Newsletter #1

Capital City to the Sea Trails

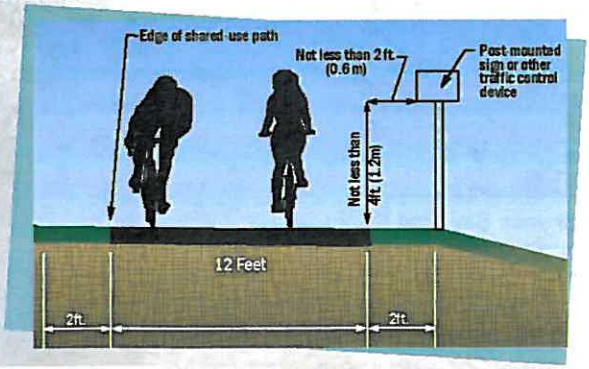
CONNECTING PEOPLE AND PLACES

ABOUT THE PROJECT

The Capital City to the Sea Trails (CC2ST) project is envisioned to be a series of paved multiuse trails that will connect various areas from Capital Cascades Park in the City of Tallahassee all the way to the Gulf Coast. This important project is being undertaken by the Capital Region Transportation Planning Agency (CRTPA). The trails will provide better connectivity and mobility for residents and visitors to travel throughout both Wakulla and Leon County, and eventually Franklin, Gadsden, and Jefferson County. As shown on the *Study Area Map* on Page 2 of this newsletter, CC2ST is envisioned to include the existing Tallahassee-St.Marks Historic Railroad State Trail, the abandoned Georgia, Florida & Alabama (GF&A) Railroad corridor, US 98, and Ochlockonee Bay Trail, which is currently under construction.

Capital City to the Sea Trails will be constructed as paved multiuse facilities that will provide convenient transportation and recreation for many users.

The trails will have a minimum width of 12 feet to allow for movement in two directions as well as to accommodate the occasional maintenance vehicle. The trail design will allow for access to local streets, parks, and other facilities and will minimize driveway cuts and roadways crossings to the extent possible. Below is a typical section of what the design and construction will likely include.



PROJECT PHASES

Phase I: Master Plan

The Master Plan will document all aspects of the project including the public involvement activities and the final project recommendations. This document will include a phasing plan that communicates the desired order of segment implementation. The Master Plan will also detail the process for implementation. There will be a discussion of the roles and responsibilities of all the jurisdictions' agencies and departments and milestones will be identified and implementation performance measures will be included so implementation progress can be tracked over time.

Phase II: Environmental Documentation

Phase II will be to complete the environmental documentation that satisfies the requirements of the National Environmental Policy Act (NEPA). This will enable to project eligible for federal funding. The Master Plan will define the priority order, or extent, for which trail segments will have the NEPA process completed. The NEPA documentation requires a full review of potential physical, social, and environmental impacts of a project. It is anticipated that the NEPA Study will closely follow the recommendations that will be outlined in the Master Plan.

Capital City to the Sea Trails

CONNECTING PEOPLE AND PLACES

ECONOMIC BENEFIT OF TRAILS

Paved multiuse trails offer significant economic benefits to local communities. This positive economic benefit has been shown in numerous studies all over Florida and throughout the rest of the Country. Highlights from a few of these studies include:

- In a survey conducted by the National Park Service in 1992, the economic impact of the Tallahassee-St. Marks Historic Railroad State Trail was calculated to be an average trip expenditure of $11.02 per user per day
- Based on a study from the East Central Florida Regional Planning Council, the West Orange Trail, the Little Econ Trail, and the Cady Way Trail together supported 516 jobs and had an estimated economic impact of $42.6 million in 2010.
- The *Consumer's Survey on Smart Choices for Home Buyers* released in April 2002 by the National Association of Realtors and the National Association of Home Builders noted that a trail is the second most important neighborhood amenity for home buyers.
- According the Outdoor Industry Association, Americans spend more on bicycling gear and trips (over $81 billion) than they do on airplane tickets and fees ($51 Billion).

GET ENGAGED!

Visit our website at **www.CC2ST.com** to get the latest news on the Capital City to the Sea Trails project!

Use the QR code above to access the project website site from your mobile device.

"Like" us on Facebook at **www.facebook.com/CC2ST**

Like

@CC2STrails Follow us on Twitter at **www.twitter.com/CC2STrails**

Project Schedule	
Project Kickoff	March 2013
Public Workshop #1	June 2013
Public Workshop #2	September 2013
Public Workshop #3	December 2013
Final Master Plan Adoption	March 2014

Contact Information

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CRTPA

Kimley-Horn and Associates, Inc.

May 20, 2013

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AGENDA ITEM 5

EXECUTIVE DIRECTOR'S REPORT

REQUESTED BY: Staff	TYPE OF ITEM: Information

A status report on the activities of the Capital Region Transportation Planning Agency (CRTPA) and other items of interest will be provided.

May 20, 2013

Capital Region
Transportation Planning Agency
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AGENDA ITEM 6

ITEMS FROM MEMBERS

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

May 20, 2013

Capital Region
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AGENDA ITEM 7

CITIZEN COMMENT

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

AGENDA ITEM 8

INFORMATION

May 20, 2013

Capital Region Transportation Planning Agency
CRTPA

AGENDA ITEM 8 A

CRTPA TRANSPORTATION SYSTEMS MANAGEMENT (TSM) SUBCOMMITTEE

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

The purpose of this item is to inform members of the recent establishment of the CRTPA Transportation Systems Management (TSM) Subcommittee. The purpose of the subcommittee is to assess the agency's Transportation Systems Management (TSM) projects included on the agency's annual TSM Priority Project List (PPL).

BACKGROUND

The TSM PPL identifies low cost improvements to the existing transportation system that can be constructed in less than two years (typically, intersection improvements). Projects on the CRTPA's TSM PPL include projects that are included in the FDOT's Traffic Operations Candidate List. Furthermore, other projects may be considered for addition to the CRTPA's TSM PPL that have identified in other ways such as in an adopted plan.

With regards to the priority listing of projects on the CRTPA's TSM PPL, eligible projects are evaluated based upon adopted TSM evaluation criteria. This criteria was formally adopted at the June 2005 CRTPA Board meeting and established the following criteria to be used in the annual evaluation of projects on the TSM PPL:

- Safety Data (does the improvement address safety concerns? Does the FDOT project study confirm the existence of a safety issue? Have accidents/fatalities occurred?)
- Level of Service information (does the improvement address a level of service issue? Does the existing roadway have a LOS deficiency?)
- Mobility Impact (what is the effect of the improvement on overall mobility issues including auto, pedestrian and bicycle modes of transportation?)
- Existing Priority (has the project been included in previous TSM priority project lists?)

The purpose of the TSM Subcommittee will be to evaluate the CRTPA's TSM projects including assessing the above criteria as well as identifying potential projects. It is anticipated that the results of this effort will inform the upcoming FY 2015 – FY 2019 TSM PPL (scheduled to be adopted by the CRTPA Board along with the other CRTPA PPLs in September 2013).

To accomplish the subcommittee's task, the TSM Subcommittee is scheduled to meet approximately 3 (3) times. The TSM Subcommittee is comprised of six members (three members from each of the CRTPA's two committees (Citizens Multimodal Advisory (CMAC) and Technical Advisory Committee (TAC)) that were selected at the May 7, 2013 CRTPA Committee meetings.

Historically, the CRTPA has used the FDOT TSM Candidate List to identify projects that are eligible for funding on the CRTPA's TSM PPL. Associated with this list is a TSM project process developed by the FDOT. The following contains a summary of the process by which TSM projects become part of the FDOT Candidate List.

The Process:

- An MPO, a local government or a citizen requests that FDOT study an intersection (which must include at least one State roadway). The FDOT will then complete the study within 12 weeks.
- If a study has already been performed, then that study can be submitted to the FDOT ("Signed and Sealed Traffic Study").
- Once complete, if the study indicates that an improvement is warranted and would require right-of-way purchase or is too costly (over $200,000) to be a 'push button or regular traffic operations project, then the project is placed on the Candidate TSM Project List.
- In order to be selected as a TSM work program project, the project must have a completed concept (unless the project is to be developed under a JPA and/or the FDOT is providing money to another entity to construct the project).
- Typically, the FDOT sends the CRTPA the Candidate TSM Project List in June for review and requests CRTPA priority finalization by September 1.
- FDOT D-3 Traffic Operations is allocated $3 million annually for TSM projects in the entire District (which includes 4 MPO's (including the CRTPA)). Due to this limited funding, only the CRTPA's top TSM project is likely to receive funding annually.

NEXT STEPS

Meetings of the CRTPA TSM Subcommittee have been scheduled to evaluate the TSM criteria and projects contained on the Draft TSM PPL. Information related to the recommendations of the subcommittee will be provided to the CRTPA Board.

The Draft FY 2015 – FY 2019 TSM PPL, currently under development, is scheduled to be adopted at the September 2013 CRTPA Board meeting along with the agency's other priority project lists.

May 20, 2013

Capital Region
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AGENDA ITEM 8 B

CORRESPONDENCE

REQUESTED BY: CRTPA Staff	TYPE OF ITEM: Information

The Capital Region Transportation Planning Agency has not received any correspondence since our last meeting.

May, 20, 2013

Capital Region
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AGENDA ITEM 8 C

TECHNICAL ADVISORY COMMITTEE/CITIZENS MULTIMODAL ADVISORY COMMITTEE/TRANSPORTATION DISADVANTAGED COORDINATING BOARD ACTIONS

REQUESTED BY: CRTPA Staff	TYPE OF ITEM: Information

STATEMENT OF ISSUE

This item provides information to the Capital Region Transportation Planning Agency (CRTPA) on the activities of the Technical Advisory Committee (TAC), the Citizens Multimodal Advisory Committee (CMAC), and the Leon County Transportation Disadvantaged Coordinating Board (TDCB).

CRTPA SUBCOMMITTEE ACTIONS

The TAC and the CMAC met on May 7, 2013, and heard a presentation on the Capital City to the Sea Trails Project. In addition, the committees took action on the following items:

- **Minutes of the March 12, 2013 Committee Meetings** – Both committees approved their respective minutes.

- **Transportation Alternatives Subcommittee** – Each committee provided volunteers to serve on the Transportation Alternatives Subcommittee. The volunteers are listed below.

  TAC- Brian Waterman, Charles Wu, Allen Seacreast

  CMAC- John Folks, Dan Beaty, JR Harding

- **Transportation Systems Management (TSM) Subcommittee** - Each committee provided volunteers to serve on the Transportation Systems Management Subcommittee. The volunteers are listed below.

  TAC- Dwight Arnold, Ryan Guffey, Gabe Menendez

  CMAC- Wendy Grey, Neil Fleckenstein, Jeff Roberts

- **StarMetro Alternative Analysis Project** – Each committee provided volunteers to serve as a steering committee for the development of the Alternatives Analysis Project. The entire TAC volunteered to serve as a steering committee for the project, and joining them from the CMAC is Alan Hanstein. The CMAC provided direction to find someone from Ability First to serve as well.

LEON COUNTY TRANSPORTATION DISADVANTAGED COORDINATING BOARD (TDCB) ACTIONS

The Transportation Disadvantaged Coordinating Board met on April 10, 2013. At the meeting staff presented the annual update of Bylaws and Grievances. In addition, the staff presented the annual evaluation of Star Metro as the Community Transportation Coordinator, including the findings of the Rider Survey. The Coordinator presented the operating statistics for the previous quarter. The Grievance Committee reported on actions taken in February, regarding a complaint against Star Metro Dial-a-Ride.

May 20, 2013

Capital Region Transportation Planning Agency
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AGENDA ITEM 8 D

FUTURE MEETINGS AND AGENDA ITEMS

REQUESTED BY: CRTPA Staff	TYPE OF ITEM: Information

The Capital Region Transportation Planning Agency will meet in the City of Tallahassee Commission Chambers on the following dates. The topics of discussion will include the following:

- **June 17** Final TIP, Regional Mobility Plan Update Scope of Services
- **September 16** Priority Project Lists Adoption
- **October 21** (*CRTPA Retreat* 9 a.m. - 1 p.m.)
- **November 18** Draft Work Program, Election of Chair/Vice Chair

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

May 20, 2013

Capital Region
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CRTPA

AGENDA ITEM 8 E

EXPENSE REPORTS

REQUESTED BY: CRTPA Staff	TYPE OF ITEM: Information

No expensive reports have been published since the last CRTPA meeting.