

## **CRTPA Year 2030 Long Range Transportation Plan (LRTP) Addendum**

The final documentation for the Capital Region Transportation Planning Agency (CRTPA) Year 2030 Long Range Transportation Plan (LRTP) was distributed in June of 2006. Since that time there have been several issues that are necessitating an addendum to the LRTP. The first issue is the omission of the Goals and Objectives. The Goals and Objectives were errantly omitted by CRTPA staff when printing the final documentation and are include in this addendum in their entirety. Second, the LRTP was developed under the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU) Transportation Bill. However, the language regarding the Transportation Bill was not finalized until after the Year 2030 LRTP was adopted and therefore the LRTP had to be reviewed to ensure that the document met all SAFETEA-LU requirements. The Federal Highway Administration (FHWA) and the Florida Department of Transportation (FDOT) provided a series of questions regarding the LRTP and the linkage to SAFETEA-LU. These questions are addressed individually in Part II. Lastly, at the September 17 2007 CRTPA meeting, members approved the removal of the Red Hills Coastal Parkway. This addendum includes the information relating to the projects removal from the LRTP.

## **I. Year 2030 Long Range Transportation Plan (LRTP) – Goals and Objectives**

### **Guidance:**

The Goals and Objectives of the Year 2030 Long Range Transportation Plan are based on eight principles as outlined in the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU). These eight guiding principles are:

1. Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity and efficiency;
2. Increase the safety of the transportation system for motorized and non-motorized users;
3. Increase the security of the transportation system for motorized and non-motorized users;
4. Increase accessibility and mobility of people and freight;
5. Protect and enhance the environment, promote energy conservation, improve the quality of life, and promote consistency between transportation improvements and state and local planned growth and economic development patterns;
6. Enhance the integration and connectivity of the transportation system, across and between modes for people and freight;
7. Promote efficient system management and operations; and
8. Emphasize the preservation of the existing transportation system.

### **Expected Outcome:**

Maintain and improve the quality of life in the Capital Region Area through an integrated and comprehensive transportation system that allows for choice of mobility.

**Goal A: To provide a proactive public involvement process.**

Objectives:

1. Provide for early, continuing and timely opportunities in the transportation planning process for the public to express their views and become educated to technical terms, limitations and constraints, and funding opportunities and requirements.
2. Hold presentations/briefings with the Capital Region Transportation Planning Agency, Citizens Advisory Committee, and Technical Advisory Committee the Bicycle and Pedestrian Advisory Committee, Transportation Disadvantaged Coordinating Board and Transit Advisory Committee as appropriate.
3. Hold public workshops in CRTPA Planning Area to educate citizens on the scope, charge, and purpose of the Long Range Transportation Plan at the beginning of the project so that citizens fully understand the extent to which they can influence the final product.
4. Proactively seek out those traditionally underserved populations in the transportation planning process.
5. Provide full public access and timely public notice of dates, times and places for open public meetings.
6. Develop a web site for the Year 2030 Long Range Transportation Plan designed to provide easy access to all materials and documents pertaining to the development of the Long Range Transportation Plan, educate the public not reached through public workshops, and provide a master calendar for key decision-making points and public involvement meetings in the overall process.

**Goal B: To support and enhance economic vitality of the Capital Region.**

Objectives:

1. Give priority to transportation projects that are consistent with economic development priorities established in local government comprehensive plans and enhance economic development and redevelopment in targeted areas of the Capital Region.
2. Provide for and enhance the movement of visitors and freight efficiently within and through the urbanized area, particularly on SIS-designated facilities.
3. Improve the connectivity of the local and regional transportation network with intraregional, interregional, and interstate transportation systems and facilities.
4. Improve access to major employment centers and major activity centers.
5. Improve travel times within and through the CRTPA Planning Area.
6. Improve access to historic sites, museums, and national, state, and local recreation areas for residents and visitors.
7. Coordinate transportation recommendations with Florida A&M University, Florida State University, Tallahassee Community College, and related properties

such as Innovation Park to ensure their key role in the regions' transportation decisions.

**Goal C: To meet present and future transportation needs through the more efficient use of existing facilities.**

Objectives:

1. Give priority to improvements that do not require additional travel lanes (i.e., changes in signal timing, addition of turn lanes, transportation systems management, and intelligent transportation systems.)
2. Encourage transportation demand strategies to reduce the number of single occupant vehicles.
3. Add capacity to an existing facility and/or construct a new road only after all other alternatives have been considered.
4. Give priority to transportation corridors with reserved right-of-way.
5. Expand and enhance access to alternative transportation modes.
6. Give priority to facilities that are currently deficient.
7. Coordinate with the region's congestion management system in relieving existing congestion and preventing congestion where it has not yet occurred.
8. Establish performance measures to evaluate the effectiveness of transportation operations improvements.

**Goal D: To promote coordination of transportation and land use policy decisions.**

Objectives:

1. Ensure consistency with the Future Land Use and transportation related elements (Transportation, Traffic Circulation, and Transit) of local comprehensive plans.
2. Ensure consistency with growth management strategies of local governments within the Capital Region.
3. Ensure consistency with the Florida Department of Transportation's long- and short-range plans and programs.
4. Ensure consistency with the Regional Policy Plan developed by the Apalachee Regional Planning Council.
5. Coordinate with local governments and other agencies and encourage the control of access along major facilities.
6. Minimize the disruption of existing land uses for transportation related improvements.
7. Whenever possible, preserve rights-of-way for construction of future transportation projects, including future transportation corridors.
8. Coordinate with local governments and other agencies, to discourage development of strip commercial land use, encourage mixed-use development, and encourage transit oriented development and more intense non-residential development in existing and planned transit corridors.

**Goal E: To expand, enhance and increase the use of transit.**

Objectives:

1. Continue to search for and expand the provision of transit dollars through local, state, and Federal revenue sources.
2. Continue to evaluate an expanded service area and provide more efficient public transit service for the public. Use FDOT's Transit Quality of Service Guidelines in this evaluation.
3. To the extent possible, meet the needs of the transportation disadvantaged (as defined in Chapter 427.011, Florida Statutes) including the elderly, persons with disabilities and economically disadvantaged through public transportation routes.
4. Expand and enhance transit access, including passenger stop and waiting facilities
5. Coordinate with the ongoing TalTran Transit Development Plan and incorporate appropriate recommendations into the Long Range Transportation Plan.
6. Identify areas of the community in which alternative transportation modes currently have, or should have, greater priority pursuant to the comprehensive plan, and recommended designation of such areas as multimodal transportation planning districts pursuant to 1999 legislative amendments to Chapter 163, Florida Statutes.
7. Support a seamless transportation system throughout the region by improving interconnections between all transportation modes.
8. Ensure that multimodal transportation projects are planned for regional activity centers such as college campuses, shopping centers, medical centers, or large places of employment.

**Goal F: To improve the safety of the transportation system.**

Objectives:

1. Encourage capital investments and programs that will increase the safety of the transportation system.
2. Consider clearance time on roads that function as evacuation routes when establishing roadway improvement priorities.
3. Reduce conflicts between public transit, pedestrians and automobile traffic.
4. Recommend lighting and median improvements that can enhance the comfort level and safety of all users of the transportation system.
5. Identify, in coordination with the FDOT Safety office, high crash incidence locations and projects that increase the safety of users of the transportation system.
6. Give appropriate weighting to projects that reduce pedestrian, bicycle and automobile crashes at high crash locations as well as projects that increase the safety of the entire transportation system.
7. Provide an arterial street network with adequate capacity or alternative routes for emergency vehicles to respond within established criteria.

8. Maintain membership and participation in the Community Traffic Safety Team (CTST).
9. Ensure all projects comply with the Americans with Disabilities Act.

**Goal G: To improve the security of the transportation system.**

*Objectives:*

1. Identify the implications of homeland security on the region's transportation system.
2. Identify critical facilities and transportation system elements such as transit systems, railroads, Interstate Highway System, National Highway System routes, bridges, emergency evacuation routes, and STRAHNET routes, among others.
3. Work with local state agencies to ensure a secure transportation system.

**Goal H: To support local, state and federal initiatives to protect and enhance environmental and historical resources.**

*Objectives:*

1. Utilize innovative transportation planning techniques to minimize disruption of the natural environment and design transportation facilities that enhance the beauty of the natural environment, when possible.
2. Minimize the long-term as well as the immediate impact of transportation improvements on air and water resources and noise.
3. Promote regional stormwater retention and treatment in the design of future transportation projects to minimize impacts on the natural environment, improve aesthetics of treatment facilities, protect land values adjacent to treatment facilities, and encourage recreational utility of these facilities.
4. Plan for projects that compliment community amenities such as greenway spaces, recreational trails, and recreational stormwater facilities in major roadway/reconstruction projects where possible.
5. Identify enhancement projects, such as bicycle and pedestrian facilities, greenways, and landscaping and beautification projects.
6. When planning for limited access corridors, identify opportunities for adjacent bicycle and pedestrian greenways as part of the corridor planning process.
7. Prioritize projects that have been evaluated through the FDOT Efficient Transportation Decision Making and Socio-Cultural Effects process.

**Goal I: To economically, efficiently, and equitably maintain and expand the transportation system.**

*Objectives:*

1. Seek all available public and private sources of funding for transportation improvements.
2. Promote public/private partnerships in the financing of new transportation infrastructure.
3. Consider life cycle costs in the evaluation of transportation alternatives.
4. Consider the effects of all transportation projects on the natural and human environment without regard to funding source.
5. Improve connectivity of the collector roadway network to relieve congestion on arterial and interstate facilities.
6. Consider a comprehensive range of congestion relief strategies during development of LRTP alternatives.
7. Consider geographic equity as a factor in recommending projects for the Cost Feasible Plan.

## II. SAFETEA-LU

The Long Range Transportation Plan (LRTP) should address a wide range of issues to satisfy requirements from the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU) Transportation Bill. The Federal Highway Administration (FHWA) submitted a series of eighteen (18) questions and the Florida Department of Transportation (FDOT) nine (9) questions for the CRTPA staff to address. These questions are listed below with the CRTPA response. It should be noted that one of the biggest changes from the TEA-21 to SAFETEA-LU transportation legislation is the separation of “safety” and “security”. These are now viewed as equally important in the eyes of the FHWA and in the future will have to be addressed as such in all documentation from the CRTPA.

The responses below have been discussed with the FHWA and FDOT and are acceptable towards addressing the Year 2030 LRTP/SAFETEA-LU relationship. These same issues will be incorporated and addressed as part of the next update to the LRTP.

### **Federal Highway Administration**

#### **1. Discuss how the plan addresses the new 8 planning factors.**

The FHWA Planning Factors are not addressed as specifically stated, however, they are interwoven into the Goals and Objectives for the Year 2030 LRTP. Each of the Factors are outlined below with the specific Goal and Objectives that addresses the Factor.

1. *Support the Economic Vitality of the Metropolitan Area, especially by Enhancing Global Competitiveness, Productivity, and Efficiency;*

#### **Goal B: To support and enhance economic vitality of the Capital Region.**

##### Objectives:

1. Give priority to transportation projects that are consistent with economic development priorities established in local government comprehensive plans and enhance economic development and redevelopment in targeted areas of the Capital Region.
  4. Improve the connectivity of the local and regional transportation network with intraregional, interregional, and interstate transportation systems and facilities.
  5. Improve access to major employment centers and major activity centers.
2. *Increase the Safety of the Transportation System for Motorized and Nonmotorized Users;*

#### **Goal F: To improve the safety and security of the transportation system.**

##### Objectives:

1. Encourage capital investments and programs that will increase the security and safety of the transportation system.

2. Consider clearance time on roads that function as evacuation routes when establishing roadway improvement priorities.
  3. Reduce conflicts between public transit, pedestrians and automobile traffic.
  4. Recommend lighting and median improvements that can enhance the comfort level and safety of all users of the transportation system.
  5. Identify, in coordination with the FDOT Safety office, high crash incidence locations and projects that increase the safety of users of the transportation system.
  6. Give appropriate weighting to projects that reduce pedestrian, bicycle and automobile crashes at high crash locations as well as projects that increase security and safety of the entire transportation system.
  8. Provide an arterial street network with adequate capacity or alternative routes for emergency vehicles to respond within established criteria.
  9. Maintain membership and participation in the Community Traffic Safety Team (CTST).
  10. Ensure all projects comply with the Americans with Disabilities Act.
3. *Increased Security of the Transportation System for Motorized and Non-motorized Users;*

**Goal F: To improve the safety and security of the transportation system.**

Objectives:

1. Identify the implications of homeland security on the region's transportation system.
  2. Identify critical facilities and transportation system elements such as transit systems, railroads, Interstate Highway System, National Highway System routes, bridges, emergency evacuation routes, and STRAHNET routes, among others.
4. *Increase the Accessibility and Mobility of People and for Freight;*

**Goal B: To support and enhance economic vitality of the Capital Region.**

Objectives:

2. Provide for and enhance the movement of visitors and freight efficiently within and through the urbanized area, particularly on SIS-designated facilities.
  4. Improve access to major employment centers and major activity centers.
  6. Improve access to historic sites, museums, and national, state, and local recreation areas for residents and visitors.
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;*

**Goal D: To promote coordination of transportation and land use policy decisions.**

Objectives:

1. Ensure consistency with the Future Land Use and transportation related elements (Transportation, Traffic Circulation, and Transit) of local comprehensive plans.
2. Ensure consistency with growth management strategies of local governments within the Capital Region.
3. Ensure consistency with the Florida Department of Transportation's long- and short-range plans and programs.
5. Coordinate with local governments and other agencies and encourage the control of access along major facilities.
6. Minimize the disruption of existing land uses for transportation related improvements.
9. Coordinate with local governments and other agencies, to discourage development of strip commercial land use, encourage mixed-use development, and encourage transit oriented development and more intense non-residential development in existing and planned transit corridors.

**Goal G: To support local, state and federal initiatives to protect and enhance environmental and historical resources.**

Objectives:

1. Utilize innovative transportation planning techniques to minimize disruption of the natural environment and design transportation facilities that enhance the beauty of the natural environment, when possible.
  2. Minimize the long-term as well as the immediate impact of transportation improvements on air and water resources and noise.
  3. Promote regional stormwater retention and treatment in the design of future transportation projects to minimize impacts on the natural environment, improve aesthetics of treatment facilities, protect land values adjacent to treatment facilities, and encourage recreational utility of these facilities.
  4. Plan for projects that compliment community amenities such as greenway spaces, recreational trails, and recreational stormwater facilities in major roadway/reconstruction projects where possible.
  5. Identify enhancement projects, such as bicycle and pedestrian facilities, greenways, and landscaping and beautification projects.
  6. When planning for limited access corridors, identify opportunities for adjacent bicycle and pedestrian greenways as part of the corridor planning process.
  7. Prioritize projects that have been evaluated through the FDOT Efficient Transportation Decision Making and Socio-Cultural Effects process.
6. *Enhance the Integration and Connectivity of the Transportation System, Across and Between Modes, for People and Freight;*

**Goal E: To expand, enhance and increase the use of transit.**

Objectives:

1. Continue to search for and expand the provision of transit dollars through local, state, and Federal revenue sources.
2. Continue to evaluate an expanded service area and provide more efficient public transit service for the public. Use FDOT's Transit Quality of Service Guidelines in this evaluation.
3. To the extent possible, meet the needs of the transportation disadvantaged (as defined in Chapter 427.011, Florida Statutes) including the elderly, persons with disabilities and economically disadvantaged through public transportation routes.
4. Expand and enhance transit access, including passenger stop and waiting facilities.
5. Coordinate with the ongoing TalTran Transit Development Plan and incorporate appropriate recommendations into the Long Range Transportation Plan.
6. Identify areas of the community in which alternative transportation modes currently have, or should have, greater priority pursuant to the comprehensive plan, and recommended designation of such areas as multimodal transportation planning districts pursuant to 1999 legislative amendments to Chapter 163, Florida Statutes.
7. Support a seamless transportation system throughout the region by improving interconnections between all transportation modes.
8. Ensure that multimodal transportation projects are planned for regional activity centers such as college campuses, shopping centers, medical centers, or large places of employment.

7. *Promote Efficient System Management and Operation; and*

**Goal H: To economically, efficiently, and equitably maintain and expand the transportation system.**

Objectives:

3. Consider life cycle costs in the evaluation of transportation alternatives.
5. Improve connectivity of the collector roadway network to relieve congestion on arterial and interstate facilities.
6. Consider a comprehensive range of congestion relief strategies during development of LRTP alternatives.
7. Consider geographic equity as a factor in recommending projects for the Cost Feasible Plan.

8. *Emphasize the Preservation of the Existing Transportation System.*

**Goal C: To meet present and future transportation needs through the more efficient use of existing facilities.**

Objectives:

1. Give priority to improvements that do not require additional travel lanes (i.e., changes in signal timing, addition of turn lanes, transportation systems management, and intelligent transportation systems.)

2. Encourage transportation demand strategies to reduce the number of single occupant vehicles.
  3. Add capacity to an existing facility and/or construct a new road only after all other alternatives have been considered.
  4. Give priority to transportation corridors with reserved right-of-way.
  5. Expand and enhance access to alternative transportation modes.
  6. Give priority to facilities that are currently deficient.
  7. Coordinate with the region's congestion management system in relieving existing congestion and preventing congestion where it has not yet occurred.
  8. Establish performance measures to evaluate the effectiveness of transportation operations improvements.
- 2. Identify transportation facilities (including major roadways, transit, multimodal and intermodal facilities, and intermodal connectors) that function as an integrated system, giving emphasis to facilities that serve important national, state, and regional transportation functions.**

The CRTPA Year 2030 LRTP was developed with the integration of all modes of transportation in mind. This is noted by the project listing that includes bicycle and pedestrian, roadway, and transit projects. This is the same approach that was taken during the development and adopted of the Year 2020 LRTP.

Contained in the LRTP are facilities such as the Capital Circle, Northwest Corridor from Interstate 10 to the Tallahassee Regional Airport as well as the Mahan Drive/Tennessee Street Corridor from the Greyhound bus terminal to Interstate 10 which serve as Florida Strategic Intermodal System (SIS) Connector Roads. These roads are designed to provide a higher level of service to and from intermodal connections such as the airport and the Greyhound bus terminal.

These projects are further emphasized in the Evaluation Criteria in terms of connectivity to the larger regional transportation network:

**Support the economic vitality of the metropolitan area.** The degree of connectivity provided to regional centers of education, tourist destinations both inside and outside the region, and intermodal access facilities such as the Tallahassee Regional Airport, is an indicator that measures the ability of the system to support current and future economic development. This indicator prioritizes transportation projects that provide access to educational, tourist, and intermodal activity. This criterion gives credit to those projects that support access for key areas of regional commerce.

The following roads are components of the regional system within CRTPA boundaries that supports regional commerce.

### **Major Roads**

Interstate 10, Thomasville Road, Mahan Drive/Tennessee Street, Apalachee Parkway, Capital Circle, Woodville Highway, Crawfordville Road, US 98, Orange Avenue, Pensacola Street, Blountstown Highway, Lake Bradford Road, Adams Street, Monroe Street, SR 12, Quincy Bypass, SR 267 (Pat Thomas Parkway), SR 268 (Solomon Dairy Road), SR 161 (PT Milliken Road), SR 159 (Salem Road)

### **Minor Roads**

SR 12 (East of Havana), Meridian Road, Orchard Pond Road, Bannerman Road, Bradfordville Road, Roberts Road, Chaires Cross Road, SR 267 (in Leon and Wakulla Counties, Tram Road, WW Kelly Road, Springhill Road, Plank Road, Wakulla Springs Road, SR 61, and SR 365.

- 3. Include discussion of the types of potential environmental mitigation activities and potential areas to carry out these activities, including activities that may have the greatest potential to restore and maintain the environmental functions affected by the plan. This discussion shall be developed in consultation with federal, state, and tribal wildlife, land management, and regulatory agencies.**

One of the newer methods of addressing environmental issues and concerns in Florida is the Efficient Transportation Decision Making Process or ETDM. In this process, projects are submitted for review by several state agencies for input and comments as to the projects impacts. These impacts could be related to environmental features, conservation areas, cemeteries, tribal lands, etc... These comments are provided back to the submitting agency for review and presentation to decision makers and citizens. The concept behind this process is to have known environmental issues identified prior to the initiation of any transportation study. As part of the LRTP process, all Cost Feasible Plan projects that have no study underway must go through the ETDM process to ensure the project is worthy of pursuit. The strategy to address the environmental issues associated with the LRTP is based upon the results of the ETDM process. Each project must be addressed individually based upon the findings from ETDM.

It was this very process that helped identify potential environmental issues and information associated with the potential corridor taken by the Red Hills Coastal Parkway.

Overall, Goal H also provides guidance for the environmental issues pertaining to the LRTP.

**Goal H: To support local, state and federal initiatives to protect and enhance environmental and historical resources.**

*Objectives:*

1. Utilize innovative transportation planning techniques to minimize disruption of the natural environment and design transportation facilities that enhance the beauty of the natural environment, when possible.
2. Minimize the long-term as well as the immediate impact of transportation improvements on air and water resources and noise.
3. Promote regional stormwater retention and treatment in the design of future transportation projects to minimize impacts on the natural environment, improve aesthetics of treatment facilities, protect land values adjacent to treatment facilities, and encourage recreational utility of these facilities.
4. Plan for projects that compliment community amenities such as greenway spaces, recreational trails, and recreational stormwater facilities in major roadway/reconstruction projects where possible.
5. Identify enhancement projects, such as bicycle and pedestrian facilities, greenways, and landscaping and beautification projects.
6. When planning for limited access corridors, identify opportunities for adjacent bicycle and pedestrian greenways as part of the corridor planning process.
7. Prioritize projects that have been evaluated through the FDOT Efficient Transportation Decision Making and Socio-Cultural Effects process.

**4. Include a financial plan that demonstrates how the adopted transportation plan can be implemented and indicates public and private resources that can be made available to carry out the plan.**

The CRTPA LRTP includes a Financial Resources document that outlines existing revenue sources, revenue sources that have yet to be used and revenues from local governments and the State of Florida (projections for the year 2030). The projections, plus any revenue source that is currently utilized was used to apply against the Needs Plan for project development. The CRTPA was also presented the information regarding revenue sources that are currently available but not used, of which, members opted not to pursue for funding project.

One component of updating the LRTP included discussions with developers of large property holdings to determine the level of build out at the year 2030. Since the internal road system to these developments is the responsibility of the developers it was assumed that “private” or developers would pay for these improvements.

Florida has several funding programs such as the Strategic Intermodal System (SIS) and Transportation Regional Incentives Program (TRIP). Although the TRIP funds are applied year to year it is impossible to determine what projects may or may not utilize these funds so they are not accounted for. However, the SIS projects present a different opportunity. These projects are identified in advance and are indicated to be funded through this program. Therefore, Capital Circle, Northwest from Interstate 10 to the Tallahassee Regional Airport and Mahan Drive from Dempsey Mayo Road to Walden Road are programmed to be funded by SIS.

In 1999 the voters of Leon County passed a Local Option Sales Tax that provided funds to a program known as Blueprint 2000. The direction of this program is to widen Capital Circle from Apalachee Parkway to Interstate 10 (west). Therefore, the Capital Circle projects within these limits are identified as funded by Blueprint 2000.

Lastly, the development of the LRTP included discussions with the local governments to determine which projects are funded through local funds. These projects are identified as having the City of Tallahassee or Leon County as the funding source.

**5. Include operational and management strategies to improve the performance of existing transportation facilities to relieve vehicular congestion and maximize the safety and mobility of people and goods.**

In the LRTP there are several factors identified in the Evaluation Criteria that rate each and every project on its ability to benefit roadway corridors as well as improving the safety and security of the transportation system. These are identified below.

**Emphasize optimization of the existing transportation system.** The main indicator of systems optimization is the ability of transportation projects to benefit roadway corridors previously identified as deficient, backlogged, constrained, or regressing to capacity deficient levels based on data from local concurrency management systems. Projects can achieve this criterion by improving the LOS of the project roadway or a parallel facility.

**Improve safety and security of the transportation system.** Integration of motorized and non-motorized users of the transportation system must be accomplished with safety in mind. Enhancing safety and security for automotive and transit travelers and trucks are major factors in prioritizing roadway projects. Safety was quantified through a review of FDOT data on high-accident locations while security was assessed by identifying projects located on the STRAHNET/National Highway System. Bus Rapid Transit systems include provisions for enhanced security such as cameras and dynamic message signs located at transit stations. In addition, increased capacity along designated hurricane evacuation routes could improve safety under emergency situations.

**6. Include capital investment and other strategies to preserve the existing and future system and provide for multimodal capacity increases based on regional priorities and needs.**

There are several strategies that were evaluated for CRTPA consideration and are contained in the Financial Resources document. These included efforts such as the advanced construction/partial conversion of advance construction, Tapered match, flexible match, toll credits, GARVEE Bonds, Section 129 loans, State Infrastructure Banks, TIFIA, and value pricing.

**7. Include proposed transportation and transit enhancement activities.**

The CRTPA's LRTP includes projects that range from transit to roadway widenings to bike and pedestrian projects. Included in the transit projects are funds to establish "super stops" at FSU and FAMU, which would serve as major transit hub centers in conjunction with the existing CK Steele Plaza. Additionally, the LRTP calls for plans to establish two Bus Rapid Transit (BRT) routes. The first would connect SouthWood to the downtown area and the second would connect the universities to Apalachee Parkway. In addition to the BRT routes there are plans to make headway improvement to some 30 routes as well as express shuttle service to Quincy.

Since the completion of the LRTP, TalTran has become StarMetro. Several initiatives that StarMetro is pursuing for the City of Tallahassee, and the region include Bus Rapid Transit (BRT) routes and a regionally based transit system that extends to Gadsden and Wakulla Counties. In this same time period the CRTPA working with StarMetro, Commuter Services of North Florida, FSU, FAMU, TCC, and citizens worked together to reorganize the Bicycle and Pedestrian Advisory Committee (BPAC) into the Multimodal Advisory Committee (MAC). This committee is a combination of transportation professionals and citizens that address CRTPA issues from a multimodal perspective.

**8. Employ visualization techniques to describe the plan. These can include maps, charts, graphs, and diagrams, and techniques such as scenario planning.**

There are figures, maps, graphs, etc... to help visualize the plan. Some of the graphics include constrained facilities, deficiency, and area maps, level-of-service tables, areas served by transit maps, and statistical comparison charts for those citizens interested in the modeling aspects of the plan. The efforts will be further enhanced as part of the next update.

**9. Make public information available in electronically accessible formats such as the World Wide Web.**

The public involvement process for the LRTP was very strong. There were several methods used for letting citizens know about the plan as well as providing a lot of opportunities to receive feedback from citizens. The efforts included a separate website for the LRTP, which included information regarding the project ranging from meeting dates to newsletter to surveys. Additionally, efforts included the printing and distribution of three separate newsletters, public service announcements, newspapers articles, and radio ads. Upon the completion of the project the CRTPA was provided a notebook of all the public involvement activities for use as reference.

The Executive Summary, projects maps, Needs Plan and Cost Feasible Plan documents can be found on the CRTPA's website at [www.crtpa.org](http://www.crtpa.org). Additionally, all of this information is also available on a CD that is provided upon request

**10. Include public meetings at convenient and accessible times and locations.**

The meetings that were held for the LRTP were at various locations in the region at various times. Every effort was made to make the meeting location accessible by transit routes, and those that weren't were provided notice for transportation service to and from the meeting.

**11. Identify the projected transportation demand of persons and goods in the metropolitan planning area over the period of the plan.**

CRTPA staff familiar with the efforts of forecasting population and economic data accomplished the projection of this information. The staff that performed this work had completed this same task for three previous LRTP's.

**12. Identify adopted congestion management strategies including, as appropriate, traffic operations, ridesharing, pedestrian and bicycle facilities, alternative work schedules, freight movement options, high occupancy vehicle treatments, telecommuting, and public transportation improvements (including regulatory, pricing, management, and operational options), that demonstrate a systematic approach in addressing current and future.**

There are several documents that assist in addressing this question. Documents such as the Congestion Management Plan and the Bicycle and Pedestrian Master Plan served to address several of the options that were considered by the CRTPA. While there was no separate Transportation Demand Management (TDM) study completed along with the LRTP, there were several agencies such as Commuter Services of North Florida that provided input to the process.

In terms of traffic operations, the City of Tallahassee and Leon County have one of the most progressive traffic control systems in the state. This includes intersection monitoring, camera monitoring, on-demand response to crashes, centralizing intersection control, as well as a crash database to assist in short-term congestion improvements. These same efforts are being sought to extend beyond the county boundaries to include Gadsden and Wakulla Counties.

**13. Identify pedestrian walkway and bicycle transportation facilities in accordance with 23 U.S.C. 217(g).**

As part of the development of the Bicycle and Pedestrian Master Plan (BPMP), completed in 2004, there were major efforts made in mapping all the sidewalks, and bike lanes, in Leon County. This information was the basis for the bicycle and pedestrian component of the LRTP. In fact this information is available in a GIS form through the Tallahassee-Leon County GIS Cooperative. In the future update plans will include the University Master Plans as they pertain to bicycle and pedestrian systems.

**14. Reflect the consideration given to the results of the management systems required by 23 C.F.R. 500.109 (Congestion Management System), 500.110 (Public Transportation Management System), and 500.111 (Intermodal Management System). A CMS is required in TMAs. The CMS, PTMS and IMS are required in all metropolitan areas to the extent appropriate.**

This question is similar to Question 12 relating to the Congestion Management Plan. Therefore, see Question 12 for response.

**15. Describe proposed improvements in sufficient detail to develop cost estimates.**

There is a section in the Cost Feasible Plan component that describes how the costs were estimated, including transit and roadway. There are tables that provide basic information on each project.

**16. Reflect a multimodal evaluation of the transportation, socioeconomic, environmental, and financial impact of the overall plan, including all ongoing major transportation investments.**

During the development of the Cost Feasible Plan the CRTPA approved a set of Evaluation Criteria to rate the projects from the Needs Plan. Each and every project from the Needs Plan was evaluated on these criteria to develop and ranking of projects based on how well they met the criteria as established. The Needs Plan projects were then ranked and a Cost Feasible Plan emerged reflected the criteria as adopted. The ranked projects can be found in the documentation of the Year 2030 LRTP on pages 3-2 through 3-11 of the Cost Feasible Plan. These criteria utilized in this process included:

**Support the Economic Vitality of the Metropolitan Area**  
Connectivity to Regional Economic Hubs

**Emphasize Optimization of the Existing Transportation System**  
Existing Capacity Deficiency  
Transit Level-of-Service based on Service Frequency (Headways)

**Address the Interrelationships of Transportation and Land Use**  
Promote Sustainable Development  
Consistency with Local Government Comprehensive Plans

**Promote the Use of Transit and Alternative Modes of Transportation**

**Improve Safety and Security of the Transportation System**  
Transportation Safety and Security  
Hurricane Evacuation

**Minimize Negative Community and Environmental Impacts**  
Regional Impacts  
Title VI Impacts

**Expand Regional Transportation System in an Efficient Manner**  
Systems Continuity

Project Status  
Year 2030 Vehicle to Capacity without the project  
Year 2030 Estimated Transit Ridership Potential

- 17. For ongoing major transportation investments for which analyses are not complete, indicate that the design concept and scope (mode and alignment) have not been fully determined and will require further analysis. The plan shall identify such study corridors and sub-areas and may stipulate either a set of assumptions (assumed alternatives) concerning the proposed improvements or a no build condition pending the completion of a corridor or sub-area level analysis under 23 C.F.R. 450.318.**

That information is not contained in the Year 2030 LRTP. The reader would not be able to determine the status of each and every project based on its inclusion in the LRTP.

However, the inclusion of this information would be a constant source of updating which is more reflective of a Transportation Improvement Program than a Long Range Transportation Plan and 23 CFR 450.318, appears to support that conclusion.

If the intention is to add a blanket statement that states the following then we can certainly do that:

“The following projects have not gone through the Project Development and Environment (PD&E) process or the Efficient Transportation Decision Making (ETDM) process. Additionally, the projects listed below do not have pre-determined alignments and are concepts for roadway placement and configuration.”

Future updates to the plan will include, as necessary, those projects that have not been fully determined as it relates to design concept and scope.

- 18. Reflect, to the extent that they exist, consideration of and coordination with: the area's comprehensive long-range land use plan and metropolitan development objectives; national, state, and local housing goals and strategies, community development and employment plans and strategies, and environmental resource plans; local, state, and national goals and objectives such as linking low income households with employment opportunities; and the area's overall social, economic, environmental, and energy conservation goals and objectives.**

The comprehensive plans were considered heavily for future development and employment, environmental issues, sustainable communities, Title VI Impacts, and safety were all considered during the Cost Feasible Plan component, specifically, the Evaluation Criteria.

## **Florida Department of Transportation**

- 1. 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. Those facilities include the facilities on the Strategic Intermodal System designated under s. 339.63 and facilities for which projects have been identified pursuant to s. 339.2819 (Transportation Regional Incentive Program).**

The LRTP includes the projects that serve national, state and regional interests. The plan includes the project identified on the SIS network as well as those with TRIP funds.

- 2. Address the prevailing principles to be considered in the long-range transportation plan: preserving the existing transportation infrastructure; enhancing Florida’s economic competitiveness; and improving travel choices to ensure mobility. The LRTP must be consistent, to the maximum extent feasible, with future land use elements and the goals, objectives, and policies in the approved local government comprehensive plans of the units of local government located within the jurisdiction of the MPO.**

To the fullest extent possible, Goal C of the LRTP was: “To meet present and future transportation needs through the more efficient use of existing facilities”. The local government comprehensive plans were considered when developing the socioeconomic data and forecasts. Additionally, consistency with local government comprehensive plans was a Cost Feasible Plan Evaluation Criteria.

- 3. Identify transportation facilities, including, but not limited to, major roadways, airports, seaports, spaceports, commuter rail systems, transit systems, pedestrian walkways, bicycle transportation facilities and intermodal or multimodal terminals that will function as an integrated metropolitan transportation system.**

For the second LRTP cycle (2000 and 2005) the CRTPA LRTP reflects the integration of various transportation modes including, bike, pedestrian, transit, and roadway.

- 4. Consider the goals and objectives identified in the Florida Transportation Plan.**

Many of the goals of the Florida Transportation Plan (FTP) are similar in nature to those of the CRTPA’s LRTP. The LRTP’s goals are listed below:

Goal A: To provide a proactive public involvement process.

Goal B: To support and enhance economic vitality of the Capital Region.

Goal C: To meet present and future transportation needs through the more efficient use of existing facilities.

Goal D: To promote coordination of transportation and land use policy decisions.

Goal E: To expand, enhance and increase the use of transit.

Goal F: To improve the safety of the transportation system.

Goal G: To improve the security of the transportation system.

Goal H: To support local, state and federal initiatives to protect and enhance environmental and historical resources.

Goal I: To economically, efficiently, and equitably maintain and expand the transportation system.

- 5. If a project is located within the boundaries of more than one MPO, the MPOs must coordinate plans regarding the project in their LRTPs.**

Not applicable.

- 6. Include a financial plan that demonstrates how the plan can be implemented, indicating resources from public and private sources which are reasonably expected to be available to carry out the plan, and recommends any additional financing strategies for needed projects and programs.**

The Financial Resources document outlines the existing revenues, alternatives revenues that could be used, and funding opportunities that show potential to be used to fund other transportation efforts.

- 7. Assess capital investment and other measures necessary to ensure the preservation of the existing metropolitan transportation system and make the most efficient use of existing transportation facilities to relieve vehicular congestion and maximize the mobility of people and goods.**

Alternative revenue opportunities were provided to the CRTPA for consideration to preserve the transportation system as a whole. However, these opportunities were not specifically provided to relieve vehicle congestion as much as to improve the transportation system as a whole.

- 8. Indicate, as appropriate, proposed transportation enhancement activities, including, but not limited to, pedestrian and bicycle facilities, scenic easements, landscaping, historic preservation, mitigation of water pollution due to highway runoff, and control of outdoor advertising.**

The LRTP includes, by reference, an entire document dedicated bicycle and pedestrian improvements. Scenic easements, landscaping, historic preservation, and water pollution mitigation are not addressed in the LRTP.

- 9. Be approved on a recorded roll call vote of the MPO membership present.**

The LRTP was approved unanimously by the CRTPA. However, a roll call vote was not recorded as part of this process. For any amendment to the LRTP CRTPA will ensure a roll call takes place.

### **III. Red Hills Coastal Parkway**

The Red Hills Coastal Parkway (RHCP) was introduced to the CRTPA at the November 2005 meeting regarding the Year 2030 Long Range Transportation Plan (LRTP): Needs Plan. The concept behind this project was to relieve traffic congestion from the coast to the interstate and then from the interstate to 319 to the North. The project was envisioned as a toll facility, and therefore was placed in the “funded by others” category. At the December 2005 Year 2030 LRTP CRTPA meeting the LRTP Cost Feasible Plan was adopted and included the Red Hills Coastal Parkway.

One of the requirements for all new projects adopted as a component of the Cost Feasible Plan, that have no phase previously funded or underway, is to go through the Efficient Transportation Decision Making Process or ETDM. This process requires that the project information and approximate location be submitted for review to various state agencies. The RHCP followed this very process, which produced approximately 40 pages of comments ranging from floodplain impacts to historical sites to habitat intrusion.

Based on the ETDM results and the concerns of several environmental organizations, the CRTPA requested additional information regarding the project. At the March 2007 CRTPA meeting, staff presented information regarding the RHCP and other significant projects in the region and state that are underway that may impact the region in the near future. The most notable effort was the Northwest Florida Transportation Corridor Authority (NFTCA).

In 2005 Legislature created the NFTCA, which was tasked with evaluating the US 98 corridor from Escambia County to Wakulla County. This evaluation would develop into a Master Plan for the corridor. It should be noted that US 98 Corridor Master Plan did not influence or have any bearing on the inclusion of the RHCP in the Year 2030 LRTP. The Master Plan project began after the LRTP was adopted. The NFTCA Master Plan was adopted in April of 2007 and did not include the RHCP. Based on this decision, several CRTPA members requested to have the RHCP removed from the Year 2030 LRTP.

At the June 2007 CRTPA meeting, members approved a motion to have CRTPA begin the process to remove the RHCP from the Year 2030 LRTP. There are specific procedures that need to be followed regarding the removal of a project from the Year 2030 LRTP as outlined in the FDOT Metropolitan Planning Organization (MPO) Handbook. The process is as follows with lead-in text:

“Besides the 5-year update cycle, there are times when an MPO may find it necessary to revise the LRTP. The Code of Federal Regulations defines two types of revisions. They include administrative modifications and amendments.....

An amendment is a major revision to the LRTP (or TIP). It includes adding or deleting projects from the plan. It includes also major changes to project costs, initiation dates, or design concepts and scopes for existing projects. An amendment requires public review and comment and re-demonstrating fiscal constraint. [23 C.F.R. 450.104]”

**FIGURE 4B PLAN AMENDMENT PROCESS**

