January 6, 2015 Agenda

1. **AGENDA MODIFICATIONS**

2. **CONSENT**

   A. **Minutes of the November 4, 2014 Committee Meeting**
      The minutes of the November 4, 2014 Committee Meeting are provided for committee review and approval.
      
      **Recommended Action:** Approve the November 4, 2014 Committee Meeting Minutes.

3. **PRESENTATIONS/DISCUSSION/ACTION**

   A. **Fiscal Year (FY) 2015 – FY 2019 Transportation Improvement Program (TIP) Amendment**
      The CRTPA FY 2015 – FY 2019 TIP is proposed to be amended to reflect the following:
      
      - Magnolia Drive (CR 265): S. Meridian Street to Pontiac Drive (Project #4098037). Add sidewalk project to reflect receipt of funding (Leon County)(Total Funding: $1.016 million in FY 2015).
      
      **Recommended Action:** Approve the FY 2015–FY 2019 TIP Amendment.

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.
B. Connections 2040 Regional Mobility Plan - Project Prioritization Process
Projects considered for inclusion in the Connections 2040 Regional Mobility Plan Cost Feasible Plan flow through a project evaluation and prioritization process to identify the extent to which they address specified factors for the region. These factors are outlined in the adopted Goals for the Connections 2040 Regional Mobility Plan and are then relayed into evaluation criteria that are reflective of both the adopted Goals and the public comment received to date. Projects considered for inclusion in the Cost Feasible Plan will be measured against these evaluation criteria to arrive at their individual “weighted score” to help determine which projects should receive funding.

At this time, the consultant for the project, KHA, will present the Draft Evaluation Criteria and suggested weighting for committee review and approval.

**Recommended Action: For Committee Approval.**

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

**Recommended Action: For Committee Information.**

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

**Recommended Action: For Committee Information.**

4. **Open Forum for Public Comment**
*Citizens are invited to address the Committee.*

5. **Information**
- January 12, 2015 CRTPA Agenda
  The January 12, 2015 CRTPA Agenda is provided for committee information.

6. **Items from Committee Members or Staff**

  **Next Meeting Date:** February 27, 2015
MINUTES

Meeting Date & Time
November 4, 2014
9:00 am

Location
City of Tallahassee
Tallahassee Room
300 S. Adams Street
Tallahassee, Fl. 32301

I. AGENDA MODIFICATIONS
None.

II. CONSENT

A. Minutes of September 2, 2014 Committee Meeting

TAC Action: A motion was made to approve the TAC Minutes by Mr. Jamie Meeks. A second was made by Ms. Jill Jeglie. The motion passed unanimously.

III. PRESENTATIONS & ACTION ITEMS

A. 2015 Committee Meeting Calendar

TAC Action: A motion was made by Mr. Jamie Meeks, with a second being made by Ms. Kathy Burke to approve the 2015 Committee Calendar. The motion passed unanimously.
B. Fiscal Year (FY) 2015-2019 Transportation Improvement Program (TIP) Amendment
Mr. Greg Burke, CRTP staff, provided a brief explanation of the two amendments being proposed at the time. The amendments included revising the sidewalk project on Mamie Scott Drive in Jefferson County to reflect FDOT as the project manager, and the addition of a sidewalk construction project on Old Lloyd Road in Jefferson County in FY 2015.

**TAC Action:** Mr. Jamie Meeks made a motion to approve this item, which was seconded by Mr. Charles Wu. The motion passed unanimously.

C. Regional Mobility Plan (RMP) Modifications
Mr. Jack Kostrzewa, CRPAP staff, provided a brief overview of the modifications that were proposed for the existing RMP Cost Feasible Plan. The modifications included advancing the Magnolia Drive sidewalk project in Leon County from Tier 2 to Tier 1, and to reflect the Crawfordville Road roadway project from US 98 to Four Points in Tallahassee in the Cost Feasible Plan (which is in the current TIP).

**TAC Action:** Mr. Charles Wu made a motion to approve this item, with a second being made by Mr. Barry Wilcox. The motion passed unanimously.

D. Designation of CMAC Chair and Vice-Chair

**TAC Action:** Mr. Jamie Meeks made a motion, which was seconded by Mr. Charles Wu, to appoint Mr. Luis Serna as the TAC Chair for 2015, and Ms. Kathy Burke as the TAC Vice-Chair for 2015. The motion passed unanimously.

E. Regional Mobility Plan Update
Mr. Artie White, KHA, provided an update on the development of the Regional Mobility Plan – Connections 2040. An overview of the public participation to date was provided, along with an announcement that the Metroquest Survey will close within the week for input. The Existing Conditions Report was announced as being available for review, and preliminary discussions on potential approaches to evaluating projects and Tier assignments were held.

**TAC Action:** This item was information only. No action was taken.
F. **US 319 (Crawfordville Road) Conceptual Design and Environmental Reevaluation Update**

Ms. April Williams, FDOT, provided a brief presentation on the progress of the design and construction for the US 319 Project.

**TAC Action:** This item was informational in nature, therefore, no action was taken. However, TAC members expressed an interest in FDOT utilizing the Crawfordville Town Plan as the project develops further.

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

Mr. Nick Arnio, RS&H, provided a presentation on the results of the IOAR for I-10 NW (at Capital Circle NW) and I-10 NE (at Thomasville Road) in Tallahassee. The No-Build alternative was preferred for the interchange at I-10 NW and Capital Circle NW, while it was clear that a No-Build Alternative was not practical for the I-10 NE/Thomasville Road interchange. Alternatives being evaluated were presented for information.

**TAC Action:** This item was informational in nature; therefore, no action was taken. TAC Members from PLACE and Leon County Public Works expressed a disinterest in evaluating further the interchange at Meridian Road.

V. **OPEN FORUM FOR PUBLIC COMMENT**

*None.*

VI. **INFORMATION**

The November 17, 2014 CRTPA Agenda was provided for committee information.

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

*None.*

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**The next CRTPA Board Meeting date was listed as November 17, 2014.**

The meeting was adjourned at 10:00 am
Committee AGENDA ITEM 3 A

FISCAL YEAR 2015 – FISCAL YEAR 2019
TRANSPORTATION IMPROVEMENT PROGRAM AMENDMENT

REQUESTED BY: FDOT  TYPE OF ITEM: Presentation

STATEMENT OF ISSUE

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

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

RECOMMENDED ACTION

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

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

HISTORY AND ANALYSIS

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

At the September 15, 2014 CRTPA Board meeting, members voted to place the Magnolia Drive sidewalk project (Leon County) as the agency’s number one project on the FY 2016 – FY 2020 Regional Mobility Plan (RMP) Priority Project List. Consistent with this action, the agency’s RMP was modified on November 17, 2014 to move the project to the plan’s tier one list of projects in order to maintain planning consistency for future funding.
Recently, funding has been identified and the project is proposed to be added to the FY 2015 – FY 2019 TIP as follows:

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

**ATTACHMENTS**

Attachment 1: TIP project page
Attachment 2: Resolution 2015-1-5A
Magnolia Drive (CR 265)

**Work Summary:**

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<td>862,802</td>
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<tr>
<td><strong>Total</strong></td>
<td></td>
<td></td>
<td><strong>1,016,132</strong></td>
<td><strong>0</strong></td>
<td><strong>0</strong></td>
<td><strong>0</strong></td>
<td><strong>0</strong></td>
<td><strong>1,016,132</strong></td>
</tr>
</tbody>
</table>

**Lead Agency:** Leon County

**County:** Leon County

**Length:** .644

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

**From:** South Meridian Street

**To:** Pontiac Drive

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

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

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

**Project Description:** This project involves funding the construction of a sidewalk on Magnolia Drive from South Meridian Street to Pontiac Drive. The project will be managed by Leon County. NOTE: This project was added to the TIP at the January 12, 2015 CRTPA Board meeting.
CRTPA RESOLUTION 2015-01-5A

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

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

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

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

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

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

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

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

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

Capital Region Transportation Planning Agency

By: ____________________________________________
    Kristen Dozier, Chair

Attest:

______________________________________________
CRTPA Executive Director
STATEMENT OF ISSUE

Projects considered for inclusion in the Connections 2040 Regional Mobility Plan Cost Feasible Plan flow through a project evaluation and prioritization process to identify the extent to which they address specified factors for the region. These factors are outlined in the adopted Goals for the Connections 2040 Regional Mobility Plan and are then relayed into evaluation criteria that are reflective of both the adopted Goals and the public comment received to date. Projects considered for inclusion in the Cost Feasible Plan will be measured against these evaluation criteria to arrive at their individual “weighted score” to help determine which projects should receive funding.

At this time, the consultant for the project, KHA, will present the Draft Evaluation Criteria and suggested weighting for committee review and approval. The Draft Evaluation Criteria is provided as Attachment 1.

RECOMMENDED ACTION


HISTORY AND ANALYSIS

At the April 2014 CRTPA Retreat, the project team for the Connections 2040 Regional Mobility Plan (RMP) discussed the Goals of the project with Board members, which were then adopted by the Board at their May 2014 CRTPA Meeting. The Goals of the project reflected the required MAP-21 (federal transportation bill) Planning Factors.

Following the adoption of the project goals, the focus of the RMP development was directed at uncovering community preferences and values through public participation efforts within the
region. These efforts included public meetings, stakeholder meetings, special event attendance and survey distribution, and the Metro Quest online survey (which was also provided in print format). The consultant team reported the preliminary data gathering results from the community at the CRTPA Board Retreat held in October 2014 in an effort to collect their feedback and direction related to community preferences and prioritization concerns. Discussions on the need to build flexibility into the prioritization and funding tiers of the cost feasible plan were high concerns of the CRTPA Board.

Consultant staff moved forward with the refining of the evaluation criteria for the development of the cost feasible plan by bringing the two CRTPA advisory committees (the CMAC and TAC) together for a joint, informal workshop to further discuss the community preferences and direction of the CRTPA Board with the committees while gathering their input as well. In comparing the feedback of the various committees with the public responses and CRTPA Board direction, consultant staff translated the reported priorities into draft evaluation criteria with proposed weighting.

The Draft Evaluation Criteria is provided as Attachment 1 and is broken out into general considerations (which all projects will be scored on), and then further broken out into criteria for Bicycle and Pedestrian Projects (that are $300,000 and above), and criteria for Roadway Projects (which may also contain bicycle and pedestrian components). The degree to which the projects meet the assigned measures of effectiveness under each criterion assigns a score to the project, and then the score is multiplied by the proposed “weighting” of the criterion to arrive at a total project scoring (for that criterion). The proposed “weighting” was assigned to reflect the community preferences (and degree of importance) as indicated in public involvement efforts and CRTPA Committee and Board discussions. Each criterion is clearly defined for ease of understanding and identifies the MAP-21 Planning Factors and adopted Connections 2040 RMP Goals that the criterion addresses.

**NEXT STEP**

Once the draft evaluation criteria is adopted by the CRTPA Board, consultant staff will begin a preliminary evaluation of the proposed projects (on the Draft Needs Plan, which is currently under development) and will report the results of the project scorings to the CRTPA committees and CRTPA Board for further consideration in development of the Cost Feasible Plan. The projects will also be analyzed to determine if the resulting scores and list of projects truly reflects the community values, preferences, and required considerations of MAP-21 as intended, as well as satisfies the intent of environmental justice in the proposed expenditure of federal dollars on the region’s transportation system.

When the project analyses are completed (along with the financial resources information), the CRTPA Board will then be in a position to propose a Draft Final Cost Feasible Plan which will be reviewed by the public and CRTPA committees before taking final action on the Plan. As in the past, the CRTPA Board will not be bound by the results of the priority ranking of projects and may take action to elevate any project they deem appropriate to a higher priority and funding tier.
than would otherwise be indicated by the scoring. Consultant staff is also building in additional flexibility to ensure that, should conditions in the region change prior to the next RMP Update, projects that are most appropriate can be funded without a large-scale amendment being necessary.

**RECOMMENDED ACTION**

**Option 1:** Recommend the adoption of the Draft Evaluation Criteria for the preliminary development of the Draft Cost Feasible Plan.

**Option 2:** Provide other action.

**RECOMMENDED ACTION**

**Option 1:** Recommend the adoption of the Draft Evaluation Criteria for the preliminary development of the Draft Cost Feasible Plan.

**ATTACHMENTS**

Attachment 1: Connections 2040 Draft Prioritization Criteria and Weighting
## General Considerations

<table>
<thead>
<tr>
<th>Prioritization Criteria</th>
<th>Definition</th>
<th>MAP-21 Planning Factors</th>
<th>Connections 2040 RMP Goals</th>
<th>Weight (Points)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Project Phases Completed</td>
<td>The project has project phases completed</td>
<td>1, 5, 7, 8</td>
<td>Multimodalism, Economic Development, Land Use, Natural Resource Protection/Conservation</td>
<td>25</td>
</tr>
</tbody>
</table>

**Measure**

- Project has been designed and right-of-way has been acquired for the project or project has been designed and no right-of-way is needed
  - Points: 4

- Project has been designed or design us currently underway
  - Points: 3

- Project Development & Environment (PD&E) study or other required state or federal environmental study has been completed or is currently underway
  - Points: 2

- Feasibility Study has been completed
  - Points: 1

- No phases have been completed
  - Points: 0

<table>
<thead>
<tr>
<th>Prioritization Criteria</th>
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</tr>
</thead>
<tbody>
<tr>
<td>Part of an Adopted Plan</td>
<td>Project exists in a currently adopted municipal, county, regional, or state plan</td>
<td>5</td>
<td>Land Use</td>
<td>25</td>
</tr>
</tbody>
</table>

**Measure**

- Project is identified in a current state, regional, or adopted local government plan
  - Points: 2

- No
  - Points: 0
<table>
<thead>
<tr>
<th>Prioritization Criteria</th>
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<th>Connections 2040 RMP Goals</th>
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</tr>
</thead>
<tbody>
<tr>
<td>Universal Accessibility Improvement</td>
<td>Project enhances Universal Accessibility by connecting compatible facility types, removing barriers, reconstructing or altering the physical environment, retrofitting existing facilities, or adding enhanced sidewalks, signage and wayfinding, signalization, crosswalk signals, painting, lighting, street furniture, shaded areas, bus stops, technology enhancements or other accessories to improve comfort and safety.</td>
<td>1, 2, 4, 5, 6, 8</td>
<td>Access, Connectivity, Economic Development, Multimodalism, Safety, Public Health,</td>
<td>20</td>
</tr>
<tr>
<td>Measure</td>
<td>Enhances Universal Access to existing facilities</td>
<td></td>
<td>Points</td>
<td></td>
</tr>
<tr>
<td></td>
<td>3</td>
<td></td>
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<tr>
<td></td>
<td>Enhances Universal Access to future facilities identified in an adopted plan</td>
<td></td>
<td>2</td>
<td></td>
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<tr>
<td></td>
<td>Does not enhance Universal Access to existing or planned facilities</td>
<td></td>
<td>0</td>
<td></td>
</tr>
<tr>
<td>Prioritization Criteria</td>
<td>Definition</td>
<td>MAP-21 Planning Factors</td>
<td>Connections 2040 RMP Goals</td>
<td>Weight (Points)</td>
</tr>
<tr>
<td>Growth Center/ Economic Development Area</td>
<td>Project is located in or adjacent to a growth area (contained within the Quality Growth Plus scenario, or designated as an economic development/growth area in local plans)</td>
<td>1, 4, 5, 6</td>
<td>Land Use, Economic Development, Multimodalism, Connectivity, Access, Natural Resource Protection/Conservation</td>
<td>15</td>
</tr>
<tr>
<td>Measure</td>
<td>Project is located in or adjacent to a growth area</td>
<td></td>
<td>Points</td>
<td></td>
</tr>
<tr>
<td></td>
<td>2</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>Project is not located in or adjacent to a growth area</td>
<td></td>
<td>0</td>
<td></td>
</tr>
<tr>
<td>Prioritization Criteria</td>
<td>Definition</td>
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<tr>
<td>Natural Environment</td>
<td>Project has limited impacts to sensitive natural environmental features</td>
<td>5</td>
<td>Natural Resource Protection/Conservation</td>
<td>10</td>
</tr>
</tbody>
</table>

**Measure**

- Project has gone through Project Development and Environmental Study and/or Efficient Transportation Decision Making review and has no impacts, or projects where impacts are addressed: 3 points
- Project has moderate impacts: 2 points
- Project has substantial impacts: 1 point
- Project has impacts of potential dispute: 0 points

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<thead>
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<th>Weight (Points)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Social Environment</td>
<td>Project provides positive contributions to designated revitalization areas and Title VI communities</td>
<td>1, 2, 4, 5, 6</td>
<td>Access, Connectivity, Economic Development, Multimodalism, Land Use, Safety, Public Health</td>
<td>5</td>
</tr>
</tbody>
</table>

**Measure**

- Project provides positive contributions to designated revitalization areas and Title VI communities: 2 points
- Project does not provide positive contributions to designated revitalization areas and Title VI communities: 0 points
<table>
<thead>
<tr>
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</tr>
</thead>
<tbody>
<tr>
<td>Identified Gateway</td>
<td>Project is located in or adjacent to an area designated as a future gateway improvement location, as identified in an adopted plan</td>
<td>1, 5</td>
<td>Economic Development, Land Use, Access, Connectivity</td>
<td>5</td>
</tr>
</tbody>
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<thead>
<tr>
<th>Measure</th>
<th>Points</th>
</tr>
</thead>
<tbody>
<tr>
<td>Project is located in or adjacent to an area designated as a future gateway improvement location</td>
<td>1</td>
</tr>
<tr>
<td>Project is not located in or adjacent to an area designated as a future gateway improvement location</td>
<td>0</td>
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For projects with scores that tie

<table>
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<tr>
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<th>Connections 2040 RMP Goals</th>
<th>Weight (Points)</th>
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<tr>
<td>Funding Commitment</td>
<td>Project has dedicated local funding contribution or funding partnership</td>
<td>7, 8</td>
<td>Land Use</td>
<td>N/A</td>
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<tr>
<td>Measure</td>
<td>Yes/No</td>
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<tr>
<td>Project has dedicated local funding match</td>
<td>Yes/No</td>
<td></td>
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<tr>
<td>Project has in-kind support (dedication of right-of-way, etc.)</td>
<td>Yes/No</td>
<td></td>
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<td>Weight</td>
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<td>------------------------</td>
<td>-----------------------------------------------------------------------------</td>
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</tr>
<tr>
<td>Safety Improvement</td>
<td>Project includes location(s) that have been identified as safety concerns for cyclists, pedestrians, or differently-abled individuals.</td>
<td>2, 3, 5</td>
<td>Safety, Public Health, Security, Multimodalism</td>
<td>25</td>
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<tr>
<td>Measure</td>
<td>Project includes location(s) that have been identified as safety concerns for cyclists, pedestrians, or differently-abled individuals</td>
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<td>Points</td>
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<tr>
<td></td>
<td>Project does not include location(s) that have been identified as safety concerns for cyclists, pedestrians, or differently-abled individuals</td>
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<td>3</td>
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<tr>
<td></td>
<td>Project provides connections to civic uses such as libraries, schools, parks/nature trails, performing arts centers, fairgrounds, recreational facilities, museums, etc.</td>
<td>1, 4, 5, 6, 7</td>
<td>Access, Connectivity Economic Development, Land Use</td>
<td>20</td>
</tr>
<tr>
<td>Measure</td>
<td>Project provides access to more than two community activity centers</td>
<td></td>
<td>Points</td>
<td></td>
</tr>
<tr>
<td></td>
<td>Project provides access to two community activity centers or transit</td>
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<tr>
<td></td>
<td>Project provides access to a community activity center</td>
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<td>2</td>
<td></td>
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<tr>
<td></td>
<td>Project does not provide access to any community activity centers</td>
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<td>1</td>
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December 23, 2014

Kimley-Horn and Associates, Inc.
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<th>Weight (Points)</th>
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</thead>
<tbody>
<tr>
<td>Connects to Existing/Planned Facilities</td>
<td>Project increases connectivity for compatible facility types by connecting to or filling in gaps within the non-motorized network</td>
<td>4, 5, 6, 7, 8</td>
<td>Connectivity, Access, Land Use, Multimodalism</td>
<td>10</td>
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**Measure**

- Provides access to existing facilities
- Provides access to planned facilities identified in an adopted plan
- Does not provide access to existing or planned facilities

<table>
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<tr>
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</tr>
</thead>
<tbody>
<tr>
<td>Expansion of Network Area</td>
<td>Project increases service area and multimodal options in previously underserved areas</td>
<td>4, 5</td>
<td>Multimodalism, Access, Connectivity</td>
<td>5</td>
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**Measure**

- Project increases service area in previously underserved areas
- Project does not increase service area in previously underserved areas
## Roadway (Non-Capacity & Capacity – Corridor and Intersection)

<table>
<thead>
<tr>
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<tr>
<td>Safety Improvement</td>
<td>Project addresses one of the worst crash locations in the region, as identified in the Existing Conditions report or Congestion Management Plan</td>
<td>2, 3, 5</td>
<td>Safety, Security</td>
<td>25</td>
</tr>
<tr>
<td>Measure</td>
<td>Project addresses one of the worst crash locations</td>
<td></td>
<td></td>
<td>Points</td>
</tr>
<tr>
<td></td>
<td>Project does not address one of the worst crash locations</td>
<td></td>
<td></td>
<td>0</td>
</tr>
<tr>
<td>Improves Conditions for a Congested Corridor or Area Identified in the Congestion Management Plan</td>
<td>Project leads to a network reduction of VMT, a reduction in travel time, improved Level of Service, or other measurable benefit to a congested corridor or area identified in the Congestion Management Plan for either existing or future conditions</td>
<td>1, 4, 5, 7</td>
<td>Natural Resource Protection/Conservation, Public Health, Connectivity, Economic Development</td>
<td>20</td>
</tr>
<tr>
<td>Measure</td>
<td>Project improves conditions for a Congested Corridor or Area</td>
<td></td>
<td></td>
<td>2</td>
</tr>
<tr>
<td></td>
<td>Project does not improve conditions for a Congested Corridor or Area</td>
<td></td>
<td></td>
<td>0</td>
</tr>
<tr>
<td>Prioritization Criteria</td>
<td>Definition</td>
<td>MAP-21 Planning Factors</td>
<td>Connections 2040 RMP Goals</td>
<td>Weight (Points)</td>
</tr>
<tr>
<td>----------------------------------------</td>
<td>-----------------------------------------------------------------------------</td>
<td>-------------------------</td>
<td>-------------------------------------------------</td>
<td>-----------------</td>
</tr>
<tr>
<td>Supportive of Bicycle and Pedestrian Mobility and Accessibility</td>
<td>Project includes incidental bicycle or pedestrian improvements</td>
<td>4, 5, 6, 7</td>
<td>Connectivity, Multimodalism, Access</td>
<td>20</td>
</tr>
</tbody>
</table>

**Measure**

- Project includes incidental bicycle and pedestrian improvements 3
- Project includes incidental bicycle or pedestrian improvements 2
- Project does not include incidental bicycle or pedestrian improvements 0

<table>
<thead>
<tr>
<th>Prioritization Criteria</th>
<th>Definition</th>
<th>MAP-21 Planning Factors</th>
<th>Connections 2040 RMP Goals</th>
<th>Weight (Points)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Supportive of Transit Priorities and Accessibility</td>
<td>Project serves or improves transit routes, transit stops, transit technology, transit development, or paratransit</td>
<td>4, 5, 6, 7</td>
<td>Connectivity, Multimodalism, Access</td>
<td>10</td>
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**Measure**

- Project is supportive of transit priorities 2
- Project is not supportive of transit priorities 0
<table>
<thead>
<tr>
<th>Prioritization Criteria</th>
<th>Definition</th>
<th>MAP-21 Planning Factors</th>
<th>Connections 2040 RMP Goals</th>
<th>Weight (Points)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Supportive of Freight Priorities</td>
<td>Project travels along an identified freight route, or provides access to an existing or proposed intermodal facility</td>
<td>1, 4, 6</td>
<td>Economic Development, Multimodalism, Access, Connectivity</td>
<td>5</td>
</tr>
</tbody>
</table>

**Measure**

- Project is supportive of freight priorities 1
- Project is not supportive of freight priorities 0

<table>
<thead>
<tr>
<th>Prioritization Criteria</th>
<th>Definition</th>
<th>MAP-21 Planning Factors</th>
<th>Connections 2040 RMP Goals</th>
<th>Weight (Points)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Evacuation Route</td>
<td>Project is part of or directly serves an identified evacuation route, as identified on State Emergency Response Team (SERT) evacuation route maps</td>
<td>2, 3</td>
<td>Safety, Security, Public Health, Access</td>
<td>5</td>
</tr>
</tbody>
</table>

**Measure**

- Project is part of or directly serves an identified evacuation route 1
- Project is not part of an identified evacuation route 0
STATEMENT OF ISSUE

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

HISTORY AND ANALYSIS

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

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

A public hearing, attended by CRTPA staff, to present the Draft FY 2016 – FY 2020 Work Program was held on December 2, 2014 at the FDOT District 3 Midway Operations Center. Written comments from the CRTPA on the Draft Work Program must be provided to the FDOT by January 21, 2015.

CRTPA staff has reviewed the Tentative Work Program and provides the a summary of information related to new or changed projects within Leon, Gadsden, Jefferson and Wakulla counties on the following page. The Project Phases Abbreviation Key is provided for reference on each page of the summary lists.
NEW PROJECTS

Gadsden County:

- Interstate 10 (SR 8) Ramp to Rest Area over I-10 Bridge# 500075 & 500076. **Bridge Repair/Rehabilitation** (PE) in FY 16 ($77,000) (2225392).

- Interstate 10 (SR 8): west of Flat Creek Road (CR 270A) to west of Pat Thomas Parkway (SR 267). **Resurfacing** (PE, CST) in FY 16 & 18 ($12.2 million) (4366631).

- Quincy Loop North: SR 12 to SR 267. **PD&E/EMO Study** (PDE) in FY 16 ($550,000) (2189464).

- Quincy Loop South: SR 267 to US 90 East. **PD&E/EMO Study** (PDE) in FY 16 ($825,000) (2189465).


- Adams Street (CR 268): Martin Luther King Jr Boulevard (CR 274) to Clark Street. **Sidewalk** (PE) in FY 19 ($49,000) (4369921).

- High Bridge Road (CR 268): Joe Adams Road to Brickyard Road. **Widen/Resurface Existing Lanes** (PE) in FY 18 ($300,000) (4366151).

- Juniper Creek Road (CR 65A) over Juniper Creek Bridge No. 504050. **Bridge Replacement** (PE) in FY 16 ($704,000) (4358021).

- Old Federal Road (CR 65B): north of SR 267 to High Bridge Road (CR 268). **Widen/Resurface Existing Lanes** (CST) in FY 18 ($2.4 million) (4368441).

- Howell Road: Mt Pleasant Road to US 90 (SR 10). **Resurfacing** (CST) in FY 17 ($99,000) (4367251).

- McPhaul Road: Atwater Road to west of Left Hand Drive. **Flexible Pavement Reconstruction** (CST) in FY 16 ($419,000) (4368271).

* PROJECT PHASES ABBREVIATION KEY:
  PLN = Planning; PE = Preliminary Engineering (Design); CST = Construction; ROW = Right of Way;
  ENV = Environment; RRU = Rail Road/Utilities
Jefferson County:


- Big Joe Road: Aucilla Highway (CR 158) to US 90 (SR 10). Widen/Resurface Existing Lanes (CST) in FY 16 ($898,000) (4368251).

- Curtis Mill Road over Buggs Creek Bridge No. 544077. Bridge Replacement (PE, ROW & CST) in FY 16, 18 & 20 ($1.8 million) (4357821).

- Pinhook Road: Gamble Road (SR 59) to Waukeenah Highway (CR 259). Resurfacing (CST) in FY 18 ($158,000) (4366681).

- St. Augustine Road: Gamble Road (SR 59) to Armstrong Road. Resurfacing (CST) in FY 17 ($472,000) (4367231).

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

- Interstate 10 (SR 8) at SR 263 (Capital Circle, NW) & SR 61 (US 319) Interchange Studies. **PD&E/EMO** Study (PE) in FY 20 ($2,200,000) (2225935).

- Adams St. Railroad Crossing (No. 625587-U). **Rail Safety Project** (RRU) in FY 16 ($357,000) (4365701).

- US 90 (SR 10): east of CR 59 to Jefferson County line. **Pave Shoulders** (CST) in FY 17 ($1.5 million) (4134483).

- US 90 (SR 10): Ochlockonee River Bridge to Poplar Road. **Resurfacing** (PE, CST) in FY 16 & 18 ($3.1 million) (4362571).

- Capital Circle (US 319/SR 261): Woodville Highway (SR 363) to Tram Road. **Landscaping** (CST) in FY 17 ($789,000) (2196893).

- Capital Circle (US 319/SR 263): Crawfordville Road (SR 61) to Springhill Road. **Preliminary Engineering for Future Capacity** (ROW, CST) in FY 19 & 20 ($38.8 million – **NOTE**: The identified funding represents BP 2000 funds) (2197492).

- Wakulla Springs Rd. (SR 61) @ Oak Ridge Rd. Intersection. **Roundabout** (PE, CST) in FY 16 & 18 ($958,000) (4367261).


- Monroe Street (US 27/SR 63): south of Lakeshore Drive to north of John Knox Road. **Add Right Turn Lane** (CST) in FY 16 ($1.7 million) (4104092).

- Seventh Ave.: Colonial Dr. to Thomasville Rd. (SR 61). **Sidewalk** (CST) in FY 16 ($301,000) (4371441).

- Weems Rd. Railroad Crossing No. 625577N. **Rail Safety Project** (RRU) in FY 16 ($282,000) (4365721).

- County Wide Railroad Crossing Signal Keydowns. **Rail Safety Project** (RRU) in FY 16 ($50,000) (4365731).

- Glenview Dr.: Meridian Rd. to Thomasville Rd. (Phase I - Design). **Sidewalk** (PE) in FY 18 ($37,000) (436991).

- Myers Park Railroad Crossing No. 625584Y. **Rail Safety Project** (RRU) in FY 16 ($257,000) (4365711).

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

- SR 30 (US 98) Coastal Highway: Horttor Greene Road to Davisville Way. Bike Path/Trail (CST) in FY 19 ($1.6 million) (4301465).
- SR 30 (US 98) Coastal Highway: St. Frances Street to Horttor Greene Road. Bike Path/Trail (CST) in FY 2018 ($1.2 million) (4301464).
- SR 30/SR 61 (US 98) Coastal Highway: Boykin Road to St. Frances Street. Bike Path/Trail (CST) in FY 17 ($1.4 million) (4301463).
- US 319 (SR 61 & 39): Lost Creek Bridge to south of East Ivan Road. Right of Way for Future Capacity (PE) in FY 17 ($3.8 million) (2204953).
- Smith Creek Road (CR 375): north of CR 22 to north of Syfrett Creek. Widen/Resurface Existing Lanes (CST) in FY 17 ($1.049 million) (4368351).
- Lawhon Mill Road (FH356) over Unsigned Stream Bridge No. 594005. Bridge Replacement (PE, ROW & CST) in FY 16, 18 & 20 ($1.28 million) (4358001).
- Martin Luther King, Jr., Memorial Road: Spring Creek Highway (CR 365) to US 98 (CR 30). Resurfacing (CST) in FY 18 ($1.5 million) (4366911).

REGIONAL (Gadsden, Jefferson, Leon and Gadsden counties)

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

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