

# January 12, 2015 CRTPA Board Meeting 1 P.M. City of Tallahassee Commission Chambers



Lafayette Street  
Sidewalk  
Seminole Drive to  
Winchester Lane  
Partnership with  
Leon County  
Under Construction!

Woodville Highway  
Widen to four lanes  
Paul Russell Road to  
Capital Circle, SE  
Right-of-Way  
(\$1,200,000)  
Scheduled for FY 17/18

Gladden Street  
Sidewalk  
6th Avenue  
to Ingerside Avenue  
Partnership with the  
City of Tallahassee  
Scheduled for 2016

Orange Avenue  
Sidewalks  
Capital Circle SW to  
Lake Bradford Road  
Construction!  
(\$1,300,000)  
Scheduled for FY

Ocheeconee Bay  
Bike Trail SB  
MS 39 Segment  
(6.54 Miles)  
Construction  
(\$1,263,726)  
Scheduled for FY 14/15

County Road 375 over Smith Creek Bridge  
Replacement (Bridge 590020)  
Design (FY 14/15) \$500,000  
Right-of-way (FY 16/17) \$28,000  
Construction (FY 18/19) \$2,136,000

Ocheeconee Bay  
Bike Trail Phase 2  
Surf Road (2.3 miles)  
Construction  
(\$1,600,000)  
Scheduled for FY 14/15

Wakulla Arran Road  
Sidewalk  
Oak Street to  
Crawfordville Road  
Construction  
(\$87,341)  
Scheduled for 16/17

Crawfordville Road  
Intersection Realignment  
MS 78 to  
North of Alaska Way  
Construction!  
(\$6,441,000)  
Scheduled for FY 15/16

Mamie Scott Drive  
Sidewalk  
Mississippi Street to  
Texas Hill Road  
Construction!  
(\$80,500)  
Scheduled for FY 14/15

Old Lloyd Road  
Sidewalk  
Merritt Road to West  
of the Historic District  
Jefferson County Partnership  
(\$106,729)  
Scheduled for 2015

Crawfordville Road  
Widen to four lanes  
North of Blomham Cutoff  
to Leon County line  
Construction  
(\$4,090,000)  
Scheduled for FY 17/18

Crawfordville Road  
Widen to four lanes  
East Ivan Road to  
North of Blomham Cutoff  
Construction  
(\$7,460,000)  
Scheduled for FY 17/18

Apalachee Parkway  
Resurfacing  
Monroe Street to  
Capital Circle NE  
Construction!  
(\$10,177,169)  
Scheduled for FY 15/16

SR 59  
Resurfacing  
Tram Road to MS 27  
Construction!  
(\$1,974,329)  
Scheduled for FY 15/16

State Road 65  
Resurfacing  
Ocklawaha Bridge to  
State Road 12  
Construction  
(\$5,964,041)  
Scheduled for FY 14/15

Interstate 10  
Resurfacing  
MS 19 to  
Madison County line  
Construction  
(\$12,116,000)  
Scheduled for FY 15/16

Magnolia Drive  
Capital Circle NE  
Construction  
(\$2,634,343)  
Scheduled for FY 14/15

7th Avenue  
Sidewalk  
Colonial Drive to  
Thomasville Road  
Construction  
(\$301,000)  
Scheduled for FY 15/16

CR 159 over Appalachee Creek Bridge  
Replacement (Bridge 500033)  
Design (FY 14/15) (\$1,045,000)  
Right-of-Way (FY 16/17) (\$37,000)  
Construction (FY 17/18) (\$4,537,000)

Magnolia Drive  
Multi-use Path  
South Meridian Street  
to Portiac Drive  
Construction  
(\$800,000)  
Scheduled for FY 14/15

Woodville Highway  
Widen to four lanes  
Paul Russell Road to  
Capital Circle, SE  
Design Underway

Old Lloyd Road over Lloyd Creek Bridge  
Replacement (Bridge 590044)  
Right-of-way (FY 15/16) \$26,000  
Right-of-way (FY 16/17) \$7,000  
Construction (FY 17/18) \$3,218,000

Capital Circle SW  
Widening  
Orange Avenue to  
Springhill Road  
Right-of-Way  
(\$8,722,365)  
Scheduled for FY 15/16

MS 90  
Resurfacing  
Flying J to  
Leon County line  
Construction  
(\$11,468,926)  
Scheduled for FY 16/17

Capital Circle SW  
Widening  
Crawfordville Road to  
Springhill Road  
Construction  
(\$24,387,000)  
Scheduled for FY 17/18

Interstate 10  
Resurfacing  
Leon County line to  
east of Old Lloyd  
Construction  
(\$17,252,135)  
Scheduled for FY 15/16

MS 90  
Resurfacing  
Leon County line  
to Willow Street  
Construction  
(\$3,042,756)  
Scheduled for FY 14/15

Brickyard Road  
Resurfacing  
McK King Boulevard to  
MS 90  
Construction  
(\$931,590)  
Scheduled for FY 15/16



## **CRTPA BOARD**

**MEETING OF MONDAY, JANUARY 12, 2015 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.     AWARDS AND SPECIAL PRESENTATIONS**

- **CRTPA 2014 Chair Recognition to Commissioner Randy Merritt**

**2.     AGENDA MODIFICATIONS**

**3.     CONSENT AGENDA**

**A.   Minutes of the November 17, 2014 CRTPA Board Meeting**

**B.   Resolution Supporting the Addition US 319 to National Highway System**

Adopt a resolution in support of efforts by the Florida Department of Transportation (FDOT) to modify the National Highway System to include the addition of US 319 from Capital Circle to US 98.

**C.   CRTPA Bylaws Revision**

Revise the CRTPA Bylaws to reflect the November 2013 vote of the CRTPA Board related to MPOAC representative serve a 3 year term instead of a 1 year term.

<b>Recommended Action: <i>Approve consent agenda</i></b>
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**4. CONSENT ITEMS PULLED FOR DISCUSSION****5. ROLL CALL VOTE AGENDA ITEMS****A. Fiscal Year (FY) 2015 – FY 2019 Transportation Improvement Program (TIP) Amendment**

The CRTPA FY 2015 – FY 2019 TIP is proposed to be amended to reflect the following:

- Magnolia Drive (CR 265): S. Meridian Street to Pontiac Drive (Project #4098037). Add sidewalk project to reflect receipt of funding (Leon County)(Total Funding: \$1.016 million in FY 2015).

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

**6. CRTPA DISCUSSION**

*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. Connections 2040 Regional Mobility Plan - Project Prioritization Process**

The prioritization process that will be utilized to ultimately produce the Connections 2040 Regional Mobility Plan Cost Feasible Plan will be discussed.

**Recommended Action: *For Board Discussion and Approval***

**B. DRAFT Fiscal Year (FY) 2016 – FY 2020 Work Program**

Regina Battles, Florida Department of Transportation (FDOT), District 3, will present the Draft FY 2016 – FY 2020 Work Program. CRTPA written comments on the Draft Work Program must be provided to the FDOT by January 21, 2015.

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

**C. Tennessee Street/US 90 Traffic Mobility and Alternatives Study**

The Florida Department of Transportation will present the Tennessee Street/US 90 Traffic Mobility and Alternatives Study (Limits: Ocala Road to Monroe Street.)

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

**7. EXECUTIVE DIRECTOR'S REPORT**

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

- US 90 approved as designated US Bicycle Route. Maps of the route can be found on the FDOT website at the following link:  
<http://www.dot.state.fl.us/planning/policy/usbr/>

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

**8. ITEMS FROM MEMBERS**

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

**9. 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.

**10. INFORMATION**

- A. Correspondence
- B. Committee Actions (Citizen's Multimodal Advisory Committee/ Technical Advisory Committee/Transportation Disadvantaged Coordinating Board)
- C. Future Meeting Dates and Agenda Items (Next Meeting: March 9, 2014)
- D. CRTPA Expense Reports

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





January 12, 2015

AGENDA ITEM 1

**CRTPA 2014 CHAIR RECOGNITION**

REQUESTED BY: CRTPA Staff	TYPE OF ITEM: Award
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**STATEMENT OF ISSUE**

An award will be presented to Commissioner Randy Merritt for his dedicated service to the Capital Region Transportation Planning Agency as Chair of the organization during 2014.





January 12, 2015

AGENDA ITEM 2

**AGENDA MODIFICATIONS**





January 12, 2015

AGENDA ITEM 3 A

**MINUTES**

REQUESTED BY: CRTPA Staff

TYPE OF ITEM: Consent

The minutes from the November 17, 2014 CRTPA meeting are provided as ***Attachment 1***.

**RECOMMENDED ACTION**

Option 1: Approve the minutes of the November 17, 2014 CRTPA Board meeting.

**ATTACHMENT**

Attachment 1: Minutes of the November 17, 2014 CRTPA Board meeting.



## CRTPA BOARD

**MEETING OF MONDAY, NOVEMBER 17, 2014 AT 1:00 PM**

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

### MEETING MINUTES

#### **MEMBERS PRESENT:**

Commissioner Randy Merritt, Wakulla County, Chairman  
Commissioner Stephen Walker, Jefferson County  
Commissioner Delores Madison, Gadsden Cities  
Commissioner Douglas Croley, Gadsden County  
Commissioner Bryan Desloge, Leon County  
Commissioner Kristin Dozier, Leon County  
Commissioner Mary Ann Lindley, Leon County  
Commissioner Nick Maddox, Leon County  
Commissioner Bill Proctor, Leon County  
Commissioner Nancy Miller, City of Tallahassee

**Staff Present:** Thornton Williams, CRTPA Attorney; Ivan Maldonado, StarMetro; 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; Bryant Paulk, FDOT; Starsky Harrell, FDOT, Jon Sewell, KHA; Richard Barr, KHA, Jarrod Purdue, FDOT; Scott Swearington, RPG, Cherie Bryant, PLACE

#### **1. AGENDA MODIFICATIONS**

The Board recognized Commissioner Douglas Croley for his years of service to Gadsden County and the Capital Region.

#### **2. CONSENT AGENDA**

##### **A. Minutes of the September 15, 2014 CRTPA Board Meeting**

##### **B. 2015 CRTPA Meeting Calendar**

The CRTPA Board meeting calendar for 2015 has been developed for board approval



**C. CRTPA Computer Purchase**

Approve a resolution authorizing the purchase of computers related to CRTPA geographic information systems (GIS) efforts.

**Board Action:** Commissioner Desloge made a motion to accept the consent agenda as presented. Commissioner Walker seconded the motion and the motion was unanimously passed.

**3. CONSENT ITEMS PULLED FOR DISCUSSION**

NONE

**4. ROLL CALL VOTE AGENDA ITEMS**

**A. Fiscal Year (FY) 2015 – FY 2019 Transportation Improvement Program (TIP) Amendment**

The CRTPA FY 2015 – FY 2019 TIP is proposed to be amended to reflect the following:

- Mamie Scott Drive (Mississippi Street to CR 29) (Project #4317431). Revise sidewalk project to reflect FDOT management of project per request of county (Jefferson County)(Total Funding: \$80,500 in FY 15)
- Old Lloyd Road (CR 158) (Merritt Road to west of historic district) (Project #4337691). Add sidewalk project to TIP reflecting construction by Jefferson County in FY 2015 (Jefferson County)(Total Funding: \$106,900 in FY 15)

**Board Action:** A roll call vote was taken on the Fiscal Year (FY) 2015 – FY 2019 Transportation Improvement Program (TIP) Amendment and the motion was unanimously passed.

**B. Regional Mobility Plan (RMP) Plan Modifications**

**1. Crawfordville Road (US 98 to the Four Points intersection in Tallahassee –the intersection of Crawfordville Road and Woodville Highway)**

Modify the RMP Cost Feasible Plan to include this project.

**Citizen Comments:**

Dana Peck, 2481 Surf Road, Wakulla County. Mrs. Peck stated there noted there were no public meetings held in Wakulla County with the County Commission to have the public provide input. She stated that this intersection is not a priority for Wakulla County and there were no safety hazards, noting there was one minor injury in the last five years and there were no safety issues and the intersection has not been studied.

Dr. Howard Kessler, 112 Old Still Road, Wakulla County. Dr. Kessler stated this project has not been brought before the Wakulla County Commission until recently and that no presentations were held before the Wakulla County Commission within the last six

years. He further noted the board prioritized their intersections and this intersection was not on their list. He stated there was no safety hazard at this intersection. He stated there would be more congestion at this intersection (near a high school) due to the re-alignment of this intersection.

Julia Hanway Revas, 1239 Mitchell Avenue, Tallahassee, FL. Mrs. Hanway stated she once lived at this intersection and noted there were no safety hazards at this intersection and it was safe. Since this project was presented to the community there have been changes. There is a new Sheriff as well as a new Superintendent of Schools. She stated there are deadly intersections in the community and funding for improvements should happen at those intersections instead. She stated her children went to Wakulla High School and felt this intersection was currently safe. She stated the sole purpose of this project is for a local Commissioner to be allowed to develop an adjacent property.

David Damon, 145 Posey Road, Crawfordville, Florida. Mr. Damon stated he lives near this intersection and noted there have been minimal accidents at this intersection. He stated the sole purpose of this project is for a local Commissioner to be allowed to develop an adjacent property. He noted the old elected officials may have supported this project; however, new officials do not support this re-alignment of this intersection, and current officials have signed a petition in opposition to the project.

Commissioner Lindley asked when was the last public hearing/meeting held on the safety study in Wakulla County for the citizens to provide input. Mr. Paulk, FDOT stated the last public hearing was held in 2007. Further stated the Department of Transportation held several public meetings on the PD&E study at this location. He pointed out that after the realignment was chosen there was one additional public hearing in 2007. The public hearing was followed by the design of the project, was added to the CRTPA Transportation Systems Management (TSM) Priority Project List with subsequent public meetings. The FDOT Secretary has met with Wakulla County, the Wakulla County Sheriff and the Superintendent of Schools regarding this project and received no opposition.

Commissioner Merritt stated that he personally had no problem with the project. He explained that the Wakulla Commission had this item before the board and there was a motion to request FDOT "pause" the project and complete necessary safety studies and the geometric design and determined this was the best alternative. The motion (at the Wakulla Commission Meeting) did not receive a second and the motion failed and no alternative motion was provided. He noted the school board doesn't have any issues regarding the new design for the intersection.

Commissioner Miller noted this agenda item would add all segments of Crawfordville Road into the Regional Mobility Plan (RMP) and would not address design. She requested information on the next steps for this project. Mr. Paulk stated the next steps for this section (re-alignment) would be to complete the design phase, another public meeting, followed by the right-of-way phase with construction scheduled for



next year. He noted the remaining segments, if funding is received, would come before the CRTPA board as a part of the FDOT Work Program presentation that is given to the Board in January. He stated the Work Program public hearing will be held at the DOT Midway office and stated the citizens can submit input at the public hearing and CRTPA meetings. Further noting if necessary, FDOT would present to the Wakulla County Commission. Mr. Harry Reed stated the action of approval would put the community in the position to be eligible for federal funding for US Highway 319 should any funds becomes available. Mr. Reed reiterated an approval would make this roadway eligible for federal funds, should funds become available.

**Board Action: A Roll call vote was taken on the Regional Mobility Plan (RMP) Plan Modifications and the motion was unanimously passed.**

## **2. Magnolia Drive Sidewalk**

Modify the RMP Cost Feasible Plan to advance this sidewalk project from Tier 2 to Tier 1.

**Board Action: A Roll call vote was taken on the Magnolia Drive Sidewalk Project Modification and the motion was unanimously passed.**

## **5. CRTPA DISCUSSION**

### **A. Election of CRTPA Chair and Vice-Chair**

Annually, CRTPA members elect a new Chair and Vice-Chair to serve for the upcoming calendar year. Currently, Commissioner Merritt and Commissioner Dozier hold the CRTPA Chair and Vice-Chair positions, respectively.

**Board Action: Commissioner Desloge made a motion to nominate Commissioner Dozier for Chair and Commissioner Barfield for Vice-Chair. Commissioner Croley seconded the motion and the motion was unanimously passed.**

### **B. National Bike Route Designation for US 90 Resolution**

This items seeks approval of a resolution in support of Florida Department of Transportation efforts to designate US 90 as a National Bike Route in the state.

David Lee, FDOT, provided an overview and presentation of the National Bicycle Route System.

**Board Action: Commissioner Croley made a motion to approve the National Bike Route Designation for US 90 Resolution. Commissioner Miller seconded the motion and the motion was unanimously passed.**

**C. Transportation Disadvantaged Boards Regional Consolidation**

Staff is seeking approval of a resolution requesting that the Florida Commission for the Transportation Disadvantaged combine the TDCBs in Gadsden, Jefferson, Leon, and Wakulla counties in a regional planning service area.

**Board Action: Commissioner Lindley made a motion to approve the Transportation Disadvantaged Boards Regional Consolidation Resolution. Commissioner Miller seconded the motion and the motion was unanimously passed.**

**D. 2040 Regional Mobility Plan Update**

The project consultant will discuss the completion of the existing conditions report as well as the input received at the recent public workshops and CRTPA Retreat. This input will be used in the development of draft evaluation criteria at a future meeting.

Arty White of Kimley Horn & Associates provided a brief presentation on the RMP as well as the next steps in the process.

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

**E. US 319 (Crawfordville Road) Conceptual Design & Environmental Reevaluation Update**

FDOT staff will provide an update on the US 319 Conceptual Design & Environmental Reevaluation (Limits: Leon County: Wakulla County Line to beginning of US 319 4-lane; Wakulla County: SR 30 (US 98) to Leon County Line).

Citizen Comment:

David Damon, 145 Posey Road, Crawfordville, Florida. Mr. Damon stated he lives near this intersection and noted there have been minimal accidents at this intersection. He stated the sole purpose of this project is for a local Commissioner to be allowed to develop an adjacent property. He stated this was a misuse of tax payer money. He stated there have not been any public workshops on the current alignment of the intersection.

Dr. Howard Kessler, 112 Old Still Road, Wakulla County. Dr. Kessler stated this project has not been brought before the Wakulla County Commission until recently and that no presentations were held before the Wakulla County Commission within the last six years. He further noted the board prioritized their intersections that needed improvements and this intersection was not on their list. He stated there was no safety hazard at this intersection. He stated there will be more congestion at this intersection (near a high school) due to the re-alignment of this intersection.



Dana Peck, 2481 Surf Road, Wakulla County. Mrs. Peck stated there noted there were no public meetings held in Wakulla County with the County Commission to have the public provide input. She stated this intersection is not a priority for Wakulla County and there were no safety hazards, noting there was one minor injury in the last five years and there were no safety issues and the intersection has not been studied.

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

**F. Interchange Operational Analysis Report (IOAR)**

FDOT staff will provide an update on the IOAR being developed for the Interstate 10 exists at Capital Circle, Northwest and Thomasville Road in Leon County.

James Johnson, URS Corp provided a presentation and overview of the Interchange Operational Analysis Report (IOAR)

**Board Action: This item 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:

- MPOAC Institute Sessions
- Tentative Work Program Public Meeting

**Board Action: This item 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. Correspondence
- B. Committee Actions (Citizen's Multimodal Advisory Committee/ Technical Advisory Committee/Transportation Disadvantaged Coordinating Board)
- C. Future Meeting Dates and Agenda Items (Next Meeting – January 12, 2015)
- D. CRTPA Expense Reports

**Meeting was adjourned at 3:25 PM.**

**Attested:**

\_\_\_\_\_  
**Yulonda Mitchell, Recording Secretary**

\_\_\_\_\_  
**Randy Merritt, Chairman**





January 12, 2015

### AGENDA ITEM 3 B

## RESOLUTION SUPPORTING THE ADDITION OF US 319 TO THE NATIONAL HIGHWAY SYSTEM

REQUESTED BY: FDOT/CRTPA Staff

TYPE OF ITEM: Consent

### STATEMENT OF ISSUE

Adopt a resolution in support of efforts by the Florida Department of Transportation (FDOT) to modify the National Highway System to include the addition of US 319 from Capital Circle to US 98.

### CRTPA COMMITTEE ACTIONS

None required

### RECOMMENDED ACTION

Option 1: Adopt a resolution support

### HISTORY AND ANALYSIS

FDOT District Three is preparing a request to FDOT Central Office to modify the National Highway System to include the addition of US 319 from Capital Circle to US 98. The District has as for our support in this endeavor. If approved, it will expand the District's funding resources needed for the widening of US 319. The CRTPA Executive Director has already submitted a letter of support for this modification. A resolution of support from the CRTPA Board would broaden and enhance regional support for the modification.

This segment of US 319 appears to clearly meet the intent of the Federal guidance for the National Highway System as set forth in 23 CFR 407.107(b):

*National Highway System. (1) The National Highway System shall consist of interconnected urban and rural principal arterials and highways (including toll facilities) which serve major population centers, international border crossings, ports, airports, public transportation facilities, other intermodal transportation facilities and other major travel destinations; meet national defense requirements; and serve interstate and interregional travel. All routes on the Interstate System are a part of the National Highway System.*

This highway segment between US 98, a NHS MAP-21 Principal Arterial and the NHS Intermodal Connector, SR 263/Capital Circle from Interstate 10 to the TLH Airport provides an important economic link for the region. It is the main artery that leads to south to the rapidly growing area in Wakulla County, well-known for its recreational and ecotourism opportunities, and US 98 which is the main connection to the emerging Port of Port St. Port. The corridor is a major commuter and hurricane evacuation route. Demand will only increase as a new educational center, Wakulla Environmental Institute, expands, along the southern end of the corridor.

### **OPTIONS**

Option 1: Adopt the resolution of support  
(Recommended)

Option 2: Provide other direction.

### **ATTACHMENT**

Attachment 1: Resolution 2015-01-3B

Attachment 2: Letter of Support date December 3, 2014





CRTPA RESOLUTION 2015-01-3B

A RESOLUTION of the Capital Region Transportation Planning Agency hereby referred to as the "CRTPA" in support of efforts by the Florida Department of Transportation (FDOT) to modify the National Highway System (NHS) to include the addition of US 319 from Capital Circle to US 98.

WHEREAS, the highway segment between US 98, a NHS MAP-21 Principal Arterial and the NHS Intermodal Connector, SR 263/Capital Circle from Interstate 10 to the TLH Airport provides an important economic link for the region; and

WHEREAS, US 319 is part of the interconnected urban and rural principal arterials and highways which serves Tallahassee airport and the emerging Port of Port St. Joe; and

WHEREAS, this link leads to south to the rapidly growing area in Wakulla County, well-known for its recreational and ecotourism opportunities, the new educational center, Wakulla Environmental Institute in addition to being major commuter and hurricane evacuation route; and

WHEREAS, the corridor meets the criteria to be on National Highway System as set forth in 23 CFR 407.107(b).

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

It hereby expresses approval and support the FDOT's request to modify the National Highway System to include the addition of US 319 from Capital Circle to US 98.

DULY PASSED AND ADOPTED THIS 12th DAY OF JANUARY 2015

Capital Region Transportation Planning Agency

By: \_\_\_\_\_ Attest: \_\_\_\_\_

Kristin Dozier, Chair

Harry D. Reed III,  
CRTPA Executive Director



January 12, 2015

## AGENDA ITEM 3 C

### REVISION TO CRTPA BY-LAWS

REQUESTED BY: CRTPA Staff

TYPE OF ITEM: Consent

#### **STATEMENT OF ISSUE**

The purpose of this item is to is to revise the adopted CRTPA By-Laws to reflect the CRTPA Board's direction to change the term of the representative and alternative to the Florida Metropolitan Planning Organization Advisory Council from one year to three years.

#### **CRTPA COMMITTEE ACTIONS**

None

#### **RECOMMENDED ACTION**

Option 1: Adopt a revision to CRTPA By-Laws.

#### **HISTORY AND ANALYSIS**

Historically, the CRTPA has elected a Florida Metropolitan Planning Organization (MPOAC) representative and alternate each November meeting. However, at November 2013 CRTPA Board meeting, members approved a motion to have the MPOAC representative serve a 3 year term instead of a 1 year term. When the current by-laws were presented to the Board in June 2014 for adoption, the change in the term for the MPOAC representative and alternate was changed from the former one year term to a three year term. The revision being presented will correct the CRTPA By-Laws to reflect the Board's policy and direction.

Commissioner Madison currently serves as the MPOAC representative with Commissioner Nick Maddox serving as the alternate.

### **OPTIONS**

Option 1: Adopt a revision to CRTPA By-Laws.  
(Recommended)

Option 2: Provide other direction.

### **ATTACHMENT**

Attachment 1: Revised CRTPA By-Laws



**CAPITAL REGION TRANSPORTATION PLANNING AGENCY  
REVISED BY-LAWS, POLICIES  
AND PROCEDURES**

Adopted November 2006

Revised June 16, 2014

Revised January 12, 2015

- I. Organization Name**
- II. Preamble**
- III. Purpose**
- IV. CRTPA By-Laws**
- V. CRTPA General Policies**
- VI. CRTPA Specific Policies**
- VII. CRTPA Long-Range Transportation Plan Amendment**
- VIII. Funding**
- IX. Notices**

**I. Organization Name**

The name for the Metropolitan Planning Organization is the Capital Region Transportation Planning Agency (CRTPA).

**II. Preamble**

The following sets forth the By-Laws, Policies and Procedures that shall serve to guide the proper functioning of the urban transportation planning process by the CRTPA. The intent is to provide policies and procedures for the CRTPA and its Standing Committees for fulfilling the requirements of the Interlocal Agreement that creates the CRTPA; the applicable provisions of federal law; and the applicable provisions of Chapter 339, Florida Statutes. Any interpretations of the Interlocal Agreement by these bylaws shall be the preferred interpretation for CRTPA unless there is a direct and express conflict with the Interlocal Agreement. Furthermore, all provisions contained in these Bylaws shall be interpreted to be consistent with all applicable state and federal law.

**III. Purpose**

Pursuant to Section 339.175, Florida Statutes, the purpose of CRTPA is:

A. To assist in the safe and efficient management, operation, and development of surface transportation systems embracing various modes of transportation in a manner that will maximize the mobility of people, freight and goods within and through the metropolitan area of this state, foster economic growth and development within and through urbanized areas of this state and minimize, to the maximum extent feasible for transportation-related fuel consumption,

air pollution, and greenhouse gas emissions through metropolitan transportation planning processes;

B. To develop transportation plans and programs, in cooperation with the state and public transit operators, which plans and programs provide for the development and integrated management and operation of transportation systems and facilities, including pedestrian walkways and bicycle transportation facilities that will function as multi-modal and an intermodal transportation system for the metropolitan area;

C. To implement and ensure a continuing, cooperative, and comprehensive transportation planning process that considers all modes of transportation based on the complexity of the transportation problems to be addresses and results in coordinated plans and programs consistent with the comprehensively planned development of this affected metropolitan area in cooperation with the Florida Department of Transportation (“Department”);

D. To develop plans and programs that identify transportation facilities that should function as an integrated metropolitan transportation system, giving emphasis to facilities that serve important national, state and regional transportation functions.

#### **IV. CRTPA By-Laws**

##### **A. Membership and Board Membership**

1. As designated by the Governor of the State of Florida, and as reflected in Article 4, Section 4.01(a) of the 2014, Interlocal Agreement, the CRTPA shall consist of voting representatives from Leon County, Gadsden County, Jefferson County, and Wakulla County; the City of Tallahassee, the City of Midway, the City of Quincy, the City of Chattahoochee, the City of Greensboro, the City of Gretna, and the Town of Havana; the Leon County School Board; and one non-voting representative from the Department of Transportation.

The weighted vote of the voting members is as follows:

<b>Governmental Entity</b>	<b>Number of Members</b>	<b>Voting Points</b>
Leon County School Board	1	1
Jefferson County *	1	4
Gadsden Cities **	1	5
Wakulla County ***	1	8
Gadsden County	1	8
Leon County ****	-	37
City of Tallahassee *****	-	37
Total		100

As provided in Section 4.01(a)(1) of the Interlocal Agreement, for Leon County and the City of Tallahassee, the number of voting points is determined by the number of voting members as agreed upon by the Leon County Board of County Commissioners and the City of Tallahassee respectively.

- \* The County Representative will also represent the City of Monticello.
- \*\* The Cities of Chattahoochee, Greensboro, Gretna, Havana, Midway and Quincy will consolidate their membership and weighted vote into one membership.
- \*\*\* The County Representative will also represent the Cities of St. Marks and Sopchoppy.
- \*\*\*\* The number of voting members is determined by the Leon County.
- \*\*\*\*\* The number of voting members is determined by the City of Tallahassee.

2. The City of Tallahassee and Leon County commissions may change the number of their members to serve as members of the CRTPA Board no more than once annually. Similarly, Cities consolidating their memberships and weighted vote, may reverse such consolidation no more than once annually. Should any membership adjustments be made pursuant to this section, the governmental entity shall notify the Executive Director of CRTPA in writing of such change. The written notice shall specifically reference this section as the basis for the change.

3. Board members from participating governments which have one voting member may designate an alternative member of that government to vote in the absence of the appointed member. Such designation may be changed no more frequently than annually, unless the alternate leaves office. A participating governmental entity that selects an alternative member shall notify CRTPA in writing of that selection. No Board Member may vote by proxy.

4. As provided by Section 6.04 of the Interlocal Agreement, the Board may delegate authority to one or more of its members to act on behalf of the Board and may delegate certain duties to the Executive Director.

a. Delegation to one or more Board Members shall be pursuant to a majority vote of the Board, which shall identify the member(s) to whom authority is delegated, specify the scope (and time period if appropriate) for the delegation, and whether action of the Board member(s) shall be subject to Board ratification or approval. Any such delegation shall be subject to the requirements of the Sunshine Law, when applicable. The scope and time period of the delegation shall be appropriate for the intended purpose, and shall be limited as necessary to comply with law. When practicable, the action of the Board members shall be subject to Board ratification or approval.

b. Delegation to the Executive Director shall be pursuant to a majority vote of the Board, which shall specify the scope, direction and purpose for the delegation and whether the action of the Executive Director shall be subject to ratification or approval of the Board, Board members or the Chairperson. Delegation to the Executive Director shall be subject to such limitations in scope, direction and supervision by the Board as appropriate for the intended purpose and as necessary to comply with law.



## **B. Membership Term of Office**

1. The membership and terms of elected officials as voting members of the CRTPA Board shall be as prescribed in Section 339.175(3) and (4), Florida Statutes, and Sections 4.01 and 4.02 of the Interlocal Agreement. Board members from participating governments which have one voting member may appoint a substitute member to serve as a member of the CRTPA Board no more frequently than once annually, unless the member leaves office.

2. a. The term of office of members of the CRTPA shall be four years. The membership of a member who is a public official automatically terminates upon said official leaving the elective or appointive office for any reason, or may be terminated by a majority vote of the total membership of the governmental entity represented by the member. A vacancy shall be filled by the original appointing entity. A member may be appointed for one or more additional four year terms. Where Counties and Cities have elected to consolidate their memberships and weighted vote, the term of the representative member or members shall be no less than one year from the date of designation by the consolidated entity represented by the member.

2. b. Any governmental entity performing any actions under this section shall notify CRTPA in writing of such actions.

3. The CRTPA may also provide for other non-voting advisors as needed.

## **C. Officers and Duties**

1. The CRTPA Board shall hold an annual organizational meeting no later than the last Board meeting of the calendar year for the purpose of electing the following officers from its voting membership:

- Chairperson
- Vice-Chairperson
- Representative to the Florida Metropolitan Planning Organization Advisory Council
- Alternate representative to the Florida Metropolitan Planning Organization Advisory Council

The Chairperson and Vice-Chairperson shall be members of different member governments.

2. Officers shall be elected by a majority of the votes of members present at the organizational meeting. The Chairperson and Vice-Chairperson shall serve a term of one year. The representative and alternate to the Florida Metropolitan Planning Organization Advisory Council shall serve a term of three years.

3. The Chairperson shall preside at all meetings and shall sign official documents of the CRTPA. In the event of the Chairperson's absence, or at the Chairperson's direction, the

Vice-Chairperson shall assume the powers and duties of the Chairperson. In the absence of both a Chairperson and Vice-Chairperson at a regular or special Board meeting, a temporary Chair shall be elected by majority vote at said meeting to serve as Chairman of the meeting, for this meeting alone. The Chairperson shall:

- a. Sign, on behalf of the MPO, resolutions, contracts, deeds, certifications, vouchers and all other instruments whether relating to real or personal property or otherwise;
- b. Appoint subcommittees as needed;
- c. Approve or revise the final agenda presented by the Executive Director;
- d. Accept agenda items from other MPO members, with advice of the Executive Director to ensure that the addition is submitted on a timeline that allows them to be fully staffed and distributed with the regular agenda materials;
- e. Draft the annual performance evaluation of the Executive Director, distribute it to MPO membership for comments, and develop the final evaluation for MPO approval;
- f. Have authority to approve CRTPA expenditures of greater than \$5000, but no greater than \$25,000;
- g. Have authority to approve certain personnel actions, such as salary adjustments, disciplinary actions, and final approval of staff evaluations completed by the Executive Director;
- h. Perform such other duties as, from time to time, may be assigned by the Board.

4. If the chair is unable to serve the remainder of the chair's term, the vice-chair shall automatically become the chair and the CRTPA shall elect a new vice-chair. In the event of the permanent inability of the Chairperson or Vice-Chairperson of the CRTPA to serve, a new officer(s) will be elected from the membership at the next meeting.

#### **D. Administration**

The administration of the CRTPA shall be as set forth in Sections 6.01 through 6.05 of the Interlocal Agreement. The Chairperson shall serve as the principle administrative officer of the Board. The Executive Director shall serve as the principal administrator of the MPO's operations and staff and shall have responsibility for advising the Board regarding official MPO business and administration.

1. The Executive Director shall serve at the pleasure of the Board and shall report directly to the CRTPA Board for all matters regarding the administration and operation of the CRTPA and any additional personnel as deemed necessary. A subcommittee of the Chair, the

Vice-Chair and immediate past Chair will conduct the annual performance evaluation of the Executive Director and deliver their findings to the Board for its review and approval. CRTPA staff will report directly to the Executive Director and serve at the pleasure of the director. The Executive Director shall have authority to:

- a. Approve expenditures for the normal operations of staff not to exceed \$5000;
- b. Approve routine staff travel;
- c. Hire, fire, assign duties to, and evaluate CRTPA staff, subject to review and concurrence of the Chairperson; and
- d. Sign routine communications with local, state and federal agencies, except in those instances when the signature of the chair is required.

2. The Executive Director, or designee, is responsible for the CRTPA meeting minutes and all notices and agendas for future meetings. The Executive Director shall also perform such other and additional duties as are necessary to carry out the objectives and functions of the CRTPA and the directives from the CRTPA membership.

3. The CRTPA General Counsel shall be under a legal services contract, the term of which is not to exceed thirty-six (36) months and shall serve at the pleasure of the Board and shall perform such duties as are assigned by the Board, the Chairperson or the Executive Director.

#### **E. Meetings**

1. Regular meetings of the CRTPA shall be held as needed in the Tallahassee City Commission Chambers or other locations designated by the Chairperson. Regular meetings will be held no less frequently than every two months, or six times a year.

2. Meetings will be held on the third Monday of any given month and such other times as scheduled by the Chairperson. Meeting dates will be adjusted by the Chairperson to accommodate holidays or other conflicts.

3. Special meetings of the CRTPA may be called by the Chairperson, or in the absence of the chair, by the vice-chair. Special meetings may also be called on the initiative of four (4) or more voting members petitioning the chair.

4. There must be majority representation to constitute a quorum for the transaction of business. A quorum is defined as 51% of the voting interest of the CRTPA. An affirmative vote shall consist of a majority vote of the total quorum present. A quorum must be present for any matters to be voted on at any duly called CRTPA meeting.

5. Agenda materials for the CRTPA meetings shall be distributed to Board Members no later than seven days prior to the meeting, unless otherwise decided by the



Chairperson. Supplemental materials shall be provided to the Board Members as soon as practicable.

6. Meetings will be open to the public. Citizen comments and suggestions are welcomed. Any group which requests in writing will be notified of CRTPA meetings. Members of the public are allowed to speak on any items not on the Agenda during the Public Comment period, with established time limits, and by providing a Speaker Card at the CRTPA meeting as set out in section F. Members of the public are allowed to comment on items on the agenda at the appropriate time following the same established rules for time limits and providing speaker cards.

7. The CRTPA may choose to hold workshops from time to time. A quorum shall not be necessary for conducting a workshop; however, all workshops shall be noticed in the same manner as regular meetings of the CRTPA.

8. The most current edition of Roberts Rules of Order Revised is the adopted rule of meeting procedure. The Chairperson (or the Vice Chairperson when serving as Chairperson) shall preside at all meetings.

9. The General Counsel or his designee shall serve as the "parliamentarian. The CRTPA General Counsel shall advise the Chairperson and the Board at the direction of the Chairperson.

10. CRTPA meetings will be recorded and minutes will be prepared.

11. Where a Super-Majority Vote is required by the Interlocal Agreement or CRTPA By-Laws, such Super-Majority Vote shall be defined as two-thirds of the vote of the Board members in attendance and no less than 67 votes, regardless of the number of members in attendance.

12. The Executive Director shall serve as the clerk of the CRTPA.

13. As necessary, subcommittees and the chair of subcommittees shall be designated by the chair to investigate and report on specific subject areas of interest to the CRTPA. A subcommittee shall consist of at least three members.

#### **F. Citizen Participation at Board Meetings**

1. Citizen comments will be accepted during the meeting.

2. Citizens may speak on issues related to the approved agenda or any issue for which the CRTPA has the statutory authority to act upon.

3. Citizens will complete a Request to Speak card. If the citizen is unable to complete the card, s/he will be assisted by the CRTPA staff.

4. Citizens will be allowed to speak for three minutes.

5. Large groups of citizens wishing to speak are encouraged to designate a spokesperson to represent their views.

### **G. By Law Amendments**

The CRTPA By-Laws may be amended by a majority vote of the CRTPA. Proposed amendments shall be considered at the annual organizational meeting or at any other CRTPA meeting with thirty (30) days notice of the proposed amendment. The CRTPA Board may adopt resolutions as necessary to implement, supplement or clarify the CRTPA By-Laws, but shall not substantively alter the policies or procedures contained in the By-Laws except upon a Super-Majority Vote. No less often than annually, the Board shall consider amendments to the By-Laws to incorporate prior resolutions issued by the Board, as appropriate.

### **H. Creation of Committees**

The following committees have been created by the CRTPA, are ratified herein and shall serve as standing committees, with membership subject to appointment by the CRTPA Board:

1. The Technical Advisory Committee (TAC), which shall function as provided in Section 339.175(6)(d) and (8)(b), Florida Statutes, and as otherwise directed by the CRTPA Board. The TAC serves at the pleasure of the Board.

- a. The TAC serves in an advisory capacity to the CRTPA on matters related to coordinating transportation planning and programming including, but not limited to, review of CRTPA related transportation studies, reports, plans and programs. The TAC shall assist the CRTPA by providing technical resources and recommendations as requested.
- b. The membership of the TAC must include, whenever possible, planners; engineers; representatives of local aviation authorities, port authorities, and public transit authorities or representatives of aviation departments, seaport departments, and public transit departments of municipal or county governments, as applicable; the school superintendent of each county within the jurisdiction of the CRTPA or the superintendent's designee; and other appropriate representatives of affected local governments.
- c. In addition to any other duties assigned to it by the CRTPA or by state or federal law, the TAC is responsible for considering safe access to schools in its review of transportation project priorities, long-range transportation plans, and transportation improvement programs, and shall advise the CRTPA on such matters.
- d. In addition, the TAC shall coordinate its actions with local school boards and other local programs and organizations within the metropolitan area which participate in school safety activities, such as locally established community

traffic safety teams. Local school boards must provide the CRTPA with information concerning future school sites and in the coordination of transportation service.

- e. The TAC shall have additional advisory (non-voting) members as the CRTPA deems advisable.
- f. Each member of the TAC is expected to demonstrate interest in the technical advisory committee's activities through attendance at the regularly scheduled meetings except for reasons of an unavoidable nature. A majority of the TAC may recommend the removal of any member who fails to attend, or arrange for an alternate to attend, three or more meetings in a one-year period. Such recommendations shall be forwarded to the appointing agency or governmental unit through the CRTPA Executive Director.

2. The Citizens Advisory Committee (known as the Citizens Multimodal Advisory Committee)(CMAC), which shall function as provided in Section 339.175(6)(e)1. and (8)(b), Florida Statutes, and as otherwise directed by the CRTPA Board. The CMAC serves at the pleasure of the Board. The membership on the CMAC must reflect a broad cross-section of local residents with an interest in the development of an efficient, safe, and cost-effective multimodal transportation system. Minorities, the elderly, and the handicapped must be adequately represented as well as representatives and users of various transportation modes.

- a. The community at large shall be represented in the transportation planning process by the CMAC. The CMAC serves in an advisory capacity to the CRTPA for the purpose of assisting in the formulation of CRTPA's goals and objectives, seeking reaction to planning proposals and providing comment with respect to the concerns of various segments of the population regarding their transportation needs.
- b. Notwithstanding the above provisions, CRTPA may, with the approval of the department and the applicable federal governmental agency, adopt an alternative program or mechanism to ensure citizen involvement in the transportation planning process.

## **V. CRTPA General Policies**

A. The CRTPA agenda will include sections for Action, Information, and Citizen Involvement. Agenda items for Board action will be divided into consent, discussion and action sections.

B. The CRTPA agenda will be limited to required items only as determined by the Chairperson. Board Members are requested to coordinate with the Executive Director on those items that they wish to have considered, so that they can be adequately staffed prior to being heard by the Board.

C. The Executive Director is directed to assist the Chairperson in scheduling



important matters for Board consideration, where practicable, for at least one discussion meeting prior to scheduling the matter for Board action at a subsequent meeting. Notwithstanding the foregoing, unless otherwise provided by law, Board action shall not be delayed nor subject to challenge simply because it was acted upon at the same meeting at which it was first discussed by the Board. Workshops, retreats and delegated subcommittees of Board Members shall also be considered as methods of exchanging information and opinions on and focusing the analysis of important matters that may later come before the Board for action.

D. No other governmental organization shall preclude the scheduled convening or adjournment time of the CRTPA.

## **VI. CRTPA Specific Policies**

A. Any policy that affects planning efforts and not administration nor procedural policies of the CRTPA shall be adopted solely by resolution and not become part of these bylaws. Examples of this are resolutions that promote bicycle and pedestrian transportation, preservation of right-of-way, and consideration of the needs of the Transportation Disadvantaged in plan development. All resolutions will be kept in a separate section of each member's agenda book for reference purposes.

B. A majority vote will be required by the CRTPA when amending, adding, or deleting projects from the Transportation Improvement Program, the Priority Project List, any Project Development and Environment Study, and any intersection improvement study requiring the approval of the CRTPA.

## **VII. Modifications to the Long Range Transportation Plan**

A. A request to amend the Long Range Transportation Plan may be initiated by the CMAC, the TAC, the CRTPA, or another governmental agency. Members of the CRTPA will be notified of a request to amend the Long-Range Transportation Plan.

B. A request to amend the Long Range Transportation Plan will be reviewed by the TAC to determine the technical applicability of the proposal for plan inclusion or removal and the CMAC recommendation, CRTPA Staff recommendation, and the recommendation of the TAC will be forwarded to the CRTPA Board.

C. If the CRTPA Board determines that the proposed amendment should be considered, the CRTPA Board may initiate the established plan amendment process in compliance and consistent with procedures established in Chapter 339 Florida Statutes and all applicable federal code.

D. In addition to the required public notification and public hearing of the plan amendment(s), efforts to communicate the plan amendment to the traditionally underserved (populations protected by Title VI of the Civil Rights Act of 1964) will be made and documented.

### **VIII. Funding of the CRTPA**

A. Each member government shall pay a proportional share of the operating costs of the CRTPA, over and above the amount annually provided by federal and state sources. Proportional costs are based on population. To the extent that funding allocated for MPO operations is exceeded by expenses, the balance shall be funded by the members, with the exception of the Leon County School Board, in proportion to their weighted vote without consideration of the weighted vote of the Leon County School Board. The Leon County School Board shall provide in-kind services in lieu of direct funding for MPO operations. Unless otherwise agreed by the parties hereto, any change in the weighted voting occurring during the MPO's fiscal year shall result in a proration of financial responsibility of the members.

B. The CRTPA staff will perform only those services required by applicable Federal Code and State Statute. If tasks are requested by the CRTPA that are not part of the statutory duty of the CRTPA staff, additional funding will be provided by the member governments.

C. An estimate of the amount will be made known in the annual Unified Planning Work Program, prior to July 1. Concurrent with the adoption of the Final Unified Planning Work Program the CRTPA will adopt its budget. The Unified Planning Work Program is the de facto budget of the CRTPA.

D. Payment of funds by participating governments will be made to the CRTPA no later than December 31.

### **IX. Notices.**

All notices, demands and correspondence required or provided for under this Agreement shall be in writing and delivered in person or dispatched by certified mail, postage prepaid, return receipt requested. Notice required to be given shall be as follows, addressed to then current incumbent:

Mayor  
City of Tallahassee  
300 South Adams Street  
Tallahassee, FL 32301

City Attorney  
City of Tallahassee  
300 South Adams Street  
Tallahassee, FL 32301

Chairperson  
Leon County Board of County Commissioners  
301 S. Monroe Street, 5<sup>th</sup> Floor

Tallahassee, Florida 32301  
County Attorney  
Leon County  
301 S. Monroe Street, Suite 202  
Tallahassee, Florida 32301

Chairperson  
Gadsden County Board of Commissioners  
9-B East Jefferson Street  
Post Office Box 1799  
Quincy, Florida 32353-1799

Chairperson  
Wakulla County Board of County Commissioners  
3093 Crawfordville Highway  
Post Office Box 1263  
Crawfordville, FL 32326

Chairperson  
Jefferson County Board of County Commissioners  
1 Courthouse Circle  
Monticello, FL 32344

Mayor  
City of Quincy  
404 W. Jefferson Street  
Quincy, Florida 32351-2328

City Manager  
City of Quincy  
404 West Jefferson Street  
Quincy, FL 32351-2328

Mayor  
City of Midway  
Post Office Box 438  
Midway, FL 32343

City Manager  
City of Midway  
Post Office Box 438  
Midway, FL 32343

Mayor  
Town of Havana  
P. O. Box 1068  
Havana, FL 32333-1068



Town Manager  
Town of Havana  
P.O. Box 1068  
Havana, FL 32333-1068

Mayor  
City of Chattahoochee  
P.O. Box 188  
Chattahoochee, FL 32324

City Manager  
City of Chattahoochee  
P.O. Box 188  
Chattahoochee, FL 32324

Mayor  
Town of Greensboro  
150 E 11th Street  
Greensboro, FL 32330

Town Manager  
Town of Greensboro  
150 E 11th Street  
Greensboro, FL 32330

Mayor  
City of Gretna  
Post Office Drawer 220  
Gretna, Florida 32332

City Manager  
City of Gretna  
Post Office Drawer 220  
Gretna, Florida 32332

Chairperson  
Leon County School Board  
2757 W. Pensacola Street  
Tallahassee, Florida 32304

District III Secretary  
Florida Department of Transportation  
1074 Highway 90  
Post Office Box 607  
Chipley, Florida 32428

Executive Director  
Capital Region Transportation  
Planning Agency  
300 S. Adams Street, Mail Stop A-19  
Tallahassee, FL 32301

General Counsel  
Capital Region Transportation Planning Agency  
300 S. Adams Street, Mail Stop A-19  
Tallahassee, FL 32301

A party may unilaterally change its address or addressee by giving notice in writing to the other parties as provided in this section. Thereafter, notices, demands and other pertinent correspondence shall be addressed and transmitted to the new address and addressee.

January 12, 2015



AGENDA ITEM 4

**CONSENT ITEMS PULLED FOR DISCUSSION**





January 12, 2015

**AGENDA ITEM 5 A**

**FISCAL YEAR 2015 – FISCAL YEAR 2019  
TRANSPORTATION IMPROVEMENT PROGRAM AMENDMENT**

**REQUESTED BY: FDOT**

**TYPE OF ITEM: Discussion/Roll-Call**

**STATEMENT OF ISSUE**

The purpose of this item is to amend the CRTPA Fiscal Year (FY) 2015 – FY 2019 Transportation Improvement Program (TIP) to reflect the following:

- Magnolia Drive Sidewalk (S. Meridian Street to Pontiac Drive) (Project #4098037): Add sidewalk project to reflect funding (Leon County) (Total funding: \$1,016,132 in FY 2015).

**CRTPA COMMITTEE ACTIONS**

The CRTPA's two (2) committees (Citizens Multimodal Advisory Committee and Technical Advisory Committee) were scheduled to meet on January 6, 2015. Due to the tight deadline associated with distribution of the CRTPA agendas, the committee recommendations for this and other agenda items will be provided under separate cover prior to the meeting.

**RECOMMENDED ACTION**

Option 1: Adopt a resolution amending the FY 2015 – FY 2019 Transportation Improvement Program to reflect:

- **ADD PROJECT:** Magnolia Drive (CR 265) Sidewalk (S. Meridian Street to Pontiac Drive) (Project #4098037): Add sidewalk project to reflect funding (Total funding: \$1,016,132 in FY 2015) (Leon County).

**HISTORY AND ANALYSIS**

The CRTPA's Transportation Improvement Program is adopted annually and identifies those projects in the region that have received state and federal funding. Frequently, the TIP needs to be formally amended to reflect project changes such as the addition or deletion of a project and changes to existing projects related to funding or project scope.

At the September 15, 2014 CRTPA Board meeting, members voted to place the Magnolia Drive sidewalk project (Leon County) as the agency's number one project on the FY 2016 – FY 2020 Regional Mobility Plan (RMP) Priority Project List. Consistent with this action, the agency's RMP was modified on November 17, 2014 to move the project to the plan's tier one list of projects in order to maintain planning consistency for future funding.

Recently, funding has been identified and the project is proposed to be added to the FY 2015 – FY 2019 TIP as follows:

Magnolia Drive (CR 265) Sidewalk (S. Meridian Street to Pontiac Drive) (Project #4098037): This new sidewalk project will be managed by Leon County. A total of \$1,016,132 is programmed for the project's construction in FY 2015.

### **OPTIONS**

Option 1: Adopt a resolution amending the FY 2015 – FY 2019 Transportation Improvement Program to reflect:

- ADD PROJECT: Magnolia Drive (CR 265) Sidewalk (S. Meridian Street to Pontiac Drive) (Project #4098037): Add sidewalk project to reflect funding (Total funding: \$1,016,132 in FY 2015) (Leon County).  
(RECOMMENDED)

Option 2: Provide other direction.

### **ATTACHMENT**

Attachment 1: TIP project page

Attachment 2: Resolution 2015-1-5A

4098037

**Magnolia Drive (CR 265)**

**Non-SIS**



**Work Summary:**

**From:** South Meridian Street

**To:** Pontiac Drive

**Lead Agency:** Leon County

**Length:** .644

**County:** Leon County

**LRTP #:** Cost Feasible Project #M3

Phase	Fund Source	2014/15	2015/16	2016/17	2017/18	2018/19	Total
CST	LF	153,330	0	0	0	0	153,330
CST	SU	862,802	0	0	0	0	862,802
<b>Total</b>		<b>1,016,132</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1,016,132</b>

**Prior Cost < 2014/15:** 0

**Future Cost > 2018/19:** 0

**Total Project Cost:** 1,016,132

**Project Description:** This project involves funding the construction of a sidewalk on Magnolia Drive from South Meridian Street to Pontiac Drive. The project will be managed by Leon County. NOTE: This project was added to the TIP at the January 12, 2015 CRTPA Board meeting.



## **CRTPA RESOLUTION 2015-01-5A**

### **A RESOLUTION OF THE CAPITAL REGION TRANSPORTATION PLANNING AGENCY (CRTPA) AMENDING THE FY 2015 – FY 2019 TRANSPORTATION IMPROVEMENT PROGRAM**

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

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

**Whereas**, the TIP is periodically amended to maintain consistency with the Florida Department of Transportation Work Program and;

**Whereas**, authorization for federal funding of projects within an urbanized area cannot be obtained unless the projects are included in the CRTPA's TIP;

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

The CRTPA amends the FY 15 – FY 19 Transportation Improvement Program to reflect:

- Magnolia Drive Sidewalk (S. Meridian Street to Pontiac Drive) (Project #4098037): Add sidewalk project to reflect funding (Leon County)

Passed and duly adopted by the Capital Region Transportation Planning Agency (CRTPA) on this 12<sup>th</sup> day of January 2015.

**Capital Region Transportation Planning Agency**

**By:** \_\_\_\_\_  
Kristen Dozier, Chair

**Attest:**

\_\_\_\_\_  
CRTPA Executive Director



January 12, 2015

**AGENDA ITEM 6 A - UPDATED**

**CONNECTIONS 2040 REGIONAL MOBILITY PLAN  
PROJECT PRIORITIZATION PROCESS**

**REQUESTED BY: CRTPA**

**TYPE OF ITEM: Discussion**

**STATEMENT OF ISSUE**

The purpose of this item is to present the Project Prioritization Process that will be utilized to assess the projects contained in the Connections 2040 Regional Mobility Plan (RMP) Opportunities Plan, which will ultimately lead to the development of the Cost Feasible Plan.

**CRTPA COMMITTEE ACTIONS**

**Technical Advisory Committee (TAC)**

The TAC did not make a formal motion on this item but instead asked CRTPA staff to forward the TAC comments and discussion points to the CRTPA Board for their information and consideration.

**Citizens Multimodal Advisory Committee (CMAC)**

The CMAC made a formal motion to forward the prioritization criteria to the CRTPA Board along with the CMAC comments for the Board's consideration, and asked that the item come back to them for further consideration at the next meeting.

**RECOMMENDED ACTION**

Option 1: Direct staff to address Draft Evaluation Criteria comments and present Final Evaluation Criteria at the March 2015 CRTPA Board Meeting.

**PREVIOUS AGENDA ITEMS**

June 17, 2013 – Agenda Item 5A -	Scope-of-Services
September 16, 2013 – Agenda Item 5D -	Consultant Selection
November 18, 2013 – Agenda Item 2B –	Contract Authorization
April 14, 2014 – Agenda Item 4E -	Project Kick-off
May 19, 2014 – Agenda Item 4A -	Mobility Plan Goals
June 16, 2014 – Agenda Item 5D -	Public Involvement plan
September 15, 2014 Agenda Item 5D -	Public Workshop Announcement
October 20, 2014 CRTPA Retreat	Prioritization Process
November 17, 2014 Agenda Item 5D -	Existing Conditions Report

## **HISTORY AND ANALYSIS**

Each and every LRTP has a unique process for developing a set of Evaluation Criteria to address not only the goals of the CRTPA but the enacted federal transportation legislation, this time known as Moving Ahead for Progress in the 21st Century Act or MAP-21.

The development of the Project Prioritization Process, including Evaluation Criteria, is an important step in the long range transportation plan (LRTP) process because it serves as the linkage of projects to Goals and Strategies. The process does not consider funding or the cost of the individual project as a limiting factor for being prioritized but rather the ability of the project to meet identified Goals and Strategies.

### **RMP Priority Process**

The October 20, 2014 CRTPA Retreat provided the foundation for developing the Connections 2040 RMP Project Prioritization Process. The Retreat included a lengthy discussion focusing on project implementation. From that discussion, the Project Team developed General Consideration and Mode Specific Considerations, shown as **Attachment 1**, which will serve as guidance during this process.

### **Tiers**

The Retreat discussion, (presentation can be found at <http://www.crtpa.org/files/96444781.pdf>), included the use of a “Tiered” approach (on page 16 of the presentation) which is required by FHWA and FDOT with “Tier 1” being the Draft FY 2016 – FY 2020 Transportation Improvement Program (TIP). The purpose of starting with the TIP is to ensure projects requiring additional phases to be funded beyond the 2016 to 2020 time period are carried through to fruition during the 2021 to 2025 time period, known as “Tier 2”, or beyond depending on projected revenues.

An example of this approach is the Woodville Highway project from Capital Circle, SE to Paul Russell Road, shown as **Attachment 2**. Currently, the Woodville Highway project is in “design” phase with the right-of-way (ROW) acquisition phase scheduled for 2018. There is no scheduled “Construction” phase in the Draft TIP and therefore the project’s next phase (construction) would carry into “Tier 2” in the Connections 2040 RMP.

Using this approach, any project that has been through the “Environmental” phase known as the Project Development and Environment Phase or PD&E, “Design” phase, or ROW phase that does not have a “Construction” phase in the FY 2016 – FY 2020 TIP should be top priorities for consideration in “Tier 2”.

### **CMAC and TAC Meetings (December 2014)**

Subsequent to the Retreat, the CMAC and TAC met on December 15, 2014 with a special meeting to have the Project Team present the considerations shown in **Attachment 1**. The input from this meeting provided a foundation for the development of the Draft Evaluation Criteria.

### **Funding**

In addition to the tiered approach there is also the consideration of funding which will be discussed in detail at the March 9, 2015 CRTPA Board meeting, but needs to be introduced here during the Project Prioritization Process. One of the requirements for the long range transportation plan is to be “cost



feasible”, meaning that the projected revenues and the project cost estimates match over the plan time period. So as this process moves forward, one of the limitations for projects in the tiered approach will be projected revenue levels.

#### Draft Criteria

Ultimately, the prioritization of the projects will require the application of evaluation criteria. Based on the discussion from the Retreat, as well as, from the public meetings and meetings with the CMAC and TAC (in December), the project team has developed criteria shown as **Attachment 3**.

**Additionally, these criteria have been developed to (maximize the opportunity to) be consistent with MAP-21 strategies and position projects for eligibility under MAP-21 guidelines.**

The initial step in the application of the criteria to the projects is the “General Considerations” section (page 1 through page 4 of **Attachment 3**). These criteria would be applied to all projects regardless of mode. After General Considerations have been applied, then the “Mode Specific” (Bicycle and Pedestrian pages 5 and 6, Roadway Projects pages 7 through 9 of **Attachment 3**) criterion is applied to the project. The scores from the General Considerations and Mode Specific criterion are then added to provide an overall score. As discussed at the Retreat, bicycle/pedestrian and roadway projects are being evaluated as individual modes, not against each mode.

The Bicycle and Pedestrian projects have to meet a minimum threshold of \$300,000 before they are evaluated. This minimum threshold is in place for several reasons. First, there are other programs for funding smaller projects such as the Transportation Alternative Process (TAP), which is a grant program that has a typical annual funding level of \$300,000. Second, it is typical that these projects are contained within a neighborhood and do not have multimodal connections and will score very low against the criteria. Lastly, a typical sidewalk costs approximately \$325,000 a mile so these projects typically don’t provide a significant addition to the transportation system. However, before a project is placed in the “Under \$300,000” category, the project team will review the location and the connections to ensure that a significant linkage isn’t being overlooked.

Should there be a tie in scores an additional criteria was added than utilizes “Funding Commitment” (page 10 of **Attachment 3**) as a measure.

#### Project Weighting

Once the project is evaluated using the criteria, a weighting factor is applied to the “measure” to produce a score for that criteria. The weighting factors were derived from the C RTPA Board Retreat, citizen input and input from the C RTPA committees (TAC and CMAC). For a scoring example, using the “Project Phases Completed” criteria a project receiving a measure points score of 4 (a project that has all phases completed with the exception of construction) will receive 100 points when the score is multiplied by the weighting factor of “25”.

The maximum number of points a project can receive as a bicycle project is 460 with maximum points for roadway being 490.

### January TAC and CMAC meetings

The TAC and CMAC committees met on January 6, 2015 to discuss the Draft Evaluation Criteria. Below are condensed comments from the TAC and CMAC. Detailed comments from the TAC and CMAC can be found in the January CRTPA Agenda Item 10B – Committee Actions:

Criteria	Comments
<b>General Considerations</b>	Show the total points for the project, not the points and the weighting.
<b>Project Phases Completed</b>	Why is this so heavily weighted?
<b>Part of an Adopted Plan</b>	Can you include what adopted plan the project came from?
<b>Part of an Adopted Plan</b>	Is the criterion only applied one time? Annually?
<b>Universal Accessibility Improvement</b>	How do you guarantee that the project will meet these standards in the future?
<b>Growth Center</b>	The term “adjacent” needs to be defined.
<b>Natural Environment</b>	The terms “moderate” and “substantial” need to be defined.
<b>Identified Gateway</b>	The term “adjacent” needs to be defined.
<b>Bicycle - Safety</b>	Can gradation be considered for this criterion?
<b>Bicycle – Serves Community Activity Centers or Transit</b>	Should consider the scale of the community.
<b>Bicycle – Serves Community Activity Centers or Transit</b>	New language should read: Project provides connections to civic uses <u>including but not limited to</u> libraries, schools, parks/nature trails, performing arts centers, fairgrounds, recreational facilities, museums, etc.
<b>Expansion of Network Area</b>	Define “underserved” area.
<b>Expansion of Network Area</b>	Should it be weighted higher?
<b>Roadway Safety</b>	Can gradation be considered for this criterion?
<b>Roadway Safety</b>	Define “one of the worse”.
<b>Tie-Breaker – Funding Commitment</b>	Projects that have a commitment by the local government to share in the cost of the project should receive a higher weight and that criterion should not just be a tie breaker.
<b>Tie-Breaker – Funding Commitment</b>	The criterion is appropriate as a tie breaker, but the percentage of local match applied to the overall project cost should be a consideration in how the tie breaker is applied.
<b>Tie-Breaker – Funding Commitment</b>	The tie breaker is not an equitable tie breaker to all counties in the CRTPA.
<b>Tie-Breaker – Funding Commitment</b>	The tie breaker is appropriate, but should add extend beyond local funding commitment matches to also include if the project is located within a Rural Areas of Critical Economic Concern area.
The TAC also engaged in a discussion reflecting an expectation that the local government priority rankings of project types (for instance, sidewalks) would be mirrored in the funded priority ranking of those same project types in the Cost Feasible Plan. CRTPA staff explained that the criteria for ranking projects reflects the priorities of the region, but the application of it will not necessarily result in a priority list of project types that exactly mirrors the priorities of each locality within the region because the criteria is regional in nature...not locality specific.	

## **NEXT STEPS**

After addressing the comments regarding the Draft Evaluation Criteria, staff will bring back a final Evaluation Criteria document for approval at the March 9, 2015 C RTPA Board meeting.

Additional information being discussed and presented at the March C RTPA meeting will include the Connections 2040 RMP Revenue Projections as well as the Needs Plan.

## **OPTIONS**

Option 1: Direct staff to address Draft Evaluation Criteria comments and present Final Evaluation Criteria at the March 2015 C RTPA Board Meeting. (RECOMMENDED)

Option 2: Provide other direction.

## **ATTACHMENT**

Attachment 1: Connections 2040 RMP Project Prioritization Process

Attachment 2: Woodville Highway and Crawfordville Road “Tier” example

Attachment 3: Connections 2040 RMP Draft Evaluation Criteria

## 2040 RMP Prioritization Process

The 2040 Regional Mobility Plan sets the stage for the transportation recommendations in the CRTPA area over the next 25 years. In order for a project to move into the region's 5-year Transportation Improvement Program (the primary mechanism to distribute federal and state transportation funding), it must be expressed as a priority in the RMP. The prioritization process outlined here helps guide the projects through the Cost Feasible Plan and is a major step in creating an implementable plan that reflects the vision of the region.

### General Considerations

Prioritization Criteria	Definition	MAP-21 Planning Factors	Connections 2040 RMP Goals
Part of an Adopted Plan	Project exists in a currently adopted municipal, county, regional, or state plan	5	Land Use
Funding Commitment	Project has dedicated local funding contribution or funding partnership	7, 8	Land Use
Natural Environment	Project has limited impacts to sensitive natural environmental features	5	Natural Resource Protection/Conservation
Social Environment	Project provides positive contributions to designated revitalization areas and Title VI communities	1, 2, 4, 5, 6	Access, Connectivity, Economic Development, Multimodalism, Land Use, Safety, Public Health
Growth Center/Economic Development Area	Project is located in or adjacent to a growth area (contained within the Quality Growth Plus scenario, or designated as an economic development/growth area in local plans)	1, 4, 5, 6	Land Use, Economic Development, Multimodalism, Connectivity, Access, Natural Resource Protection/Conservation
Evacuation Route	Project is part of or directly serves an identified evacuation route	2, 3	Safety, Security, Public Health, Access
Identified Gateway	Project is located in or adjacent to an area designated as a future gateway improvement location	1, 5	Economic Development, Land Use, Access, Connectivity



## RMP Prioritization Process

The Regional Mobility Plan sets the stage for the transportation recommendations in the CRTPA area over the next 25 years. Projects from the RMP move directly into the region's 5-year Transportation Improvement Program, which is the primary mechanism to distribute federal and state transportation funding. The prioritization process outlined here helps guide the projects through the Cost Feasible Plan and is a major step in creating an implementable plan that reflects the vision of the region.

### Medium to Large Scale Bicycle and Pedestrian (min \$300K)

Prioritization Criteria	Definition	MAP-21 Planning Factors	Connections 2040 RMP Goals
Safety Improvement	Project includes location(s) that have been identified as safety concerns for bicycles and pedestrians	2, 3, 5	Safety, Public Health, Security, Multimodalism
Supportive of Transit Service	Project connects to an existing or planned transit route or stop	4, 5, 6, 8	Access, Multimodalism, Connectivity
Connects to Existing/Planned Facilities	Project increases connectivity for compatible facility types by connecting to or filling in gaps within the non-motorized network	4, 5, 6, 7, 8	Connectivity, Access, Land Use, Multimodalism
Serves Community Activity Centers	Project provides connections to civic uses such as libraries, schools, parks, etc.	1, 4, 5, 6, 7	Access, Connectivity, Economic Development, Land Use
Expansion of Network Area	Project increases service area and multimodal options in previously underserved areas	4, 5	Multimodalism, Access, Connectivity

## RMP Prioritization Process

The Regional Mobility Plan sets the stage for the transportation recommendations in the CRTPA area over the next 25 years. Projects from the RMP move directly into the region's 5-year Transportation Improvement Program, which is the primary mechanism to distribute federal and state transportation funding. The prioritization process outlined here helps guide the projects through the Cost Feasible Plan and is a major step in creating an implementable plan that reflects the vision of the region.

### Roadway (Non-Capacity & Capacity – Corridor and Intersection)

Prioritization Criteria	Definition	MAP-21 Planning Factors	Connections 2040 RMP Goals
Efficiency	Project leads to a network reduction of VMT, for either existing or future conditions	1, 4, 5, 7	Natural Resource Protection/Conservation, Public Health, Connectivity, Economic Development
Travel Time Reduction	Project leads to a reduction in travel time along the existing or (for new location facilities) adjacent corridor, for either existing or future conditions	1, 4, 5, 7	Natural Resource Protection/Conservation, Public Health, Connectivity, Economic Development
Safety Improvement	Project addresses one of the worst crash locations in the region, as identified in the Existing Conditions report	2, 3, 5	Safety, Security
Supportive of Freight Priorities	Project travels along an identified freight route, or provides access to an existing or proposed intermodal facility	1, 4, 6	Economic Development, Multimodalism, Access, Connectivity
Supportive of Transit Priorities	Project serves or improves transit routes, transit stops, or transit technology	4, 5, 6, 7	Connectivity, Multimodalism, Access
Supportive of Bicycle and Pedestrian Mobility	Project includes incidental bicycle or pedestrian improvements	4, 5, 6, 7	Connectivity, Multimodalism, Access

## MAP-21 Planning Factors

1. Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiencies
2. Increase the safety of the transportation system for motorized and non-motorized users
3. Increase the security of the transportation system for motorized and non-motorized 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
8. Emphasize the preservation of the existing transportation system

## ATTACHMENT 2

[illegible]



## General Considerations

<b>Prioritization Criteria</b>	<b>Definition</b>	<b>MAP-21 Planning Factors</b>	<b>Connections 2040 RMP Goals</b>	<b>Weight (Points)</b>
<b>Project Phases Completed</b>	<b>The project has project phases completed.</b>	<b>1, 5, 7, 8</b>	<b>Multimodalism, Economic Development, Land Use, Natural Resource Protection/Conservation</b>	<b>25</b>
<b>Measure</b>				<b>Points</b>
Project has been designed and right-of-way has been acquired for the project or project has been designed and no right-of-way is needed				4
Project has been designed or design is currently underway				3
Project Development & Environment (PD&E) study or other required state or federal environmental study has been completed or is currently underway				2
Feasibility Study has been completed				1
No phases have been completed				0

<b>Prioritization Criteria</b>	<b>Definition</b>	<b>MAP-21 Planning Factors</b>	<b>Connections 2040 RMP Goals</b>	<b>Weight (Points)</b>
<b>Part of an Adopted Plan</b>	<b>Project exists in a currently adopted municipal, county, regional, or state plan.</b>	<b>5</b>	<b>Land Use</b>	<b>25</b>
<b>Measure</b>				<b>Points</b>
Project is identified in a current state, regional, or adopted local government plan				2
No				0

Prioritization Criteria	Definition	MAP-21 Planning Factors	Connections 2040 RMP Goals	Weight (Points)
Universal Accessibility Improvement	Project enhances Universal Accessibility by connecting compatible facility types, removing barriers, reconstructing or altering the physical environment, retrofitting existing facilities, or adding enhanced sidewalks, signage and wayfinding, signalization, crosswalk signals, painting, lighting, street furniture, shaded areas, bus stops, technology enhancements or other accessories to improve comfort and safety.	1, 2, 4, 5, 6, 8	Access, Connectivity Economic Development, Multimodalism, Safety, Public Health,	20
Measure				Points
Enhances Universal Access to existing facilities				3
Enhances Universal Access to future facilities identified in an adopted plan				2
Does not enhance Universal Access to existing or planned facilities				0

Prioritization Criteria	Definition	MAP-21 Planning Factors	Connections 2040 RMP Goals	Weight (Points)
<b>Growth Center/ Economic Development Area</b>	<b>Project is located in or adjacent to a growth area (contained within the Quality Growth Plus scenario, or designated as an economic development/growth area in local plans)</b>	<b>1, 4, 5, 6</b>	<b>Land Use, Economic Development, Multimodalism, Connectivity, Access, Natural Resource Protection/Conservation</b>	<b>15</b>
<b>Measure</b>				<b>Points</b>
Project is located in or adjacent to a growth area				2
Project is not located in or adjacent to a growth area				0

Prioritization Criteria	Definition	MAP-21 Planning Factors	Connections 2040 RMP Goals	Weight (Points)
<b>Natural Environment</b>	<b>Project has limited impacts to sensitive natural environmental features</b>	<b>5</b>	<b>Natural Resource Protection/Conservation</b>	<b>10</b>
<b>Measure</b>				<b>Points</b>
Project has gone through Project Development and Environmental Study and/or Efficient Transportation Decision Making review and has no impacts, or projects where impacts are addressed				3
Project has moderate impacts				2
Project has substantial impacts				1
Project has impacts of potential dispute				0

Prioritization Criteria	Definition	MAP-21 Planning Factors	Connections 2040 RMP Goals	Weight (Points)
<b>Social Environment</b>	<b>Project provides positive contributions to designated revitalization areas and Title VI communities</b>	<b>1, 2, 4, 5, 6</b>	<b>Access, Connectivity, Economic Development, Multimodalism, Land Use, Safety, Public Health</b>	<b>5</b>
<b>Measure</b>				<b>Points</b>
Project provides positive contributions to designated revitalization areas and Title VI communities				2
Project does not provide positive contributions to designated revitalization areas and Title VI communities				0

Prioritization Criteria	Definition	MAP-21 Planning Factors	Connections 2040 RMP Goals	Weight (Points)
<b>Identified Gateway</b>	<b>Project is located in or adjacent to an area designated as a future gateway improvement location, as identified in an adopted plan</b>	<b>1, 5</b>	<b>Economic Development, Land Use, Access, Connectivity</b>	<b>5</b>
<b>Measure</b>				<b>Points</b>
Project is located in or adjacent to an area designated as a future gateway improvement location				1
Project is not located in or adjacent to an area designated as a future gateway improvement location				0



### Bicycle and Pedestrian (min \$300K)

Prioritization Criteria	Definition	MAP-21 Planning Factors	Connections 2040 RMP Goals	Weight (Points)
<b>Safety Improvement</b>	<b>Project includes location(s) that have been identified as safety concerns for cyclists, pedestrians, or differently-abled individuals.</b>	<b>2, 3, 5</b>	<b>Safety, Public Health, Security, Multimodalism</b>	<b>25</b>
<b>Measure</b>				<b>Points</b>
Project includes location(s) that have been identified as safety concerns for cyclists, pedestrians, or differently-abled individuals				3
Project does not include location(s) that have been identified as safety concerns for cyclists, pedestrians, or differently-abled individuals				0

Prioritization Criteria	Definition	MAP-21 Planning Factors	Connections 2040 RMP Goals	Weight (Points)
<b>Serves Community Activity Centers or Transit</b>	<b>Project provides connections to civic uses such as libraries, schools, parks/nature trails, performing arts centers, fairgrounds, recreational facilities, museums, etc.</b>	<b>1, 4, 5, 6, 7</b>	<b>Access, Connectivity Economic Development, Land Use</b>	<b>20</b>
<b>Measure</b>				<b>Points</b>
Project provides access to more than two community activity centers				3
Project provides access to two community activity centers or transit				2
Project provides access to a community activity center				1
Project does not provide access to any community activity centers				0

Prioritization Criteria	Definition	MAP-21 Planning Factors	Connections 2040 RMP Goals	Weight (Points)
<b>Connects to Existing/Planned Facilities</b>	<b>Project increases connectivity for compatible facility types by connecting to or filling in gaps within the non-motorized network</b>	<b>4, 5, 6, 7, 8</b>	<b>Connectivity, Access, Land Use, Multimodalism</b>	<b>10</b>
<b>Measure</b>				<b>Points</b>
Provides access to existing facilities				3
Provides access to planned facilities identified in an adopted plan				2
Does not provide access to existing or planned facilities				0

Prioritization Criteria	Definition	MAP-21 Planning Factors	Connections 2040 RMP Goals	Weight (Points)
<b>Expansion of Network Area</b>	<b>Project increases service area and multimodal options in previously underserved areas</b>	<b>4, 5</b>	<b>Multimodalism, Access, Connectivity</b>	<b>5</b>
<b>Measure</b>				<b>Points</b>
Project increases service area in previously underserved areas				2
Project does not increase service area in previously underserved areas				0

### Roadway (Non-Capacity & Capacity – Corridor and Intersection)

Prioritization Criteria	Definition	MAP-21 Planning Factors	Connections 2040 RMP Goals	Weight (Points)
<b>Safety Improvement</b>	<b>Project addresses one of the worst crash locations in the region, as identified in the Existing Conditions report or Congestion Management Plan</b>	<b>2, 3, 5</b>	<b>Safety, Security</b>	<b>25</b>
<b>Measure</b>				<b>Points</b>
Project addresses one of the worst crash locations				3
Project does not address one of the worst crash locations				0

Prioritization Criteria	Definition	MAP-21 Planning Factors	Connections 2040 RMP Goals	Weight (Points)
<b>Improves Conditions for a Congested Corridor or Area Identified in the Congestion Management Plan</b>	<b>Project leads to a network reduction of VMT, a reduction in travel time, improved Level of Service, or other measurable benefit to a congested corridor or area identified in the Congestion Management Plan for either existing or future conditions</b>	<b>1, 4, 5, 7</b>	<b>Natural Resource Protection/Conservation, Public Health, Connectivity, Economic Development</b>	<b>20</b>
<b>Measure</b>				<b>Points</b>
Project improves conditions for a Congested Corridor or Area				2
Project does not improve conditions for a Congested Corridor or Area				0

Prioritization Criteria	Definition	MAP-21 Planning Factors	Connections 2040 RMP Goals	Weight (Points)
Supportive of Bicycle and Pedestrian Mobility and Accessibility	Project includes incidental bicycle or pedestrian improvements	4, 5, 6, 7	Connectivity, Multimodalism, Access	20
<b>Measure</b>				<b>Points</b>
Project includes incidental bicycle <u>and</u> pedestrian improvements				3
Project includes incidental bicycle <u>or</u> pedestrian improvements				2
Project does not include incidental bicycle or pedestrian improvements				0

Prioritization Criteria	Definition	MAP-21 Planning Factors	Connections 2040 RMP Goals	Weight (Points)
Supportive of Transit Priorities and Accessibility	Project serves or improves transit routes, transit stops, transit technology, transit development, or paratransit	4, 5, 6, 7	Connectivity, Multimodalism, Access	10
<b>Measure</b>				<b>Points</b>
Project is supportive of transit priorities				2
Project is not supportive of transit priorities				0



Prioritization Criteria	Definition	MAP-21 Planning Factors	Connections 2040 RMP Goals	Weight (Points)
<b>Supportive of Freight Priorities</b>	<b>Project travels along an identified freight route, or provides access to an existing or proposed intermodal facility</b>	<b>1, 4, 6</b>	<b>Economic Development, Multimodalism, Access, Connectivity</b>	<b>5</b>
<b>Measure</b>				<b>Points</b>
Project is supportive of freight priorities				1
Project is not supportive of freight priorities				0

Prioritization Criteria	Definition	MAP-21 Planning Factors	Connections 2040 RMP Goals	Weight (Points)
<b>Evacuation Route</b>	<b>Project is part of or directly serves an identified evacuation route, as identified on State Emergency Response Team (SERT) evacuation route maps</b>	<b>2, 3</b>	<b>Safety, Security, Public Health, Access</b>	<b>5</b>
<b>Measure</b>				<b>Points</b>
Project is part of or directly serves an identified evacuation route				1
Project is not part of an identified evacuation route				0

## For projects with scores that tie

Prioritization Criteria	Definition	MAP-21 Planning Factors	Connections 2040 RMP Goals	Weight (Points)
<b>Funding Commitment</b>	<b>Project has dedicated local funding contribution or funding partnership</b>	<b>7, 8</b>	<b>Land Use</b>	<b>N/A</b>
<b>Measure</b>				<b>Yes/No</b>
Project has dedicated local funding match				Yes/No
Project has in-kind support (dedication of right-of-way, etc.)				Yes/No

### Map-21 Planning Factors:

1. Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiencies
2. Increase the safety of the transportation system for motorized and non-motorized users
3. Increase the security of the transportation system for motorized and non-motorized 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
8. Emphasize the preservation of the existing transportation system

### Project Prioritization Criteria and Weighting Development Process

- **April 2014** – C RTPA Board Retreat to develop project goals
- **May 2014** – C RTPA TAC, CMAC, and Board approved and adopted project goals
- **May 2014** – Public Workshops to establish community values
- **October 2014** – Workshop at the Agency for Persons with Disabilities to discuss accessibility
- **October 2014** – Public Workshops to establish community priorities
- **October 2014** – C RTPA Board Workshop to establish community preferences and prioritization
- **November 2014** – C RTPA TAC, CMAC, and Board meetings to discuss preliminary evaluation criteria
- **December 2014** – Joint TAC and CMAC meeting to establish guidance and direction for evaluation criteria weighting (online survey provided to members unable to attend)

Note: Summaries of input from public workshops, C RTPA Board Retreats, and the optional TAC/CMAC meeting are available on the project website at [www.Connections2040RMP.com/Documents](http://www.Connections2040RMP.com/Documents)

### Design and Universal Accessibility

All projects are intended to be designed to meet or exceed current accessibility standards at the time the project is initiated.



January 12, 2015

## AGENDA ITEM 6 B

### DRAFT FISCAL YEAR (FY) 2016 – FY 2020 WORK PROGRAM

REQUESTED BY: FDOT

TYPE OF ITEM: Information

#### STATEMENT OF ISSUE

Staff from the Florida Department of Transportation (FDOT) District 3 will present the Draft Fiscal Year 2016 – 2020 Work Program ('Work Program'). Specifically, projects funded in the Draft Work Program located within Leon, Gadsden, Jefferson and Wakulla counties will be detailed (included as **Attachment 1** (Gadsden County), **Attachment 2** (Jefferson County), **Attachment 3** (Leon County) and **Attachment 4** (Wakulla County)).

#### CRTPA COMMITTEE ACTIONS

The CRTPA's two (2) committees (Citizens Multimodal Advisory Committee and Technical Advisory Committee) were scheduled to meet on January 6, 2015. Due to the tight deadline associated with distribution of the CRTPA agendas, any committee recommendations for this and other agenda items will be provided under separate cover prior to the meeting.

#### RECOMMENDED ACTION

No action is required; however, **any comments that the CRTPA wishes to provide the FDOT must be provided by January 21, 2015.**

#### HISTORY AND ANALYSIS

The Florida Department of Transportation (FDOT) has developed the Draft Fiscal Year (FY) 2016 – FY 2020 Work Program. Developed annually, the Work Program provides a list of transportation projects that have received state and federal funding.

Development of the Work Program occurs in coordination with the CRTPA. As members will recall, at the September 16, 2013 Board meeting, the CRTPA adopted the FY 2015 – FY 2019 CRTPA Priority Project Lists. These lists were subsequently provided to the FDOT to provide guidance as the agency proceeded with development of the Draft Work Program.



A public hearing, attended by CRTPA staff, to present the Draft FY 2016 – FY 2020 Work Program was held on December 2, 2014 at the FDOT District 3 Midway Operations Center.

Written comments from the CRTPA on the Draft Work Program must be provided to the FDOT by January 21, 2015.

CRTPA staff has reviewed the Tentative Work Program and provides the following summary information related to new or changed projects within Leon, Gadsden, Jefferson and Wakulla counties.

### **NEW PROJECTS**

Gadsden County:

- ❑ Interstate 10 (SR 8) Ramp to Rest Area over I-10 Bridge# 500075 & 500076. **Bridge Repair/Rehabilitation** (PE) in FY 16 (\$77,000) (2225392).
- ❑ Interstate 10 (SR 8): west of Flat Creek Road (CR 270A) to west of Pat Thomas Parkway (SR 267). **Resurfacing** (PE, CST) in FY 16 & 18 (\$12.2 million) (4366631).
- ❑ Quincy Loop North: SR 12 to SR 267. **PD&E/EMO Study** (PDE) in FY 16 (\$550,000) (2189464).
- ❑ Quincy Loop South: SR 267 to US 90 East. **PD&E/EMO Study** (PDE) in FY 16 (\$825,000) (2189465).
- ❑ Pat Thomas Parkway (SR 267): south of I-10 to Jefferson Street (US 90/SR 10A). **Resurfacing** (PE, CST) in FY 16 & 18 (\$5.4 million) (4362681).
- ❑ Adams Street (CR 268): Martin Luther King Jr Boulevard (CR 274) to Clark Street. **Sidewalk** (PE) in FY 19 (\$49,000) (4369921).
- ❑ High Bridge Road (CR 268): Joe Adams Road to Brickyard Road. **Widen/Resurface Existing Lanes** (PE) in FY 18 (\$300,000) (4366151).
- ❑ Juniper Creek Road (CR 65A) over Juniper Creek Bridge No. 504050. **Bridge Replacement** (PE) in FY 16 (\$704,000) (4358021).
- ❑ Old Federal Road (CR 65B): north of SR 267 to High Bridge Road (CR 268). **Widen/Resurface Existing Lanes** (CST) in FY 18 (\$2.4 million) (4368441).
- ❑ Howell Road: Mt Pleasant Road to US 90 (SR 10). **Resurfacing** (CST) in FY 17 (\$99,000) (4367251).
- ❑ McPhaul Road: Atwater Road to west of Left Hand Drive. **Flexible Pavement Reconstruction** (CST) in FY 16 (\$419,000) (4368271).

Jefferson County:

- ❑ Waukeelah Highway (CR 259): US 19 (SR 57) to north of I-10 (SR 8) Overpass. **Widen/Resurface Existing Lanes** (CST) in FY 18 (\$1.2 million) (4368461).
- ❑ Big Joe Road: Aucilla Highway (CR 158) to US 90 (SR 10). **Widen/Resurface Existing Lanes** (CST) in FY 16 (\$898,000) (4368251).
- ❑ Curtis Mill Road over Buggs Creek Bridge No. 544077. **Bridge Replacement** (PE, ROW & CST) in FY 16, 18 & 20 (\$1.8 million) (4357821).
- ❑ Pinhook Road: Gamble Road (SR 59) to Waukeelah Highway (CR 259). **Resurfacing** (CST) in FY 18 (\$158,000) (4366681).
- ❑ St. Augustine Road: Gamble Road (SR 59) to Armstrong Road. **Resurfacing** (CST) in FY 17 (\$472,000) (4367231).

Leon County:

- ❑ Interstate 10 (SR 8) at SR 263 (Capital Circle, NW) & SR 61 (US 319) Interchange Studies. **PD&E/EMO** Study (PE) in FY 20 (\$2,200,000) (2225935).
- ❑ Adams Street Railroad Crossing (No. 625587-U). **Rail Safety Project** (RRU) in FY 16 (\$357,000) (4365701).
- ❑ US 90 (SR 10): east of CR 59 to Jefferson County line. **Pave Shoulders** (CST) in FY 17 (\$1.5 million) (4134483).
- ❑ US 90 (SR 10): Ochlockonee River Bridge to Poplar Road. **Resurfacing** (PE, CST) in FY 16 & 18 (\$3.1 million) (4362571).
- ❑ Capital Circle (US 319/SR 261): Woodville Highway (SR 363) to Tram Road. **Landscaping** (CST) in FY 17 (\$789,000) (2196893).
- ❑ Capital Circle (US 319/SR 263): Crawfordville Road (SR 61) to Springhill Road. **Preliminary Engineering for Future Capacity** (ROW, CST) in FY 19 & 20 (\$38.8 million – *NOTE: The identified funding represents BP 2000 funds*) (2197492).
- ❑ Wakulla Springs Road (SR 61) @ Oak Ridge Road Intersection. **Roundabout** (PE, CST) in FY 16 & 18 (\$958,000) (4367261).
- ❑ Monroe Street (US 27/SR 63): John Knox Road to Thomasville Road (SR 61). **Resurfacing** (PE, CST) in FY 16 & 18 (\$3.8 million) (4325591).
- ❑ Monroe Street (US 27/SR 63): south of Lakeshore Drive to north of John Knox Road. **Add Right Turn Lane** (CST) in FY 16 (\$1.7 million) (4104092).
- ❑ Seventh Avenue: Colonial Drive to Thomasville Road (SR 61). **Sidewalk** (CST) in FY 16 (\$301,000) (4371441).
- ❑ Weems Road Railroad Crossing No. 625577N. **Rail Safety Project** (RRU) in FY 16 (\$282,000) (4365721).
- ❑ County Wide Railroad Crossing Signal Keydowns. **Rail Safety Project** (RRU) in FY 16 (\$50,000) (4365731).
- ❑ Glenview Drive: Meridian Road to Thomasville Road (Phase I - Design). **Sidewalk** (PE) in FY 18 (\$37,000) (436991).
- ❑ Myers Park Railroad Crossing No. 625584Y. **Rail Safety Project** (RRU) in FY 16 (\$257,000) (4365711).

Wakulla County:

- ❑ SR 30 (US 98) Coastal Highway: Davisville Way to SR 363 (Woodville Highway). **Bike Path/Trail** (CST) in FY 20 (\$1.7 million) (4301466)
- ❑ SR 30 (US 98) Coastal Highway: Horttor Greene Road to Davisville Way. **Bike Path/Trail** (CST) in FY 19 (\$1.6 million) (4301465)
- ❑ SR 30 (US 98) Coastal Highway: St. Frances Street to Horttor Greene Road. **Bike Path/Trail** (CST) in FY 2018 (\$1.2 million) (4301464)
- ❑ SR 30 (US 98/US 319): Boykin Road to SR 369. **Resurfacing** (PE, CST) in FY 16 & 18 (\$4.5 million) (4362612).
- ❑ SR 30/SR 61 (US 98) SR 30/SR 61 (US 98) Coastal Highway: Boykin Road to SR 363 (Woodville Highway). **Bike Path/Trail** (PE) in FY 16 (\$870,000) (4301462)
- ❑ SR 30/SR 61 (US 98) Coastal Highway: Boykin Road to St. Frances Street. **Bike Path/Trail** (CST) in FY 17 (\$1.4 million) (4301463).
- ❑ SR 30/SR 61 (US 98) Coastal Highway: north of Mound Street to south of Post Office. **Sidewalk** (PE, CST) in FY 18 & 19 (\$320,000) (4370891)
- ❑ SR 30/SR 61 (US 98) Coastal Highway: Franklin County line to Boykin Road. **Resurfacing** (PE, CST) in FY 16 & 18 (\$4.3 million) (4362611)
- ❑ US 319 (SR 369): East Ivan Road to north of SR 267. **Add Lanes & Reconstruct** (ENV, CST) in FY 16 & 18 (\$18 million) (2204957).
- ❑ US 319 (SR 369): north of SR 267 to Leon County line. **Add Lanes & Reconstruct** (ENV, CST) in FY 16 & 18 (\$19.2 million) (2204958).
- ❑ US 319 (SR 61): US 98 (SR 30) to Lost Creek Bridge. **Preliminary Engineering for Future Capacity** (PE) in FY 17 (\$2.8 million) (2204954).
- ❑ US 319 (SR 61 & 39): Lost Creek Bridge to south of East Ivan Road. **Right of Way for Future Capacity** (PE) in FY 17 (\$3.8 million) (2204953).
- ❑ Smith Creek Road (CR 375): north of CR 22 to north of Syfrett Creek. **Widen/Resurface Existing Lanes** (CST) in FY 17 (\$1.049 million) (4368351).
- ❑ Lawhon Mill Road (FH356) over Unsigned Stream Bridge No. 594005. **Bridge Replacement** (PE, ROW & CST) in FY 16, 18 & 20 (\$1.28 million) (4358001).
- ❑ Martin Luther King, Jr., Memorial Road: Spring Creek Highway (CR 365) to US 98 (CR 30). **Resurfacing** (CST) in FY 18 (\$1.5 million) (4366911).

REGIONAL (Gadsden, Jefferson, Leon and Gadsden counties)

- ❑ CRTPA Bicycle/Pedestrian Projects (annual set aside). Funding Action in FY 20 (\$1.4 million) (4098036).

## **CHANGED PROJECTS**

### Gadsden County:

- ❑ NONE

### Jefferson County:

- ❑ Mamie Scott Drive: Mississippi Street to Texas Hill Road. **Sidewalk** (CST) deferred from FY 15 to FY 16 (\$502,000) (4317431).

### Leon County:

- ❑ Capital Circle (SR 263): Springhill Road to Orange Avenue (SR 371). Portion of **Right of Way** funding deferred from FY 16 to FY 17 (\$8.6 million in FY 16 and FY 17) (4157829).
- ❑ 6<sup>th</sup> Avenue Sidewalk Project. **Bike Lane/Sidewalk** right of way funding deleted in FY 16 (\$550,000) (4301471).

### Wakulla County:

- ❑ US 319 (SR 369): East Ivan Road to north of SR 267. **Add Lanes & Reconstruct** (ROW). Project advanced from FY 17, 18 & 19 to FY 16, 17 & 18 (\$8.2 million) (2204957).
- ❑ US 319 (SR 61) @ Wakulla/Arran Road Intersection. **Intersection Improvement** (CST). Project deleted in FY 16 due to project being incorporated in larger capacity project on corridor (\$669,000) (4319481).

### \* PROJECT PHASES ABBREVIATION KEY:

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



### **NEXT STEP**

Once finalized by the FDOT, the Work Program will be provided to the Governor's Office and then to the Florida Legislature for final approval and adoption.

Subsequent to presentation of the FDOT's Draft Work Program to the CRTPA, staff will initiate development of the FY 2016 – FY 2020 Transportation Improvement Program (TIP) reflecting these funded projects. The DRAFT FY 2016 - FY 2020 CRTPA TIP will be provided to the CRTPA at its March 9, 2015 meeting and is scheduled to be adopted at the June 29, 2015 CRTPA meeting.

### **RECOMMENDED ACTION**

No action is required; however, **any comments that the CRTPA wishes to provide the FDOT must be provided by January 21, 2015.**

### **ATTACHMENT**

- Attachment 1: Tentative FDOT FY 2016 – FY 2020 Work Program – Gadsden County projects
- Attachment 2: Tentative FDOT FY 2016 – FY 2020 Work Program – Jefferson County projects
- Attachment 3: Tentative FDOT FY 2016 – FY 2020 Work Program – Leon County projects
- Attachment 4: Tentative FDOT FY 2016 – FY 2020 Work Program – Wakulla County projects





FLORIDA DEPARTMENT OF TRANSPORTATION

# **Gadsden County Citizen's Plan**

## **Tentative Work Program**

### **Fiscal Years 2016-2020**

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Florida Department of Transportation  
District 3 Title VI Coordinator,  
John Smith  
1074 Highway 90 East  
Chipley, Florida 32428-0607  
(888) 638-0250 ext. 1520  
[john.smith@dot.state.fl.us](mailto:john.smith@dot.state.fl.us)

Florida Department of Transportation  
Statewide Title VI Administrator,  
Jacqueline Paramore  
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Tallahassee, Florida 32399-0450  
(850) 414-4753  
[jacqueline.paramore@dot.state.fl.us](mailto:jacqueline.paramore@dot.state.fl.us)

## GADSDEN COUNTY

Notes	Item No	Project Description	Work Description	Length	2016	2017	2018	2019	2020
<b>Highways: Interstate</b>									
ADD	222539-2	RAMP FROM I-10 TO REST AREA OVER SR 8 (I-10) BRIDGE# 500075 & 500076	BRIDGE-REPAIR/REHABILITATION	.253	77 PE				
	222524-1	SR 8 (I-10) @ CR 270A LIGHTING	LIGHTING	.822				1,168 CST	
	222518-1	SR 8 (I-10) @ SR 12 GREENSBORO EXIT LIGHTING	LIGHTING	1.083			1,260 CST		
	432741-1	SR 8 (I-10) FROM WEST OF SR 10 (US 90) TO LEON COUNTY LINE	RESURFACING	3.898	2,488 CST				
ADD	436663-1	SR 8(I-10) FROM W OF CR 270A FLAT CK RD TO W OF SR 267 PAT THOMAS PKWY	RESURFACING	8.556	991 PE		11,206 CST		
<b>Highways: State Highways</b>									
	436741-1	GADSDEN COUNTY JPAS FOR TRAFFIC SIGNALS ON-SYSTEM ROADWAYS	TRAFFIC SIGNALS	.000	66 OPS	68 OPS	70 OPS	72 OPS	75 OPS
ADD	218946-4	QUINCY LOOP NORTH FROM SR 12 TO SR 267	PD&E/EMO STUDY	3.040	550 PDE				
ADD	218946-5	QUINCY LOOP SOUTH FROM SR 267 TO SR 10 (US 90) EAST	PD&E/EMO STUDY	3.000	825 PDE				
	429861-1	SR 10 (US 90) FROM CR 270A LUTEN ROAD TO DOLLAR GENERAL	SIDEWALK	.391		86 CST			
	429863-1	SR 10 (US 90) FROM NORTH AVENUE TO LANIER DRIVE	SIDEWALK	.385	190 CST				
	434645-1	SR 10 (US 90) FROM W OF FLYING J TO LEON COUNTY LINE	RESURFACING	1.960		10,875 CST			
	409015-2	SR 12 FROM LIBERTY COUNTY LINE TO YON CREEK BRIDGE	RESURFACING	2.719		1,380 CST			
	428848-1	SR 12 FROM YON CREEK BR TO W OF SR 10 (US 90)	RESURFACING	9.743	4,558 CST				
ADD	436268-1	SR 267 PAT THOMAS PKWY S OF SR 8 (I-10) TO SR 10A (US 90) JEFFERSON ST	RESURFACING	3.929	657 PE		4,724 CST		
<b>Highways: Local Roads</b>									
ADD	436992-1	CR 268 ADAMS ST FROM CR 274 MARTIN LUTHER KING JR BLVD TO CLARK ST	SIDEWALK	.576				49 PE	
<b>Highways: Off State Hwy Sys/Off Fed Sys</b>									
	431227-1	BRICKYARD ROAD FROM CR 268 ML KING BLVD TO SR 10 (US 90)	WIDEN/RESURFACE EXIST LANES	2.414	932 CST				
	429859-1	CARO STREET FROM LINE STREET TO MLK JR BLVD	SIDEWALK	.170	112 CST				
	428624-1	CR 159 OVER ATTAPULGUS CREEK BRIDGE NO. 500033	BRIDGE REPLACEMENT	.047		37 ROW	4,537 CST		
ADD	436615-1	CR 268 HIGH BRIDGE FROM JOE ADAMS ROAD TO BRICKYARD ROAD	WIDEN/RESURFACE EXIST LANES	8.793			300 PE		
									3,574 CST
	420100-2	CR 65 B BETTSTOWN RD FROM CR 65A TO GEORGIA STATE LINE	WIDEN/RESURFACE EXIST LANES	2.016	1,118 CST				
ADD	435802-1	CR 65A JUNIPER CR RD OVER JUNIPER CREEK BRIDGE NO. 504050	BRIDGE REPLACEMENT	.011	704 PE				
							33 ROW		1,168 CST
ADD	436844-1	CR 65B OLD FEDERAL ROAD FROM NORTH OF SR 267 TO CR 268 HIGH BRIDGE RD	WIDEN/RESURFACE EXIST LANES	6.462			2,428 CST		
ADD	436725-1	HOWELL ROAD FROM MT PLEASANT ROAD TO SR 10 (US 90)	RESURFACING	1.198		99 CST			
	410401-2	HOWELL ROAD FROM SR 10 (US 90) TO SPITZ FARM ROAD	WIDEN/RESURFACE EXIST LANES	.244		704 CST			
	429860-1	MCDONALD AVENUE FROM CR 269 MAIN STREET TO MAPLE STREET	SIDEWALK	.239		216 CST			



Notes	Item No	Project Description	Work Description	Length	2016	2017	2018	2019	2020
ADD	436827-1	MCPHAUL ROAD FROM ATWATER ROAD TO WEST OF LEFT HAND CURVE	FLEXIBLE PAVEMENT RECONSTRUCT.	.528	419 CST				
	433461-1	PECK BETTS ROAD FROM CR 379A HUTCHINSON TO LEWIS LANE	ROAD RECONSTRUCTION - 2 LANE	1.212	1,495 CST				
	435252-1	S ATLANTA STREET FROM SR 10 (US 90) TO MLK JR BLVD	SIDEWALK	.440		257 CST			
	433556-1	TELOGIA CREEK ROAD FROM SR 12 TO CR 65A JUNIPER CREEK	RESURFACING	2.135	679 CST				
<b>Maintenance: Facilities</b>									
	425492-5	MIDWAY OPERATIONS CENTER	FIXED CAPITAL OUTLAY	.000	14 MNT				
<b>Freight, Logistic And Passenger Operation: Aviation</b>									
	425611-4	QUINCY MUNICIPAL AIRPORT	AVIATION PRESERVATION PROJECT	.000				700 CAP	
	425611-6	QUINCY MUNICIPAL AIRPORT	AVIATION PRESERVATION PROJECT	.000					350 CAP
	425611-7	QUINCY MUNICIPAL AIRPORT	AVIATION REVENUE/OPERATIONAL	.000					250 CAP
	420372-2	QUINCY MUNICIPAL AIRPORT CONST PARALLEL TAXIWAY	AVIATION CAPACITY PROJECT	.000	250 CAP				
	420372-3	QUINCY MUNICIPAL AIRPORT CONST PARALLEL TAXIWAY	AVIATION CAPACITY PROJECT	.000		440 CAP			
	422305-3	QUINCY MUNICIPAL AIRPORT CONSTRUCT T-HANGER & TAXI	AVIATION REVENUE/OPERATIONAL	.000			400 CAP		
<b>Freight, Logistic And Passenger Operation: Transit</b>									
	420310-1	BIG BEND TRANSIT COMMUTER ASSISTANCE	COMMUTER TRANS. ASSISTANCE	.000	15 OPS	30 OPS	40 OPS		30 OPS
	420313-1	BIG BEND TRANSIT COMMUTER ASSISTANCE	COMMUTER TRANS. ASSISTANCE	.000	20 OPS	20 OPS		20 OPS	33 OPS
	422262-1	BIG BEND TRANSIT COMMUTER ROUTE	COMMUTER TRANS. ASSISTANCE	.000	31 OPS			33 OPS	



FLORIDA DEPARTMENT OF TRANSPORTATION

# **Jefferson County Citizen's Plan**

## **Tentative Work Program**

### **Fiscal Years 2016-2020**

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Florida Department of Transportation  
District 3 Title VI Coordinator,  
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1074 Highway 90 East  
Chipley, Florida 32428-0607  
(888) 638-0250 ext. 1520  
[john.smith@dot.state.fl.us](mailto:john.smith@dot.state.fl.us)

Florida Department of Transportation  
Statewide Title VI Administrator,  
Jacqueline Paramore  
605 Suwannee Street  
Tallahassee, Florida 32399-0450  
(850) 414-4753  
[jacqueline.paramore@dot.state.fl.us](mailto:jacqueline.paramore@dot.state.fl.us)



FLORIDA DEPARTMENT OF TRANSPORTATION  
5 - YEAR TRANSPORTATION PLAN (\$ IN THOUSANDS)  
TENTATIVE FY 2016 - 2020 (11/14/2014 00:24:49)

## JEFFERSON COUNTY

Notes	Item No	Project Description	Work Description	Length	2016	2017	2018	2019	2020
<b>Highways: Interstate</b>									
	222668-1	SR 8 (I-10) AT SR 59 LLOYD EXIT LIGHTING	LIGHTING	.538			989 CST		
	432570-1	SR 8 (I-10) FROM E OF SR 57 (US 19) TO MADISON COUNTY LINE	RESURFACING	11.210	12,126 CST				
	432739-1	SR 8 (I-10) FROM LEON COUNTY LINE TO E OF CR 158 OLD LLOYD	RESURFACING	6.062	6,560 CST				
	433927-1	SR 8 (I-10) OVER SR 59 BRIDGE NOS. 540006 & 0049	BRIDGE-REPAIR/REHABILITATION	.038	1,038 CST				
<b>Highways: State Highways</b>									
	436745-1	JEFFERSON COUNTY JPAS FOR TRAFFIC SIGNALS ON-SYSTEM ROADWAYS	TRAFFIC SIGNALS	.000	9 OPS	9 OPS	9 OPS	9 OPS	10 OPS
	432552-1	SR 10 (US 90) FROM LEON COUNTY LINE TO E OF WILLOW STREET	RESURFACING	6.304		3,097 CST			
	426110-2	SR 20 (US 27) OVER BURNT MILL CREEK BRIDGE NOS. 540023 & 0028	BRIDGE-REPAIR/REHABILITATION	.070	528 CST				
	424608-2	SR 59 GAMBLE ROAD FROM CR 158 OLD LLOYD RD TO MAIN STREET	SIDEWALK	.367	150 CST				
	430792-1	SR 59 GAMBLE ROAD FROM CR 259 TRAM ROAD TO SR 20 (US 27)	RESURFACING	3.858	1,579 CST				
<b>Highways: Local Roads</b>									
	430476-1	CR 158 OLD LLOYD RD OVER BRANCH OF LLOYD CK BRIDGE NO. 540044	BRIDGE REPLACEMENT	.030	26 ROW	7 ROW	3,218 CST		
	430477-1	CR 158 OVER LLOYD CREEK BRIDGE NO. 540045	BRIDGE REPLACEMENT	.026	30 ROW	8 ROW	3,172 CST		
ADD	436846-1	CR 259 WAUKEENAH HWY FROM SR 57 (US 19) TO N OF SR 8 (I-10) OVERPASS	WIDEN/RESURFACE EXIST LANES	4.364			1,193 CST		
<b>Highways: Off State Hwy Sys/Off Fed Sys</b>									
	435187-1	BARRINGTON ROAD FROM SR 59 GAMBLE ROAD TO LLOYD CRK/CHERRY TREE	RESURFACING	2.240	541 CST				
	435185-1	BETH PAGE ROAD FROM SR 59 GAMBLE ROAD TO CR 259 WAUKEENAH HWY	RESURFACING	1.315		281 CST			
ADD	436825-1	BIG JOE ROAD FROM CR 158 AUCILLA HIGHWAY TO SR 10 (US 90)	WIDEN/RESURFACE EXIST LANES	2.234	898 CST				
	432289-1	CR 259 OVER WARD CREEK BRIDGE NO. 540043	BRIDGE REPLACEMENT	.025		6 ROW	2,727 CST		
ADD	435782-1	CURTIS MILL RD OVER BUGGS CREEK BRIDGE NO. 544077	BRIDGE REPLACEMENT	.006	594 PE		23 ROW		1,154 CST
	435193-1	FREEMAN ROAD FROM CR 259 WAUKEENAH HWY TO SR 57 (US 19)	RESURFACING	.385		916 CST			
DEFER	431743-1	MAMIE SCOTT DRIVE FROM MISSISSIPPI STREET TO CR 29 TEXAS HILL RD	SIDEWALK	.340	502 CST				
	433249-1	PINEY WOODS ROAD FROM CR 158B RABON RD TO CR 158A OLD LLOYD RD	RESURFACING	1.772	665 CST				
ADD	436668-1	PINHOOK ROAD FROM SR 59 GAMBLE ROAD TO CR 259 WAUKEENAH HIGHWAY	RESURFACING	1.191			158 CST		
ADD	436723-1	ST AUGUSTINE ROAD FROM SR 59 GAMBLE ROAD TO ARMSTRONG ROAD	RESURFACING	2.232		472 CST			
<b>Miscellaneous Changes</b>									
DELETE/ADV	435192-1	NORTH BARBER HILL RD FROM SR 20 (US 19/27) TO CR 257B	RESURFACING		196 CST				



FLORIDA DEPARTMENT OF TRANSPORTATION

# **Leon County Citizen's Plan**

## **Tentative Work Program**

### **Fiscal Years 2016-2020**

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Florida Department of Transportation  
Statewide Title VI Administrator,  
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Tallahassee, Florida 32399-0450  
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[jacqueline.paramore@dot.state.fl.us](mailto:jacqueline.paramore@dot.state.fl.us)



## LEON COUNTY

Notes	Item No	Project Description	Work Description	Length	2016	2017	2018	2019	2020
<b>Highways: Interstate</b>									
	432741-2	SR 8 (I-10) FROM EAST END OF OCHLOCKNEE RIVER BR TO BEGIN 6L IN T'SEE	RESURFACING	.855	1,184 CST				
ADD	222593-5	SR 8 (I-10) INTERCHANGE STUDIES AT SR 263 & SR 61 (US 319)	PD&E/EMO STUDY	7.850					2,200 PE
	420161-2	SR 8 (I-10) OCHLOCKNEE RIVER BRIDGE; BRIDGE NOS. 550089 & 550050	BRIDGE-REPAIR/REHABILITATION	.229	290 CST				
<b>Highways: State Highways</b>									
ADD	436570-1	ADAMS STREET R/R CROSSING NO. 625587-U	RAIL SAFETY PROJECT	.034	357 RRU				
ADD	409803-6	CRTPA BICYCLE/PEDESTRIAN PROJECTS	FUNDING ACTION	1.000					1,400 CST
	219793-5	CRTPA RESERVE BOX FOR FUTURE PROJECTS USING URBAN FUNDS	FUNDING ACTION	.000	430 CST		1,038 CST	1,525 CST	
	436746-1	LEON COUNTY JPAS FOR TRAFFIC SIGNALS ON-SYSTEM ROADWAYS	TRAFFIC SIGNALS	.000	588 OPS	618 OPS	650 OPS	682 OPS	716 OPS
	428740-1	SR 10 (US 90) FROM APEX DRIVE TO EAST OF CR 59	RESURFACING	7.001	2,926 CST				
ADD	413448-3	SR 10 (US 90) FROM EAST OF CR 59 TO JEFFERSON CO. LINE	PAVE SHOULDERS	4.028		1,554 CST			
ADD	436257-1	SR 10 (US 90) W TENNESSEE ST FROM OKLOCKONEE RIVER BR TO POPLAR RD	RESURFACING	1.855	441 PE		2,628 CST		
	430784-1	SR 20 (US 27) FROM SR 61 (US 27) TO E OF SR 261 (US 319)	RESURFACING	5.279	6,665 CST				
ADD	219689-3	SR 261 (US 319) CAP CIR FROM SR 363 TO CR 259 TRAM RD LANDSCAPING	LANDSCAPING	2.250		789 CST			
	219749-2	SR 263 (US 319) C.C. FROM SR 61 CRAWFORDVILLE TO CR 2203 SPRINGHILL RD	PRELIM ENG FOR FUTURE CAPACITY	2.341				14,417 ROW	24,387 CST
DEFER	415782-9	SR 263 CAPITAL CIR FROM CR 2203 SPRINGHILL RD TO SR 371 ORANGE AVENUE	RIGHT OF WAY - FUTURE CAPACITY	4.126	5,480 ROW	3,142 ROW			
	428736-1	SR 263 CAPITAL CIR FROM S OF OLD AIRPORT ENT TO S OF SR 371 ORANGE AVE	RESURFACING	1.036	586 CST				
	428747-1	SR 263 CAPITAL CIR FROM W OF SR 61 (US 319) TO N OF CR 2203 SPRINGHILL	RESURFACING	2.160	1,077 CST				
	424009-4	SR 363 WOODVILLE HWY FROM SR 263 (US 319) C.C. TO GAILE AVENUE	RIGHT OF WAY - FUTURE CAPACITY	1.640			1,200 ROW		
	431875-1	SR 371 ORANGE AVE FROM SR 263 CAPITAL CIRCLE TO SR 371 LAKE BRADFORD	SIDEWALK	2.570		1,442 CST			
	435182-1	SR 61 (US 319) THOMASVILLE ROAD STATELINE GATEWAY LANDSCAPING	LANDSCAPING	1.000	210 CST				
ADD	436726-1	SR 61 WAKULLA SPRINGS RD @ CR 2204 OAK RIDGE ROAD INTERSECTION	ROUNDAABOUT	.200	279 PE		679 CST		
ADD	432559-1	SR 63 (US 27) FROM JOHN KNOX ROAD TO SR 61 THOMASVILLE ROAD	RESURFACING	1.639	528 PE		3,356 CST		
ADD	410409-2	SR 63 (US 27) FROM S OF LAKESHORE DRIVE TO N OF JOHN KNOX ROAD	ADD RIGHT TURN LANE(S)	1.086	1,713 CST				
	430148-2	SR 63 (US 27) MONROE LAKE ELLA PEDESTRIAN IMPROVEMENTS	PEDESTRIAN SAFETY IMPROVEMENT	.416	400 CST				
<b>Highways: Local Roads</b>									
	408049-3	CR 2196 LAFAYETTE ST FROM CSX R/R TUNNEL TO SEMINOLE DRIVE	BIKE PATH/TRAIL	.409	518 CST				
ADD	437144-1	SEVENTH AVENUE FROM COLONIAL DRIVE TO SR 61 THOMASVILLE ROAD	SIDEWALK	.291	301 CST				
ADD	436572-1	WEEMS ROAD R/R CROSSING NO. 625577N	RAIL SAFETY PROJECT	.001	282 RRU				
	430147-1	6TH AVENUE SIDEWALK PROJECT	BIKE LANE/SIDEWALK	.374	1,021 CST				
DELETE		Note: Right of Way Deleted FY 16							



Notes	Item No	Project Description	Work Description	Length	2016	2017	2018	2019	2020
<b>Highways: Off State Hwy Sys/Off Fed Sys</b>									
ADD	436573-1	COUNTY WIDE R/R CROSSING SIGNAL KEYDOWNS	RAIL SAFETY PROJECT	.001	50 RRU				
ADD	436991-1	GLENVIEW DR FROM CR 155 N MERIDIAN RD TO SR 61 THOMASVILLE RD PHASE I	SIDEWALK	.440			37 PE		
ADD	436571-1	MYERS PARK R/R CROSSING NO. 625584Y	RAIL SAFETY PROJECT	.001	257 RRU				
<b>Transportation Planning: Non-System Specific</b>									
	434879-1	CAPITAL REGION TPA FY 18-19	TRANSPORTATION PLANNING	.000				488 PLN	488 PLN
	427930-1	CRTPA FY 15-16 UPWP	TRANSPORTATION PLANNING	.000	488 PLN				
	431742-1	CRTPA FY 17-18 UPWP	TRANSPORTATION PLANNING	.000		488 PLN	488 PLN		
	422544-3	CRTPA LONG RANGE TRANSPORTATION PLAN UPDATE - 2040	PLANNING MODELS/DATA UPDATE	.000				375 PLN	
	422544-2	CRTPA UPWP ACTIVITIES SUPPORT	PLANNING MODELS/DATA UPDATE	.000	100 PLN	200 PLN	871 PLN		
<b>Freight, Logistic And Passenger Operation: Aviation</b>									
	412210-3	TALLAHASSEE REGIONAL AIRPORT	AVIATION PRESERVATION PROJECT	.000					5,000 CAP
	416010-4	TALLAHASSEE REGIONAL AIRPORT	AVIATION PRESERVATION PROJECT	.000				2,500 CAP	
	416010-6	TALLAHASSEE REGIONAL AIRPORT	AVIATION REVENUE/OPERATIONAL	.000					1,000 CAP
	422301-6	TALLAHASSEE REGIONAL AIRPORT	AVIATION REVENUE/OPERATIONAL	.000				800 CAP	800 CAP
	422301-7	TALLAHASSEE REGIONAL AIRPORT	AVIATION SECURITY PROJECT	.000				200 CAP	
	226781-7	TALLAHASSEE REGIONAL AIRPORT ACCESS CONTROL SYSTEM UPGRADES	AVIATION SECURITY PROJECT	.000		1,000 CAP			
	422301-5	TALLAHASSEE REGIONAL AIRPORT AIRFIELD PRESERVATION	AVIATION PRESERVATION PROJECT	.000	200 CAP	200 CAP			
	420365-2	TALLAHASSEE REGIONAL AIRPORT CONSTRUCT MAINT HANGAR	AVIATION REVENUE/OPERATIONAL	.000			2,500 CAP		
	226792-2	TALLAHASSEE REGIONAL AIRPORT MARKETING STUDY	AVIATION PRESERVATION PROJECT	.000	100 CAP	100 CAP			
	226792-3	TALLAHASSEE REGIONAL AIRPORT MARKETING STUDY PH II	AVIATION PRESERVATION PROJECT	.000				200 CAP	
	226781-8	TALLAHASSEE REGIONAL AIRPORT PERIMETER ROAD REHAB	AVIATION PRESERVATION PROJECT	.000		1,000 CAP			
	226781-6	TALLAHASSEE REGIONAL AIRPORT TERMINAL REHAB	AVIATION PRESERVATION PROJECT	.000	1,600 CAP	800 CAP		800 CAP	800 CAP
<b>Freight, Logistic And Passenger Operation: Transit</b>									
	420311-1	BIG BEND TRANSIT COMMUTER ASSISTANCE	COMMUTER TRANS. ASSISTANCE	.000		16 OPS	40 OPS		30 OPS
	422261-1	BIG BEND TRANSIT COMMUTER ROUTES	COMMUTER TRANS. ASSISTANCE	.000			13 OPS	40 OPS	
	421716-2	CAPITAL REGION TPA PLANNING SECTION 5303 GRANT	MODAL SYSTEMS PLANNING	.000	249 PLN				
	422251-2	CITY OF TALLAHASSEE STARMETRO CAPITAL SECTION 5307	CAPITAL FOR FIXED ROUTE	.000	2,959 CAP	3,047 CAP	3,139 CAP	3,408 CAP	2,198 CAP
	433685-1	CITY OF TALLAHASSEE STARMETRO CAPITAL-OPERATING 5310	CAPITAL FOR FIXED ROUTE	.000	200 CAP	200 CAP	200 CAP	215 CAP	136 CAP
	422251-3	CITY OF TALLAHASSEE STARMETRO OP. FIXED ROUTE 5307	OPERATING FOR FIXED ROUTE	.000	2,030 OPS	2,091 OPS	2,154 OPS	1,708 OPS	3,525 OPS
	425269-8	CITY OF TALLAHASSEE STARMETRO SECTION 5339 CAPITAL	CAPITAL FOR FIXED ROUTE	.000	454 CAP				
	425269-9	CITY OF TALLAHASSEE STARMETRO SECTION 5339 CAPITAL	CAPITAL FOR FIXED ROUTE	.000		467 CAP	481 CAP	486 CAP	478 CAP
	421364-2	CITY OF TALLAHASSEE TRANSIT NON-URBANIZED AREA 5311	OPERATING/ADMIN. ASSISTANCE	.000	300 OPS				
	422250-1	CITY OF TALLAHASSEE TRANSIT OPERATING ASSISTANCE	OPERATING FOR FIXED ROUTE	.000	2,315 OPS	2,313 OPS	2,373 OPS	2,452 OPS	2,574 OPS
	415607-2	FL STATE UNIVERSITY REGIONAL COMMUTER ASSISTANCE	COMMUTER TRANS. ASSISTANCE	.000	200 OPS	200 OPS	200 OPS	200 OPS	207 OPS
<b>Miscellaneous: Non-System Specific</b>									
ADD	436621-1	OLD BAINBRIDGE RD FROM US 27 TO COUNTY LINE	PAVE SHOULDERS	.000			50 PE	548 CST	





FLORIDA DEPARTMENT OF TRANSPORTATION

# **Wakulla County Citizen's Plan**

## **Tentative Work Program**

## **Fiscal Years 2016-2020**

The Florida Department of Transportation Complies with Various Non-Discrimination Laws and Regulations, including Title VI of the Civil Rights Act of 1964. Public participation is solicited without regard to race, color, national origin, age, sex, religion, disability or family status. Persons wishing to express concerns about Title VI may do so by contacting:

Florida Department of Transportation  
District 3 Title VI Coordinator,  
John Smith  
1074 Highway 90 East  
Chipley, Florida 32428-0607  
(888) 638-0250 ext. 1520  
[john.smith@dot.state.fl.us](mailto:john.smith@dot.state.fl.us)

Florida Department of Transportation  
Statewide Title VI Administrator,  
Jacqueline Paramore  
605 Suwannee Street  
Tallahassee, Florida 32399-0450  
(850) 414-4753  
[jacqueline.paramore@dot.state.fl.us](mailto:jacqueline.paramore@dot.state.fl.us)

## WAKULLA COUNTY

Notes	Item No	Project Description	Work Description	Length	2016	2017	2018	2019	2020
<b>Highways: State Highways</b>									
	432550-1	SR 267 FROM SR 363 WOODVILLE HWY TO SR 30 (US 98)	RESURFACING	3.698		1,575 CST			
ADD	430146-6	SR 30 (US 98) COASTAL HWY FROM DAVISVILLE WAY TO SR 363 WOODVILLE HWY	BIKE PATH/TRAIL	3.584					1,683 CST
ADD	430146-5	SR 30 (US 98) COASTAL HWY FROM HORTTOR GREENE ROAD TO DAVISVILLE WAY	BIKE PATH/TRAIL	3.888				1,557 CST	
ADD	430146-4	SR 30 (US 98) COASTAL HWY FROM ST FRANCES ST TO HORTTOR GREENE ROAD	BIKE PATH/TRAIL	3.386			1,174 CST		
ADD	436261-2	SR 30 (US 98/US 319) BOYKIN ROAD TO SR 369	RESURFACING	7.325	731 PE		3,784 CST		
ADD	430146-2	SR 30/SR 61 (US 98) COASTAL HWY FROM BOYKIN RD TO SR 363 WOODVILLE HWY	BIKE PATH/TRAIL	14.244	870 PE				
ADD	430146-3	SR 30/SR 61 (US 98) COASTAL HWY FROM BOYKIN RD TO ST FRANCES STREET	BIKE PATH/TRAIL	3.386		1,441 CST			
ADD	437089-1	SR 30/SR 61 (US 98) COASTAL HWY FROM N OF MOUND ST TO S OF POST OFFICE	SIDEWALK	.402			180 PE	140 CST	
ADD	436261-1	SR 30/61 (US 98) COASTAL HWY FROM FRANKLIN COUNTY LINE TO BOYKIN ROAD	RESURFACING	7.226	721 PE		3,563 CST		
	432538-1	SR 363 WOODVILLE HWY FROM SR 30 (US 98) TO LEON COUNTY LINE	RESURFACING	5.907	2,869 CST				
ADVANCE	220495-7	SR 369 (US 319) FROM EAST IVAN ROAD TO NORTH OF SR 267	ADD LANES & RECONSTRUCT	2.892	1,686 ROW	4,565 ROW	1,925 ROW		
ADD					497 ENV		17,460 CST		
	220495-8	SR 369 (US 319) FROM NORTH OF SR 267 TO LEON COUNTY LINE	ADD LANES & RECONSTRUCT	2.752	4,000 ROW	875 ROW	663 ROW		
ADD					105 ENV		19,099 CST		
ADD	220495-4	SR 61 (US 319) FROM SR 30 (US 98) TO LOST CREEK BRIDGE	PRELIM ENG FOR FUTURE CAPACITY	4.034		2,828 PE			
	220495-5	SR 61 (US 319) FROM SR 30 (US 98) TO NORTH OF ALASKA WAY	MISCELLANEOUS CONSTRUCTION	.484	225 ROW				
					4,459 CST				
ADD	220495-3	SR 61 & 369 (US 319) FROM LOST CREEK BRIDGE TO S OF EAST IVAN ROAD	RIGHT OF WAY - FUTURE CAPACITY	4.425		3,798 PE			
	436751-1	WAKULLA COUNTY JPAS FOR TRAFFIC SIGNALS ON-SYSTEM ROADWAYS	TRAFFIC SIGNALS	.000	25 OPS	29 OPS	30 OPS	30 OPS	31 OPS

<b>Highways: Local Roads</b>									
	408989-2	CAJER POSEY ROAD FROM MLK JR MEMORIAL DR TO WAKULLA ARRAN RD	RESURFACING	.928		455 CST			
	434034-1	CR 375 OVER SMITH CREEK BRIDGE NO. 590020	BRIDGE REPLACEMENT	.017		28 ROW		2,136 CST	
ADD	436835-1	CR 375 SMITH CREEK ROAD FROM NORTH OF CR 22 TO NORTH OF SYFRETT CREEK	WIDEN/RESURFACE EXIST LANES	6.089		1,049 CST			
	433250-1	CR 61 SHADEVILLE HWY FROM SR 61 (US 319) TO WAKULLA SPRINGS RD	RESURFACING	6.305	2,000 CST				

<b>Highways: Off State Hwy Sys/Off Fed Sys</b>									
ADD	435800-1	FH356 LAWHON MILL RD OVER UNSIGNED STREAM BRIDGE NO. 594005	BRIDGE REPLACEMENT	.006	528 PE		28 ROW		722 CST
ADD	436691-1	MLK ROAD FROM CR 365 SPRING CREEK HIGHWAY TO SR 30 (US 98)	RESURFACING	3.822			1,509 CST		
	432787-2	WAKULLA ARRAN RD, OAK STREET, MICHAEL DRIVE SAFETY PROJECT	SIDEWALK	.306		90 CST			

<b>Freight, Logistic And Passenger Operation: Aviation</b>									
	422306-1	WAKULLA COUNTY AIRPORT INSTALL RUNWAY LIGHTING	AVIATION PRESERVATION PROJECT	.000		175 CAP			
	422306-3	WAKULLA COUNTY AIRPORT LAND ACQUISITION	AVIATION REVENUE/OPERATIONAL	.000	175 CAP				

Notes	Item No	Project Description	Work Description	Length	2016	2017	2018	2019	2020
<b>Freight, Logistic And Passenger Operation: Transit</b>									
	421366-2	WAKULLA COUNTY SENIOR CITIZEN TRANSIT NON-URBANIZED AREA 5311	OPERATING/ADMIN. ASSISTANCE	.000	340 OPS				
<b>Miscellaneous Changes</b>									
DELETE	431948-1	SR 61/369 (US 319) @ WAKULLA/ARRAN ROAD INTERSECTION	INTERSECTION IMPROVEMENT		669 CST				



January 12, 2015

**AGENDA ITEM 6 C**

**TENNESSEE STREET/US 90  
TRAFFIC MOBILITY AND ALTERNATIVES STUDY**

**REQUESTED BY: Staff**

**TYPE OF ITEM: Information**

**STATEMENT OF ISSUE**

The Florida Department of Transportation (FDOT) District 3 will present the Tennessee Street/US 90 Traffic Mobility and Alternatives Study (Limits: Ocala Road to Monroe Street).

**ATTACHMENT**

Attachment 1: Executive Summary of study





## Acknowledgements

This study was produced by the Florida Department of Transportation, District Three, with the support and assistance of various agencies and departments including the following:

- Capital Region Transportation Planning Agency
- City of Tallahassee Public Works Department
- Florida State University Facilities Department
- StarMetro
- Tallahassee-Leon County Planning Department



## Contact Information

For questions or requests for additional information, please contact:

**Alicia Brininger, FDOT Project Manager**  
**[Alicia.Brininger@dot.state.fl.us](mailto:Alicia.Brininger@dot.state.fl.us)**  
**850.330.1550**

**Florida Department of Transportation – District Three**  
**1074 Highway 90 East**  
**P. O. Box 607 Chipley, FL 32428**



**Tennessee Street/U.S. 90**  
**Traffic Mobility and Alternatives Study**  
*February 2014*





# Project Overview

The Tennessee Street/U.S. 90 corridor is a vital east-west corridor which dissects the City of Tallahassee through the downtown area. It is a critical corridor for many transportation modes. For automobiles and trucks, it serves as a high traffic volume designated U.S. highway. The corridor also serves the downtown area and cuts through the Florida State University (FSU) Main Campus. These land uses foster high pedestrian and bicycle use, as well as needs for student parking. In addition, since the corridor provides important linkages to the downtown area and access to major generators and attractions, it also serves as a major corridor for transit.



**The purpose of this study is two-fold:**

- 1. Develop a set of alternatives for the Tennessee Street/U.S. 90 corridor from Ocala Road to Monroe Street and suggest a recommended alternative to improve safety and mobility across all modes;
- 2. Analyze the potential impacts on the surrounding major street network.

Due to development patterns and land uses, alternatives were developed with a focus to include all users, not just motorists. Alternatives included the needs of pedestrians, cyclists, and transit users. These alternatives were also developed by taking into account input received from the City of Tallahassee/Leon County, the Capital Region Transportation Planning Agency (CRTPA), StarMetro, and FSU.



# Typical Section Recommendations

## SEGMENT A Ocala Road to Brevard Street



## SEGMENT B Brevard Street to Macomb Street



## SEGMENT C Macomb Street to Monroe Street





# Summary of Recommendations

## Pedestrian:

The following pedestrian related improvements are recommended:

- Implement wide sidewalks along eastbound and westbound Tennessee Street/U.S. 90 between Ocala Road and High Road.
- Implement wide sidewalk along eastbound Tennessee Street/U.S. 90 between Stadium Drive and Brevard Street.
- Implement wide sidewalks along eastbound and westbound Tennessee Street/U.S. 90 between Dewey Street and Monroe Street.
- Provide improvements to pedestrian underpass to make it more attractive for pedestrians.

## Bicycle:

The following bicycle related improvements are recommended:

- Remove “bike share the lane” pavement marking along the outside lane of Tennessee Street/U.S. 90.
- Implement bike boxes along the cross-streets at the intersections of Tennessee Street/U.S. 90 at Ocala Road, High Road, Stadium Drive, and Dewey Street.
- Create a connected network of bicycle lanes in the study area by implementing new bicycle lanes or bicycle share the road usage to connect to the existing bicycle lanes.

## Transit:

The following transit related improvements are recommended:

- Upgrade facilities at StarStops by providing shelter and benches at highly used locations.



# Existing Conditions

Tennessee Street/U.S. 90 serves as one of the few major east-west roadways through Tallahassee and unincorporated Leon County. Differences in land use, roadway, and traffic conditions revealed that the study corridor consists of three distinct segments as illustrated below.



## Segment A: Ocala Road to Brevard Street

- Characterized by commercial and retail uses
- High amount of residential units, particularly multi-family
- Contains non-signalized intersections
- Highest traffic volumes in study corridor



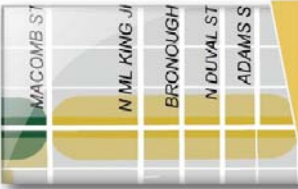
## Segment B: Brevard Street to Macomb Street

- Major land use is FSU
- High pedestrian traffic
- High traffic speeds



## Segment C: Macomb Street to Monroe Street

- Characterized by service and retail uses
- Contains a (SIS) Connector
- Pedestrian infrastructure does not meet design standards
- Closely spaced signalized intersections



## Roadway Characteristics

- Principal arterial
- Hurricane evacuation route
- Six-lane facility with medians
- Right-of-way: 80 feet to 170 feet
- Speed limit: 30 to 35 mph

## Transit Highlights

- StarMetro and Greyhound are the two major transit services.
- Three StarMetro routes serve Tennessee Street/U.S. 90
- 20 StarStops along the corridor
- StarMetro and FSU partner to provide Seminole Express and U-Pass system.

## Pedestrian Highlights

- Heavy pedestrian activity in the study corridor
- At several locations, sidewalks are narrow and encroached by utilities.
- Due to the high number of driveways, conflicts for pedestrians are high.
- The current resurfacing project (2013) provides two mid-block pedestrian signals along U.S. 90.

## Bicycle Highlights

- Bike lanes or sharrows (shared lanes) exist in study area.
- Currently Tennessee Street/U.S. 90 does not have bicycle lanes.
- Bike boxes along Call Street at Stadium Drive increase safety for bicyclists.
- The current resurfacing project (2013) provides sharrows along outside lanes of U.S. 90.



Analysis of existing conditions identified potential mobility and safety issues associated with the various transportation modes. In addition, future land use and the potential tremendous growth of development associated with FSU revealed potential concerns. Due to the capacity constraints, high volumes, and high speeds, these undesirable conditions will worsen in the future if not mitigated. A toolbox for improvements was developed and includes options available for alleviating existing issues and deficiencies which ranges from relatively low cost options to more capital-intensive measures.



Access Management

Some of the access management techniques include:

- Driveway consolidation and spacing
- Exclusive turn lanes
- Median treatments

Intersection Treatments

Some of the intersection treatments include:

- Reduced curb radius
- Advanced stop line location
- Right-turn traffic and pedestrians
- Right-turn slip lane design

Traffic Signal Operations

Some of the techniques to improve traffic signal operations include:

- Optimization and coordination
- Preemption and/or priority
- Timing for pedestrians and bicycles
- Backplates with retroreflective border

Multimodal Improvements

Some of the techniques to improve multimodal facilities consider:

- Pedestrian barriers
- Pedestrian hybrid beacons
- Bicycle box
- Bicycle lanes
- Sheltered transit stops
- Modify transit routes



Road Diet/Lane Reduction

Designed to improve safety and provide accommodation for non-motorized road users by reducing number of lanes. Some additional improvements include:

- Wider footpaths/sidewalks
- Bicycle lanes on one or both sides of the road

Cross Street/Supporting Street Network

Some of the techniques to be applied to the supporting street network to reduce dependence on major roadways include:

- Roadway widening
- Improvements to existing mode facilities

Regional and Local Policies

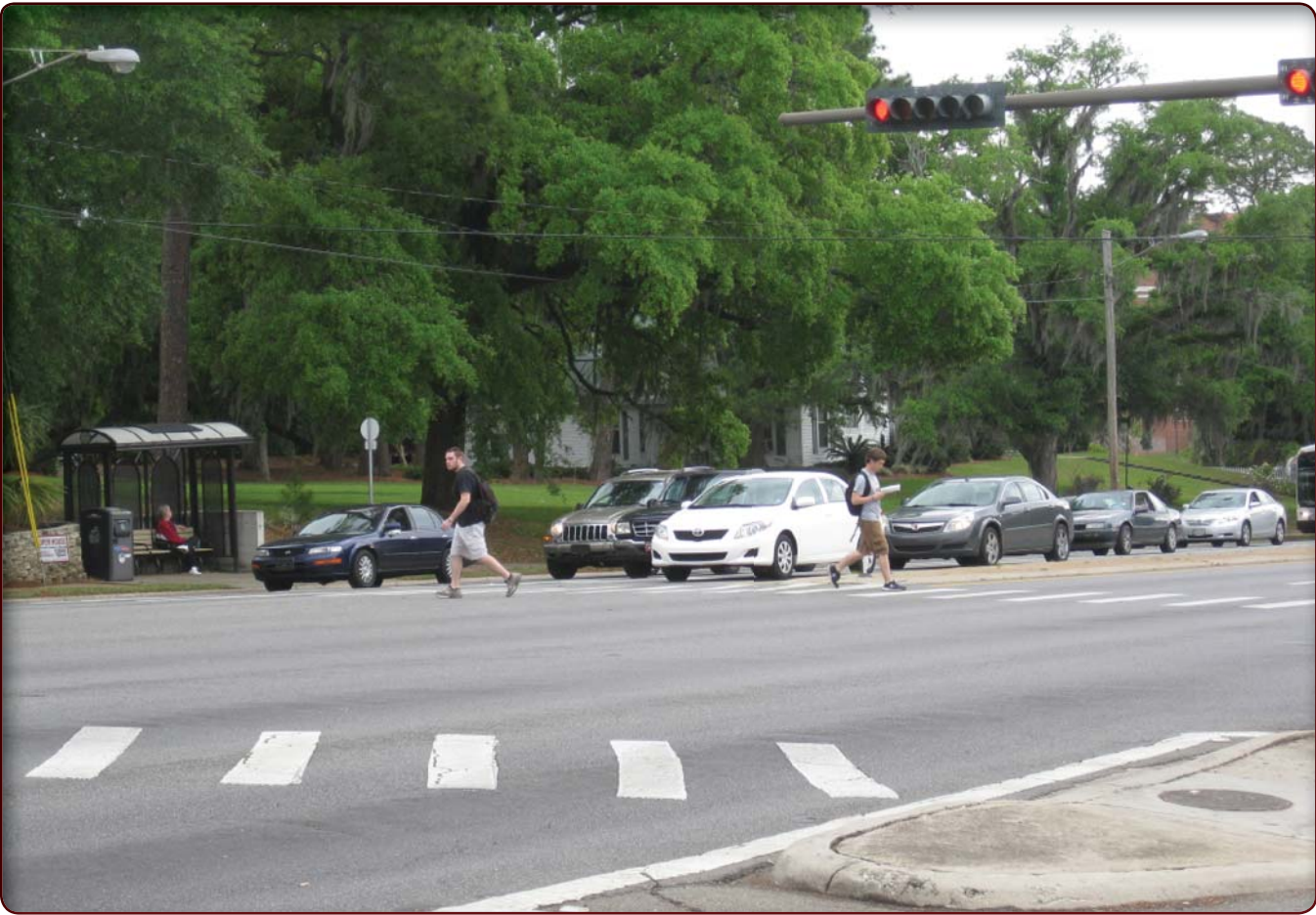
Tennessee Street/U.S. 90 corridor is both a designated U.S. highway and a local municipal roadway. Some techniques to reduce potential conflicts regarding improvements and maintenance include:

- Developing agency partnerships
- De-designation and transfer of jurisdiction

Automobile:

The following automobile related improvements are recommended:

- The number of lanes for automobile along Tennessee Street/U.S. 90 would be reduced to four between Dewey Street and Monroe Street. Between Ocala Road and Dewey Street, the corridor would continue to maintain the existing six lane configuration. This recommendation assumes traffic signal timings along the study corridor intersections, particularly through downtown between Monroe and Dewey Street, would be optimized to provide efficient flow and progression of traffic. The optimized flow along Tennessee Street may come at the expense of coordination along major cross streets, but is required for Tennessee Street to function at an acceptable level with a reduced number of travel lanes.
- Reduce the turning radius for westbound Tennessee Street/U.S. 90 approach at the intersection of Ocala Road and bring the right-turn movement closer to the intersection.
- Provide a median opening for westbound u-turn along Tennessee Street/U.S. 90 between High Road and Caliark Street.
- Prohibit left-turn movements to and from Wardsworth Street at Tennessee Street/U.S. 90 by providing a raised median along the study corridor.
- Provide westbound u-turn movement along Tennessee Street/U.S. 90 at the intersection of Brevard Street.
- Consolidate the driveways along Tennessee Street/U.S. 90 especially near Stadium Drive.
- Improve traffic signal timing by optimizing and coordinating timing at the signalized intersections. Also, improve signal timing for pedestrians/bicyclists at intersections such as High Street, Brevard Street, and Dewey Street.
- Upgrade the backplates at signalized intersections with retroreflective border.





Future Growth

An assessment of the potential impacts from future growth on the corridor and surrounding area was undertaken from 2013 to 2025. This assessment included multimodal improvements, growth management planning implemented through the 2030 Tallahassee-Leon County Comprehensive Plan, and gathering information on planned future development. In general, the study area is designated with future land use categories and planning overlays which promote high density development and support additional development along the corridor and surrounding area into the future.

As a result, the study area has experienced significant changes in the last few years. The changes include residential developments such as *Luxe* on Call Street, *Campus Circle Apartments* at the Stadium Drive intersection, *U Club Apartments* on Woodward Avenue, redevelopment of the Holiday Inn (*Four Points by Sheraton Hotel*) on Tennessee Street/U.S. 90, redevelopment of DeGraff Hall on Tennessee Street/U.S. 90, and the demolition of the Conradi building for a new surface parking lot on FSU Main Campus located off of Dewey Street. From 2013 to 2025, the corridor and the surrounding area will continue to experience more changes in terms of multimodal improvements and development which is allowable and in certain areas encouraged by the City of Tallahassee through its comprehensive plan.



Some of the major development projects in the study area include:

Name	Type of Development	Location
601 South Copeland	81 units <sup>1</sup>	601 South Copeland Street/ Adjacent to FSU Main Campus
Alpha Phi Sorority House	23 units	123 Copeland Street/ FSU Main Campus
College Town Mixed Use Development	71 units/41,000 square feet of Retail	705 South Woodward Avenue/ Adjacent to FSU Main Campus/ Within Gaines Street Corridor Study Area
District East Mixed Use Development	241 units/13,467 square feet of Retail/1,687 square feet of Other	812 Gay Street/ Adjacent to FSU Main Campus/ Within Gaines Street Corridor Study Area
District West Mixed Use Development	113 units/13,098 square feet of Retail/2,743 square feet of Other	821 West Gaines Street/ Adjacent to FSU Main Campus/ Within Gaines Street Corridor Study Area
Lafayette Residential/Retail Mixed Use	10 units/13,120 square feet of Retail	1525 West Tennessee Street/ Along Tennessee Street/ U.S. 90 study corridor
Redevelopment of FSU Main Campus Residence Halls	Additional 100 beds	FSU Main Campus
SBI Student Housing Development	60 units	232 Hayden Road / Within Study Area
Walgreens at Monroe and Tennessee	1 unit/22,000 square feet of Office/15,500 square feet of Retail	202 East Tennessee Street/ Along Tennessee Street/ U.S. 90 study corridor
Woodward Mixed Use Development	33 units/7,840 square feet of Retail	431 South Woodward Avenue/Adjacent to FSU Main Campus/Within Gaines Street Corridor Study Area

<sup>1</sup>Units refer to the number of dwelling units within a development. Each dwelling unit can represent anything from a one bedroom studio to a four bedroom unit. For example, College Town has 71 units which consist of 7 one bedroom studios and 64 two bedroom units, totaling to 135 beds.

The majority of the new development is identified as multi-family residential development with some mixed-use development featuring residential components. All of this planned development is located within the Multimodal Transportation District (MMTD) with focus on the Gaines Street and Downtown areas. Other future developments may impact the study corridor, but will be located outside the study area. One such development is *The Forum at Tallahassee*, a multi-family residential development geared towards students with 261 units located approximately one mile to the west of Ocala Road along Tennessee Street.

These land use developments and continued growth will impact the corridor and surrounding area. In order to address this growth, a multimodal transportation approach was recommended.

Alternative Analysis

In order to analyze the impact of various improvements along the Tennessee Street/U.S. 90 corridor and surrounding roadways, four different alternatives were developed. Improvements focused on all modes of transportation including automobile, pedestrian, bicycle, and transit. Alternative 1 was the “no-build” condition which assumes no additional improvements will be implemented after the current 2013 resurfacing project. Alternatives 2, 3, and 4 included various improvements from the toolbox for each mode.

The future year 2025 study area travel demand model, developed from a subset of the CRTPA regional model, was used to analyze traffic and travel patterns for the considered alternatives. Changes in travel volumes were converted into level of service (LOS) to measure traffic operations while quality LOS was used to measure bicycle, pedestrian, and transit. The following table summarizes these results for each alternative as compared to the “no-build” condition by mode. For each mode of travel, the alternative which provides the best overall LOS is highlighted in yellow indicating the preferred choice. Alternative 3 provides the best balance between across all modes of travel.



	Mode	Alternative 2	Alternative 3	Alternative 4
SEGMENT A	Pedestrian	■ No change in LOS	■ No change in LOS	■ No change in LOS ■ Potentially improved safety
	Bicycle	■ No change in LOS	■ Potentially improved safety ■ Continuous connectivity provided	■ Potentially improved safety
	Transit	■ Improved LOS	■ No change in LOS	■ No change in LOS
	Automobile	■ Decrease in roadway LOS to E ■ Intersections with LOS E/F	■ Roadway LOS of D ■ Intersections with LOS D	■ Roadway LOS of D ■ Intersections with LOS D

SEGMENT B	Pedestrian	■ No change in LOS	■ No change in LOS	■ Improved LOS ■ Potentially improved safety
	Bicycle	■ No change in LOS	■ Potentially improved safety ■ Continuous connectivity provided	■ Potentially improved safety
	Transit	■ Improved LOS	■ No change in LOS	■ No change in LOS
	Automobile	■ Decrease in roadway LOS to E ■ Intersections with LOS E/F	■ Roadway LOS of D ■ Intersections with LOS D	■ Decrease in roadway LOS to E ■ Intersections with LOS E/F

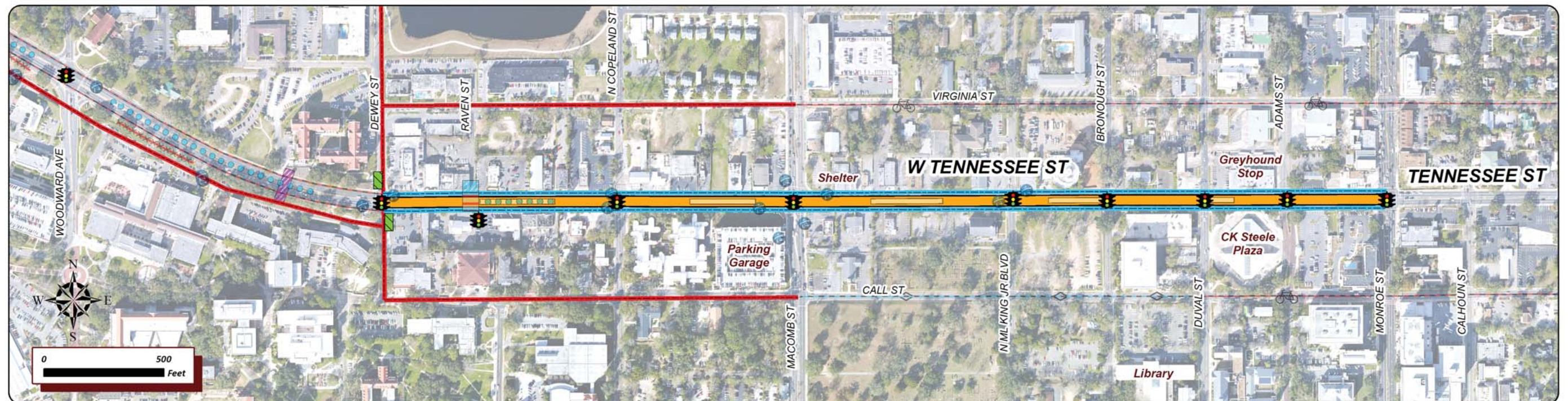
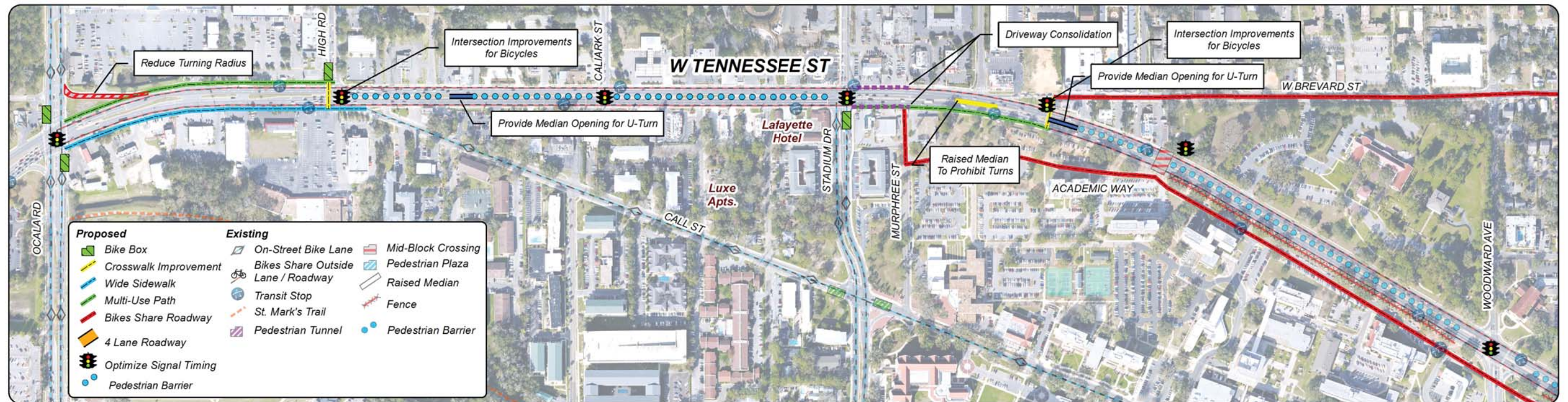
SEGMENT C	Pedestrian	■ No change in LOS	■ Improved LOS ■ Potentially improved safety	■ Improved LOS ■ Potentially improved safety
	Bicycle	■ No change in LOS	■ Potentially improved safety ■ Continuous connectivity provided	■ Potentially improved safety
	Transit	■ Improved LOS	■ N/A	■ No change in LOS
	Automobile	■ Roadway LOS of D ■ Intersections with LOS D	■ Roadway LOS of D ■ Intersections with LOS D	■ Roadway LOS of D ■ Intersections with LOS D

OTHER STUDY AREA ROADWAYS	Multimodal	■ No change	■ Improvements to bicycle facilities	■ No change
	Automobile	■ High increase in vehicle hours traveled (4%) ■ High decrease in average speeds (6%)	■ Mild increase in vehicle hours traveled (1%) ■ Mild decrease in average speeds (1%)	■ Average increase in vehicle hours traveled (2%) ■ Average decrease in average speeds (3%)





# Recommended Alternative







January 12, 2015

## AGENDA ITEM 7

### 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, including the following:

- US 90 approved as designated US Bicycle Route. Maps of the route can be found on the FDOT website at the following link: <http://www.dot.state.fl.us/planning/policy/usbr/>





January 12, 2015

AGENDA ITEM 8

**ITEMS FROM MEMBERS**

January 12, 2015



AGENDA ITEM 9

**CITIZEN COMMENT**



January 12, 2015

**AGENDA ITEM 10 A**

**CORRESPONDENCE**

**REQUESTED BY:** CRTPA Staff

**TYPE OF ITEM:** Information

The CRTPA has received the following correspondence since its last meeting:

From Tim Smith, P.E., Florida Department of Transportation to Harry D. Reed III AICP regarding Alaska Way in Wakulla County, dated November 4, 2014.





## *Florida Department of Transportation*

RICK SCOTT  
GOVERNOR

1074 Highway 90  
Chipley, Florida 32428

ANANTH PRASAD, P.E.  
SECRETARY

November 4, 2014

Mr. Harry D. Reed III, AICP  
Executive Director  
Capital Region Transportation Planning Agency  
300 South Adams Street, Mail Stop A-19  
Tallahassee, Florida 32301

RE: State Road (S.R.) 61 (Crawfordville Highway) from S.R. 30 (U.S. 98) to north of  
Alaska Way, Wakulla County  
Financial Project Identification Number: 220495-5-52-01

Dear Mr. Reed:

The Florida Department of Transportation (FDOT) appreciates your participation in the May 15, 2014 public information meeting concerning the proposed realignment of the intersection of S.R. 61 and S.R. 30, including improvements to both S.R. 30 and old S.R. 61. We are in receipt of the comments you submitted at the meeting.

*CRTPA has just initiated a PD&E for a multiuse trail along U.S. 98 in Wakulla County from CR 59 to Surf Road which includes crossing the proposed intersection realignment at U.S. 319 and U.S. 98. The intent is to use existing U.S. 98 right of way likely on the north side. It appears, based on current design plans I reviewed at last night's public meeting, that the design of SWMF #4 would not leave sufficient right of way to allow a multiuse path (up to 30 feet) to traverse the area of the pond. Therefore, we are requesting that the current design of SWMF #4 be redesigned to allow for the accommodation of the future multiuse trail. Sufficient right of way is available based on the plan set to make the SWMF more linear and thus provide the needed right of way.*

*The US 98 multiuse trail will be a major component of a regional trail system that will connect Tallahassee and Leon County to Ochlockonee Bay and beyond. The segment in front of Wakulla High School will serve several mobility and safety functions. In addition to providing safe pedestrian and bicycle access to the school, it will provide connections the future Wakulla Environmental Institute and recreation facilities along U.S. 98.*

*In furtherance of our Safe Routes to School efforts, we would also recommend that a sidewalk be provided in front of the high school leading to the proposed crosswalk at the intersection on U.S. 98.*

Mr. Reed  
November 4, 2014  
Page 2

Thank you for providing the above comment regarding the proposed multi use trail study that may include a trail along this portion of S.R. 30 (U.S. 98) in the future. Our consulting firm has utilized the north side R/W for storm water treatment and attenuation; however a minimum of sixteen feet has been reserved for the future trail construction which, has been indicated as a reasonable trail corridor width by the consultant preparing the study.

Should you have questions regarding the proposed project, please contact Sandra Lamb, P.E. toll-free at (866) 855-7275 or via e-mail at [sandra.lamb@atkinsglobal.com](mailto:sandra.lamb@atkinsglobal.com). You may also contact Ian Satter, District Three Public Information Director, toll-free at (888) 638-0250, extension 1205 or via e-mail at [ian.satter@dot.state.fl.us](mailto:ian.satter@dot.state.fl.us).

Sincerely,



Tim Smith, P.E.  
District Consultant Project Management Engineer



January 12, 2015

## AGENDA ITEM 10 B - Updated

### COMMITTEE ACTIONS

#### (CITIZEN'S MULTIMODAL ADVISORY COMMITTEE/TECHNICAL ADVISORY COMMITTEE)

REQUESTED BY: CRTPA Staff

TYPE OF ITEM: Information

#### STATEMENT OF ISSUE

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

#### CRTPA SUBCOMMITTEE ACTIONS

#### ***The Technical Advisory Committee (TAC) and the Citizen's Multimodal Advisory Committee (CMAC)***

The Technical Advisory Committee (TAC) and Citizen's Multimodal Advisory Committee (CMAC) met on Tuesday, January 6, 2015 and took action on the following items:

- **Minutes of the November 4, 2014 Meetings:** Both committees had a quorum present and both committees approved the November 4, 2014 Minutes of their respective meetings.
- **Fiscal Year 2015-2019 Transportation Improvement Program (TIP) Amendment:** Both committees had a quorum present and recommended approval of the following proposed amendment to the FY 2015-2019 TIP:

*Magnolia Drive (CR 265): S. Meridian Street to Pontiac Drive (Project #4098037).  
Add sidewalk project to reflect receipt of funding (Leon County)  
(Total Funding: \$1.016 million in FY 2015).*

- **DRAFT Fiscal Year (FY) 2016 – FY 2020 Work Program**  
Both committees heard an introduction of the Draft FY 2016-2020 Work Program. No formal action was taken by either committee, but the TAC engaged in a discussion with FDOT representatives about the Thomasville Road/Interstate 10 Interchange improvements and requested that the CRTPA be involved in the development of the scope for the PD&E Study for the Interchange.
- **Tennessee Street/US 90 Traffic Mobility and Alternatives Study**  
Both committees heard an overview of the Tennessee Street/US 90 Traffic Mobility and Alternatives Study. No formal action was taken.



- **Connections 2040 Regional Mobility Plan – Project Prioritization Process:**

Both committees had a quorum present and generated various comments on the proposed prioritization criteria for the Regional Mobility Plan (RMP).

**TAC:** The TAC did not make a formal motion on this item but instead asked CRTPA staff to forward the TAC comments and discussion points to the CRTPA Board for their information and consideration. The comments are included on the following pages as ***Attachment 1***.

**CMAC:** The CMAC made a formal motion to forward the prioritization criteria to the CRTPA Board along with the CMAC comments for the Board’s consideration, and asked that the item come back to them for further consideration at the next meeting. The comments are included in on the following pages as ***Attachment 1***.

**History on Initial Development of RMP Prioritization Criteria and Weighting**

The TAC and the CMAC met jointly on Monday, December 15, 2014 to hold informal discussions on the development of the prioritization criteria for the long range transportation plan with CRTPA Staff and staff members of KHA (the consultant for the Connections 2040 Regional Mobility Plan (RMP). Members present were polled about preferences and values that helped to establish the weighting and prioritization criteria for use in development of the cost feasible plan of the RMP. Due to the holiday schedules, a number of committee members were unable to participate in the informal meeting so input was made available to these members in the form of an online survey. The collective responses were used along with all public comment received thus far on the long range transportation plan update to develop the draft prioritization criteria and weighting. Summaries of the input received from public workshops, CRTPA Board Retreats, and the optional December 15, 2014 TAC/CMAC meeting are available on the project website at [www.Connections2040RMP.com/Documents](http://www.Connections2040RMP.com/Documents)

<b>Transportation Disadvantaged Coordinating Boards</b>
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**TDCB:** The actions of the Transportation Disadvantaged Coordinating Boards in Gadsden, Jefferson, Leon and Wakulla Counties are listed below and on the following page.

**Leon County**

The Leon County TDCB has not met since the November CRTPA meeting. Their next meeting is January 14, 2015.

**Wakulla County**

The Wakulla County TDCB has not met since the November CRTPA meeting. Their next meeting is February 10, 2015

**Gadsden County**

The Gadsden County TDCB has not met since the November CRTPA meeting. Their next meeting is February 12, 2015.

**Jefferson County**

The Jefferson County TDCB has not met since the November CRTPA meeting. Their next meeting is February 12, 2015.

**ATTACHMENT**

Attachment 1: TAC and CMAC Comments on Draft Prioritization Criteria and Weighting  
for the 2040 RMP

## General Considerations

### General Comment:

*CMAC: Show all measures with the total points possible rather than displaying the weight. For example, the maximum points possible for this criterion would be 100 points if it scored a “4”, so display 100 instead of 4.*

Prioritization Criteria	Definition	MAP-21 Planning Factors	Connections 2040 RMP Goals	Weight (Points)
<b>Project Phases Completed</b>	<b>The project has project phases completed</b>	<b>1, 5, 7, 8</b>	<b>Multimodalism, Economic Development, Land Use, Natural Resource Protection/Conservation</b>	<b>25</b>
Measure				Points
Project has been designed and right-of-way has been acquired for the project or project has been designed and no right-of-way is needed				4
Project has been designed or design is currently underway				3
Project Development & Environment (PD&E) study or other required state or federal environmental study has been completed or is currently underway				2
Feasibility Study has been completed				1
No phases have been completed				0

### Comments:

*CMAC: Projects receive such a heavy score for having previous phases completed that they may outweigh projects that score better on merit by all criteria. Should we fund projects that score high based on this criterion alone above others?*



## General Considerations (continued)

Prioritization Criteria	Definition	MAP-21 Planning Factors	Connections 2040 RMP Goals	Weight (Points)
Part of an Adopted Plan	Project exists in a currently adopted municipal, county, regional, or state plan	5	Land Use	25
<b>Measure</b>				<b>Points</b>
Project is identified in a current state, regional, or adopted local government plan				2
No				0

### Comments:

*CMAC: When scoring the projects, the adopted plan they are part of should be listed.*

*How often will this criterion be applied? Once? Annually? Only with the updates to the long range plan?*

## General Considerations (continued)

Prioritization Criteria	Definition	MAP-21 Planning Factors	Connections 2040 RMP Goals	Weight (Points)
<b>Universal Accessibility Improvement</b>	<b>Project enhances Universal Accessibility by connecting compatible facility types, removing barriers, reconstructing or altering the physical environment, retrofitting existing facilities, or adding enhanced sidewalks, signage and wayfinding, signalization, crosswalk signals, painting, lighting, street furniture, shaded areas, bus stops, technology enhancements or other accessories to improve comfort and safety.</b>	<b>1, 2, 4, 5, 6, 8</b>	<b>Access, Connectivity Economic Development, Multimodalism, Safety, Public Health,</b>	<b>20</b>
Measure				Points
Enhances Universal Access to existing facilities				3
Enhances Universal Access to future facilities identified in an adopted plan				2
Does not enhance Universal Access to existing or planned facilities				0
<p><b><u>Comments:</u></b></p> <p><b>CMAC:</b> <i>Difficult to determine if the projects will meet this in the future other than connecting compatible facility types, removing barriers, reconstructing or altering the physical environment, retrofitting existing facilities, or adding enhanced sidewalks. The other measures can be policy design standards of the CRTPA.</i></p>				

## General Considerations (continued)

Prioritization Criteria	Definition	MAP-21 Planning Factors	Connections 2040 RMP Goals	Weight (Points)
<b>Growth Center/ Economic Development Area</b>	Project is located in or adjacent to a growth area (contained within the Quality Growth Plus scenario, or designated as an economic development/growth area in local plans)	1,4, 5, 6	Land Use, Economic Development, Multimodalism, Connectivity, Access, Natural Resource Protection/Conservation	15
<b>Measure</b>				<b>Points</b>
Project is located in or adjacent to a growth area				2
Project is not located in or adjacent to a growth area				0
<p><b><u>Comments:</u></b></p> <p><i>CMAC: The term, “adjacent” needs to be further clarified. Are qualifying projects those within the Growth Areas in the Quality Growth Plus scenario, economic development growth areas in local plans, AND projects that connect any of these to one another?</i></p>				



## General Considerations (continued)

Prioritization Criteria	Definition	MAP-21 Planning Factors	Connections 2040 RMP Goals	Weight (Points)
Natural Environment	Project has limited impacts to sensitive natural environmental features	5	Natural Resource Protection/Conservation	10
Measure				Points
Project has gone through Project Development and Environmental Study and/or Efficient Transportation Decision Making review and has no impacts, or projects where impacts are addressed				3
Project has moderate impacts				2
Project has substantial impacts				1
Project has impacts of potential dispute				0
<p><b><u>Comments:</u></b></p> <p><i>CMAC: Under Measures, the terms “moderate” and “substantial” need further clarification to be measurable. “Impacts” needs further clarification as well.</i></p>				

## General Considerations (continued)

Prioritization Criteria	Definition	MAP-21 Planning Factors	Connections 2040 RMP Goals	Weight (Points)
Social Environment	Project provides positive contributions to designated revitalization areas and Title VI communities	1, 2, 4, 5, 6	Access, Connectivity, Economic Development, Multimodalism, Safety, Land Use, Public Health	5
<b>Measure</b>				<b>Points</b>
Project provides positive contributions to designated revitalization areas and Title VI communities				2
Project does not provide positive contributions to designated revitalization areas and Title VI communities.				0

Prioritization Criteria	Definition	MAP-21 Planning Factors	Connections 2040 RMP Goals	Weight (Points)
Identified Gateway	Project is located in or adjacent to an area designated as a future gateway improvement location, as identified in an adopted plan	1, 5	Economic Development, Land Use, Access, Connectivity	5
<b>Measure</b>				<b>Points</b>
Project is located in or adjacent to an area designated as a future gateway improvement location				1
Project is not located in or adjacent to an area designated as a future gateway improvement location				0

### Comments:

*CMAC: The term, "adjacent" needs further clarification.*

## Medium to Large Scale Bicycle and Pedestrian (min \$300K)

Prioritization Criteria	Definition	MAP-21 Planning Factors	Connections 2040 RMP Goals	Weight
Safety Improvement	Project includes location(s) that have been identified as safety concerns for cyclists, pedestrians, or differently-abled individuals.	2, 3, 5	Safety, Public Health, Security, Multimodalism	25
Measure				Points
Project includes location(s) that have been identified as safety concerns for cyclists, pedestrians, or differently-abled individuals				3
Project does not include location(s) that have been identified as safety concerns for cyclists, pedestrians, or differently-abled individuals				0
<p><b><u>Comments:</u></b></p> <p><i>CMAC: The measures may be improved by considering gradations. For example, perhaps points should be awarded for improving safety in areas before they experience safety problems. There is room for this criterion to be more than all or nothing.</i></p>				

## Medium to Large Scale Bicycle and Pedestrian (min \$300K) (continued)

Prioritization Criteria	Definition	MAP-21 Planning Factors	Connections 2040 RMP Goals	Weight (Points)
Serves Community Activity Centers or Transit	Project provides connections to civic uses such as libraries, schools, parks/nature trails, performing arts centers, fairgrounds, recreational facilities, museums, etc.	1, 4, 5, 6, 7	Access, Connectivity Economic Development, Land Use	20
Measure				Points
Project provides access to more than two community activity centers				3
Project provides access to two community activity centers or transit				2
Project provides access to a community activity center				1
Project does not provide access to any community activity centers				0

### Comments:

*CMAC: The scale of the community should be considered when defining community activity centers. Rural community activity centers will look different than urban activity centers.*

*TAC: Recommends amending the definition of this criterion to replace the words, “such as” with, “including, but not limited to” as follows:*

*Proposed Definition: “Project provides connections to civic uses including but not limited to libraries, schools, parks/nature trails, performing arts centers, fairgrounds, recreational facilities, museums, etc.”*

## Medium to Large Scale Bicycle and Pedestrian (min \$300K)



(continued)

Prioritization Criteria	Definition	MAP-21 Planning Factors	Connections 2040 RMP Goals	Weight (Points)
Connects to Existing/Planned Facilities	Project increases connectivity for compatible facility types by connecting to or filling in gaps within the non-motorized network	4, 5, 6, 7, 8	Connectivity, Access, Land Use, Multimodalism	10
<b>Measure</b>				<b>Points</b>
Provides access to existing facilities				3
Provides access to planned facilities identified in an adopted plan				2
Does not provide access to existing or planned facilities				0

Prioritization Criteria	Definition	MAP-21 Planning Factors	Connections 2040 RMP Goals	Weight (Points)
Expansion of Network Area	Project increases service area and multimodal options in previously underserved areas	4, 5	Multimodalism, Access, Connectivity	5
<b>Measure</b>				<b>Points</b>
Project increases service area in previously underserved areas				2
Project does not increase service area in previously underserved areas				0

**Comments:**

**CMAC:** Further define, “underserved” and potentially give this criterion a higher weight.

## Roadway

### (Non-Capacity & Capacity – Corridor and Intersection)

Prioritization Criteria	Definition	MAP-21 Planning Factors	Connections 2040 RMP Goals	Weight (Points)
Safety Improvement	Project addresses one of the worst crash locations in the region, as identified in the Existing Conditions report or Congestion Management Plan	2, 3, 5	Safety, Security	25
<b>Measure</b>				<b>Points</b>
Project addresses one of the worst crash locations				3
Project does not address one of the worst crash locations				0

#### Comments:

*CMAC: The measures may be improved by considering gradations. For example, perhaps points should be awarded for improving safety in areas before they experience safety problems. There is room for this criterion to be more than all or nothing.*

*“worst crash locations” needs to be clarified or revised to indicate documented crash locations (and clarify how documented).*

## Roadway (continued)

### (Non-Capacity & Capacity – Corridor and Intersection)

Prioritization Criteria	Definition	MAP-21 Planning Factors	Connections 2040 RMP Goals	Weight (Points)
<b>Improves Conditions for a Congested Corridor or Area Identified in the Congestion Management Plan</b>	<b>Project leads to a network reduction of VMT, a reduction in travel time, improved Level of Service, or other measurable benefit to a congested corridor or area identified in the Congestion Management Plan for either existing or future conditions</b>	<b>1, 4, 5, 7</b>	<b>Natural Resource Protection/Conservation, Public Health, Connectivity, Economic Development</b>	<b>20</b>
<b>Measure</b>				<b>Points</b>
Project improves conditions for a Congested Corridor or Area				2
Project does not improve conditions for a Congested Corridor or Area				0

Prioritization Criteria	Definition	MAP-21 Planning Factors	Connections 2040 RMP Goals	Weight (Points)
<b>Supportive of Bicycle and Pedestrian Mobility and Accessibility</b>	<b>Project includes incidental bicycle or pedestrian improvements</b>	<b>4, 5, 6, 7</b>	<b>Connectivity, Multimodalism, Access</b>	<b>20</b>
<b>Measure</b>				<b>Points</b>
Project includes incidental bicycle <u>and</u> pedestrian improvements				3
Project includes incidental bicycle <u>or</u> pedestrian improvements				2
Project does not include incidental bicycle or pedestrian improvements				0

**Roadway (continued)**  
**(Non-Capacity & Capacity – Corridor & Intersection)**

Prioritization Criteria	Definition	MAP-21 Planning Factors	Connections 2040 RMP Goals	Weight (Points)
Supportive of Transit Priorities and Accessibility	Project serves or improves transit routes, transit stops, transit technology, transit development, or paratransit	4, 5, 6, 7	Connectivity, Multimodalism, Access	10
<b>Measure</b>				<b>Points</b>
Project is supportive of transit priorities				2
Project is not supportive of transit priorities				0

Prioritization Criteria	Definition	MAP-21 Planning Factors	Connections 2040 RMP Goals	Weight (Points)
Supportive of Freight Priorities	Project travels along an identified freight route, or provides access to an existing or proposed intermodal facility	1, 4, 6	Economic Development, Multimodalism, Access, Connectivity	5
<b>Measure</b>				<b>Points</b>
Project is supportive of freight priorities				1
Project is not supportive of freight priorities				0



## Roadway (continued)

### (Non-Capacity & Capacity – Corridor and Intersection)

Prioritization Criteria	Definition	MAP-21 Planning Factors	Connections 2040 RMP Goals	Weight (Points)
Evacuation Route	Project is part of or directly serves an identified evacuation route, as identified on State Emergency Response Team (SERT) evacuation route maps	2, 3	Safety, Security, Public Health, Access	5
<b>Measure</b>				<b>Points</b>
Project is part of or directly serves an identified evacuation route				1
Project is not part of an identified evacuation route				0

### For projects with scores that tie

Prioritization Criteria	Definition	MAP-21 Planning Factors	Connections 2040 RMP Goals	Weight (Points)
Funding Commitment	Project has dedicated local funding contribution or funding partnership	7, 8	Land Use	N/A
<b>Measure</b>				Yes/No
Project has dedicated local funding match				Yes/No
Project has in-kind support (dedication of right-of-way, etc.)				Yes/No

#### Comments:

**CMAC:** Funding commitment could put some projects at an advantage and create a non-equitable way of assessing ties.

**TAC:** The TAC voiced the following opinions.

- a. Projects that have a commitment by the local government to share in the cost of the project should receive a higher weight and that criterion should be under General Considerations;
- b. The criterion is appropriate as a tie breaker, but the percentage of local match applied to the overall project cost should be a consideration in how the tie breaker is applied;
- c. The tie breaker is not an equitable tie breaker to all counties in the CRTPA; and
- d. The tie breaker is appropriate, but should add extend beyond local funding commitment matches to also include projects located within designated Rural Areas of Critical Economic Concern (RACEC) communities.

### **Map-21 Planning Factors:**

1. Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiencies
2. Increase the safety of the transportation system for motorized and non-motorized users
3. Increase the security of the transportation system for motorized and non-motorized 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
8. Emphasize the preservation of the existing transportation system

### **Project Prioritization Criteria and Weighting Development Process**

- **April 2014** – C RTPA Board Retreat to develop project goals
- **May 2014** – C RTPA TAC, CMAC, and Board approved and adopted project goals
- **May 2014** – Public Workshops to establish community values
- **October 2014** – Workshop at the Agency for Persons with Disabilities to discuss accessibility
- **October 2014** – Public Workshops to establish community priorities
- **October 2014** – C RTPA Board Workshop to establish community preferences and prioritization
- **November 2014** – C RTPA TAC, CMAC, and Board meetings to discuss preliminary evaluation criteria
- **December 2014** – Joint TAC and CMAC meeting to establish guidance and direction for evaluation criteria weighting (online survey provided to members unable to attend)

Note: Summaries of input from public workshops, C RTPA Board Retreats, and the optional TAC/CMAC meeting are available on the project website at [www.Connections2040RMP.com/Documents](http://www.Connections2040RMP.com/Documents)

### **Design and Universal Accessibility**

All projects are intended to be designed to meet or exceed current accessibility standards at the time the project is initiated.



January 12, 2015

## AGENDA ITEM 10 C

### 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 of 2015\*. The topics of discussion will include the following:

Meeting Date	Major Topic(s)
March 9	Final Needs Plan, RMP Revenue/Funding, Draft Unified Planning Work Program (UPWP) and Draft Transportation Improvement Program (TIP)
April 20	Draft Connections 2040 Regional Mobility Plan - Cost Feasible Plan
May 18	Final UPWP
June 29	Final TIP
August 31	Connections 2040 Regional Mobility Plan Adoption, Priority Project Lists Adoption
September 21	CRTPA Project Updates
October 19	(Retreat 9 am -1 pm)
November 16	Election of Chair/Vice Chair

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



January 12, 2015



AGENDA ITEM 10 D

**EXPENSE REPORTS**

**REQUESTED BY:** CRTPA Staff

**TYPE OF ITEM:** Information

The September 2014 expense report is attached.

CITY OF TALLAHASSEE, FLORIDA  
Expenses by Department  
460000  
CRTPA

CRTPA  
September 30, 2014

Report Date: 2014-09-30  
Fiscal Year: 2014  
Run Date: 21-Nov-14  
Run Time: 3:43 PM

Account	Account Description	Expended This Month	Amended Budget	Budget Allotment to Date	Year to Date Expended	Pre-Encumbered	Encumbered	Unencumbered & Unexpended
Personnel Services								
511000	Salaries	49,818	410,670	410,670	411,572	--	--	(902)
511300	Salary Enhancements	--	10,104	10,104	--	--	--	10,104
511500	Temporary Wages	--	3,000	3,000	--	--	--	3,000
512400	Other Salary Items	808	3,000	3,000	3,000	--	--	(0)
515000	Pension- Current	6,567	42,225	42,225	50,431	--	--	(8,206)
515100	Pension- MAP	1,460	17,416	17,416	18,038	--	--	(622)
515500	Social Security	2,956	11,220	11,220	10,956	--	--	264
515600	Mandatory Medicare	674	5,950	5,950	5,788	--	--	162
516000	Health Benefits	6,727	47,338	47,338	44,069	--	--	3,269
516001	Health Benefits-Retirees	861	10,328	10,328	10,328	--	--	(0)
516100	Flex Benefits	2,016	17,268	17,268	13,239	--	--	4,029
Total Personnel Services		71,887	578,519	578,519	567,421	--	--	11,098
Operating Expenses								
521010	Advertising	1,082	4,500	4,500	4,509	--	--	(9)
521030	Reproduction	1,502	12,000	12,000	5,968	--	--	6,032
521100	Equipment Repairs	--	225	225	--	--	--	225
521160	Legal Services	--	920	920	--	--	--	920
521180	Unclassified Contractual Svcs	917	71,519	71,519	44,407	--	29,907	(2,795)
521190	Computer Software	--	20,000	20,000	9,600	--	--	10,400
522080	Telephone	80	1,000	1,000	544	--	--	456
523020	Food	123	1,200	1,200	1,192	--	--	8
523050	Postage	--	750	750	--	--	--	750
523060	Office Supplies	188	4,500	4,500	1,652	--	--	2,848
523080	Unclassified Supplies	130	4,500	4,500	2,222	--	--	2,278
524010	Travel & Training	1,568	13,000	13,000	9,906	--	--	3,094
524020	Journals & Books	--	600	600	--	--	--	600
524030	Memberships	--	2,500	2,500	1,972	--	--	528
524050	Rent Expense- Building & Offic	--	12,627	12,627	--	--	--	12,627
Total Operating Expenses		5,590	149,840	149,840	81,971	--	29,907	37,962
Allocated Accounts								
560010	Human Resource Expense	496	5,808	5,808	5,723	--	--	85
560020	Accounting Expense	1,128	13,624	13,624	13,538	--	--	86
560030	Purchasing Expense	319	3,668	3,668	3,687	--	--	(19)
560040	Information Systems Expense	2,034	24,348	24,348	24,404	--	--	(56)
560070	Revenue Collection	156	1,401	1,401	1,428	--	--	(27)
Total Allocated Accounts		4,132	48,849	48,849	48,781	--	--	68
Total Expenses		81,609	777,208	777,208	698,173	--	29,907	49,128
Percentage of Budget				100.00%	89.83%			