

MEMORANDUM

To: Members, North Florida Transportation Planning Organization and Committees
From: Denise Bunnewith, Planning Director
Date: March 29, 2017
Subject: 2040 Long Range Transportation Plan Amendment

In the development of the 2040 Long Range Transportation Plan (LRTP), adopted in November 2014, we were required to not only identify specific projects to be constructed over the plan's life, but also to indicate the approximate construction date for each project. This was achieved by including each project within a particular time band, for example 2021-2025, 2026-2030, 2031-2040. Because of this requirement, an LRTP amendment is triggered when a project receives funding that substantially changes the estimated construction date, which is what happened in this case. As a result, the proposed amendment is procedural to align four projects already in the LRTP to their proper time band and to delete one project from the plan. It should be noted that no new projects are being added to the plan. New projects will be added when the plan is updated beginning in Spring 2018. The proposed amendments are:

- Additional Strategic Intermodal System (SIS) funding has become available in early time bands allowing the advancement of two express lane projects (Illustrated on Figure A1):
 - **I-10 from I-295 to I-95**
 - **I-95 from SR 202 (J.T. Butler Boulevard to SR 10 (Atlantic Boulevard)**
- FDOT proposes to delay constructing express lanes on **I-295 from SR 113 (Southside Connector) to SR 202 (J. Turner Butler Blvd)**. These changes are illustrated on Figure A1.
- Deletion of the improvement of **Chester Road** from the LRTP, at the request of the Nassau County Commission, freed up a portion of the TPO's SU funding allowing for the advancement of **National Cemetery Road**. These changes are illustrated on Figure A2.

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Figures B1 and 2 demonstrate the fiscal impact of these changes. As illustrated on Figure B1 the regions allocation of SIS funds increased significantly. These are statewide funds allocated to the region above the allocation anticipated in the adopted plan. On Figure B2 it is shown that with the deletion of the Chester Road project and advancement of National Cemetery Road fiscal constraint for Transportation Management Funds is clearly demonstrated.

Appendix D of the TPO's Public Involvement Plan (PIP) outlines the procedure for L RTP amendments and modifications. To satisfy the PIP provisions this proposed amendment will be posted on the TPO website www.northfloridatpo.com immediately. Notice of its posting and of a public meeting on the proposed amendment to be held at 10 a.m. on May 11, 2017 in the Board Room of the North Florida TPO at 980 North Jefferson Street, Jacksonville, Florida 32209 will be advertised in *the Florida-Times Union* the week of March 27 and the week of April 24.



Denise Bunnewith

Attachments: Amendment Table, Appendix D

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**FIGURE A1
PATH FORWARD 2040
PROPOSED AMENDMENT**

Table 3.3 Strategic Intermodal System Projects

Facility	County	Map ID	From	To	Improvement Type	Phase	Years 2019-2020	Years 2021-2025	Years 2026-2030	Years 2031-2040	22 Year Total					
I-10	Duval	432	I-295	I-95	Add 4 express lanes	Design				\$ 7.9						
						PDE			\$ 3.1		\$ 3.1					
						ADOPTED LRTP					ROW				\$ 12.5	\$ 12.5
											CST				\$ 709.1	\$ 709.1
											Total			\$ 3.1	\$ 729.5	\$ 724.7
											Design	\$ 4.6				\$ 4.6
											PDE	\$ 1.5				\$ 1.5
						PROPOSED AMENDMENT					ROW					
											CST		\$ 136.9			\$ 136.9
											Total	\$ 6.2	\$ 136.9			\$ 143.0
DIFFERENCE										\$ 581.7						
I-95	Duval	433	SR 202 J.T. Butler Blvd	SR 10 Atlantic Blvd	Add 4 express lanes	Design			\$ 43.1		\$ 43.1					
						PDE			\$ 35.2		\$ 35.2					
						ADOPTED LRTP					ROW				\$ 1.0	\$ 1.0
											CST				\$ 492.5	\$ 492.5
											Total			\$ 78.3	\$ 493.5	\$ 571.8
											Design	\$ 5.0				\$ 5.0
											PDE	\$ 13.2	\$ 23.4			\$ 36.6
						PROPOSED AMENDMENT					ROW		\$ 0.3			\$ 0.3
											CST		\$ 258.5			\$ 258.5
											Total	\$ 18.2	\$ 282.2			\$ 300.4
DIFFERENCE										\$ 271.5						
I-295	Duval	121	SR 113 Southside Connector	SR 202 J.T. Butler Blvd		Design	\$ 11.9				\$ 11.9					
						PDE		\$ 29.5			\$ 29.5					
											ROW		\$ 3.0		\$ 3.0	
											CST		\$ 185.9		\$ 185.9	
											Total	\$ 11.9	\$ 218.3			\$ 230.2
											Design	\$ 4.0				\$ 4.0
											PDE		\$ 15.8			\$ 15.8
						PROPOSED AMENDMENT					ROW		\$ 3.0			\$ 3.0
											CST				\$ 281.8	\$ 281.8
											Total	\$ 4.0	\$ 18.8	\$ -	\$ 281.8	\$ 304.6
DIFFERENCE																

**FIGURE A2
PATH FORWARD 2040
PROPOSED AMENDMENT**

Table 2. Major Projects with Construction Funds Committed

Facility	County	Map ID	From	To	Improvement Type	Phase	2018	Years 2019-2020	Years 2021-2025	Years 2026-2030	Years 2031-2040	22 Year Total
Chester Road	Nassau	973	SR 200/SR A1A	Green Pine Road	Add lanes & reconstruct	CST	\$ 10.3					\$ 10.3
DELETED						Total	\$ 10.3					\$ 10.3
Difference												\$ 10.30

Table 9. Transportation Management Area Funds Projects

Facility	County	Map ID	From	To	Improvement Type	Phase	2018	Years 2019-2020	Years 2021-2025	Years 2026-2030	Years 2031-2040	22 Year Total
National Cemetery Rd	Duval	1033	Lannie Rd	Arnold Rd	New 2 lane road	ROW						
ADOPTED LRTP						ENV						
ADOPTED LRTP						CST					\$ 34.51	\$ 34.51
ADOPTED LRTP						Total					\$ 34.51	\$ 34.51
PROPOSED AMENDMENT						ROW		\$ 1.79				\$ 1.79
PROPOSED AMENDMENT						ENV		\$ 1.11				\$ 1.11
PROPOSED AMENDMENT						CST		\$ 12.49				\$ 12.49
PROPOSED AMENDMENT						Total		\$ 15.39				\$ 15.39
Difference												\$ 19.12

FIGURE B1
Path Forward 2040 Amendment
FISCAL CONSTRAINT

Path Forward 2040 Cost Feasible Plan
Table 7. Strategic Intermodal System Projects

		Years		Years		Years		Years		22-Year Total	
		2019-2020		2021-2025		2026-2030		2031-2040			
GRAND TOTAL	Adopted Plan	\$	39.82	\$	508.26	\$	874.15	\$	2,635.51	\$	4,057.74
	Amended Plan	\$	56.36	\$	795.39	\$	1,028.82	\$	2,814.10	\$	4,694.67
	Difference	\$	16.54	\$	287.13	\$	154.67	\$	178.59	\$	636.93

Note: FDOT District 2 received additional statewide SIS funds above the formula allocation anticipated in the adopted LRTP.

FIGURE B2
Path Forward 2040 Amendment
FISCAL CONSTRAINT

Path Forward 2040 Cost Feasible Plan

Table 2. Major Projects with Construction Funds Committed

		<u>Fiscal 2018</u>
GRAND TOTAL	Adopted Plan	984.34
	Amended Plan	974.04
	Difference	-10.3

Committed projects from the 2035 LRTP advanced into the 2040 LRTP. The difference is the deletion of Chester Road (add lanes and reconstruct)

Path Forward 2040 Cost Feasible Plan

Table 9. Transportation Management Area Funds Projects

		<u>Years</u>	<u>Years</u>	<u>Years</u>	<u>Years</u>	<u>22-Year Total</u>
		2019-2020	2021-2025	2026-2030	2031-2040	
GRAND TOTAL	Adopted Plan	28.8	71.9	71.89	143.81	316.4
	Amended Plan	28.8	87.29	71.89	109.3	297.28
	Difference	0	15.39	0	-34.51	-19.12

National Cemetery Road was advanced from FY 2031-2040 to FY 2019-2025 with dollars from the deleted Chester Road project.

APPENDIX D: LRTP Administrative Modifications and Amendments

Between Long Range Transportation Plan (LRTP) updates, revisions may be made to plans in the form of administrative modifications and amendments. These are defined as follows:

Administrative Modifications

Administrative modifications may include minor changes to project phase costs, minor changes to funding sources of previously included projects and changes to project phase initiation dates. These types of revisions do not require public review and comment and re-demonstration of fiscal constraint. Administrative modifications may be accomplished by the North Florida TPO Executive Director per Resolution 2011-10 approved by the TPO Board November 10, 2011 or may be approved at regularly scheduled meetings of the North Florida TPO Board without additional public meetings or public hearings.

Amendments

Amendments are revisions that may involve the addition or deletion of a major project or a major change in project cost or a major change in design concept or design scope (changing termini or the number of through traffic lanes, for example). Amendments require public review and comment and re-demonstration of fiscal constraint.

The TPO attempts to minimize the number of major amendments to the LRTP due to the amount of work involved and potentially the cost (staff time and advertising) and may hold amendments until mid-year.¹ The following actions are potential amendments:

- Adding or deleting a federally-funded or regionally significant project, including earmarks.
- Increasing or decreasing the cost of project phases in excess of the thresholds for administrative modifications established by the Florida Department of Transportation.
- Making a major change to the scope of work to an existing project. A major change would be any change that alters the original intent (e.g. a change in the number of lanes, a change in the project length more than 20%, or a change in location).²

LRTP Amendments during Non-Attainment Periods

During periods of air quality nonconformance, that is, when the U.S. Environmental Protection Agency (USEPA) designates one or more counties in the planning area or the entire air shed, metropolitan area or some other geographic area to be non-attainment for ozone or one or more criteria pollutants³ the LRTP amendment process is significantly different. Should this be the case, in addition to the previously listed amendment process it will be determined if:

- a. New air quality conformity analysis is required.
- b. The air quality conformity analysis performed for the Long-Range Transportation Plan at adoption or since the most recent amendment or TIP/LRTP conformity analysis is sufficient.

¹ During Non-Attainment Periods amendments may be limited to one amendment period annually.

² This change will be significant if USEPA designates the area as non-attainment for ozone.

³ Ozone, carbon monoxide (CO), nitrogen dioxide (NO₂), sulfur dioxide (SO₂), particulate matter (PM₁₀ & 2.5), and lead.

- c. The project is exempt and air quality conformity analysis is not required.

Public Participation Procedures for Major LRTP Amendments

A formal comment period of a minimum 20 days is required for major LRTP amendments and the public participation procedures may vary based on the nature of the amendment. TPO staff with board consultation will make this determination based on the project, the nature of the change, the number of counties affected, and its impact on the planning process. Because of the wide variability in what an amendment can include, the TPO reserves the right to determine what participation procedures are appropriate, recognizing that outreach measures should fit the amendment content. At all times, however, the interested public, policy makers and agency partners are able to obtain the full extent of information about each project change and engage the project sponsor and TPO staff.

The following minimum public participation process will be followed:

- Full advance disclosure of the proposed changes via appropriate communications channels to all agencies and the interested public. This will include advertising in the *Florida Times Union* and other publications as appropriate, announcement in the TPO's electronic newsletter, announcement and discussion at TPO meetings, and posting on the TPO webpage www.northfloridatpo.com
- If warranted one or more public meetings will be held in the affected counties.

Amendments are initiated by the agency responsible for the project.