1. **Agenda Modifications**

2. **Consent**

A. **Minutes of the November 3, 2015 Committee Meeting**

The minutes of the November 3, 2015 Committee Meeting are provided for committee review and approval.

**Recommended Action:** Approve the November 3, 2015 committee meeting minutes.

B. **Fiscal Year 2016-2020 Transportation Improvement Program (TIP) Amendment**

The CRTPA FY 2016-2020 TIP is proposed to be amended to reflect the following:

City of Tallahassee/Compressed Natural Gas (CNG) Facility (Project #4234452): Add project to reflect funding for the construction of CNG facility (Leon County) (Total Funding: $4 Million in FY 2016)

**Recommended Action:** Provide a formal recommendation for the TIP Amendment.

C. **Transportation Alternatives Evaluation Criteria**

Every two years, applications are solicited for projects under the Transportation Alternatives Program, and a subcommittee comprised of members of the two CRTPA committees (TAC and CMAC) conducts an initial review and draft ranking of the applications for consideration by the CRTPA. At this time, the proposed criteria to score the project applications are ready for review by the CRTPA committees and Board for approval. The criteria were developed by the TA subcommittee at their February 10, 2016 meeting.

**Recommended Action:** Provide a formal recommendation of approval of the criteria.
3. **PRESENTATIONS/DISCUSSION/ACTION**

A. **DRAFT Fiscal Year 2017 & 2018 Unified Planning Work Program (UPWP)**

The Draft Unified Planning Work Program (UPWP) is the bi-annual program document which details anticipated transportation planning for Fiscal Years 2017 and 2018 and acts as the application for various funding sources. The Draft UPWP will be forwarded to the CRTPA Board for their review at their March 21, 2016 CRTPA Meeting. Upon review and comment by FDOT and other transportation partners, it will be returned to the CRTPA Committees and the CRTPA Board for final adoption in May.

At this time, the UPWP is open for public review and comment, with comments requested by April 8, 2016. The CRTPA committees will also have another opportunity to provide comments at the May 3, 2016 committee meetings.

**Recommended Action: For review and comment only.**

B. **Thomasville Road Planning Study Update**

The consultant for the Thomasville Road Planning Study will present an update on the project for the committees.

**Recommended Action: For committee discussion and recommendations of approval.**

C. **Florida Arts Trail**

A brief overview and update of the status of the Florida Arts Trail Project Development and Environment (PD&E) Study will be presented along with a synopsis of the Gadsden County Board of County Commissioners Report on the study.

**Recommended Action: For committee discussion and information.**
4. **OPEN FORUM FOR PUBLIC COMMENT**
   Citizens are invited to address the committee.

5. **INFORMATION**
   - March 21, 2016 CRTPA Agenda
     The March 21, 2016 CRTPA Agenda is provided for committee information.

6. **ITEMS FROM COMMITTEE MEMBERS OR STAFF**

   **Next CMAC meeting: May 3, 2016**

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

Citizens Multimodal Advisory Committee

Meeting Date & Time
November 3, 2015
11:30 am

Location
City Hall
2nd Floor, Tallahassee Room
300 S. Adams Street
Tallahassee, Fl. 32301

I. AGENDA MODIFICATIONS

None.

II. CONSENT

A. Minutes of October 6, 2015 Committee Meeting

CMAC Action: Although a quorum was not present, a motion was made to approve the CMAC Minutes by Mr. Jeff Horton, with a second provided by Mr. JR Harding. The motion passed unanimously.

B. 2016 Committee Meeting Calendar

CMAC Action: Although a quorum was not present, the members present approved the 2016 meeting calendar as presented. The motion was made by Mr. JR Harding, with a second provided by Mr. Jeff Horton. The motion passed unanimously.

C. 2016 Committee Chair and Vice-Chair

CMAC Action: Although a quorum was not present, the members in attendance voiced an interest in asking Mr. Dan Beaty to continue as Chair in 2016 and to formally ask him to accept the nomination at the next meeting while seeking a Vice-Chair appointment.
III. PRESENTATIONS & ACTION ITEMS

A. Connections 2040 Regional Mobility Plan (RMP) Adoption
The CMAC was briefed on the comments received from the public hearing held on October 29, 2015 for the CRTPA’s long range transportation plan, and were asked to provide recommendation of approval to the CRTPA Board for final adoption on November 16, 2015.

**CMAC Action:** Mr. JR Harding provided a recommendation of approval, followed by a second by Mr. Jeff Horton. Mr. Hans VanTol voted against the motion due to his belief that the RMP did not reflect public input and the lack of ample bicycle projects in the plan, and Ms. Pam Hall abstained from the vote due to lack of participation in the process due to family conflicts.

B. Woodville Highway (SR 363) Design
A project update on the design for Woodville Highway (Capital Circle to Paul Russell Road) was provided by Ms. Suzanne Lex, FDOT, including information related to an upcoming public meeting for the project. Mr. Brian Waterman, Starmetro raised concerns about the “Loop” configuration with regard to bus service, while other members raised consistency issues with the approved concept by Blueprint 2000 and the voter-approved Sales Tax Extension that included a “park” component in the center of the loop. FDOT and CRTPA staff stated that they would set up a coordination meeting to facilitate the timely submission of these comments in writing for consideration.

**CMAC Action:** No formal action was requested or taken.

C. Thomasville Road Planning Study Update
A brief update was provided on the Thomasville Road Planning Study that is exploring alternatives to provide additional capacity to north-south roadways on or parallel to Thomasville Road. CMAC members asked questions regarding the extent to which a transit model was used in the study as well as how the density allowable under the current Future Land Use Map was taken into consideration.

**CMAC Action:** No formal action was requested or taken.
IV. OPEN FORUM FOR PUBLIC COMMENT

None.

V. INFORMATION

The November 16, 2015 CRTPA Agenda was provided for committee information.

VI. ITEMS FROM COMMITTEE MEMBERS OR STAFF

None.

The next CMAC Meeting was announced as March 9, 2016.

The meeting was adjourned at 1:03 PM
COMMITTEE AGENDA ITEM 2B

FISCAL YEAR 2016 – FISCAL YEAR 2020
TRANSPORTATION IMPROVEMENT PROGRAM AMENDMENT

REQUESTED BY: FDOT

TYPE OF ITEM: Consent

STATEMENT OF ISSUE

The purpose of this item is to amend the CRTPA Fiscal Year (FY) 2016 – FY 2029 Transportation Improvement Program (TIP) to reflect the following:

- City of Tallahassee/StarMetro Compressed Natural Gas (CNG) Facility (Project #4234452): Add project to reflect funding for the construction of CNG facility (Leon County) (Total funding: $4 million in FY 2016).

RECOMMENDED ACTION

- Recommend the CRTPA Board amend the FY 2016 – FY 2020 TIP to add the following project: City of Tallahassee/StarMetro Compressed Natural Gas (CNG) Facility (Project #4234452): Add project to reflect funding for the construction of CNG facility (Leon County) (Total funding: $4 million in FY 2016).

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.
The CRTPA was recently contacted by the Florida Department of Transportation (see Attachment 1) to amend the current TIP to reflect the addition of funding for a StarMetro project. Specifically, the following project is proposed to be added to the FY 2016 – FY 2020 TIP:

City of Tallahassee StarMetro Compressed Natural Gas Facility (Project #4234452): This project identified federal (Federal Transit Administration) and local (City of Tallahassee) funding. A total of $4 million is programmed for the project’s construction in FY 2016.

ATTACHMENTS

Attachment 1: TIP project page
City of Tallahassee StarMetro Capital 5307

Project #: 4234452
Work Summary: MISCELLANEOUS CONSTRUCTION  SIS?: No
Lead Agency: Managed by FDOT
County: Leon County

<table>
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<tr>
<td>CAP</td>
<td>FTA</td>
<td>1,400,000</td>
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<td>0</td>
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<tr>
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<td>LF</td>
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<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>2,600,000</td>
</tr>
</tbody>
</table>

Prior Cost < 2015/16: 0
Future Cost > 2019/20: 0
Total Project Cost: 4,000,000
Project Description: This project was amended into the TIP at the March 21, 2016 CRTPA Meeting to reflect funding for the construction of a compressed natural gas (CNG) facility.
COMMITTEE AGENDA ITEM 2 C

2016 CRTPA TRANSPORTATION ALTERNATIVES PROGRAM (TAP) EVALUATION CRITERIA

REQUESTED BY: CRTPA Staff  TYPE OF ITEM: Consent

STATEMENT OF ISSUE

This item seeks approval of updated evaluation criteria developed by the CRTPA Transportation Alternatives (TA) Subcommittee for use in the evaluation of CRTPA’s 2016 TA applications.

RECOMMENDED ACTION

Recommend the CRTPA Board approve the updated evaluation criteria developed by the CRTPA Transportation Alternatives (TA) Subcommittee.

BACKGROUND

CRTPA Transportation Alternatives Subcommittee

The CRTPA TA Subcommittee is an ad-hoc subcommittee comprised of 6 members (3 from the Citizens Multimodal Advisory Committee (CMAC) and 3 from the Technical Advisory Committee (TAC)) tasked with the review and recommended ranking of the CRTPA’s TA applications. One of the subcommittee’s tasks is the review of the existing adopted TA evaluation criteria from which eligible TA applications will be evaluated.

In January of 2016, the CRTPA began the solicitation of new applications for this year (2016) and reconstituted the CRTPA TA Subcommittee (solicitation of new TA projects occurs biennially with the last solicitation of TA applications occurring in 2014).

With the recent reconstitution of the subcommittee, the opportunity to reassess the existing adopted criteria was quickly initiated and a meeting was held on February 10, 2016. At the meeting, subcommittee members discussed options related to either (1) recommend changes to the existing criteria or (2) keep the existing adopted criteria.

Ultimately, subcommittee members voted unanimously to update the existing adopted criteria.
The proposed updated criteria approved by the subcommittee reflect changes identified through an examination of how other agencies like the CRTPA evaluate TA projects as well as conversations with the agency’s transportation partners including Florida Department of Transportation staff involved in the TA program.

The following provides the proposed CRTPA TA Evaluation Criteria:

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

 Maximum Total Points 100

The recommended changes simplify the existing criteria by focusing on four (4) core criteria:

- Safety
- Connectivity
- Accessibility
- Public Benefit
Furthermore, the proposed changes remove two (2) of the existing criteria:

- **Local Agency Program (LAP) Certification** – recommended for removal as this criterion penalizes smaller local governments that may not be LAP certified and the FDOT will construct eligible projects for those local governments not LAP certified.
- **Qualifying Activities** - this criterion, which provided more points to projects that identified more TA qualifying activities, is proposed for removal. If a project is eligible for funding, then it is consistent with the TA federal legislation. More eligible activities does not necessarily identify a better project.

The current CRTPA TA Evaluation Criteria, adopted by the CRTPA Board in November 2013 after being developed by the subcommittee at the time, were used in the evaluation of TA application in 2014. As shown below, there are ten (10) criteria with a maximum of 100 points for each project.

<table>
<thead>
<tr>
<th>EVALUATION CRITERIA (ADOPTED IN NOVEMBER 2013)</th>
<th>MAXIMUM POINTS</th>
</tr>
</thead>
<tbody>
<tr>
<td>1. Project Constructability (is right-of-way required?)</td>
<td>15</td>
</tr>
<tr>
<td>2. Qualifying Activities (how many of the nine (9) TA eligible activities does the application meet?)</td>
<td>15</td>
</tr>
<tr>
<td>3. LAP Certification (Is the application sponsor LAP certified or capable of being certified)</td>
<td>15</td>
</tr>
<tr>
<td>4. Project improves safety for users (e.g. reduces hazards for pedestrians, cyclists, motorists)</td>
<td>15</td>
</tr>
<tr>
<td>5. Project facilitates/improves multimodal transportation linkages</td>
<td>10</td>
</tr>
<tr>
<td>6. Project identified in a plan of the region</td>
<td>10</td>
</tr>
<tr>
<td>7. Contributes to enhanced mobility options for the transportation disadvantaged</td>
<td>5</td>
</tr>
<tr>
<td>8. Project demonstrates leveraging of other funds</td>
<td>5</td>
</tr>
<tr>
<td>9. Project has community/public support</td>
<td>5</td>
</tr>
<tr>
<td>10. Public benefit versus project cost (To what extent will the project benefit the community or region?)</td>
<td>5</td>
</tr>
</tbody>
</table>

As noted above, the proposed CRTPA TA Evaluation Criteria maintains all but two (2) of the current adopted criteria and also maintains a maximum possible scoring of 100 points.

If approved by the CRTPA Board, the updated CRTPA Evaluation Criteria will be used in the subcommittee’s evaluation of the CRTPA’s 2016 TAP projects.

**CRTPA Transportation Alternatives Program Background**

The CRTPA Transportation Alternatives Program (TAP) was established in 2013 subsequent to The creation of the Transportation Alternatives Program associated with the July 6, 2012 signing of P.L. 112-141, the Moving Ahead for Progress in the 21st Century Act (MAP-21) by President Obama.
Transportation Alternatives are federally funded programs and projects, including on- and off-road pedestrian and bicycle facilities, infrastructure projects for improving non-driver access to public transportation and enhanced mobility, community improvement activities, and environmental mitigation; recreational trail program projects; safe routes to school projects; and projects for the planning, design or construction of boulevards and other roadways largely in the right-of-way of former Interstate System routes or other divided highways.

Fifty percent (50%) of the TA funding received by each state is to be distributed by population. For those Metropolitan Planning Organizations with a population greater than 200,000 (which includes the CRTPA), the MPO agency must run the competitive grant process, necessitating the creation of the CRTPA TAP.

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

Consistent with CRTPA Board direction, solicitation of new TA projects occurs biennially. The last time the CRTPA solicited TA applications was in 2014. As a result, the CRTPA is currently soliciting new applications for this year (2016).

Guiding the 2016 CRTPA TAP is the CRTPA TA Subcommittee. The subcommittee, comprised of 6 members (3 from the CRTPA’s Citizens Multimodal Advisory Committee (CMAC) and 3 from the Technical Advisory Committee (TAC)), will review and recommend a ranking of the TA applications that are received by the CRTPA.

Once the TA application projects are ranked by the TA Subcommittee, the projects will be placed on the CRTPA’s Fiscal Year (FY) 2018 – FY 2022 Transportation Alternatives Priority Project List for consideration by the CRTPA Board at the September 19, 2016 meeting. Once adopted by the CRTPA, the TA PPL will be provided to the FDOT for funding consideration as that agency develops the Draft State Work Program.

The CRTPA 2016 TA Solicitation calendar is as follows:

- January 15, 2016 – Announcement of TA Applications Open Period
- February 2, 2016 – TA Informational Public Meeting (3 PM; Tallahassee City Hall)
- February 10, 2016 – TA Subcommittee Meeting (Noon – 1:30) (Review adopted criteria)
- March 25, 2016 – TA Applications DUE
- March 30, 2016 – TA Applicant Interviews with Subcommittee
- March 31, 2016 – TA Applicant Interviews with Subcommittee (continued)
- April 6, 2016 – TA Subcommittee Recommended Application Ranking (Noon – 1:30)
- May/June CRTPA Meeting – CRTPA adoption of FY 2018 – FY 2022 TA Priority Project List
Recently Funded CRTPA TAP Projects

Since the last solicitation of the TA projects in 2014, the CRTPA TAP has funded the following projects in the CRTPA region:

- Havana Middle School Sidewalks (Limits: 11th Avenue (4th Street to Iron Bridge Road); Iron Bridge Road (CR 12A to 11th Avenue); design funded (Gadsden County)

- Adams Street (CR 268) (City of Quincy) Sidewalk Construction (Limits: Clarke Street to MLK Jr Blvd); design and construction funded (Gadsden County)

- Glenview Drive Sidewalk Project (Limits: Thomasville Road to Meridian Road); design and construction funded (Leon County)

- US 98/Panacea Community Sidewalk (Limits: Mound Street to US Post Office); design and construction funded (Wakulla County)

Next Step

Subsequent to CRTPA approval, the updated CRTPA TA Evaluation Criteria will be used by the subcommittee to evaluate eligible TA projects received by the agency. Once evaluated, the applications will be placed on the CRTPA’s FY 2018 – FY 2022 Transportation Alternatives Priority Project List for CRTPA Board consideration at the May or June 2016 meeting.
STATEMENT OF ISSUE

Florida Department of Transportation (FDOT) consultant staff will provide an update on the Thomasville Road Planning Study.

HISTORY AND ANALYSIS

As reported at the June and November 2015 CRTPA Board meetings, the Thomasville Road Planning Study is exploring alternatives to provide additional capacity to north-south roadways on or parallel to Thomasville Road within the proposed study limits. Coordination has been ongoing with Blueprint2000, City of Tallahassee, Leon County and the Welaunee Development.

Efforts to date include significant coordination for the Methodology Letter of Understanding (MLOU) with the above mentioned parties and CRTPA staff to outline the methods of traffic analysis that are being used for this study. This document indicates agreement with all signed parties as to the methods utilized, and in turn the results, of the traffic analysis.

Subsequent to the update at the November CRTPA Meeting, FDOT’s consultant for this project (RS&H) has completed the 2040 No-Build Alternative Analysis, as well as completing preliminary reviews of several 2040 Build Alternative Analyses as outlined in the MLOU. These alternatives include varying levels of improvements to Thomasville Road and Welaunee Boulevard to understand the effects of these improvements on the traffic network. The existing network between those corridors will also be evaluated to identify potential constraints to mobility improvements.

A basic environmental analysis is also underway as part of this study for each of the three areas being evaluated for potential improvement. Environmental considerations such as contamination, geotechnical features, wetlands, threatened and endangered species habitat, as well as historic and archaeological sites are being considered in these areas. The FDOT consultant team has compiled draft reports regarding cultural resources and soil data for the three areas of study. The remaining items will continue to be developed as the project progresses.

FDOT is committed to keeping CRTPA updated on developments of this project, and will continue to update staff, committees and the Board at milestones along the way. FDOT and RS&H will also be
reaching out to the Killearn Estates and Killearn Lakes Home Owners Associations in May 2016 to provide them with updates on the project since the last outreach in summer/fall 2015.

A project website has been developed to provide additional information regarding the project as well as a comment page to submit comments or questions to FDOT staff or their consultant. The website is available at http://www.nwflroads.com and then clicking on Future Projects and scrolling down to Leon County.
STATEMENT OF ISSUE

On March 1, 2016, the Gadsden County Board of County Commissioners (BOCC) met and discussed the Florida Arts Trail Project Development and Environmental (PD&E) Study and made the following motion: Incorporate the SR 12 Florida Arts Trail Task Force recommendations into the Florida Arts Trail PD&E Study. Staff from the Capital Region Transportation Planning Agency (CRTPA) has reviewed these recommendations and has provided suggestions for consideration by the CRTPA Board, including the following recommended action for the committees and CRTPA Board.

RECOMMENDED ACTION

Recommend the FDOT complete the Florida Arts Trail PD&E without incorporating the recommendations from the SR 12 Florida Arts Trail Task Force.

ATTACHMENTS

Attachment 1: CRTPA Agenda Item 5D Florida Arts Trail
Attachment 2: CRTPA Agenda Item 5E Florida Arts Trail
This item provides the materials that were presented to the Gadsden County Board of County Commissioners (Gadsden County BOCC) on March 1, 2016 regarding the Florida Arts Trail. This includes the actions that are recommended by the Gadsden County BOCC to the CRTPA for inclusion into the Florida Arts Trail Project Development and Environment Study.

Commissioner Viegbesie will be presenting the background and actions taken by the Gadsden County BOCC.

**ATTACHMENTS**

Attachment 1: March 1, 2016 Gadsden County Board of County Commissioners Agenda Item #10 Florida Arts Trail Multi-Use Path Task Force Report.
Board of County Commissioners
Agenda Request

Date of Meeting: March 1, 2016
Date Submitted: February 16, 2016
To: Honorable Chairperson and Members of the Board
From: Robert M. Presnell, County Administrator
Allara Gutcher, Planning and Community Development Director
Jill A. Jeglie, AICP, Principal Planner II
Subject: Florida Arts Trail Multi-Use Path Task Force

Statement of Issue:
This agenda item seeks board approval of the letter of support for the recommendations of the Florida Arts Trail (Trail) Task Force.

Background:
At their September 21, 2015 meeting, the Capital Regional Transportation Agency (CRPTA) was presented an update by FDOT. At this meeting, concerned citizens raised objection to the project. The CRPTA Board voted to allow Gadsden County six (6) months to review the project and report back.

A Board of County Commissioners (BOCC) workshop was held on November 5, 2015 to hear an update from the FDOT and discuss the Trail project. At the workshop, April Williams, FDOT, updated the BOCC on the project status (Attachment #1). The PD&E was being completed. The next phase would be design and right-of-way acquisition (Attachment #2). As proposed, right-of-way acquisition would be required from thirty-six (36) parcels totaling 3.1 acres (thirty-one (31) residential parcels, two (2) business parcels, and three (3) vacant parcels). In addition, property owners and local officials voiced their concerns for and against the project as presented (Attachment #4).

The BOCC directed the County Administrator to appoint a task force to make recommendations regarding the Trail. The Florida Arts Trail Task Force (Task Force) met three (3) times. The Task Force agreed that measures should be taken to address the issues of the City of Quincy, residents and businesses/property owners’ located on S.R. 12 and be included in the PD&E and project design. Commissioner Viegbesie and the County Administrator met onsite with each of the three (3) business’ representatives to discuss the Task Force recommendation. The recommendation of the Task Force would incorporate the concerns of the three (3) property owners. The Task Force recommendation would be presented to the BOCC for consideration. The BOCC’s recommendation would then be presented to the CRPTA.
Florida Arts Trail Task Force Recommendation:

The Florida Arts Trail Task Force recommended the following:

1. The length of the Florida Arts Trail Multi-Use Path (Trail) would begin in the Town of Havana and end at the intersection of Point Milligan Road (Attachment #1). The extension of the multi-use path between the intersection of Pt. Milligan Road and the City of Quincy is not supported at this time.

2. Mays Nursery Inc. – On February 22, 2016, Mays Nursery provided a written copy of their recommendation (Attachment #5). It includes the following recommendations:

   Item #1: Safety.
   A. A Roadway crossing for farm equipment and vehicles. In the event Gadsden County and the CRTPA continue to move forward with the proposed Multi-Use Path, May Nursery is requesting from the County, FDOT and CRTPA the construction of either a bridge or tunnel connecting nursery areas on the north and south sides of S.R. 12 in order that nursery employees and equipment can safely access all nursery property.

   B. Water conveyance areas. That these areas be secured from any person(s) access either by accidentally falling into these structures or by trespassing. By “secured”, this means the construction of physical barriers around these areas (i.e. fencing).

   Item #2: Litigation from unintended agricultural drift or spray.
   That the eastern end of the path terminate at least 100 feet west of nursery property, which would be approximately 150 feet west of Sugar Mill Way on the north side of S.R. 12.

   Item #3: Stormwater.
   The FDOT’s Preliminary Concept Plans (PD&E) do not indicate conveyance or treatment structures for stormwater from Camellia Drive in Quincy all the way to SR 159 in Havana. Address additional runoff from existing and additional stormwater as a result of the proposed Trail.

3. Napa Auto Parts - Locate the Trail closer to or preferably adjacent to S.R. 12. Design the area for LP Gas filling to remain operational and to comply with Florida Department of Environmental Protection (FDEP) regulations for the location of such facilities (e.g. setbacks, safety barriers, etc.).

4. Tallavana Church and School - Locate the Trail closer to or preferably adjacent to S.R. 12. Construct a fence with two (2) gates between the trail and the parking lot. Relocate the flag pole.

5. The Project Development and Environment (PD&E) Study for the Florida Arts Trail Multi-Use Path be accepted by the CRTPA Board and that the PD&E include the Task Force recommendations in the PD&E and in the design and right-of-way acquisition.
Options:

1. Approve and authorize the Board Chairperson to sign a letter in support of the Florida Arts Trail Task Force recommendation. Ask that the recommendation be included in the PD&E and the project development process design and right-of-way acquisition.
2. No further action.
3. Board direction.

County Administrator’s Recommendation:

Option 1

Attachments:

1. FDOT – Florida Arts Trail PD&E Project Study Area
2. FDOT Transportation Development Process
3. Florida Arts Trail Multi-Use Path Recommendation Letter
4. Draft BOCC Minutes, November 5, 2015
5. Letter from May Nursery, Inc.
What is a PD&E Study?

A Project Development and Environment (PD&E) Study is conducted to meet the requirements of the National Environmental Policy Act. During the study, we determine the location and conceptual design of feasible build alternatives for roadway improvements and their social, economic and environmental effects. A No-Build Alternative, which considers leaving the roadways in their present state with routine maintenance, remains a viable alternative throughout the study. A PD&E study is finalized when the Federal Highway Administration (FHWA), reviews the documentation and recommendations then provides a Location and Design Concept Acceptance (LDCA).

If the study results in a Build Alternative selection, the project may proceed to the next phase, which is the Design Phase.

Five Steps in the Transportation Development Process

1. **Long Range Planning**: The FDOT and local governments conduct long-range transportation planning on an ongoing basis to identify and prioritize individual projects.

2. **Project Development and Environment Study (PD&E)**: During this step, design options and their social and environmental effects are examined. (This is the current step for these I-75 projects.)

3. **Design**: During design, detailed construction plans are prepared.

4. **Right-Of-Way Acquisition**: This phase entails acquisition of necessary right-of-way, based on the construction plans.

5. **Construction**: The roadway is built during this phase.
March 1, 2016

Capital Regional Transportation Agency Board
Betsy Barfield, Chairperson
Capital Regional Transportation Agency
300 S. Adams Street, A-19
Tallahassee, FL 32301

Re: Florida Arts Trail Multi-Use Path Recommendation

Dear Honorable Chair and Members of the Board,

This letter is to certify that the Gadsden County Board of County Commissioners (BOCC) continues to support the Florida Arts Trail Multi-Use Path, originally known as the Florida Arts Bicycle Trail, with the inclusion of the recommendations of the Florida Arts Trail Multi-Use Path Task Force.

On September 21, 2015, citizens of Gadsden County attended the Capital Regional Transportation Agency (CRTPA) meeting to voice their concerns regarding the Florida Arts Trail Multi-Use Path. As a result, the CRTPA voted to allow six (6) months for these concerns to be addressed. A task force was formed and met. On March 1, 2016, the BOCC voted to support the Florida Art Trail Multi-use Path Citizens Task Force recommendation as follows:

1. The length of the Florida Arts Trail Multi-Use Path would begin in the Town of Havana and end at the intersection of Point Milligan Road (Attachment #1). The extension of the multi-use path between the intersection of Pt. Milligan Road and the City of Quincy is not supported at this time.

2. Mays Nursery Inc. - The following are requested to address: 1. Safety; 2. Litigation from unintended agricultural drift or spray; and, 3. Stormwater:

   Item #1: Safety.

   A. A Roadway crossing for farm equipment and vehicles. In the event Gadsden County and the CRTPA continue to move forward with the proposed Multi-Use Path, May Nursery is requesting from the County, FDOT and CRTPA the construction of either a bridge or tunnel connecting nursery areas on the north and south sides of S.R. 12 in order that nursery employees and equipment can safely access all nursery property.
B. Water conveyance areas. That these areas be secured from any person(s) access either by accidentally falling into these structures or by trespassing. By “secured”, this means the construction of physical barriers around these areas (i.e. fencing).

Item #2: Litigation from unintended agricultural drift or spray.

That the eastern end of the path terminate at least 100 feet west of nursery property, which would be approximately 150 feet west of Sugar Mill Way on the north side of S.R. 12.

Item #3: Stormwater.

The FDOT’s Preliminary Concept Plans (PD&E) do not indicate conveyance or treatment structures for stormwater from Camellia Drive in Quincy all the way to SR 159 in Havana. Address additional runoff from existing and additional stormwater as a result of the proposed Trail.

3. Napa Auto Parts - Locate the Florida Arts Trail Multi-Use Path closer to or preferably adjacent to S.R. 12. Design the area for LP Gas filling to remain operational and to comply with Florida Department of Environmental Protection (FDEP) regulations for the location of such facilities (e.g. setbacks, safety barriers, etc.).

4. Tallavana Church and School - Locate the Florida Arts Trail Multi-Use Path closer to or preferably adjacent to S.R. 12. Construct a fence with two (2) gates between the trail and the parking lot. Relocate the flag pole.

5. The Project Development and Environment (PD&E) Study for the Florida Arts Trail Multi-Use Path be accepted by the CRTPA Board and that the Project Development and Environmental Study (PD&E) include the Task Force recommendations in the PD&E and in the design and right-of-way acquisition.

The Gadsden County BOCC supports the Florida Arts Trail Multi-Use Path and strongly recommends that the CRTPA and the Florida Department of Transportation (FDOT) incorporate the recommendations of the Gadsden County Florida Arts Trail Task Force and the Gadsden County Board of County Commissioners into the PD&E study, the design and the construction of the Florida Arts Trail Multi-Use Path.

Sincerely,

Brenda A. Holt
Chairperson
AT A WORKSHOP OF THE BOARD OF COUNTY COMMISSIONERS HELD IN AND FOR GADSDEN COUNTY, FLORIDA ON NOVEMBER 5, 2015 AT 6:00 P.M., THE FOLLOWING PROCEEDINGS WERE HAD, VIZ:

Present: Brenda A. Holt, Chair, District 4
         Eric Hinson, Vice Chair, District 1-absent
         Dr. Anthony “Dr. V” Viegbesie, District 2
         Gene Morgan, District 3
         Sherrie Taylor, District 5-absent
         Robert Presnell, County Administrator
         David Weiss, County Attorney
         Marcella Blocker, Deputy Clerk

1. **Introduction**
Chair Holt welcomed everyone and asked them to silence their cell phones, and said the workshop was for the proposed Multi-used path along State Road 12 (Arts Trail) from Quincy to Havana.

Commissioner Viegbesie gave a brief history and said he was the CRPTA representative for this district. He added he began to hear from citizens regarding the impact of the project and at none of the last CRPTA meetings, when this project came up for approval, he requested based on the citizens’ concerns it was asked of CRPTA and DFOT to give them time to re-think things through and they agreed to give Gadsden County some time to discuss this. He said this workshop was to brainstorm to come up with a solution on how to get the project through without losing the $9.3 Million that has been approved for the project.

2. **History and Analysis**
April Williams, P.E., FDOT District 3, Project Development Engineer, appeared before the Board and spoke to explain the purpose of the trail. She explained in 2012 when the project began, Gadsden County came together and developed a bicycle pedestrian master plan along with other stakeholders. She said some of the objectives that the County identified were to enhance walkability within the County, promote bike opportunities, look for ways to enhance mobility throughout the County and economic development. She further explained the plan was developed and presented at a public meeting in January, 2012 ad public comments were taken; taken back and incorporated into the Master plan and the master plan was brought back to the Board. From that point Gadsden County adopted the plan. She also said out of the studies, the preferred location for the trail was on the south side of State Road 12. A kick-off meeting was held with the County Commissioners in September, 2013 and shortly later the Department received a letter from CRTPA requesting that widened shoulders be included as part of the resurfacing project. She added the Department was required to show a purpose and need for the project and one purpose was to look at options for constructing a multi-use connection between the cities of Quincy and Havana along the State Road 12 corridor. She said this would provide travelers and pedestrians out of conflict from the roadway. She explained the trail would start at Corry Street in Quincy and travel into Havana. She also explained within the historical district of Quincy, they went with six foot sidewalks and once outside that district, it turned into a 10-12 foot multi-use trail. She further explained that it was anticipated that right-of-way would be needed from 36 parcels and a total of 3.1 acres, but
no business or residential relocations were anticipated; there was very little impact to wetlands in
surface waters and lowlands.

She said at this point she wanted to run through some of the public comments and concerns there
had as part of the project. Impacts to the existing drainage system-as part of the State Road 12
resurfacing project, they were putting curb and gutter along a good portion of the road in the more
urban section to collect some of the run-off and added that as part of the resurfacing project, an
additional inlet was being added in the vicinity of Corry Street to try to catch some of that water.
She also said in order for this to be designated as a multi-use trail, it had to be a minimum of 10 feet
in width for bi-directional traffic and anything less would be a sidewalk and could affect if they were
looking long-term and want it to be a Florida Arts Trail, it had to be maintained at 10 foot minimum.
She also said they were not looking into acquiring more than 20 foot of right-of-way.

She pointed out this project originated with Gadsden County and the CRTPA and looking forward, to
finalize the PD&E was a Type 2 CE submitted to Federal Highway Administration and FHWA
Approval and Location Design Concept Acceptance.

She asked if the Board had any questions.

3. Questions/Comments
Commissioner Viegbesie asked in moving forward with the project and if the route happened to
change, he knew $500,000 had already been paid already for the design, if route changes would
money have to be paid again for another study. Ms. Williams said yes, the study was specifically
gearred for a trail along State Road 12 and any other alignment would be starting over. She
explained options regarding ADA regarding design.

Commissioner Morgan said he was not a proponent nor opposed to the arts trail, but was
concerned with businesses along the route, and was curious on impacts it could have with increased
traffic, etc. and was concerned with safety. He also was concerned with taking property owners
property.

Ms. Williams said with regard to a specific impact to a business, it went back to the access would be
maintained and would be put back as it were if not better to department standards.

He then asked how it was determined that this would be a positive impact for the County and she
said that was one of the goals and objectives in the masterplan and what the County saw as mobility
for network for bikers within Gadsden County.

Commissioner Viegbesie piggybacked on a question Commissioner Morgan asked and said in looking
at minutes from the September 3, 2013 meeting, one speaker from the City of Quincy spoke along
with Town Council member from Havana in support of this project and the City of Quincy gave a
Resolution in support of the project.

Chair Holt said she could not remember anyone speaking in opposition of the bike trail when this
was advertised earlier and there were some that were in favor of it along with the Commission.

Commissioner Morgan said at that time they were not aware there were thirty-one residential
properties that would be affected and would love to see this become a reality without there being
such a dramatic impact and that there were real issues that needed to be addressed.

Ms. Williams pointed out that the original feasibility study and management plan started the proposed trail at Quincy Creek and went east to Havana and was unsure where the section from Quincy Creek back to Corry Street came from and knew when the Department received what they were supposed to study, it started at Corry Street.

Commissioner Viegesie said in his research, he understood that the initial approval started at Camilla Drive by Quincy Creek and then the City of Quincy with its Commission, wanted it to come into the City.

Chair Holt asked to move onto questions and comments from the audience. Mr. Weiss announced there were approximately 9-10 speaker forms and if anyone wished to speak to fill out a form and give it to the Clerk and they were limited to 3 minutes per person.

William Sapp, 701 East King Street, Quincy, FL—speaking as opponent. Mr. Sapp said he lived in the first 1.9 miles of this project and affects everyone’s front yards and some disastrously. He also said the bike trail had nothing to do with arts and would not affect the economy of Havana and Quincy and the ones that lived on State Road 12 would be the ones affected.

Freida Bass Prieto, 329 E. King Street, Quincy, FL—opponent. Ms. Prieto said they were not showing that the trail would begin or end at the apex of the hill and s-curve and in the City of Quincy there was an ordinance that forbids and says unlawful to ride a bike on the sidewalk and the project was labeled as a sidewalk and not a multi-use pathway in front of her house. She said the bicyclists would have to cut across King Street to get to the path and once inside King, it is one of the narrowest stretches of road and then would have to go down Madison. She said she was not against multi-use pathways being a walker but was concerned that with the plan, one of the first thing noted was there was not in the City of Quincy one single bike path. She added she was disappointed they would try to connect two cities before helping the people that needed the help and they needed to promote folks walking in town. She also said she felt an opportunity was missed with the by-pass because it had a beautiful wide right-of-way and had two areas that had two retention ponds and in some areas, they turn retention ponds into recreation areas.

Angie Pitts, 1401 East King Street, Quincy, FL—opponent. Mrs. Pitts said she was speaking on behalf of her mother, Beverly Stephens. She said she measured the distance from her front door step to the asphalt and it was 58 feet. She said she feared for her safety and asked the Commission to consider everyone it would affect.

Fred May, 178 May Nursery Road, Havana, FL—opponent. Mr. May represented May Nursery and said they were located approximately one-half mile west of Havana on State Road 12. He added the project would affect approximately 4,000 feet of their frontage and was very concerned how it would affect their day-to-day operation of their business because they have fields on both side of the road and equipment crosses the road approximately 100 times a day. He also pointed out that from March until the end of July, they work six days a week, that includes Saturday that would be a busy time on the path. He said with this path, their drivers would have to look for cars, motorcycles, and now bicycles, people walking in both directions and was a serious safety hazard for them. He added the road would go from being 24 feet to 67 feet to cross and it was significant. He asked also how it would affect the water run-off, where the ditch would go and how much the
State would encroach on their property. He added for the sake of safety, May Nursery would like to formally request that included in the project, be a two lane tunnel going underneath State Road 12 for them to go back and forth.

**Diana M. Thurman, 361 E. King Street, Quincy, FL-opponent.** She said some of the comments she wanted to make had been touched on 1) Basic necessity—already have widening going on which has created two 8-foot wide bike trails on the north and south side and this would be a third path on the same roadway, which was a rural county road; 2) Feasibility—is on same side of road where utilities were located and would have to be dug up and be relocated and significant slopes either going down or up and on her property, it would end up being a suspension bridge running the entire length of her property. She added she was a Regulatory Official with Department of Environmental Protection and was an expert in storm water appliance, permitting and enforcement and when State Road 12 was widened in the late 90’s to add the current four foot shoulders and widen the lanes, DEP exempted DOT from storm water treatment and it caused significant impact to certain properties, including hers. She said she had spent over $6,000 dealing with storm water impacts. She said two topics not addressed yet was maintenance, picking up trash and liability insurance. She said it needed to be addressed if someone was injured on the property, who would be liable. There were other items she pointed out.

**Rusty Ivie, 8658 Havana Highway, Havana, FL, Napa Auto Parts Store-opponent.** Mr. Ivie said he has a 39-foot driveway that customers enter and leave his building and if this path happens, there would be a significant safety concern because if someone left store and headed east to Havana they might not be looking west and also has a propane filling station to fill motor homes, commercial tanks, barbeque grills, etc. and has a fence that the State made him put up and has 23 feet from fence to edge of existing bike trail and 4 feet of existing bike trail to white line, which is total of 27 feet. He said 10-12 more feet would be needed and felt would cause propane facility to have to be moved. He said it was on the only spot it could go because of set-backs and no place else he could move it and would be a severe economic loss to him.

**Margie Sims, 612 Havana Highway, Quincy, FL-opponent.** Ms. Sims said she has lived at this address almost 53 years and distributed to everyone an information sheet that showed the parcels being taken and said they were homeowners that had owned the property for many years and was residential and had 220 signatures against this project. She also mentioned the by-pass and said if extended on Strong Road, it would benefit people that needed to come to town that walked and could not afford the bus fare.

Commissioner Viegbesie interjected as the CRPTA representative from Gadsden County and said the By-pass North is the next phase and in the plan they would be discussing it at the next meeting.

Ms. Williams clarified regarding the By-pass, the Quincy loop to the north that goes up from State Road 267 is funded for design and P&E is funded to the south.

**Pastor Randy Ross, 5910 Havana, Highway, Havana, FL-opponent.** Pastor Ross is representing Lake Tallavna Church and school and wanted to bring up one thing not addressed was safety issues for their school. He mentioned part of their parking lot would be taken and the trail would go by their biggest window and had a real concern regarding how to keep the children safe and felt the liability would be on who built the trail.
Bob Lauther, 805 NE 1st Street, Havana, FL, with Havana Merchants Association—proponent. Mr. Lauther said he was the President of the Havana Merchants Association and felt this would be a big benefit having a link between Quincy and Havana. He said he used to ride a bike in Havana and stopped because it scared him with the cars and trucks going by but saw a benefit in it enabling exercise.

Matt Thro, 302 N. Main Street, Havana, FL, representing the Town of Havana—proponent. Mr. Thro said the Town of Havana supported this and several studies was presented to them, geographically the County had a lot of beautiful, natural assets and the topography was sought after. He added that being a property owner, he understood the concerns and hoped there was a way to move forward and find some way to make this work and fit the needs of the County.

Andy Gay, 711 Bonita Avenue, Quincy, FL. He thanked the commission for having the workshop and allowing the citizens to participate, thanked Commissioner Viegbesie and said he felt it important to be transparent and have as much information as possible to make good decisions. He said the conceptual plan was presented in 2013 and the idea of it was supported by the City of Quincy commission at that time. He said going forward with the proposed plan where it proposed to take homesteaded properties and other impacts revealed at this workshop he did not think there was as much support for that plan. He further said as far as the City requesting to have the bike trail extended to Corry Street, did not think it was an agendaed item and was voted on, thought maybe a representative with the City might have had that added to the plan. He also said as the Commissioner that represented that district, he opposed the extension just because of the several impacts that were previously mentioned. He encouraged them to work with DOT to revise parts of this plan.

Commissioner Viegbesie said he was very excited to see the level of participation and wished it had been done initially. He suggested that they come up with a Citizen Task Force of about five people including the County Administrator, the Transportation Director for the County, a representative from Havana, a representative from the City of Quincy and a citizen that lived on the pathway that the project would impact so they could come up with an alternative way to proceed with the project and bring it back to the Commission with as little impact as possible to the citizens. He said he did not want the County to lose the $9 Million said the way he saw it, the County asked for it (before his time) through their CRPTA representative.

Commissioner Morgan thanked the FDOT team and the citizens that were directly impacted and spoke as either a proponent or opponent for coming to speak. He said they needed to look into if the $9 Million could turn into costing the County more money if there were other issues and felt there was very important safety concerns among other issues mentioned at this meeting.

Chair Holt said she lived on Highway 12 going west from Quincy and had been told it would eventually be four-laned that would take part of her yard and understood the position and appreciated the participation of everyone this evening. She then asked Commissioner Viegbesie if for the Citizen Task Force he mentioned, if he wanted opponents or proponents and he responded if they had to make it seven or nine, he did not care as long as they had it coming back to them from the citizens. Chair Holt said she had spoken to the Administrator and said they could have two, one that was pro and one con and two from the County Administration it would make an odd number and would work out.
Commissioner Morgan suggested it would be wise to have someone that represented the businesses as well, not just the homeowners.

Commissioner Viegbesie suggested the opponents meet and the proponents meet and choose one among them to represent them on the task force.

MOTION TO ADJOURN
THERE BEING NO FURTHER BUSINESS TO COME BEFORE THE BOARD, CHAIR HOLT DECLARED THE MEETING ADJOURNED AT 7:27 P.M.

GADSDEN COUNTY, FLORIDA

BRENDA A. HOLT, Chair
Board of County Commissioners

ATTEST:

NICHOLAS THOMAS, Clerk
Date: February 22, 2016

To: Dr. Anthony Viegbesie, Gadsden County Commissioner
Mr. Robert Presnell, Gadsden County Administrator

RE: May Nursery Concerns regarding the proposed SR 12 Multi-Use Path

As a follow up to our meeting on Thursday, January 28, 2016, we are providing the following summary of our concerns over the proposed construction of a 10-12’-wide Multi-Use Recreation Path in the May Nursery easement along SR 12.

**Item #1: Safety**

A. Roadway Crossing of farm equipment and vehicles

May Nursery agricultural areas are located on both the north and south sides of SR 12, west of CR 159. Farm equipment and vehicles, including trucks, tractors pulling up to three wagons, and ATVs, cross SR12 constantly throughout the day, 6-days a week. Wagons may be empty or are hauling plants and/or people. The speed limit in this stretch of SR 12 is 45 mph and, over the years, the volume of daily traffic has increased as development and the population has increased. Due to the extreme caution taken by nursery staff in crossing the roadway, there have been only a few accidents between farm equipment and vehicular traffic over the past several decades. Most accidents have been minor, with the exception of the most recent which occurred in October 2014. May Nursery is still in litigation over a lengthy and costly lawsuit due to this incident.

Based on how laws are written and enforced, the nursery will always be held liable in any accident for failing to yield to on-coming traffic. It doesn’t matter if the on-coming traffic is going the posted speed, or not, as the tractors are only going 5 mph, give or take, and are routinely pulling one or more pieces of equipment. Every time employees attempt to cross SR12, it is a gamble on whether they will make it safely, or not.
SR12 was recently resurfaced and the existing shoulders widened from 4 feet to 8 feet, on both the north and south sides. The cross section in the FDOT Concept Plans for the proposed path shows a 5-foot buffer between the road shoulder on the south side and the proposed 12-foot-wide path. This increases the width of all travel lanes that farm equipment must cross from the original 32 feet to 57 feet. Increasing pedestrian and bicycle traffic, plus the nearly doubled travel lanes and roadway width, significantly increases the risk of roadway crossings by slow-moving farm equipment, with the end result in increased chances of injury or deaths due to collisions.

Proposal

In the event Gadsden County and the CRTPA continue to move forward with the proposed Multi-Use Path, May Nursery is requesting from the County, FDOT and CRTPA the construction of either a bridge or tunnel connecting nursery areas on the north and south sides of SR12 in order that nursery employees and equipment can safely access all nursery property.

B. Water conveyance areas

There are two areas in the proposed path location that are water conveyance structures, consisting of ditches, culverts and headwalls. The eastern structure is fairly significant in width and depth and extends well into the proposed path location.

Proposal

In the event Gadsden County and the CRTPA continue to move forward with the proposed Multi-Use Path, May Nursery is requesting from the County, FDOT and CRTPA that these areas be secured from any person(s) access either by accidentally falling into these structures or by trespassing. By “secured”, this means the construction of physical barriers around these areas (i.e. fencing).
Item #2: Litigation from unintended agricultural drift or spray

Existing growing beds along the south side of SR 12 are typically within 20-25 feet of the nursery perimeter fence. An additional vegetative buffer of approximately 20-25 feet lies between the perimeter fence and the edge of the roadway shoulder, though recent widening reduced this by 4 feet. Between the now 8-foot shoulder and the proposed 12-foot path, would be a 5-foot grassed buffer, which puts the southern edge of the path up against the perimeter fence, eliminating any buffer outside of the nursery perimeter.

May Nursery practices fertigation (the addition of fertilizers to irrigation water) and routinely applies pesticides, herbicides and fungicides (granular or liquid form) to all growing areas of the nursery. May Nursery practices Best Management Practices in all areas and aspects of nursery production, including preventing or reducing agricultural drift and run-off from irrigation and chemical application. It is not possible to ensure that air or water-born chemicals will not move, or drift, beyond the edge of the growing beds, even under optimal conditions. Buffers around agricultural fields are essential and necessary in order to protect flora and fauna (including humans) from coming into contact, or reducing the chance or incidence of contact, with chemicals used on a daily bases in agricultural practices. Agricultural buffers, including vegetative buffers, are a requirement of the Best Management Practices (BMP) for Florida Nurseries that May Nursery is enrolled in through the Florida Department of Agriculture (FDACS) Office of Agricultural Water Policy (OAWP).

The proposed path would place humans (and pets) within 20-25 feet of nursery growing beds and agricultural chemical applications. Another nursery, Parsons Nursery in South Carolina, was sued by an adjacent homeowner over chemical drift (2003). There was a 20-foot buffer between the growing bed and the perimeter fence, plus greater than 100 feet between the fence and the residence, only one cited instance of pesticide drift, and no true medical verification of the homeowners suffering poisoning as a result of chemical drift. Despite the lack of evidence, the nursery lost the suit, suffering a costly and long-term settlement, including 1) they had to remove growing beds to increase buffers in areas near residences from 20 feet to 40 feet, 2) they can no longer use blower equipment to apply chemicals and 3) they permanently lost insurance coverage for chemical drift.
Additionally, removal of the vegetative buffer on the outside of the perimeter fence would put the nursery in the position of not being "in compliance" with their BMP agreement with FDACS OAWP, which would 1) further expose the nursery to future complaints or litigation and, 2) prevent the nursery from being eligible for financial assistance from either FDACS or FDEP towards environmentally beneficial agricultural improvements.

Proposal

In the event Gadsden County and the CRTPA continue to move forward with the proposed Multi-Use Path, May Nursery is requesting from the County, FDOT and CRTPA that the eastern end of the path terminate at least 100 feet west of nursery property, which would be approximately 150 feet west of Sugar Mill Way on the north side of SR12.

Item #3: Stormwater

FDOT's Preliminary Concept Plans do not indicate any conveyance or treatment structures for stormwater from Camellia Drive in Quincy all the way to SR 159 in Havana. Currently there are ditches or swales in most areas along this 10-mile stretch. May Nursery is concerned with the additional runoff from increased impervious areas and what FDOT plans on doing with the existing plus additional stormwater. They are concerned as is everyone how this may impact them.

We thank you for the taking the initiative to come to May Nursery to discuss our issues and concerns with the proposed multi-use path. We appreciate all of your efforts on behalf of those affected by this project.

Sincerely,

May Nursery, Inc.
STATEMENT OF ISSUE

At the March 1, 2016 Gadsden County Board of County Commissioners (BOCC) meeting, Commissioners approved a motion to incorporate the SR 12 Florida Arts Trail Task Force recommendations into the Florida Arts Trail Project Development and Environment (PD&E) Study. Capital Region Transportation Planning Agency (CRTPA) staff has reviewed these recommendations and provides the following suggestions for the CRTPA Board.

RECOMMENDED ACTION

Option 1: Recommend the FDOT complete the Florida Arts Trail PD&E without incorporating the recommendations from the SR 12 Florida Arts Trail Task Force.

HISTORY AND ANALYSIS

At the September 21, 2015 CRTPA Board meeting, members were presented information on the Florida Arts Trail Project Development and Environment (PD&E) Study. Including a timeline on how the project has progressed to the point in September. At that meeting the CRTPA also took comments from citizens and were presented specific comments on the project. At the request of Gadsden County Commissioner and CRTPA member Commissioner Viegbesie, the CRTPA approved a motion that provided six (6) months for Gadsden County to hold public meetings and develop recommendations for the PD&E study.

The results of the effort from Gadsden County SR 12 Florida Arts Trail Task Force included the five recommendations below. The CRTPA staff suggestion for each follows the recommendation.

1. The length of the Florida Arts Trail Multi-Use Path (Trail) would begin in the Town of Havana and end at the intersection of Point Milligan Road. The extension of the multi-use path between the intersection of Point Milligan Road and the City of Quincy is not supported at this time.

CRTPA Staff: The Florida Arts Trail was identified in as the #1 priority in the Gadsden County Bike and Pedestrian Master Plan (Master Plan). As such the CRTPA moved forward with developing the project from the Master Plan with the limits as identified from Havana to Quincy. In addition to the Master Plan, the project was incorporated into the CRTPA’s Connections 2040 Regional Mobility Plan (RMP) with the same limits as the Master Plan.
Lastly, it is highly unlikely that the Federal Highway Administration (FHWA) will approve the project with the recommended changes to the limits. Ending the project at Point Milligan Road is not a logical termini nor a safe termini and therefore improbable that the PD&E would be approved. Thus, approving the termination of the project at Point Milligan will effectively end the project.

CRTPA Staff Recommendation: FDOT complete the PD&E Study without altering the limits of the project, seek funding for the full design and stage the project beginning in the Town of Havana moving to the west.

2. Mays Nursery Inc.

a. Safety. A roadway crossing for farm equipment and vehicles. In the event Gadsden County and the CRTPA continue to move forward with the proposed Multi-Use Path, May Nursery is requesting from the County, FDOT and CRTPA the construction of either a bridge or tunnel connecting nursery areas on the north and south sides of S.R. 12 in order that nursery employees and equipment can safely access all nursery property.

CRTPA Staff: It is unrealistic and financially unfeasible to incorporate a tunnel or overpass as component of this project. The expectation that pedestrian or biking activity will occur at such a high speed along the trail to create a safety issue is unrealistic as well. To date CRTPA staff can find no instance or data that documents where there has been a crash with farm equipment and cars or trucks in this location, and these vehicles travel at substantially higher speeds than pedestrians or bicyclists will.

CRTPA Staff Recommendation: Do not incorporate this into the PD&E Study recommendations.

b. Water Conveyance Areas. That these areas be secured from any person(s) access either by accidentally falling into these structures or by trespassing. By “secured”, this means the construction of physical barriers around these areas (i.e. fencing).

CRTPA Staff: CRTPA is assuming that “water conveyance areas” are the ditches along the corridor.

CRTPA Staff Recommendation: Proper treatment of the water conveyance areas and ADA issues concerning safety along the entire corridor will be addressed in design.

c. Litigation from unintended agricultural drift or spray. That the eastern end of the path terminate at least 100 feet west of nursery property, which would be approximately 150 feet west of Sugar Mill Way on the north side of S.R. 12.

CRTPA Staff: It is unrealistic to create a gap in the trail due to the watering of agricultural products in proximity to the trail.
CRTPA Staff Recommendation: Do not incorporate this into the PD&E Study recommendations.

d. Stormwater. The FDOT’s Preliminary Concept Plans (PD&E) do not indicate conveyance or treatment structures for stormwater from Camellia Drive in Quincy all the way to SR 159 in Havana. Address additional runoff from existing and additional stormwater as a result of the proposed Trail.

CRTPA Staff: The issues of stormwater conveyance and holding facilities are a function of the design phase.

CRTPA Staff Recommendation: Do not incorporate this recommendation into the PD&E Study since this is a function of the design phase.

3. Napa Auto Parts - Locate the Trail closer to or preferably adjacent to S.R. 12. Design the area for LP Gas filling to remain operational and to comply with Florida Department of Environmental Protection (FDEP) regulations for the location of such facilities (e.g. setbacks, safety barriers, etc.).

CRTPA Staff: The location of the trail will be more specifically identified in the design phase.

CRTPA Staff Recommendation: Do not incorporate this recommendation into the PD&E Study since this is a function of the design phase.

4. Tallavana Church and School –

a. Locate the Trail closer to or preferably adjacent to S.R.12.

CRTPA Staff: The location of the trail will be more specifically identified in the design phase.

CRTPA Staff Recommendation: Do not incorporate this recommendation into the PD&E Study since this is a function of the design phase.

b. Construct a fence with two (2) gates between the trail and the parking lot.

CRTPA Staff: The construction of a gate is not a PD&E Study issue.

CRTPA Staff Recommendation: Do not incorporate this recommendation into the PD&E Study.

c. Relocate the flag pole.

CRTPA Staff: Relocation of any structure is not a determination to be made in the PD&E Study.
Additionally, if the structure is determined to be in existing FDOT right-of-way, the cost and relocation of the flag pole are the sole responsibility of the Tallavana Church and School.

CRTPA Staff Recommendation: Do not incorporate this recommendation into the PD&E Study.

5. The Project Development and Environment (PD&E) Study for the Florida Arts Trail Multi-Use Path be accepted by the CRTPA Board and that the PD&E include the Task Force recommendations in the PD&E and in the design and right-of-way acquisition.

CRTPA Staff Recommendation: Approve the PD&E without incorporating the recommendations from the SR 12 Florida Arts Trail Task Force.

Explanation of CRTPA Staff Recommendations
CRTPA staff has been put in a very tough situation regarding the recommendations from the Task Force as approved by the Gadsden County Board of County Commissioners. Citizen comments on any project are taken for a purpose and it is a very personal issue for all of these businesses and citizens. However, in this instance, the issues that these citizens and businesses have identified are not PD&E Study considerations, but primarily design phase considerations.

As stated in previous agenda items on this project, the PD&E Study is a worse-case scenario based on environmental and engineering standards utilized by all FDOT PD&E Studies, state-wide. Where the trail is physically located is a design phase issue and there are more opportunities to make “adjustments” based on public involvement, variances, and partnerships. However, just by submitting these concerns at this point, CRTPA staff and FDOT can pass these on to the design team that is selected, when the design phase is funded and initiated.

Public Involvement
There is a lot of concern regarding public involvement in this process, and several citizens have expressed concern regarding what they considered minimal public involvement. CRTPA staff can attest that the FDOT has met or exceeded the public involvement standards for PD&E studies on this project. Any insinuation otherwise is simply not correct.

Future Public Involvement
Regardless of the perceived public involvement issues, CRTPA staff would like to recommend to the Board that staff pursue additional public involvement opportunities during the design phase to ensure that citizens are aware of the progress of the project via a project website page on the CRTPA.org website, noticing of the project and agenda items through the Gadsden County Board of County Commissioners so that they are thoroughly engaged as well.

Project Funding
The Florida Arts Trail is estimated to cost approximately $9,000,000. This includes design, right-of-way, construction, bridges and boardwalks where they are needed. The CRTPA does not have these
funds today. These funds would be staged and phased in over a period of years and could not be used for any other purpose. This is just an estimate. The real cost of the project will depend on the design and year that the individual phase if funded.

**SUN Trails**  
This project has the potential to be funded by the SUN Trails program in the future. When the Opportunity Maps are updated by the Florida Greenways and Trails staff the CRTPA will be recommending this trail be included in that process.

**Options**

- Option 1: Recommend the FDOT complete the Florida Arts Trail PD&E without incorporating the recommendations from the SR 12 Florida Arts Trail Task Force.  
  (RECOMMENDED)

- Option 2: CRTPA Board Discretion.

**Attachments**

Attachment 1: Area Map
STATEMENT OF ISSUE

The March 21, 2016 DRAFT CRTPA Board Agenda is provided below for Committee information.

CRTPA BOARD

MEETING OF MONDAY, MARCH 21, 2016 AT 1 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."

DRAFT AGENDA

1. AGENDA MODIFICATIONS

2. CONSENT AGENDA

A. Minutes of the February 8, 2016 CRTPA Board Meeting
B. Draft Fiscal Years 2017 and 2018 Unified Planning Work Program (UPWP)
C. StarMetro 5310 Direct Recipient Designation
D. Apalachee Regional Planning Council (ARPC) Non-Voting Member Addition
E. Wakulla Community Transportation Coordinator Approval
F. CRTPA Connections 2040 Regional Mobility Plan Contract Extension
G. 2016 CRTPA Calendar Revision

3. CONSENT ITEMS PULLED FOR DISCUSSION

4. ROLL CALL VOTE AGENDA ITEMS

A. Fiscal Year (FY) 2016 – FY 2020 Transportation Improvement Program (TIP) Amendment

The CRTPA FY 2016 – FY 2020 TIP is proposed to be amended to reflect the following:

- City of Tallahassee/StarMetro Compressed Natural Gas (CNG) Facility (Project #4234452): Add project to reflect funding for the construction of CNG facility (Leon County) (Total funding: $4 million in FY 2016).

5. CRTPA ACTION

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

A. Executive Director Selection Update

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

B. CRTPA Office Location

This agenda item seeks Capital Region Transportation Planning Agency (CRTPA) Board approval of resolution to authorize the Interim Executive Director to enter into a lease agreement for office space located at 1030 East Lafayette Street, Tallahassee, Florida.

C. Transportation Alternatives Program (TAP) Review Criteria

This agenda item seeks approval of an update to the CRTPA’s TAP adopted review criteria as recently recommended by the CRTPA’s TA Subcommittee.

D. Florida Arts Trail – Gadsden County Board of County Commissioners Report

This agenda item seeks

E. Florida Arts Trail – Project Development and Environment (PD&E) Study

This agenda item seeks

F. Thomasville Road Planning Study Update

This agenda item provides an update on the Thomasville Road Planning Study.
6. **CRTPA INFORMATION**

   A. Executive Director’s Report
      - Executive Committee Follow up
      - Orange Avenue
   B. FY 2017 – FY 2021 Transportation Improvement Program Update
   C. Correspondence
   D. Committee Actions (Citizen’s Multimodal Advisory Committee/ Technical Advisory Committee/Transportation Disadvantaged Coordinating Board)
   E. Future Meeting Dates (Next Meeting: *May 16, 2016 (*pending approval of Item 2C))
   F. CRTPA Expense Reports

7. **CRTPA CITIZEN COMMENT**

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

8. **ITEMS FROM CRTPA BOARD MEMBERS**

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