# Virtual Engagement





#### What is a Regional Mobility Plan?

A Regional Mobility Plan (RMP) is a visioning document with at least a 20-year planning horizon. It provides an opportunity to:

- Determine goals and strategies
- Prioritize future transportation projects
- Assess potential costs

RMPs are updated every 5 years following a host of federal and state requirements.



The Capital Region Transportation Planning Agency (CRTPA) is continuing its efforts on the Connections 2045 Regional Mobility Plan and we are looking for your input! Connections 2045 is the long range transportation plan for Gadsden, Jefferson, Leon, and Wakulla counties. This project sets the vision, strategy, and capital improvement program that guides the investment of public transportation funds and we want you to be a part of it!

#### VIRTUAL PUBLIC ENGAGEMENT OPPORTUNITIES

Public engagement opportunities will be available virtually. Links to join each meeting can be found at: **CRTPA.org and Facebook.com/CapitalRegTPA/**Each meeting will be structured the same.

Tuesday
October 6
2020

6:00 PM

Thursday
October 8
2020

4:00 PM

Wednesday
October 14
2020

6:00 PM

#### PLEASE JOIN US AND PROVIDE YOUR INPUT!



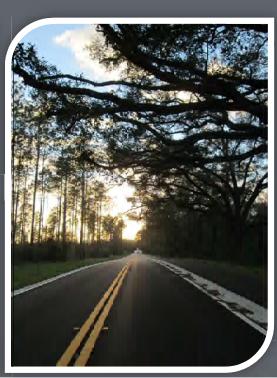










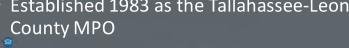




A Metropolitan Planning Organization (MPO) is an entity created and funded by federal law to represent urbanized localities with populations over 50,000 in transportation planning and policy initiatives.

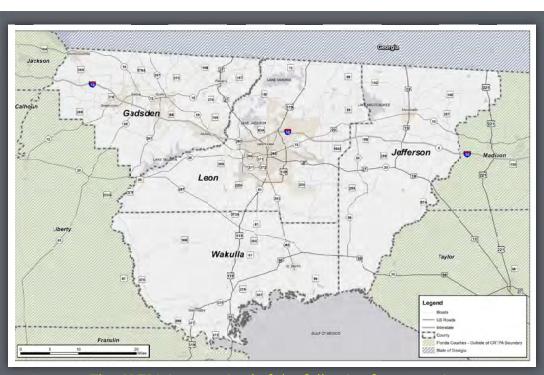
 The Capital Region Transportation Planning Agency, or CRTPA, is responsible for coordinating transportation planning within Florida's Capital Region

 Established 1983 as the Tallahassee-Leon County MPO









The CRTPA is comprised of the following four counties

Gadsden County, Jefferson County, Leon County, and Wakulla County





#### Members include:

- Gadsden County
- Jefferson County
- Leon County
- Wakulla County
- Chattahoochee
- Greensboro
- Gretna
- Havana
- Midway
- Quincy
- Tallahassee
- Leon County School Board

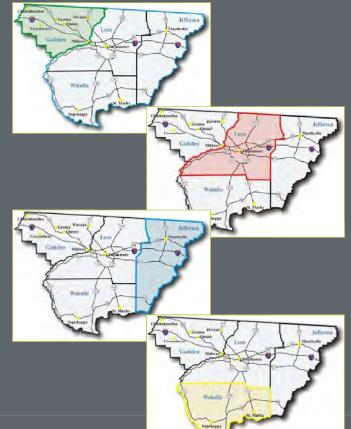
# **CRTPA** at a Glance

#### **Population**

- The total population of the region is 392,547 as of 2019.
- The regional population between 2010 and 2019 grew 6% (23,124).
- The majority of the population growth occurred in Leon County (21,012).

#### **Land Area**

- The CRTPA covers 2,388 square miles.
- Bigger than the states of Rhode Island (1,212 square miles) and Delaware (1,954 square miles).





# **CRTPA Core Responsibilities**

- Responsible for the coordinated regional transportation planning process involving local governments, FDOT, and other state agencies
- Development of the Long Range Transportation Plan (every 5 years)
- Development of annual list of priority projects
  - Major Capacity Projects
  - Regional/Local Trails
  - Transportation System Management
  - StarMetro/TIA
- Development of the Transportation Improvement Program (annually)





# What is a Regional Mobility Plan?



A Regional Mobility Plan (RMP), sometimes referred to as a Long Range Transportation Plan (LRTP), is a visioning document with at least a 20-year planning horizon. It provides an opportunity to:

- Determine goals and strategies
- Prioritize future transportation projects
- Assess potential costs

RMPs and LRTPs are updated every 5 years following a host of federal and state requirements.

# **Building Off of 2040**



The Connections 2040 Regional Mobility Plan (RMP) is the current long range transportation plan for the Capital region, and addresses roadway, bicycle, pedestrian, transit, airport, freight, and other transportation opportunities in the four county area (Gadsden, Jefferson, Leon, Wakulla counties). The Connections 2045 RMP will be the latest update to this plan, and is currently in process.

(a) Segional mobility plan 2045



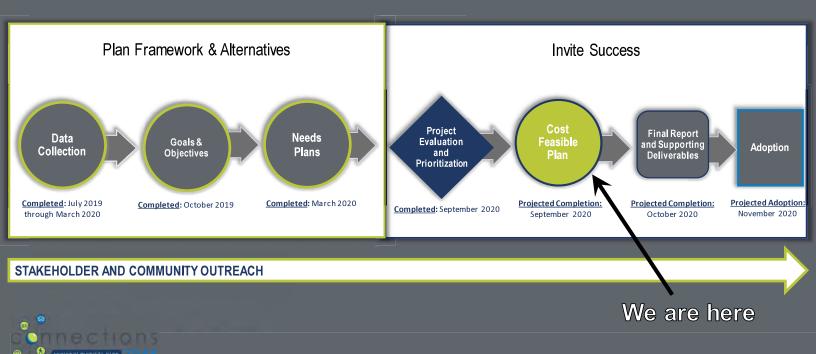








# What is the RMP process?







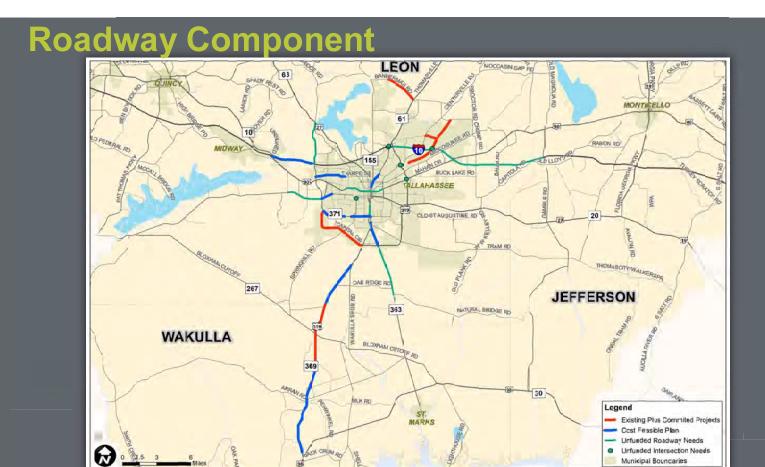
# RMP Projects



# **Roadway Component**







# Roadway Component Existing Plus Committed Projects

Project Name	From	То	Implementing Agency
Bannerman Road	nnerman Road Thomasville Road Bull Headley Road		Blueprint
Capital Circle SW	Orange Avenue	Springhill Road	Florida Department of Transportation
Capital Circle SW	Springhill Road	Crawfordville Road	Florida Department of Transportation
Crawfordville Road	Leon County Line	Bloxham Cutoff	Florida Department of Transportation
Crawfordville Road	Bloxham Cutoff	East Ivan Road	Florida Department of Transportation
Welaunee Boulevard	Fleischmann Road	Roberts Road	Blueprint
Welaunee Extension	Sham rock Street	Welaunee Boulevard	Blueprint



Project Name	From	То	Strategy	Multimodal Accommodations	County
Woodville Highway	Capital Circle SE	Paul Russell Road (SR 263)	2 to 4 Lanes	No	Leon
Crawfordville Road	East Ivan	Wakulla Arran Road	2 to 4 Lanes	Yes	Wakulla
Crawfordville Road	Wakulla Arran Road	Lost Creek Bridge	2 to 4 Lanes	Yes	Wakulla
Crawfordville Road	North of Alaska Way	Lost Creek Bridge	2 to 4 Lanes	Yes	Wakulla
Orange Avenue	Capital Circle SW	South Lake Bradford Road	Access Management/Multimodal	Yes	Leon
Orange Avenue	South Lake Bradford Road	FSU Nursery Entrance	2 to 4 Lanes	Yes	Leon
Orange Avenue	FSU Nursery Entrance	Lake Bradford Road	2 to 4 Lanes	Yes	Leon
Orange Avenue	Lake Bradford Road	Monroe Street	2 to 4 Lanes	Yes	Leon
Thomasville Road	Seventh Ave	Monroe Street	Multimodal/Operational	Yes	Leon
Pensacola Street	Capital Circle NW	Appleyard Drive	2 to 4 Lanes	Yes	Leon
Crawfordville Road	Wakulla CL	LL Wallace Road	2 to 4 Lanes	Yes	Leon
Crawfordville Road	LL Wallace Road	Wakulla Springs Road	2 to 4 Lanes	Yes	Leon
T harpe Street	Capital Circle	Ocala Road	2 to 4 Lanes	Yes	Leon
T homasville Road	Bradford/Betton Rds	Seventh Ave	Multimodal Operational	Yes	Leon
Interstate 10	(Midway) US 90 Interchange	Gadsden/Leon CL	4 to 6 Lanes	No	Gadsden
Interstate 10	Gadsden/Leon CL	West of Capital Circle NW	4 to 6 Lanes	No	Leon
Intersection Improvements					Multi-County
Intelligent Transportation System Projects					Multi-County



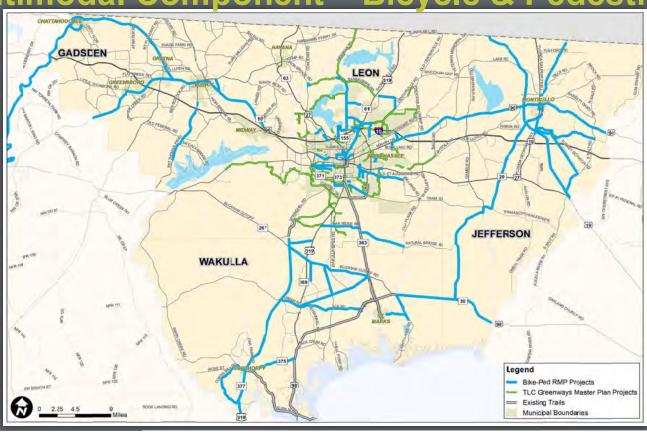
Roadway Component
Cost Feasible Plan

Project Name	From	То	Strategy	Multimodal Accommodations	County
Adams Street	Orange Avenue	Bronough/Duval	2 to 4 Lanes	Yes	Leon
Blountstown Highway	Geddie Road	Capital Circle NW	2 to 4 Lanes	No	Leon
Capital Circle NW	Interstate 10	Monroe Street (North)	2 to 4 Lanes	Yes	Leon
Interstate 10	Capital Circle NE (SR 261)	Gamble Road (SR 59)	4 to 6 Lanes	No	Gadsden
Woodville Highway	Capital Circle SE	Natural Bridge Road	4 to 6 Lanes	No	Jefferson/Leon
Capital Circle NE	Centerville Road/Welaunee Boulevard		Major Intersection Reconfiguration	No	Leon
Welaunee Boulevard	I-10 Interchange		New Interchange	No	Leon
Interstate 10 Thomasville EB Exit	T homasville Road		Major Interchange Reconfiguration	No	Leon
Interstate 10 Thomasville WB Entrance	Thomasville Road		Major Interchange Reconfiguration	No	Leon
West Tennessee Street / US 90	Ocala Road to Magnolia		Signal improvements & Signing and Pavement Markings	No	Leon



Roadway Component
Unfunded Needs

Multimodal Component - Bicycle & Pedestrian



# Multimodal Component – Bicycle & Pedestrian

In Progress Projects – All Counties

Project Name	From	То	Facility	Source	County
US 90 Trail (Tallahassee to Monticello Greenway)	Pedrick Road	Downtown Monticello	Multi-use Path	Connections 2040 RMP, SUNTrail	Leon, Jefferson
Extension of Monticello Bike Trail	Martin Road	Jefferson County Middle/High School	Multi-use Path, Sharrows	Connections 2040 RMP	Jefferson
Thomasville Road	Monroe Street	Metropolitan Boulevard	Multi-use Path	Tallahassee-Leon County Greenways Master Plan	Leon
Oak Ridge Road	Crawfordville Road	Woodville Highway	Multi-use Path	Tallahassee-Leon County Greenways Master Plan	Leon
Bloxham Cutoff Road Trail	Wakulla Springs Road	St. Marks Trail	Mu <b>l</b> ti-use Path	Capital City to the Sea Trails	Wakulla



# Multimodal Component – Bicycle & Pedestrian

Regional Projects

	Project Name	From	То	Facility	Source
REGIONAL	Georgia to Cross City	Madison County Line	Monticello	Multi-use Path	SUNTrails
	GF&A Trail Corridor	Bloxham Cutoff Road	Franklin County Line	Multi-use Path	Capital City to the Sea Trails, SUNTrails
	US 90 Trail (W. Tennessee Street)	Appleyard Drive	Call Street	Multi-use Path	Tallahassee-Leon County Bicycle and Pedestrian Master Plan, SUN Trails
	US 90 Trail (Gretna to Chattahoochee)	Gretna	Chattahoochee	Multi-use Path	Gadsden County Bicycle and Pedestrian Facilities Master Plan



# Multimodal Component – Bicycle & Pedestrian

Other Projects

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GADSDEN	Project Name	From	То	Facility	Source
	Chattahoochee Connection Multi-use path	CSX Track Multi-use path	US 90	Multi-use path	Gadsden County Bicycle and Pedestrian Facilities Master Plan
	Chattahoochee to Bristol (C2B) Trail	Chattahoochee	Bristol	Multi-use path	Apalachee Regional Planning Council (ARPC)
	Greensboro to Gretna Multi-use path	Greensboro	Gretna	Multi-use path	Gadsden County Bicycle and Pedestrian Facilities Master Plan
ON	Aucilla Highway	US 19	S. Salt Road	Buffered Bike Lane	Jefferson County Bicycle and Pedestrian Master Plan
FERS	Boston Highway	Georgia State Line	US 19	Buffered Bike Lane	Jefferson County Bicycle and Pedestrian Master Plan
JEF	Duke Energy Corridor	Georgia State Line	Madison County Line	Rails to Trail	Jefferson County Bicycle and Pedestrian Master Plan
	N. M L King Jr. Blvd.	W. Brevard Street	W. Tennessee Street	Buffered Bike Lane	Tallahassee-Leon County Bicycle and Pedestrian Master Plan
LEON	Jackson Bluff Road	Capital Circle SW	Lake Bradford Road	Buffered Bike Lane	Tallahassee-Leon County Bicycle and Pedestrian Master Plan
	Sharer Road	Lakeshore Drive	Fulton Road	Multi-use path	Tallahassee-Leon County Bicycle and Pedestrian Master Plan
WAKULLA	Bloxham Cutoff Road Trail	Springhill Road/GF&A Corridor	Wakulla Springs Road	Multi-use path	Wakulla County Bicycle, Pedestrian & Blueways Master Plan
	MLK Jr. Memorial Hwy	US 319	US 98	Multi-use path	Capital City to the Sea Trails
	US 319/Sopchoppy Hwy	US 98	Ochlockonee Bay Trail	Multi-use path	Capital City to the Sea Trails





# **Multimodal Component – Transit**

- Potential improvements to the transit system that relate to CRTPA efforts include efforts in Midtown and along the Orange Avenue corridor related to the Southwest Area Transportation Plan.
- StarMetro is in the process of updating the Transit Development Plan (TDP) so any additional projects will be incorporated into the RMP when that plan is completed.
- We anticipate over \$200 million for transit operations and improvements through 2045.



# **Public Engagement**

Public engagement opportunities will be available virtually. Links to join the meeting for each date will be available at CRTPA.org.

- ✓ Tuesday, October 6, 2020 6:00 pm
- ✓ Thursday, October 8, 2020 4:00 pm
- Wednesday, October 14, 2020 6:00 pm





# **QUESTIONS?**

**Contact Us!** 

Jack Kostrzewa
CRTPA Assistant Director
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#### **Virtual Public Engagement Summary**

Three virtual engagement opportunities were held using the online platform, Microsoft Teams, to provide the public additional opportunities to ask questions about the 2045 Regional Mobility Plan and offer input. Meetings were advertised through the CRTPA website, project specific social media page, email to previous participants, and municipal/county listservs. These meetings consisted of a presentation that included background information regarding Metropolitan Planning Organizations (MPOs), the CRTPA, and the Regional Mobility Plan (RMP) process. Roadway projects included in the cost feasible plan as well as bicycle, pedestrian, and transit projects were also presented. A question and answer session followed each presentation. The following is the transcript of questions asked at each of the virtual meetings:

#### Virtual Engagement Opportunity #1

Tuesday, October 6, 2020, 6:00 PM

# Question 1: Will there be amendments to this plan after it's approved based on the Transit Development Plan (TDP)?

<u>Answer:</u> Yes. Occasionally we will have to amend the plan for other reasons, such as additional funding or things like that, but we do anticipate doing some type of amendment based on what comes out of the work that StarMetro is doing over the next year.

#### **Comments**

- Unfunded needs maps are very helpful.
- Showing Blueprint projects in those maps is helpful.
- There's a lot information that makes the RMP overwhelming for the public.
- The regional network and connections are really important.
- May be helpful to include further details in the tables about multimodal improvements for roadway projects.

#### Virtual Engagement Opportunity #2

Thursday, October 8, 2020, 4:00 PM

#### **Question 1:** How does CRTPA acquire funds? What is the process like?

<u>Answer:</u> We acquire most of our funds by submitting our priorities list to FDOT. FDOT has to allocate those funds across the entire district, but using that priorities list, they allocate funds to particular projects within our four-county area. We also have a smaller "pot" of funds that are called SU funds, SU is basically a code that FDOT uses, but those are allocated to us on annual basis and those typically go toward smaller projects like sidewalks, trails, and safety projects. We get roughly \$3.5 million a year out of that particular program.

## Question 2: When it comes to awarding construction contracts, is there a quota or award system for minority owned businesses, or to ensure that local businesses are doing the construction work?

<u>Answer:</u> That's a complicated question. If it's federal or state funds, we're prohibited from having any type of local preference criteria. Leon County and City of Tallahassee have local preference criteria for some of their contracts, but those are contracts that don't involve state of federal funds. There are usually MBE or DBE requirements and firms will get some of those jobs, but it depends on where the money is coming from.

#### Question 3: And where the money is coming from is a requisite for it?

<u>Answer:</u> The CRTPA funding is primarily federal and some state funding, there is very little local funding that goes into any of the projects that are on the CRTPA list.

Question 4: For those projects, they don't necessarily have to hire local businesses, but when it comes to minorities, people of color, women, disabled, or elderly, is there any requirement for federal funding for that?

<u>Answer:</u> There are some, but they're not nearly as stringent as the local. On the federal side, it's preferred but it's not an absolute requirement.

#### Question 5: Does the CRTPA have any say on who's doing construction for projects?

<u>Answer:</u> No, that is strictly handled through the FDOT's procurement process. CRTPA does not have any involvement in that.

CRTPA "gets the ball rolling" with the planning work that is done, to identify what needs there are at the regional level. We communicate those needs and where they exist for state and federal funds, so that they can take the next step for things like the design, environment, right-of-way acquisition, and construction. So, all of that will go through the FDOT process, but the communication of those needs originates with the CRTPA.

CRTPA services the conduit between the board and the FDOT from the public perspective and the community perspective, to pass that information on as to what our preferences are as a community for the facilities or the trails or the sidewalks that we're building.

#### **Question 6:** Can the CRTPA make recommendations about preferences?

<u>Answer:</u> No, that's tied up in FDOT's procurement policies. CRTPA does not have any influence in how they go about procuring. Much like any state or local or governmental agency, they have specific criteria they go through with their procurement.

Question 7: Throughout the research process, what were the measures that concluded that capacity needed to be increased on certain roads? Is there a way to mitigate those times of traffic congestion? Are there any options from a cost saving measures and alternative mobility measure to address these few hours of congestion?

Answer: As CRTPA starts to understand what the needs are for this; we're looking at a variety of different things. One of those is looking at what's out there right now, understanding what our congestion levels are, and they are kind of weird right now, honestly. We started this process back in 2019 pre-covid, thinking about what the levels at that time were, and then we start to look toward the future to look at those longer-term needs, and what congestion levels might be like at that time. So, we do that by thinking about growth in this area, and we think about population growth and employment growth. Then we coordinate that with some of the land uses that are going to be projected in this area, and say "Where do we think we're growing, and how much?" And using all of that helps us understand, we actually use a travel demand model, and we have this process that lets us put all that information together and start to see the particular areas that may be most negatively impacted by that growth that may actually receive some of that new traffic and congestion. Like you said, we can't do everything that we have in there. One common refrain that you'll hear in this kind of planning is that we can't build our way out of congestion, so we have to think about other ways to accommodate the travel that people have. We do that in a couple of different ways. I think one notable way that CRTPA has been doing a really nice job with over the vears is through understanding and enhancing our multimodal capabilities so whether that's bicycle, pedestrian, and transit, just giving people options so that there are other ways that they can travel and make decisions is really important. Another thing you pointed out is that a lot of this congestion is only happening within an hour time period in the morning and an hour time period in the afternoon, so if we can think about strategies that help people stagger work hours, thinking about telework options, a lot of that can actually help benefit some of those things and limit the need for some of our improvements from a congestion standpoint. So those are things that we try to explore here at the regional level. We work with our municipal partners who may be looking into things like that, and we also coordinate with FDOT on their initiatives with things like that.

Generally, depending on the circumstance, when a road gets to 16,000 cars a day that's when we want to start looking at possibly adding lanes to it. Allison mentioned the fact that we are looking at growth projections and things like that in the model. One of the things we're also dealing with, and Orange Avenue is a perfect example of that, if you use that 16,000 cars a day number, right now the heavier parts of the two-lane portion of Orange Avenue are carrying about 27,000 car a day, so that road in particular is well over capacity, so we've got to add some more lanes to the roadway. The benefit of that is it actually gives us an opportunity to come with the multimodal improvements like the bike lanes, sidewalks, things like that, that aren't there and won't really be there until that roadway gets widened. We also, through our roadway congestion management process, will go and take a look at what we call "Spot Improvements" and Springhill and Orange Avenue would be a good example of that. That may be one that we target some improvements just to that intersection to alleviate that peak hour congestion that you see, while in the longer term looking to four-lane that section of road through there.

Allison touched on the multimodal activity, and again, we've done an expansive job on the bikeped system. You can ride on a trail the entire distance from Cascades Park to Wakulla High School right now. So as we expand that system, we want to provide people the opportunity if they want to do that, keeping in mind that it is Florida, it does get hot, that you will have times of the year where you will not necessarily see people commuting to work. You'll find that it's people who are doing it

for recreational activities, but the opportunity is there. And that's what we're trying to expand, that's what we heard, and that's why we're doing what we're doing with the bike-ped system.

## <u>Question 8:</u> With the multimodal component, is there any research done on alternative and permeable materials for trail construction from a health and environmental perspective?

Answer: There is always a concern as you bring new impermeable surfaces into any area, what that's going to do in terms of drainage, in terms of areas that may not have had the best drainage to begin with, and now they add drainage concerns. There is certainly research being done, and it varies from area to area, about semi-permeable pavements or other treatments that can happen even if you use standard materials and standard practices when you build your roadways and your sidewalks, about how the water is actually treated when it leaves that surface. There are some best management practices that can be built into the roadway section itself, things as simple as making your drainage ditch that's something more than a ditch, more like a rain garden, that is allowing for some filtration of some of the bad things that may come off a car before it goes into the water table, and minimizing straight drainage into the sewer system. Those are all things that are definitely being aggressively looked at and there's varying degrees of implementation in certain areas. There are cost considerations and maintenance considerations associated with all of them. Additionally, surface conditions for walking and running paths. Impact for a walker or runner, concrete is the least forgiving, asphalt is a bit more forgiving, crushed stone surface is a little nicer, but as you get into that you have maintenance concerns and beyond that you have concerns about access for folks with disabilities who may not be able to use that service with the same adility they might on a fully paved surface. This is why historically crushed stone and those types of surfaces are not typically used.

Leon County and City of Tallahassee have some of the best stormwater quality regulations in the state, so a lot of that goes into that. There's been a move in past years to use drainage retention areas that surround a project, and use those as public spaces and passive spaces. There are a lot of positive things happening as it relates to that. And going back to trail surfaces, the biggest issue long term is the maintenance and the durability of it. I don't know that we would see any softer surfaces other than concrete or asphalt on trails associated with roads or sidewalks on roads for at least the foreseeable future.

One other thing, we are working on the Coastal Trail. Asphalt is a lot more flexible than concrete; you have the opportunity to do more things with asphalt than you can with concrete. From the perspective of the trail, there are bumps in the concrete, and with asphalt you don't have that. In terms of maintenance, repairing a trail with asphalt is relatively cheaper than concrete. That's why we don't build roads out of concrete anymore in Florida. We use asphalt because it's easier to tear it up, grind it up, and spit it back out, lay it back down. In terms of something that's reusable and not just tossed aside, asphalts the best way to go, and that's the way that we pursue some of these projects in terms of the trails.

# Question 9: What are your thoughts on a woonerf, and do you think it could be implemented anywhere in the region?

<u>Answer:</u> The basic concept behind a wooner is essentially a street that doesn't have a lot of the artificial signage and markings that our streets typically have. The intent is that it's more of mixing environment for all modes including pedestrians, and slowing things down as a result and putting all of the modes on more of an equal footing. It's a Dutch concept. It's starting to appear in communities, even in the southeast, we are starting to see this in some locations. Wooner's are not a universal solution, but there are limited applications where the right mix of residential and

small-scale commercial with slower speed roads that are not on a main throughway that may be a great fit for that kind of thing. A similar concept that is being implemented widely in areas across the United States is a Bicycle Boulevard. It's a little bit more structured than a woonerf, it has signage and markings that go with it, but the intent is that priority is given to the bicyclist and then somewhat by extension, the pedestrian, because it slows everyone down to the speed of a cyclist. There are opportunities for that type of application locally. Oftentimes, when looking at that type of application, one great approach can be a tactical urbanism approach where a demonstration corridor may be put out with temporary paint, markings or signage, and let folks in the community know it's happening, to let people try it out and see how it feels. Then you can decide if that is an implementable solution in the long-term

It looks like most of them are located in older residential areas. There might be some areas in the downtown where an approach like this might work. I see some potential applications for this here in our area.

Examples of potential woonerfs in Tallahassee: Adams Street, Gaines Street

#### Virtual Engagement Opportunity #3

Wednesday, October 14, 2020, 6:00 PM

#### Question 1: Are long-term maintenance costs figured into analysis of projects?

<u>Answer:</u> The cost figures that we displayed are based on capital costs only. Those capital costs are not just construction costs, but include right-of-way, design, preliminary environmental, all of those kinds of things to get a project ready. It includes those front-end initial costs. Now, maintenance costs are considered as part of a long-range plan as well. We work with FDOT to understand what their maintenance budgets are, and they do consider what that system network is overall. It's not typically tethered to a particular project, but looking at the current system and potential system expansion is how they come up with some of those numbers. One of the things we always need to be considerate of is that every capital project that we put into place does have maintenance ramifications, and we don't have infinite maintenance dollars.

# Question 2: Regarding the committed list, why is Welaunee Boulevard prioritized higher than other roadways or community improvements? For example, Tennessee Street signage and intersection improvements.

<u>Answer:</u> Welaunee was a Blueprint priority. They made a decision that they were going to go ahead and move that forward. They are funded by the local sales tax, and they made a policy decision that they were going to focus the funds they generate on local roads like Bannerman Road and Welaunee Boulevard. You referenced the crash that involved a young lady on Tennessee earlier this year. A lot of times in situations like that we'll go out and look, more the FDOT really, will go look at improvements for specific situations like that. But overall, Welaunee is a priority is of Blueprint

The only thing I would add is that the types of improvements that you just mentioned Greg at specify intersections could be done directly by FDOT, or could potentially be addressed through the intersection improvements category of projects we talked about in the RMP is trying to provide for the understanding that those projects frequently arise and we need to be able to accommodate them.

# Question 3: With regards to the TDP and amending the RMP, is there a way for it to be postponed working hand in hand with StarMetro?

<u>Answer:</u> The RMP has a federally mandated adoption date, which is in November. We would like to do these things concurrently but with the current situation we weren't able to do that.

Question 4: Could we describe in more depth about connectivity and what multimodal considerations are included in each project in the RMP? The document that CMAC sees and approves on November 3<sup>rd</sup> should lay out specifics about multimodal.

<u>Answer:</u> Each project will have a project information sheet, which will have a fair amount of detail. In the bigger picture, we want to get down from a huge list of projects to a smaller number of feasible projects. When we get to that point, we develop a project page for each of those so there's a little more detail, a map, a description, specificity in terms of location of facilities and what's going to happen later on in the process. Some projects we have all the way through design and right-of-way, and we're looking for construction, so projects vary. Within these sheets, the information will be contained and will be available for the meeting on November 3<sup>rd</sup> for you to review and comment on, including the transit components and where we have transit linkages to those individual projects.

Question 5: Could a separate line item be included in the evaluation criteria that is specifically for underrepresented and historically disenfranchised areas? The criteria that is in the RMP seems to be ambiguous.

#### Answer:

At this point, we are too far in the process to change that because we are in the Cost Feasible Plan phase. However, the Title XI is incorporated, and we are required to take a look at every project and make sure that we are considering Title XI populations. It's in there, but we could go in there and explain in a lot of detail and that may be something we can pursue in the existing conditions section.

As we put this process together, we have the initial evaluation screening, and then we have the remainder of the prioritization criteria. One thing we need to make clearer and we saw this as we presented to a couple of different groups is that those need to be looked at in tandem. When you look at the first four things, there's a specific line item for "social populations" for looking at social demographics, and that as a distinction we needed to enhance. The distinction is that the universal accessibility is a little bit different, and focuses more specially on the accessibility attributes of specific projects, whereas the things in the evaluation portion, the social and demographic portion of that is specifically focused on historically underrepresented communities. There's also an environmental component which is a natural environment component that is featured within that initial evaluation process. One of the lessons we learned was to better explain that, which has hopefully translated to our presentations and our documentation.

And with universal accessibility, we introduced that with our last long-range transportation plan update, and that makes sure that as these projects are developed, we are creating a system that is universally accessible to everyone. What we've seen is that some roads that have been developed, for example, that don't have curb cuts, and there's still some them in Tallahassee, they cause impediments for people in wheelchairs or anybody with a disability. So, as we move forward, we're making sure that we're accounting for those efforts with the projects.

## Question 6: Has there been any research done since the last meeting about alternative construction materials?

<u>Answer:</u> We as a team, had a debrief following your question, and the general takeaway we want to emphasize is that alternate treatments for surfaces are less commonly used typically because of their lifespan and maintenance costs associated with those. When you're looking at things that are more shock absorbing, or something other than crushed stone or natural surfaces, there are higher cost implications and short life spans that often accompany those surfaces. And with those

surfaces, we start to run into difficulties with universal accessibility. The place that we have seen the most success is with some best management practices for managing that impervious surface and making sure we're being more responsible with that stormwater and runoff, and looking for alternate treatments for that.

We would probably not want to participate in this because we cannot incorporate a universal accessibility component into those kinds of surfaces. We've seen a couple of those here, where they were testing and while they are permeable, they are not really conducive to wheelchairs or motorized wheelchairs in particular. We are more in line with creating a surface that is universally accessible but also does not have to continually maintained.

#### Question 7: What are the surfaces have higher maintenance costs and shorter lifespans?

<u>Answer:</u> The soft rubber material sinks too much when you're walking or riding on them, they have some instability to them. So, when it's raining or wet, they're very slippery, and that is something we can't have in our projects.

That's one of the things we talk about, participating in some of the Greenways projects, if it's something that's planned for a crushed gravel surface, we cannot used federal dollars for that because that is not ADA accessible. For example, there are some projects in the Greenways Master Plan that are crushed stone, and we cannot include those in what we are pursuing, that is something that Blueprint is in charge of implementing because we cannot implement those projects.

#### Question 8: How much does it usually cost to resurface a ½ mile of concrete or asphalt?

Answer: These days resurfacing on asphalt on a road is probably \$1 million to \$1.5 million a mile. Typically, you don't resurface concrete. If you're doing something with a concrete road or sidewalk, typically you're tearing it up and repaving it. If it's a sidewalk, that's probably \$250,000 to \$500,000 a mile. And for trails, like St. Marks Trail or Coastal Trail, they are somewhere in the range of \$500,000. They used to be around \$350,000, but now, in an urban environment you're looking at somewhere between \$500,000 to \$750,000. When you're thinking about a multi-use path surface, it's not just the layer of asphalt, it's really a small road. You have to think of the subsurface the aggregate, multiple layers, the shoulder, the drainage patterns, so there's a little bit more to it. And a lot of that contributes to the high cost. Even a multi-use path needs to be designed so it can hold an emergency vehicle, so it's not just a couple inches of asphalt, it's a small road.

#### Question 9: Why is asphalt not used more commonly for sidewalks?

<u>Answer:</u> It doesn't hold up as long. Driveways also intersect with sidewalks and will wear down faster than concrete does when cars drive over it. Concrete is a sturdier material for sidewalks. Tree roots are also an issue.

## **Question 10:** How is the Thomasville Road Multi-use Trail Project geared toward the Regional Mobility Plan?

<u>Answer:</u> We want to make sure we keep bike and ped and safety issues in separate categories. If you look at the different linkages, and this goes back a couple of years, we had looked at and the planning department had developed a plan to address the Market District, and they developed a plan to address Midtown area, and they were looking at ways to connect those. And there's a regional component to those because on the North end of the Market District project, for example, there is a project that's going to be built on Maclay Road that's going to take you all the way to Meridian Road which is intended to take youall the way up to Orchard Pond and Bannerman, which will then take you over back across to Thomasville Road and tying into that system. The Midtown

area again will work with the neighborhood networks from the BPMP to move into and tie into a bigger network that will tie you down into Cascades Park. And once you get to Cascades Park you can go all the way to Wakulla High School in this regional system. The effort there, though is really to make sure that we're making these connections, because otherwise we have districts that are set apart with no connections in between. And we want to make sure that we're making these multimodal connections so that people have the opportunity to utilize those for getting to work if they so choose to do so, or for recreation. But there'll be a linkage between those, and again, they're only 2 ½ miles apart. You can walk, you can ride your bike, you can drive it, you have every opportunity to do a lot of different approaches to getting to those areas. In terms of how they make those connections, again there's a bigger project that we're looking at in terms of the regional plan as I described under the bicycle component and the localized projects. This is also part of the Greenways Master Plan that again, was incorporated into the Blueprint projects and process. So, we're linking and partnering with Blueprint on this because it's a high-ranking project and hits the criteria very well in terms of what we are trying to accomplish with the project.

**Comment:** Participant indicates that they don't agree with the Thomasville Road Multi-use Path Project, and thinks that funds could be used elsewhere given restricted funding for projects in general.

Response: One of the things we are going to be moving into with the Thomasville Road project really soon is a public involvement component or phase that we're introducing, and we'll be starting at the beginning of the year. In terms of what we want to do, we were out there collecting existing data right now. We don't have or haven't developed concepts for what would be introduced in the corridor, so we want to go to public involvement and the start looking at alternatives after we have public involvement to see what people are envisioning on that corridor. There is a sidewalk there today, that is true, and it's on both sides in both cases. The west side is a substandard sidewalk, it is not really a sidewalk. We don't know the cost either, we're not sure what we're going to be constructing out there right now. We are probably looking at 6-9 months to finish the public involvement components so hopefully a little bit sooner than this time next year, we'll have those answers for you.

Also, the reason why we're looking at this as well is because it is on a state road. Our emphasis is on the state road system. So, for example, you talked about Welaunee, that is a local city road. It makes it a little bit different when you're dealing with an off-system road in terms of trying to introduce those projects like a bike and ped component. Welaunee is at the will of the City, the County, and the Blueprint IA, whereas with Thomasville Road, we are dealing with the CRTPA and FDOT. There are different components that we're dealing with. And again, it's a potential partnership with Blueprint that we're always pursuing so that the cost of the project, whatever it comes out to be, can be shared by both organizations. If we are going to use federal funds on a project like that it has to be in our Regional Mobility Plan. That's a federal requirement.

**Comment:** Revenue constraints make Thomasville Road seem like an extra project following something that has already been done. There are other roads and areas that are unfunded needs in Leon County, as well as the other counties that could benefit from this funding. This project is out of place when addressing regional community needs at a time like this when there are potholes to be filled and other things that could be addressed, whether it be traffic signals or things like that.

<u>Response:</u> There is a lot of research out there that the economic benefit of trails is significant. So if you look at the connectivity that we're looking to do to Jefferson County, to Gadsden County, that we've done to Wakulla County, you're bringing in essence in the long run revenue to these communities through the use of these trails, and events they can hold with the trails and so forth.

So, you will see that there is a payoff for them and a return to the communities, and the underserved communities, the rural communities, the poorer communities that we serve as well.

We have priorities. We'd love to have money to do everything, and unfortunately we don't which is why we have priority project process to determine which projects are more important for the community and those are the ones that are typically at the top of the list, and sometimes they've been there several years.

Comment: More public input would be helpful. A lot of need for safety improvements.

#### **Acronyms**

Like any profession, there is a terminology that to people not in that field can be difficult to follow. Transportation is no different. The following is a list of acronyms that were frequently used throughout the presentation and Q&A, and their definitions. For additional information, please refer to the presentation document provided on the CRTPA page.

- CRTPA Capital Region Transportation Planning Agency. CRTPA is the region's metropolitan planning organization and is responsible for coordinating transportation projects in Gadsden County, Jefferson County, Leon County, and Wakulla County.
- MPO Metropolitan Planning Organization. A Metropolitan Planning Organization is an entity created and funded by federal law to represent urbanized localities with populations over 50,000 in transportation planning and policy initiatives.
- RMP Regional Mobility Plan. The Regional Mobility Plan is the CRTPA's long-range transportation plan. The plan is developed by an MPO (CRTPA) and contains a financial plan. It is updated every five years and may be amended because of changes in available funding and findings from local studies.
- Transit Development Plan. Transit Development Plans are updated every 5 years, and address a variety of transit related existing conditions, opportunities for improvement, and provides a list of priorities for implementation over the next 10 years.
- SU SU is a funding code used by the Florida Department of Transportation to identify Surface Transportation Program funds for urban areas with populations over 200,000. SU funds are programmed for MPOs and are federally funded.
- FDOT Florida Department of Transportation. The FDOT is responsible for public transportation in the state of Florida and provides a variety of services in the planning and development of the state's expansive transportation system.
- CMAC Citizens Multimodal Advisory Committee. The CMAC's purpose is to provide comment and guidance to the CRTPA Board on transportation planning and policy issues. The charge of the CMAC is to reflect a broad cross-section of residents within the CRTPA areas representing a wide variety of interests and special needs.
- MBE Minority Owned Business Enterprise. In the state of Florida, state agencies are encouraged and sometimes required to work with MBEs on projects depending on how they are funded.
- DBE Disadvantaged Business Enterprise. This is a US Department of Transportation program and seeks to promote equal opportunity and nondiscrimination in the award and administration of Department of Transportation assisted projects. These businesses are at least 51% owned by individuals who fit the departments definition of socially and economically disadvantaged.

ADA Americans with Disabilities Act. This law prohibits discrimination against people with disabilities, and in transportation, requires that facilities are accessible and of certain standards to meet a variety of needs.

Blueprint Blueprint Intergovernmental Agency. Blueprint is a city and county agency responsible for planning and implementing capital projects in Tallahassee and Leon County using funds collected from the local penny sales tax.

**Title VI** Prohibits discrimination on the grounds of color, race, or national origin in programs that receive federal funding. Part of the Civil Rights Act of 1964.

Tallahassee-Leon County Bicycle and Pedestrian Master Plan. This plan outlines a series of bicycle and pedestrian routes and recommendations that will provide better connectivity of existing multimodal infrastructure and improve the safety of Tallahassee and Leon County's bicycle and pedestrian network.

The CRTPA conducted a public hearing for the adoption of the Long Range Transportation Plan, Connections 2045 RMP. Two weeks in advance, the public hearing was advertised in each of the local newspapers of circulation for the four counties in the Metropolitan Planning Area.

The notice was published in the following newspapers:

- Tallahassee Democrat, Leon County, on November 6, 2020;
- Wakulla News, Wakulla County, on November 5, 2020;
- Havana Herald, Gadsden County, on November 5, 2020 edition; and
- Monticello Times, Jefferson county on November 4, 2020 edition.

Prior to the roll call vote, the public hearing was opened for any public comment or questions. Subsequently, and consistent with the requirements of s.339.175(13), Florida Statutes, the CRTPA Governing Board approved on a recorded roll-call vote the adoption of the Connections 2045 RMP at the November 23, 2020 meeting with a majority of the MPO membership present.



# CHILDREN'S CORNER

THURSDAY, NOVEMBER 5, 2020

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Cherokee Nation

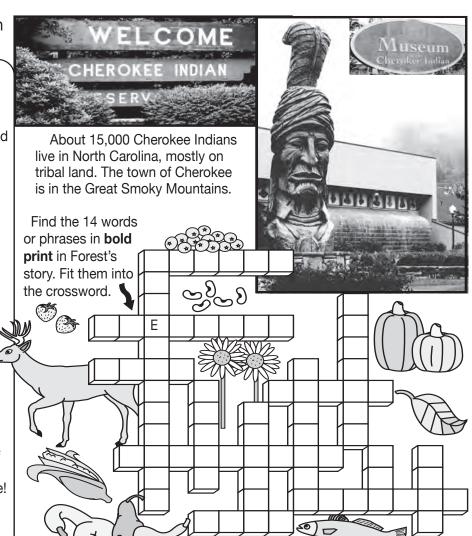
Did you know that archaeologists think the first people to live in North America were the Paleo-Indians? At the end of the last Ice Age (around 12,000 years ago) these people moved from Asia into North America on a land bridge that existed then. It is believed that they lived in small family groups and moved constantly to hunt animals like the mastodon (an elephant-like animal that is now extinct) and to gather foods like berries and

nuts. Arrowheads for spears and other tools mark places where they lived. In the Archaic period (8,000 to 1,000 BCE), families had homes with wooden poles covered with hides, which could be moved. In the spring they would move to the river valleys to **fish** and **collect** shellfish. In the fall they would move to the forest to hunt deer or turkey and gather nuts and berries. Archaeologists have studied tools, soapstone bowls, burial grounds and pottery to understand these people's ways.

In a more recent period, Woodland Indians, people are thought to have had villages as well as seasonal camps. Corn, a key part of the Indian diet, was introduced. The first evidence for the bow and arrow were found. It is believed that people were **trading**: salt, beads, shells, fish, pottery and animal skins.

During the next period, Mississippian Indians, settlements became more permanent. Squash, corn and beans, known as the Three Sisters, were important and foods from hunting and gathering were now added to the foods harvested from gardens. Beautiful jewelry and pottery were created too.

After 1650, when Europeans arrived, there were years of both peace and fighting. In 1836, the U.S. Senate accepted a treaty signed by a small group of **Cherokee** to sell their land and the Cherokee were forced to leave the east to be **resettled** in Oklahoma. They were expected to walk 1,000 miles to get there! On this hard walk, now called the "Trail of Tears," an estimated 4,000-8,000 people died. Some Cherokee refused to move and hid in the mountains. Many of their descendants now live on Qualla Boundary, a preserve.



#### Sequoyah Invents a Cherokee Alphabet

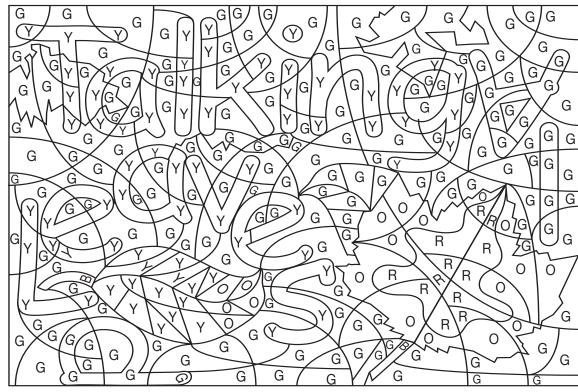
Sequoyah was a young Cherokee who learned how to work with silver. He wanted to sign his work like the European silversmiths did, so he visited Chief Charles Hicks, who could write in English. After Sequoyah learned to write his name using the alphabet, he began to think about creating a writing system for the Cherokee language. With it, they would be able to read and write letters, write down stories and record their history. He created a system where each sound was represented by a symbol, so each letter was a syllable of a word. His system was easy to use and many Cherokee learned to read and write using it.

Sequoyah liked papers and books since they could be used to exchange ideas.

Follow the color key to see what he called them:

- B = Brown
- G = Green
- O = Orange
- R = RedY = Yellow





# The Monkey on a String **Judy Conlin**

Part 8

The twins were teased at school for their monkey story, but although still a little sad, they tried to be happier.

Then one day a strange thing happened. "We're getting a new student," their teacher said.

"I want you all to be very nice, So she will have nothing to dread." "Of course we'll be nice," they all shouted, And then they began to cheer, "We can't wait to meet this student, But when will she be here?" Teacher gave them a friendly wink. (She was so kind and wise.) "I think when we have Show and Tell, You'll get a big surprise."

(To be continued)



#### CAPITAL REGION TRANSPORTATION PLANNING AGENCY

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food distribution at the church building, starting between 12 p.m. and 1 p.m. every other Tuesday, Stay in your vehicle. A line-up of vehicles will progress through the event and volunteers will place food packages in your vehicles.

#### November 11

The Kiwanis Club meets at the Jefferson County Country Club every Wednesday at noon.

November 12 Pillow Pals will meet at 9 a.m. on the second

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#### November 28

New Bethel AME church, located at 6496 Ashville Hwy., will be holding its monthly food distribution on the 4\* Saturday. The event will start at 7:30 a.m. and last until 8:30 a.m. USDA Commodities Food Program and Second Harvest Food Bank along with New Bethel AME church, Hickory Hill MB church, Philadelphia MB church, Elizabeth MB church and Mount Pleasant AME church will provide food to those needing assistance. Stay in your vehicle. A line of vehicles will progress through the event and they will place food in your car. For more information call (850) 997-6929 or Jackie Harvey at (850) 997-8410.



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Affiant WWW WHY	
Notary Public. State of Wisconsin. County of Brown	THINING TO
My commission expires	200

CAPITAL REGION TRANSPORTATION PLANNING AGENCY
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TD-GCI0527252-01



## **PUBLIC NOTICES**

For our readers' convenience, The Wakulla News provides this Public Notice Section for all Public Notices not published in the Legal Notice section of the newspaper.





To report orphaned or injured wildlife, please call

363-2351

# NOTICE OF PUBLIC **HEARING**

The Wakulla County Board of County Commissioners will hold a Public Hearing on December 14, 2020 at 5:00 p.m. in the Commission Chambers, 29 Arran Rd., Crawfordville, FL. 32327.

#### **Purpose of Hearing:**

To Consider a Purchase and Sale Agreement for the Acquisition of Property on US Hwy. 98.

#### **Legal Description:**

Lands lying in the NW ¼ of Lot 50 of the Hartsfield Survey and a 60' wide strip lying along the eastern boundary of Lot 63 of the Hartsfield Survey.

Persons with a disability needing a special accommodation should contact the Wakulla County Board of County Commissioners Administration Office at least two (2) days prior to the meeting at (850) 926-0919; Hearing & Voice Impaired at 1-800-955-8771; or email at ADARequest@ mywakulla.com

November 5, 2020 AD# ZBSA

#### Finance Director

Wakulla County Clerk of Circuit Court Starting Salary: \$47,000 to \$77,000, DOQ Closing: Open Until Filled

#### Summary Job Description:

Supervision of finance staff, responsible for ensuring the coordination of all budgetary, financial processing and accounting activities. Possess the ability to keep and maintain confidential information; Possess integrity and trustworthiness. For full description of job duties, expectations, required skills, and physical requirements, please email our office or visit www.wakullaclerk.org

#### Education/Experience:

Graduation from an accredited university or college with a four (4) year degree in Finance, Accounting, Business Administration or related field; five (5) years of experience in all phases of accounting; three (3) years of supervisory experience or an equivalent combination of education and experience to successfully perform the duties and responsibilities. CPA, CPFO or CGFO designation is preferred. Valid Florida Driver License is required.

#### Applications may be obtained on our web site at www.wakullaclerk.org

By Florida Law all applications for employment are open for public inspection. Background check & drug screening are required. Veteran's preference given to qualified applicants. Wakulla County Clerk of the Circuit Court is an Affirmative Action/Equal Opportunity Employer.

Respond to: Human Resource Officer-Tiffany Conn email: tconn@wakullaclerk.com, Wakulla County Clerk of Circuit Court, 3056 Crawfordville Hwy, Crawfordville, FL 32327. October 29. 2020 AD#ZAIK



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#### **CAPITAL REGION TRANSPORTATION PLANNING AGENCY**

Like Reply Message 3d

Notice of Public Hearing for the 2045 Long Range Transportation Plan (LRTP) "Connections 2045 Regional Mobility Plan"

Notice is hereby given that the Capital Region Transportation Planning Agency (CRTPA) will conduct a public hearing on Monday, November 23, 2020 at 1:30 PM EST prior to the regular Governing Board meeting. The public hearing will be held in the City of Tallahassee Commission Chambers located at 300 South Adams Street, Tallahassee, FL 32301. The purpose of the hearing is to receive public input regarding the Connections 2045 Regional Mobility Plan (RMP). Please check the CRTA website at www.crtpa.org for information on the public hearing and how the public may participate. Public comments are welcomed and encouraged during the public hearing or they may be submitted directly to the CRTPA office prior to the public hearing. Submit comments to Jack Kostrzewa, at 850-891-8625, by email at Jack.Kostrzewa@crtpa.org, or by mail at CRTPA, 300 South Adams Street, Tallahassee, FL 32301.

The RMP is a 25-year plan to identify strategies that satisfy the transportation needs of the Capital Region Metropolitan Planning Area (MPA). This MPA encompasses all Gadsden County, Jefferson County, Leon County and Wakulla County inclusive of the cities and towns. Projects selected for inclusion in the RMP are intended to reflect the Vision and Goals of the MPA and its member governments. The RMP is the guiding document that identifies needed transportation projects and the anticipated federal and state funds that will support their development. Federal law requires the RMP to be "cost-feasible" so the CRTPA forecasts federal, state, and local financial resources that will cover the costs of the proposed projects. The draft documents for the RMP are available on the CRTPA's website at http://crtpa.org/ wp-content/uploads/2045\_AgendaPackage\_Final.pdf. For further information or questions please contact Jack Kostrzewa, 850-891-8625, Jack.Kostrzewa@crtpa.org.

"Public Participation is solicited without regard to race, color, national origin, age, sex, religion, disability, or family status. Persons who require special accommodations under the Americans With Disabilities Act, or persons who require translation services (free of charge) should contact the CRTPA Title VI Coordinator, Suzanne Lex, four days in advance of the meeting at 850-891-8627 (Suzanne.Lex@crtpa,org") and for the hearing impaired, telephone 711 or 800-955-8771 (TDY)."

"La participación pública se solicita sin distinción de raza, color, nacionalidad, edad, sexo, religión, discapacidad o estado familiar. Las personas que requieran adaptaciones especiales en virtud de la Ley de Americanos con Discapacidades, o las personas que requieran servicios de traducción (sin cargo) deben comunicarse con Suzanne Lex, CRTPA Coordinadora del Título VI, al 850-891-8627 (Suzanne.Lex@crtpa.org) y para las personas con discapacidad auditiva, teléfono 711 o 800-955-8771 (TDY) cuatro días antes de la reunión."

NOTE: If a person decides to appeal any decision made by the Board with respect to any matter considered at such hearing, they will need a record of the proceedings including the testimony and evidence upon which the appeal is to be based. To that end, such person will want to ensure that a verbatim record of the proceedings is made.

CAPITAL REGION

- Compiled by Lynda Kinsey

November 5, 2020 AD#ZBS4

#### 14 DAY PUBLIC COMMENT PERIOD

**Department of Economic Opportunity** (DEO), Community Development Block **Grant Disaster Recovery (CDBG-DR) Rebuild Florida General Infrastructure** Repair (GIR) Program

Wakulla County will be submitting application(s) requesting CDBG-DR- GIR Program funding as discussed below, and is seeking public comment on the Project beginning at 8:00 AM EST THURSDAY, NOVEMBER 5, 2020, and ending 5:00 PM EST WEDNESDAY, NOVEMBER 18, 2020,

DEO received a total of \$735 Million in CDBG-DR funding for eligible entities impacted by Hurricane Michael pursuant to the State's Mitigation Action Plan. Twelve (12) of Florida's 67 counties were severely impacted by Hurricane Michael, including Wakulla County.

DEO allocated \$233 Million to the CDBG-DR-GIR program to mitigate existing critical facilities, which are defined as (existing) facilities damaged by Hurricane Michael and serving a public safety purpose. Funds cannot be used for new construction or furnishings. This is a competitive grant program based on a scoring system. Applications are due November 30, 2020. The County proposes seeking up to \$2 million in CDBG-DR-GIR Program funding assistance to rehab coastal lift stations to protect them against future damages caused by flooding (the "Project").

The Board is seeking public input on the proposed project. All comments must be written and received by e-mail to **SKEELER@MYWAKULLA.COM** or US mail to Wakulla BOCC, Attention: Sheree Keeler, PO Box 1263, Crawfordville, Florida 32327. All comments must be received no later than 5:00 PM EST on WEDNESDAY, NOVEMBER 18, 2020.

Additional information on the CDBG-DR-GIR is available on the DEO website at https://floridajobs.org/community-planning-and-development/assistance-for-governments-and-organizations/disaster-recovery-initiative/hurricane-michael/rebuild-florida-general-infrastructure-repair-program.

November 5, 2020 AD#



#### **NOTICE OF INTENT TO USE UNIFORM METHOD OF COLLECTING** <u>NON-AD VALOREM ASSESSMENTS</u>

Wakulla County, Florida (the "County") hereby provides notice, pursuant to section 197.3632(3)(a), Florida Statutes, of its intent to use the uniform method of collecting annual nonad valorem special assessments throughout the unincorporated area of the County and within the incorporated areas of the cities of Sopchoppy and St. Marks, for the cost of providing fire protection, emergency medical services, solid waste, sewer, stormwater, road maintenance and improvements, clean energy and wind resistance improvements, property nuisance abatement, and other neighborhood improvements, facilities, and associated services commencing for the Fiscal Year beginning on October 1, 2021 and continuing until discontinued by the County. The County will consider the adoption of a resolution electing to use the uniform method of collecting such assessments authorized by section 197.3632, Florida Statutes, at a public hearing to be held at 5:00 p.m. on November 16, 2020 in the Wakulla County Commission Chambers, 29 Arran Road, Crawfordville, Florida. Such resolution will state the need for the levy and will contain a legal description of the boundaries of the real property subject to the levy. Copies of the proposed form of resolution, which contains the legal description of the real property subject to the levy, are on file at the County Administrator's Office, 3093 Crawfordville Highway, Crawfordville, Florida. All interested persons are invited to attend.

In the event any person decides to appeal any decision by the County with respect to any matter relating to the consideration of the resolution at the above-referenced public hearing, a record of the proceeding may be needed and in such an event, such person may need to ensure that a verbatim record of the public hearing is made, which record includes the testimony and evidence on which the appeal is to be based. In accordance with the Americans with Disabilities Act, persons needing a special accommodation or an interpreter to participate in this proceeding should contact the County Administrator's Office at (850) 926-0919, at least two (2) working days prior to the date of the hearing.

October 22, 29, November 5, 12, 2020 AD#Z990