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

CRTPA BOARD

MEETING OF MONDAY, NOVEMBER 16, 2015 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."

FINAL AGENDA

1. AGENDA MODIFICATIONS

Recommended Action: ***Approve agenda modifications by Board vote***

2. CONSENT AGENDA

A. Minutes of the October 19, 2015 CRTPA Board Meeting

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

3. CONSENT ITEMS PULLED FOR DISCUSSION

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

4. CRTPA DISCUSSION

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

A. Connections 2040 Regional Mobility Plan Adoption

The CRTPA's long range transportation plan, "Connections 2040 Regional Mobility Plan" is scheduled for adoption.

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

B. Election of CRTPA Chair and Vice-Chair

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

Recommended Action: ***Elect CRTPA Chair and Vice-Chair***

C. 2016 CRTPA Meeting Calendar

The CRTPA Board meeting calendar for 2016 has been developed for board approval

Recommended Action: ***For Approval***

D. Executive Director Transition Activities

A discussion related to the executive director transition will be provided.

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

E. CRTPA Organizational Structure

A discussion related to potential organizational structures for the CRTPA will be provided.

Recommended Action: ***For Discussion and Direction***

F. Woodville Highway (SR 363) Design

A project update on the design for Woodville Highway (Capital Circle to Paul Russell Road) will be provided including information related to an upcoming project public meeting.

Recommended Action: ***For Information***

G. Thomasville Road Planning Study Update

A brief update will be 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.

Recommended Action: ***For Information***

5. EXECUTIVE DIRECTOR'S REPORT

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

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

6. 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.

7. ITEMS FROM MEMBERS

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

8. INFORMATION

A. Correspondence
B. Transportation Improvement Program Administrative Amendment
C. Committee Actions (Citizen's Multimodal Advisory Committee/ Technical Advisory Committee/Transportation Disadvantaged Coordinating Board)
D. Future Meeting Dates (Next Meeting: February 8, 2016)
E. CRTPA Expense Reports

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

November 16, 2015

Capital Region
Transportation Planning Agency
CRTPA

AGENDA ITEM 1

AGENDA MODIFICATIONS

November 16, 2015

Capital Region Transportation Planning Agency
CRTPA

AGENDA ITEM 2 A

MINUTES

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

The minutes from the October 19, 2015 CRTPA meeting are provided as ***Attachment 1.***

RECOMMENDED ACTION

Option 1: Approve the minutes of the October 19, 2015 CRTPA Board meeting.

ATTACHMENT

Attachment 1: Minutes of the October 19, 2015 CRTPA Board meeting.

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ATTACHMENT 1

CRTPA BOARD

MEETING OF MONDAY, OCTOBER 19, 2015 AT 9 AM

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

MEETING MINUTES

MEMBERS PRESENT
Commissioner Kristin Dozier, Leon County, Chair
Commissioner Betsy Barfield, Jefferson County, Vice Chair
Commissioner Mary Ann Lindley, Leon County
Commissioner Scott Maddox, City of Tallahassee
Commissioner Nancy Miller, City of Tallahassee
Commissioner Curtis Richardson, City of Tallahassee
Commissioner Randy Merritt, Wakulla County
Commissioner Anthony Viegbesie, Gadsden County
Commissioner Georgia "Joy" Bowen, Leon County Schools

Members Absent:
Commissioner John Dailey, Leon County
Commissioner Bryan Desloge, Leon County
Commissioner Jane Sauls, Leon County
Commissioner Nick Maddox, Leon County
Commissioner Bill Proctor, Leon County
Gadsden Municipalities (Vacant)

Staff Present: Harry Reed, CRTPA; Jack Kostrzewa, CRTPA; Yulonda Mitchell, CRTPA; Greg Burke, CRTPA; Colleen Roland, CRTPA; Thornton Williams, CRTPA Attorney; Ivan Maldonado, StarMetro; Wayne Tedder, PLACE; Suzanne Lex, FDOT; Starsky Harrell, FDOT; Jon Sewell, KHA, Regina Battles, DOT; April Williams, DOT; Cherie Bryant, PLACE

1. AGENDA MODIFICATIONS

An updated Item was provided for item 3.B.

2. AWARDS AND SPECIAL PRESENTATIONS

- **Willie Ann Dickey, Big Bend Transit, CRTPA Service Recognition**

Commissioner Barfield presented Mrs. Willie Ann Dickey, of Big Bend Transit, a service recognition award.

3. **CONSENT AGENDA**

A. Minutes of the September 21, 2015 CRTPA Board Meeting

Board Action: Commissioner Merritt made a motion to accept the Consent Agenda. Commissioner Viegbesie seconded the motion and the motion was unanimously passed.

4. **CONSENT ITEMS PULLED FOR DISCUSSION**

A. (3.B) Capital City to the Sea Trails - Coastal Trail Project Development and Environment Study (PD&E) Contract Extension

Board Action: Commissioner Merritt made a motion to accept the Capital City to the Sea Trails - Coastal Trail Project Development and Environment Study (PD&E) Contract Extension. Commissioner Barfield seconded the motion and the motion was unanimously passed.

5. **CRTPA DISCUSSION**

A. DRAFT Fiscal Year (FY) 2017 – FY 2021 Work Program

Regina Battles, Florida Department of Transportation (FDOT), District 3, presented the Draft FY 2017 – FY 2021 Work Program. The deadline for written comments on the Draft Work Program is November 17, 2015.

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

B. Connections 2040 Regional Mobility Plan

Kimley-Horn presented the Draft Connections 2040 Regional Mobility Plan (RMP) Report to the CRTPA Board.

Board Action: Commissioner Merritt made a motion to accept the Connections 2040 Regional Mobility Plan. Commissioner Barfield seconded the motion and the motion was unanimously passed.

C. Ochlockonee Bay Trail – Sopchoppy Alternatives Study

The currently funded Ochlockonee Bay Trail terminates on the south side of US 319 in the City of Sopchoppy. This study analyzed alternatives for connecting the trail to the city park across from the railroad depot.

Board Action: Commissioner Merritt made a motion to accept the Ochlockonee Bay Trail-Sopchoppy Alternatives Study. Commissioner Miller seconded the motion and the motion was unanimously passed.

6. EXECUTIVE DIRECTOR'S REPORT

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

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

7. ITEMS FROM MEMBERS

Commissioner Dozier provided an update regarding the Executive Committee and provided next steps, including the next meeting in November 2015. She requested that an item be added on the November 16, 2015 agenda that included an analysis of potential organizational structures for the CRTPA.

8. CITIZEN COMMENT

9. INFORMATION

A. **Correspondence**
B. **Committee Actions (Citizen's Multimodal Advisory Committee/ Technical Advisory Committee/Transportation Disadvantaged Coordinating Board)**
C. **Future Meeting Dates and Agenda Items (Next Meeting: November 16, 2015)**
D. **CRTPA Expense Reports**

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

Meeting was adjourned at 11:31 AM.

Attested:

Yulonda Mitchell, Recording Secretary **Kristin Dozier, Chair**

November 16, 2015

Capital Region
Transportation Planning Agency
CRTPA

AGENDA ITEM 3

CONSENT ITEMS PULLED FOR DISCUSSION

November 16, 2015

Capital Region Transportation Planning Agency
CRTPA

AGENDA ITEM 4 A

CONNECTION 2040 REGIONAL MOBILITY PLAN ADOPTION

REQUESTED BY: FDOT	TYPE OF ITEM: Discussion/Approval

STATEMENT OF ISSUE

Every five years the CRTPA is required to update and adopt a new long range transportation plan (LRTP). The LRTP, known as the Connections 2040 Regional Mobility Plan (RMP), statutorily MUST be adopted by December 5, 2015 to replace the Year 2035 LRTP. CRTPA staff is seeking adoption of the RMP.

Should there be a lack of a quorum at the November 16, 2015 CRTPA meeting there will be a need to schedule a CRTPA meeting prior to December 5, 2015 to meet the statutory deadline for adoption.

RECOMMENDED ACTION

Option 1: Adopt the Connections 2040 Regional Mobility Plan (RMP).

CRTPA COMMITTEE ACTIONS

At their November 3, 2015 CRTPA Committee Meeting, the Technical Advisory Committee (TAC) approved an action recommending the CRTPA Board adopt the Connections 2040 Regional Mobility Plan (RMP).

At their November 3, 2015 CRTPA Committee Meeting, the Citizens Multimodal Advisory Committee (CMAC) could not come to a consensus on approval of the Connections 2040 Regional Mobility Plan (RMP). Two of the members present were in favor of adopting the RMP, one voted against it due to their limited knowledge of the plan (this person was not present at many of the CMAC meetings in which the RMP was presented and discussed), and one person voted against a motion due to their belief that the plan was not weighted heavily enough on multi-modalism, created sprawl, and did not adequately address bike/pedestrian issues in an equitable fashion across the region.

PREVIOUS AGENDA ITEMS

June 17, 2013 – Agenda Item 5A -	Scope-of-Services
September 16, 2013 – Agenda Item 5D -	Consultant Selection
November 18, 2013 – Agenda Item 2B –	Contract Authorization
April 14, 2014 – Agenda Item 4E -	Project Kick-off

PREVIOUS AGENDA ITEMS (CONTINUED)

May 19, 2014 – Agenda Item 4A -	Mobility Plan Goals
June 16, 2014 – Agenda Item 5D -	Public Involvement plan
September 15, 2014 Agenda Item 5D -	Public Workshop Announcement
October 20, 2014 CRTPA Retreat -	Prioritization Process
November 17, 2014 Agenda Item 5D -	Existing Conditions Report
January 12, 2015 Agenda Item 6A -	Draft Project Prioritization Process
February 9, 2015 Agenda Item 2A -	Project Prioritization Process
March 9, 2015 Agenda Item 4A -	Project Ranking and Revenues
April 20, 2015 Agenda Item 4B -	Draft Cost Feasible Plan
May 18, 2015 Agenda Item 5A -	Draft Final Cost Feasible Plans
JUNE 29, 2015 AGENDA ITEM 5A -	COST FEASIBLE PLAN APPROVAL
October 19, 2015 Agenda Item 5B -	Draft RMP Report

HISTORY AND ANALYSIS

One of the major functions of every Metropolitan Planning Organization (MPO) is the development of a long range transportation plan (LRTP) that serves as a guide for the improvement of the transportation system. The LRTP that this organization has been developing for the last two years is the Connections 2040 Regional Mobility Plan (RMP). This document reflects a continuing effort towards the integration of multiple modes of transportation into a single document.

The approach to the RMP included meeting with the individual counties in the region to develop a plan that began at the local level and worked up through the regional planning process. The results of this effort produced the "Opportunity Plan" which served as an unencumbered list of projects that were submitted from across the region by elected officials, citizens, and governmental agencies and departments. In total, over 1,800 projects were submitted for consideration in this process that ultimately led to the development of the Needs Plan and the Cost Feasible Plan.

The project development process was paralleled by a very robust public participation component that incorporated all four counties in the region and allowed for multiple opportunities to provide input into the process through social media, the project website and county meetings.

In addition to these efforts, the CRTPA, for the second RMP cycle, incorporated the Transit Development Plan (TDP) into the LRTP process, which included StarMetro as a partner.

For the first time in the development of the long range transportation plan, the Cost Feasible Plan was developed in coordination with the Priority Project List to allow for the submittal of projects in June. This effort significantly changed the way that future LRTP's plans are developed and approved.

Connections 2040 Regional Mobility Plan Report

The last task associated with the RMP is the reporting of the process and results. Traditionally, the final adoption meeting (in November) included the approval of the Cost Feasible Plan which made the

last meeting almost impossible to make changes. However, that is not the case for this RMP with the last three months being used for reporting and refining the documentation.

In keeping with the requirements of the public participation plan, there have been multiple opportunities for citizen and CRTPA Board the review of, and commenting on the RMP Report. The initial release of the document on September 24, 2015 was followed by input opportunities at a public meeting on October 6, 2015, the CRTPA meeting on October 19, 2015, the Public Hearing on October 29, 2015, and the CRTPA meeting on November 16, 2015.

The results of the input from the CRTPA Board, citizens and staff are located on the project website at:

http://connections2040rmp.com/connections-2040-regional-mobility-plan-document/

Many of the changes that were incorporated in between September 24 and October 29 were cosmetic issues and not notable. However, a notable change includes the addition of "Recommendations" to Chapter 7 which outlines some projects that the CRTPA should consider pursuing in between the RMP and the initiation of the next long range transportation plan including:

1. Welaunee Boulevard Extension from Shamrock Street to Roberts Road (Leon County)
2. Adams Street from Orange Avenue to S Bronough Street (Leon County)
3. E 7th Avenue / Thomasville Road / N Gadsden Street Intersections (Leon County)
4. I-10/US 19 Interchange (Jefferson County)
5. Thomasville Road from Woodbine Drive to Metropolitan Boulevard (Leon County)
6. US 19 from I-10 to US 90 (Jefferson County)
7. US 27 from 9th Avenue to 6th Avenue (Gadsden County)
8. Bike Lane Study on state roads in capital region
9. SUN Trails Plan
10. Additions to the Leon County Greenways Master Plan

Cost Feasible Plan

One of the last items to be included in the documentation for the Cost Feasible Plan (CFP) is a graphical representation of when project phases (Project Development and Environment (PD&E) Study, design, right-of-way, and construction) are expected to occur by "tier".

There are several reasons why this is occurring at this point in the process. First, the CRTPA approved the Cost Feasible Plan (CFP) in June and staff has been monitoring work plans and any Work Program changes that need to be made to the document. Second, the public participation process is not completed and won't be until the CRTPA Board adopts the plan at this meeting (November 2015). Since the release of the document staff has had a public meeting, public hearing, two CRTPA meetings, and four committee meetings to receive comments and providing opportunities for potential additions or deletions to the CFP. Third, during the development of the Year 2035 Long Range Transportation Plan in 2010, one project was funded within a week of the Board's adoption of the plan, and therefore, staff had to address that issue in the CFP. Therefore, the final CFP by "phase" document wasn't completed until the development of this agenda.

The purpose of the CFP by "phase" is to graphically indicate what phase is expected to occur in a specific tier in the CFP. The information being presented is not new, just a different way of presenting the CFP that was approved in June. For comparison, ***Attachment 1*** and ***Attachment 2*** are the Roadway CFP and Bike and Pedestrian CFP, respectively, as approved in June. The costs are shown over tiers without the addition of the phase while ***Attachment 3*** and ***Attachment 4**** are the Roadway CFP and Bike and Pedestrian CFP, respectively, by "phase" showing a more detailed cost break down by the phase of the project.

Note:* ***Attachment 3* and ***Attachment 4*** are being completed and were not available for printing with the agenda materials. These will be distributed under a separate cover during the week of November 9.

The purpose of the CFP being presented this way is to provide the public a concept of when projects might be funded and completed by the phase. Additionally, this provides CRTPA transportation partners the Board's expectations when it comes to project priorities.

Lastly, the CRTPA has 90 days to finalize the documentation for the RMP so if any changes occur, staff can incorporate until February 16, 2015.

CONNECTIONS 2040 PUBLIC HEARING

On Thursday, October 29, 2015, the project team held a Public Hearing in the City of Tallahassee Commission Chambers in City Hall. The comments that were received are included as ***Attachment 5***.

NEXT STEPS

After adoption staff will finalize the document and place it on the CRTPA website (the document is currently housed on a project webpage) for access by the public.

OPTIONS

Option 1: Adopt the Connections 2040 Regional Mobility Plan. (Recommended)

Option 2: Provide other direction.

ATTACHMENTS

Attachment 1: Roadway Cost Feasible Plan approved on June 29, 2015
Attachment 2: Bike and Pedestrian Cost Feasible Plan approved on June 29, 2015
Attachment 3: Roadway Cost Feasible Plan by "Phase"
Attachment 4: Bike and Pedestrian Cost Feasible Plan by "Phase"
Attachment 5: October 29, 2015 Public Hearing Comments

CRTPA Regional Mobility Plan 2040
Final Cost Feasible Plan
Roadways

Connections 2040

		Tier 1	Tier 2	Tier 3	Tier 4
		2016-2020	2021-2025	2026-2030	2031-2040
Other Arterials	Revenues	$ 12,343,000	$ 74,109,800	$ 82,025,244	$ 227,718,036
	Costs	$ 12,343,000	$ 73,651,756	$ 81,751,670	$ 227,278,710
	Balance	$ -	$ 458,044	$ 273,574	$ 439,326
SIS	Revenues	$ -	$ 75,522,000	$ 254,295,010	$ 134,528,935
	Costs	$ -	$ 34,282,690	$ 119,766,075	$ -
	Balance	$ -	$ 41,239,310	$ 134,528,935	$ 134,528,935
Blueprint	Revenues	$ -	$ 143,235,455	$ 237,857,050	$ 429,651,932
	Costs	$ -	$ 72,175,393	$ 233,117,528	$ 24,234,392
	Balance	$ -	$ 71,060,062	$ 4,739,522	$ 405,417,539

ID Num	Project Name	From	To	Strategy	Government	Current Year Cost	CRTPA OA	CRTPA SIS	BP	YOE Cost	CRTPA OA	CRTPA SIS	BP	YOE Cost	CRTPA OA	CRTPA SIS	BP	YOE Cost
1026	Woodville Hwy*	Capital Circle Southeast	Paul Russell Rd	Widen from 2 Lanes to 4 Lanes	Leon	$ 1,200,000	x			$ 9,117,900	x			$ 31,853,250				
1540	Crawfordville Rd	US 98	Lost Creek Bridge	Widen from 2 Lanes to 4 Lanes	Wakulla	$ 2,828,000	x			$ 14,794,944								
308	Crawfordville Rd	Lost Creek Bridge	East Ivan Rd	Widen from 2 Lanes to 4 Lanes	Wakulla	$ 3,798,000	x			$ 17,602,152								
1513	Capital Circle Southwest*	Crawfordville Rd	Springhill Rd	Widen from 2 Lanes to 6 Lanes	Leon		x			$ 16,516,600					x			$ 73,495,508
1554	Orange Ave*	Springhill Rd	Adams St	Widen from 2 Lanes to 4 Lanes	Leon		x			$ 6,535,416	x			$ 22,831,380				
3	Wakulla Environmental Institute Connection	Coastal Hwy	Crawfordville Rd	New 2 Lane Road	Wakulla		x			$ 8,039,716								
1527	Woodville Hwy/Natural Bridge Rd Roundabout			Roundabout	Leon		x			$ 828,900								
4	Old Lloyd Rd/Gamble Rd Intersection			Roundabout	Jefferson		x			$ 216,128								
382	Capital Circle Southwest*	Springhill Rd	Orange Ave	Widen from 2 Lanes to 6 Lanes	Leon	$ 3,142,000		x		$ 13,560,190		x		$ 47,372,325				
138	Mahan Dr and Capital Circle Northeast Flyover			Intersection Improvements	Leon			x		$ 10,361,250		x		$ 36,196,875				
137	Welaunee Blvd/I-10 Interchange			New Interchange	Leon			x		$ 10,361,250		x		$ 36,196,875				
383	Lake Bradford Rd/Springhill Rd*	Capital Circle Southwest	Gaines St	Widen to 4 Lanes	Leon				x	$ 18,147,691			x	$ 63,398,693				
181	Tharpe St*	Capital Circle Northwest	Ocala Rd	Widen from 2 Lanes to 4 Lanes	Leon				x	$ 11,436,978			x	$ 39,954,915				
75	Thomasville Rd, Meridian Rd, and 7th Ave Intersection*			Intersection Improvements	Leon				x	$ 4,973,400			x	$ 17,374,500				
179	Bannerman Rd*	Tekesta Drive	Thomasville Rd	Widen from 2 Lanes to 4 Lanes	Leon				x	$ 9,237,937			x	$ 32,272,598				
369	Welaunee Blvd Extension*	Fleischmann Rd	South of I-10	New 4 Lane Road	Leon				x	$ 16,380,906			x	$ 57,226,455				
1571	Welaunee Blvd Extension*	South of I-10	Shamrock St	New 4 Lane Road	Leon				x	$ 6,552,301			x	$ 22,890,368				
1365	West Side Student Corridor Gateway (Pensacola St)*	Capital Circle Northwest	Appleyard Dr	Widen from 2 Lanes to 4 Lanes	Leon				x	$ 5,446,180							x	$ 24,234,392
397	Lake Bradford Rd to Madison St Connection	Lake Bradford Rd	Madison St near Railroad Ave	New 2 Lane Road	Leon						x			$ 24,964,940				
407	DeSoto Park Dr Extension	Lafayette St	Apalachee Pkwy Frontage Rd	New 2 Lane Road	Leon						x			$ 2,102,100				
1142	Orange Ave	Capital Circle Southwest	Springhill Rd	Widen from 2 Lanes to 4 Lanes	Leon										x			$ 96,276,383
315	Woodville Hwy	Riverside Dr	Bloxham Cutoff Rd	Widen from 2 Lanes to 4 Lanes	Wakulla										x			$ 52,375,795
333	Main St - Downtown Havana	12th Ave East	160 feet north of 6th Ave East	Narrow Road	Gadsden										x			$ 3,531,792
6	Jefferson St and Seminole Ave Roundabout			Roundabout	Jefferson										x			$ 1,599,233

* - Blueprint Project

CRTPA Regional Mobility Plan 2040
Final Cost Feasible Plan
Bicycle/Pedestrian

Connections 2040

		Tier 1	Tier 2	Tier 3	Tier 4
		2016-2020	2021-2025	2026-2030	2031-2040
Federal/State	Revenues	$ 37,000	$ 19,893,600	$ 23,166,000	$ 59,014,980
	Costs	$ 37,000	$ 19,893,600	$ 23,166,000	$ 58,539,939
	Balance	$ -	$ 0	$ 0	$ 475,042
Blueprint	Revenues	$ -	$ 9,957,545	$ 12,029,918	$ 30,383,823
	Costs	$ -	$ 9,523,140	$ 11,185,460	$ 26,986,603
	Balance	$ -	$ 434,405	$ 844,458	$ 3,397,220

ID Num	Project Name	From	To	Strategy	Government	Current Year Cost	CRTPA	BP	YOE Cost	CRTPA	BP	YOE Cost	CRTPA	BP	YOE Cost
422	Glenview Dr	Meridian Rd	Thomasville Rd	Sidewalk	Leon	$ 37,000	x		$ 497,340						
156	Florida Arts Trail	North Corry St	Florida Georgia Hwy	Shared Use Path	Gadsden		x		$ 3,705,183	x		$ 12,944,003			
543	Wakulla Environmental Institute Trail - CC2ST	Coastal Hwy	Crawfordville Hwy	Shared Use Path	Wakulla		x		$ 349,980	x		$ 1,222,650			
160	Quincy to Midway/US 90 Trail	Madison St	Dover Rd	Shared Use Path	Gadsden		x		$ 1,970,326	x		$ 3,977,545	x		$ 6,617,688
567	Monticello Bike Trail Extension	Southern Terminus of Monticello Bike Trail	Jefferson County Middle/High School	Shared Use Path	Jefferson		x		$ 480,148	x		$ 1,677,390			
550	Bloxham Cutoff Rd Trail - CC2ST	Proposed Lake Henrietta South	Shadeville Rd	Shared Use Path	Wakulla		x		$ 3,266,479	x		$ 2,801,370	x		$ 4,535,407
1556	Magnolia Dr	Monroe St	Lafayette St	Sidewalk	Leon		x		$ 268,011	x		$ 543,042			
561	Coastal Trail West - CC2ST	Northern US 98/319 Split	Ochlockonee Bay Trail	Shared Use Path	Wakulla		x		$ 7,586,584						
553	Coastal Trail East - CC2ST	Woodville Hwy	Lighthouse Rd	Shared Use Path	Wakulla		x		$ 1,327,468						
1254	Martin Rd Trail	Bike Trail	Jefferson St	Shared Use Path	Jefferson		x		$ 276,300						
136	St Marks Trail Connection to Orange Ave	St Marks Trail	Orange Ave	Bike Intersection	Leon		x		$ 165,780						
447	Capital Cascades Trail*	Gamble St	Monroe St	Shared Use Path	Leon			x	$ 978,716						
454	Goose Pond Trail*	Mahan Dr and Fort Knox Blvd Intersection	Southeast Corner of Weems Rd	Shared Use Path	Leon			x	$ 954,156						
456	Capital Cascades Trail*	Springhill Rd	Mill St	Shared Use Path	Leon			x	$ 2,447,404						
527	Thomasville Rd Trail*	Meridian Rd	Live Oak Plantation Rd	Shared Use Path	Leon			x	$ 5,142,864						
462	Buck Lake Trail*	Miccosukee Rd	Proposed Goose Creek Trail	Shared Use Path	Leon						x	$ 3,018,730			
514	Segment 5A Trail (Killearn Greenway)*	Thomasville Rd	Shamrock St	Shared Use Path	Leon						x	$ 1,255,540			
525	Timberlane Trail*	Timberlane Rd	Maclay Gardens	Shared Use Path	Leon						x	$ 1,174,030			
180	Bannerman Rd Trail*	Meridian Rd	Tekesta Drive	Shared Use Path	Leon						x	$ 2,541,110			
465	Dr Charles Billings Greenway*	North Ridge Rd	Bragg Rd	Shared Use Path	Leon						x	$ 1,860,430			
473	Segment 5A Trail (Killearn Greenway)*	Killarney Way	Centerville Rd	Shared Use Path	Leon						x	$ 1,335,620			
161	Quincy to Chattahoochee/US 90 Trail	Gadsden/Jackson County Line	SR 65/Madison St	Shared Use Path	Gadsden								x		$ 24,820,899
162	Pat Thomas Pkwy - Quincy to Lines Tract	Cooks Landing Rd	Jefferson St	Shared Use Path	Gadsden								x		$ 13,054,332
444	Lake Jackson Mounds State Park Trail			Shared Use Path	Leon								x		$ 3,178,430
549	Wakulla Springs Trail - CC2ST	Wakulla Springs Rd	Old Woodville Rd	Shared Use Path	Wakulla								x		$ 4,845,057
1440	Gaines St	Stadium Dr	Monroe St	Shared Use Path	Leon								x		$ 1,488,125
516	Pine Flats Trail*	Trout Pond	Proposed Oak Ridge Trail	Shared Use Path	Leon									x	$ 7,792,163
470	Centerville Rd Trail*	400 Feet North of I-10	Bradfordville Rd	Shared Use Path	Leon									x	$ 4,160,192
474	Southwest Sector Greenway*	Orange Avenue	Tram Rd	Shared Use Path	Leon									x	$ 3,923,403
476	Segment 5B Trail (I-10 Greenway)*	Proposed Segment 5C Trail	Centerville Rd	Shared Use Path	Leon									x	$ 3,566,399
1374	Lake Jackson Connection*	Monroe St	Lake Jackson	Shared Use Path	Leon									x	$ 1,382,481
518	Oak Ridge Trail*	LL Wallace Rd Trail	Old Woodville Rd	Shared Use Path	Leon									x	$ 6,161,965

* - Blueprint Project

NOTE:

Attachment 3 and ***Attachment 4*** are being completed and were not available for printing with the agenda materials. These will be distributed under a separate cover during the week of November 9.

Connections regional mobility plan 2040

Regional Mobility Plan 2040 – CRTPA Public Hearing
Comment Form

September 24, 2015 6:00pm-8:00pm

Please provide us with any comments you may have:

(1) Please do LESS road widening. 4 lanes max more than that "kills" walking & bicycling

(2) Please reduce parking lots. They prevent a walkable city. At least fully use the many empty lots we already have (churches, business, government should share)

(3) Zoning high density along any 4+ lane roads that is the best way to have a good bus system.

Please visit www.Connections2040RMP.com, www.Facebook.com/Connections2040, or www.CRTPA.org for more information and for ways to participate and provide input.

Thanks!!

Participation is solicited without regard to race, color, national origin, age, sex, religion, disability, income, or family status

Florida DOT came to our neighborhood board meeting asking for input on future widening of Thomasville Road to 8 lanes. I have read about and studied this issue. I have lived all over the US and world and used most forms of transportation. Below are some reasons that I am asking you to consider limiting road widening to 4 lanes.

When I moved here in 1999, Thomasville Road was being widened from two lanes to 6 lanes (8 lanes counting turn lanes). It was very expensive with signs boasting our millions of tax dollars "at work". Yet today, as most days, on my bicycle I passed hundreds of cars stuck in traffic. Sometimes a driver will stop be to tell me that I beat him to work 10 miles away! Is the answer more taxes and more road widening?

Yesterday I had a patient, who grew up in Atlanta. It was the size of Tallahassee. She loved riding the trolley. But they widened the roads, some to 16 lanes. She hated it and moved to Tallahassee. Widening to 6 lanes greatly increases deaths and makes walking and bicycling too scary for most people.

I grew up in Columbus, Ohio a college town and capital city just like Tallahassee. It had canopy roads. It had beautiful surrounding towns like Monticello, Thomasville, and Quincy. But they built the freeway, then an outer-belt, and then the inner-belt. So recently it was listed as the most car dependent sprawled city in America. The canopy roads are gone. The beautiful surrounding towns are now buried by the big city cars.

My dad took me to Washington DC as a kid. He said it was the worst traffic anywhere. They build an outer-belt, then an inner-belt, and then an inner-outer belt. Traffic got worse. I was stationed in the Navy there when they built the subway. Many complained that it was a boondoggle. But now condos surround the stations. Most love it. That is where I also learned how great bicycle trails can be for commuting. I arrived to work happy and healthy! Traffic is still terrible, but DC has great options now.

In the Marines, I lived in Japan a year. Japan refuses to widen its roads because they must preserve their valuable farmland. Traffic is bad. But it is so bad that cars move slowly making it actually safe to bike. Thousands of bikes are parked without locks at their great train stations. Their trains are great because everyone lives close to the stations. Everyone lives close because they don't have big wide roads and big land wasting parking lots.

I talked to some college students who studied in Europe for 6 months. They had gained 15-35 pounds at their US colleges. They lost all their extra weight in Europe. I asked if they exercised. They said no. But they walked to class and to the stores. Gas for cars was too expensive. But it was fun because there were interesting shops along the roads. There were no big parking lots to walk across. It was fun to walk, saved money, and they became healthy.

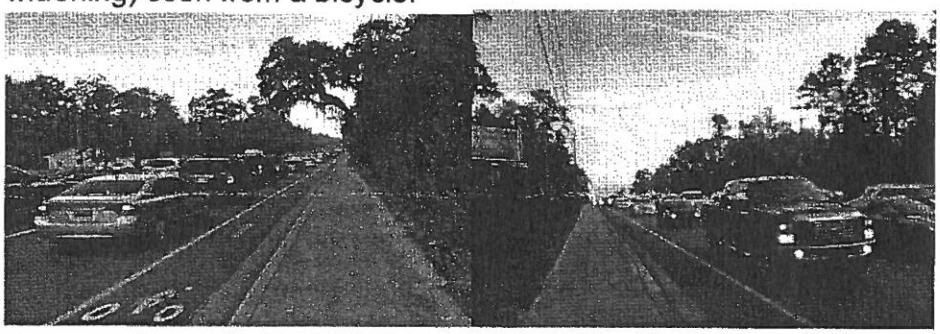
I studied Curitiba, Brazil, listed as the most successful bus system, park system and 98% citizen satisfaction with government. They spent few tax dollars. Instead they gave business tax breaks to build commercial spaces along main roads and housing above their stores. A private company ran the bus system. It was successful because so many people (like DC's metro) lived along the bus route. Instead of expensive storm water ponds and levees they used the money to buy passive park land.

Any neighborhood that wants its road widened should be zoned for high density housing. That would make our bus system better. A more compact city would actually help those who want a big house in the suburbs have more room. Tax dollars would be saved with a more compact city. Everyone would benefit. Less gas would be used. Most gas dollars leave the city. Roads are expensive to maintain.

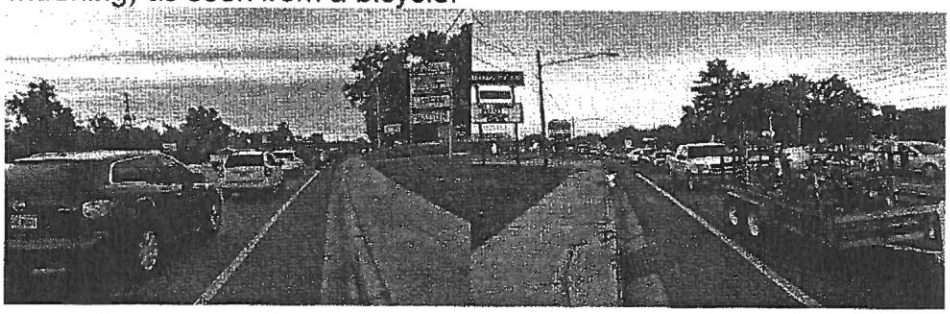
I read a good book on traffic, called "traffic". A major conclusion was that no matter how many lanes a road has, traffic will tend to increase until inconvenient. The author gave examples of cities that took away lanes and traffic actually reduced. But in general, widening roads did not reduce traffic.

Public transportation and bicycling did not reduce traffic either. But he recommended alternative forms of transportation than road widening, since they are much less wasteful of tax dollars, less polluting, and much healthier. Last month's medical news reported 51% of Americans have diabetes, prediabetes, or undiagnosed diabetes. The most unfit occupations were bus drivers and police, both occupations that spend a lot of time driving.

Today's Thomasville Road stop and go traffic (after millions of tax dollars spent widening) seen from a bicycle:



Today's Capital Circle Northeast stop and go traffic (after millions of tax dollars spent widening) as seen from a bicycle:



It is difficult for a community to change course when it comes to growth and development, to know when to draw the line. I suggest that now is the time to change course. Six lanes are harmful and don't reduce traffic. An eight lane Thomasville road is a superhighway that is incongruent with the lifestyle and esthetic of Tallahasseee.

Thank you very much, Joseph Barnett 556-0280 C

- I do enjoy a wonderful rail to trail, St. Marks to Tallahassee right outside my door and would like to see more trails connecting throughout the area included in this project. It seems that the transportation plan allocates a disproportionate amount of the funds to motor vehicle transportation. While I understand that such development for motorized vehicles is automatically more expensive and requires greater funding, my impression is that this would be a perfect opportunity to increase the non-motorized mode of transportation for commuting and recreational/health emphasis in the area. For a more positive development, I urge that a greater slice of the funding 'pie' be designated for non motorized use such as commuting to work, shopping or other activities, recreational biking, skating, running, jogging, walking, bird watching, etc. Please consider some alternatives to the current plan that encourage more healthy, non polluting modes of better connected transportation throughout the area.

- I am not able to attend the Oct 29 2015 meeting, but would like to contribute a comment. My family owns a car, but we use bicycles for trips whenever possible. I am an "advanced" cyclist according to the Connections 2040 classification, and I strongly support investment in community plus level of multimodal mobility. I have ridden around Tallahassee and in the surrounding counties nearly every day for the last 12 years, either commuting to work or longer rides for fun, exercise, and the occasional race. It is my strong impression that since 2010 the area's bike ridership has increased, and that this could be the start of a self-reinforcing pattern of increased bicycle ride share. As our region's infrastructure improves, more people are walking and biking, and as bicyclists become more visible additional people are emboldened to begin walking and biking. This improves our region's quality of life, public health, and attractiveness to potential employers or families wanting to relocate to the southeastern US. A strong multimodal plan is vital to our region's economic prospects, and I urge the committee to keep their commitment to improving connectivity and infrastructure for bicyclists.

- I would like to voice my support for funding the priorities that include shared use paths, bike lanes, pedestrian paths and increased public transportation routes and frequency. Access to transportation alternatives to cars is not something that we as a county and region can put off funding for another 40 years after this plan expires. I moved to Tallahassee so that my husband could do a PhD program at FSU. We've started a small business here. Tallahassee does NOT currently provide the infrastructure for alternatives to car transportation that we want to have in the place we choose to live and run our business. We are just two people in the thousands of young professionals that the region will need to retain to compete with other places. Thank you for including my comment.

- For my wife and I to raise a family in Leon county an increase in walkability and bikability is a must. Moder cities are ones that thrive by supporting their local citizens. Local people who spend money will stay around if they can bike and walk.

- Can I get a copy of the Needs Plan? Thanks.

- We need sidewalks and safe bike paths which connect the student & residents along W. Tharpe to the Winn Dixie Grocery but also the Lake Ella Publix activity area. The current shared lane is narrow and unsafe. It is not safe for even the most experienced riders. We need safer well marked transportation options for walking children and working parents in this section of town. Making a wider road on West Tharpe Street will only make for faster vehicles. I appreciate that the plan includes recreational trails. However, basic walking and biking to get to work, grocery or school should be a higher priority if we want a safer communities. The criteria seems to have been applied which gave priority to wider roads that will eventually meet capacity (Capital Circle NE) This pattern of development has made our region unattractive and unfriendly to other modes. We appreciate the priority for shade and seating at transit stops. Thank you

November 16, 2015

Capital Region Transportation Planning Agency
CRTPA

AGENDA ITEM 4 B

ELECTION OF CRTPA CHAIR AND VICE-CHAIR

REQUESTED BY: CRTPA Staff	TYPE OF ITEM: Discussion

STATEMENT OF ISSUE

The Capital Region Transportation Planning Agency (CRTPA) members annually elect a new Chair and Vice-Chair to serve for the upcoming calendar year. The current positions are held by Commissioner Dozier as Chair and Commissioner Barfield as Vice-Chair. Staff is seeking the approval of a new Chair and Vice-Chair to serve for calendar year 2016.

RECOMMENDED ACTION

Option 1: Elect a Chair and Vice-Chair.

HISTORY AND ANALYSIS

Section IV, CRTPA By-laws provides the following guidance with regard to the annual selection of the Chairperson and Vice-Chairperson of the CRTPA:

> **"C. Officers and Duties**
> 1. The CRTPA Board shall hold an annual organizational meeting no later than the last Board meeting of the calendar year for the purpose of electing the following officers from its voting membership:
> - Chairperson
> - Vice-Chairperson
> - Representative to the Florida Metropolitan Planning Organization Advisory Council
> - Alternate representative to the Florida Metropolitan Planning Organization Advisory Council
>
> The Chairperson and Vice-Chairperson shall be members of different member governments."

Currently, the CRTPA Chair is Commissioner Dozier and Commissioner Barfield serves as Vice-Chair.

OPTIONS

Option 1: Elect a Chair and Vice-Chair (RECOMMENDED)

Option 2: Provide other direction.

November 16, 2015

Capital Region Transportation Planning Agency
CRTPA

AGENDA ITEM 4 C

2016 CRTPA MEETING CALENDAR

REQUESTED BY: CRTPA Staff	TYPE OF ITEM: Discussion

STATEMENT OF ISSUE

The CRTPA 2016 calendar has been developed for CRTPA approval.

RECOMMENDED ACTION

Option 1: Approve the 2016 CRTPA Meeting Calendar including meeting location.

HISTORY AND ANALYSIS

The CRTPA 2016 calendar has been developed. The calendar includes dates for board meeting and a workshop and retreat. The following provides the meeting dates, type and location.

Meeting Date	Meeting Type	Location
February 8	Board Meeting*	Tallahassee City Commission Chambers
March 21	Board Meeting	Tallahassee City Commission Chambers
April 18	Workshop	To Be Determined (TBD)
May 16	Board Meeting	Tallahassee City Commission Chambers
June 20	Board Meeting	Tallahassee City Commission Chambers
September 19	Board Meeting	Tallahassee City Commission Chambers
October 17	Retreat (9am – 1 pm)	TBD
November 14	Board Meeting	Tallahassee City Commission Chambers

** Unless noted otherwise, CRTPA meetings are scheduled to begin at 1 pm.*

OPTIONS

Option 1: Approve the 2016 CRTPA Meeting Calendar including meeting location. (RECOMMENDED)

Option 2: Provide other direction.

November 16, 2015

Capital Region Transportation Planning Agency
CRTPA

AGENDA ITEM 4 D

EXECUTIVE DIRECTOR TRANSITION ACTIVITIES

REQUESTED BY: Chair	TYPE OF ITEM: Discussion/Action

STATEMENT OF ISSUE

This is a report to the Capital Region Transportation Planning Agency (CRTPA) Board of the activities from the November 2, 2015, Executive Committee and recommended Board actions.

RECOMMENDED ACTION

Option 1: Continue the function of the current Executive Committee with the same membership and change the name of the committee to the Executive Director Search Committee.

Option 2: Appoint Jack Kostrzewa, CRTPA Transportation Planning Manager, as Interim Executive Director effective December 14, 2015 and authorize a 15% pay increase for the duration of the time he serves in the capacity of Interim Executive Director.

HISTORY AND ANALYSIS

On November 2, 2015, the Executive Committee met in the CRTPA Conference Room. In attendance were:

- Commissioner Dozier – Leon County
- Commissioner Miller – City of Tallahassee
- Commissioner Merritt – Wakulla County
- Commissioner Barfield – Jefferson County
- Harriett Williams – Williams Law Group (CRTPA General Counsel)
- Harry Reed – CRTPA
- Jack Kostrzewa – CRTPA
- Wayne Tedder – PLACE
- Yulonda Mitchell – CRTPA
- Toya Owens – City of Tallahassee – Human Resources

The agenda for the meeting was to:

- Review and general discussion of all candidates for CRTPA Executive Director position. The Chair has invited staff from CRTPA and the planning department to join the Executive Committee in an advisory capacity,
- Discussion of applicant ranking process, and
- Discussion of next steps, schedule and interim director.

The meeting began with a review of all the qualified candidate applications twenty-one (21) received to date. During the review process and discussion, it became evident that most committee members had begun to identify candidates they felt should receive strong consideration. While there were differences in how each member was selecting their strong candidates, the members came to consensus on five candidates they would like to move to interview consideration based on general discussion and input from staff. Since the deadline for the second round of application submittals is November 6, 2015, additional qualified applications will be considered at the next Executive Committee meeting.

For the next meeting, the Executive Committee is recommending that the CRTPA Board continue the function of the current Executive Committee with the same membership and change the name of the committee to the Executive Director Search Committee.

The next meeting for the Executive Committee is scheduled for December 9, 2015 from 1-3 PM in the CRTPA Conference Room. The next meeting will include:

- Review additional qualified candidates,
- Development of a list of candidates to be considered for interviews,
- Development of the interview process and schedule,
- Development of interview questions, and
- Discussion of salary and benefits for the new Executive Director.

The discussion of an Interim Executive Director for the CRTPA brought out several options:

1. Asking the current Executive Director to remain until the new Executive Director is selected and reports to work as a temporary employee with the City.
2. Asking the current Executive Director to remain through the interview process as a temporary employee and then appoint Interim Executive Director to cover time left until the new Executive Director report to work.
3. Appoint an Interim Executive Director to fill in when the current Executive Director leaves at the end of the year.

Following the Committee meeting the current Executive Director and the current CRTPA Transportation Planning Manager had several discussions about the third option and the impact of handling both positions would have on the Planning Manager's workload and that workload could be accomplished (***Attachment 1***). It is the recommendation of the current Executive Director, that the CRTPA Board appoint Jack Kostrzewa, CRTPA Transportation Planning Manager, as Interim Executive Director effective December 14, 2015 and authorize a supplemental pay increase of 15% for the duration of the time he serves in the capacity of Interim Executive Director. This recommendation is based on recent personal events that would interfere with the current Executive Director serving as an effective Interim Executive Director. The effective date of December 14, 2015 is based on current Executive Director's request to go on leave beginning December 14, 2015 to attend to urgent personal manners before the end of the year, his retirement date.

OPTIONS

Option 1: Continue the function of the current Executive Committee with the same membership and change the name of the committee to the Executive Director Search Committee. (RECOMMENDED)

Option 2: Appoint Jack Kostrzewa, CRTPA Transportation Planning Manager, as Interim Executive Director effective December 14, 2015 and authorize a 15% pay increase for the duration of the time he serves in the capacity of Interim Executive Director. (RECOMMENDED)

Option 3: Provide other direction.

Attachments

Attachment 1: Breakdown of Current and Anticipated Workload for Interim Executive Director

Breakdown of Current and Anticipated Workload for Interim Executive Director

Current/Anticipated Workload

Connections 2040 RMP CFP Implementation

Woodville Highway Coordination

Oaks Property Development Trailhead

Florida Model Task Force

As needed for coordination

Design Plans Review

Connections 2040 RMP – Final Edits

Coastal Trail SIB Loan

Capital City to the Sea Coastal Trail PD&E

Connections 2040 RMP GIS Implementation

SUN Trails Plan

Florida Arts Trail Development

Thomasville Road Planning Study

Sopchoppy Trail Alternatives

Jefferson County Project Prioritization

Current/Anticipated Workload Distribution

Continuing Duties by Planning Manager

Connections 2040 RMP CFP Implementation

Woodville Highway Coordination

Oaks Property Development Trailhead

Florida Model Task Force

As needed for coordination

Design Plans Review

Efforts that should be completed in the Spring of 2016

Connections 2040 RMP – Final Edits

Coastal Trail SIB Loan

Capital City to the Sea Coastal Trail PD&E

Efforts that can be distributed amongst CRTPA staff as necessary

Connections 2040 RMP GIS Implementation

SUN Trails Plan

Florida Arts Trail Development

Thomasville Road Planning Study

Sopchoppy Trail Alternatives

Jefferson County Project Prioritization

November 16, 2015

Capital Region
Transportation Planning Agency
CRTPA

AGENDA ITEM 4 E

CRTPA STRUCTURE REVIEW

REQUESTED BY: CRTPA Board	**TYPE OF ITEM:** Information/Discussion/Direction

NOTE: THIS AGENDA ITEM WILL BE PROVIDED PRIOR TO THE CRTPA BOARD MEETING

November 16, 2015

Capital Region Transportation Planning Agency
CRTPA

AGENDA ITEM 4 F

WOODVILLE HIGHWAY (SR 363) DESIGN

REQUESTED BY: FDOT	TYPE OF ITEM: Information

STATEMENT OF ISSUE

An update on the design of Woodville Highway (SR 363) from Capital Circle to Paul Russell Road will be provided.

HISTORY AND ANALYSIS

The Woodville Highway project involves the multilane reconstruction from SR 263 (U.S. 319) Capital Circle to Paul Russell Road in Leon County and consists of the following two segments:

Segment 4: Woodville Highway (Capital Circle and Gaile Avenue). Proposed improvements include:

- Widen Woodville Highway from 2 to 4 lanes, with buffered bike lanes, between Capital Circle and Gaile Avenue (1.5 miles)
- Re-construct St. Marks Trail

Segment 5: Woodville Highway (Gaile Avenue to Paul Russell Road). Proposed improvements include:

- Improve traffic operations in the Four Points area of Tallahassee (where Woodville Highway and Crawfordville Road converge)
- Widen and extend Tram Road from 2 to 4 lanes
- Add buffered bike lanes on Woodville Highway and Crawfordville Road

The final plans for Segments 4 & 5 are due in July 2016 and June 2016, respectively. Right of way funding is currently funded in FY 2018 & 2019 for Segment 4 and FY 2019, 2020 and 20121 for Segment 5. Funding for construction has not yet been programmed.

A public meeting on the project has been scheduled to occur in December:

Tuesday, December 8, 2015
5:30 p.m. to 6:30 p.m. EST
North Florida Fairgrounds Building 2
441 Paul Russell Road
Tallahassee, Florida

ATTACHMENT

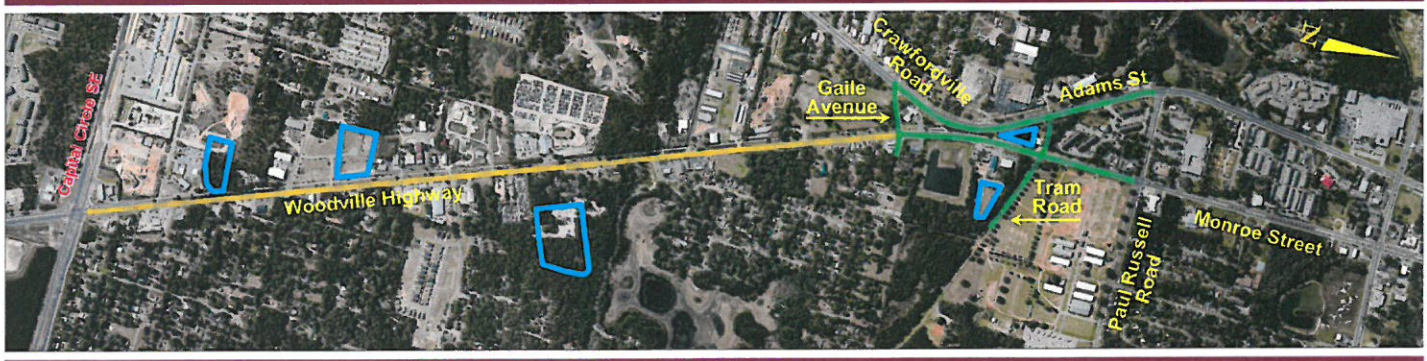
Attachment 1: Project Map

STATE ROAD 363

PROJECT LIMITS

Multilane Reconstruction of S.R. 363 (Woodville Highway) from S.R. 263 (U.S. 319) Capital Circle to Paul Russell Road in Leon County.

- Segment 4 - Woodville Highway from Capital Circle to Gaile Avenue
- Segment 5 - Woodville Highway from Gaile Avenue to Paul Russell Road



SEGMENT 4 SEGMENT 5

November 16, 2015

Capital Region Transportation Planning Agency
CRTPA

AGENDA ITEM 4 G

THOMASVILLE ROAD PLANNING STUDY UPDATE

REQUESTED BY: FDOT	TYPE OF ITEM: Information

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 29th, 2015 CRTPA Board meeting, 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 Blueprint 2000, City of Tallahassee, Leon County and the Welaunee Interchange project.

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 to be used for this study. This document will indicate agreement with all signed parties as to the methods utilized, and in turn the results, of the traffic analysis. FDOT's consultant for this project (RS&H) has already completed initial efforts to analyze existing traffic patterns and conditions, as well as completed a subarea validation of the CRTPA 2007 Base Year and 2040 Cost Feasible travel demand models.

Upon completion of the MLOU, traffic analysis on potential alternatives will begin. These alternatives include varying levels of improvements to Thomasville Road and Welaunee Boulevard to understand the effects of those 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 will also be completed 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.

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. A project website (http://www.nwflroads.com/22259352201/) is available to any interested person, which provides additional information regarding the project as well as a page to submit comments or questions to FDOT District 3 staff or their consultant.

November 16, 2015

Capital Region Transportation Planning Agency
CRTPA

AGENDA ITEM 5

EXECUTIVE DIRECTOR'S REPORT

REQUESTED BY: Staff	TYPE OF ITEM: Information

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

- Jefferson County Technical Assistance No Cost Contract Extension
- Florida Metropolitan Advisory Committee (MPOAC) Update – Commissioner Nick Maddox will provide the update. **Attachment 1** – MPOAC Governing Board Agenda Package
- Executive Director's Thoughts

ATTACHMENT 1

MPOAC The Florida Metropolitan Planning Organization Advisory Council

Mayor Susan Haynie
Chairperson

Governing Board Meeting

Date: **Thursday, October 29, 2015**

Time: **3:00 p.m. – 5:30 p.m.**

Location: **Orlando Marriott Airport, 7499 Augusta National Drive, Orlando, FL 32822**

Mayor Susan Haynie, Chairperson, Presiding

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1. **Call to Order & Pledge of Allegiance**

2. **Approval of Minutes**
   - A. **July 23, 2015 Meeting**

3. **Public Comments (non-agenda items)**

4. **Executive Director's Report**
   - A. **Budget Report**
   - B. **Status of Transportation Legislation**
   - C. **USDOT OIG Audit**

5. **Agency Reports**
   - A. **Florida Department of Transportation**
   - B. **Federal Highway Administration**

6. **Business Items & Presentations**
   - A. **2016 MPOAC Meeting Schedule**
   - B. **2016 Legislative Policy Positions**
   - C. **State vs. Federal Requirements on MPO Operations**
     - I. **Refreshments**
     - II. **Travel Expenses**
   - D. **MPOAC Strategic Plan Update**

7. **Communications**

8. **Member Comments**

9. **Adjournment**

Carl Mikyska, Executive Director
605 Suwannee Street, MS 28B · Tallahassee, Florida 32399-0450
1-866-374-3368 x 4037 or 850-414-4062 · Fax 850-414-4895
www.mpoac.org

Any person who desires or decides to appeal any decision made by this Council with respect to any matter considered at this meeting will need a record of the proceedings. For such purposes, such person may need to ensure that a verbatim record of the proceedings is made which record includes testimony and evidence upon which appeal is to be based.

The needs of hearing or visually impaired persons shall be met by contacting the Council sponsoring such meeting at least 48 hours prior to the meeting. Please contact Brigitte Messina at (850) 414-4037 or by email to brigitte.messina@mpoac.org.

Item Number 2

Approval of Minutes: July 23, 2015

DISCUSSION:

Review and comments from members.

REQUESTED ACTION:

Approval of Minutes.

ATTACHMENT:

1. July 23, 2015 Meeting Minutes

Draft Minutes of the Florida MPO Advisory Council
Governing Board
July 23, 2015

Governing Board Members in Attendance:

Mayor Susan Haynie, Palm Beach MPO, Chairperson
Councilmember James Wood, Okaloosa-Walton TPO, Vice Chair
Vice Mayor Bryan Caletka, Broward MPO
Commissioner Rodney Friend, Bay County TPO
Commissioner Nick Maddox, Capital Region TPA
Commissioner James Herston, Charlotte County-Punta Gorda MPO
Commissioner Jayer Williamson, Florida-Alabama TPO
Commissioner Nicholas Nicholson, Hernando/Citrus MPO
Commissioner Derek Doughty, Hillsborough County MPO
Mayor Susan Adams, Indian River County MPO
Councilmember Jim Burch, Lee County MPO
Councilmember Doreen Hock-DiPolito, Pinellas County MPO
Commissioner Nat Birdsong, Polk TPO
Councilmember Pat Patterson, River to Sea TPO
Councilmember Jim Bennett, Sarasota/Manatee MPO
Mayor Kathy Meehan, Space Coast TPO
Ms. Kathryn Hensley (St. Lucie County School Board member), St. Lucie TPO
Colon Lambert, Heartland Regional TPO
Troy McDonald, Martin MPO

Others in Attendance:

Carl Mikyska, MPOAC Executive Director
Paul Gougelman, MPOAC General Counsel
Brigitte Messina, MPOAC
Jeff Kramer, USF/CUTR
Karen Seggerman, USF/CUTR
Karen Brunelle, FHWA
Lee Ann Jacobs, FHWA
Carmen Monroy, FDOT
Yvonne Arens, FDOT
Thomas Hill, FDOT
Greg Stuart, Broward MPO
Harry Reed, Capital Region TPA
Bob Herrington, Charlotte County-Punta Gorda MPO
Mary Bo Robinson, Florida-Alabama, Okaloosa-Walton and Bay County TPOs
Pat Steed, Heartland Regional TPO
Sherrie Carver, Heartland Regional TPO

Dennis Dix, Hernando/Citrus MPO
Beth Alden, Hillsborough County MPO
Phil Matson, Indian River County MPO
Beth Beltran, Martin MPO
Harold W. Barley, MetroPlan Orlando
Nick Uhren, Palm Beach MPO
Whit Blanton, Pinellas County MPO
Vice-Mayor Charles Lake, Polk TPO
Ronnie Blackshear, Polk TPO
Lois Bollenback, River to Sea TPO
Michael Howe, Sarasota/Manatee MPO
David Hutchinson, Sarasota/Manatee MPO
Mayor Rocky Randels, Space Coast TPO
Bob Kamm, Space Coast TPO
Peter Buchwald, St. Lucie TPO
Mary Schoelzel, FDOT
Kellie Smith, FDOT
Robert Jones, FCRC Consensus Center
Hal Beardall, FCRC Consensus Center

1. **Call to Order**

Mayor Susan Haynie, Chair, Palm Beach MPO, called the meeting to order at 3:10 p.m. The Chair led all in the Pledge of Allegiance and then welcomed those in attendance, including all new members and representatives from the newly formed Heartland Regional TPO.

2. **Approval of Minutes**

Councilmember James Wood, Vice-Chair, Okaloosa-Walton TPO, made a motion to approve the minutes of the April 2, 2015 Joint Meeting of the MPOAC Governing Board & Staff Directors' Advisory Committee. Commissioner Nick Maddox, Capital Region TPA, seconded the motion. The motion was approved unanimously.

3. **Public Comments**

No public comments were made.

4. **Ratification of Executive Director**

Mr. Paul Gougelman, MPOAC General Counsel, reviewed the MPOAC Executive Director selection process for the members which resulted in the MPOAC Executive Committee verbally offering the position of Executive Director to Mr. Carl Mikyska and notifying members of this decision via email. The email communication requested members to provide comments prior to the Executive Committee making a written offer of employment to Carl Mikyska. No comments

or objections were received and the written offer of employment was made. Mr. Gougelman concluded his comments by seeking ratification by the members of Carl Mikyska as the MPOAC Executive.

Councilmember Doreen Hock-DiPolito, Pinellas County MPO, made a motion to ratify Mr. Carl Mikyska as the new Executive Director of the MPOAC. Councilmember Jim Burch, Lee County MPO, seconded the motion. The motion was approved unanimously.

5. Executive Director's Report

Mr. Carl Mikyska, MPOAC Executive Director, reported on the MPOAC budget referring to attachment 1 of the agenda package under the Executive Director's Report. During the period from April 1 – June 30, 2015, approximately $129,859 was spent. The remaining balance for the fiscal year was $4,416. Mr. Mikyska credited the outgoing Executive Director, Howard Glassman, with keeping the MPOAC on budget for the year.

Mr. Mikyska then provided a legislative update referring to attachment 3 of the agenda package under the Executive Director's Report. The Florida legislature, during the June special session, approved SB2514-A redirecting revenues from additional fees imposed on certain motor vehicle registration transactions (commonly known as the "New Wheels On the Road Fee") from the General Revue Fund to the State Transportation Trust Fund (STTF), an amount totaling $99 million. Of those revenues redirected to the STTF, 6.9 percent are intended to be used to fund the Transportation Regional Incentive Program (TRIP), an estimated $14.2 million in Fiscal Year 2015/2016. The law also created the Florida Shared-Use Nonmotorized Trail Network as a component of the Florida Greenways and Trails System and required funding to be allocated to the network in the Florida Department of Transportation program and resource plan.

The legislature also approved HB 41 (also known as Gabby's Law for Student Safety) relating to hazardous walking conditions for public school students. HB 257 was also passed allowing a county or two or more contiguous counties to designate freight logistics zones so long as they are consistent with the local MPO long range transportation plan. Projects in the freight logistics zone plan will be eligible for special funding per specified criteria. Mr. Mikyska also noted that several pieces of legislation related to transportation and supported by the MPOAC, including bills related to distracted driving and the implementation of a mileage-based user fee study and pilot program, were not approved during the 2015 legislative session.

Mr. Mikyska then highlighted two legislative proposals that have been made to reauthorize the federal transportation program and provide continued funding for the federal Highway Trust

Fund (HTF). The "Generating Renewal, Opportunity, and Work with Accelerated Mobility, Efficiency, and Rebuilding of Infrastructure and Communities throughout America Act" (GROW America Act), proposed by the US Department of Transportation, would reauthorize the federal transportation program for six years using a combination of current revenues and a new repatriation fee on currently untaxed foreign earnings by U.S. companies. The GROW America Act would prevent new MPOs from being designated within metropolitan statistical areas (MSA) already served by an existing MPO and require coordinated planning and performance target setting in areas where multiple MPOs are already designated within a single MSA. The GROW America Act would also authorize the creation of a high-performance tier of MPOs and grant them with certain benefits including sub allocation of certain federal transportation funds and priority consideration for Metropolitan Planning (PL) Funds.

The "Developing a Reliable and Innovative Vision for the Economy Act" (DRIVE Act), proposed by the Senate Environment and Public Works Committee, is a six-year transportation authorization that provides for three years of guaranteed funding for the HTF. The Drive Act proposes two new programs including a National Freight Program and a program of Assistance for Major Projects (similar to the existing TIGER Program). It would also speed up the project development process by allowing information gathered during the planning process, to the extent it is still current and relevant, to satisfy the environmental review process and allow agencies to avoid re-analyzing in the environmental process, proposed transportation project alternatives which were rejected during the planning process. The DRIVE Act would increase federal Surface Transportation Program (STP) sub-allocation to metropolitan areas, but reduces the overall amount of STP funding in the early years of the program, resulting in a dip in sub-allocated funds in the first few years of the bill. The Transportation Alternatives Program (TAP) would be 100% sub-allocated to metropolitan areas at a flat amount of $850 million per year for the life of the bill, increasing TAP funding in the early years of the program, but significantly reducing TAP funding in later years. The DRIVE Act also clarifies transit representation on MPO Boards and adds a new federal planning factor to improve system resiliency and reliability.

Mr. Mikyska recognized the formation of the newest MPO in the state, the Heartland Regional TPO (HRTPO) and noted that information on the HRTPO was provided in attachment 2 under the Executive Director's Report. He concluded his remarks by announcing that a meeting of the MPOAC Policy and Technical Subcommittee meeting had been scheduled for September 11, 2015 at the FDOT District 1 Auditorium in Bartow, Florida and welcomed all who wished to participate to attend. A member requested that MPOAC members be kept apprised of rapidly-developing information regarding the freight logistics zones.

6. Agency Reports

a) FDOT Agency Report

Ms. Carmen Monroy, Director of the FDOT Office of Policy Planning, introduced herself to the members, noting that she was previously the Southwest Area Director for FDOT District One. She then reported on the status of the combined effort to update both the Florida Transportation Plan (FTP) and the Strategic Intermodal System (SIS) Policy Plan. A 35-member steering committee is in place with Mayor Susan Haynie, Palm Beach MPO, serving as vice-chair and Councilmember Jim Wood, Okaloosa-Walton TPO serving as the vice-chair of the SIS Advisory Committee. She also noted that several staff directors serve as members of the Advisory Groups including, Harold Barley (MetroPlan Orlando), Carlos Roa (Miami-Dade MPO), Bob Kamm (Space Coast TPO), Marlie Sanderson (Gainesville MTPO), and Peter Buchwald (St. Lucie TPO). The FTP will contain three elements including a vision element, a policy element, and an implementation element. At this time, the vision element is being addressed and includes new topic areas including alignment with the Florida Strategic Plan for Economic Development and emphasis on providing more modal choices for people and freight, active transportation, workforce development, and customer service. The importance of regionalism is also being discussed in detail.

Goal area themes have emerged including a broader look at safety and security of residents, visitors and businesses; an agile, resilient and high quality transportation infrastructure; efficient and reliable service for people and freight; and transportation solutions that support Florida's global competitiveness, quality places, and environment. The Strategic Intermodal System Policy Plan is addressing interregional connectivity, intermodal connectivity, and economic development. More information and the opportunity to give feedback is available at www.floridatransportationplan.com. Four workshops have already been held around the state. Upcoming workshops will be held on August 11th in Panama City, August 26th in Vero Beach, September 1st in Miami (since cancelled), and September 2nd in Tampa. On August 25th, the FDOT will be in Orlando as part of the TRANSPLEX conference. The intention is to have the vision plan adopted by the end of calendar year 2015.

Ms. Monroy noted that the processes to develop PL Joint Planning Agreements and to approve and pay PL invoices had become very challenging and that she plans to work toward increasing the efficiency of both over the coming months. She closed by informing the members that the FDOT was in the process of hiring a new trail manager with the creation of the Florida Shared-Use Nonmotorized Trail Network.

b) **FHWA Agency Report**

Ms. Karen Brunelle, Director, Office of Project Development, and Ms. Lee Ann Jacobs, Planning Team Leader at the FHWA Florida Division Office, shared FHWA activities.

Ms. Brunelle noted that the FHWA is waiting on new authorization given the extension of MAP-21. The federal Highway Trust Fund (HTF) balance, without another extension of federal authorization, is scheduled to drop below $4 billion at the end of July or early August which would trigger cash management procedures for federal funds allocation. Further, the HTF is expected to go below zero near the end of August without legislative action to infuse the fund with additional monies.

Ms. Brunelle continued by stating that additional information on federal proposed rulemaking related to MAP-21 was expected sometime in September. She reminded the members that federal TIGER grant applications had been received in early June 2015 and that they were currently undergoing evaluation.

Ms. Brunelle concluded her remarks by reporting that, according to FHWA estimates, US driving had topped 1.26 trillion miles in the first five months of 2015, topping the record set in 2007, and that US driving has steadily increased for 15 consecutive months.

Ms. Lee Ann Jacobs then directed the member's attention to attachment 1 of the agenda package under the FHWA Report detailing the responsibilities and duties of FHWA- Florida Division transportation planning unit staff. She also stated that the FHWA-Florida Division Office had officially moved to its new location - 3500 Financial Plaza, Suite 400, Tallahassee, FL 32312, and that their phone numbers have not changed.

Ms. Jacobs informed the members that the Annual Statewide Assessment Meeting related to the federal planning findings had been held on Tuesday, July 21, 2015 (a requirement for approval of the Statewide Transportation Improvement Program) and that comments related to the process were welcome. She closed by introducing a video entitled "The FHWA 2015 Research & Technology Story." The video highlighted the value of highway research and how FHWA's research and technology initiatives are making a difference. The video can be found at www.fhwa.dot.gov/research/.

7. **MPOAC Institute Overview**

Mr. Jeff Kramer, Center for Urban Transportation Research (CUTR), presented an overview of the MPOAC Weekend Institute. The presentation included a summary of Institute activities for 2015, including attendance statistics and attendee survey feedback. He also introduced MPOAC

Institute trainers: Scott Paine with the Florida League of Cities, Hal Beardall with the FCRC Consensus Center, and Karen Seggerman, CUTR/USF.

Mr. Kramer then presented some historical perspective on the Institute since it started in 2007, including the following statistics:

- 16 Institutes since 2007
- held in 6 different locations since 2007
- 223 total attendees
  - 74 (approximately 33%) from a County
  - 139 (approximately 62%) from a municipality
  - 10 (approximately 5%) from a modal or other agency
- 57% of attendees are still on an MPO Board
- 4.79 out of 5 overall evaluation score
- 8.5 overall average number of attendees sent by each MPO over time
- MPOs have sent as many as 19 and as few as 2 Board members to an MPOAC Institute over the years

Mr. Kramer noted changes that have been made to the program over the years based on feedback from attendees. He reminded the members that Institute materials are available to their staff on the MPOAC website, although it is password protected. He concluded by pointing out that 23 of the current 27 members of the Governing Board had attended an MPOAC Institute during the past several years.

Members then discussed their own experiences attending the MPOAC Institute and emphasized the need for Governing Board members to educate their fellow MPO Board members to the availability and value of attending an MPOAC Institute. Past attendees seemed to particularly appreciate having the opportunity to meet MPO Board members from around the state and encouraged other members of the MPOAC Governing Board to attend if they had not yet had the chance to do so.

8. Strategic Plan for MPOAC

Mr. Carl Mikyska, MPOAC Executive Director, presented the initial plans and draft outline of the effort to develop a strategic plan for the MPOAC. He distributed the outline and asked for comments or any other input to submitted by August 6th.

Mr. Mikyska asked if there were any members who were interested in becoming a member of the Strategic Direction Advisory Committee (SDAC). The SDAC will help to guide the strategic planning effort, helping craft the organizational mission and vision as well as goals and objectives. Mr. Mikyska stated that, ideally, the Committee would be comprised of an equal

number of Board Members and Staff Directors (not from the same MPO) and represent both small and large MPOs from across the state. Commissioner Nick Maddox, Capital Region TPA, volunteered to be a member of the SDAC. Several other members expressed interest and indicated that they would let Mr. Mikyska know if they would be able to serve upon confirming their availability.

Mr. Mikyska then described future steps for the strategic planning process, including eight meetings, with the first meeting to be held on September 11th, 2015 in Bartow (the same day as the MPOAC Policy and Technical Subcommittee meeting). He mentioned that there will also be a member survey conducted, providing the opportunity for all interested members to participate even if they cannot attend any of the SDAC meetings. The SDAC will be asked to guide the development of an implementation action plan. Members suggested that alternates be appointed to ensure sufficient participation given the rigorous schedule. Mr. Mikyska agreed, but noted that the process would work best if there were continuous participation by the same group. He concluded by acknowledging those Staff Directors that had volunteered to serve on the Strategic Directions Advisory Committee.

9. Communications

Mr. Mikyska noted that the communications for the quarter were included in the agenda packet:

- Summary of proposed federal legislation from Transportation for America. The proposed Senate Bill is titled "Senate Railroad Reform, Enhancement and Efficiency Act".

10. Member Comments

Mr. Michael Howe, Executive Director for the Sarasota/Manatee MPO, announced his retirement in August and introduced Mr. David Hutchinson who will who will replace him as Executive Director and as a member of the MPOAC Staff Directors' Advisory Committee. The members thanked him for his service to the organization and welcomed Mr. Hutchinson.

The meeting was adjourned at 4:41 pm.

Item Number 3

Public Comments

DISCUSSION:

Recommendations or comments by the public.

REQUESTED ACTION:

As may be desired.

ATTACHMENT:

None

Item Number 4

Executive Director's Report

DISCUSSION:

Mr. Carl Mikyska, MPOAC Executive Director, will be presenting the following items for discussion:

A. Budget Report: July 1 – September 30, 2015
B. Status of Transportation Legislation
C. USDOT OIG audit

REQUESTED ACTION:

As may be desired.

ATTACHMENTS:

1. Budget report: July 1 – September 30, 2015

Florida Metropolitan Planning Organization Advisory Council
FY 2015/2016 Budget
July 1, 2015 to June 30, 2016

Category	Annual Allocation	1st Qtr Expenditures 7/1/15-9/30/15	2nd Qtr Expenditures 10/1/15-12/31/15	3rd Qtr Expenditures 1/1/16-3/31/16	4th Quarter Expenditures 4/1/16-6/30/16	Expenditures to Date	Remaining Balance
Salaries/Benefits	**$ 200,000**	$ 42,152				$ 42,152	$ 157,848
Expense	**$ 57,000**						
Travel	$ 30,000	$ 4,006				$ 4,006	$ 25,994
Meetings	$ 21,000	$ 7,783				$ 7,783	$ 13,217
Administrative	$ 4,080	$ 849				$ 849	$ 3,231
Membership Dues *	$ 1,920	$ 1,920.00				$ 1,920	$0.00
Contracted Services	**$ 22,000**						
General Counsel	$ 22,000	$ -				$ -	$ 22,000
Transportation Planning	**$ 165,000**						
Univ. South FL (CUTR)	$ 80,000	$ 20,000				$ 20,000	$ 60,000
MPOAC Institute	$ 85,000	$ 10,200				$ 10,200	$ 74,800
Strategic Plan	**$ 79,048**						
Florida State University	$ 79,048	$ -				$ -	$ 79,048
Total Federal Funds	**$ 523,048**	$ 86,910				$ 86,910	$ 436,138
Advocacy Activities Local Funds	**$ 7,500**	$ -				$ -	$ 7,500
Total Budget	**$ 530,548**	$ 86,910				$ 86,910	$ 443,638

* FBT, FPTA, ITSFL

Item Number 5A

Agency Reports – Florida Department of Transportation

DISCUSSION:

Ms. Carmen Monroy, Director, Office of Policy Planning at FDOT will update the members on the activities of FDOT and bring forward topics of interest to the MPOs.

REQUESTED ACTION:

As may be desired.

ATTACHMENT:

1. Air Quality Fact Sheet

U.S. Department of Transportation
Federal Highway Administration

Air Quality FACT SHEET
Ozone Standard

U. S. Environmental Protection Agency (EPA) Strengthens the Air Quality Standards for Ground-Level Ozone

On October 1, 2015, EPA strengthened the National Ambient Air Quality Standards (NAAQS) for ground-level ozone to 70 parts per billion (ppb) from the current 75 ppb, based on extensive scientific evidence about ozone effects on public health and welfare. Secondary standard also set at 70 ppb. The updated standards will improve public health protection, particularly for at-risk groups including children, older adults, people of all ages who have lung diseases such as asthma, and people who are active outdoors, especially outdoor workers. They also will improve the health of trees, plants and ecosystems.

Timeline

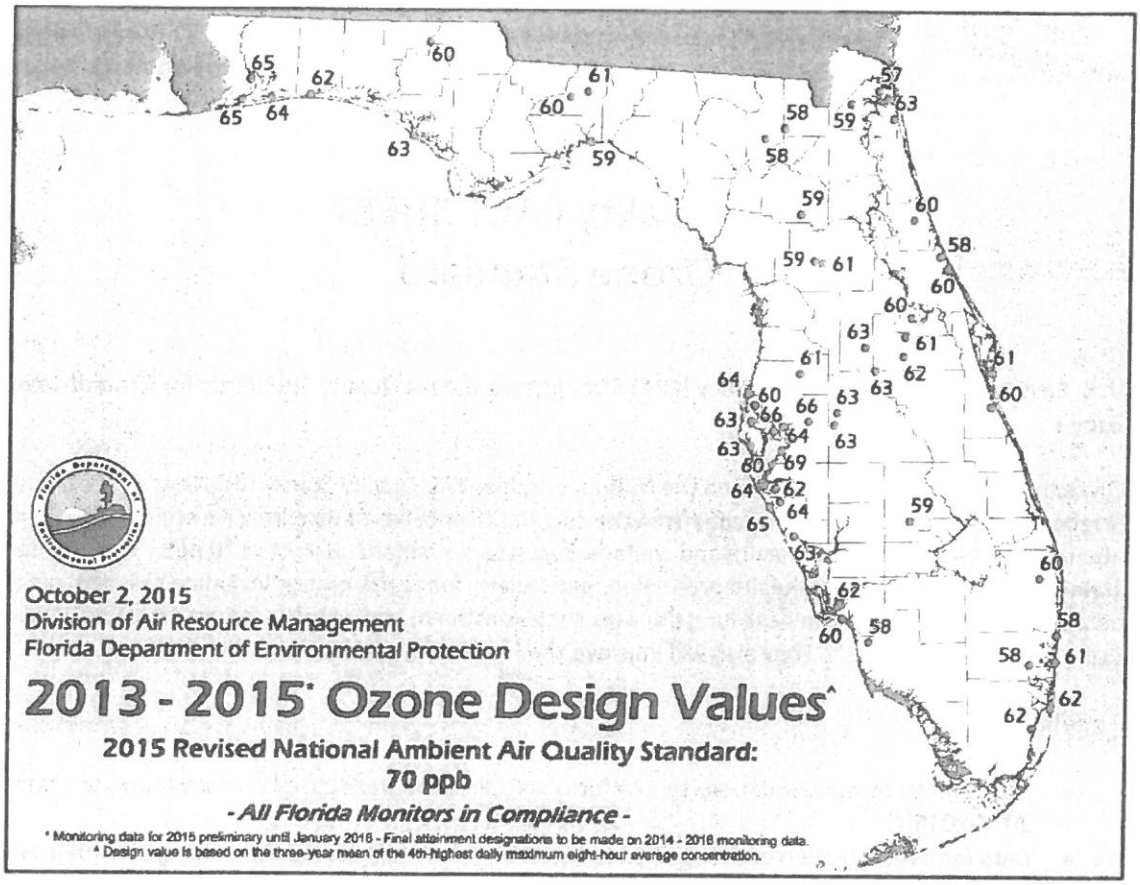
- States make recommendations to EPA for nonattainment areas based on data from the years 2014-2016.
- Data for determination of designation is based on the 4th highest annual reading of each monitor in a Metropolitan Statistical Area (MSA) from 2014-2016.
- EPA will make final designations by October 2017.

Potential Implications to Florida

- If Florida has any areas designated as nonattainment for the revised NAAQS, Florida DEP will develop a State Implementation Plan (SIP) providing for the measures necessary to bring the areas into compliance with the revised NAAQS.
- Transportation conformity would be required in these nonattainment areas. Transportation conformity means that a periodic demonstration must be made that transportation activities will not cause new air quality violations, worsen existing violations, or delay timely attainment of the NAAQS.

Current Ozone Monitor Readings

The ozone values depicted in the figure below are the compliance values for the **2013-2015** time frame. They are representative of current conditions. Designations will ultimately be based on monitor readings for the years **2014-2016**. Given recent downward trends in ozone concentrations throughout the state, there may be no monitors that exceed the NAAQS at a level of 70 ppb or above at the time that the designations are made.



Links to Information:

EPA: http://www.epa.gov/

Federal Register notice for October 1, 2015: http://www3.epa.gov/ozonepollution/pdfs/20151001fr.pdf

Information compiled by: Yvonne Arens
Date: October 9, 2015
Program Contact: Yvonne.arens@dot.state.fl.us

Item Number 5B

Agency Reports – Florida Division of Federal Highway Administration

DISCUSSION:

Ms. Karen Brunelle, Director, Office of Project Development and Ms. Lee Ann Jacobs, Planning Team Leader at the FHWA Florida Division Office will present the following:

1. MAP-21 Updates
2. Grants and Awards
3. STIP Approval/Planning Finding

REQUESTED ACTION:

As may be desired.

ATTACHMENT:

1. STIP approval letter from USDOT to FDOT

Federal Highway Administration
Florida Division Office
3500 Financial Plaza, Suite 400
Tallahassee, Florida 32312
(850) 553-2200
www.fhwa.dot.gov/fldiv

Federal Transit Administration
Region 4 Office
230 Peachtree Street NW, Suite 800
Atlanta, Georgia 30303
(404) 865-5600

September 30, 2015

Mr. Jim Boxold
Secretary of Transportation
Florida Department of Transportation
605 Suwannee Street / MS-59
Tallahassee, Florida 32399-0450

Subject: Approval of FY 2015/16-2018/19 STIP and Statewide Planning Finding

Dear Secretary Boxold:

The following is in response to the Florida Department of Transportation's (FDOT) transmittal of the Fiscal Year (FY) 2015/2016 – 2018/2019 Transportation Improvement Programs (TIPs) for 26 of Florida's 27 Metropolitan Planning Organizations (MPO) for our review, which includes the letter of approval for the MPO TIPs, Florida's FY 2015/16-2018/19 Statewide Transportation Improvement Program (STIP) and the certification of the state planning process, dated September 4, 2015. The new Heartland TPO will develop and submit an adopted TIP before March 27, 2016. Our various metropolitan and statewide planning process findings and actions are summarized below:

1. **Metropolitan Transportation Planning Processes and TIPs:**

   Based upon our review of the annual "self-certification" statements jointly developed between each of the MPOs and the Department and our joint certification reviews of Transportation Management Areas (TMA) during 2015, we hereby determine that the FY 2015/2016 – 2019/2020 TIPs developed and adopted by 26 of Florida's 27 MPOs are based on a continuing, cooperative and comprehensive planning process. We also hereby conclude that the content and elements of each of the TIPs generally satisfy the requirements of 23 U.S.C. 134, 49 U.S.C. 5303, 23 CFR Part 450 (Subpart C) and 49 CFR Part 613 (Subpart C).

2. **Statewide Transportation Planning Process and the STIP:**

   23 U.S.C. 135(f)(4) and 23 CFR 450.218 require that the Federal Highway Administration / Federal Transit Administration (FHWA/FTA) approval of the STIP include a finding that the process from which the STIP was developed is consistent with the provisions of 23 U.S.C. 134 and 135 and 49 U.S.C. 5303 – 5305. Since 1995, an "annual assessment" of various aspects of the statewide transportation planning process has been a key source of information in supporting this FHWA/FTA statewide planning finding.

On July 21, 2015, a meeting was conducted with various members of your staff to discuss Florida's statewide transportation planning process. Enclosed for your reference and information is a copy of the summary report that concludes that the statewide transportation planning process largely satisfies the above requirements.

In summary, our review of the STIP, TIPs and supporting documentation concludes that the FY 2015/16-2018/19 STIP substantially meets the process and content requirements of 23 U.S.C. 134 and 135, 49 U.S.C. 5303 - 5305, 23 CFR Part 450 (Subparts B and C) and 49 CFR Part 613 (Subparts B and C), including the provisions on public involvement and fiscal constraint. Therefore, on behalf of both agencies (FHWA/FTA), Florida's FY 2015/16-2018/19 STIP is hereby approved.

We look forward to continuing our coordination with the Department, the MPOs, the local/ regional transit service providers and Florida's other transportation stakeholders in further implementing the various transportation planning and environmental provisions in federal law.

If you have any questions, please do not hesitate to contact Ms. LeeAnn Jacobs at (850) 553-2219 or Mr. Andres Ramirez at (404) 865-5611.

Sincerely,

James Christian
Division Administrator
Federal Highway Administration

Dr. Yvette G. Taylor
Regional Administrator
Federal Transit Administration

Enclosure: Annual Statewide Assessment Report (1ea Hard copy attached, cc: will receive electronic copy)

cc: Ms. Lora Hollingsworth, FDOT (MS-57)
Mr. Jim Wood, FDOT (MS-57)
Ms. Lisa Saliba, FDOT (MS-21)
Mr. James Jobe, FDOT (MS-21)
Ms. Carmen Monroy, FDOT (MS-28)
Mr. Carl Mikyska, MPOAC (MS-28B)
Mr. Billy Hattaway, Secretary, FDOT (District 1)
Mr. Greg Evans, Secretary, FDOT (District 2)
Mr. Tommy Barfield, Secretary, FDOT (District 3)
Mr. Gerry O'Reilly, Secretary, FDOT (District 4)
Ms. Noranne Downs, Secretary, FDOT (District 5)
Mr. Gus Pego, Secretary, FDOT (District 6)
Mr. Paul Steinman, Secretary, FDOT (District 7)
Ms. Diane Gutierrez-Scaccetti , Executive Director, Florida's Turnpike Enterprise

Item Number 6

Business Items & Presentations

DISCUSSION:

Various action items and topics for discussion will be presented. The topics include:

A. 2016 MPOAC meeting schedule
B. 2016 Legislative Policy Positions
C. State vs. Federal Requirements on MPO Operations
    I. Refreshments
    II. Travel Expenses
D. MPOAC Strategic Plan Update

REQUESTED ACTIONS:

1. Approval of the proposed 2016 MPOAC meeting schedule.
2. Approval of the 2016 Legislative Policy Positions.

ATTACHMENTS:

1. 2016 MPOAC meeting schedule
2. 2016 Legislative Policy Positions (Clean and Strikethrough/Underline versions)

2016 MPOAC MEETING SCHEDULE

January 28, 2016	**FDOT Auditorium** **605 Suwannee Street, Tallahassee** **(850) 414-4037**
April 28, 2016	**MetroPlan Orlando** **250 South Orange Avenue, Suite 200, Orlando** **(407) 481-5672**
July 18, 2016	**Loews Don CeSar Hotel** **3400 Gulf Drive, St. Pete Beach** **(727) 360-1881** ***held on Monday July 18, 2016 in conjunction with the Annual Floridians for Better Transportation Conference***
October 20, 2016	**Space Coast TPO/Spaceport Tour** **TBD** **(321) 690-6890** ***held on Thursday October 20, 2016 to avoid conflict with the Association of MPOs Annual Conference***

FLORIDA METROPOLITAN PLANNING ORGANIZATION ADVISORY COUNCIL
2016 DRAFT LEGISLATIVE POLICY POSITIONS

Priority Policy Positions

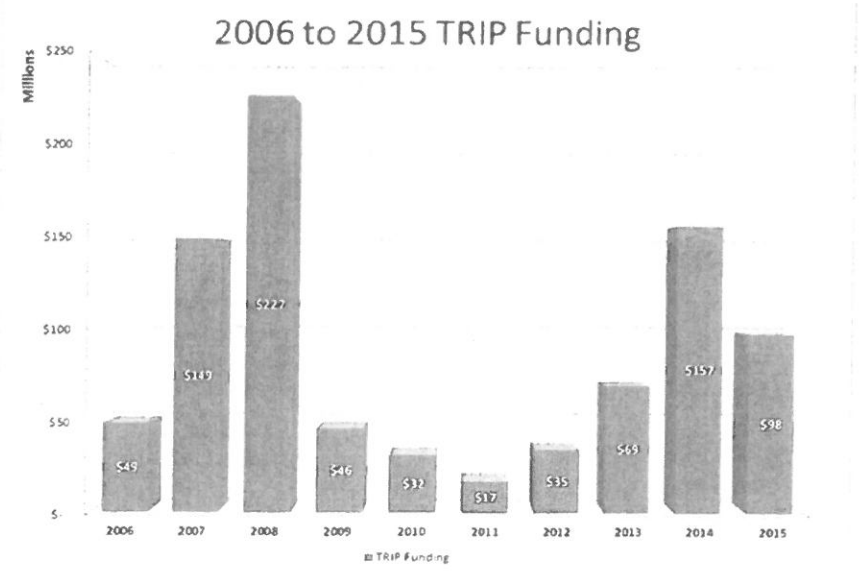
The MPOAC supports State Legislation that:

1. Implements the recommendations from the MPOAC transportation revenue study and other options for expanding transportation revenue sources.

   Key Recommendations:

   - Expand the Charter County and Regional Transportation System Surtax to allow municipalities over 150,000 in population (or the largest municipality in a county) and all counties located in MPO areas to enact up to a one cent local option surtax by referendum.
   - Index local option fuel taxes to the consumer price index in a manner similar to the current indexing of state fuel taxes.
   - Direct the Florida Department of Transportation to develop a plan and conduct one or more pilot tests to move Florida toward a Mileage Based User Fee, which protects individual privacy, in lieu of the traditional fuel tax.

2. Restores funding for the Transportation Regional Incentive Program in order to promote regional planning and project development through sustainable funding mechanisms, in addition to documentary stamp revenues.



3. Regulates distracted driving as a *primary* offense by prohibiting the use of electronic wireless communications devices and other similar distracting devices while operating a moving motor vehicle.

   - The 2013 Florida legislature enacted the "Florida Ban on Texting While Driving Law." The law prohibits operation of a moving motor vehicle while manually typing, sending or reading interpersonal communication (texting, e-mailing, instant messaging, etc.) using a wireless communications device, with certain exceptions. The law provides for enforcement of the ban as a secondary offense, meaning a driver would have to be pulled over for some other violation to get a ticket for violating the ban on texting. The 2014 and 2015 Florida Legislatures underscored the severity of distracted driving by considering bills that would have substantially increased the penalty for distracted driving. This legislative proposal would seek to strengthen the enforcement mechanism for the texting while driving ban by making it a primary offense.

Additional Policy Positions

The MPOAC supports State Legislation that:

4. Allows Strategic Intermodal System (SIS) funds to be used on roads and other transportation facilities not designated on the SIS if the improvement will enhance mobility or support freight transportation on the SIS.

   - Current state law does not permit SIS funds to be spent on roads or other transportation facilities that are not part of the SIS, even if proposed improvements would directly benefit users of SIS facilities by enhancing mobility options or supporting freight movement in a SIS corridor. This legislative proposal would broaden the State's ability to improve passenger and freight mobility on SIS corridors by making eligible the expenditure of SIS funds on non SIS roads and other transportation facilities where the benefit to users of SIS facilities can be demonstrated.

5. Establishes state funding for railroad crossings to improve safety and establish quiet zone.

   - This proposal recognizes growing economic activity at Florida's ports and provides financial support to ensure the continued quality of life and safety in communities along increasingly busy rail corridors.

6. Supports implementation of ridesharing services statewide.

   - This proposal recognizes the advent of new transportation technologies that would benefit Florida's citizens and visitors and encourages appropriate legislative action to permit the use of those technologies on the state's roadway network.

FLORIDA METROPOLITAN PLANNING ORGANIZATION ADVISORY COUNCIL

2016 ~~2015~~ DRAFT LEGISLATIVE POLICY POSITIONS

Priority Policy Positions

The MPOAC supports State Legislation that:

1. Implements the recommendations from the MPOAC transportation revenue study and other options for expanding transportation revenue sources.

   - ~~In 2012, the MPOAC completed a two-year study to address the ever widening gap between the cost of needed transportation infrastructure along with declining and unsustainable revenue sources. The study identified a $74 billion funding shortfall in MPO areas over the next 20 years. It also proposed 14 policy recommendations that are intended to restore the purchasing power of Florida's transportation dollar to the year 2000 and to move Florida toward a Mileage Based User Fee in lieu of the traditional fuel tax.~~ *Struck to streamline policy positions*

   Key Recommendations:

   - ~~Redirect $100 million annually to the State Transportation Trust Fund from General Revenue as was passed by the Florida House of Representatives during the 2014 legislative session in HB 5601.~~ *Struck to streamline policy positions*
   - Expand the Charter County and Regional Transportation System Surtax to allow municipalities over 150,000 in population (or the largest municipality in a county) and all counties located in MPO areas to enact up to a one cent local option surtax by referendum.
   - Index local option fuel taxes to the consumer price index in a manner similar to the current indexing of state fuel taxes.
   - Direct the Florida Department of Transportation to develop a plan and conduct one or more pilot tests to move Florida toward a Mileage Based User Fee, which protects individual privacy, in lieu of the traditional fuel tax.

2. Restores funding for the Transportation Regional Incentive Program in order to promote regional planning and project development through sustainable funding mechanisms, in addition to documentary stamp revenues.

   - ~~The purpose of the Transportation Regional Incentive Program (TRIP) is to encourage regional planning by providing state matching funds (up to 50% of total project costs) for improvements to regionally significant transportation facilities identified and prioritized by regional partners. TRIP is funded through documentary stamp tax proceeds which have declined substantially over the past several years as a result of the economic decline in Florida's housing and land development industry. Funds available for TRIP have been further reduced as the first $60 million of funds that would otherwise be allocated to TRIP are instead allocated to the Florida Rail Enterprise.~~ *Struck to streamline policy positions and will be replaced with a graphic depicting TRIP funding and leveraged local funds over time*

~~3. Protects existing transportation programs from negative financial impacts that may arise from the passage of the 2014 Florida Water and Land Conservation Initiative and directs funds intended for recreational trails in a manner consistent with MPO plans and programs; and expands funding eligibility to include maintenance activities.~~

- ~~The Florida Water and Land Conservation Initiative (Amendment 1 on the November 4, 2014 ballot), upon voter approval, would dedicate 33 percent of net revenues (an estimated $648 million in FY 2015-16, growing to $1.268 billion in FY 2034-35) from the existing excise tax on documents to the Land Acquisition Trust Fund. The funds will be used to acquire and improve conservation easements and other land, water, geological and historical sites, including recreational trails and parks. If approved, this diversion of revenues from the existing excise tax on documents could result in a substantial reduction in funds currently dedicated to the Transportation Regional Incentive Program, the Strategic Intermodal System, the New Starts Transit Program, the Florida Rail Enterprise and the Small County Outreach Program. This proposal seeks to protect those existing transportation programs in a manner consistent with MPO plans and programs and expand funding eligibility to include trail maintenance.~~ *The 2015 Florida Legislature enacted SB 2514A which redirected $99 million to the State Transportation Trust Fund from the New Wheels on the Road Fee, protecting existing transportation programs from negative financial impacts arising from the passage of the 2014 Florida Water and Land Conservation Initiative (Amendment 1)*

4. Regulates ~~Reduces~~ distracted driving ~~by regulating~~ as a *primary* offense by prohibiting the use of electronic wireless communications devices and other similar distracting devices while operating a moving motor vehicle.

   - The 2013 Florida legislature enacted the "Florida Ban on Texting While Driving Law." The law prohibits operation of a moving motor vehicle while manually typing, sending or reading interpersonal communication (texting, e-mailing, instant messaging, etc.) using a wireless communications device, with certain exceptions. The law provides for enforcement of the ban as a secondary offense, meaning a driver would have to be pulled over for some other violation to get a ticket for violating the ban on texting. The 2014 and 2015 Florida Legislatures underscored the severity of distracted driving by considering ~~a~~ bills that would have substantially increased the penalty for distracted driving ~~resulting in a fatality~~. This legislative proposal would seek to strengthen the enforcement mechanism for the texting while driving ban by making it a primary offense.

Additional Policy Positions

The MPOAC supports State Legislation that:

5. Allows Strategic Intermodal System (SIS) funds to be used on roads and other transportation facilities not designated on the SIS if the improvement will enhance mobility or support freight transportation on the SIS.

   - Current state law does not permit SIS funds to be spent on roads or other transportation facilities that are not part of the SIS, even if proposed improvements would directly benefit users of SIS facilities by enhancing mobility options or supporting freight movement in a SIS corridor. This legislative proposal would broaden the State's ability to improve passenger and freight mobility on SIS

corridors by making eligible the expenditure of SIS funds on non SIS roads and other transportation facilities where the benefit to users of SIS facilities can be demonstrated.

~~6. Promotes interoperable and multi-modal fare payment technologies that must be compatible, universal and accessible for use by all other technology systems.~~

- ~~Ideally, Florida's citizens would be able to use a single fare payment technology to drive on a toll road, ride a transit vehicle, park a car, cross a toll bridge or use any other transportation facility or service anywhere in the state, regardless of the owner or operator of the system. However, a variety of technological and institutional barriers stand in the way of implementing universal, multi-modal fare payment technologies. This proposal would provide support for a wide range of legislative initiatives intended to remove those barriers.~~ *Struck based on the implementation of test pilot of this proposal in Southeast Florida*

~~7. Authorizes a county, or two or more contiguous counties, to form a regional transportation finance authority for the purpose of financing, constructing, maintaining, and operating transportation projects that are coordinated with MPO plans and programs.~~

- ~~The 2013 Florida Legislature introduced legislation titled the "Florida Regional Transportation Finance Authority Act" that was contained in SB 1132. In 2014, the Florida Legislature considered SB 1052 which was a similar bill for a specific region of the state that would create the Northwest Florida Regional Transportation Finance Authority. Both legislative proposals would have established the governance and powers and duties of the authority and named FDOT as the agent of each authority for the purpose of performing all phases of a project, including constructing improvements and extensions to the system, and for the purpose of operating and maintaining the system. This proposal would authorize the creation of Regional Transportation Finance Authorities, subject to approval by the Legislature and the county commission of each county that will be part of the authority, and specify that there be only one authority created and operating within the area served by the authority.~~ *Struck due to significant concerns over previous legislative language related to this issue*

8. Establishes state funding for railroad crossings to improve safety and establish quiet zone.

   - This proposal recognizes growing economic activity at Florida's ports and provides financial support to ensure the continued quality of life and safety in communities along increasingly busy rail corridors.

9. Supports implementation of ridesharing services statewide.

   - This proposal recognizes the advent of new transportation technologies that would benefit Florida's citizens and visitors and encourages appropriate legislative action to permit the use of those technologies on the state's roadway network.

Item Number 7

Communications

MPOAC comments on the Federal Register Notice of Request for Approval of a New Information Collection which was published on June 23, 2015 and a letter from Pasco County supporting a public trail system.

REQUESTED ACTION:

As may be desired.

ATTACHMENT:

1. Letter to Mr. Gregory Nadeau, Administrator, Federal Highway Administration, dated August 24th
2. Letter from Kathryn Starkey, Pasco County, Florida to MPOAC

MPOAC The Florida Metropolitan Planning Organization Advisory Council

Mayor Susan Haynie
Chairperson

August 24, 2015

Mr. Gregory G. Nadeau
Administrator, Federal Highway Administration
U.S. Department of Transportation
1200 New Jersey Avenue S.E.
Washington, DC 20590

Re: Docket Number 2015-0013

Dear Administrator Nadeau:

Thank you for the opportunity to provide comments on the Federal Register Notice of Request for Approval of a New Information Collection which was published on June 23, 2015. The Federal Register notice stated that this would impact State Departments of Transportation and Metropolitan Planning Organizations (MPOs). The Florida Metropolitan Planning Organization Advisory Council (MPOAC) represents the twenty-seven MPOs in Florida and their collective interests.

The MPOAC is supportive of the concept of performance measurements and we can foresee how information collected and compiled for performance measurements can be helpful to both MPOs and States. MAP-21 legislation included performance measures which can be used to inform and guide future decisions of Federal Highway Administration (FHWA), State DOTs and MPOs, and it is our hope that performance measures will ultimately improve system efficiencies.

To date, no final rules have been published concerning performance measures. Therefore, we believe this Federal Register Notice is premature and should occur after the performance measures are finalized. Without knowing what the final rules will require, it is hard to determine what information will be needed and how much staff time will be required to provide the information from states and MPOs to FHWA. The timing of this notice seems to be out of order with the previous steps taken and it would seem more appropriate to publish a notice of new information collection requirements after transportation practitioners and the public have had an opportunity to comment on all of the Notice of Proposed Rule Makings and FHWA has taken all comments into consideration to develop final rules regarding performance measures.

Carl Mikyska, Executive Director
605 Suwannee Street, MS 28B · Tallahassee, Florida 32399-0450
1-866-374-3368 x 4037 or 850-414-4037 · Fax 850-414-4895
www.mpoac.org

Then final rules can be published and the details of the final rules should be capable of establishing specific details regarding information collection activities. These specific details can be provided to States and MPOs, and FHWA will be better able to solicit meaningful comments. At this time, the details of what information will be collected by FHWA are far too vague to provide MPOAC and others affected with the ability to provide meaningful input. We ask that FHWA wait until specific details of what information will be collected are known before advancing the Federal Register Notice of Request for Approval of a New Information Collection.

As stated in the previous paragraph, the notice published on June 23rd is vague regarding what data or information is to be collected. The notice stated that each information request is estimated by the FHWA to require two hours of staff time in order to fulfill each information request. Without knowing the information requested and if the requested data is something readily available to the States or MPOs, it is hard to comment on the reasonability of the time estimated by FHWA. We find it difficult to accurately predict the amount of staff time required given the ambiguous information provided in the Federal Register notice. Without those specifics, it is difficult for MPOAC to provide meaningful and substantive comments as to the ability and time necessary of both states and MPOs to meet the terms of the information collection requirements. The data entry into a web-based application as mentioned in the Federal Register Notice may prove to be cumbersome and time-consuming, particularly if there is a large volume of information or data requested. This effort has the potential to be a very time-consuming and costly process.

The Federal Register notice mentioned the possibility of collecting sensitive information. Should FHWA collect information that is considered sensitive, then the administration will need to take the necessary steps to protect that information from both Freedom Of Information Act requests and also computer system hacking. Prior to requesting sensitive information, FHWA should explain to States and MPOs the steps taken to protect sensitive data. In addition, Florida has the Government in the Sunshine Law (Sunshine Law). The requirements of the Sunshine Law may add further complexity to the process. Some forms of communication are subject to the Florida Sunshine Law requirements and thus if FHWA would request information transmitted in a form that is subject to the disclosure requirements of the Florida Sunshine Law, the sensitive information would become public information. Therefore, FHWA would need to explicitly exempt their data collection efforts from local and state disclosure laws and requirements.

The MPOAC requests that FHWA coordinate with the other modal agencies within USDOT so that States and MPOs are not receiving multiple information requests at the same time from the different modal agencies. Without modal agency coordination, simultaneous information requests could be especially difficult on MPOs with smaller staffs.

The MPOAC thanks you for the opportunity to comment on the Federal Register Notice of Request for Approval of a New Information Collection which was published on June 23, 2015. If you have any questions or would like further clarification on any comments we have provided, please do not hesitate to contact me at 850/414-4062.

Sincerely,

Carl Mikyska, Executive Director
Florida Metropolitan Planning Organization
Advisory Council

/cm

9/23 Bm

PASCO COUNTY, FLORIDA

"Bringing Opportunities Home"

September 16, 2015

Carl Mikyswka, Executive Director
Florida Metropolitan Planning Organization Advisory Council
605 Suwannee Street, MS 28B
Tallahassee, FL 3239-0450

RE: Florida Coast to Coast Trail

Dear Mr. Mikyska and Councilmembers,

The Pasco County Tourist Development Council (TDC) supports your efforts in developing a public trails system across Central Florida. Pasco County has the land and terrain that make cycling and hiking an enjoyable experience for both residents and tourists.

The TDC is willing to assist and partner with the area Metropolitan Planning Organizations to expand the trail system in Pasco, to include, but not limited to: planning and development, rest stops, standardized signage for the trail system and marketing campaigns or materials.

Pasco's Tourist Development Council recognizes the importance of strong partnerships to move a project forward. As a partner, Pasco would like to be included in the planning and implementation process as Central Florida and Pasco County transforms into an international cycling and hiking destination.

Thank you for your efforts to date in further developing and supporting the Coast to Coast and the many tributaries throughout the Central Florida Region.

Please feel free to contact me directly at 727-847-2411 ext. 8100, email: kstarkey@pascocountyfl.net or Ed Caum, Tourism Manager, at 727-847-8129, email: ecaum@pascocountyfl.net.

Yours sincerely,

Kathryn Starkey

Kathryn Starkey
County Commissioner District 3
Chairperson, Tourist Development Council

CC: Pasco County Board of County Commissioners
County Adminitrator Michele Baker
Tourist Development Council
Mayor Camille Hernandez
Gail Cushman
Pat Ciaccio
Jack Phethean
Councilman Chopper Davis
Toby Caroline
Piyush Mulji
John Heather

Pasco County—Florida's Premier County
Serving Our Community to Create a Better Future

Item Number 8

Member Comments

DISCUSSION:

Comments or recommendations by MPOAC members.

REQUESTED ACTION:

As may be desired.

ATTACHMENT:

None

Item Number 9

Adjournment

The next meeting of the MPOAC Staff Directors Advisory Committee and Governing Board will be held on Thursday, January 28, 2015 in the Auditorium of the Florida Department of Transportation building. This will be a joint meeting of the two bodies. The address for the meeting is 605 Suwannee Street, Tallahassee, FL 32301.

November 16, 2015

Capital Region
Transportation Planning Agency
CRTPA

AGENDA ITEM 6

CITIZEN COMMENT

November 16, 2015

Capital Region
Transportation Planning Agency
CRTPA

AGENDA ITEM 7

ITEMS FROM MEMBERS

November 16, 2015

Capital Region
Transportation Planning Agency
CRTPA

AGENDA ITEM 8 A

CORRESPONDENCE

REQUESTED BY: CRTPA	TYPE OF ITEM: Information

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

From James T. Barfield, P.E. FDOT District 3 Secretary to Mr. Harry Reed, Executive Director, CRTPA regarding the changes made to the Tentative Fiscal Year 2017-2021 Work Program.

Centennial FDOT 1915 ★ 2015

Florida Department of Transportation

RICK SCOTT
GOVERNOR

605 Suwannee Street
Tallahassee, FL 32399-0450

JIM BOXOLD
SECRETARY

October 27, 2015

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

Re: Rescheduled or Deleted Project(s) from the Adopted Fiscal 2017-2020 Work Program
Changes made to the Tentative Fiscal 2017-2021 after the Work Program Public Hearing

Dear Mr. Reed:

According to Florida Statute 339.135, the Department of Transportation must provide written justification to the planning organization of any project that is a part of the MPO's Transportation Improvement Program (TIP) and in the last four years of the previously adopted Work Program (Fiscal Years 2017-2020) that has been proposed to be rescheduled or deleted.

The attached list shows all projects that have been rescheduled or deleted in Gadsden, Jefferson, Leon, and Wakulla Counties. These changes were presented at the Work Program Public Hearing on October 6, 2015. As a follow-up notification, any objections are due to the District by Wednesday, November 17, 2015.

Since the Work Program Public Hearing, additional changes to the Work Program have occurred. The attached list shows those project changes.

Should you have any questions, please contact Regina Battles, P.E., Program Manager, toll free at 1-888-638-0250 extension 1270 or via e-mail at regina.battles@dot.state.fl.us.

Sincerely,

James T. Barfield, P.E.
District Secretary

attachment

cc: Regina Battles, FDOT
Suzanne Lex, FDOT
file

FLORIDA DEPARTMENT OF TRANSPORTATION

5 - YEAR TRANSPORTATION PLAN ($ IN THOUSANDS)

TENTATIVE FY 2017 - 2021

GADSDEN COUNTY CHANGES

Rescheduled or Deleted FY 17-20

Notes	Item No	Project Description	Work Description	Length	2017	2018	2019	2020	2021
DEFER/ADD	2225392	I-10 REST AREA RAMP OVER SR 8 (I-10) BRIDGE NOS. 500075 & 500076	BRIDGE - PAINTING	.253	77 PE				
ADV	4369921	CR 268 ADAMS ST FROM CR 274 MARTIN LUTHER KING JR BLVD TO CLARK ST	SIDEWALK	.576		49 PE	160 CST	327 CST	
DEL/ADV	436725-1	HOWELL RD FROM CR 379 MT PLEASANT RD TO SR 10 (US 90)	RESURFACING	.244	99				

Changes After Public Hearing FY 17-21

Notes	Item No	Project Description	Work Description	Length	2017	2018	2019	2020	2021
NO CHANGES AFTER PUBLIC HEARING									

FLORIDA DEPARTMENT OF TRANSPORTATION

5 - YEAR TRANSPORTATION PLAN ($ IN THOUSANDS)

TENTATIVE FY 2017 - 2021

JEFFERSON COUNTY CHNAGES

Rescheduled or Deleted FY 17-20

Notes	Item No	Project Description	Work Description	Length	2017	2018	2019	2020	2021
DEFER	4368461	CR 259 WAUKEENAH HWY FROM N OF SR8 (US I-10) OVERPASS TO SR 57 (US 19)	WIDEN/RESURFACE EXIST LANES	4.364			1,193 CST		
DEL R/W	4322891	CR 259 OVER WARD CREEK BRIDGE NO. 540043	BRIDGE REPLACEMENT	.025					
DEL/ADV	4367231	ST AUGUSTINE RD FROM SR 59 GAMBLE RD TO ARMSTRONG RD	RESURFACING	2.952	472 CST				

Changes After Public Hearing FY 17-21

Notes	Item No	Project Description	Work Description	Length	2017	2018	2019	2020	2021
NO CHANGES AFTER PUBLIC HEARING									

FLORIDA DEPARTMENT OF TRANSPORTATION

5 - YEAR TRANSPORTATION PLAN ($ IN THOUSANDS)

TENTATIVE FY 2017 - 2021

LEON COUNTY CHANGES

Rescheduled or Deleted FY 17-20

Notes	Item No	Project Description	Work Description	Length	2017	2018	2019	2020	2021
DELETE	2197492	SR 263 (US 319) CC FROM SR 61 CRAWFORDVILLE TO CR 2203 SPRINGHILL RD	ADD LANES AND RECONSTRUCT	2.341			14,417 ROW-LF	24,387 CST-LF	

Changes After Public Hearing FY 17-21

Notes	Item No	Project Description	Work Description	Length	2017	2018	2019	2020	2021
ADD	4367261	SR 61 WAKULLA SPRINGS RD @ CR 2204 OAK RIDGE ROAD INTERSECTION	ROUNDABOUT	.200	212 ROW				

FLORIDA DEPARTMENT OF TRANSPORTATION

5 - YEAR TRANSPORTATION PLAN ($ IN THOUSANDS)

TENTATIVE FY 2017 - 2021

WAKULLA COUNTY CHANGES

Rescheduled or Deleted FY 17-20

Notes	Item No	Project Description	Work Description	Length	2017	2018	2019	2020	2021
ADV	4301466	SR 30 (US 98) COASTAL HWY FROM DAVISVILLE WAY TO SR 363 WOODVILLE HWY	BIKE PATH/TRAIL	3.584	1,763 CST				
ADV	4301465	SR 30 (US 98) COASTAL HWY FROM HORTTOR GREENE ROAD TO DAVISVILLE WAY	BIKE PATH/TRAIL	3.888		1,622 CST			
DEFER	4301463	SR 30 (US 98) COASTAL HWY FROM SR 61 (US 319) TO ST FRANCIS ST	BIKE PATH/TRAIL	1.353				1,046 CST	
DEFER	4301464	SR 30 (US 98) COASTAL HWY FROM ST FRANCIS ST TO HORTTOR GREENE ROAD	BIKE PATH/TRAIL	3.386			1,133 CST		
DEFER	2204957	SR 369 (US 319) FROM EAST IVAN ROAD TO NORTH OF SR 267	ADD LANES & RECONSTRUCT	3.879				30,361 CST	
DEFER	4368351	CR 375 SMITH CREEK ROAD FROM NORTH OF CR 22 TO NORTH OF SYFRETT CREEK	WIDEN/RESURFACE EXIST LANES	6.089		1,049 CST			
ADV	4366911	MLK ROAD FROM CR 365 SPRING CREEK HIGHWAY TO SR 30 (US 98)	RESURFACING	3.822	1,509 CST				

Changes After Public Hearing FY 17-21

Notes	Item No	Project Description	Work Description	Length	2017	2018	2019	2020	2021
NO CHANGES AFTER PUBLIC HEARING									

November 16, 2015

Capital Region Transportation Planning Agency
CRTPA

AGENDA ITEM 8 B

FY 2016 – FY 2020 TRANSPORTATION IMPROVEMENT PROGRAM ADMINISTRATIVE AMENDMENT

REQUESTED BY: CRTPA FDOT	TYPE OF ITEM: Information

The purpose of this item is to inform members of an administrative amendments to the FY 2016 – FY 2020 TIP that occurred subsequent to the October 19, 2015 CRTPA Board Meeting. The following administrative amendment was made:

- **Capital Circle (SR 263)(US 319)** (Crawfordville Road to Springhill Road) (Project #2197493): Project administratively amended to reflect a change in the project number (from 2197492 to 2197493); and defer ROW and CST funding to FY 20 and FY 21, respectively (Leon County) (Total funding $3.4 million in FY 2016).

November 16, 2015

Capital Region Transportation Planning Agency
CRTPA

AGENDA ITEM 8 C

COMMITTEE ACTIONS(CITIZEN'S MULTIMODAL ADVISORY COMMITTEE/TECHNICAL ADVISORY COMMITTEE/TRANSPORTATION DISADVANTAGED COORDINATING BOARD)

REQUESTED BY: CRTPA Staff	TYPE OF ITEM: Information

STATEMENT OF ISSUE

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

TAC and CMAC: The CMAC and TAC met on Tuesday, November 3, 2015. Both committees had a quorum present and unanimously approved the following items:

- **Minutes of the October 6, 2015 Committee Meetings**
- **2016 Committee Calendar**

Additionally, both committees heard presentations/updates on the following projects:

- ***Thomasville Road Planning Study***
- ***Woodville Highway (SR 363 Design)***

Additional Actions:

Regional Mobility Plan: Both committees were provided the comments from the Public Hearing held on October 29, 2015. The committees made the following recommendations with regard to the Connections 2040 Regional Mobility Plan:

- **TAC**: Unanimous approval
- **CMAC**: The CMAC could not come to a consensus on approval of the RMP. Two of the members present were in favor of adopting the RMP, one voted against it due to their limited knowledge of the plan (this person has not been able to attend CMAC meetings on a regular basis due to family medical-related issues), and one person voted against a recommendation to approve based on their belief that the plan was not weighted heavily enough on multi-modalism, created sprawl, and did not adequately address bike/pedestrian issues in an equitable fashion across the region.

Chair and Vice –Chair: The TAC elected Ms. Kathy Burke (Leon County) as Chair for 2016, and Ms. Jill Jeglie (Gadsden County) as Vice-Chair. The CMAC postponed election of officers until the January 2016 Meeting.

TDCB: The actions of the Transportation Disadvantaged Coordinating Boards in Gadsden, Jefferson, Leon and Wakulla counties are listed below.

Wakulla County

The Wakulla County TDCB will meet on November 17, 2015. At the meeting, the Transportation Disadvantaged Service Plan will be reviewed and its update adopted. The TDCB will also receive a presentation from the Community Transportation Coordinator, Wakulla Senior Services.

Jefferson County

The Jefferson County TDCB will meet on November 19, 2015. At the meeting, the TDCB will receive a quarterly report from Big Bend Transit the Community Transportation Coordinator and review and approve updated bylaws.

Gadsden County

The Gadsden County TDCB will meet on November 19, 2015. The board will receive a quarterly report from Big Bend Transit (the Community Transportation Coordinator) and review and approve updated bylaws.

Leon County

The Leon County TDCB has not met since the last CRTPA meeting. Their next meeting is scheduled for January 13, 2016.

November 16, 2015

Capital Region Transportation Planning Agency
CRTPA

AGENDA ITEM 8 D

FUTURE MEETINGS

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

The Capital Region Transportation Planning Agency is scheduled to meet on the following dates in the upcoming year (2016)*.

Meeting Date	Meeting Type	Location	Scheduled Items
February 8	Board Meeting **	Tallahassee City Commission Chambers	
March 21	Board Meeting	Tallahassee City Commission Chambers	Draft Unified Planning Work Program (UPWP); Draft Transportation Improvement Program (TIP)
April 18	Workshop	To Be Determined (TBD)	
May 16	Board Meeting	Tallahassee City Commission Chambers	Final UPWP
June 20	Board Meeting	Tallahassee City Commission Chambers	Final TIP
September 19	Board Meeting	Tallahassee City Commission Chambers	Priority Project List
October 17	Retreat (9am – 1 pm)	TBD	
November 14	Board Meeting	Tallahassee City Commission Chambers	Election of Chair/Vice Chair

* - *Pending approval of the CRTPA 2016 Calendar.*

** - *Unless noted otherwise, CRTPA meetings are scheduled to begin at 1 pm.*

November 16, 2015

Capital Region Transportation Planning Agency
CRTPA

AGENDA ITEM 8 E

EXPENSE REPORTS

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

The expense reports for August and September are attached.

CITY OF TALLAHASSEE, FLORIDA
Expenses by Department
460000
CRTPA

CRTPA
August 31, 2015

Report Date: 2015-08-31
Fiscal Year: 2015
Run Date: 8-Sep-15
Run Time: 6:19 PM

Account	Account Description	Expended This Month	Amended Budget	Budget Allotment to Date	Year to Date Expended	Pre-Encumbered	Encumbered	Unencumbered & Unexpended
Personnel Services								
511000	Salaries	19,737	429,189	393,423	362,090	--	--	67,099
511500	Temporary Wages	--	3,000	2,750	--	--	--	3,000
512400	Other Salary Items	--	3,000	2,750	2,192	--	--	808
515000	Pension- Current	2,998	45,136	41,375	45,274	--	--	(138)
515100	Pension- MAP	1,409	17,416	15,965	16,911	--	--	505
515500	Social Security	--	11,220	10,285	8,142	--	--	3,078
515600	Mandatory Medicare	273	6,097	5,589	5,202	--	--	895
516000	Health Benefits	2,307	49,705	45,563	37,801	--	--	11,904
516001	Health Benefits-Retirees	861	10,328	9,467	9,467	--	--	861
516100	Flex Benefits	629	17,268	15,829	11,224	--	--	6,044
Total Personnel Services		28,214	592,359	542,996	498,304	--	--	94,055
Operating Expenses								
521010	Advertising	250	4,500	4,125	2,727	--	--	1,773
521030	Reproduction	234	12,000	11,000	6,374	--	1,897	3,729
521100	Equipment Repairs	--	225	206	--	--	--	225
521180	Unclassified Contractual Srvcs	2,047	70,500	64,625	58,242	--	24,743	(12,485)
521190	Computer Software	--	20,000	18,333	17,019	--	--	2,981
522080	Telephone	38	1,000	917	475	--	--	525
523020	Food	--	1,200	1,100	1,006	--	--	194
523050	Postage	--	750	688	--	--	--	750
523060	Office Supplies	--	4,500	4,125	299	--	--	4,201
523080	Unclassified Supplies	--	4,500	4,125	216	--	--	4,284
524010	Travel & Training	736	13,000	11,917	9,424	--	--	3,576
524020	Journals & Books	--	600	550	--	--	--	600
524030	Memberships	444	2,500	2,292	1,991	--	--	509
524050	Rent Expense- Building & Offic	--	12,626	11,574	12,899	--	--	(273)
Total Operating Expenses		3,749	147,901	135,576	110,672	--	26,640	10,589
Allocated Accounts								
560010	Human Resource Expense	485	5,808	5,324	5,336	--	--	472
560020	Accounting Expense	1,678	20,072	18,399	18,462	--	--	1,610
560030	Purchasing Expense	355	4,267	3,911	3,902	--	--	365
560040	Information Systems Expense	1,515	18,196	16,680	16,664	--	--	1,532
560070	Revenue Collection	95	1,127	1,033	1,043	--	--	84
Total Allocated Accounts		4,128	49,470	45,348	45,407	--	--	4,063
Total Expenses		**36,091**	**789,730**	**723,919**	**654,383**	**--**	**26,640**	**108,707**
	Percentage of Budget			***91.67%***	***82.86%***			

CITY OF TALLAHASSEE, FLORIDA
Expenses by Department
460000

CRTPA
September 30, 2015

Report Date: 2015-09-30
Fiscal Year: 2015
Run Date: 23-Oct-15

Account	Account Description	Expended This Month	Amended Budget	Budget Allotment to Date	Year to Date Expended	Pre-Encumbered	Encumbered	Unencumbered & Unexpended
Personnel Services								
511000	Salaries	29,479	429,189	429,189	391,569	--	--	37,620
511500	Temporary Wages	--	3,000	3,000	--	--	--	3,000
512400	Other Salary Items	808	3,000	3,000	3,000	--	--	(0)
515000	Pension- Current	7,416	45,136	45,136	52,690	--	--	(7,554)
515100	Pension- MAP	1,489	17,416	17,416	18,400	--	--	(984)
515500	Social Security	3,014	11,220	11,220	11,156	--	--	64
515600	Mandatory Medicare	993	6,097	6,097	6,195	--	--	(98)
516000	Health Benefits	6,975	49,705	49,705	44,775	--	--	4,930
516001	Health Benefits-Retirees	861	10,328	10,328	10,328	--	--	(0)
516100	Flex Benefits	2,017	17,268	17,268	13,241	--	--	4,027
Total Personnel Services		53,050	592,359	592,359	551,355	--	--	41,004
Operating Expenses								
521010	Advertising	310	4,500	4,500	3,037	--	--	1,463
521030	Reproduction	894	12,000	12,000	7,267	--	1,047	3,685
521100	Equipment Repairs	--	225	225	--	--	--	225
521180	Unclassified Contractual Srvcs	3,535	70,500	70,500	61,777	--	22,033	(13,310)
521190	Computer Software	--	20,000	20,000	17,019	--	--	2,981
522080	Telephone	81	1,000	1,000	556	--	--	444
523020	Food	60	1,200	1,200	1,066	--	--	134
523050	Postage	--	750	750	--	--	--	750
523060	Office Supplies	615	4,500	4,500	914	--	--	3,586
523080	Unclassified Supplies	130	4,500	4,500	346	--	--	4,154
524010	Travel & Training	4,656	13,000	13,000	14,080	--	--	(1,080)
524020	Journals & Books	--	600	600	--	--	--	600
524030	Memberships	--	2,500	2,500	1,991	--	--	509
524050	Rent Expense- Building & Offic	--	12,626	12,626	12,899	--	--	(273)
Total Operating Expenses		10,281	147,901	147,901	120,952	--	23,081	3,868
Allocated Accounts								
560010	Human Resource Expense	485	5,808	5,808	5,821	--	--	(13)
560020	Accounting Expense	1,678	20,072	20,072	20,141	--	--	(69)
560030	Purchasing Expense	355	4,267	4,267	4,256	--	--	11
560040	Information Systems Expense	1,515	18,196	18,196	18,179	--	--	17
560070	Revenue Collection	95	1,127	1,127	1,138	--	--	(11)
Total Allocated Accounts		4,128	49,470	49,470	49,535	--	--	(65)
Total Expenses		**67,459**	**789,730**	**789,730**	**721,842**	**--**	**23,081**	**44,808**
	Percentage of Budget			***100.00%***	***91.40%***			