



CRTPA BOARD

MEETING OF MONDAY, JUNE 18, 2018 AT 1:30 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. **CALL TO ORDER AND ROLL CALL**
2. **AGENDA MODIFICATIONS**
3. **CITIZEN COMMENT**

This portion of the agenda is provided to allow for citizen input on any general 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.

If you have a disability requiring accommodations, please contact the Capital Region Transportation Planning Agency at (850) 891-8630. The telephone number of the Florida Relay TDD Service is # 711.

4. CONSENT AGENDA**A. Minutes of the May 15 Meeting****B. CRTPA FY 2020 – FY 2024 Priority Project Lists (PPL) Adoption**

The FY 2020 – FY 2024 Priority Project Lists, discussed at the May 15 meeting, have been developed for board adoption. The lists consist of the following:

- 1. Regional Mobility Plan (RMP) Roadways Priority Project List**
- 2. Transportation Systems Management (TSM) Priority Project List**
- 3. Regional Mobility Plan (RMP) Bicycle and Pedestrian Priority Project List**
- 4. Regional Trails Priority Project List**
- 5. StarMetro Priority Project List**
- 6. Tallahassee International Airport Project Priority List**

C. CRTPA Citizens Multimodal Advisory Committee (CMAC) Appointment**5. CONSENT ITEMS PULLED FOR DISCUSSION****6. ROLL CALL VOTE AGENDA ITEMS****A. Fiscal Year (FY) 2019 – FY 2023 Transportation Improvement Program (TIP) Adoption**

The CRTPA FY 2019 – FY 2023 TIP has been developed for Board adoption. The TIP contains those projects within the CRTPA region that have received funding in the Florida Department of Transportation's FY 2019 – FY 2023 Work Program.

Recommended Action: <i>Approve agenda item by roll call vote</i>

7. CRTPA ACTION

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

A. Congestion Management Process Plan (CMPP)

An update on the development of the CRTPA's CMPP is scheduled for discussion.

B. CRTPA Attorney Contract

Staff will review options for the continuation of the CRTPA Attorney contract

C. Leon County Transportation Disadvantaged Local Coordination Board (TDLCB)

Staff is proposing to have the Apalachee Regional Planning Council manage the Leon County TDLCB.

8. FLORIDA DEPARTMENT OF TRANSPORTATION REPORT

9. EXECUTIVE DIRECTOR'S REPORT

- Apalachee Parkway/Magnolia Drive Intersection Update

10. CRTPA INFORMATION

- A. Correspondence
- B. Future Meeting Dates
- C. Committee Actions (Citizen's Multimodal Advisory Committee & Technical Advisory Committee)

11. ITEMS FROM CRTPA BOARD MEMBERS

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



June 18, 2018

AGENDA ITEM 1

CALL TO ORDER AND ROLL CALL



June 18, 2018

AGENDA ITEM 2

AGENDA MODIFICATIONS



June 18, 2018

AGENDA ITEM 3

CITIZEN COMMENT



June 18, 2018

AGENDA ITEM 4 A

MINUTES

TYPE OF ITEM: Consent

The minutes from the May 15, 2018 CRTPA meeting are provided as ***Attachment 1***.

RECOMMENDED ACTION

Option 1: Approve the minutes of the May 15, 2018 CRTPA meeting.

ATTACHMENT

Attachment 1: Minutes of the May 15, 2018 CRTPA meeting.



CRTPA BOARD

MEETING OF MONDAY, MAY 15, 2018 AT 1:30 PM

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

Meeting Minutes

Members Present:

Nick Maddox, Leon County, Chair
Kristen Dozier, Leon County
John Dailey, Leon County
Betsy Barfield, Jefferson County
Anthony Viegbesie, Gadsden County
Randy Merritt, Wakulla County
Daniel McMillan, Gadsden Municipalities
Nancy Miller, City of Tallahassee
Curtis Richardson, City of Tallahassee

Staff Present and Others: Thornton Williams, CRTPA Attorney; Greg Slay, CRTPA, Greg Burke, CRTPA; Lynn Barr, CRTPA; Jack Kostrzewa, CRTPA; Yulonda Mitchell, CRTPA; Suzanne Lex, FDOT; Donna Green, FDOT; Chris Reitow, Executive Director, ARPC; Jon Sewell, KHA; Michael Lewis, FDOT; Susan Joel, Cardno

1. CALL TO ORDER AND ROLL CALL

The meeting was called to order by Chairman Maddox at 1:30 PM.

2. AGENDA MODIFICATIONS

None

3. CITIZEN COMMENT

None

4. CONSENT AGENDA

- A. Minutes of the March 19 Meeting**
- B. CRTPA Citizens Multimodal Advisory Committee (CMAC) Appointments**
- C. FY 2016/17 – FY 2017/18 Unified Planning Work Program (UPWP) Amendments**

Board Action: Commissioner Merritt made a motion to approve the consent agenda as presented. Commissioner Dozier seconded the motion and the motion was unanimously passed.

5. CONSENT ITEMS PULLED FOR DISCUSSION

None

6. CRTPA ACTION

A. Apalachee Parkway/Magnolia Drive Intersection Update

The Florida Department of Transportation will provide an update on scheduled modifications to this intersection.

Mr. Howard Hodge, FDOT representative, provided background information for the project. This safety project is located at the intersection of Apalachee Parkway and Magnolia Drive. The project need was a result of the 2015 Safety Study; crash rates; lack of marked crossing on east leg of intersection. The goals of the project will be to improve efficiency of pedestrian movements and safety; reduce conflicts between motorist and pedestrians; eliminate conflicts between turning motorists and maintain access to area businesses.

The department presented the proposed plan for the intersection improvements. Those include relocation of right turns from service roads to Apalachee parkway; extend left turn lane; convert crossing on west leg to single crossing; signals to enhance pedestrian movements; add LED lights to mast arm (east/west bound); add lighting to enhance pedestrian visibility.

The project status/schedule:

Project Letting-September 13, 2018
Project Construction Begin-January 2019
Project Completed-September 2019

Citizen Comment:

Mike Ferrara, 1401 Toochin Nene, discussed the history of the intersection. Mr. Ferrara stated when the shopping center was built, the turn lane from the parkway. He noted about 10-15 years FDOT removed the service road and forced traffic to enter the shopping center to the east end entrance. He noted inadequate signage to service road, and trees obstructing the view of the shopping center. He stated many accidents happen due to people making illegal turns on Magnolia. He stated this

project could effect 18 businesses, their customers and hundreds of employees that work in the shopping center. This project would reduce exit points from the shopping center. He stated this project has the potential to put businesses out of business.

Benjamin Goldberg, 1235 Apalachee Parkway, stated this project was shortsighted. This project directs traffic into the plaza with limited exits out of the plaza. He noted the first opportunity to make a left turn was .25 of a mile. This doesn't work and redirecting traffic to the plaza for possible conflict with pedestrians that are at the shopping the center.

Ed Murray, NAI Talcor, stated his company manages the Parkway Shopping Center since 2001. He stated the owner is potentially willing to renovate the shopping center to create dual circulation of traffic around the internal shopping center and add landscaping if the City and FDOT would cut/remove/reduce the trees and shrubs out near Apalachee Parkway in front of the center. The owner was willing to make the changes at his expense. He noted this could potentially solve a few problems at the expense of the owner.

Commissioner Maddox asked if the project can be delayed or rejected. Mr. Slay noted the board could not reject the project, since it was funded by state funds. Ms. Lex stated FDOT would meet with the management of the shopping center. There was not commitment to change project schedule made but stated staff would make efforts to meet and discuss additional alternatives. Ms. Lex discussed the public involvement process. Byron D. Sprague, Jr., FDOT representative, stated the department's policy was to hold a public meeting (1/2 hour) with a public hearing portion where public comment submitted. The meeting opens up as a public meeting and then a public hearing is held afterward. There was a public meeting held for this project back in October 2017. He noted the owners within 300 feet were notified, newspaper ads for public meeting/hearing were ran in local newspapers and social media. There was also a 2-week window where comments could be submitted by anyone who could not attend the public hearing.

The board appeared to support FDOT staff meeting with CRTPA staff and business owners to discuss options. Ms. Lex stated they would meet with staff but could not commit to vetting any proposals or changing the current project schedule. The board asked for an update at the next meeting on June 18, 2018 and the update would include other projects within the surrounding area.

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

B. Final FY 2018/19 – FY 2019/20 Unified Planning Work Program (UPWP)

The Final UPWP reflecting the CRTPA's transportation planning activities for the next two years has been developed for board adoption.

Board Action: Commissioner Merritt made a motion to approve the Final FY 2018/19 – FY 2019/20 Unified Planning Work Program (UPWP). Commissioner Richardson seconded the motion and the motion was unanimously passed.

C. Draft FY 2020 – FY 2024 CRTPA Priority Project Lists (PPL) Discussion

The Draft FY 2020 – FY 2024 Priority Project Lists, scheduled for adoption in June, have been developed for board discussion. The lists to be discussed consist of the following:

- 1. Regional Mobility Plan (RMP) Roadways Priority Project List**
- 2. Transportation Systems Management (TSM) Priority Project List**
- 3. Regional Mobility Plan (RMP) Bicycle and Pedestrian Priority Project List**
- 4. Regional Trails Priority Project List**

Mr. Burke provided the overview for the Draft FY 2020 – FY 2024 CRTPA Priority Project Lists (PPLs). He noted these lists are used by FDOT to prepare the upcoming Work Program. Mr. Burke outlined proposed changes to the lists from last year including changes to the Roadway PPL and noted that the lists are scheduled for adoption on June 18. The next steps associated with the ppls include: public meetings scheduled in each county (May 23-24); CRTPA adoption and submittal to FDOT; Development of Work Program by FDOT. Any funded projects will be included in the next Transportation Improvement Program (TIP).

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

D. Thomasville Road (Hermitage Boulevard to Live Oak Plantation) Road Safety Audit

The Florida Department of Transportation will provide an update on initial findings by FDOT District 3 associated with a recent road safety audit of Thomasville Road.

Susan Joel, FDOT representative, provided results of the Road Safety Audit. Issues found were lack of pavement markings and the recommendations were to add pavement markings to direct motorists around the raised median. There were also sight distance restrictions and the recommendation was to trim back to clear sight distance. There were recommendations to add flashing lights to warn drivers of an upcoming traffic signal. These recommendations were recommended for various parts of the corridor.

Patricia Martin, 3119 Brockton Way, stated she was a resident in this area and attended the field study with FDOT and other stakeholders. She noted the changes that have been made in the last few years. She noted the growth of the School of Arts and Sciences and stated they only opposed the traffic increase that was caused by the developments and the large school. She discussed the difficulties that occur during high peak times.

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

7. FLORIDA DEPARTMENT OF TRANSPORTATION REPORT

Ms. Lex provided the call for applications for Build Grants (formerly Tiger Grants).

8. EXECUTIVE DIRECTOR'S REPORT

Mr. Slay briefly discussed passenger rail and noted it would be included in the Long Range Transportation Plan.

9. CRTPA INFORMATION

A. Correspondence

B. Future Meeting Dates

C. Committee Actions (Citizen's Multimodal Advisory Committee & Technical Advisory Committee)

10. ITEMS FROM CRTPA BOARD MEMBERS

Commissioner Barfield discussed a fatal accident at Gamble Road/US 27 Highway. She stated drivers need lighting or increased markings to direct drivers to the correct lane or into oncoming traffic. She requested hawk lighting around the courthouse due to increased activity in this area and discussed the need for a mountable curb with the large trucks causing damage to the curb.

Attest:

Yulonda Mitchell, Recording Secretary

Nick Maddox, Chairman

June 18, 2018



AGENDA ITEM 4 B 1

**FISCAL YEAR 2020 – FY 2024
REGIONAL MOBILITY PLAN
ROADWAYS PRIORITY PROJECT LIST
ADOPTION**

TYPE OF ITEM: Consent

STATEMENT OF ISSUE

At the May 15 CRTPA meeting, a discussion of the agency's scheduled June adoption of the Fiscal Year 2020 – FY 2024 Priority Project Lists (PPLs) occurred. This item seeks approval of the Fiscal Year 2020 – FY 2024 CRTPA Regional Mobility Plan (RMP) Roadways Priority Project List (PPL).

CRTPE COMMITTEE ACTIONS

On June 5, the CRTPA's two (2) committees (Citizen's Multimodal Advisory Committee (CMAC) and Technical Advisory Committee (TAC)) recommended CRTPA approval of the Roadways PPL.

RECOMMENDED ACTION

Option 1: Adopt the FY 2020 – FY 2024 CRTPA RMP Roadways Priority Project List.

BACKGROUND

The CRTPA annually adopts priority project lists (PPLs) to identify, in ranked order, the agency's transportation project priorities. The lists provide the Florida Department of Transportation (FDOT) guidance as that agency proceeds with development of the Annual State Work Program. Specifically, the FDOT seeks to match available state and federal funding with those eligible transportation projects ranked highest by the CRTPA.

One of the lists scheduled for adoption in June is the RMP Roadways PPL which identifies roadway projects that were identified in the agency's long range transportation plan ("Connections 2040 RMP Roadway Cost Feasible Plan").

The Latest

The Draft FY 2020 – FY 2024 RMP Roadway PPL proposes to update the currently adopted (FY 2019 – FY 2023) RMP Roadway PPL with the following changes:

- **PROJECT ADDITION:** Crawfordville Road (LL Wallace Road to beginning of 4-lane) (Wakulla County Line to LL Wallace Road) (Leon County): This project is proposed for addition to the PPL to reflect needed funding to complete the 4-laning of the facility within Leon County.
- **PROJECT UPDATE:** Capital Circle, Southwest (Orange Avenue to Springhill Road) (Project #4157829): This #2 ranked project was removed from list due to being fully funded and within the first three years of the TIP.
- **PROJECT RE ORDERING:** Thomasville Rd/Meridian Rd/7th Ave (Midtown Operational Improvements): This #10 ranked project is proposed to moved up to #6 to reflect current activities of the project (Midtown Area Transportation Plan).
- **PROJECT RE ORDERING:** Mahan Drive and Capital Circle, Northeast (Intersection Improvement): This #14 ranked project is proposed to move up to #7.
- **PROJECT REMOVAL:** Woodville Hwy/Natural Bridge Rd (Roundabout): This #17 ranked project is proposed to be removed and placed on the agency's Transportation Systems Management (TSM) PPL.
- **PROJECT REMOVAL:** Old Lloyd Rd/Gamble Rd (Roundabout): This #18 ranked project is proposed to be removed and placed on the agency's Transportation Systems Management (TSM) PPL.
- **PROJECT REMOVAL:** Wakulla Environmental Institute (US 98 to Crawfordville Road): This project was removed from the PPL.

In addition to the RMP Roadways PPL, the following other PPLs are scheduled for adoption in June:

RMP Bicycle and Pedestrian PPL – Identifies bicycle and pedestrian projects (Project source: Connections 2040 RMP Roadway Cost Feasible Plan)

Regional Trails PPL – Identifies regional trails projects (Project source: CRTPA 2040 RMP and Florida Office of Greenways and Trails)

Transportation Systems Management (TSM) PPL – Identifies low cost (typically intersection) improvements to the existing transportation system that can be constructed in less than two years and have gone through a required FDOT process in order to be considered eligible for funding (Project source: FDOT candidate project list developed in coordination with the CRTPA)

StarMetro PPL – Identifies transit projects consistent with StarMetro's adopted Transit Development Plan (Project source: projects identified by StarMetro and provided to the CRTPA for adoption)

Tallahassee International Airport PPL – Identifies Tallahassee International Airport projects consistent with the adopted Airport Master Plan (Project source: projects identified by The Tallahassee International Airport and provided to the CRTPA for adoption)

PUBLIC INVOLVEMENT

Public meetings to present the CRTPA's Draft FY 2020 – FY 2024 PPLs (held in conjunction with the scheduled adoption of the Transportation Improvement Program(TIP) at this meeting) were held throughout the CRTPA region on May 23 & 24. **Attachment 2** provides the public comments received at these meetings.

NEXT STEPS

Subsequent to Board adoption, the priority project lists will be provided to the FDOT for consideration in the development of the Draft FY 2020 – FY 2024 Annual State Work Program, scheduled to be presented to the CRTPA in the fall of 2018.

After the release of the Draft State Work Program, CRTPA staff will initiate development of the CRTPA FY 2020 – FY 2024 Transportation Improvement Program (TIP) incorporating those transportation projects in the CRTPA region that have received state and federal funding.

ATTACHMENT

Attachment 1: DRAFT FY 2020 – FY 2024 RMP Roadways Priority Project List
Attachment 2: Public Comments Received

Capital Region Transportation Planning Agency
DRAFT RMP Roadways Priority Project List
Fiscal Year 2020 - Fiscal Year 2024

ATTACHMENT 1

Priority Rank	RMP ID#	Project Name/Limits	FDOT WPI#	Programmed Funding						Project/Strategy	County	SIS	Length (miles)	Funding Sought
1	1026	Woodville Highway¹		Phase	2019	2020	2021	2022	2023	Widen to 4 lanes	Leon		2.1	CST (\$17.4M) ⁴ CST (\$6.8M) ⁴
		(Capital Circle, SE to Gaile Ave)	4240094	ROW	\$773,885									
		(Gaile Ave to Paul Russell Rd)	4240095	ROW	\$4.9M	\$ 1.1M								
2	1513	Capital Circle, Southwest²		Phase	2019	2020	2021	2022	2023	Widen to 6 lanes	Leon		2.34	FULLY FUNDED*
		(Crawfordville Rd to Springhill Rd)	2197492	ROW	\$4.7M	\$3M								
				CST				\$32.6M						
3	1540	Crawfordville Road		Phase	2019	2020	2021	2022	2023	Widen to 4 lanes	Wakulla		3.6	ROW (\$34.1M) ⁴ CST (\$27M) ⁴
		(N. of Alaska Way to Lost Creek Bridge)	2204956	ROW					\$2.6M					
4	308	Crawfordville Road		Phase	2019	2020	2021	2022	2023	Widen to 4 lanes	Wakulla		4.4	ROW (\$30M) ⁴ CST (\$41M) ⁴
		(Lost Creek Bridge to East Ivan Rd)	2204953											
5	1554	Orange Avenue²		Phase	2019	2020	2021	2022	2023	Widen to 4 lanes	Leon		4.3	Design
		(Capital Circle, SW to Monroe St)	4379021	PD&E	\$1.5M									
6	75	Thomasville Rd/Meridian Rd/7th Ave³	-	Phase	2019	2020	2021	2022	2023	Intersection Improvements	Leon		-	PD&E
		(Midtown Operational Improvements)												
7	138	Mahan Dr and Capital Circle, NE	-	Phase	2019	2020	2021	2022	2023	Intersection Improvements	Leon	Y	-	Feasibility Study
		(Intersection Improvements)		-	-	-	-	-	-					
8	1365	Pensacola Street (West Side Student Corridor Gateway¹)	-	Phase	2019	2020	2021	2022	2023	Widen to 4 lanes	Leon		0.8	PD&E Reevaluation
				-	-	-	-	-	-					
		(Capital Circle, NW to Appleyard Dr)												
9		Crawfordville Road	-	Phase	2019	2020	2021	2022	2023	Widen to 4 lanes	Leon		1.7 2.1	PE (\$2.09M) ⁴ PE (\$1.8M) ⁴
		(LL Wallace Rd to beginning of 4-lane)		-	-	-	-	-	-					
		(Wakulla County Line to LL Wallace Rd)		-	-	-	-	-	-					
10	383	Lake Bradford Road/Springhill Road¹	-	Phase	2019	2020	2021	2022	2023	Corridor Improvements	Leon		3.8	PD&E
		(Capital Circle, SW to Gaines Street)		-	-	-	-	-	-					
11	181	Tharpe Street²	-	Phase	2019	2020	2021	2022	2023	Widen to 4 lanes	Leon		2.7	PD&E Reevaluation
		(Capital Circle, NW to Ocala Rd)		-	-	-	-	-	-					
12	179	Bannerman Road²	-	Phase	2019	2020	2021	2022	2023	Widen to 4 lanes	Leon		1.7	PE
		(Tekesta Dr to Thomasville Rd)												

Capital Region Transportation Planning Agency

DRAFT RMP Roadways Priority Project List

Fiscal Year 2020 - Fiscal Year 2024

Priority Rank	RMP ID#	Project Name/Limits	FDOT WPI#	Programmed Funding						Project/Strategy	County	SIS	Length (miles)	Funding Sought
13	369	Welaunee Blvd Extension ¹ (Fleischmann Rd to south of I-10)	Blueprint	Phase	2019	2020	2021	2022	2023	New 4 lane road	Leon		2.25	CST
				PD&E	\$625,000									
				PE	\$250,000	\$1M								
14	1571	Welaunee Blvd Extension ¹ (South of I-10 to Shamrock St)	Blueprint	Phase	2019	2020	2021	2022	2023	New 4 lane road	Leon		2	ROW/CST
				PD&E	\$625,000									
				PE	\$250,000	\$1M								
15	137	Welaunee Blvd/I-10 Interchange		Phase	2019	2020	2021	2022	2023	New Interchange	Leon	Y	-	PD&E
				-	-	-	-	-	-					

¹ [Blueprint Gateway Project](#)

² [Blueprint Regional Mobility Project](#)

³ [Blueprint Community Enhancement District](#)

⁴ FDOT Long Range Estimate (LRE)

* Fully Funded Projects are retained on the list above until such funding is within the first three (3) years of the TIP.

ABBREVIATIONS:

PD&E - Project Development and Environment Study

PE - Preliminary Engineering (Design)

ROW - Right-of-Way

CST - Construction

SIS - Strategic Intermodal System (FDOT roadway designation)

FULLY FUNDED PROJECTS (NOT YET CONSTRUCTED):

	382	Capital Circle, Southwest ² (Springhill Rd to Orange Ave)	4157829	Phase	2019	2020	2021	2022	2023	Widen to 6 lanes	Leon	Y	4.1	FULLY FUNDED
				CST			\$56.5M							



FY 2019 - FY 2023 Transportation Improvement Program (TIP)
FY 2020 - FY 2024 Transportation Project Priority Lists (PPLs)

MAY 23 & 24, 2018
WRITTEN COMMENT FORM

Please work with FDOT and city/county planners to make narrow traffic lanes in urban areas. Use that space to benefit of pedestrians & cyclists.

Please support the Comprehensive Operations Analysis for StarMetro, so they can make better informed operational decisions.

NAME: Tom Clark ADDRESS: 1515 Payne St.
Tallahassee, FL 32303

PLEASE MAIL COMMENTS TO THE FOLLOWING ADDRESS BY FRIDAY, JUNE 15:

CRTPA
300 S. ADAMS STREET, A-19
TALLAHASSEE, FL 32301
ATTN: GREG BURKE
OR

SEND AN EMAIL TO:
greg.burke@crtpa.org

Your comments will be provided to the CRTPA at the June 18 Board Meeting.

PERRY MORRIS ~ interested in a connector trail from
Shell Point/Spring Creek/Hive Oak/Dyke Bay area to
the new Coastal Trail



FLORIDA STATE UNIVERSITY
REAL ESTATE FOUNDATION

May 25, 2018

Capital Region Transportation Planning Agency
Attn: Nick Maddox, Chair
300 S. Adams Street, A-19
Tallahassee, FL 32301

Dear Chairman Maddox,

On behalf of Florida State University, we would like to call attention to two specific infrastructure projects that are essential to student/pedestrian safety as well as the future economic development opportunities in southwest Tallahassee.

Gaines/Stadium/Lake Bradford Intersection:

As partners in the local community, we are excited to see such an amazing transformation along the Gaines Street Corridor. The surge in development has created a new and vibrant landscape between the campuses of FAMU and FSU. However, with this new development comes the responsibility to plan for and implement appropriate student/pedestrian safety measures. Of particular importance is the intersection of Gaines St./Stadium Dr./Lake Bradford Rd. ("Intersection"). There are two new student housing projects under development adjacent to the Intersection that will considerably increase the burden on the Intersection, thus necessitating road improvements. Fortunately, because these projects are still in their development stages, an opportunity to address the complexity of the Intersection exists, but becomes increasingly more challenging as time passes. Accordingly, we are requesting that the redesign of the Intersection be elevated in importance and be included on a Project Priority List ("PPL") for future inclusion on the CRTPA's Transportation Improvement Plan ("TIP") at the next available opportunity. (FSU previously elevated concerns over student safety relating to this intersection in a June 2016 letter to Rick Fernandez. **See attached.**)

For the past several years, there has been discussion about modifying the Intersection to promote the safe passage of pedestrians, cyclists and vehicles alike. FSU's 2016 letter expressed concerns over the complexity of this intersection specifically pertaining to student safety and the forthcoming student housing development called Stadium Enclave that is now under construction on the site of the old concrete plant. The impetus for this concern is the funneling of students to the Intersection that currently requires traversing 10 lanes of traffic across five landing areas. The challenge was exacerbated by the CSX rail spur that precluded students from efficiently crossing Gaines St. further to the east at one of the two-lane crossings. Recently, the developer of the Stadium Enclave acquired the CSX spur. It is our understanding that the purpose of this acquisition is to create additional access points to Gaines Street and to develop a bicycle alley along the corridor.

Based on conversations with FDOT dating back to last year, it is our understanding that improving the Intersection is very challenging and there are limited opportunities for modification. Further, it is our understanding that the right solution will likely involve a holistic review of the traffic patterns around the Intersection as well as the adjoining streets, including, but not limited to Stadium, Gaines, Lake Bradford,

Jackson Bluff, Eppes, Airport, Hendry, and Woodward. Because CSX has sold their property and the intention, at least in part, is to construct some type of access point, it is our recommendation that the Intersection be elevated in importance and be designated on a PPL.

Orange Avenue Widening:

During the Sept 19, 2017, meeting of the CRTPA Board, the study to widen Orange Avenue moved up to the #6 priority on the Transportation Improvement Program for FY 2019-2023. The expansion of this roadway to include additional traffic lanes, bike lanes, sidewalks, multimodal trails, improved lighting, and other necessary improvements is key to enhancing safety and the future economic growth of southwest Tallahassee.

Recently, the staff of the Blueprint IA conducted dozens of community outreach meetings to receive public comment on the amendment of the Blueprint 2020 Airport Gateway Project. At each of these meetings, there were numerous comments from residents of neighborhoods such as Callen, Providence, Lake Bradford and other local communities expressing their concerns about the current traffic and pedestrian challenges along the Orange Avenue corridor. We echo those concerns, and encourage your continued attention to the priority of this project to start design as soon as possible. Florida State University supports transportation improvements that enhance the safety of students and other pedestrians around the University campus and surrounding community.

In closing, we respectfully request the CRTPA Board carefully consider the challenges and opportunities presented with each of these road segments.

Specifically, we request that CRTPA extract from the Southwest Area Transportation Plan the Gaines St./Stadium Drive/Lake Bradford Rd. Intersection and elevate this intersection to a Project Priority List to be included in the next TIP.

We recognize that we are not intimately familiar with the CRTPA process, and we understand that what we are requesting may not be the most appropriate method of addressing the pressing concerns at the Intersection. If we have missed the mark, we ask that the CRTPA direct its staff to bring forward a recommendation for the most expeditious path to include the Intersection in the earliest possible TIP.

Respectfully,



Kevin Graham
Executive Director - FSU Real Estate Foundation

CC: Greg Slay
Reese Goad
Ben Pingree
Kyle Clark
Dennis Bailey
Dustin Dailey



June 20, 2016

Rick Fernandez
Office of the City Manager
300 South Adams Street
Tallahassee FL 32301

In light of the City of Tallahassee Commission's discussion of the sale of the 2.64 acre parcel (adjacent to the Cemex Construction parcel) to ZAC, LLC (also referred to as Zimmer Development) (commonly referred to herein as "Developer") which will serve to augment the real property proposed for the development of a student housing complex located in the southeast quadrant of Gaines Street and Lake Bradford Road, Florida State University ("University") offers its comments. The University requests the City of Tallahassee consider and adequately address significant concerns the University has regarding student safety prior to providing final development approvals.

While the University does not generally object to the sale of the 2.64 acres to the Developer or the proposed development of new student housing proximate to campus, the University does have very real concerns regarding student safety. The proposed development, once constructed, will increase student pedestrian traffic required to cross Gaines Street in order to access FSU's campus. Pedestrian traffic that attempts to cross Gaines at Lake Bradford must traverse up to 10 lanes of traffic with divided medians and navigate five landing areas in a complicated and non-traditional intersection.

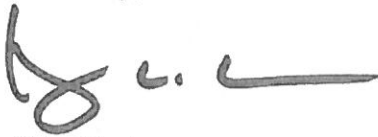
In a meeting dated September 18, 2015, the University, the FSU Real Estate Foundation, Developer, Developer's counsel, Moore Bass Consulting and the City of Tallahassee gathered to discuss development issues associated with the Developer's proposed student housing development plan. During the meeting, members of the University's Facilities Department and the FSU Real Estate Foundation expressed concerns over the risk the development project posed to student safety. This concern was driven primarily by the Developer's representation of up to 900 new beds and the need to direct student traffic north along Lake Bradford Road and across Gaines Street in order to access the University's campus. The University distinguished its concern related to this project from other student housing recently built along the southern border of Gaines Street based on the stop lights and crosswalks that were designed and constructed further east along Gaines to facilitate student pedestrian traffic proximate to those properties. At the conclusion of the meeting, Zimmer indicated that they would respond back to the University with information that adequately addresses our concerns over student safety. To date, the University has not received any additional information from Zimmer, their legal counsel, or other consultants involved in the project.

It is our understanding that since the September 2015 meeting the City has been in regular discussions with the Developer to modify and improve the development program. The University has not been a part of these subsequent discussions, but understands that there has been progress on many of the aesthetic aspects of the project. It is also our understanding that the scale of the project has been reduced from +/-900 student housing beds to approximately 600. The University strongly encourages the City to maintain a high standard for architectural and aesthetic elements of new developments proximate to campus as well as a requirement for strict compliance by the development community.

The University has not been informed of any measures proposed to ensure student safety in this heavily trafficked area. Thus, the University requests that, in light of the inherent danger this development project presents, the City require the Developer to implement a pedestrian traffic plan that safely routes the future residents of the proposed student housing development across Gaines Street. One potential solution is to cause pedestrian traffic to route east out of the proposed development and to cross Gaines Street at Stone Valley. This is a much less complicated intersection where students will only be required to traverse two lanes of traffic. Similarly, for pedestrian traffic that must cross Gaines Street at Lake Bradford, the University suggests that the City perform a peak hour analysis and consider the adequacy of the existing cross walks, landing areas, signal timing and other factors that contribute to a safe pedestrian experience. We would also be open to other discussions and proposed routes to further enhance student safety.

As previously indicated, our concern is specifically focused on student safety. The University is anxious to see that pedestrian access across Gaines Street is properly addressed. It is the University's hope that the City shares these concerns about this heavily traveled intersection (approximately 25,000 cars per day), and will ensure the safety of the students entrusted to us as well as the safety of the other future occupants of the proposed housing community. The University requests the City consider its concerns and respond in a manner that will sufficiently mitigate the increased risk this proposed development presents.

Sincerely,

A handwritten signature in dark ink, appearing to read 'K. Clark', with a stylized flourish at the end.

Kyle Clark

Vice President for Finance & Administration

CC: Wayne Tedder
Judy Donahoe
David Coburn
Carolyn Egan
Dennis Bailey
Kevin Graham
Will Butler

June 18, 2018



AGENDA ITEM 4 B 2

**FISCAL YEAR 2020 – FY 2024
TRANSPORTATION SYSTEMS MANAGEMENT
PRIORITY PROJECT LIST
ADOPTION**

TYPE OF ITEM: Consent

STATEMENT OF ISSUE

At the May 15 CRTPA meeting, a discussion of the agency's scheduled June adoption of the Fiscal Year 2020 – FY 2024 Priority Project Lists (PPLs) occurred. This item seeks approval of the CRTPA Fiscal Year 2020 – FY 2024 CRTPA Transportation Systems Management (TSM) Priority Project List (PPL).

CRTPA COMMITTEE ACTIONS

On June 5, the CRTPA's two (2) committees (Citizen's Multimodal Advisory Committee (CMAC) and Technical Advisory Committee (TAC)) recommended CRTPA approval of the TSM PPL.

RECOMMENDED ACTION

Option 1: Adopt the FY 2020 – FY 2024 CRTPA TSM Priority Project List.

BACKGROUND

The Transportation Systems Management (Priority Project List identifies improvements to the existing transportation system that can be constructed in less than two years.

The Latest

The Draft CRTPA Fiscal Year 2020 – FY 2024 TSM PPL proposes maintaining the ranked order of the three (3) projects currently adopted (FY 2019 – FY 2023) TSM PPL. In addition, two new projects (discussed below) were placed on the list that were previously included on the agency's RMP Roadway PPL. As a result, the draft TSM PPL contains the following five (5) projects (presented in proposed ranked order from 1 to 5):

- Thomasville Road (Midtown) Pedestrian Safety (Monroe Street to Seventh Avenue)
This project proposes increasing pedestrian safety along the Midtown portion of Thomasville Road through the construction of pedestrian islands and the installation of rectangular rapid flashing beacon (RRFB) near Beard Street. The project originally included the reconfiguration of the Thomasville Rd/Monroe intersection to add crosswalks. However, that portion of the project is to be incorporated in upcoming resurfacing of Monroe Street scheduled to occur in FY 2018. The project has also identified the addition of enhanced lighting; however, due to ongoing proposals in the Midtown area, the lighting portion is not being pursued at this time. This project was ranked #1 last year and is proposed to be ranked #1 on this year's TSM PPL. The project was requested by the CRTPA.
- Monroe Street (Third Avenue to Seventh Avenue)
This project on the TSM PPL and proposes the following corridor improvements: (1) upgrade signals & ITS hardware, (2) add ADA features for sidewalks and (3) examine corridor lighting. The project is proposed to be ranked #2, consistent with last year's ranking. The project was identified through coordination efforts between the FDOT, CRTPA and its transportation partners.
- Monroe Street (US 27/SR 63) @ Brevard Street
The project proposes the construction of a southbound right turn lane on Brevard Street. The project was originally requested for FDOT study by the City of Tallahassee. This project was ranked #3 on last year's list and is proposed to be ranked #3 on this year's list.
- **PROJECT ADDITION: Woodville Highway/Natural Bridge Road Intersection**
This new project to the TSM PPL proposes the construction of roundabout at this intersection. The project was identified in the CRTPA's Regional Mobility Plan and was previously included on the agency's Roadway PPL.
- **PROJECT ADDITION: Old Lloyd Road/Gamble Road Intersection**
This new project to the TSM PPL proposes the construction of roundabout at this intersection. The project was identified in the CRTPA's Regional Mobility Plan and was previously included on the agency's Roadway PPL.

CRTPA TSM Process

Development of the CRTPA TSM PPL begins with the receipt of the FDOT District 3 TSM Candidate List. This list provides those TSM projects within the CRTPA region that have identified by the FDOT as eligible for TSM funding. Associated with the FDOT Candidate List is a TSM project process developed by the FDOT.

The Draft FY 2020 – FY 2024 TSM PPL was developed in coordination with the FDOT District 3 T. Guidance related to the prioritization of projects on the TSM PPL was most recently formalized in 2013 by the TSM Subcommittee, discussed below.

TSM Subcommittee

The CRTPA TSM Subcommittee was formed in May 2013 to review the agency's TSM prioritization process and develop recommendations for ranking the TSM PPL. The subcommittee was comprised of members from the CRTPA's two committees (Technical Advisory Committee and Citizens Multimodal Advisory Committee) and developed (and approved) the following criteria for use in evaluating projects on the CRTPA's TSM PPL:

Safety/Crash Data - Ensure that the latest information is available

Mobility Impact – Examine impact of proposed improvement to overall mobility

Existing Priority – Generally seek to maintain project ranking consistency

Level of Service information – Information from traffic study

Project Consistency with local government plans and initiatives – Seek to document project confirmation with local staff such as public works director/planning)

Where available, the above information has been provided alongside each of the projects on the Draft TSM PPL.

PUBLIC INVOLVEMENT

Public meetings to present the CRTPA's Draft FY 2020 – FY 2024 PPLs (held in conjunction with the scheduled adoption of the Transportation Improvement Program(TIP) at this meeting) were held throughout the CRTPA region on May 23 & 24.

NEXT STEPS

Subsequent to Board adoption, the priority project lists will be provided to the FDOT for consideration in the development of the Draft FY 2020 – FY 2024 Annual State Work Program, scheduled to be presented to the CRTPA in the fall of 2018.

After the release of the Draft State Work Program, CRTPA staff will initiate development of the CRTPA FY 2020 – FY 2024 Transportation Improvement Program (TIP) incorporating those transportation projects in the CRTPA region that have received state and federal funding.

ATTACHMENT

Attachment 1: DRAFT FY 2020 – FY 2024 TSM Priority Project List

ATTACHMENT 1

Recommended Rank	Previous Rank	Major Street	Minor Street	Proposed Improvements	Study Date	Cost Estimate	Safety Information (from Traffic Study):	Mobility Information
1	1	Thomasville Road (Midtown) (SR 63)	Monroe St to Seventh Ave	Install pedestrian refuge islands and a rectangular rapid flash beacon (RRFB) near Beard Street	March 2016	\$170,000	5 bicyclist and 3 pedestrian crashes in the 6-year analysis period (2009-2014)	Heavy Pedestrian Traffic Bus Service
Recommended Rank	Previous Rank	Major Street	Minor Street	Proposed Improvements	Study Date	Cost Estimate	Safety Information (from Traffic Study):	Mobility Information
2	2	Monroe Street (SR 61/US 27)	3rd Avenue to Seventh Avenue	Upgrade signals and ITS hardware; add ADA features to sidewalks; examine corridor lighting	10/01/17	\$1.5M	N/A	Heavy Pedestrian Traffic Bus Service
Recommended Rank	Previous Rank	Major Street	Minor Street	Proposed Improvements	Study Date	Cost Estimate	Safety Information (from Traffic Study):	Mobility Information
3	3	Monroe Street (SR 61/US 27)	Brevard Street	Construct SBRT* (*South Bound Right Turn lane)	June 2015	Estimated cost: \$950,440 (includes \$822,800 in r-o-w)	52 collisions in 5 -year analysis period (2010-2014); majority 'rear-end' crashes of which 13 occurred in southbound approach lanes.	Moderate Pedestrian Traffic Bus service Signalized intersection
Recommended Rank	Previous Rank	Major Street	Minor Street	Proposed Improvements	Study Date	Cost Estimate	Safety Information (from Traffic Study):	Mobility Information
4	N/A	Woodville Hwy/ Natural Bridge Rd (Intersection)		Roundabout (Leon County)		\$828,900 (source: RMP)	Study not performed	Minimal Pedestrian Traffic; however, school/sidewalk located on northwest quadrant of intersection. No Bus Service Non signalized intersection
Recommended Rank	Previous Rank	Major Street	Minor Street	Proposed Improvements	Study Date	Cost Estimate	Safety Information (from Traffic Study):	Mobility Information
5	N/A	Old Lloyd Rd/ Gamble Rd (Intersection)		Roundabout (Jefferson County)		\$216,128 (source: RMP)	Study not performed	Minimal Pedestrian Traffic No bus service Non signalized intersection

June 18, 2018



AGENDA ITEM 4 B 3

**FISCAL YEAR 2020 – FY 2024
REGIONAL MOBILITY PLAN
BICYCLE AND PEDESTRIAN PRIORITY PROJECT LIST
ADOPTION**

TYPE OF ITEM: Consent

STATEMENT OF ISSUE

At the May 15 CRTPA meeting, a discussion of the agency's scheduled June adoption of the Fiscal Year 2020 – FY 2024 Priority Project Lists (PPLs) occurred. This item seeks approval of the CRTPA Fiscal Year 2020 – FY 2024 CRTPA Regional Mobility Plan (RMP) Bicycle and Pedestrian Priority Project List (PPL).

CRTPA COMMITTEE ACTIONS

On June 5, the CRTPA's two (2) committees (Citizen's Multimodal Advisory Committee (CMAC) and Technical Advisory Committee (TAC)) recommended CRTPA approval of the Bicycle and Pedestrian PPL.

RECOMMENDED ACTION

Option 1: Adopt the FY 2020 – FY 2024 CRTPA Bicycle and Pedestrian Priority Project List.

BACKGROUND

The RMP Bicycle and Pedestrian PPL is comprised of bicycle and pedestrian projects that were identified in the adopted Connections 2040 RMP Roadway Cost Feasible Plan (the agency's long range transportation plan adopted on June 29, 2015). To that end, the RMP Bicycle and Pedestrian PPL maintains the ranked order of the projects contained within adopted Connections 2040 RMP Bicycle and Pedestrian Cost Feasible Plan. This order was established during development of the RMP through ranking the project using the CRTPA's approved scoring criteria. The criteria included providing points for bicycle and pedestrian projects already under development in order to ensure that initiated projects proceed to completion, something that is ensured by maintaining consistency between the RMP CFP and the project on the RMP Bicycle and Pedestrian PPL.

DRAFT FY 2020 – FY 2024 RMP Bicycle and Pedestrian PPL

The proposed Draft FY 2020 – FY 2024 RMP Bicycle and Pedestrian PPL maintains the same ranked order as the currently adopted (FY 2019 – FY 2023) Bicycle and Pedestrian PPL. The following minor update to the list were made:

- **PROJECT UPDATE: Glenview Drive Sidewalk (Meridian Rd to Thomasville Rd)**, last year's number one ranked project, has been removed as this fully funded project is within the first three years of the TIP
- **PROJECT REMOVAL: Magnolia Drive (Monroe Street to Lafayette Street)**, last year's number seven ranked project, was removed from the list due to this Blueprint project being fully funded for construction.

PUBLIC INVOLVEMENT

Public meetings to present the CRTPA's Draft FY 2020 – FY 2024 PPLs (held in conjunction with the scheduled adoption of the Transportation Improvement Program(TIP) at this meeting) were held throughout the CRTPA region on May 23 & 24.

NEXT STEPS

Subsequent to Board adoption, the priority project lists will be provided to the FDOT for consideration in the development of the Draft FY 2020 – FY 2024 Annual State Work Program, scheduled to be presented to the CRTPA in the fall of 2018.

After the release of the Draft State Work Program, CRTPA staff will initiate development of the CRTPA FY 2020 – FY 2024 Transportation Improvement Program (TIP) incorporating those transportation projects in the CRTPA region that have received state and federal funding.

ATTACHMENT

Attachment 1: DRAFT FY 2020 – FY 2024 RMP Bicycle and Pedestrian Priority Project List

Capital Region Transportation Planning Agency
DRAFT RMP Bicycle and Pedestrian Priority Project List
 Fiscal Year 2020 - Fiscal Year 2024

ATTACHMENT 1

Priority Rank	RMP ID#	Project Name/Limits	FDOT WPI#	Programmed Funding						Project/Strategy	County	Length (miles)	Funding Sought **
1	567	Monticello Bike Trail Extension (Southern Terminus of Monticello to Jefferson Co Middle/High School)		Phase	2019	2020	2021	2022	2023	Shared Use Path	Jefferson	2.4	PD&E/PE
				-	-	-	-	-	-				
2	543	Wakulla Environmental Institute (US 98 to WEI)		Phase	2019	2020	2021	2022	2023	Shared Use Path	Wakulla	1.4	PD&E/PE
				-	-	-	-	-	-				
3	454	Goose Pond Trail* (Mahan Dr/Fort Knox to Weems Rd)		Phase	2019	2020	2021	2022	2023	Shared Use Path	Leon	1.2	PD&E
				-	-	-	-	-	-				
4	1026	Florida Arts Trail (N Corry St to Florida Georgia Hwy)	433801	Phase	2019	2020	2021	2022	2023	Shared Use Path	Gadsden	11	PE
				-	-	-	-	-	-				
5	160	US 90 Trail (Madison St to Dover Rd)		Phase	2019	2020	2021	2022	2023	Shared Use Path	Gadsden	10.7	PD&E
6	1254	Martin Rd Trail (Monticello Bike Trail to US 19)		Phase	2019	2020	2021	2022	2023	Shared Use Path	Jefferson	0.3	PD&E
				-	-	-	-	-	-				
7	527	Thomasville Rd Trail* (Meridian Rd to Live Oak Plantation Rd)		Phase	2019	2020	2021	2022	2023	Shared Use Path	Leon	3.7	PD&E
				-	-	-	-	-	-				

* Also a Blueprint Intergovernmental Agency project

** ABBREVIATIONS:

PD&E - Project Development and Environment Study

PE - Preliminary Engineering

CST - Construction

ROW - Right-of-Way

*** Note: Fully Funded Projects are retained on the list until such funding is within the first three (3) years of the TIP.

FULLY FUNDED PROJECTS (NOT YET CONSTRUCTED):

	422	Glenview Drive (Meridian Rd to Thomasville Rd)	4369911	Phase	2019	2020	2021	2022	2023	Sidewalk	Leon	0.44	FULLY FUNDED
				CST			\$276,946						

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AGENDA ITEM 4 B 4

FISCAL YEAR 2020 – FY 2024

REGIONAL TRAILS

PRIORITY PROJECT LIST

ADOPTION

TYPE OF ITEM: Consent

STATEMENT OF ISSUE

At the May 15 CRTPA meeting, a discussion of the agency's scheduled June adoption of the Fiscal Year 2020 – FY 2024 Priority Project Lists (PPLs) occurred. This item seeks approval of the Draft CRTPA Fiscal Year 2020 – FY 2024 CRTPA Regional Trails Priority Project List (PPL).

CRTPA COMMITTEE ACTIONS

On June 5, the CRTPA's two (2) committees (Citizen's Multimodal Advisory Committee (CMAC) and Technical Advisory Committee (TAC)) recommended CRTPA approval of the Regional Trails PPL.

RECOMMENDED ACTION

Option 1: Adopt the FY 2020 – FY 2024 Regional Trails Priority Project List.

BACKGROUND

The Draft FY 2020 – FY 2024 Regional Trails PPL is comprised of projects that were previously included on the agency's Bicycle and Pedestrian PPL (and identified in the CRTPA's Connections 2040 RMP Bicycle and Pedestrian Plan). Additionally, projects within the CRTPA region that are included in the FDOT SUN Trail Network are included on the PPL.

Projects included on the list are segments associated with Capital City to the Sea Trails Project, the Nature Coast Trail and the Capital Cascades Trail.

The Regional Trails PPL provides an opportunity to highlight the CRTPA's regional trail projects including potential additional funding opportunities available to such projects.

DRAFT FY 2020 – FY 2024 Regional Trails PPL

The proposed Draft FY 2020 – FY 2024 Regional Trails PPL maintains the same ranked order as the currently adopted (FY 2019 – FY 2023) Regional Trails PPL with the exception of the following update:

- **PROJECT UPDATE: Coastal Trail West – Capital City to the Seas Trail**, last year's number one ranked project, has been updated to reflect the addition of \$9.05M for the project's construction in FY 2022. Although fully funded, the project remains on the list because the construction is not within the first three years of the TIP.

PUBLIC INVOLVEMENT

Public meetings to present the CRTPA's Draft FY 2020 – FY 2024 PPLs (held in conjunction with the scheduled adoption of the Transportation Improvement Program(TIP) at this meeting) were held throughout the CRTPA region on May 23 & 24.

NEXT STEPS

As noted above, the CRTPA's Draft FY 2020 – FY 2024 PPLs are scheduled for adoption at the June 18 CRTPA meeting. Subsequently, the lists will be provided to the FDOT for consideration in the development of the Draft FY 2020 – FY 2024 Annual State Work Program, scheduled to be presented to the CRTPA Board in the fall of 2018.

After the release of the Draft State Work Program, CRTPA staff will initiate development of the CRTPA FY 2020 – FY 2024 Transportation Improvement Program (TIP) incorporating those transportation projects in the CRTPA region that have received state and federal funding.

ATTACHMENT

Attachment 1: DRAFT FY 2020 – FY 2024 Regional Trails Priority Project List

ATTACHMENT 1

Capital Region Transportation Planning Agency
DRAFT Regional Trails Priority Project List
 Fiscal Year 2020 - Fiscal Year 2024

Priority Rank	RMP ID#	Project Name/Limits	FDOT WPI#	Programmed Funding						Project/Strategy	County	Length (miles)	Funding Sought *
1	561	Coastal Trail West - CC2ST (s. of Tower Road to Wakulla High School)	4399263	Phase	2019	2020	2021	2022	2023	Shared Use Path	Wakulla	6.5	FULLY FUNDED
				ROW		\$1.06M							
				CST				\$9.05M					
2	542	Coastal Trail East - CC2ST (St. Marks Trail to Lighthouse Road)	4405501	Phase	2019	2020	2021	2022	2023	Shared Use Path	Wakulla	2.8	ROW/CST
				-	-	-	-	-	-				
3	456	Capital Cascades Trail (Segment 4)** (Springhill Rd to Mill Street/St. Marks Trail)		Phase	2019	2020	2021	2022	2023	Shared Use Path	Leon	1.2	PE
				PD&E	\$1M								
				PE		\$2M							
4		Forest Trail North (Trout Pond to Lake Henrietta)		Phase	2019	2020	2021	2022	2023	Shared Use Path	Leon	6.5	Feasibility Study
				-	-	-	-	-	-				
5	550	Bloxham Cutoff Rd Trail - CC2ST (Springhill Rd to US 98)		Phase	2019	2020	2021	2022	2023	Shared Use Path	Wakulla	10.9	PD&E
				-	-	-	-	-	-				
6		Forest Trail South (Ochlockonee Bay Trail to Trout Pond)		Phase	2019	2020	2021	2022	2023	Shared Use Path	Wakulla/ Leon	19.7	Feasibility Study
				-	-	-	-	-	-				
7		Nature Coast Trail (Lighthouse Road to Taylor County Line)		Phase	2019	2020	2021	2022	2023	Shared Use Path	Wakulla/ Jefferson	14	Feasibility Study
				-	-	-	-	-	-				
8		Nature Coast Regional Trail Connector (Monticello to Jefferson County Line)		Phase	2019	2020	2021	2022	2023	Shared Use Path	Jefferson	14	Feasibility Study
				-	-	-	-	-	-				
9		Nature Coast Regional Trail Connector (Tallahassee to Monticello)		Phase	2019	2020	2021	2022	2023	Shared Use Path	Jefferson	26	Feasibility Study
				-	-	-	-	-	-				

* ABBREVIATIONS:

PD&E - Project Development and Environment Study

PE - Preliminary Engineering

CST - Construction

ROW - Right-of-Way

** Blueprint project

June 18, 2018



AGENDA ITEM 4 B 5

FISCAL YEAR 2020 – FY 2024

STARMETRO

PRIORITY PROJECT LIST

ADOPTION

TYPE OF ITEM: Consent

STATEMENT OF ISSUE

Staff is seeking approval of the Fiscal Year (FY) 2020 – FY 2024 StarMetro Priority Project List, included as ***Attachment 1***.

CRTPA COMMITTEE ACTIONS

On June 5, the CRTPA's two (2) committees (Citizen's Multimodal Advisory Committee (CMAC) and Technical Advisory Committee (TAC)) recommended CRTPA approval of the StarMetro PPL.

RECOMMENDED ACTION

Option 1: Adopt the FY 2020 – FY 2024 StarMetro Priority Project List.

BACKGROUND

Annually, the Capital Region Transportation Planning Agency (CRTPA) provides a listing of projects to the Florida Department of Transportation (FDOT), in priority order, for funding consideration. One of these lists is the StarMetro Project Priority List.

Unlike other lists adopted by the CRTPA, this list is developed by the City of Tallahassee's transit agency, StarMetro. Projects contained on this list are consistent with StarMetro's 2016-2026 Transit Development Plan Major Update, adopted on June 8, 2016.

FY 2020 - FY 2024 StarMetro PPL

The Draft FY 2020 – FY 2024 StarMetro PPL is comprised of capital projects consistent with StarMetro’s 2016-2026 Transit Development Plan Major Update.

Changes from last year’s (FY 2019 - FY 2023) StarMetro PPL

The Draft FY 2020 - FY 2024 StarMetro PPL contains five (5) capital projects and reflects a change from last year’s PPL. Specifically, last year’s number one priority (Southside Superstop) is proposed to be moved to number two. The proposed number one priority on the updated list is a new project that seeks for the development of a Comprehensive Operation Analysis of the agency. Additionally, last year’s number 5 ranked project (Northwest Quadrant SuperStop) is proposed for removal from the list.

PUBLIC INVOLVEMENT

Public meetings to present the CRTPA’s Draft FY 2020 – FY 2024 PPLs (held in conjunction with the scheduled adoption of the Transportation Improvement Program(TIP) at this meeting) were held throughout the CRTPA region on May 23 & 24.

NEXT STEPS

Subsequent to Board adoption, the priority project lists will be provided to the FDOT for consideration in the development of the Draft FY 2020 – FY 2024 Annual State Work Program, scheduled to be presented to the CRTPA in the fall of 2018.

After the release of the Draft State Work Program, CRTPA staff will initiate development of the CRTPA FY 2020 – FY 2024 Transportation Improvement Program (TIP) incorporating those transportation projects in the CRTPA region that have received state and federal funding.

ATTACHMENT

Attachment 1: DRAFT FY 2020 – FY 2024 StarMetro Priority Project List

StarMetro
DRAFT Priority Project List
 Fiscal Year 2020 - Fiscal Year 2024

Priority Rank	Project Name/Limits	FDOT WPI#	Programmed Funding						Project/Strategy	Funding Sought
1	Comprehensive Operational Analysis		Phase	2019	2020	2021	2022	2023	Initiate a Comprehensive Operations Analysis (COA) for StarMetro.	\$500,000
			-	-	-	-	-	-		
2	Southside SuperStop	4425421	Phase	2019	2020	2021	2022	2023	Construct multi-bay SuperStop in southeastern Tallahassee.	PE (\$525,000)
			PE		\$125000					
3	Bus Stop Upgrades		Phase	2019	2020	2021	2022	2023	This project proposes ugrading at least 50 stops to include boarding and alighting areas for bus wheelchair ramps use	\$500,000
			-	-	-	-	-	-		
4	Bus Signal Prioritization		Phase	2019	2020	2021	2022	2023	This project provides for the addition of global positioning system (GPS) based system devices on StarMetro buses to improve transit system performance.	\$250,000
			-	-	-	-	-	-		
5	Redevelopment of C.K. Steele Plaza Planning Study		Phase	2019	2020	2021	2022	2023	Planning study of C.K. Steele Plaza identifying opportunities for redevelopment of the site.	\$200,000
			-	-	-	-	-	-		

ABBREVIATIONS:

PE - Preliminary Engineering (Design)

June 18, 2018



AGENDA ITEM 4 B 6

**FISCAL YEAR 2020 – FY 2024
TALLAHASSEE INTERNATIONAL AIRPORT
PRIORITY PROJECT LIST
ADOPTION**

TYPE OF ITEM: Consent

STATEMENT OF ISSUE

Staff is seeking approval of the Fiscal Year (FY) 2020 – FY 2024 Tallahassee International Airport Priority Project List, included as ***Attachment 1***.

CRTPA COMMITTEE ACTIONS

On June 5, the CRTPA's two (2) committees (Citizen's Multimodal Advisory Committee (CMAC) and Technical Advisory Committee (TAC)) recommended CRTPA approval of the Tallahassee International Airport PPL.

RECOMMENDED ACTION

Option 1: Adopt the FY 2020 – FY 2024 Tallahassee International Airport Priority Project List.

BACKGROUND

Annually, the Capital Region Transportation Planning Agency (CRTPA) provides a listing of projects to the Florida Department of Transportation (FDOT), in priority order, for funding consideration. One of these lists is the Tallahassee International Airport Priority Project List. Unlike other lists adopted by the CRTPA, the Tallahassee International Airport (TIA) develops this list. Projects contained on this list are consistent with TIA's Master Plan.

The TIA PPL provides guidance to the FDOT as the agency proceeds with development of the Annual FDOT Work Program. Ultimately, the projects included within the FDOT Work Program are included in the CRTPA's Transportation Improvement Program (TIP).

An update of the TIA Master Plan is currently in progress and is scheduled to be completed in 2017. The TIA Master Plan serves as the City of Tallahassee's strategy for the development of the Tallahassee International Airport

PUBLIC INVOLVEMENT

Public meetings to present the CRTPA's Draft FY 2020 – FY 2024 PPLs (held in conjunction with the scheduled adoption of the Transportation Improvement Program(TIP) at this meeting) were held throughout the CRTPA region on May 23 & 24.

NEXT STEPS

Subsequent to Board adoption, the priority project lists will be provided to the FDOT for consideration in the development of the Draft FY 2020 – FY 2024 Annual State Work Program, scheduled to be presented to the CRTPA in the fall of 2018.

After the release of the Draft State Work Program, CRTPA staff will initiate development of the CRTPA FY 2020 – FY 2024 Transportation Improvement Program (TIP) incorporating those transportation projects in the CRTPA region that have received state and federal funding.

ATTACHMENT

Attachment 1: DRAFT FY 2020 – FY 2024 Tallahassee International Airport Priority Project List

TALLAHASSEE INTERNATIONAL AIRPORT										
Priority Project List										
Draft FDOT Fiscal Year 2020- Fiscal Year 2024										
FDOT Priority	Description	FDOT FIN Number	JACIP Number	FUNDING	Prior Years	Current 2020	2021	2022	2023	2024
1	Runway 18/36 Reconstruction	412210-3	PFL0010606	State/FDOT Local/Debt	3,000,000 3,000,000	2,250,000 2,750,000				
2	International Passenger Processing Facility	Pending	3DOT42	FAA/Entitlement State/FDOT/SIS Local/RR&I Local/Sales Tax		1,575,000 5,500,000 325,000 5,175,000				
3	Terminal PLB Acquisition and Installation	422301-6	PFL0009600	State/FDOT Local/PFC	400,000 2,000,000	400,000 600,000	400,000 600,000	400,000 600,000	600,000 600,000	
4	Terminal Modernization	226781-6	TLH2	State/FDOT Local/PFC Local/RR&I Local/CFC	1,600,000 1,600,000 100,000 50,000	400,000 400,000 400,000	400,000 400,000 400,000	400,000 400,000 400,000	400,000 400,000	400,000 400,000
5	Hangar(s) Development and Modernization	422301-9	PFL0010400	State/FDOT Local/Sales Tax		1,000,000 1,000,000	2,000,000 2,000,000			
6	Hangar Development	416010-6	PFL0009812	State/FDOT Local/Private		500,000 500,000				
7	Air Cargo Facility Expansion	422301-8	PFL0011079	State/FDOT Local/RR&I			1,121,009 1,121,009			
8	Air Cargo Facility Expansion	226792-8	PFL0012291	State/FDOT/SIS Local/RR&I			1,112,500 1,112,500			
9	Airfield Preservation	422301-5	PFL0006672	State/FDOT Local/RR&I			100,000 100,000			
10	Taxiway Alpha Rehabilitation	Pending	PFL0011984	State/FDOT Local/Debt			1,000,000 1,000,000	10,000,000 10,000,000		
11	Parking Area Improvements	Pending	PFL0012046	State/FDOT Local/RR&I			500,000 500,000			
12	Terminal Concessions Redevelopment	Pending	PFL0011083	State/FDOT Local/Private			125,000 125,000			
13	Taxiway Rehabilitation	226792-9	PFL0011985	FAA/Discretionary FAA/Entitlement State/FDOT Local/PFC				1,710,000 95,000 95,000	6,500,000 2,500,000 500,000 500,000	6,300,000 1,800,000 450,000 450,000
14	Facilities Building (Maintenance Complex)	226792-6	PFL0011625	State/FDOT Local/RR&I				225,000 225,000		
15	Airport Operations Center Renovations and Upgrades	226792-7	PFL0011626	State/FDOT Local/RR&I				200,000 200,000		
16	Airport Emergency Power Improvements	226792-4	PFL0011627	FAA/Entitlement State/FDOT Local/PFC				675,000 37,500 37,500		
17	Airport Information Technology Analysis	226792-5	PFL0011628	State/FDOT Local/RR&I				75,000 75,000		
18	Multimodal Transportation Center	442109-5	PFL0012071	State/FDOT Local/RR&I				1,159,052 1,159,052	340,948 340,948	
19	Computerized Maintenance Management System (CMMS)	Pending	PFL0011081	State/FDOT Local/RR&I				40,000 40,000		
20	Computer Based Training Upgrades	Pending	PFL0011084	State/FDOT Local/RR&I				50,000 50,000		
21	Landside Signage Improvements	Pending	PFL0011989	State/FDOT Local/RR&I					100,000 100,000	
22	Security Fence and Gate Rehabilitation, Updates and Improvements	Pending	PFL0009466	FAA/Entitlement State/FDOT Local/RR&I					45,000 2,500 2,500	450,000 25,000 25,000
23	Aircraft Maintenance and Storage Hangar and Related Taxilanes	Pending	PFL0009601	State/FDOT Local/Private					2,500,000 2,500,000	5,000,000 5,000,000
24	Air Carrier Apron Improvements	Pending	TLH31	FAA/Entitlement State/FDOT Local/PFC						270,000 15,000 15,000
* = Project partially funded				Total	11,750,000	22,375,000	13,717,018	27,948,104	17,931,896	20,600,000
** = Project not funded										
				FAA/Entitlement	-	1,575,000	-	675,000	2,545,000	2,520,000
				FAA/Discretionary	-	-	-	1,710,000	6,500,000	6,300,000
				State/FDOT	5,000,000	4,550,000	5,646,009	12,681,552	4,443,448	5,890,000
				State/FDOT/SIS	-	5,500,000	1,112,500	-	-	-
				Local/CFC	50,000	-	-	-	-	-
				Local/PFC	3,600,000	1,000,000	1,000,000	1,132,500	1,500,000	865,000
				Local/RR&I	100,000	325,000	2,833,509	1,749,052	443,448	25,000
				Local/Debt	3,000,000	2,750,000	1,000,000	10,000,000	-	-
				Local/Sales Tax	-	6,175,000	2,000,000	-	-	-
				Local/Private	-	500,000	125,000	-	2,500,000	5,000,000
				Total	11,750,000	22,375,000	13,717,018	27,948,104	17,931,896	20,600,000



AGENDA ITEM 4 C

CITIZENS MULTIMODAL ADVISORY COMMITTEE APPOINTMENTS

TYPE OF ITEM: Consent

STATEMENT OF ISSUE

This item proposes the appointment of Mr. Dan Beaty and Mr. Thomas Clark to the Citizen's Multimodal Advisory Committee (CMAC) by the Capital Region Transportation Planning Agency (CRTPA) Board. The Application of Mr. Dan Beaty has been provided as **Attachment 1**, and the application of Mr. Thomas Clark has been provided as **Attachment 2**.

HISTORY AND ANALYSIS

The CMAC is an advisory committee to the CRTPA composed of volunteers who dedicate their time and advice to the CRTPA on issues pertaining to transportation planning within the region. Pursuant to Article III, Section 2 of the CMAC Bylaws, the CMAC may consist of a maximum of fifteen (15) voting representatives of from the four (4) county region. The bylaws for the CMAC have been provided as **Attachment 3**. Current membership of the CMAC includes seven (7) voting members, five of which are men, and two (2) of which are women. Of the seven (7) voting members, one member represents Wakulla County, and the remainder represent Leon County.

One application for service on the committee has been received by CRTPA Staff, and as the committee is currently in need of additional members it is recommended that the applicants be appointed to the committee for initial four (4) year terms. Mr. Beaty offers to the committee a background in urban and regional planning, and has previously served on the CMAC, both as a regularly attending voting member and as a former Chairperson of the committee. Mr. Clark offers to the committee varied experiences in service to the City of Tallahassee through Sustainable Tallahassee, and the Transit Advisory Committee.

RECOMMENDED ACTIONS

Option 1: Approve the appointment of Mr. Dan Beaty and Mr. Thomas Clark to the CMAC.

OPTIONS


Option 1: Approve the appointment of Mr. Dan Beaty and Mr. Thomas Clark to the CMAC.
(RECOMENDED)

Option 2: CRTPA Board Discretion.

ATTACHMENTS

Attachment 1: CMAC Application, Mr. Dan Beaty
Attachment 2: CMAC Application, Mr. Thomas Clark
Attachment 3: CMAC Bylaws

Capital Region Transportation Planning Agency (CRTPA) CITIZEN'S MULTIMODAL ADVISORY COMMITTEE (CMAC) APPLICATION

Please return in person to: Capital Region Transportation Planning Agency 408 N. Adams St., 4 th Floor Tallahassee, Florida 32301 Or mail to: CRTPA 300 S. Adams St, Box A-19 Tallahassee, FL 32301	Capital Region Transportation Planning Agency  • 408 N. Adams St., 4 th FLOOR • TALLAHASSEE, FL 32301	This application will remain in active files for two years. Please contact the CRTPA to advise of any changes regarding the information on this application. Email: lynn.barr@talgov.com FAX: 850-891-6832 PHONE: 850-891-6800
Name: <u>Daniel J. Beatty</u>		Date: <u>5/29/18</u>
Work Phone: <u>850-536-8523</u>	Home Phone: <u>850-661-2472</u>	Email: <u>djbk664@gmail.com</u>
Please list your specific employer/occupation if employed by a State, Federal, or local government:		
Employer: <u>HNTB</u>		
Please provide your home and work address (if applicable). Please check that box of your preferred mailing address.		
<input checked="" type="checkbox"/> Home Address:		
City/State/Zip: <u>1761 Broken Bow Trail Tallahassee, FL 32312</u>		
<input type="checkbox"/> Work Address:		
City/State/Zip: <u>1276 Metropolitan Boulevard, suite 304 Tallahassee, FL 32312</u>		
<p style="text-align: center;">The Capital Region Transportation Planning Agency strives to ensure that its citizens multimodal advisory committee is representative of the community's demographic makeup. To assist in this endeavor, please provide the following information (voluntary).</p>		
<p style="text-align: center;"><i>Please also note if you are physically challenged.</i> <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No</p>		
Race: <input type="checkbox"/> American Indian or Alaskan Native <input type="checkbox"/> Black <input type="checkbox"/> Other <input type="checkbox"/> Asian or Pacific Islander <input type="checkbox"/> Hispanic <input checked="" type="checkbox"/> White		
Gender: <input type="checkbox"/> Female <input type="checkbox"/> Male		
Identify any potential conflicts of interest that might occur were you to be appointed: <u>IF HNTB pursues a project w/CRTPA</u>		
Do you ride the bus? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No Do you drive a car? <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No		
Please circle your age bracket 18 - 25 / 26 - 35 / <u>36 - 49</u> / 50 and over		
Do you bicycle to work/shopping? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No Do you bicycle for recreation? <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No Do you walk to work/shopping? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No Do you walk for recreation? <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No		
Can you serve a multi-year term? <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No		
Can you regularly attend meetings? <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No		
Conflicts:		
Please circle any special population interests you may represent: <u>Concerned about all below.</u>		
Minorities, Road Cyclists, Off-Road Cyclists,	Transit Riders	Transportation Disadvantaged
Child, Youth, or Senior Pedestrian Advocates	Students	Persons with Disabilities, Seniors

CITIZEN'S MULTIMODAL ADVISORY COMMITTEE APPLICATION

Please tell us something about yourself! This information will help us create an advisory board that is reflective of a broad spectrum of the community. If you have any interests, hobbies, community activities, previous experience on committees, or anything else you would like us to know in consideration of your application please write it here. You may also attach this information.

Lived in Tallahassee since 1988. Have family that was born here. Have served the community in various positions. Have served CRTA before.

How did you hear about us????

Prior experience.


All statements and information provided in this application are true to the best of my knowledge.

Signature: David J. Bently

If you have a disability requiring accommodations, or need assistance filling out this application, please contact the Capital Region Transportation Planning Agency at 850-891-6800.

The telephone number for the Florida Relay TDD Service is 711 or 1-800-955-8771.

Capital Region Transportation Planning Agency (CRTPA) CITIZEN'S MULTIMODAL ADVISORY COMMITTEE (CMAC) APPLICATION

Please return in person to: Capital Region Transportation Planning Agency 408 N. Adams St., 4 th Floor Tallahassee, Florida 32301 Or mail to: CRTPA 300 S. Adams St, Box A-19 Tallahassee, Fl. 32301	Capital Region Transportation Planning Agency  • 408 N. Adams St., 4 th FLOOR • TALLAHASSEE, FL 32301	This application will remain in active files for two years. Please contact the CRTPA to advise of any changes regarding the information on this application. Email: lynn.barr@talgov.com FAX: 850-891-6832 PHONE: 850-891-6800
Name: <u>Thomas L. Clark</u>		Date: <u>June 11, 2018</u>
Work Phone: <u>488-9150</u>	Home Phone: <u>345-9119</u>	Email: <u>thomas.lyon.clark@gmail.com</u>
Please list your specific employer/occupation if employed by a State, Federal, or local government: <u>gmail.com</u>		
Employer: <u>Division of Disability, Department of Health (psychologist)</u> <u>Determination</u>		
Please provide your home and work address (if applicable). Please check that box of your preferred mailing address.		
<input checked="" type="checkbox"/> Home Address: <u>1515 Payne St.</u>		
City/State/Zip: <u>Tallahassee FL 32303</u>		
<input type="checkbox"/> Work Address: <u>1321 Executive Center Dr. Suite 100 - Ashley Bldg.</u>		
City/State/Zip: <u>Tallahassee FL 32399</u>		
<p style="text-align: center;">The Capital Region Transportation Planning Agency strives to ensure that its citizens multimodal advisory committee is representative of the community's demographic makeup. To assist in this endeavor, please provide the following information (voluntary).</p> <p style="text-align: center;">Please also note if you are physically challenged. <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No</p>		
Race: <input type="checkbox"/> American Indian or Alaskan Native <input type="checkbox"/> Black <input type="checkbox"/> Other <input type="checkbox"/> Asian or Pacific Islander <input type="checkbox"/> Hispanic <input checked="" type="checkbox"/> White		Gender: <input type="checkbox"/> Female <input type="checkbox"/> Male
Identify any potential conflicts of interest that might occur were you to be appointed:		
Do you ride the bus? <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No Do you drive a car? <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No Please circle your age bracket 18 - 25 / 26 - 35 / 36 - 49 / <u>50 and over</u>	Do you bicycle to work/shopping? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No Do you bicycle for recreation? <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No Do you walk to work/shopping? <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No Do you walk for recreation? <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	
Can you serve a multi-year term? <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	Can you regularly attend meetings? <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No Conflicts:	
Please circle any special population interests you may represent:		
Minorities, <u>Road Cyclists</u> , Off-Road Cyclists,	<u>Transit Riders</u>	Transportation Disadvantaged
Child, Youth, or <u>Senior Pedestrian</u> Advocates	Students	Persons with Disabilities, Seniors

CITIZEN'S MULTIMODAL ADVISORY COMMITTEE APPLICATION

Please tell us something about yourself! This information will help us create an advisory board that is reflective of a broad spectrum of the community. If you have any interests, hobbies, community activities, previous experience on committees, or anything else you would like us to know in consideration of your application please write it here. You may also attach this information.

See attached vita, under "Community Service".
Previous experience on committees includes:
Transit Advisory Committee, City of Tallahassee 2012-16.
Transportation Committee, Sustainable Tallahassee, 2014-present.

How did you hear about us????

Through other committee activities.

All statements and information provided in this application are true to the best of my knowledge.

Signature: _____

Melissa J. Clark

If you have a disability requiring accommodations, or need assistance filling out this application, please contact the Capital Region Transportation Planning Agency at 850-891-6800.

The telephone number for the Florida Relay TDD Service is 711 or 1-800-955-8771.

Thomas L. Clark, Ph.D.

Licensed Psychologist
1515 Payne Street
Tallahassee, FL 32303
(850) 224-1515 (850) 345-9119

VITA

BORN: January 22, 1956, Craftsbury Common, Vermont

EDUCATION: B.A., 1976; M.A., 1980, University of South Florida
Ph.D., 1984, University of South Florida, Clinical Psychology (APA Approved)

BENCHMARKS: Cellist, USF Symphony Orchestra, 1975-76
Graduate Council Fellowship, 1977-78
Diplomate in Clinical Psychology, American Board of Professional Psychology, 1990
Fellow, Academy of Clinical Psychology, 1994
Medical Consultant of the Year, Division of Disability Determination, 2005

LICENSURE: Psychologist, State of Florida, # 3647 (May, 1986)

WORK:

10/94 – Present: Senior Psychologist, Department of Health, Division of Disability Determination
1321 Executive Center Drive, Suite 100, Ashley Bldg, Tallahassee, FL 32399

9/89 – 9/94 Private Practice, Psychology Associates of Tallahassee

12/87 – 8/89 Psychologist, Multidisciplinary Center, Florida State University

11/84 – 11/87 Assistant Professor and Visiting Instructor, Departments of Psychiatry and Pediatrics,
College of Medicine, University of South Florida

9/83 – 8/84 APA Approved Internship in Clinical Psychology
University of Texas Health Science Center at San Antonio

CONSULTING:

12/97 – Present: Florida Departments of Business and Professional Regulation (1997-), Health (1998 -)
and Law Enforcement (2002 -); licensure testing accommodations under ADA

7/91 – 3/95 Child Protection Team, Tallahassee

9/90 – 6/92 Capital Rehabilitation Hospital, Tallahassee

TEACHING:

Spring, 1991 Child Psychology, Department of Psychology, Florida State University

Summer, 1989 Graduate Seminar in Child Neuropsychological Assessment,
Department of Psychology, Florida State University (Adjunct Faculty 5/89 – 10/94)

Fall, 1986 Seminar on Behavior Therapies, Department of Psychiatry, USF College of Medicine

COMMUNITY SERVICE:

4/18 – present	Comprehensive Plan Focus Group, Planning Department, City of Tallahassee
5/16 – 12/16	Florida State University College of Law, Children's Advocacy Clinic (pro bono)
1/15 – present	Treasurer, Andy Thomas for Public Defender Campaign
3/14 – present	Transportation Committee, Sustainable Tallahassee, Inc. (Chair since 12/16)
8/12 – 11/16	Transit Advisory Committee, City of Tallahassee
12/03 – present	Treasurer, then Secretary, DayStar Community Homeowners Association
2/97 – 3/03	Treasurer, youth and high school soccer teams
10/93 – 4/97	Volunteer coach, youth soccer
5/93 – 5/95	Board of Directors, Raising a Healthy Child, Inc.
1/92 – 12/03	Co-founder, Tallahassee Co-housing, Inc. (building DayStar Community)
1/89 – 1/92	Professional Advisory Council, Dick Howser Center for United Cerebral Palsy

PUBLICATIONS:

- Clark, T. L. (2015) The moral of the story of how we came to be. *Science Dialogues*, May 17 & 24.
- Clark, T. L. (2015) Darwin's use of "use" and "disuse". *Science Dialogues*, February 28, March 7 & 14.
- Clark, T. L. and Clark E. (2012) Participation in evolution and sustainability. *Transactions of the Institute of British Geographers*, 37(4), 563-577.
- Clark, E. and Clark, T.L. (2009) Isolating connections – connecting isolations. *Geografiska Annaler: Series B, Human Geography*, 91(4), 311-323.
- Duncan, J.A. and Clark, T.L. (1986) Valine, Isoleucine and Leucine (VIL) in Phenylketonuria (PKU): Behavioral Effects. *Clinical Research*, 34, 251A.

PROFESSIONAL PRESENTATIONS:

- "Darwin's use of 'use and disuse': Lamarckian or developmental?"
Department of Psychology, University of South Florida, Tampa, FL, March 7 2014
- "Alternative transportation – mass transit or your car?"
Sustainable You, Florida Conference, Tallahassee, FL October 25, 2011
- "Islands, sustainability and evolution"
International Geographical Union, Commission on Islands conference, Island of Ven, Sweden, August 2010
- "Island biology, sustainability, and what we think we know about ourselves"
Association of American Geographers, 2010 Annual Meeting, Washington, DC, April 2010

Citizen's Multimodal Advisory Committee Bylaws

Adopted June 2017

Preamble

The Capital Region Transportation Planning Agency (CRTPA) supports full and timely public participation in the transportation decision-making process of the CRTPA. To ensure that participation is reflective of the cross section of residents and interests within the CRTPA area, it has created a Citizens Multimodal Advisory Committee (CMAC) to advise the CRTPA Board.

The following sets forth the Bylaws that guide the proper functioning of the urban transportation planning process for the CMAC of the CRTPA.

ARTICLE I: NAME AND PURPOSE

Section 1. NAME

The name of this committee shall be the Citizens Multimodal Advisory Committee (CMAC).

Section 2. PURPOSE

This Committee was established by the Capital Region Transportation Planning Agency (CRTPA) in May 2012. The tasks of this Committee shall include, but not be limited to the following:

- a. Provide independent citizen advice to the CRTPA Board on issues related to the transportation planning processes in the CRTPA region. This includes but is not limited to: the Long Range Transportation Plan, Unified Planning Work Program, Priority Project Lists, Transportation Improvement Program, Public Involvement Plan, and other regionally significant transportation related issues and projects as requested.
- b. Provide advice to the CRTPA from a balanced mobility perspective considering the needs and safety of all transportation users and modes of transportation in the CRTPA region within fiscal and physical constraints.
- c. Promote equity in the regional transportation planning process.
- d. Promote public awareness and participation in the regional transportation planning process within the region and from professional and citizen-based organizations and employers.
- e. Review and evaluate CRTPA issues as requested by the CRTPA Board, or CRTPA staff.

ARTICLE II: ORGANIZATION

Section 1. AREA

The Committee shall represent and serve the CRTPA area, which encompasses all of Gadsden, Jefferson, Leon, and Wakulla counties.

Section 2. AUTHORITY

Pursuant to 23 USC 134, 49 USC 5303, 23 CFR 450, and Section 339.175 (6)(e), Florida Statutes, the CMAC is statutorily formulated. The CMAC is also governed by the policies and guidelines set forth by the CRTPA.

Section 3. NONDISCRIMINATION

No organization or person shall, on the grounds of race, color, national origin, religion, creed, or handicap, be excluded from participating in, be denied the benefits of, or be subject to discrimination from the CMAC.

ARTICLE III: MEMBERSHIP

Section 1. GEOGRAPHICAL AND SPECIAL INTEREST BALANCE

The CMAC shall represent and serve the CRTPA area, which encompasses all of Gadsden, Jefferson, Leon, and Wakulla Counties. The CMAC will be made up of a cross-section of citizens who represent the four-county region. Pursuant to Section 339.175(e), Florida Statutes, the membership on the citizen's advisory committee must reflect a broad cross-section of local residents with an interest in the development of an efficient, safe, and cost-effective transportation system. Minorities, the elderly, and the handicapped must be adequately represented. The CRTPA Executive Director or his /her designee may recommend appointment to the CMAC with approval of the CRTPA Board to balance the geographical or special interest/diversity of the committee.

Section 2. MAXIMUM MEMBERSHIP

The CMAC will consist of a maximum of fifteen (15) voting representatives from the four (4) county region.

Section 3. TERMS OF MEMBERSHIP AND REAPPOINTMENT PROCEDURES

Terms of membership are based on the calendar year, and are renewable in January 1 of any given year, regardless of when appointments were made. Further details of term conditions are outlined below.

- a. Application - Anyone serving on the CMAC must have a completed application on file to be considered for appointment to the committee.
- b. Terms - CMAC members are appointed by and serve at the pleasure of the CRTPA Board. CMAC Members may be replaced at the will of the CRTPA Board, however, the anticipated term of service of a CMAC member shall be four years.
- c. Reappointments - A CMAC Member may be reappointed by the CRTPA Board to one or more four-year terms. Terms are reconsidered for renewal at the end of each calendar year, no later than the last CRTPA Board Meeting of a calendar year, regardless of the date of initial appointment.

Section 4. RESIGNATIONS

CMAC members are expected to send written notice of intent to resign their position to the CRTPA Executive Director, as soon as practical, but at least one (1) month prior to their expected resignation from attendance at any meeting, if possible.

Section 5. VACANCIES

When vacancies exist, the CRTPA Executive Director or his/her designee will review the current demographics and representation on the committee and advise the CRTPA Board of any specific representation that is needed. Board Members will be given an opportunity to forward applications to any individuals they know to have an interest in serving on the CMAC for upcoming CRTPA Board consideration. Completed applications will be forwarded to CRTPA Board Members for consideration, and Board approval will be sought for any suggested appointments.

ARTICLE IV: VOTING

Section 1. VOTING AUTHORITY

Only the appointed members are entitled to vote at any meeting of the CMAC.

Section 2. VOTING WEIGHT

Each CMAC member shall have one vote. Votes shall be weighted equally.

Section 3. QUORUM

The calculations for determining a quorum of the CMAC will consider only appointed voting members and not eligible vacancies. A quorum and the recommendations of the CMAC are subject to the following conditions:



June 18, 2018

AGENDA ITEM 5

CONSENT ITEMS PULLED FOR DISCUSSION

June 18, 2018



AGENDA ITEM 6 A

FISCAL YEAR 2019 – FY 2023 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) ADOPTION

TYPE OF ITEM: Roll Call

STATEMENT OF ISSUE

The CRTPA Fiscal Year (FY) 2019– FY 2023 Transportation Improvement Program (TIP) has been developed for Capital Region Transportation Planning Agency (CRTPA) adoption.

CRTPA COMMITTEE ACTIONS

On June 5, the CRTPA's two (2) committees (Citizen's Multimodal Advisory Committee (CMAC) and Technical Advisory Committee (TAC)) recommended CRTPA adoption of the TIP.

RECOMMENDED ACTION

Option 1: Adopt by resolution the FY 2019 – FY 2023 Transportation Improvement Program

BACKGROUND

The CRTPA Transportation Improvement Program identifies regional transportation projects (roadway, bicycle and pedestrian, transportation systems management, transportation enhancement, public transportation, aviation, resurfacing and bridge projects) that have received funding in the Florida Department of Transportation's (FDOT) Draft Five-Year Work Program. The TIP is developed in accordance with 23 U.S.C. 134(h), 23 CFR 450 and Chapter 339.175(7), F.S., and is one of the annual requirements of the metropolitan transportation planning process for the CRTPA.

The purpose of the TIP is to inform the public and governmental agencies of transportation projects (planning through construction) that have received funding during the next five-year period (FY 2019 – FY 2023) within our region (Gadsden, Jefferson, Leon and Wakulla counties).

Projects contained within the FY 2019 – FY 2019 TIP are consistent with the projects presented to the CRTPA Board at the October 17, 2017 Retreat by the FDOT District 3 during their presentation of the FDOT Draft FY 2019 – FY 2023 Five-Year Work Program.

Highlights of the newly funded projects include:

Gadsden County:

- **SR 267: US 90 to Georgia State Line (Resurfacing) (4377611).** Design in FY 19 (\$1.184 million); Construction in FY 21 (\$6.785 million).
- **Havana Middle School (Sidewalk Extension) (4381271).** Construction funding in FY 22 (\$215,000)
- **Safe Routes to School (Sidewalks) Various Locations (4413472).** Construction funding in FY 21 (\$291,000)

Jefferson County:

- **US 27: Leon County Line to Chitling Street (7.1 miles) (Resurfacing) (4415431).** Design in FY 19 (\$1.087 million); Construction in FY 21 (\$16.437 million).
- **SR 55 (US 221): Madison County Line to Georgia State Line (6 miles) (Resurfacing) (4415441).** Design in FY 19 (\$849,000); Construction in FY 21 (\$5.176 million).

Leon County:

- **SR 263 (Capital Circle): Springhill Road to Orange Avenue (4.1 miles) (Add Lanes) (4157829).** Construction in FY 21 (\$56 million)
- **US 319 (Thomasville Road): Tallahassee Drive to Timberwolf Crossing (4.4 miles) (Resurfacing) (4397281).** Design in FY 19 (\$1.018 million); Construction in FY 21 (\$9 million).

Wakulla County:

- **Coastal Trail Bike Path/Trail (US 98): s of Tower Road to US 319 (4399263).** Construction funding in FY 22 (\$9.055 million)
- **US 319: n of Alaska Way to Lost Creek Bridge (2204956).** Right-of-way funding in FY 23 (\$2.5 million)

PUBLIC COMMENTS

Public meetings to present the Transportation Improvement Program (and the agency's FY 2020–2024 Transportation Priority Project Lists) were held on May 22 & 23, 2018 throughout the CRTPA Region (Monticello, Crawfordville, Quincy and Tallahassee). Information regarding the meeting was published in the region's newspapers, placed on the CRTPA's website (www.crtpa.org) and an e-mail message regarding the meeting was sent to the agency's transportation partners and

interested citizens. Public comments associated with the public meetings are provided as ***Attachment 3***.

NEXT STEP

Subsequent to CRTPA Board adoption of the TIP, staff will transmit the document to the Florida Department of Transportation.

RECOMMENDED ACTION

Option 1: Adopt by resolution the FY 2019 – FY 2023 Transportation Improvement Program (Recommended)

Option 2: CRTPA Board Discretion.

ATTACHMENTS

Attachment 1: LINK to FY 2019 – FY 2023 Transportation Improvement Program:

<http://crtpa.dtstiptool.com/Document>

Attachment 2: Adoption Resolution

Attachment 3: Public Comments (TIP/PPL Public Meetings)

CRTPA RESOLUTION 2018-06-6A

**A RESOLUTION OF THE CAPITAL REGION TRANSPORTATION PLANNING AGENCY (CRTPA) ENDORSING
THE FY 2019 – FY 2023 TRANSPORTATION IMPROVEMENT PROGRAM**

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

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

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

1. The Fiscal Year 2019 through Fiscal Year 2023 Transportation Improvement Program is hereby endorsed as an accurate representation of the region's transportation effort as developed through a continuing, cooperative, and comprehensive process that provided consideration to all transportation modes in accordance with the metropolitan planning provisions of U.S.C. 134;
2. The CRTPA authorizes the Chair to sign the State of Florida certification statement, which must be submitted annually with the TIP;
3. In order to expedite amendments to the TIP, the CRTPA authorizes the Executive Director to administratively approve airport project amendments which do not materially affect surface transportation traffic volumes or traffic distribution in the vicinity of the subject airport;
4. The CRTPA also authorizes the Executive Director to administratively approve project amendments to the TIP which do not meet any of the four (4) criteria which require a formal tip amendment listed in Chapter 5, Section 13 of the Florida Department of Transportation's Metropolitan Planning Organization Program Management Handbook; and
5. The CRTPA requires the Executive Director to inform the CRTPA of all TIP amendments approved under these authorizations quarterly.

Passed and duly adopted by the Capital Region Transportation Planning Agency (CRTPA) on this 18th day of June 2018.

Capital Region Transportation Planning Agency

Attest:

By: _____
Nick Maddox, Chair

Greg Slay, Executive Director



FY 2019 - FY 2023 Transportation Improvement Program (TIP)
FY 2020 - FY 2024 Transportation Project Priority Lists (PPLs)

MAY 23 & 24, 2018
WRITTEN COMMENT FORM

Please work with FDOT and city/county planners to make narrow traffic lanes in urban areas. Use that space to benefit of pedestrians & cyclists.

Please support the Comprehensive Operations Analysis for StarMetro, so they can make better informed operational decisions.

NAME: Tom Clark ADDRESS: 1515 Payne St.
Tallahassee, FL 32303

PLEASE MAIL COMMENTS TO THE FOLLOWING ADDRESS BY FRIDAY, JUNE 15:

CRTPA
300 S. ADAMS STREET, A-19
TALLAHASSEE, FL 32301
ATTN: GREG BURKE
OR

SEND AN EMAIL TO:
greg.burke@crtpa.org

Your comments will be provided to the CRTPA at the June 18 Board Meeting.

PERRY MORRIS ~ interested in a connector trail from
Shell Point / Spring Creek / Live Oak / Oyster Bay area to
the new Coastal Trail



FLORIDA STATE UNIVERSITY
REAL ESTATE FOUNDATION

May 25, 2018

Capital Region Transportation Planning Agency
Attn: Nick Maddox, Chair
300 S. Adams Street, A-19
Tallahassee, FL 32301

Dear Chairman Maddox,

On behalf of Florida State University, we would like to call attention to two specific infrastructure projects that are essential to student/pedestrian safety as well as the future economic development opportunities in southwest Tallahassee.

Gaines/Stadium/Lake Bradford Intersection:

As partners in the local community, we are excited to see such an amazing transformation along the Gaines Street Corridor. The surge in development has created a new and vibrant landscape between the campuses of FAMU and FSU. However, with this new development comes the responsibility to plan for and implement appropriate student/pedestrian safety measures. Of particular importance is the intersection of Gaines St./Stadium Dr./Lake Bradford Rd. ("Intersection"). There are two new student housing projects under development adjacent to the Intersection that will considerably increase the burden on the Intersection, thus necessitating road improvements. Fortunately, because these projects are still in their development stages, an opportunity to address the complexity of the Intersection exists, but becomes increasingly more challenging as time passes. Accordingly, we are requesting that the redesign of the Intersection be elevated in importance and be included on a Project Priority List ("PPL") for future inclusion on the CRTPA's Transportation Improvement Plan ("TIP") at the next available opportunity. (FSU previously elevated concerns over student safety relating to this intersection in a June 2016 letter to Rick Fernandez. **See attached.**)

For the past several years, there has been discussion about modifying the Intersection to promote the safe passage of pedestrians, cyclists and vehicles alike. FSU's 2016 letter expressed concerns over the complexity of this intersection specifically pertaining to student safety and the forthcoming student housing development called Stadium Enclave that is now under construction on the site of the old concrete plant. The impetus for this concern is the funneling of students to the Intersection that currently requires traversing 10 lanes of traffic across five landing areas. The challenge was exacerbated by the CSX rail spur that precluded students from efficiently crossing Gaines St. further to the east at one of the two-lane crossings. Recently, the developer of the Stadium Enclave acquired the CSX spur. It is our understanding that the purpose of this acquisition is to create additional access points to Gaines Street and to develop a bicycle alley along the corridor.

Based on conversations with FDOT dating back to last year, it is our understanding that improving the Intersection is very challenging and there are limited opportunities for modification. Further, it is our understanding that the right solution will likely involve a holistic review of the traffic patterns around the Intersection as well as the adjoining streets, including, but not limited to Stadium, Gaines, Lake Bradford,

Jackson Bluff, Eppes, Airport, Hendry, and Woodward. Because CSX has sold their property and the intention, at least in part, is to construct some type of access point, it is our recommendation that the Intersection be elevated in importance and be designated on a PPL.

Orange Avenue Widening:

During the Sept 19, 2017, meeting of the CRTPA Board, the study to widen Orange Avenue moved up to the #6 priority on the Transportation Improvement Program for FY 2019-2023. The expansion of this roadway to include additional traffic lanes, bike lanes, sidewalks, multimodal trails, improved lighting, and other necessary improvements is key to enhancing safety and the future economic growth of southwest Tallahassee.

Recently, the staff of the Blueprint IA conducted dozens of community outreach meetings to receive public comment on the amendment of the Blueprint 2020 Airport Gateway Project. At each of these meetings, there were numerous comments from residents of neighborhoods such as Callen, Providence, Lake Bradford and other local communities expressing their concerns about the current traffic and pedestrian challenges along the Orange Avenue corridor. We echo those concerns, and encourage your continued attention to the priority of this project to start design as soon as possible. Florida State University supports transportation improvements that enhance the safety of students and other pedestrians around the University campus and surrounding community.

In closing, we respectfully request the CRTPA Board carefully consider the challenges and opportunities presented with each of these road segments.

Specifically, we request that CRTPA extract from the Southwest Area Transportation Plan the Gaines St./Stadium Drive/Lake Bradford Rd. Intersection and elevate this intersection to a Project Priority List to be included in the next TIP.

We recognize that we are not intimately familiar with the CRTPA process, and we understand that what we are requesting may not be the most appropriate method of addressing the pressing concerns at the Intersection. If we have missed the mark, we ask that the CRTPA direct its staff to bring forward a recommendation for the most expeditious path to include the Intersection in the earliest possible TIP.

Respectfully,



Kevin Graham
Executive Director - FSU Real Estate Foundation

CC: Greg Slay
Reese Goad
Ben Pingree
Kyle Clark
Dennis Bailey
Dustin Dailey



June 20, 2016

Rick Fernandez
Office of the City Manager
300 South Adams Street
Tallahassee FL 32301

In light of the City of Tallahassee Commission's discussion of the sale of the 2.64 acre parcel (adjacent to the Cemex Construction parcel) to ZAC, LLC (also referred to as Zimmer Development) (commonly referred to herein as "Developer") which will serve to augment the real property proposed for the development of a student housing complex located in the southeast quadrant of Gaines Street and Lake Bradford Road, Florida State University ("University") offers its comments. The University requests the City of Tallahassee consider and adequately address significant concerns the University has regarding student safety prior to providing final development approvals.

While the University does not generally object to the sale of the 2.64 acres to the Developer or the proposed development of new student housing proximate to campus, the University does have very real concerns regarding student safety. The proposed development, once constructed, will increase student pedestrian traffic required to cross Gaines Street in order to access FSU's campus. Pedestrian traffic that attempts to cross Gaines at Lake Bradford must traverse up to 10 lanes of traffic with divided medians and navigate five landing areas in a complicated and non-traditional intersection.

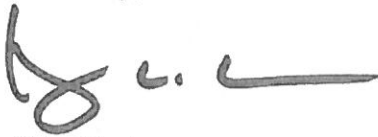
In a meeting dated September 18, 2015, the University, the FSU Real Estate Foundation, Developer, Developer's counsel, Moore Bass Consulting and the City of Tallahassee gathered to discuss development issues associated with the Developer's proposed student housing development plan. During the meeting, members of the University's Facilities Department and the FSU Real Estate Foundation expressed concerns over the risk the development project posed to student safety. This concern was driven primarily by the Developer's representation of up to 900 new beds and the need to direct student traffic north along Lake Bradford Road and across Gaines Street in order to access the University's campus. The University distinguished its concern related to this project from other student housing recently built along the southern border of Gaines Street based on the stop lights and crosswalks that were designed and constructed further east along Gaines to facilitate student pedestrian traffic proximate to those properties. At the conclusion of the meeting, Zimmer indicated that they would respond back to the University with information that adequately addresses our concerns over student safety. To date, the University has not received any additional information from Zimmer, their legal counsel, or other consultants involved in the project.

It is our understanding that since the September 2015 meeting the City has been in regular discussions with the Developer to modify and improve the development program. The University has not been a part of these subsequent discussions, but understands that there has been progress on many of the aesthetic aspects of the project. It is also our understanding that the scale of the project has been reduced from +/-900 student housing beds to approximately 600. The University strongly encourages the City to maintain a high standard for architectural and aesthetic elements of new developments proximate to campus as well as a requirement for strict compliance by the development community.

The University has not been informed of any measures proposed to ensure student safety in this heavily trafficked area. Thus, the University requests that, in light of the inherent danger this development project presents, the City require the Developer to implement a pedestrian traffic plan that safely routes the future residents of the proposed student housing development across Gaines Street. One potential solution is to cause pedestrian traffic to route east out of the proposed development and to cross Gaines Street at Stone Valley. This is a much less complicated intersection where students will only be required to traverse two lanes of traffic. Similarly, for pedestrian traffic that must cross Gaines Street at Lake Bradford, the University suggests that the City perform a peak hour analysis and consider the adequacy of the existing cross walks, landing areas, signal timing and other factors that contribute to a safe pedestrian experience. We would also be open to other discussions and proposed routes to further enhance student safety.

As previously indicated, our concern is specifically focused on student safety. The University is anxious to see that pedestrian access across Gaines Street is properly addressed. It is the University's hope that the City shares these concerns about this heavily traveled intersection (approximately 25,000 cars per day), and will ensure the safety of the students entrusted to us as well as the safety of the other future occupants of the proposed housing community. The University requests the City consider its concerns and respond in a manner that will sufficiently mitigate the increased risk this proposed development presents.

Sincerely,

A handwritten signature in dark ink, appearing to read 'K. Clark', with a stylized flourish at the end.

Kyle Clark

Vice President for Finance & Administration

CC: Wayne Tedder
Judy Donahoe
David Coburn
Carolyn Egan
Dennis Bailey
Kevin Graham
Will Butler

June 18, 2018



AGENDA ITEM 7A

CONGESTION MANAGEMENT PROCESS PLAN UPDATE

TYPE OF ITEM: Discussion

STATEMENT OF ISSUE

The consultant team for the Congestion Management Plan (CMP), RS&H, has completed an evaluation of numerous data sources to identify courses of action to address congestion and/or safety concerns identified within the area of the Capital Region Transportation Planning Agency (CRTPA). Having also met with the Technical Resource Committee for the project, RS&H is now ready to present a refined list of potential projects for inclusion within the CMP (**Attachment 1**) by the CRTPA Board.

CRTPA COMMITTEE ACTIONS

On June 5, the CRTPA's two (2) committees (Citizen's Multimodal Advisory Committee (CMAC) and Technical Advisory Committee (TAC)) received a presentation on the proposed projects within the CMP.

RECOMMENDED ACTION

Option 1: For Discussion.

BACKGROUND

As a Transportation Management Area, Federal law requires that the CRTPA develop a Congestion Management Process Plan (CMPP). This document serves to measure the system performance of transportation facilities within the planning boundary, and identifies various low-cost strategies that could be employed to improve safety, alleviate congestion, and/or maximize the mobility options available (such as operational improvements).

A final outcome of the CMP study is a prioritized list of projects that the CRTPA recommends to address the safety and congestion problems in the CRTPA area. The CRTPA local governments utilize the CMP when making decisions regarding the investment of resources in the transportation

infrastructure of the region, and the C RTPA utilizes the document to identify potential solutions to congestion that can be accomplished as a companion to the adopted Regional Mobility Plan.

The consulting for the CMP project, RS&H, has spent the last several months analyzing congestion and crash data within the C RTPA area. Trends and issues that were identified were then shared with C RTPA staff, the CMP's Technical Resource Committee, and the C RTPA Advisory Committees for their input and consideration.

RECENT ACTIVITY

A Draft list of potential CMP Projects were presented to the C RTPA Advisory Committees for review and consideration at their June 5, 2018 committee meetings. This initial list is not prioritized, but instead, organized by County and type of project – Safety or Congestion.

NEXT STEPS

Subsequent to the June Board Meeting, the Technical Resource Committee for the CMP and the C RTPA's Advisory Committees (CMAC and TAC) will meet to recommend approval of a prioritized list of projects for inclusion with the CMP. These meetings will take place over the months of June-August, with a final recommendation of approval taking place at the September C RTPA Advisory Committee and C RTPA Board Meetings. Final documentation of the CMPP will be provided to the Board following adoption of a prioritized list of CMPP projects.

ATTACHMENT

Attachment 1: C RTPA Congestion Management Project List

Attachment 2: DRAFT Presentation

CRTPA Congestion Management Projects: DRAFT
SAFETY: FATALITIES

County	Location	Project/Strategy	Supporting Data
LEON	Springhill Rd. near Bice Rd.	Addition of approximately 1 mile of guardrail approxmately 3.3 miles south of Capital Circle SW	2 fatalities; 7 other lane departure crashes; "Curve Ahead" warning present
	Tennessee St. (Monroe St. to Capital Circle SW)	1. Exclusive bicycle/scooter accommodation west of Ocala Street 2. Bicycle-Pedestrian-Driver Education	9 fatalities: 3 scooter/motorcycle vs. Vehicle.; 1 bicycle vs. vehicle; 2 pedestrian vs. vehicle
	Crawfordville Hwy. at Shelfer Rd.	1. Lighting Study 2. Bicycle-Pedestrian-Driver Education	2 Pedestrian fatalities at night
	Pensacola St. (Appleyard Dr. to Ocala Rd.)	1. Lighting Study 2. Coordinate with StarMetro on stop location 3. Bicycle-Pedestrian-Driver Education	1 fatality and multiple serious injuries
	Woodville Highway (in Woodville)	Lighting Study	3 fatal accidents at night including one pedestrian
GADSDEN	US 90/SR 10 (West of Leon County Line)	1. Addition of rumble striping and increased signage 2. Addition of inside shoulder	4 fatalities due to lane departure near curve
WAKULLA	Spring Creek Highway at MLK Blvd.	Increased signage	3 fatalities - angle accidents
JEFFERSON	SR 20/Apalachee Pkwy at Leon/Jeffersn County Line	1. Addition of inside shoulder 2. Cross slope correction 3. Evaluation of curve radii	3 fatalities due to lane departure

SAFETY: INTERSECTION AND SEGMENT CRASHES

County	Location	Project/Strategy	Supporting Data
LEON	Calhoun St. (Thomasville Rd. to Tennessee St.)	Evaluate intersection for further need of traffic control devices	Multiple sideswipe and angle crashes near interssections and vehicles traveling over the posted speed
WAKULLA	US 98/Coastal Highway at Woodville Highway	1. New striping and improved pavement markings 2. Illuminate bicycle/multi-use path 3. Evaluate the lighting needs of the intersection	ADT: 4750 vehicles Crash Rate: 2.307 crashes/million entering vehicles
	US 98/Coastal Highway at Bloxham Cutoff Rd.	1. Addition of "CROSS TRAFFIC DOES NOT STOP" sign for Bloxham Cutoff Rd. 2. Evaluate horizontal geometry	ADT: 2100 vehicles Crash Rate: 2.174 crashes/million entering vehicles
	US 98/Coastal Highway at US 319/Sopchoppy Highway	Increase advanced warning signage for each intersection leg	ADT: 9700 vehicles Crash Rate: 2.165 crashes/million entering vehicles

CONGESTION: SEGMENTS			
County	Location	Project/Strategy	Supporting Data
LEON	Gaines St.	Projects from SW Area Study currently underway and Orange Ave improvements	V/C Ratio Buffer Time Index: Eastbound AM Peak - 2.0
	Betton Rd.	Origin/Destination Study to evaluate additional access point for Betton Hills	V/C Ratio Buffer Time Index: Westbound PM Peak - 2.71
	US 27/N. Monroe St. (John Knox to I-10)	Study feasibility of capacity improvements from Callaway Rd. to John Knox Rd.	V/C Ratio Buffer Time Index: Southbound AM Peak - 1.4
	Old Bainbridge Rd. (Tharpe St. to Macomb/Tennessee St)	Designated canopy road Land use coordination; access management	V/C Ratio
	Thomasville Rd. (Kerry Forest Pkwy to Capital Circle NE)	Thomasville Road Planning Study (Metropolitan Blvd. to Bannerman Road and Capital Circle from Raymond Diehl Road to Thomasville Road) and interchange improvements	Buffer Time Index: Southbound AM Peak - 1.39 Northbound PM Peak - 1.44
	Orange Ave. (Springhill Rd. to Monroe St.)	Southwest Area Study underway; Orange Avenue PD&E	Buffer Time Index: Eastbound PM Peak - 1.4 Westbound PM Peak - 1.58
WAKULLA	Crawfordville Rd. (Ivan Church Rd. to Harvey Mill Rd.)	Right-of-Way acquisition underway	Buffer Time Index: Northbound AM Peak - 0.62

CONGESTION: BOTTLENECKS - RECURRING CONGESTION			
County	Location	Project/Plan of Action	Supporting Data
LEON	US 90/Mahan Dr. at Capital Circle NE	Specific study to address intersection congestion; flyover included in 2040 Cost Feasible Plan	Average Daily Bottleneck Duration - 53 min
	Thomasville Rd. at N Monroe St.	Evaluate N Calhoun St. and Thomasville Rd intersection for accessibility issues and queue length problems; signal timing optimizaiton; coordination/integration of traffic information systems	Average Daily Bottleneck Duration - 28 min
	Monroe St. at Gaines St.	Signal timing optimization; coordination/integration of traffic information systems	Average Daily Bottleneck Duration - 42 min
	Monroe St. at Tennessee St.	Signal timing optimization; coordination/integration of traffic information systems	Average Daily Bottleneck Duration - 40 min
	Tennessee St. at Capital Circle NW	Signal timing optimization; access management; coordination/integration of traffic information systems	Average Daily Bottleneck Duration - 20 min
	Orange Ave at Monroe St. (Orange Ave Eastbound)	Addition of right turn lane	Average Daily Bottleneck Duration - 21 min

CONGESTION: BOTTLENECKS - NON-RECURRING CONGESTION EXAMPLE			
LEON	US 90/Mahan Dr. at Capital Circle NE	Example: Fatal accident on I-10 resulting in closure of I-10 westbound between Exits 203 and 209. Traffic diverted to US 90 to US 319 to I-10. Resulting bottleneck lasted from 3:10 PM until 5:10 PM with peak queue length of 4.3 miles	Continue coordination and integration of traffic information systems during events



CONGESTION MANAGEMENT PROCESS

CRTPA BOARD

JUNE 18, 2018



What is a Congestion Management Plan?

- Federally Required Process for MPOs with >200,000 Population
- Evaluate Congestion within the MPO Area
- Identify Recurring and Non-Recurring Congestion on Critical Corridors

The Congestion Management Plan Will:

- Develop Tools and Strategies
 - Reduce Peak Hour Vehicle Miles of Travel
 - Improve Connectivity between Employment Centers and Areas with Concentrations of Transportation Disadvantaged
 - Support Access to Jobs
 - Reduce Congestion
- Specific, Project-based Solutions Identified to Address Congestion

CMP Approach

- Goals and Objectives

RMP Goals	CMP Objectives
Connectivity	<ul style="list-style-type: none"> Develop congestion management measures Reduce non-recurring congestion duration Evaluate travel time reliability Consider the full range of congestion management strategies and improve system reliability and resiliency through implementation Achieve acceptable LOS E Identify crash hotspots and strategies to improve safety Implement alternative access improvements Coordinate with land use to minimize trip lengths Promote multimodal connectivity through facility enhancements
Accessibility	
Economic Development	
Resource Protection	
Safety and Security	
Land Use	
Public Health	
Multimodal	

CMP Projects

- Projects on the CMP Network
 - Based on roadway functional classification
 - Includes arterials and collectors
- Data Collection and Analysis for Project Identification
 - Safety
 - Congestion
- Data Sources
 - Florida's Integrated Report Exchange System (FIRES)
 - State and Local Government Agencies
 - National Performance Management Research Data Set (NPMRDS)

CMP Safety Projects: Fatalities

- Leon County

Location	Projects/Strategies	Supporting Data
Springhill Rd near Bice Rd	Addition of approx. 1 mile of guardrail 3.3 miles south of Capital Circle SW	2 fatalities; 7 other lane departure crashes; curve ahead warning present
Tennessee St. (Monroe to Capital Circle SW)	<ol style="list-style-type: none"> 1. Exclusive bicycle/scooter accommodations west of Ocala Rd 2. Bicycle-Pedestrian-Driver Education 	9 fatalities: 3 scooter/motorcycle vs vehicle; 1 bicycle vs. vehicle; 2 pedestrian vs. vehicle
Crawfordville Highway at Shelfer Rd	<ol style="list-style-type: none"> 1. Lighting Study 2. Bicycle-Pedestrian-Driver Education 	2 pedestrian fatalities at night
Pensacola St (Appleyard Dr to Ocala Rd)	<ol style="list-style-type: none"> 1. Lighting Study 2. Coordination with StarMetro on stop location 3. Bicycle-Pedestrian- Driver Education 	1 fatality and multiple serious injuries
Woodville Highway (in Woodville)	Lighting Study	3 fatal night crashes including 1 pedestrian

CMP Safety Projects: Fatalities



• Gadsden County

Location	Projects/Strategies	Supporting Data
US 90/SR 10 West of Leon County Line	1. Rumble striping and increased signage 2. Addition of inside shoulder	4 fatalities due to lane departure near curve

• Wakulla County

Location	Projects/Strategies	Supporting Data
Spring Creek Highway at MLK Blvd.	Increased signage	3 fatalities – angle accidents

• Jefferson County

Location	Projects/Strategies	Supporting Data
SR 20/Apalachee Pkwy. at Leon / Jefferson County Line	1. Addition of inside shoulder 2. Cross slope correction 3. Evaluation of curve radii	3 fatalities due to lane departure

CMP Safety Projects: Intersection and Segment Crashes



• Leon County

Location	Projects/Strategies	Supporting Data
Calhoun St (Thomasville Rd to Tennessee St)	Evaluate intersection of Calhoun and Brevard for further need of traffic control devices	Multiple sideswipe and angle crashes near intersections and vehicles traveling over the posted speed

• Wakulla County

Location	Projects/Strategies	Supporting Data
US 98/Coastal Highway at Woodville Highway	<ol style="list-style-type: none">1. New striping/improved pavement markings2. Illuminate bicycle/multiuse path3. Evaluate intersection lighting needs	ADT: 4,750 vehicles Crash rate: 2.307 crashes/million entering vehicles
US 98/Coastal Highway at Bloxham Cutoff Rd	<ol style="list-style-type: none">1. Addition of "CROSS TRAFFIC DOES NOT STOP" on Bloxham Cutoff Rd.2. Evaluate horizontal geometry	ADT: 2,100 Crash rate: 2.174 crashes/million entering vehicles
US 98/Coastal Highway at Sopchoppy Highway	Increased advanced warning signage for each intersection leg	ADT: 9,700 Crash rate: 2.165 crashes/million entering vehicles

CMP Congestion Projects: Segments



- Leon County

Location	Projects/Strategies	Supporting Data
Gaines St	Projects from SW Area Study currently underway and Orange Ave improvements	V/C Ratio BTI: Eastbound AM Peak: 2.0
Betton Rd	Origin/Destination study to evaluate additional access point for Betton Hills	V/C Ratio BTI: Westbound PM Peak: 2.71
US 27/N. Monroe St (John Knox Rd to I-10)	Study feasibility of capacity improvements from Callaway Rd to John Knox Rd	V/C Ratio BTI: Southbound AM Peak: 1.4
Old Bainbridge Rd (Tharpe St to Macomb/Tennessee St)	Designated Canopy Road Land use coordination; access management	V/C Ratio
Thomasville Rd (Kerry Forest to Capital Circle NE)	Thomasville Rd Planning Study and interchange improvements	BTI: Southbound AM Peak: 1.39 Northbound PM Peak: 1.44
Orange Ave (Springhill Rd to Monroe St)	Southwest Area study underway; Orange Ave PD&E	BTI: Eastbound PM Peak: 1.4 Westbound PM Peak: 1.58

- Wakulla County

Location	Projects/Strategies	Supporting Data
Crawfordville Rd (Ivan Church Rd to Harvey Mill Rd)	Right of way acquisition underway	BTI: Northbound AM Peak: 0.62

CMP Congestion Projects: Bottlenecks



- Recurring Congestion

Location	Projects/Strategies	Supporting Data
US 90/Mahan Dr at Capital Circle NE	Specific study to address intersection congestion; flyover included in 2040 Cost Feasible Plan	Average Daily Bottleneck: 53 minutes
Thomasville Rd at N. Monroe St	Evaluate N. Calhoun St and Thomasville Rd for accessibility issues and queue length problems; signal timing optimization; coordination/integration of traffic information systems	Average Daily Bottleneck: 28 minutes
Monroe St at Gaines St	Signal timing optimization; coordination/integration of traffic information systems	Average Daily Bottleneck: 42 minutes
Monroe St at Tennessee St	Signal timing optimization; coordination/integration of traffic information systems	Average Daily Bottleneck: 40 minutes

CMP Congestion Projects: Bottlenecks

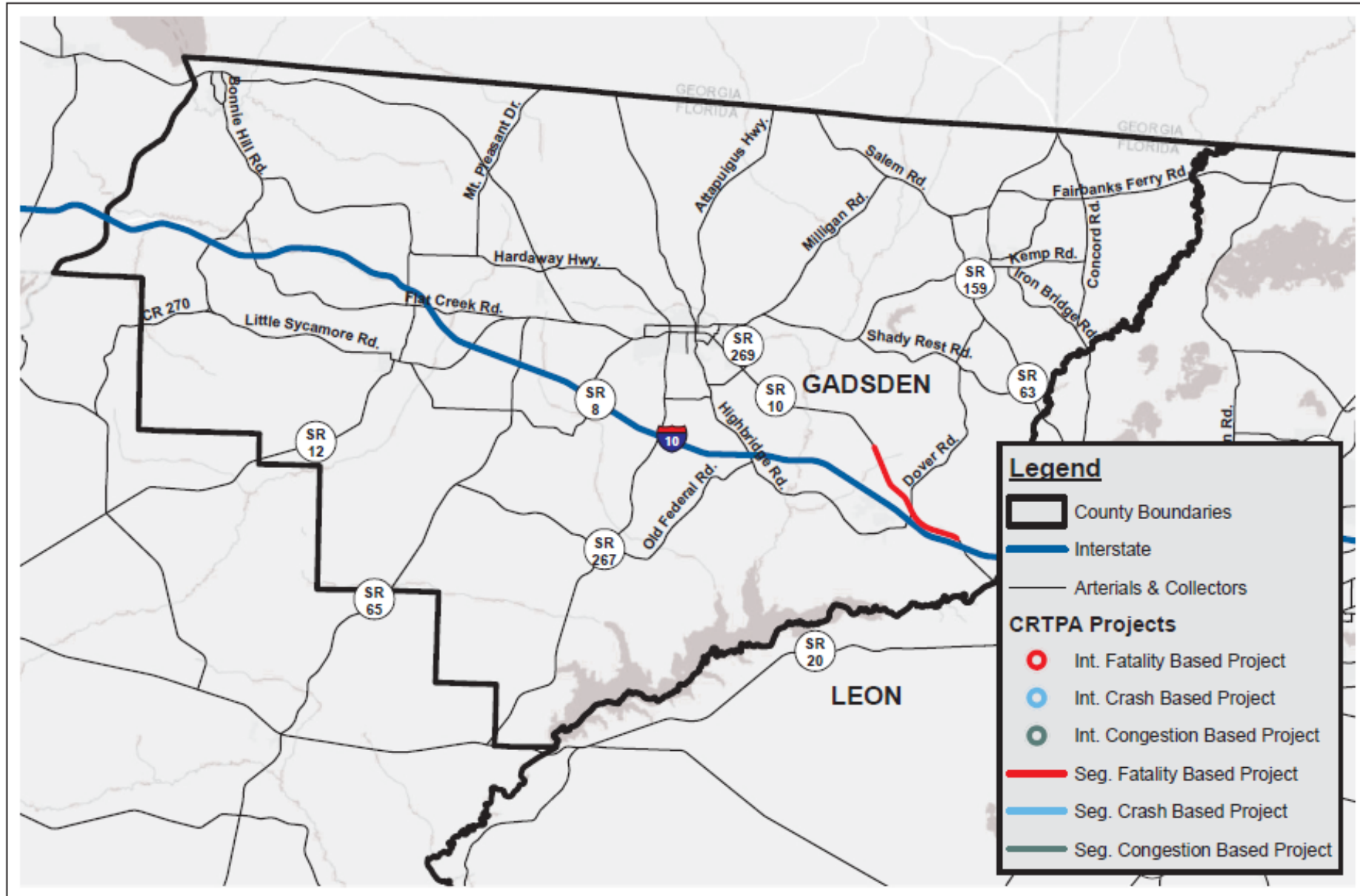
- Recurring Congestion

Location	Projects/Strategies	Supporting Data
Tennessee St at Capital Circle NW	Signal timing optimization; access management; coordination/integration of traffic information systems	Average Daily Bottleneck: 20 minutes
Orange Ave at Monroe St (Orange Ave Eastbound)	Addition of right turn lane	Average Daily Bottleneck: 21 minutes

- Non-recurring Congestion Example

Location	Example	Strategy
US 90/Mahan at Capital Circle NE	Fatal accident on I-10 resulting in closure of I-10 westbound between Exits 203 and 209. Traffic diverted to US 90 to US 319 to I-10. Resulting bottleneck lasted from 3:10 PM until 5:10 PM with peak queue length of 4.3 miles	Continue coordination and integration of traffic information systems during events

CMP Congestion Projects: Gadsden Co.



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RS&H

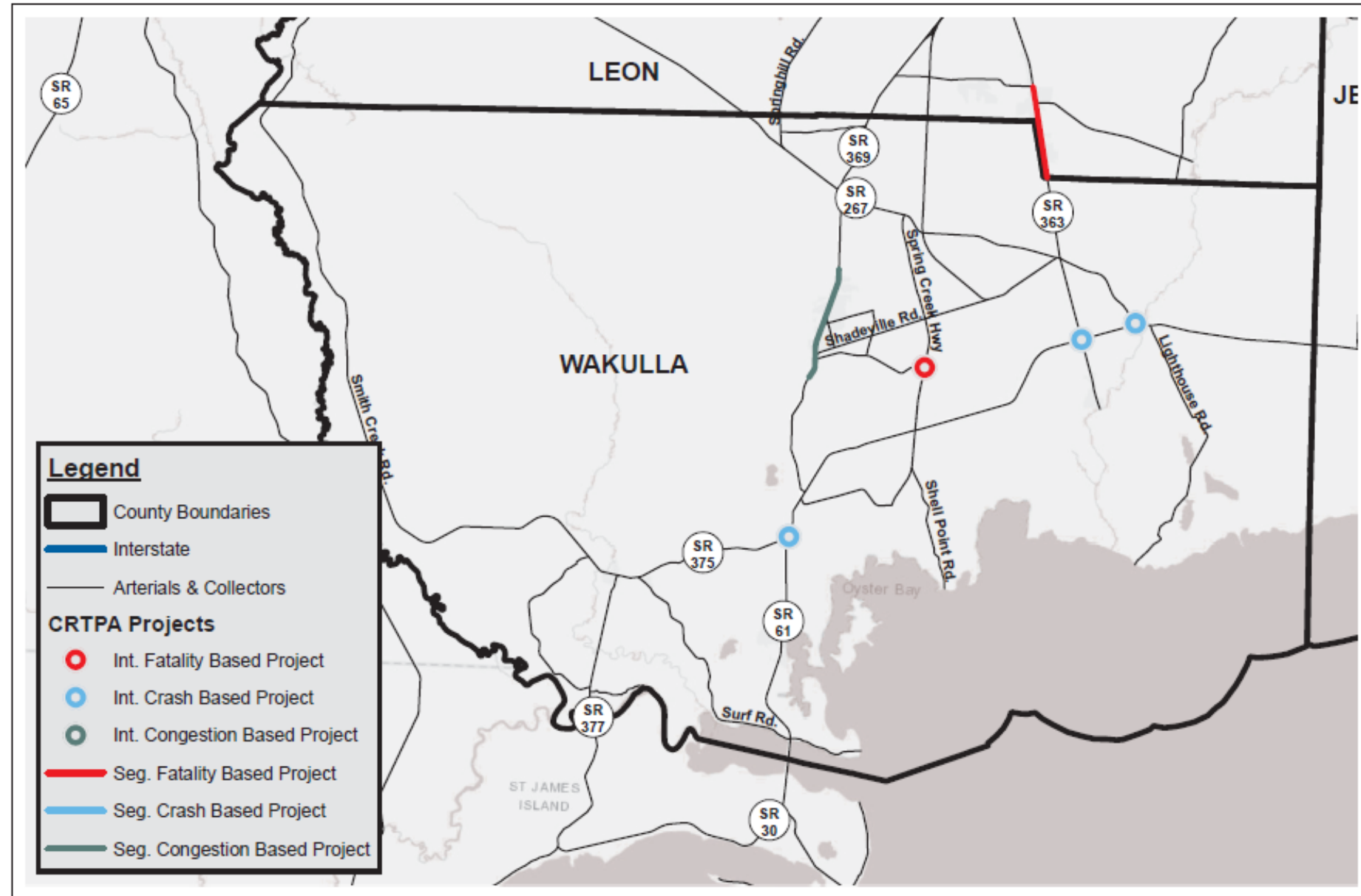


CRTPA Congestion Management Projects

0 2.5 5 10 Miles

Gadsden County, FL

CMP Congestion Projects: Wakulla Co.



Created: 5/31/2018

Page: 2 of 4



RS&H

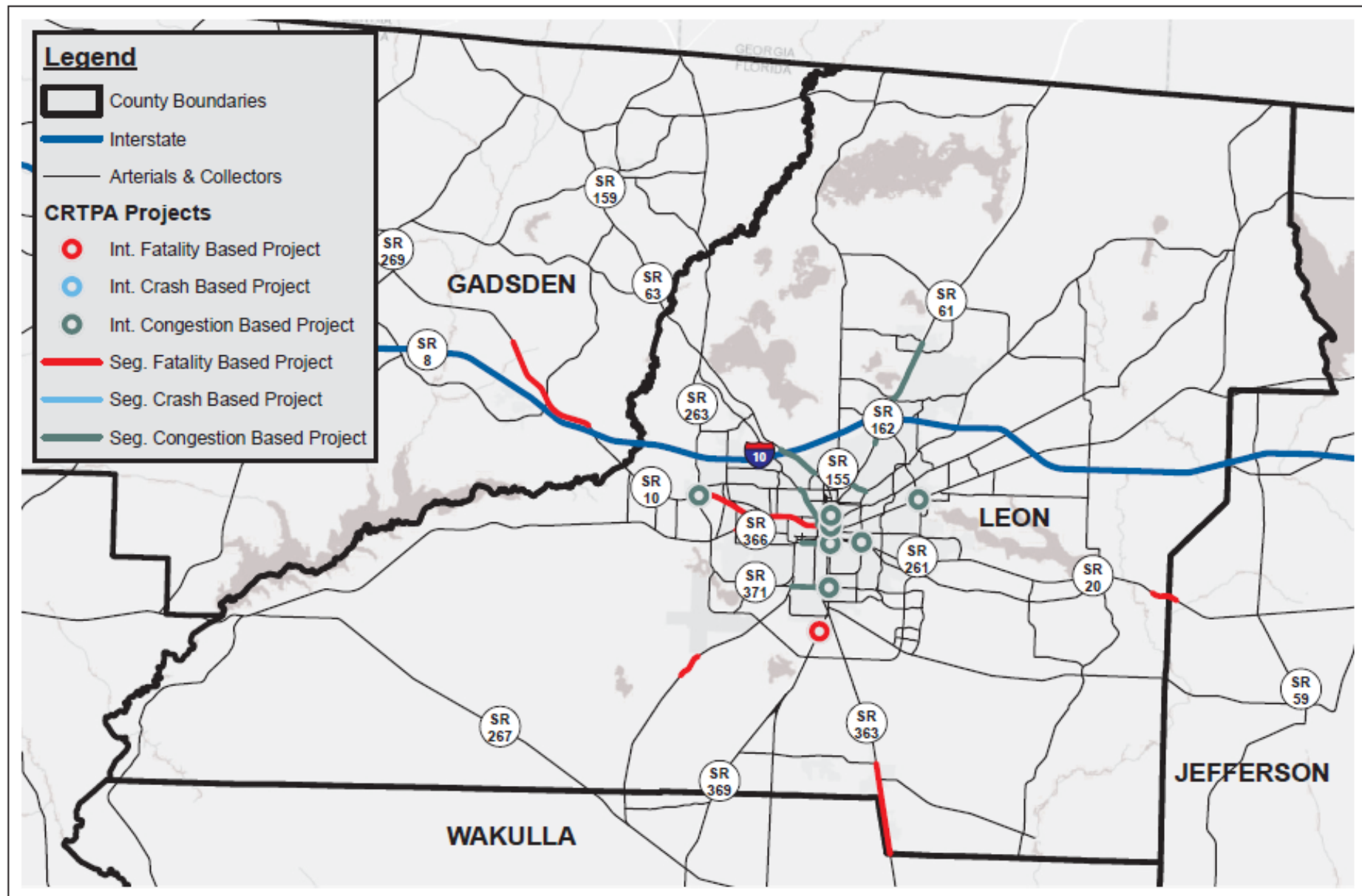


CTRPA Congestion Management Projects

0 2.5 5 10 Miles

Wakulla County, FL

CMP Congestion Projects: Jefferson and Leon Co.



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Page: 3 of 4



RS&H



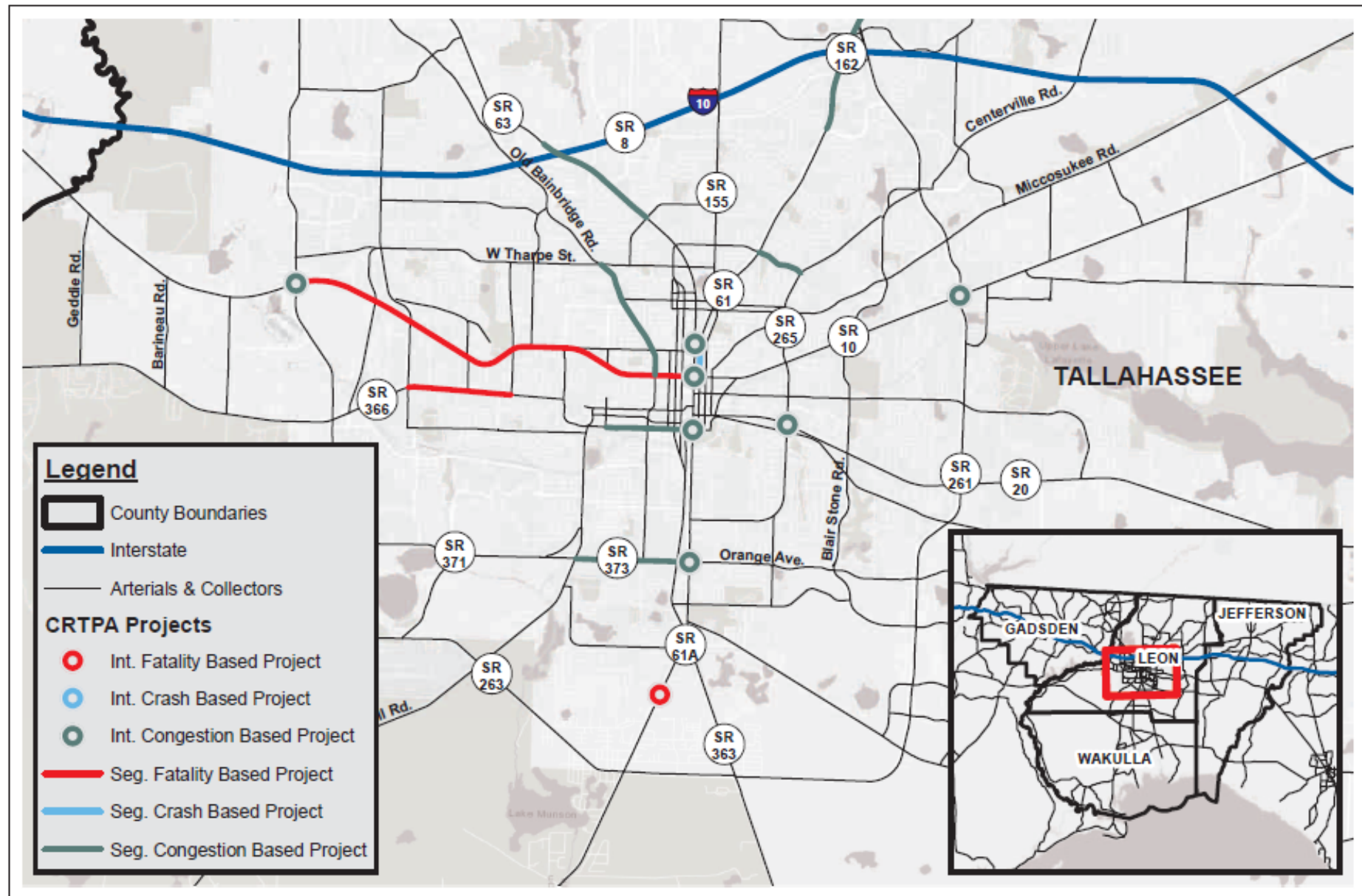
CTRPA Congestion Management Projects

0 2 4 8 Miles

Leon/Jefferson County, FL

CMP Congestion Projects:

City of Tallahassee



Created: 5/31/2018

Page: 4 of 4



RS&H



CTRPA Congestion Management Projects

0 0.75 1.5 3 Miles

Tallahassee, FL

Next Steps

- Review/Refine Draft Project List
- Develop Project Cost Estimates
- Identify Project Benefits vs. Costs
- Prioritized and Finalize Project List
- Complete Documentation

QUESTIONS?



June 18, 2018



AGENDA ITEM 7 B

CRTPA ATTORNEY CONTRACT

TYPE OF ITEM: Action

STATEMENT OF ISSUE

The current contract for the CRTPA Attorney expired May 26th of this year. The original contract signed in May 2013 was a three-year contract with two one-year options.

Williams Law Group has served as the CRTPA Attorney since 2004. Mr. Williams and his firm have served CRTPA well since then and is extremely knowledgeable of transportation and MPO operations in the state of Florida. He is recognized as a pioneer in the practice of transportation law who served as general counsel for FDOT from 1990-1996 and is involved in many transportation-related activities including serving as the current Advisory Board Chair of the Center for Urban Transportation Research (CUTR) at the University of South Florida.

Based on the past performance of the Williams Law Group, staff is recommending the continuation of their legal services contract.

OPTIONS

Option 1: Authorize the Chairman to execute three-year contract with two one-year options.

Option 2: Provide other direction.

ATTACHMENT

Attachment 1: Proposed legal services contract

PROFESSIONAL SERVICES AGREEMENT

THIS AGREEMENT for Professional Legal Services is entered into this _____ day of _____, 2018, by and between the Capital Region Transportation Planning Agency, (hereinafter referred to as "the CRTPA") and the law firm of Williams Law Group, P.A. (Hereinafter referred to as "Law Firm").

WHEREAS, the CRTPA is a metropolitan planning organization designated pursuant to Section 339.175, Florida Statutes; and

WHEREAS, the CRTPA wishes to obtain the services of the Law Firm for the purpose of assisting the CRTPA in legal matters as referenced below in the Scope of Services; and

WHEREAS, the Law Firm wishes to render the legal services as required by the CRTPA as set forth in the Scope of Services;

NOW, THEREFORE, for valuable consideration and the mutual promises between the parties hereto, it is agreed as follows:

1. **Scope of Services.** The Law Firm shall perform the following services :
 - (a) **Routine CRTPA Meetings, Telephonic Consultation and Advice.** The Primary or Secondary attorneys, as set forth in Section (5) below, will provide routine telephonic legal consultation with CRTPA Board members, the CRTPA's Executive Director (hereinafter referred to as "the Director") and the CRTPA Staff. The Primary Attorney will attend all CRTPA Board meetings, including the Board's semi-annual retreat, and pre-briefings as requested by the CRTPA Board Chairman or the Director, except when unforeseen situations arise outside the control of the Primary Attorney, in which case the Secondary Attorney may attend. Formal presentations at CRTPA Board meetings will be by either the Primary Attorney

or the Secondary Attorney, at the discretion of the Primary Attorney, unless the Director requests otherwise. The Primary or Secondary Attorneys will provide advice on routine CRTPA issues.

(b) Follow up Activities. The Law Firm will perform follow up activities, as a result of matters addressed or considered during CRTPA meetings or the pre-briefing, at the request of the Director or the Board Chairman. Either the Primary Attorney, Secondary Attorneys, or other attorneys within the Law Firm may perform these follow up activities, unless the Director requests otherwise.

(c) Preparation of Presentations to CRTPA Board. The Law Firm will prepare presentations to the CRTPA Board at CRTPA meetings at the request of the Director or the Board Chairman. The Primary Attorney, Secondary Attorneys, or other attorneys within the Law Firm may prepare these presentations, at the discretion of the Primary Attorney, unless the Director requests otherwise.

(d) Legal Opinions. The Law Firm will provide legal opinions at the request of the Director, the Chairman or the Board. Legal opinions will be provided in a summarized written format suitable for presentation to the CRTPA and/or for incorporating into the CRTPA Agenda or policy items. The Primary Attorney, Secondary Attorneys, or other attorneys within the Law Firm may perform research and writing, at the discretion of the Primary Attorney, unless the Director requests otherwise; however, presentations at CRTPA meetings will be in accordance with (c), above. The Law Firm will provide an opinion letter in response to the annual auditor's request for a description of all material pending and threatened litigation, claims and assessments against, CRTPA and related matters. As the Law Firm's practice areas do not include Statement of Financial Accounting Standards No. 5, no opinion will be provided by the Law Firm in relation to the disclosure requirements of Statement of Financial Accounting Standards No. 5.

(e) CRTPA Policy Development, etc. The Law Firm will participate in the development and revisions of CRTPA policy, procedures, bylaws and governing documents, at the request of the Director. The Primary Attorney, Secondary Attorneys or other attorneys within the Law Firm may attend meetings and perform research, writing, and related work, at the discretion of the Primary Attorney, unless the Director requests otherwise; however, presentations at CRTPA meetings will be in accordance with (c), above.

(t) Litigation. The Law Firm will provide litigation support to the CRTPA, at the request and authorization of the Board Chairman or the Director. Either the Primary Attorney or the Secondary Attorney may provide these services, at the discretion of the Primary Attorney; however, additional attorneys within the Law Firm may also be involved in delivering these services.

(g) CRTPA Contracts. The Law Firm will participate in the preparation of contracts, contract negotiations, settlements, changes and the initial evaluation of protests at the request of the Director in conjunction with the City or County procurement offices, as needed. The Primary Attorney, Secondary Attorneys or other attorneys within the Law Firm may attend meetings, perform evaluations and research and writing, at the discretion of the Primary Attorney, unless the Director requests otherwise; however, presentations at CRTPA meetings will be in accordance with (c), above.

(h) Other Services. The Law Firm shall render such other legal professional services as may on occasion be specifically requested by the CRTPA and duly authorized in writing by the Director or the Board Chairman. The Director or his designee shall be the coordinator for all CRTPA requests for legal services from the Law Firm and shall be responsible for ensuring the Law Firm provides the requested legal services in a timely and satisfactory manner. The Primary

Attorney, Secondary Attorneys or other attorneys within the Law Firm may perform these services, at the discretion of the Primary Attorney, unless the Director requests otherwise; however, presentations at CRTPA meetings will be in accordance with (c), above.

2. Compensation.

(a) The Law Firm shall be compensated for professional fees in the amount of \$11,760.00 per year (billed at \$980.00 per month) for services rendered to the CRTPA as listed in paragraphs 1 (a) and (b) above, with a budgeted allocation of 4 hours per month for such services. The Law Firm will perform such services in excess of the monthly allocation of 4 hours upon conferring with and receiving written approval from the Executive Director to do so, and be compensated therefore at the hourly rate in paragraph 2(b) below. Should the Law Firm propose that additional compensation should be provided for such work, it will present its proposal and justification to the Executive Director, who will have discretion to approve or disapprove such additional compensation based on CRTPA Board direction as provided for herein. All approvals for additional compensation will be made in writing.

(b) The Law Firm shall be compensated at the billing rate of \$275.00 per hour for services rendered to the CRTPA as listed in paragraphs 1(c)-(h) above, and for all authorized services rendered as listed in paragraphs 1(a) and (b) above, that exceed the budgeted allocation of 4 hours in any one month.

(c) The Law Firm shall be compensated for all out of pocket expenses and other charges incurred in providing services under this Agreement.

(d) On or before the 15th day of each consecutive month during the term of this agreement, the Law Firm shall prepare and submit an invoice for such fees, costs, and expenses

incurred in providing services during the preceding month. Invoices will include the name of the attorney performing the work, a description of the work performed, date of authorization, hours expended during the billing period, cumulative hours on the specific task, the amount currently billed, and any prior due balances. Invoices shall be submitted by mail to the CRTPA's Executive Director, at 300 South Adams Street, Box A-19, Tallahassee, Florida 32301. Invoices shall also provide detail as to specific and cumulative time expended, disbursements made, payments made to any certified DBE firms and other expenses incurred as may be required by the Director. Semi-annually, the Law Firm shall provide written documentation, which identifies the progress made toward the CRTPA's DBE goal of 8.5% participation.

3. Maintenance of Professional Standards and Malpractice Insurance. The Law Firm shall maintain familiarity with the Code of Professional Responsibility of the Florida Bar and the American Bar Association and shall ensure that its representation shall be in compliance with the standards of conduct set by those rules. In the event of any questions concerning any potential conflict of interest between the CRTPA and any other client represented by the Law Firm, the same shall be disclosed to the Director immediately upon the issue being raised. The Director will develop a recommendation as to the conflict to present to the CRTPA Board for its consideration.

4. Insurance. The Law Firm shall obtain and maintain malpractice insurance and shall provide documentation of same.

5. Primary and Secondary Attorneys Professional Services Responsibility. The legal services under this Agreement shall be provided by Thornton Williams, Esquire, as Primary Attorney, and Stacey McMillian, Esquire, as Secondary Attorney under this Agreement, and other attorneys within the Law Firm, as described in paragraph 1, above.

6. Term of Agreement. This Agreement is for an term of three (3) years from the date first above stated, but may be amended from time to time, in writing, by mutual agreement of the parties. This Agreement may be unilaterally terminated for convenience by either party upon the providing of 30 days written notice to the other party. The three years under this Agreement shall be for a two year term with a one year option to extend and further provided that funding approval by the CRTPA Board is obtained prior to renewal.

7. Assignment. This Contract shall not be assigned or sublet as a whole or in part without the written consent of the CRTPA nor shall the contractor assign any monies due or to become due to him hereunder without the previous written consent of the CRTPA.

8. Indemnification. The Law Firm agrees to indemnify and hold harmless the CRTPA from all claims, damages, liabilities, or suits of any nature whatsoever arising out of, because of, or due to the breach of this agreement by the Law Firm, its delegates, agents or employees, or due to any act or occurrence of omission or commission of the Law Firm, including but not limited to costs and a reasonable attorney's fee.

9. Audits, Records and Records Retention. The Law Firm agrees:

(a) To establish and maintain books, records, and documents (including electronic storage media) in accordance with generally accepted accounting procedures and practices, which sufficiently and properly reflect all revenues and expenditures of funds provided by the CRTPA under this contract.

(b) To retain all client records, financial records, supporting documents, statistical records, and any other documents (including electronic storage media) pertinent to this contract

for a period of three (3) years after termination of the contract, or if an audit has been initiated and audit findings have not been resolved at the end of three (3) years, the records shall be retained until resolution of the audit findings or any litigation which may be based on the terms of this contract.

(c) Upon completion or termination of the contract and at the request of the CRTPA, the Law Firm will cooperate with the CRTPA to facilitate the duplication and transfer of any said records or documents during the required retention period as specified in paragraph 1 above.

(d) To assure that these records shall be subject at all reasonable times to inspection, review, or audit by Federal, state, or other personnel duly authorized by the CRTPA.

(e) Persons duly authorized by the CRTPA and Federal auditors, pursuant to 45 CFR, Part 92.36(1)(10), shall have full access to and the right to examine any of provider's contract and related records and documents, regardless of the form in which kept, at all reasonable times for as long as records are retained.

(f) To include these aforementioned audit and record keeping requirements in all approved subcontracts and assignments.

AGREED TO the date first above stated,

**CAPITAL REGION
TRANSPORTATION PLANNING
AGENCY**

By: Thornton Williams
800 N. Calhoun Street,
Suite 1B
Tallahassee, Florida 32303
(850) 224 -3999

CRTPA RESOLUTION 2018-06-7B

A RESOLUTION of the Capital Region Transportation Planning Agency hereby referred to as the "CRTPA" authorizing the execution of a contract between the CRTPA and the Williams Law Group, P.A.

WHEREAS, the CRTPA wishes to contract for legal service; and

WHEREAS, the CRTPA has completed negotiations the Williams Law Group, P.A. for legal services; and

WHEREAS, the CRTPA has found that the Williams Law Group, P.A. is the qualified to preform legal services for CRTPA,

NOW THEREFORE, BE IT RESOLVED BY THE CRTPA THAT:

1. The CRTPA has the authority to enter into a contract for services.
2. The CRTPA has an approved the scope of services and fees.
3. The CRTPA has funding within its annual budget for the legal services.
4. The CRTPA authorizes the Chair to execute and Executive Director to administer a contract with the Williams Law Group, P.A. for legal services.

DULY PASSED AND ADOPTED THIS 18th DAY OF June 2018

Capital Region Transportation Planning Agency

By: Nick Maddox, Chair

June 18, 2018



AGENDA ITEM 7 C

**LEON COUNTY TRANSPORTATION DISADVANTAGED LOCAL COORDINATING BOARD
(TDLCB)**

TYPE OF ITEM: Action

STATEMENT OF ISSUE

In January 2017, the CRTPA approved the transfer of the management of the TD programs for Gadsden, Jefferson and Wakulla counties to the Apalachee Regional Planning Council (ARPC). Since taking over those responsibilities in June 2017, the ARPC has done an outstanding job managing and improving the overall administration of the program for those counties. The original transfer did not include the Leon TD program due to the overall coordination aspects with StarMetro. Since the retirement of the CRTPA planner administering the program in October 2017 and the departure of the part-time person who was going to administer the program in March, it has been difficult to maintain the program with existing staff.

Rather than bring on additional staff, the Executive Director is recommending to have the ARPC manage the day-to-day aspects of the Leon County program as they now do in other counties and have a member of the CRTPA staff oversee the work and ensure close coordination with StarMetro. The ARPC would receive the planning funds allocated to the CRTPA from the TD Commission. Currently, that allocation is approximately \$26,000 per year.

RECOMMENDED ACTION

Option 1: Approve the attached Agreement describing the scope of work, compensation and other items as well as the accompanying resolution (pending legal review).

Option 2: As desired by the Board.

ATTACHMENT

Attachment 1: Agreement

**AGREEMENT BETWEEN THE
CAPITAL REGION TRANSPORTATION PLANNING AGENCY
AND THE
APALACHEE REGIONAL PLANNING COUNCIL**

This **AGREEMENT** is entered into this 18th day of June, 2018, by and between the **Capital Region Transportation Planning Agency**, ("CRTPA"), and the **Apalachee Regional Planning Council**, (ARPC).

WITNESSETH

WHEREAS, the CRTPA in furtherance of its duties desires to engage the ARPC to render Coordination and Administrative services; **and**

WHEREAS, the ARPC possesses the qualifications and expertise to perform the services required by the CRTPA.

NOW THEREFORE, the parties hereto do mutually agree as follows:

ARTICLE 1 – SCOPE OF WORK

The ARPC agrees to assign their Transportation Disadvantaged Coordinator as the Administrator of this agreement and also agrees that they will be the ARPC employee assigned to the completion of the tasks outlined in this administrative agreement with the CRTPA. The Scope of Work to be provided by the ARPC will include, but not be limited to the following:

- Serve as the Coordinator for Transportation Disadvantaged Planning services for the Leon County Service Area, with duties outlined in the Florida Commission for the Transportation Disadvantaged (CTD) Planning Grant Agreement; including but not limited to: coordination of meetings, coordination of the annual public hearing, member notifications, coordination of member appointments, preparing meeting agendas, preparing meeting packets, preparing meeting minutes, annually updating the Transportation Disadvantaged Service Plan (TDSP), annually evaluating the Community Transportation Coordinator (CTC), annually preparing the by-laws, annually preparing the complaint and grievance procedures, completing the Annual Expenditures Report, providing quarterly progress reports, and invoicing the CTD for completed deliverables.
- Provide general administration in coordination with the CRTPA and the Local Coordinating Board.
- Provide Coordination and Administrative support service to the CRTPA Board as needed and requested.

ARTICLE 2 – COMPENSATION

In consideration for services received, the CRTPA agrees to reimburse the ARPC for its services which include direct and indirect costs associated with the Coordination and Administration duties as outlined above for the amount equal to each fiscal year's planning grant allocation as set forth by the Commission for the Transportation Disadvantaged. The ARPC will submit quarterly, itemized, invoices to the CRTPA, to reflect the work completed and billed to the CTD for the services provided under this agreement. The amount fluctuates from year to year but is historically around \$25,000.

ARTICLE 3 – TIME OF COMPLETION

The ARPC coordination and administrative services to the CRTPA will be for the period of May 15, 2018 through June 30, 2022.

ARTICLE 4 – DEFAULT AND TERMINATION

- A. The failure of either party to comply with any provision of this AGREEMENT shall place that party in default. Prior to terminating this AGREEMENT, the non-defaulting party shall notify the defaulting party in writing of said default. The notification shall make specific reference to the provision which gave rise to the default. The defaulting party shall then be entitled to a period of ten (10) days in which to cure the default. The defaulting party shall notify the non-defaulting party of the cure of said default. The non-defaulting party shall have 5 days to determine if the cure of the defaulting party has resolved the notice of default issued by the non-defaulting party. The non-defaulting party shall notify the defaulting party of the decision of the non-defaulting party. Should the non-defaulting party determine that the actions by the non-defaulting party are insufficient to cure, the defaulting party shall have 10 additional days to cure, in the sole discretion of the non-defaulting party. In the event said default is not cured within the initial ten (10) day period or the second 10 day period, the AGREEMENT may be terminated.
- B. The failure of either party to exercise this right shall not be considered a waiver of such right in the event of any further default or noncompliance.
- C. Upon default and termination as provided in this Article, the ARPC shall be reimbursed for all its actual costs incurred in providing services hereunder as costs are defined in Article 2 of this AGREEMENT and all finished or unfinished documents and other materials prepared by the ARPC pursuant to this AGREEMENT shall become the property of the CRTPA.

- D. With 30 days advance notice, either party may choose to voluntarily terminate this AGREEMENT without penalty by formally notifying the other party in writing of its intent.

ARTICLE 5 – GENERAL TERMS AND CONDITIONS

- A. **Assignability.** The ARPC shall not assign any interest in this AGREEMENT and shall not transfer any interest in the same (whether by assignment or novation), without the prior written consent of the CRTPA.
- B. **Representation for the Parties.** Any questions relating to the performance of this AGREEMENT shall be directed to the CRTPA Chairman, or the ARPC Executive Director, as appropriate.

IN WITNESS WHEREOF, the parties hereto have executed this AGREEMENT on this 18th day of June, 2018.

BY: _____
Chris Rietow
ARPC Executive Director

BY: _____
Nick Maddox
CRTPA Chairman

June 18, 2018



AGENDA ITEM 8

FLORIDA DEPARTMENT OF TRANSPORTATION REPORT

TYPE OF ITEM: Information

A status report on the activities of the Florida Department of Transportation will be discussed.

June 18, 2018



AGENDA ITEM 9

EXECUTIVE DIRECTOR'S REPORT

TYPE OF ITEM: Information

A status report on the activities of the Capital Region Transportation Planning Agency (CRTPA) will be provided including an update on the Apalachee Parkway/Magnolia Drive intersection project that was discussed at the May 15 meeting.



June 18, 2018

AGENDA ITEM 10 A

CORRESPONDENCE

TYPE OF ITEM: Information

The following correspondence has been received by the CRTPA subsequent to its last meeting:

- Letter to CRTPA Chair Maddox from Kevin Graham, Executive Director, FSU Real Estate Foundation, dated May 25 related to Gaines/Stadium/Lake Bradford Intersection and Orange Avenue

ATTACHMENT

Attachment: May 25 Letter to CRTPA Chair Maddox from Kevin Graham, FSU Real Estate Foundation



FLORIDA STATE UNIVERSITY
REAL ESTATE FOUNDATION

May 25, 2018

Capital Region Transportation Planning Agency
Attn: Nick Maddox, Chair
300 S. Adams Street, A-19
Tallahassee, FL 32301

Dear Chairman Maddox,

On behalf of Florida State University, we would like to call attention to two specific infrastructure projects that are essential to student/pedestrian safety as well as the future economic development opportunities in southwest Tallahassee.

Gaines/Stadium/Lake Bradford Intersection:

As partners in the local community, we are excited to see such an amazing transformation along the Gaines Street Corridor. The surge in development has created a new and vibrant landscape between the campuses of FAMU and FSU. However, with this new development comes the responsibility to plan for and implement appropriate student/pedestrian safety measures. Of particular importance is the intersection of Gaines St./Stadium Dr./Lake Bradford Rd. ("Intersection"). There are two new student housing projects under development adjacent to the Intersection that will considerably increase the burden on the Intersection, thus necessitating road improvements. Fortunately, because these projects are still in their development stages, an opportunity to address the complexity of the Intersection exists, but becomes increasingly more challenging as time passes. Accordingly, we are requesting that the redesign of the Intersection be elevated in importance and be included on a Project Priority List ("PPL") for future inclusion on the CRTPA's Transportation Improvement Plan ("TIP") at the next available opportunity. (FSU previously elevated concerns over student safety relating to this intersection in a June 2016 letter to Rick Fernandez. See attached.)

For the past several years, there has been discussion about modifying the Intersection to promote the safe passage of pedestrians, cyclists and vehicles alike. FSU's 2016 letter expressed concerns over the complexity of this intersection specifically pertaining to student safety and the forthcoming student housing development called Stadium Enclave that is now under construction on the site of the old concrete plant. The impetus for this concern is the funneling of students to the Intersection that currently requires traversing 10 lanes of traffic across five landing areas. The challenge was exacerbated by the CSX rail spur that precluded students from efficiently crossing Gaines St. further to the east at one of the two-lane crossings. Recently, the developer of the Stadium Enclave acquired the CSX spur. It is our understanding that the purpose of this acquisition is to create additional access points to Gaines Street and to develop a bicycle alley along the corridor.

Based on conversations with FDOT dating back to last year, it is our understanding that improving the Intersection is very challenging and there are limited opportunities for modification. Further, it is our understanding that the right solution will likely involve a holistic review of the traffic patterns around the Intersection as well as the adjoining streets, including, but not limited to Stadium, Gaines, Lake Bradford,

Jackson Bluff, Eppes, Airport, Hendry, and Woodward. Because CSX has sold their property and the intention, at least in part, is to construct some type of access point, it is our recommendation that the Intersection be elevated in importance and be designated on a PPL.

Orange Avenue Widening:

During the Sept 19, 2017, meeting of the CRTPA Board, the study to widen Orange Avenue moved up to the #6 priority on the Transportation Improvement Program for FY 2019-2023. The expansion of this roadway to include additional traffic lanes, bike lanes, sidewalks, multimodal trails, improved lighting, and other necessary improvements is key to enhancing safety and the future economic growth of southwest Tallahassee.

Recently, the staff of the Blueprint IA conducted dozens of community outreach meetings to receive public comment on the amendment of the Blueprint 2020 Airport Gateway Project. At each of these meetings, there were numerous comments from residents of neighborhoods such as Callen, Providence, Lake Bradford and other local communities expressing their concerns about the current traffic and pedestrian challenges along the Orange Avenue corridor. We echo those concerns, and encourage your continued attention to the priority of this project to start design as soon as possible. Florida State University supports transportation improvements that enhance the safety of students and other pedestrians around the University campus and surrounding community.

In closing, we respectfully request the CRTPA Board carefully consider the challenges and opportunities presented with each of these road segments.

Specifically, we request that CRTPA extract from the Southwest Area Transportation Plan the Gaines St./Stadium Drive/Lake Bradford Rd. Intersection and elevate this intersection to a Project Priority List to be included in the next TIP.

We recognize that we are not intimately familiar with the CRTPA process, and we understand that what we are requesting may not be the most appropriate method of addressing the pressing concerns at the Intersection. If we have missed the mark, we ask that the CRTPA direct its staff to bring forward a recommendation for the most expeditious path to include the Intersection in the earliest possible TIP.

Respectfully,



Kevin Graham
Executive Director - FSU Real Estate Foundation

CC: Greg Slay
Reese Goad
Ben Pingree
Kyle Clark
Dennis Bailey
Dustin Dailey



June 20, 2016

Rick Fernandez
Office of the City Manager
300 South Adams Street
Tallahassee FL 32301

In light of the City of Tallahassee Commission's discussion of the sale of the 2.64 acre parcel (adjacent to the Cemex Construction parcel) to ZAC, LLC (also referred to as Zimmer Development) (commonly referred to herein as "Developer") which will serve to augment the real property proposed for the development of a student housing complex located in the southeast quadrant of Gaines Street and Lake Bradford Road, Florida State University ("University") offers its comments. The University requests the City of Tallahassee consider and adequately address significant concerns the University has regarding student safety prior to providing final development approvals.

While the University does not generally object to the sale of the 2.64 acres to the Developer or the proposed development of new student housing proximate to campus, the University does have very real concerns regarding student safety. The proposed development, once constructed, will increase student pedestrian traffic required to cross Gaines Street in order to access FSU's campus. Pedestrian traffic that attempts to cross Gaines at Lake Bradford must traverse up to 10 lanes of traffic with divided medians and navigate five landing areas in a complicated and non-traditional intersection.

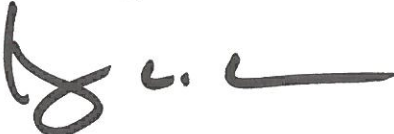
In a meeting dated September 18, 2015, the University, the FSU Real Estate Foundation, Developer, Developer's counsel, Moore Bass Consulting and the City of Tallahassee gathered to discuss development issues associated with the Developer's proposed student housing development plan. During the meeting, members of the University's Facilities Department and the FSU Real Estate Foundation expressed concerns over the risk the development project posed to student safety. This concern was driven primarily by the Developer's representation of up to 900 new beds and the need to direct student traffic north along Lake Bradford Road and across Gaines Street in order to access the University's campus. The University distinguished its concern related to this project from other student housing recently built along the southern border of Gaines Street based on the stop lights and crosswalks that were designed and constructed further east along Gaines to facilitate student pedestrian traffic proximate to those properties. At the conclusion of the meeting, Zimmer indicated that they would respond back to the University with information that adequately addresses our concerns over student safety. To date, the University has not received any additional information from Zimmer, their legal counsel, or other consultants involved in the project.

It is our understanding that since the September 2015 meeting the City has been in regular discussions with the Developer to modify and improve the development program. The University has not been a part of these subsequent discussions, but understands that there has been progress on many of the aesthetic aspects of the project. It is also our understanding that the scale of the project has been reduced from +/-900 student housing beds to approximately 600. The University strongly encourages the City to maintain a high standard for architectural and aesthetic elements of new developments proximate to campus as well as a requirement for strict compliance by the development community.

The University has not been informed of any measures proposed to ensure student safety in this heavily trafficked area. Thus, the University requests that, in light of the inherent danger this development project presents, the City require the Developer to implement a pedestrian traffic plan that safely routes the future residents of the proposed student housing development across Gaines Street. One potential solution is to cause pedestrian traffic to route east out of the proposed development and to cross Gaines Street at Stone Valley. This is a much less complicated intersection where students will only be required to traverse two lanes of traffic. Similarly, for pedestrian traffic that must cross Gaines Street at Lake Bradford, the University suggests that the City perform a peak hour analysis and consider the adequacy of the existing cross walks, landing areas, signal timing and other factors that contribute to a safe pedestrian experience. We would also be open to other discussions and proposed routes to further enhance student safety.

As previously indicated, our concern is specifically focused on student safety. The University is anxious to see that pedestrian access across Gaines Street is properly addressed. It is the University's hope that the City shares these concerns about this heavily traveled intersection (approximately 25,000 cars per day), and will ensure the safety of the students entrusted to us as well as the safety of the other future occupants of the proposed housing community. The University requests the City consider its concerns and respond in a manner that will sufficiently mitigate the increased risk this proposed development presents.

Sincerely,

A handwritten signature in dark ink, appearing to read 'K. Clark', with a stylized flourish at the end.

Kyle Clark

Vice President for Finance & Administration

CC: Wayne Tedder
Judy Donahoe
David Coburn
Carolyn Egan
Dennis Bailey
Kevin Graham
Will Butler



June 18, 2018

AGENDA ITEM 10 B

FUTURE MEETINGS

TYPE OF ITEM: Information

The Capital Region Transportation Planning Agency will meet on the following remaining dates, times and locations in 2018:

Meeting Date	Meeting Type	Location
September 18	Board Meeting	City of Tallahassee, City Hall, Commission Chambers, 2 nd Floor, 1:30 pm
October 16	Retreat/Workshop	<i>TBA 9:00 AM-11:00 AM</i>
November 26*	Board Meeting	City of Tallahassee, City Hall, Commission Chambers, 2 nd Floor, 1:30 pm
December 18	Board Meeting	City of Tallahassee, City Hall, Commission Chambers, 2 nd Floor, 1:30 pm

*** Indicates Monday Meeting**



AGENDA ITEM 10 C
COMMITTEE ACTIONS
(CITIZEN'S MULTIMODAL ADVISORY COMMITTEE & TECHNICAL ADVISORY COMMITTEE)

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) and the Technical Advisory Committee (TAC).

TAC and CMAC: The CMAC and TAC each met on Tuesday, June 5, 2018, and heard an update on the Congestion Management Process Plan (CMPP), and took the following actions:

- ***Committee Meeting Minutes***
 - **TAC Action:** Recommended approval unanimously of the May, 1, 2018 TAC Meeting Minutes with a quorum present.
 - **CMAC Action:** May 1, 2018 CMAC Meeting Minutes were tabled to September Meeting.
- ***Fiscal Year (FY) 2020 -FY 2024 Priority Project List Adoption***
 - **TAC Action:** Recommended approval unanimously with a quorum present.
 - **CMAC Action:** Recommendation of approval unanimously with a quorum present.
- ***Fiscal Year (FY) 2019 - FY 2023 Transportation Improvement Program (TIP) Adoption***
 - **TAC Action:** Recommended approval unanimously with a quorum present.
 - **CMAC Action:** Recommended approval unanimously with a quorum present.



June 18, 2018

AGENDA ITEM 11

ITEMS FROM MEMBERS