



PUBLIC HEARING

CONNECTIONS 2045 REGIONAL MOBILITY PLAN AMENDMENT

MEETING OF TUESDAY, JUNE 15, 2021 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."

The CRTPA is conducting a public hearing to solicit public comment on a proposed amendment to the Connections 2045 Regional Mobility Plan (RMP).

Subsequent to solicitation of public comment, the CRTPA is to formally consider amending the Connections 2045 RMP (provided as **Attachment 1**).

BACKGROUND: At the November 23, 2020 Capital Region Transportation Planning Agency (CRTPA) Board meeting members approved the Connections 2045 Regional Mobility Plan (RMP). Staff is seeking to amend the RMP to include several transit projects to ensure consistency between the 2040 RMP and the 2045 RMP

ATTACHMENT

Attachment 1: RMP Amendment Agenda Item

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.

June 15, 2021

**AGENDA ITEM 1****CONNECTIONS 2045 REGIONAL MOBILITY PLAN AMENDMENT****TYPE OF ITEM: Roll Call****STATEMENT OF ISSUE**

At the November 23, 2020 Capital Region Transportation Planning Agency (CRTPA) Board meeting members approved the Connections 2045 Regional Mobility Plan (RMP). Staff is seeking to amend the RMP to include several transit projects to ensure consistency between the 2040 RMP and the 2045 RMP.

CRTPA COMMITTEE ACTIONS

The CRTPA's two (2) committees (Citizen's Multimodal Advisory Committee and Technical Advisory Committee) at their June 1, 2021 meetings, recommended the CRTPA approve amending the Connections 2045 Regional Mobility Plan to include the eleven StarMetro transit projects.

RECOMMENDED ACTION

Option 1: Approve amending the Connections 2045 Regional Mobility Plan to include the eleven StarMetro Transit projects.

BACKGROUND

When the RMP was adopted by the CRTPA it did not include transit projects for two reasons. First, StarMetro was in the process of updating the Transit Development Plan (TDP), and two, StarMetro had also initiated a Comprehensive Operational Analysis (COA) that had the potential to create several projects that would require placement in the RMP. The StarMetro projects will be finished in the Fall of 2021.

Therefore, CRTPA staff is recommending that the following projects be amended to the 2045 RMP for consistency with the 2040 RMP:

1. Bus Stop Upgrades
2. Electric Bus Infrastructure
3. Variable Message Signs

4. Automatic Passenger Counters
5. Transit Signal Prioritization
6. Fixed-Route Busses
7. Demand Response Vans
8. Expansion Fixed-Route Vehicles
9. Spare Fixed-Route Expansion Vehicles
10. CK Steele Plaza Renovations
11. South City Transit Center

PUBLIC NOTIFICATION

The CRTPA's Public Involvement Process Plan includes language to address the public notification for amending the Long Range Transportation Plan, known as the Connections 2045 Regional Mobility Plan. The two requirements are below:

1. A public meeting notice of ten (10) days.
2. A public comment period of thirty (30) days.

To meet the demands of both notifications CRTPA staff included a separate Connections 2045 RMP amendment page on the organizations website and opened the comment period on May 10, 2021.

The link to the website can be found at:

<http://crtpa.org/connections-2045-regional-mobility-plan-rmp-amendment/>

NEXT STEPS

Upon approval by the CRTPA Board the Connections 2045 RMP will be updated to include the transit projects as approved by the CRTPA Board.

OPTIONS

Option 1: Approve amending the Connections 2045 Regional Mobility Plan to include the eleven StarMetro Transit projects.
(Recommended)

Option 2: CRTPA Board Discretion.



CRTPA BOARD

MEETING OF TUESDAY, JUNE 15, 2021 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."

***NOTE: The CRTPA meeting will begin immediately after the CRTPA Connections 2045 Regional Mobility Plan Amendment Public Hearing scheduled to occur at 1:30 p.m.**

FINAL AGENDA

Citizens wishing to provide input at the CRTPA meeting may:

- (1) Provide comments in person at the meeting. Speakers are requested to limit their comments to three (3) minutes; or
- (2) Submit written comments prior to the meeting at <http://crtpa.org/contact-us/> by providing comments in the "Email Us" portion of the page before 5:00 p.m. on June 14. This will allow time for comments to be provided to CRTPA members in advance of the meeting. Comments submitted after this time (up to the time of the meeting) will be accepted and included in the official record of the meeting; or
- (3) Provide live comments during the meeting virtually by registering before 5:00 p.m. on June 14 at <http://crtpa.org/contact-us/> and noting your desire to provide comments via video in the "Email Us" portion of the page along with the agenda item or issue you wish to discuss. You will be contacted by CRTPA staff and provided with a link to virtually access the meeting and provide your comment during the meeting. Speakers are requested to limit their comments to three (3) minutes.

The public is invited to view the meeting's live broadcast on <https://www.tal.gov.com/cotnews/wcot.aspx> or Comcast Channel 13 (WCOT-13).

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

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

1. **CALL TO ORDER AND ROLL CALL**
2. **AGENDA MODIFICATIONS**
3. **PUBLIC COMMENT ON ITEMS NOT APPEARING ON THE AGENDA**

This portion of the agenda is provided to allow for public input on general CRTPA issues that are not included on the meeting's agenda. Speakers are requested to limit their comments to three (3) minutes. See the above for ways to provide public comment at this meeting.

4. **CONSENT AGENDA**
 - A. Minutes of the May 18 CRTPA Meeting
 - B. Florida Department of Transportation (FDOT) Annual Certification
 - C. Unified Planning Work Program (UPWP) Amendment

5. **CONSENT ITEMS PULLED FOR DISCUSSION**

6. **ROLL CALL VOTE AGENDA ITEMS**

- A. Fiscal Year (FY) 2022– FY 2026 Transportation Improvement Program (TIP)

The FY 2022– FY 2026 TIP reflecting the projects that have received funding in the Florida Department of Transportation Work Program has been developed for Board adoption.

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. Fiscal Year (FY) 2023 – FY 2027 Project Priority Lists (PPLs)

The Draft FY 2023 – 2027 Project Priority Lists has been developed. The lists to be discussed consist of the following:

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

B. CRTPA Safety Discussion

This item provides an analysis of bicycle and pedestrian data trends in the CRTPA region related to safety.

8. FLORIDA DEPARTMENT OF TRANSPORTATION REPORT

9. EXECUTIVE DIRECTOR'S REPORT

A status report on CRTPA activities will be provided including a discussion on CRTPA Executive Committee appointments.

10. CRTPA INFORMATION

A. Future Meeting Dates (Next Meeting: September 21)

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

C. CRTPA Project Updates

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 15, 2021

AGENDA ITEM 1

CALL TO ORDER AND ROLL CALL



June 15, 2021

AGENDA ITEM 2

AGENDA MODIFICATIONS



June 15, 2021

AGENDA ITEM 3

PUBLIC COMMENT ON ITEMS NOT APPEARING ON THE AGENDA

Comments at this meeting may be provided in the following manner:

- (1) Provide comments in person at the meeting. Speakers are requested to limit their comments to three (3) minutes; or
- (2) Submit written comments prior to the meeting at <http://crtpa.org/contact-us/> by providing comments in the "Email Us" portion of the page before 5:00 p.m. on June 14. This will allow time for comments to be provided to CRTPA members in advance of the meeting. Comments submitted after this time (up to the time of the meeting) will be accepted and included in the official record of the meeting; or
- (3) Provide live comments during the meeting via video conference by registering before 5:00 p.m. on June 14 at <http://crtpa.org/contact-us/> and noting your desire to provide comments via video in the "Email Us" portion of the page along with the agenda item or issue you wish to discuss. You will be contacted by CRTPA staff and provided with a link to virtually access the meeting and provide your comment during the meeting. Speakers are requested to limit their comments to three (3) minutes.



June 15, 2021

AGENDA ITEM 4A

MINUTES

TYPE OF ITEM: Consent

The minutes from the May 18, 2021 CRTPA meeting are provided as ***Attachment 1***.

RECOMMENDED ACTION

Option 1: Approve the minutes of the May 18, 2021 CRTPA meeting.

ATTACHMENT

Attachment 1: Minutes of the May 18, 2021 CRTPA meeting.



CRTPA BOARD

MEETING OF TUESDAY, MAY 18, 2021 AT 1:30 PM

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

Meeting Minutes

Members Present:

Commissioner Jeremy Matlow, Chair, City of Tallahassee
Commissioner Kristin Dozier, Leon County
Commissioner Nick Maddox, Leon County
Commissioner Rick Minor, Leon County
Commissioner Curtis Richardson, City of Tallahassee
Commissioner Dianne Williams-Cox, City of Tallahassee
Commissioner Randy Merritt, Wakulla County

Staff Present: Greg Slay, CRTPA; Jack Kostrzewa, CRTPA; Greg Burke, CRTPA; Suzanne Lex, CRTPA; Yulonda Mitchell, CRTPA; Thornton Williams, CRTPA Attorney; Andrea Rosser, StarMetro; Bryant Paulk, FDOT; Rosemary Bosby, StarMetro

1. CALL TO ORDER AND ROLL CALL

Meeting was called to order at 1: 31 pm with a roll call.

2. AGENDA MODIFICATIONS

3. PUBLIC COMMENT ON ITEMS NOT APPEARING ON THE AGENDA

4. CONSENT AGENDA

- A. Minutes of the March 16 CRTPA Meeting
- B. CRTPA Staff Services Agreement

Board Action: Commissioner Merritt made a motion to approve the consent agenda. Commissioner Minor seconded the motion. The motion was unanimously passed.

5. CONSENT ITEMS PULLED FOR DISCUSSION**6. CRTPA ACTION****A. StarMetro Public Transportation Agency Safety Plan (PTSAP)**

This item provides a discussion on the recent development of StarMetro's PTASP that is a federal requirement of StarMetro. Relatedly, the CRTPA is required to either support StarMetro's safety targets or develop transit safety targets of its own.

Ms. Rosemary Bosby, Operations and Compliance Manager, StarMetro, presented information on the StarMetro Public Transportation Agency Safety Plan (PTSAP). Ms. Bosby stated the Federal Transit Administration (FTA) requires that StarMetro develop a PTSAP. The PTSAP is a data driven plan based on four pillars of safety:

- Safety Policy-ensures the safety of the employees and patrons by providing a confidential employee reporting program. This allows the employee to report procedures that may not be working as intended. This policy also establishes organizational accountability and responsibility for StarMetro leadership team and employees.
- Safety Risk Management-defines a hazard and establishes processes for hazard identification. Also establishes how the agency plans to conduct risk assessment and development for mitigation.
- Safety Promotion-Establishes how the agency plans to communicate the safety messaging to the public and the StarMetro employees. It also establishes a comprehensive safety training program for all staff, including the leadership staff at StarMetro.
- Safety Assurance-establishes how the agency will monitor and measure safety performances within the system.

The four pillars combined establish the StarMetro safety management system. Strong elements for safety culture include safety as a core value, leadership and management commitment, employee involvement and empowerment, communication, accident reporting and analysis, performance monitoring, training and continuous improvement and resources to ensure a safe system.

Board Action: Commissioner Merritt made a motion to approve the StarMetro Public Transportation Agency Safety Plan (PTSAP). Commissioner Williams-Cox seconded the motion. The motion was unanimously passed.

B. Draft Transportation Alternatives (TA) Project Priority List

This item seeks adoption of the draft Fiscal Year (FY) 2023 – FY 2027 TA Project Priority List.

Mr. Burke provided information on the Draft Transportation Alternatives Project Priority List and noted every two years the CRTPA solicits applications for the TA Program for funding consideration. He stated the TAC/CMAC subcommittees guided the ranking of the projects and the recommended ranking of the project list was included in the agenda item. Information was provided information on the schedule for the TA Program with Mr. Burke noting the following:

- April 28, 2020-Virtual Public Meeting to present the Draft FY 2023-FY 2027 Transportation Alternative Project Priority List.
- May 4, 2021-Draft FY 2023-FY 2027 Transportation Alternatives Project Priority List were presented to the CRTPA Committees (TAC/CMAC).
- May 18, 2021 (Current meeting) CRTPA scheduled to adopt FY 2023-FY2027 Transportation Alternatives Project Priority List.
- Late May 2021-Subsequent to adoption, CRTPA transmits adopted FY 2023-FY 2027 Transportation Alternatives Project Priority List to Florida Department of Transportation.
- Late Fall 2021-Florida Department of Transportation releases tentative State Work Program identifying projects that have received funding.
- December 2021-CRTPA initiates call for new Transportation Alternatives applications for FY 2024-FY 2028.

Finally, Mr. Burke stated that US 90 Sidewalks in Quincy (Strong to Chalk Road), last year's number one ranked project, has received design funding this fiscal year and in the draft fiscal year Work Program there are construction funds in FY 24 and FY 25.

Board Action: Commissioner Merritt made a motion to approve the Draft Transportation Alternatives (TA) Project Priority List. Commissioner Dozier seconded the motion. The motion was unanimously passed.

Mr. Slay discussed the funding for the Transportation Alternatives Program. He stated CRTPA was usually allocated 350k/year. He noted some projects far exceed the amount allocated and are better suited for smaller projects. Commissioner Dozier discussed the option to "match" funding from other sources of funds. Mr. Slay noted the recent Blountstown Sidewalk TA project which was jointly funded by CRTPA, City of Tallahassee and FDOT funds. Furthermore, he noted there was always the opportunity for matching funds if other funds are available for a project. Commissioner Williams-Cox discussed the need to communicate any new processes to all the local governments. Mr. Slay noted that information on the process would be included in the information in the solicitation of applications later this year.

Commissioner Williams-Cox discussed the infrastructure bill from President Biden and noted interest from citizens regarding rail. Mr. Slay stated that information could be brought back to the board at a later meeting or could be a topic discussed at the retreat in October.

Board Action: Commissioner Williams-Cox made a motion to request staff to add a Rail discussion to the Retreat Agenda in October 2021. Commissioner Minor seconded the motion. The motion was unanimously passed.

7. FLORIDA DEPARTMENT OF TRANSPORTATION REPORT

Bryant provided an update on public hearing for the I-10 widening, specifically, the segment from west of the Midway exit, to west of the 6-lane section of Capital Circle. He noted that the public hearing is scheduled for Thursday May 20 at the Public Safety institute, 75 Academy Drive, Havana FL with an open house from 5 p.m. -6 p.m. and a formal presentation at 6:30 p.m.

Commissioner Richardson expressed concerns regarding pedestrian safety on Orange Avenue near Nims Middle School and at the Liberty Park neighborhood. Mr. Paulk stated the FDOT has been working within the Traffic Safety Office and he would follow up on the request and provide information back to the Board.

8. EXECUTIVE DIRECTOR'S REPORT

A status report on CRTPA activities will be provided including a discussion on CRTPA Executive Committee appointments.

Mr. Slay provided update on MCORES Legislative Bill SB 100, which was passed by House and Senate but has not been signed by the Governor as of this date. Commissioner Richardson requested an update on widening on Orange Avenue (Adams to Lake Bradford Road). Commissioner Dozier suggested the CRTPA update the projects section on the website to assist citizens with questions regarding project status.

9. CRTPA INFORMATION

- A. Future Meeting Dates**
- B. Committee Actions (Citizen's Multimodal Advisory Committee & Technical Advisory Committee)**
- C. CRTPA Project Updates**

10. ITEMS FROM CRTPA BOARD MEMBERS

Commissioner Maddox provided an update on MPOAC including noting that the MPOAC was seeking a new Executive Director due to the resignation of Carl Mikyska. He noted an advertisement for the position would be forthcoming and that the job description is currently being rewritten with a job search expected to begin around July. Furthermore, he discussed the need for alternative funding related to the gas tax due to vehicles becoming more gas efficient and the growth in electric vehicles.

Commissioner Richardson discussed the sidewalks on Blountstown Highway. He noted the work has been completed and the citizens were very excited and satisfied with the sidewalks.

11. Adjournment

The meeting was adjourned at 2:19p

Attested:

Yulonda Mitchell, Recording Secretary

Jeremy Matlow, CRTPA Chairman

June 15, 2021



AGENDA ITEM 4B

FDOT 2020 JOINT CERTIFICATION OF THE CRTPA

STATEMENT OF ISSUE

This item is seeking CRTPA approval of the agency's annual joint certification by the Florida Department of Transportation (FDOT).

RECOMMENDED ACTION

Option 1: Approve the annual Joint Certification Statement of the CRTPA by the FDOT for the calendar year 2020.

BACKGROUND

Annually, the Florida Department of Transportation conducts a certification review of the planning process to certify that the CRTPA complies with state and federal planning requirements. This year's review occurred in conjunction with the federal quadrennial certification. In May staff met with the FDOT to finalize the certification. In a letter dated May 6, 2021 the FDOT certified the CRTPA's planning process.

Associated with the certification is a Joint Certification Statement (*Attachment 1*) that was signed by the CRTPA Executive Director and FDOT District Three Director of Transportation Development.

OPTIONS

Option 1: Approve the annual Joint Certification Statement of the CRTPA by the FDOT for the calendar year 2020.
(Recommended)

Option 2: Provide other direction.

ATTACHMENT

Attachment 1: Joint Certification Statement

FLORIDA DEPARTMENT OF TRANSPORTATION
MPO JOINT CERTIFICATION STATEMENT525-010-05c
POLICY PLANNING
02/18

Pursuant to the requirements of 23 U.S.C. 134(k)(5) and 23 CFR 450.334(a), the Department and the MPO have performed a review of the certification status of the metropolitan transportation planning process for the Capital Region TPA with respect to the requirements of:

1. 23 U.S.C. 134 and 49 U.S.C. 5303;
2. Title VI of the Civil Rights Act of 1964, as amended (42 U.S.C. 2000d-1) and 49 C.F.R. Part 21
3. 49 U.S.C. 5332 prohibiting discrimination on the basis of race, color, creed, national origin, sex, or age in employment or business opportunity;
4. Section 1101(b) of the FAST Act and 49 C.F.R. Part 26 regarding the involvement of disadvantaged business enterprises in USDOT funded projects;
5. 23 C.F.R. Part 230 regarding the implementation of an equal employment opportunity program on Federal and Federal-aid highway construction contracts;
6. The provisions of the Americans with Disabilities Act of 1990 (42 U.S.C. 12101 et seq.) and the regulations found in 49 C.F.R. Parts 27, 37, and 38;
7. The Older Americans Act, as amended (42 U.S.C. 6101) prohibiting discrimination on the basis of age in programs or activities receiving Federal financial assistance;
8. Section 324 of 23 U.S.C. regarding the prohibition of discrimination on the basis of gender; and
9. Section 504 of the Rehabilitation Act of 1973 (29 U.S.C. 794) and 49 C.F.R. Part 27 regarding discrimination against individuals with disabilities.

Included in this certification package is a summary of noteworthy achievements by the MPO, attachments associated with these achievements, and (if applicable) a list of any recommendations and/or corrective actions. The contents of this Joint Certification Package have been reviewed by the MPO and accurately reflect the results of the joint certification review meeting held on May 16, 2021.

Based on a joint review and evaluation, The Florida Department of Transportation and the Capital Region TPA recommend that the Metropolitan Planning Process for the Capital Region TPA be certified.

DocuSigned by:



00E A910BEA3D404

Name: Tim Smith, P.E., Director.

Title: Transportation Development, District Three

5/21/2021 | 12:14 PM EDT

Date

DocuSigned by:



BDA77E0D093486

Name: Greg Slay, AICP, Executive Director

Title: Capital Region Transportation Planning Agency (CRTPA)

5/20/2021 | 8:21 AM EDT

Date



Florida Department of Transportation

RON DESANTIS
GOVERNOR

1074 Highway 90
Chipley, FL 32428

KEVIN J. THIBAUT, P.E.
SECRETARY

May 6, 2020

Mrs. Greg Slay
Executive Director
Capital Region Transportation Planning Agency
300 South Adams Street, A-19
Tallahassee, FL 32301

RE: FDOT Joint Certification Calendar Year 2019

Dear Mr. Slay:

The Capital Region Transportation Planning Agency (CRTPA) is the transportation planning agency tasked with the development of the Metropolitan Planning Organization (MPO) process in the Gadsden, Jefferson, Leon and Wakulla county area. Annually, the Florida Department of Transportation (Department), conducts a certification review of the planning process to certify that the TPO complies with state and federal planning requirements.

The Department certifies that the TPO submitted monthly invoices, within 90 days after the end of the invoice period, with no materially significant findings. Based on the FDOT Joint Certification of Calendar Year 2019, Part1, Section 1, Table 5, the TPO's Level of Risk Score is Low. Invoices dated July 1, 2020, through June 30, 2021, will be monitored on an annual basis by the Department.

The TPO is to be commended for its public involvement efforts pertaining to the LRTP and the Midtown plan. Those efforts included an electronic survey, public events, and public meetings in all four counties at community centers.

Thank you for TPO active involvement in transportation planning and ongoing commitment to the practice of comprehensive transportation planning. The Department looks forward to working with the TPO in the upcoming year on implementation of planning projects, including additional discussion of how best to meet the regional coordination goal for the TPO.

The Department has completed the joint certification of the TPO. The TPO planning process is hereby certified. Upon review and approval, please sign the Joint Certification Statement and return to the Department for final execution.

CRTPA Joint Certification
Page 2
May 6, 2020

If you have any questions, please feel free to contact me at (850) 330 1488.

Sincerely,

A handwritten signature in blue ink that reads "Donna M. Green". The signature is written in a cursive style and is positioned to the left of a vertical line.

Donna M. Green
Urban Liaison

Enclosure:

CC: Mark Reichert, Administrator for Metropolitan Planning, FDOT Office of Policy Planning
Erika Thompson, Statewide Metropolitan Planning Coordinator, FDOT Office of Policy Planning
Mike Sherman, Transportation Planning Specialist, Federal Highway Administration
Bryant Paulk, AICFP, Urban Planning Manager

June 15, 2021



AGENDA ITEM 4C

FISCAL YEAR 2020/21 – FISCAL YEAR 2021/22 UNIFIED PLANNING WORK PROGRAM AMENDMENT

TYPE OF ITEM: Consent

STATEMENT OF ISSUE

The purpose of this item is to amend the Fiscal Year 2020/21 - 2021/22 (FY21 – FY22) Unified Planning Work Program (UPWP) to include additional FTA funds and authorize the Executive Director to sign the associated FTA Joint Planning Agreement G1X08, to add a new planning study with reallocated SU funds, and to move approved projects and associated budget into the second year of the work program. In addition, existing Joint Planning Agreement G1L15 is amended to reflect the full CM allocation of \$176,880.

CRTPA COMMITTEE ACTIONS

The CRTPA's two (2) committees, Citizen's Multimodal Advisory Committee (CMAC) and Technical Advisory Committee (TAC), met on June 1, 2021 and recommended approval of the proposed UPWP Amendment.

RECOMMENDED ACTION

Option 1: Approve the amendment to Joint Planning Agreement G1L15, the Joint Planning Agreement G1X08, the addition of Subtask 5.29, Iron Bridge Road Trail Feasibility Study and the associated budget modifications in FY21 - FY22 UPWP.

BACKGROUND

When adopted, the FTA and the match funds are included in the UPWP as estimates. Subsequently, the FTA allocation is finalized. The proposed amendment revises the FTA budget to reflect the available allocation in Fiscal Year 22, and to revise the match to reflect that FDOT will now provide a twenty percent soft match with toll credits. These funds will be authorized under the Joint Planning Agreement (JPA) G1X08. (Attachment 1)

The next part of the amendment increases the CM funding by \$50.00 and assigns this funding in Fiscal Year 22 to Subtask 5.25, Congestion Management Plan Process. This requires an amendment to JPA G1L15 to increase the CM funding to \$176,880. (Attachment 2)

Finally, the amendment proposes to move projects and funding into the second year of the UPWP, as detailed in Attachment 3. Funding for these projects is allocated in FY22 and this will align the UPWP budget with the FDOT Work Program. In addition, Task 5.0 is revised to include the addition of the Subtask 5.29, Iron Bridge Road Trail Feasibility Study with a budget of \$100,000. The funds for this project were reallocated from “Other - To Be Identified”

NEXT STEPS

Subsequent to Board approval the Joint Planning Agreements will be executed and the UPWP will be updated to incorporate the approved changes.

OPTIONS

Option 1: Approve the amendment to Joint Planning Agreement G1L15, the Joint Planning Agreement G1X08, the addition of Subtask 5.29, Iron Bridge Road Trail Feasibility Study and associated budget modifications in FY21 - FY22 UPWP. (Recommended)

Option 2: Board Direction

ATTACHMENTS

Attachment 1: Joint Planning Agreement (JPA) G1X08 and Revised FTA Budget Tables
(JPA to be provided by FDOT)

Attachment 2: Amendment to Joint Planning Agreement G1L15 (Final to be provided by FDOT)

Attachment 3: Summary Modified SU Project Budget with new Subtask 5.29

ORIGINAL								
	Task 1.0	Task 2.0	Task 3.0	Task 4.0	Task 5.0	Task 6.0	Task 7.0	TOTAL
ROUNDED	\$ 47,000	\$ 9,000	\$ 8,500	\$ 22,500	\$ 17,000	\$ 10,000	\$ 25,025	\$ 139,025
DPTO - 80%	\$ 37,600	\$ 7,200	\$ 6,800	\$ 18,000	\$ 13,600	\$ 8,000	\$ 20,020	\$ 111,220
DU -10%	\$ 4,700	\$ 900	\$ 850	\$ 2,250	\$ 1,700	\$ 1,000	\$ 2,503	\$ 13,903
LF- 10%	\$ 4,700	\$ 900	\$ 850	\$ 2,250	\$ 1,700	\$ 1,000	\$ 2,503	\$ 13,903
	\$ 47,000	\$ 9,000	\$ 8,500	\$ 22,500	\$ 17,000	\$ 10,000	\$ 25,025	\$ 139,025
REVISED - Additional Funds Only 6-15-21 80% FTA and 20% Soft Match								
	Task 1.0	Task 2.0	Task 3.0	Task 4.0	Task 5.0	Task 6.0	Task 7.0	TOTAL
ROUNDED	\$ 33,697.50	\$ 1,250.00	\$ 1,250.00	\$ 1,250.00	\$ 1,250.00	\$ 1,250.00	\$ 1,250.00	\$ 41,197.50
DPTO - 80%	\$ 26,958.00	\$ 1,000.00	\$ 1,000.00	\$ 1,000.00	\$ 1,000.00	\$ 1,000.00	\$ 1,000.00	\$ 32,958.00
SM - 20%	\$ 6,739.50	\$ 250.00	\$ 250.00	\$ 250.00	\$ 250.00	\$ 250.00	\$ 250.00	\$ 8,239.50
	\$ 33,697.50	\$ 1,250.00	\$ 1,250.00	\$ 1,250.00	\$ 1,250.00	\$ 1,250.00	\$ 1,250.00	\$ 41,197.50
Revised Task Totals for FY22 Contract No. G1X08								
	Task 1.0	Task 2.0	Task 3.0	Task 4.0	Task 5.0	Task 6.0	Task 7.0	TOTAL
ROUNDED	\$ 80,697.50	\$ 10,250.00	\$ 9,750.00	\$ 23,750.00	\$ 18,250.00	\$ 11,250.00	\$ 26,275.00	\$ 180,222.50
DPTO - 80%	\$ 64,558.00	\$ 8,200.00	\$ 7,800.00	\$ 19,000.00	\$ 14,600.00	\$ 9,000.00	\$ 21,020.00	\$ 144,178.00
SM - 20%	\$ 16,139.50	\$ 2,050.00	\$ 1,950.00	\$ 4,750.00	\$ 3,650.00	\$ 2,250.00	\$ 5,255.00	\$ 36,044.50
	\$ 80,697.50	\$ 10,250.00	\$ 9,750.00	\$ 23,750.00	\$ 18,250.00	\$ 11,250.00	\$ 26,275.00	\$ 180,222.50

STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION
**AMENDMENT TO THE
METROPOLITAN PLANNING ORGANIZATION AGREEMENT**

525-010-02
POLICY PLANNING
OGC – 1/18
Page 1 of 2

Financial Project No.: <u>439323-3-14-03</u> (item-segment-phase-sequence)	Fund: <u>CM</u> Function: <u>615</u> Federal Award Project No.: _____ MPO DUNS No.: _____	FLAIR Approp.: <u>088854</u> FLAIR Obj.: <u>78000</u> Org. Code: <u>55032010330</u> Vendor No.: <u>F596000435042</u>
Contract No.: <u>G1L15</u> CFDA Number & Title: <u>20.205</u>		

THIS AMENDMENT TO THE METROPOLITAN PLANNING ORGANIZATION AGREEMENT (Amendment) is made and entered into on this _____ day of June 2021, by and between the STATE OF FLORIDA, DEPARTMENT OF TRANSPORTATION (Department), an agency of the State of Florida, whose address is Office of the District Secretary, [1074 Highway 90, Chipley, FL 323428 and the Capital Region Transportation Planning Agency (MPO), whose address is [enter address], and whose Data Universal Numbering System (DUNS) Number is: 831025601 (collectively the "parties").

RECITALS

WHEREAS, the Department and the MPO on 01 day of July 2020 entered into a Metropolitan Planning Organization Agreement (Agreement), whereby the Department passed through Federal funds to the MPO to assist the MPO in performing transportation planning activities set forth in its Unified Planning Work Program (UPWP).

WHEREAS, the Parties have agreed to modify the Agreement on the terms and conditions set forth herein.

NOW THEREFORE, in consideration of the mutual covenants in this Amendment, the Agreement is amended as follows:

- Paragraph 4 of the Agreement is amended to reflect:

Project Cost: The total budgetary ceiling for the Project is \$ _____. The budget, including tasks, is summarized below and detailed in the UPWP, Exhibit "A". The budget may be modified by mutual agreement as provided for in paragraph 7, Amendments.

The Department's performance and obligation to pay under this Agreement is contingent upon an annual appropriation by the Legislature. No work shall begin before the Agreement is fully executed and a "Letter of Authorization" is issued by the Department. The total of all authorizations shall not exceed the budgetary ceiling established for this agreement and shall be completed within the term of this Agreement:

FINANCIAL PROJECT NO.	AMOUNT

Exhibit A (Scope of Work) of the Agreement is amended as follows:
attached UPWP Revision Form # _____.

This amendment is more fully described in the

Except as modified, amended, or changed by this Amendment, all of the terms and conditions of the Agreement and any amendments thereto shall remain in full force and effect.

IN WITNESS WHEREOF, the undersigned parties have executed this Agreement on the day, month and year set forth above.

MPO

Florida Department of Transportation

MPO Name

Signatory (Printed or Typed)

Department of Transportation

Signature

Signature

Title

Title

Legal Review
MPO

Legal Review
Department of Transportation

SubTask	FY 22 SU Budget	
3.0	\$ 30,000.00	Consultant Work
4.0	\$ 30,000.00	Consultant Work
5.0	\$ 30,000.00	Consultant Work
5.9	\$ 100,000.00	Wakulla Springs (SR 267) Feasibility Study
5.1	\$ 60,000.00	Apalachee Pkwy Trail Feasibility Study
5.11	\$ 75,000.00	Oak Ridge Road Trail Feasibility Study
5.19	\$ 60,000.00	Regional Transit Study Update
5.29	\$ 100,000.00	Iron Bridge Road Trail Feasibility Study
Other	\$ 35,000.00	To Be Identified
6.0	\$ 30,000.00	Consultant Work
	\$ 550,000.00	PROJECT TOTAL
	\$ 247,000.00	Existing FY22 SU Budget
	\$ 797,000.00	SU REVISED BUDGET FY22

5.29	Iron Bridge Road Trail Feasibility Study
<i>Limits from Orchard Pond Rd to US27 in Havana</i> Review right-of-way availability. Identify potential trail alignments. Assess any potential fatal-flaw issues	



June 15, 2021

AGENDA ITEM 5

CONSENT ITEMS PULLED FOR DISCUSSION

June 15, 2021



AGENDA ITEM 6 A

CRTPA FISCAL YEAR (FY) 2022 – FY 2026 TRANSPORTATION IMPROVEMENT PROGRAM

TYPE OF ITEM: Roll Call

STATEMENT OF ISSUE

Staff is seeking approval of the CRTPA FY 2022 – FY 2026 Transportation Improvement Program, provided as ***Attachment No. 1***.

CRTPA COMMITTEE ACTIONS

The CRTPA's two (2) committees, Citizen's Multimodal Advisory Committee (CMAC) and Technical Advisory Committee (TAC), met on June 1, 2021 and recommended adoption of the FY 2022 – FY 2026 Transportation Improvement Program.

RECOMMENDED ACTION

Option 1: Adopt Resolution 2021-06-6A approving the CRTPA FY 2022 – FY 2026 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 2022 – FY 2026) within our region (Gadsden, Jefferson, Leon and Wakulla counties). Projects contained within the FY 2020 – FY 2024 TIP are consistent with the projects presented to the CRTPA Board at the February 16, 2021 meeting Draft FY 2020 – FY 2024 Five-Year Work Program. Highlights of new projects for by county follows.

Gadsden County

Roadway Resurfacing

Emphasis on maintaining existing network with \$9,932,000 for new resurfacing projects.

- Hardaway Hwy. from Atwater Rd. to US 90 (5.9 Miles) – Widen and Resurfacing
- US 90/Washington St. from Jackson Co. Line to Bates St. (1.01 Miles)
- Ben Bostic Rd. from I-10 Overpass to SR 10/US 90 (2.4 Miles)
- North Ave. from SR 10 (US 90) to Gretna Treatment Plant Entrance (.43 Mile)
- Stewart Ave. Phase II from Stewart Elementary to SR 10 (US 90) (.21 Mile)

Project: Bridge Repair/Rehabilitation

- Salem Road over Swamp Creek (.64 Miles)

Project: Sidewalks

- US 90/Jefferson St. Sidewalk in Quincy from Chalk St. to Strong Rd, to be constructed on the South side of the road. This was the CRTPA's No. 1 Transportation Alternative Program. (.21 Mile)

Jefferson County

Roadway Resurfacing

Emphasis on maintaining existing network with \$9,204,000 for new resurfacing projects.

- US 319/N. Jefferson St. from US90/Washington St. to Georgia State Line (8.3 Miles)
- Ashville Hwy. from St. Margaret Church Rd. to Bassett Dairy Rd. (2.4 Miles) – Widen and Resurfacing
- Boston Hwy. from US319/FL-GA Parkway to Still Rd. (2.8 Miles) – Widen and Resurfacing

Bridge Replacement

- CR 257 over Aucilla River (.28 Miles)
- CR 259/ Waukeenah Hwy over SCL Railroad Bridge (.03 Mile)

Leon County

Roadway Resurfacing

Emphasis on maintaining existing network with \$27,862,000 for new resurfacing projects.

- US 90/W. Tennessee St. from Aenon Church Rd. to Ocala Rd. (3.9 Miles)
- US 319/ Capital Circle SE from Woodville Hwy. to Tram Rd. (2.29 Miles)
- US 90/Mahan Dr. from Capital Circle NE to E. of Buck Lake Rd. (.94 Mile)
- US 319/ Capital Circle SE from Apalachee Pkwy. to Park Avenue (1.1 Miles)
- Woodville Hwy. from Briandav St. to Sunday Court (1.3 Mile)

Intelligent Transportation Systems

ITS Project Priority No. 1 CCTV Camera Upgrades at Various Locations

Bridge Replacement

- Miccosukee Rd. over Unnamed Branch (.15 Miles)

Wakulla County

Roadway Resurfacing

Emphasis on maintaining existing network with \$17,538,000 for new resurfacing projects.

- US98/Coastal Hwy. from W. of Wakulla River Br. to Bloxham Cutoff Rd. (4.6 Miles)
- Tiger Hammock Rd. from US 319/Crawfordville Rd. to SR61/Shadeville Rd.
- Whidden Lake Rd. from US 319/Crawfordville Rd. to Stokely Rd. (1.1 Miles)
- Lonnie Raker Lane from E. Ivan Rd. to Bloxham Cutoff Rd. (2.4 Miles)
- Bloxham Cutoff Rd. from Leon Co. Line to Woodville Rd. (12.7 Miles)

Bridge Replacement

- Surf Rd. over Otter Creek Rise (.05 Miles)

Safety

- Bloxham Cutoff Rd. at CR 61/Wakulla Springs Rd. Intersection Improvement (.4 Mile)

PUBLIC INVOLVEMENT

The Capital Region Transportation Planning Agency (CRTPA) hosted two public meetings to present the CRTPA's Draft FY 2022 – FY 2026 TIP (held in conjunction with the scheduled adoption of the Project Priority Lists). The first was an in-person meeting in Monticello. The second meeting, held in Tallahassee City Hall, provided the public an opportunity to participate virtually and in-person.

NEXT STEPS

Subsequent to CRTPA Board adoption of the TIP, staff will transmit the document to state and federal review agencies.

OPTIONS

Option 1: Adopt Resolution 2021-06-6A approving the CRTPA FY 2022 – FY 2026 Transportation Improvement Program.
(Recommended)

Option 2: Provide other direction.

ATTACHMENT

Attachment 1: [DRAFT CRTPA FY 2022 – FY 2026 Transportation Improvement Program \(Link\)](#)

Attachment 2: Resolution 2021-06-6A

CRTPA RESOLUTION 2021-06-6A**A RESOLUTION OF THE CAPITAL REGION TRANSPORTATION PLANNING AGENCY (CRTPA) ENDORSING
THE FY 2022 – FY 2026 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 2022 through Fiscal Year 2026 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 15th day of June 2021.

Capital Region Transportation Planning Agency

Attest:

By: _____
Jeremy Matlow, Chairman

Greg Slay, Executive Director

June 15, 2021



AGENDA ITEM 7 A.1

**CRTPA FISCAL YEAR (FY) 2023 – FY 2027
REGIONAL MOBILITY PLAN ROADWAYS
PROJECT PRIORITY LIST**

TYPE OF ITEM: Action

STATEMENT OF ISSUE

Staff is seeking approval of the CRTPA FY 2023 – FY 2027 Regional Mobility Plan Roadways Project Priority List, provided as ***Attachment No. 1***.

CRTPA COMMITTEE ACTIONS

The CRTPA's two (2) committees, Citizen's Multimodal Advisory Committee (CMAC) and Technical Advisory Committee (TAC), met on June 1, 2021 and recommended adoption of the Fiscal Year 2023 – FY 2027 Regional Mobility Plan Roadways PPL.

RECOMMENDED ACTION

Option 1: Adopt the FY 2023 – FY 2027 Regional Mobility Plan Roadways Project Priority List.

BACKGROUND

The CRTPA annually adopts project priority lists that identify the ranked order of projects for which the agency is seeking transportation funding. Projects lists are developed for all modes of transportation. Once adopted, the lists are provided to the Florida Department of Transportation (FDOT). When developing the Annual Work Program FDOT consults the adopted CRTPA Project Priority Lists. Projects contained on this list are consistent with the CRTPA's Connections 2045 Regional Mobility Plan.

PUBLIC INVOLVEMENT

The Capital Region Transportation Planning Agency (CRTPA) hosted two public meetings to present the CRTPA's Draft FY 2023 – FY 2027 PPLs (held in conjunction with the scheduled adoption of the Transportation Improvement Program). The first was an in-person meeting in Monticello. The second

meeting, held in Tallahassee City Hall, provided the public an opportunity to participate virtually and in-person.

NEXT STEPS

Subsequent to Board adoption of the CRTPA FY 2023 – FY 2027 Regional Mobility Plan Roadways Project Priority List, the list will be provided to the FDOT for consideration in the development of the Draft Five-Year Tentative Work Program. The Draft Tentative Work Program is scheduled to be presented to the CRTPA Board in the Fall of 2021.

After the release of the Draft Work Program, CRTPA staff will initiate development of the CRTPA FY 2023 – FY 2027 Transportation Improvement Program incorporating the transportation projects in the CRTPA region that have received state and federal funding.

OPTIONS

Option 1: Adopt the FY 2023 – FY 2027 Regional Mobility Plan Roadways Project List.
(Recommended)

Option 2: Provide other direction.

ATTACHMENT

Attachment 1: DRAFT FY 2023 – FY 2027 Regional Mobility Plan Regional Roadways Project Priority List

ATTACHMENT 1

Draft RMP Roadway Project Priority List

**Capital Region Transportation Planning Agency
Draft Roadways Priority Project List
Fiscal Year 2023 - Fiscal Year 2027**

Draft RMP Roadway Project Priority List												
Priority Rank	Project Name/Limits	FDOT WPI#	Programmed Funding					Project/Strategy	County	Length (miles)	Phase * Funding Sought	
9	Crawfordville Road LL Wallace Rd to beginning of 4-lane Wakulla County Line to LL Wallace Rd		Phase	2022	2023	2024	2025	2026	Widen to 4 lanes	Leon	1.7	PE
											2.1	
10	Lake Bradford Road/Springhill Road ¹ Capital Circle SW to Gaines St		Phase	2022	2023	2024	2025	2026	Corridor Improvements	Leon	3.8	PE
11	Tharpe Street ² Capital Circle NW to Ocala Rd		Phase	2022	2023	2024	2025	2026	Widen to 4 lanes	Leon	2.7	PD&E
12	Thomasville Road (Midtown Plan) ³ Bradford/Betton Rds to Seventh Ave.		Phase	2022	2023	2024	2025	2026	Corridor Improvements	Leon	0.9	PE
13	Bannerman Road ² Preservation Rd to Qual Commons Dr		Phase	2022	2023	2024	2025	2026	Widen to 4 lanes w/ enhancements	Leon	1.7	CST
14	Northeast Gateway, Welaunee Blvd Extension ¹ Fleischmann Rd to Roberts Rd.	444999-1	Phase	2022	2023	2024	2025	2026	New 4 lane road	Leon	6.5	PE/CST
			LAR		\$1.5 M							
15	Welaunee Blvd./I-10 Interchange		Phase	2022	2023	2024	2025	2026	New Interchange	Leon	-	IJR
* ABBREVIATIONS: FS - Feasibility Study PD&E - Project Development and Environment Study ROW - Right of Way PE - Preliminary Engineering CST - Construction IJR - Interchange Justfication Report FDOT provides long-range estimate for funding sought Additional Information ¹ Blueprint Gateway Project ² Blueprint Regional Mobility Project Bannerman Rd Corridor ³ BP Midtown Placemaking CRTPA Midtown Area Transportation Plan												

June 15, 2021



AGENDA ITEM 7 A.2

**CRTPA FISCAL YEAR (FY) 2023 – FY 2027
REGIONAL MOBILITY PLAN BICYCLE AND PEDESTRIAN
PROJECT PRIORITY LIST**

TYPE OF ITEM: Action

STATEMENT OF ISSUE

Staff is seeking approval of the CRTPA FY 2023 – FY 2027 Regional Mobility Plan Bicycle and Pedestrian Project Priority List, provided as ***Attachment No. 2***.

CRTPA COMMITTEE ACTIONS

The CRTPA's two (2) committees, Citizen's Multimodal Advisory Committee (CMAC) and Technical Advisory Committee (TAC), met on June 1, 2021 and recommended adoption of the Fiscal Year 2023 – FY 2027 Regional Mobility Plan Bicycle and Pedestrian PPL.

RECOMMENDED ACTION

Option 1: Adopt the CRTPA FY 2023 – FY 2027 Regional Mobility Plan Bicycle and Pedestrian PPL

BACKGROUND

The CRTPA annually adopts project priority lists that identify the ranked order of projects for which the agency is seeking transportation funding. Projects lists are developed for all modes of transportation. Once adopted, the lists are provided to the Florida Department of Transportation (FDOT). When developing the Annual Work Program FDOT consults the adopted CRTPA Project Priority Lists. Projects contained on this list are consistent with the CRTPA's Connections 2045 Regional Mobility Plan.

There are two additional projects on the list this year. The reconstruction of S. Monroe Street from Jefferson Street to Park Avenue is added as Priority No. Seven. North Monroe Street, from John Knox Road to Lakeshore Drive, is funded for Design in FY21 and added as Priority No. Six for construction.

PUBLIC INVOLVEMENT

The Capital Region Transportation Planning Agency (C RTPA) hosted two public meetings to present the C RTPA’s Draft FY 2023 – FY 2027 PPLs (held in conjunction with the scheduled adoption of the Transportation Improvement Program). The first was an in-person meeting in Monticello. The second meeting, held in Tallahassee City Hall, provided the public an opportunity to participate virtually and in-person.

NEXT STEPS

Subsequent to Board adoption of the C RTPA FY 2023 – FY 2027 Regional Mobility Plan Bicycle and Pedestrian Project Priority List, the list will be provided to the FDOT for consideration in the development of the Draft Five-Year Tentative Work Program. The Draft Tentative Work Program is scheduled to be presented to the C RTPA Board in the Fall of 2021.

After the release of the Draft Work Program, C RTPA staff will initiate development of the C RTPA FY 2023 – FY 2027 Transportation Improvement Program incorporating the transportation projects in the C RTPA region that have received state and federal funding.

OPTIONS

Option 1: Adopt the FY 2023 – FY 2027 Regional Mobility Plan Bicycle and Pedestrian Project List.
(Recommended)

Option 2: Provide other direction.

ATTACHMENT

Attachment 2: DRAFT FY 2023 – FY 2027 Regional Mobility Plan Bicycle and Pedestrian Project Priority List

Capital Region Transportation Planning Agency
Draft Bicycle and Pedestrian Project Priority List
Fiscal Year 2023 - Fiscal Year 2027

ATTACHMENT 2

Draft Bicycle and Pedestrian Project Priority List													
Priority Rank	Project Name/Limits	FDOT Work Program ID #	Programmed Funding					Project/Strategy	County	Length (miles)	Phase **	Notes	
1	Monticello Bike Trail Extension <i>US 19 FL GA PKWY from CR 57A David Rd to Martin Rd</i>	403931-3	Phase	2022	2023	2024	2025	2026	Shared Use Path	Jefferson	2.7	CST	CRTPA Monticello Trail Extension Study 2019 PD&E is currently underway.
			PE		\$760,000								
2	Thomasville Rd. Multi-Use Path* <i>Betton Rd to Metropolitan Boulevard</i>		Phase	2022	2023	2024	2025	2026	Shared Use Path	Leon	2.4	PE	CRTPA Feasibility Study 2021 Feasibility study is currently underway.
3	Bloxham Cutoff Rd. Trail - CC2ST <i>Wakulla Springs State Park to St. Marks Trail</i>	410172-2	Phase	2022	2023	2024	2025	2026	Shared Use Path	Wakulla	4.78	CST	Important connector between two recreational amenities. CRTPA Feasibility study funded.
			PE				\$630,000						
4	Oak Ridge Rd. Trail <i>Crawfordville Rd to Woodville Hwy</i>		Phase	2022	2023	2024	2025	2026	Shared Use Path	Leon	5.2	PE	Tallahassee -Leon County Greenways Master Plan
			FS										
5	Apalachee Pkwy Trail Connector <i>Sutor Rd to Conner Boulevard</i>		Phase	2022	2023	2024	2025	2026	Shared Use Path	Leon	0.6	PE	Tallahassee -Leon County Greenways Master Plan
6	N Monroe St Sidewalk <i>John Knox Rd to Lake Shore Dr</i>	445053-1	Phase	2022	2023	2024	2025	2026	Sidewalk	Leon	0.88	CST	Design scheduled to begin in mid-2021. Sidewalk on the west side of Monroe St.
7	S. Monroe St Sidewalk Reconstruction <i>Jefferson St to Park Ave</i>		Phase	2022	2023	2024	2025	2026	Sidewalk	Leon	0.2	CST	Repair and expansion of existing sidewlks, upgrades for for pedestrain safety and ADA.
8	Goose Pond Trail* <i>Mahan Dr/Fort Knox to Weems Rd</i>		Phase	2022	2023	2024	2025	2026	Shared Use Path	Leon	1.2	PD&E	Tallahassee -Leon County Greenways Master Plan
9	US 90 Trail <i>Midway to Quincy</i>		Phase	2022	2023	2024	2025	2026	Shared Use Path	Gadsden	10.7	PD&E	SUN Trail Network: Gadsden County to Tallahassee
* Also a Blueprint Intergovernmental Agency project ** ABBREVIATIONS: FS - Feasibility Study PD&E - Project Development and Environment Study PE - Preliminary Engineering CST - Construction ROW - Right-of-Way													
													

June 15, 2021



AGENDA ITEM 7.A.3

**CRTPA FISCAL YEAR (FY) 2023 – FY 2027
REGIONAL MOBILITY PLAN REGIONAL TRAILS
PROJECT PRIORITY LIST**

TYPE OF ITEM: Action

STATEMENT OF ISSUE

Staff is seeking approval of the CRTPA FY 2023 – FY 2027 Regional Mobility Plan Regional Trails Project Priority List, provided as ***Attachment No. 3***.

CRTPA COMMITTEE ACTIONS

The CRTPA's two (2) committees, Citizen's Multimodal Advisory Committee (CMAC) and Technical Advisory Committee (TAC), met on June 1, 2021 and recommended adoption of the Fiscal Year 2023 – FY 2027 Regional Mobility Plan Regional Trails PPL.

RECOMMENDED ACTION

Option 1: Adopt the CRTPA FY 2023 – FY 2027 Regional Mobility Plan Regional Trails Project Priority List.

BACKGROUND

The CRTPA annually adopts project priority lists that identify the ranked order of projects for which the agency is seeking transportation funding. Projects lists are developed for all modes of transportation. Once adopted, the lists are provided to the Florida Department of Transportation (FDOT). When developing the Annual Work Program FDOT consults the adopted CRTPA Project Priority Lists. Projects contained on this list are consistent with the CRTPA's Connections 2045 Regional Mobility Plan.

An addition to the list is the Iron Bridge Road (Bainbridge Road) Trail from Orchard Pond Road to US 27 in Havana. The CRTPA staff plans to coordinate with the Florida Department of Transportation SUN Trails Program to consider the addition of this project to the SUN Trail network. Two projects, the Coastal Trail (St. Marks Trail to Lighthouse Rd.) and Capital Cascades Segment Four, are fully funded in

FY24 and FY25 and therefore removed from the Project Priority List. These were Project Priority No. 1 and No. 4, respectively, through last year.

PUBLIC INVOLVEMENT

The Capital Region Transportation Planning Agency (CRTPA) hosted two public meetings to present the CRTPA's Draft FY 2023 – FY 2027 PPLs (held in conjunction with the scheduled adoption of the Transportation Improvement Program). The first was an in-person meeting in Monticello. The second meeting, held in Tallahassee City Hall, provided the public an opportunity to participate virtually and in-person.

NEXT STEPS

Subsequent to Board adoption of the CRTPA FY 2023 – FY 2027 Regional Mobility Plan Regional Trails Project Priority List, the list will be provided to the FDOT for consideration in the development of the Draft Five-Year Tentative Work Program. The Draft Tentative Work Program is scheduled to be presented to the CRTPA Board in the Fall of 2021.

After the release of the Draft Work Program, CRTPA staff will initiate development of the CRTPA FY 2023 – FY 2027 Transportation Improvement Program (TIP) incorporating the transportation projects in the CRTPA region that have received state and federal funding.

OPTIONS

Option 1: Adopt the FY 2023 – FY 2027 Regional Mobility Plan Regional Trails Project Priority List.
(Recommended)

Option 2: Provide other direction.

ATTACHMENT

Attachment 3: DRAFT FY 2023 – FY 2027 Regional Mobility Plan Regional Trails Project Priority List

Draft Regional Trails Project Priority List													
Priority Rank	Project Name/Limits	FDOT Work Program ID #	Programmed Funding					Project/Strategy	County	Length (miles)	Phase**	Notes	
1	US 90 Trail West <i>Pedrick Rd to Leon County Line at Lake Miccosukee</i>		Phase	2022	2023	2024	2025	2026	Shared Use Path	Leon	13	PD&E	CRTPA Feasibility Study Proposed 10-12 Foot multi-use path.
2	US 90 Trail East <i>Jefferson County Line at Lake Miccosukee to Monticello Trail</i>		Phase	2022	2023	2024	2025	2026	Shared Use Path	Jefferson	7.1	PD&E	CRTPA Feasibility Study Proposed 10-12 Foot multi-use path.
3	Iron Bridge Road Trail * <i>Orchard Pond Rd to Main St (US 27) Havana</i>		Phase	2022	2023	2024	2025	2026	Shared Use Path	Leon	5.1	Feasibility Study	Multi-use trail to connect to downtown Havana.
4	Forest Trail North <i>Trout Pond to Lake Henrietta</i>		Phase	2022	2023	2024	2025	2026	Shared Use Path	Leon County	6.5	Feasibility Study	A shared use path between Lake Munson and Trout Pond
5	Nature Coast Trail <i>Lighthouse Road to Taylor County Line</i>		Phase	2022	2023	2024	2025	2026	Shared Use Path	Wakulla & Jefferson	14	Feasibility Study	Multi-use trail - regional connector.
*Coordinating with FDOT SUNTrails to add this trail to the network. ABBREVIATIONS: FS - Feasibility Study PD&E - Project Development and Environment Study PE - Preliminary Engineering CST - Construction ROW - Right-of-Way													
<u>Fully Funded Priorities</u> FPID: 440550-1 Coastal Trail East - CC2ST Segment: St. Marks Trail to Lighthouse Rd Funding: \$3.6M for Construction in FY24 FPID: 410172-2 Capital Cascades Trail (Segment 4) Segment: Springhill Rd. to Mill St/St. Marks Trail Funding: \$17.78 M for Construction in FYs 24 and 25													

June 15, 2021



AGENDA ITEM 7 A.4

**CRTPA FISCAL YEAR (FY) 2023 – FY 2027
STARMETRO TRANSIT
PROJECT PRIORITY LIST**

TYPE OF ITEM: Action

STATEMENT OF ISSUE

Staff is seeking approval of the CRTPA FY 2023 – FY 2027 StarMetro Transit Project Priority List, provided as ***Attachment No. 4***.

CRTPA COMMITTEE ACTIONS

The CRTPA's two (2) committees, Citizen's Multimodal Advisory Committee (CMAC) and Technical Advisory Committee (TAC), met on June 1, 2021 and recommended adoption of the Fiscal Year 2023 – FY 2027 StarMetro Transit PPL.

RECOMMENDED ACTION

Option 1: Adopt the CRTPA FY 2023 – FY 2027 StarMetro Transit Project Priority List.

BACKGROUND

The CRTPA annually adopts project priority lists that identify the ranked order of projects for which the agency is seeking transportation funding. Projects lists are developed for all modes of transportation. Once adopted, the lists are provided to the Florida Department of Transportation (FDOT). When developing the Annual Work Program FDOT consults the adopted CRTPA Project Priority Lists.

Listed projects are consistent with the StarMetro Transit Development Plan. Priority No. Four, Electric Bus Fleet Charging Infrastructure, replaces the prior year No. Four Project Priority, which was operational improvements at C.K. Steele Plaza.

PUBLIC INVOLVEMENT

The Capital Region Transportation Planning Agency (C RTPA) hosted two public meetings to present the C RTPA's Draft FY 2023 – FY 2027 PPLs (held in conjunction with the scheduled adoption of the Transportation Improvement Program). The first was an in-person meeting in Monticello. The second meeting, held in Tallahassee City Hall, provided the public an opportunity to participate virtually and in-person.

NEXT STEPS

Subsequent to Board adoption of the C RTPA FY 2023 – FY 2027 StarMetro Transit Project Priority List, the list will be provided to the FDOT for consideration in the development of the Draft Five-Year Tentative Work Program. The Draft Tentative Work Program is scheduled to be presented to the C RTPA Board in the Fall of 2021.

After the release of the Draft Work Program, C RTPA staff will initiate development of the C RTPA FY 2023 – FY 2027 Transportation Improvement Program (TIP) incorporating the transportation projects in the C RTPA region that have received state and federal funding.

OPTIONS

Option 1: Adopt the FY 2023 – FY 2027 StarMetro Transit Project Priority List.
(Recommended)

Option 2: Provide other direction.

ATTACHMENT

Attachment 4: DRAFT FY 2023 – FY 2027 StarMetro Transit Project Priority List

Capital Region Transportation Planning Agency
Draft StarMetro Project Priority List
Fiscal Year 2023 - Fiscal Year 2027

Draft StarMetro Project Priority List Project Priority List												
Priority Rank	Project Name/Limits	FDOT Work Program ID #	Programmed Funding					Project/Strategy	County	Phase** and Funding Sought	Notes	
1	South City Transit Center <i>Meridian Rd and Orange Ave</i>		Phase	2022	2023	2024	2025	2026	Construct multi-bay bus Super-Stop	Leon	CST (\$2,000,000)	Superstop to serve the south side of Tallahassee.
2	Planning Feasibility Study <i>Redevelopment of C.K. Steele Plaza</i>		Phase	2022	2023	2024	2025	2026	Access Management Enhancements	Leon	FS (\$500,000)	Redevelop the Plaza from a single-use transit facility into a mixed-use, multistory intermodal facility
3	Bus Transit <i>Signal Prioritization</i>		Phase	2022	2023	2024	2025	2026	Intersection Improvement	Leon	PE (\$400,000)	Signal prioritization for transit vehicles to reduce delay if bus is behind schedule.
4	Electric Bus Fleet Charging Infrastructure <i>To support an all-Electric Bus Fleet</i>		Phase	2022	2023	2024	2025	2026	Intersection/Operational Improvement	Leon	PE (\$5,000,000)	Install depot charging for 66 electric buses at StarMetro's bus barn.
* Also a Blueprint Intergovernmental Agency project ** ABBREVIATIONS: FS - Feasibility Study PD&E - Project Development and Environment Study PE - Preliminary Engineering CST - Construction ROW - Right-of-Way  												



StarMetro

2023-2027 Project Priority List

1. Construction of multi-bay SuperStop in the South City area of Tallahassee **South City Transit Center** - (Meridian and Orange). This SuperStop will provide an off-street location and possibly on street bus bays for customers to transfer between multiple routes, serve as a layover point for operators, will assist to improve system performance, will have public restrooms, an information booth, supervisor offices, and meeting space. The building will be constructed with solar panels on the roof, overhead charging stations for transit buses and plug in chargers for staff vehicles. In addition, the SuperStop will allow StarMetro to develop neighborhood circulators on the Southside to efficiently provide transportation options for elderly, disabled and low-income individuals located in the area and improve service to the Veteran's Administration Clinic. **Estimated cost for construction - \$2,000,000**
2. **Redevelopment of C.K. Steele Plaza Planning Study** – Initiate an environmental assessment, feasibility study, and preliminary design of C.K. Steele Plaza to identify the needs, challenges, opportunities, and funding options to transform the Plaza from a single-use transit facility into a mixed-use, multistory intermodal facility with opportunities for housing StarMetro Administrative Staff; leasable space for office, restaurants, and retail activities; and connections to intercity transportation such as the Gadsden Express, Monticello Express, Greyhound, Megabus, Flixbus. **Estimated cost - \$500,000**
3. **Bus Transit Signal Prioritization** – The City of Tallahassee is starting to replace the existing infrared based traffic signal preemption system for emergency vehicles with a more advanced global positioning system (GPS) based system. This system will allow for a much more efficient routing of emergency vehicles with less disruption to the traffic signal network. The GPS system also allows for adding signal prioritization to transit vehicles. Signal prioritization extends the green time or shortens the red time for approaching buses depending on the system parameters such as a bus running behind schedule. Signal prioritization is shown to improve overall transit system performance and efficiency by at least 10%. It costs approximately \$3,000 per bus for the signal prioritization devices. **Estimated cost - \$400,000**
4. **Charging Infrastructure to support an all-Electric Bus Fleet** - cost estimates for installing depot charging for 66 buses at StarMetro's bus barn including electrical, structural, and civil engineering, design, and remote monitoring. **Estimated cost - \$5,000,000**

June 15, 2021



AGENDA ITEM 7 A.5

**CRTPA FISCAL YEAR (FY) 2023 – FY 2027
TRANSPORTATION SYSTEM MANAGEMENT AND SAFETY
PROJECT PRIORITY LIST**

TYPE OF ITEM: Action

STATEMENT OF ISSUE

Staff is seeking approval of the CRTPA FY 2023 – FY 2027 Transportation System Management and Safety Project Priority List, provided as ***Attachment No. 5***.

CRTPA COMMITTEE ACTIONS

The CRTPA's two (2) committees, Citizen's Multimodal Advisory Committee (CMAC) and Technical Advisory Committee (TAC), met on June 1, 2021 and recommended adoption of the Fiscal Year 2023 – FY 2027 Transportation System Management and Safety PPL.

RECOMMENDED ACTION

Option 1: Adopt the CRTPA FY 2023 – FY 2027 Transportation System Management and Safety Project Priority List.

BACKGROUND

The CRTPA annually adopts project priority lists that identify the ranked order of projects for which the agency is seeking transportation funding. Projects lists are developed for all modes of transportation. Once adopted, the lists are provided to the Florida Department of Transportation (FDOT). When developing the Annual Work Program FDOT consults the adopted CRTPA Project Priority Lists. Projects contained on this list are consistent with the CRTPA's Connections 2045 Regional Mobility Plan.

Two projects are removed from the list. Previously listed as Priority No. 1, annual funding for the operations of the Regional Transportation Management Center is moved to the recently introduced

Intelligent Transportation System and Safety Project Priority List. The second project, Thomasville Road Midtown Safety Improvements, is constructed.

PUBLIC INVOLVEMENT

The Capital Region Transportation Planning Agency (CRTPA) hosted two public meetings to present the CRTPA's Draft FY 2023 – FY 2027 PPLs (held in conjunction with the scheduled adoption of the Transportation Improvement Program). The first was an in-person meeting in Monticello. The second meeting, held in Tallahassee City Hall, provided the public an opportunity to participate virtually and in-person.

NEXT STEPS

Subsequent to Board adoption of the CRTPA FY 2023 – FY 2027 Transportation System Management and Safety Project Priority List, the list will be provided to the FDOT for consideration in the development of the Draft Five-Year Tentative Work Program. The Draft Tentative Work Program is scheduled to be presented to the CRTPA Board in the Fall of 2021.

After the release of the Draft Work Program, CRTPA staff will initiate development of the CRTPA FY 2023 – FY 2027 Transportation Improvement Program (TIP) incorporating the transportation projects in the CRTPA region that have received state and federal funding.

OPTIONS

- Option 1: Adopt the FY 2023 – FY 2027 Transportation System Management and Safety Project Priority List.
(Recommended)
- Option 2: Provide other direction.

ATTACHMENT

Attachment 5: DRAFT FY 2023 – FY 2027 Transportation System Management and Safety Project Priority List

Capital Region Transportation Planning Agency
Draft Transportation Systems Management and Safety Project Priority List
Fiscal Year 2023 - Fiscal Year 2027

Draft Transportation Sytems Management and Safety Project Priority List													
Priority Rank	Project Name/Limits	FDOT Work Program ID #	Programmed Funding						Project/Strategy	County	Length (miles)	Phase **	Notes
1	Orange Avenue (SR 373)		Phase	2022	2023	2024	2025	2026	Pedestrian Safety Improvements	Leon	1.2	PE/CST	Address safety issues through the addition of a midblock crossing(s) & sidewalk improvements.
2	Pensacola Street (SR 366)		Phase	2022	2023	2024	2025	2026	Access Management Enhancements	Leon	0.3	PE/CST	Address identified high crash rate. Traffic and Operations Analysis by RS&H for the CRTPA
3	Orange Avenue (SR 373)		Phase	2022	2023	2024	2025	2026	Intersection Improvement	Leon	0.1	PE	Address congestion at this intersection. Interim improvement until capacity project constructed.
4	Lake Bradford Rd/Stadium Dr/Gaines St/Varsity Dr		Phase	2022	2023	2024	2025	2026	Intersection/Operational Improvement	Leon	0.1	PE	An Operational Analysis is underway by the CRTPA. RS&H is the consultant firm completing the work.
* Also a Blueprint Intergovernmental Agency project													
** ABBREVIATIONS:													
FS - Feasibility Study													
PD&E - Project Development and Environment Study													
PE - Preliminary Engineering													
CST - Construction													
ROW - Right-of-Way													
													



June 15, 2021



AGENDA ITEM 7 A.6

CRTPA FISCAL YEAR (FY) 2023 – FY 2027 INTELLIGENT TRANSPORTATION SYSTEM PROJECT PRIORITY LIST

TYPE OF ITEM: Action

STATEMENT OF ISSUE

Staff is seeking approval of the CRTPA FY 2023 – FY 2027 Intelligent Transportation System Project Priority List (PPL), provided as ***Attachment 6***.

CRTPA COMMITTEE ACTIONS

The CRTPA's two (2) committees, Citizen's Multimodal Advisory Committee (CMAC) and Technical Advisory Committee (TAC), met on June 1, 2021 and recommended adoption of the Fiscal Year 2023 – FY 2027 Intelligent Transportation System PPL.

RECOMMENDED ACTION

Option 1: Adopt the CRTPA FY 2023 – FY 2027 Intelligent Transportation System Project Priority List.

BACKGROUND

The CRTPA annually adopts project priority lists that identify the ranked order of projects for which the agency is seeking transportation funding. Projects lists are developed for all modes of transportation. Once adopted, the lists are provided to the Florida Department of Transportation (FDOT). When developing the Annual Work Program FDOT consults the adopted CRTPA Project Priority Lists.

The Regional Transportation Management Center develops this list, which was developed for the first time last year. The No. One priority project, Operations funding for the Regional Transportation Management Center, was previously on the Transportation System Management list. Projects

contained on this list are identified in the Intelligent Transportation System Master Plan. Consistent with the FDOT Work Program, the Intelligent Transportation System PPL includes funding requests annually over the the five-year period.

PUBLIC INVOLVEMENT

The Capital Region Transportation Planning Agency (CRTPA) hosted two public meetings to present the CRTPA's Draft FY 2023 – FY 2027 PPLs (held in conjunction with the scheduled adoption of the Transportation Improvement Program). The first was an in-person meeting in Monticello. The second meeting, held in Tallahassee City Hall, provided the public an opportunity to participate virtually and in-person.

NEXT STEPS

Subsequent to Board adoption of the CRTPA FY 2023 – FY 2027 Intelligent Transportation System Project Priority List, the list will be provided to the FDOT for consideration in the development of the Draft Five-Year Tentative Work Program. The Draft Tentative Work Program is scheduled to be presented to the CRTPA Board in the Fall of 2021.

After the release of the Draft Work Program, CRTPA staff will initiate development of the CRTPA FY 2023 – FY 2027 Transportation Improvement Program (TIP) incorporating the transportation projects in the CRTPA region that have received state and federal funding.

OPTIONS

Option 1: Adopt the FY 2023 – FY 2027 Intelligent Transportation System Project Priority List.
(Recommended)

Option 2: Provide other direction.

ATTACHMENT

Attachment 6: DRAFT FY 2023 – FY 2027 Intelligent Transportation System Project Priority List

**Capital Region Transportation Planning Agency
Draft Intelligent Transportation System Project Priority List
Fiscal Year 2023 - Fiscal Year 2027**

Draft Intelligent Transportation System Safety Project Priority List												
Priority Rank	Project Name/Limits	FDOT Work Program ID #	Programmed Funding						County	Phase **	Funding Sought	Notes
1	Annual Operations and Maintenance <i>COT Regional Transportation Management Cntr.</i>	219785-2	Phase	2022	2023	2024	2025	2026	Leon	OPS	\$500,000	Annual funding request for operations and maintenance.
					\$500,000	\$500,000						
2	I-10 Trailblazers <i>Major Arterials - Various Locations</i>		Phase	2023	2024	2025	2026	2027	Leon	CST	3.26 M	FDOT has completed a cost analysis and provided the project estimate.
3	Advanced Traffic Management System Software Upgrades <i>Major Arterials - Various Locations</i>		Phase	2023	2024	2025	2026	2027	Leon	CST	\$60,000	Request funding amount biennially beginning in FY 23.
4	Cabinet Upgrades <i>Various Locations</i>		Phase	2023	2024	2025	2026	2027	Leon	CST	\$1M	Request funding amount annually for five years beginning in FY23. Total project cost estimated 5.3 M.
5	Transit Signal Priority ¹ Software Integration <i>Various Locations on StarMetro Transit Routes</i>		Phase	2023	2024	2025	2026	2027	Leon	CST	\$400,000	The hardware for the signal prioritization is installed. Project is listed as priority No. 3 on StarMetro Project List.

June 15, 2021



AGENDA ITEM 7 A.7

**CRTPA FISCAL YEAR (FY) 2023 – FY 2027
TALLAHASSEE INTERNATIONAL AIRPORT
PROJECT PRIORITY LIST**

TYPE OF ITEM: Action

STATEMENT OF ISSUE

Staff is seeking approval of the CRTPA FY 2023 – FY 2027 Tallahassee International Airport Project Priority Project List (PPL), provided as ***Attachment 7***.

CRTPA COMMITTEE ACTIONS

The CRTPA's two (2) committees, Citizen's Multimodal Advisory Committee (CMAC) and Technical Advisory Committee (TAC), met on June 1, 2021 and recommended adoption of the Fiscal Year 2023 – FY 2027 Tallahassee International Airport PPL.

RECOMMENDED ACTION

Option 1: Adopt the CRTPA FY 2023 – FY 2027 Tallahassee International Airport PPL.

BACKGROUND

The CRTPA annually adopts project priority lists that identify the ranked order of projects for which the agency is seeking transportation funding. Projects lists are developed for all modes of transportation. Once adopted, the lists are provided to the Florida Department of Transportation (FDOT). When developing the Annual Work Program FDOT consults the adopted CRTPA Project Priority Lists.

The Tallahassee International Airport develops this list. Projects contained on this list are identified in the Tallahassee International Airport Master Plan. Consistent with the five-year Work Program, the Tallahassee International Airport PPL is presented for each fiscal year.

PUBLIC INVOLVEMENT

The Capital Region Transportation Planning Agency (CRTPA) hosted two public meetings to present the CRTPA's Draft FY 2023 – FY 2027 PPLs (held in conjunction with the scheduled adoption of the Transportation Improvement Program). The first was an in-person meeting in Monticello. The second meeting, held in Tallahassee City Hall, provided the public an opportunity to participate virtually and in-person.

NEXT STEPS

Subsequent to Board adoption of the CRTPA FY 2023 – FY 2027 Tallahassee International Airport Project Priority List, the list will be provided to the FDOT for consideration in the development of the Draft Five-Year Tentative Work Program. The Draft Tentative Work Program is scheduled to be presented to the CRTPA Board in the Fall of 2021.

After the release of the Draft Work Program, CRTPA staff will initiate development of the CRTPA FY 2023 – FY 2027 Transportation Improvement Program (TIP) incorporating the transportation projects in the CRTPA region that have received state and federal funding.

OPTIONS

Option 1: Adopt the FY 2023 – FY 2027 Tallahassee International Airport Project Priority List.
(Recommended)

Option 2: Provide other direction.

ATTACHMENT

Attachment 7: DRAFT FY 2023 – FY 2027 Tallahassee International Airport Project Priority List

Fiscal Year 2023						
Priority Ranking	FDOT WP#	Description	Local	FDOT	FAA	Total
1	226792-9	Taxiway Bravo Rehabilitation-Design	190,000		1,710,000	1,900,000
2	442109-1	Terminal PLB Acquisition and Installation	546,754	546,754		1,093,508
3	442109-7	Parking Area Improvements	1,000,000	1,000,000		2,000,000
FY23 Total			1,736,754	1,546,754	1,710,000	4,993,508

Fiscal Year 2024						
Priority Ranking	FDOT WP#	Description	Local	FDOT	FAA	Total
1		Terminal Modernization	1,200,000	1,200,000		2,400,000
FY24 Total			1,200,000	1,200,000	0	2,400,000

Fiscal Year 2025						
Priority Ranking	FDOT WP#	Description	Local	FDOT	FAA	Total
1	226792-9	Taxiway Bravo Rehabilitation-Construction	500,000	500,000	9,000,000	10,000,000
2		Terminal Modernization	1,104,620	1,104,620		2,209,240
FY25 Total			1,604,620	1,604,620	9,000,000	12,209,240

Tallahassee International Airport Project Priorities
FDOT Fiscal Year 2023 - 2027

Fiscal Year 2026						
Priority Ranking	FDOT WP#	Description	Local	FDOT	FAA	Total
1	226792-9	Taxiway Bravo Rehabilitation-Construction	450,000	450,000	8,100,000	9,000,000
FY26 Total			450,000	450,000	8,100,000	9,000,000

Fiscal Year 2027						
Priority Ranking	FDOT WP#	Description	Local	FDOT	FAA	Total
1		Air Carrier Apron Improvements	1,450,000	1,450,000		2,900,000
2		Taxiway Charlie, Zulu and T-Hangar Rehabilitation & Lighting and Helicopter Parking (design)	175,000	175,000	3,150,000	3,500,000
FY27 Total			1,625,000	1,625,000	3,150,000	6,400,000



AGENDA ITEM 7B

TRANSPORTATION PERFORMANCE MEASURES – BICYCLE AND PEDESTRIAN SAFETY

STATEMENT OF ISSUE

Capital Region Transportation Planning Agency (CRTPA) staff will be making a presentation regarding Bicycle and Pedestrian Safety relating to the FDOT Transportation Performance Measures.

BACKGROUND

Transportation Performance Management (TPM) provides a strategic approach to connect investment and policy decisions to help achieve performance goals. Performance measures are quantitative criteria used to evaluate progress. Performance measure targets are the benchmarks against which progress is assessed using available data.

The Federal Highway Administration (FHWA) more fully defines Transportation Performance Management as “a strategic approach that uses system information to make investment and policy decisions to achieve national performance goals. Transportation Performance Management:

- Is systematically applied, a regular ongoing process.
- Provides key information to help decision makers to understand the consequences of investment decisions across transportation assets or modes.
- Improving communications between decision makers, stakeholders and the traveling public.
- Ensuring targets and measures are developed in cooperative partnerships and based on data and objective information.”

Performance-based planning ensures efficient investment of transportation funds by increasing accountability, providing transparency, and linking investment decisions to key outcomes related to seven (7) national goals:

Improving safety;
Maintaining infrastructure condition;
Reducing traffic congestion;
System reliability;
Freight movement and economic vitality;
Protecting the environment; and

Reducing delays in project delivery.

The Moving Ahead for Progress in the 21st Century Act (MAP-21, signed into law by President Obama on July 6, 2012) requires state departments of transportation (DOT) and metropolitan planning organizations (MPO), such as the CRTPA, conduct performance-based planning in seven (7) areas: safety, pavement condition, highway performance, bridge condition, freight movement, traffic congestion, and on-road mobile sources.

This agenda item is specifically presenting materials regarding “Safety” with details provided below.

Safety. Florida shares the national traffic safety vision “Toward Zero Deaths,” and formally adopted its own version of the national vision, “Driving Down Fatalities,” in 2012. FDOT and its traffic safety partners are committed to eliminating fatalities and reducing serious injuries with the understanding that the death of any person is unacceptable and based on that, zero is the target for all the safety performance measures.

The safety information provided by the FDOT is voluminous (this was presented to the CRTPA in [February](#)). However, this information has a database (Signal 4 Analytics) that can be accessed and is based on crash reports provided by law enforcement agencies across the state and with each MPO area. In the CRTPA Region, the reporting law enforcement agencies include:

- Florida Highway Patrol
- Leon County Sheriff’s Office
- Tallahassee Police Department
- Florida State University Police
- Quincy Police Department
- Monticello Police Department
- Chattahoochee Police Department
- Havana Police Department
- Wakulla County Sheriff’s Office

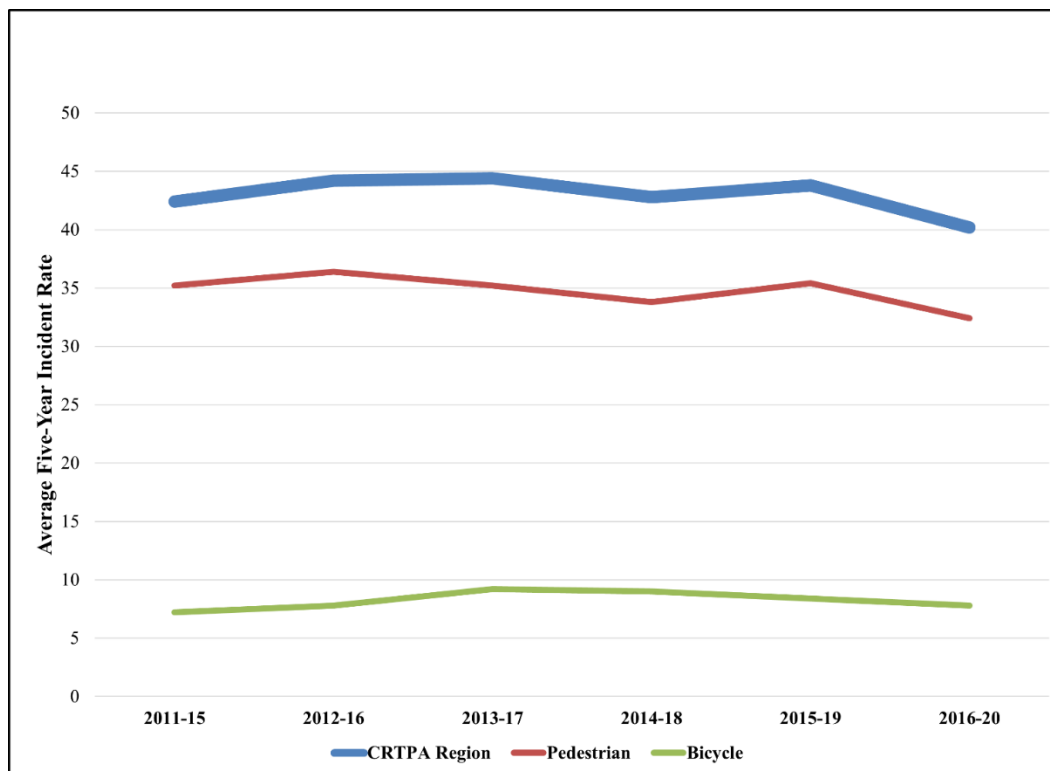
In reviewing the Non-Motorized (bicycle and pedestrian) safety data, specifically, “Fatalities (within 30 days)” and “Serious Injuries,” (defined as an incident that requires ambulatory service) there is a significant difference between the two modes, fatalities and serious injuries, and the counties in the CRTPA region. By grouping the bicycle and pedestrian data, the results are skewed due to pedestrian serious fatalities and serious crashes being much higher than the bike data. Therefore, CRTPA staff reviewed the data to understand the bikes versus motorized vehicles, pedestrian versus motorized vehicles, and the factors that contributed to crashes.

TPM Bike and Pedestrian Data

The initial information (combined Bicycle and Pedestrian Fatalities and Serious Injuries) reported to the CRTPA for non-motorized transportation is shown as the “blue” line in **Chart 1**. The “red” line represents the pedestrian data and the “green” line bicycle data. The red and green lines were added by CRTPA to show how these two modes combine to be represented by the blue line. Anyone

reviewing this data, as it was provided, could assume, for example, that the bicycle crash rate is horrible in the region based upon the location of the blue line being at 42.4 in 2011-2015. However, the actual bike rate is 7.2. While anything above “0” is not what we are striving to accomplish, the difference between 42.4 and 7.2 is significant and does not represent what is occurring in the region from a bicycle perspective. For this reason, CRTPA staff has separated the Bicycle and Pedestrian modes with further subdivision between Fatalities and Serious Injuries.

Chart 1 - Combined TPM Rates



Time Periods

Staff evaluated the entire data set from 2011–2020 to determine any trends. For more specific data relating to the TPM, the 2016–2020 data set was utilized. The 2016–2020 time period is not generated by the FDOT in the TPM report, it is generated by CRTPA staff using the 2020 data from Signal 4 Analytics. The time period for the reporting of the data will be noted in the discussion.

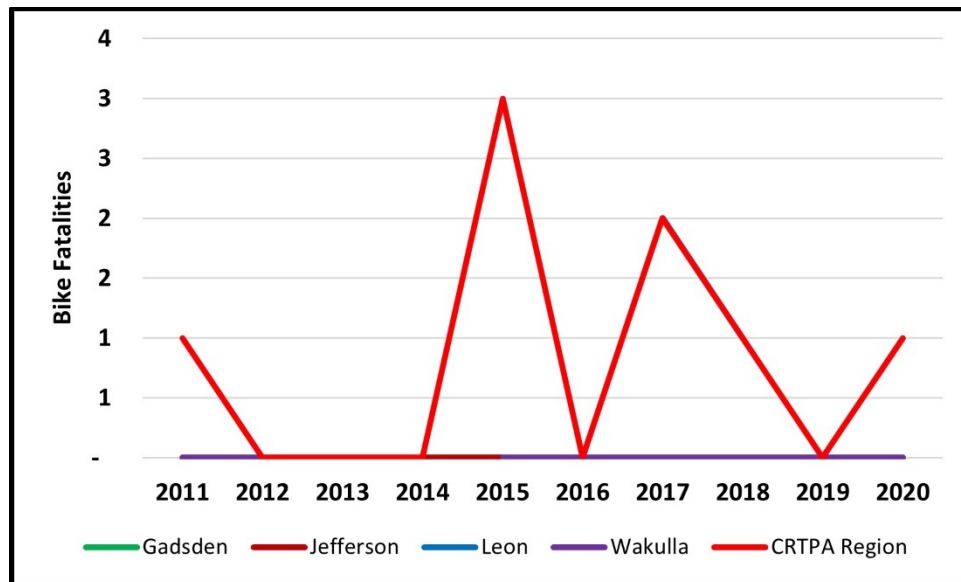
Maps and Tables

Under the bicycle and pedestrian discussion on the following pages there are “Map” links to the location of the serious injuries and fatalities that are based on the database from Signal 4 Analytics. Additionally, there are “Tables” that have the information by year, county, and region for serious injuries and fatalities that is based on the crash reports behind the maps. In some instances, the maps and the tables will vary due to inconsistencies with the database and the reports in terms of whether the crash was with a pedestrian or a bicyclist. Staff can make that adjustment to the data, but not the database from Signal 4 Analytics for the maps.

Bicycle Fatalities

All the bicycle fatalities that have occurred in the CRTPA Region happened in Leon County. Given the population, density and opportunities available for bicycle use in Leon County there would be a natural expectation to have a higher rate than other counties for all bicycle and pedestrian data. In total (2011-2020) there were eight (8) fatalities, with four (4) occurring in the 2016-2020 time period. The Bicycle Fatalities from 2011-2020 is shown as **Chart 2** and detailed in **Table 1**. It should be noted that in early 2021 there was a bicycle fatality in Wakulla County.

Chart 2 – CRTPA Region Bicycle Fatality By County and Region



Contributing Factors to Bicycle Fatalities

The contributing factors by bicyclists to these fatalities included not being visible, improper turning/merging, in the roadway improperly, failing to yield right of way, and failure to obey traffic signs, signals or officers. This is the only area of fatalities and serious injuries where only one group contributed to these incidents. It should be noted that there is one fatality where the contributing factors are unknown.

Alcohol and Drugs

Alcohol and drugs contributed to one (3) of the bicycle fatalities (2011-2020) and one (1) in the 2016-2020 time period.

Table 1 - Bicycle Fatalities By County and Region

Location	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020
Gadsden	-	-	-	-	-	-	-	-	-	-
Jefferson	-	-	-	-	-	-	-	-	-	-
Leon	1				3		2	1		1
Wakulla	-	-	-		-	-	-	-	-	-
CRTPA Region	1	-	-	-	3	-	2	1	-	1

Other Factors

These factors include Time of Day (**Chart 3**), Lighting (**Chart 4**), Age of Fatality or Seriously Injured (**Chart 5**) and Age of Driver (**Chart 6**). The “Time of Day” factor can help identify locations that have higher incident locations at high user times to potentially add safety improvements to those areas. Lighting is always an issue that may need to be improved in locations for all users. Pinpointing locations for these improvements are key to reducing conflicts. The ages of the bike, pedestrian or vehicle operator can point to educational safety improvements such as Public Service Announcements, signage, or intersection at key locations.

Maps of Bicycle Fatalities

Maps can be found using the links below. It should be noted that there was a bike fatality at the end of 2020 that has not been updated to the maps and therefore is not included.

[2017 Bike Fatalities](#)

[2018 Bike Fatalities](#)

[2020 Bike Fatalities](#)

[Combined Fatalities Map](#)

Chart 3 – Bike Fatalities By Time of Day (2011-2020)

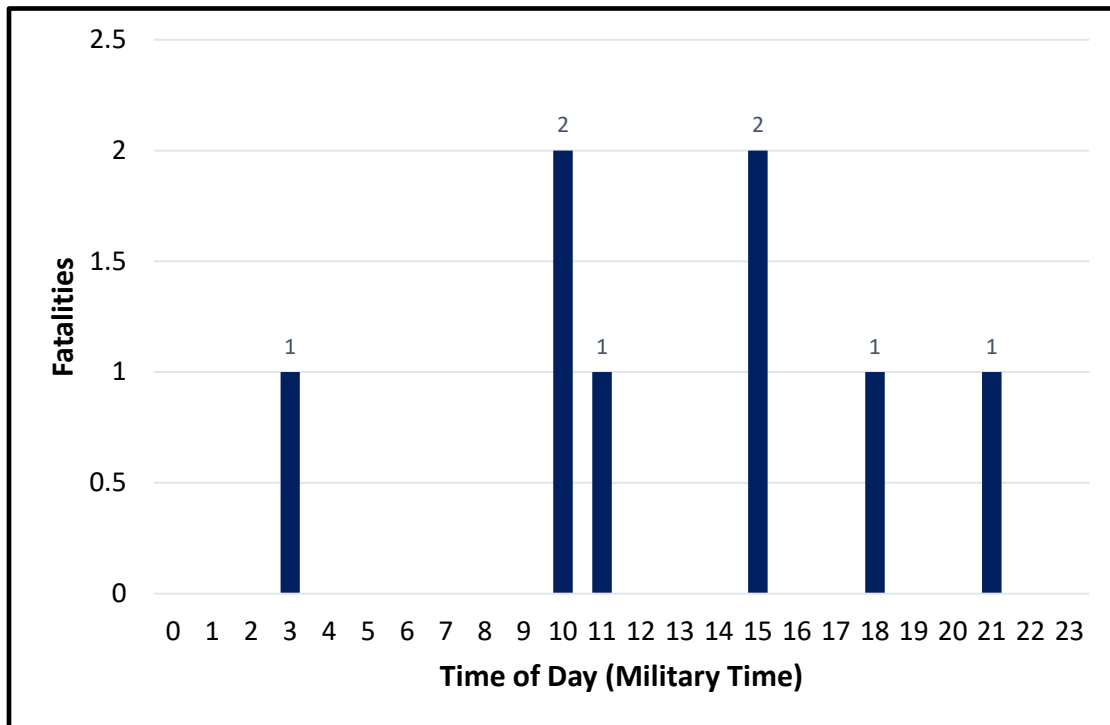


Chart 4 - Bike Fatalities By Lighting Conditions (2011-2020)

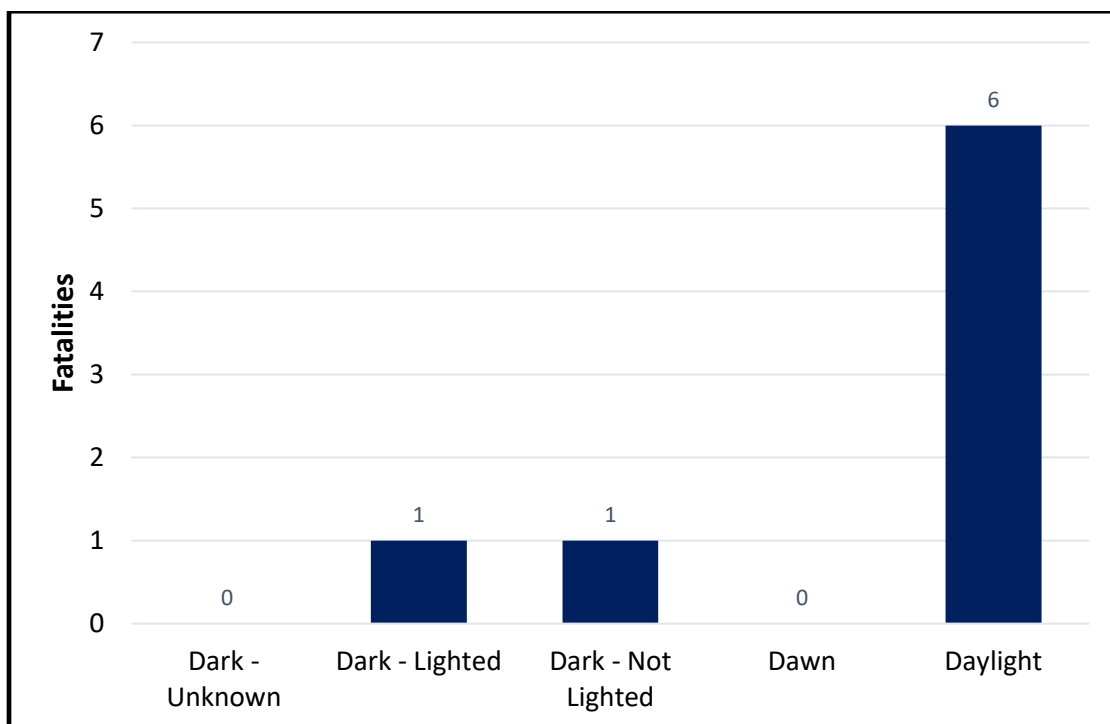


Chart 5 - Bike Fatalities By Age (2011-2020)

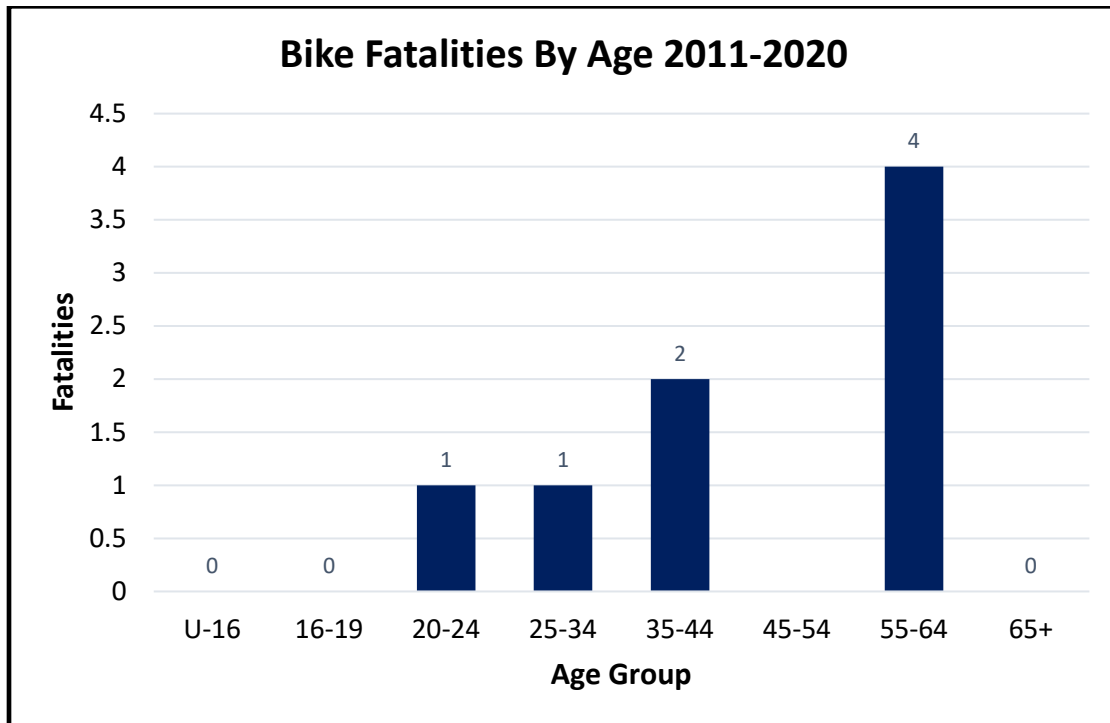
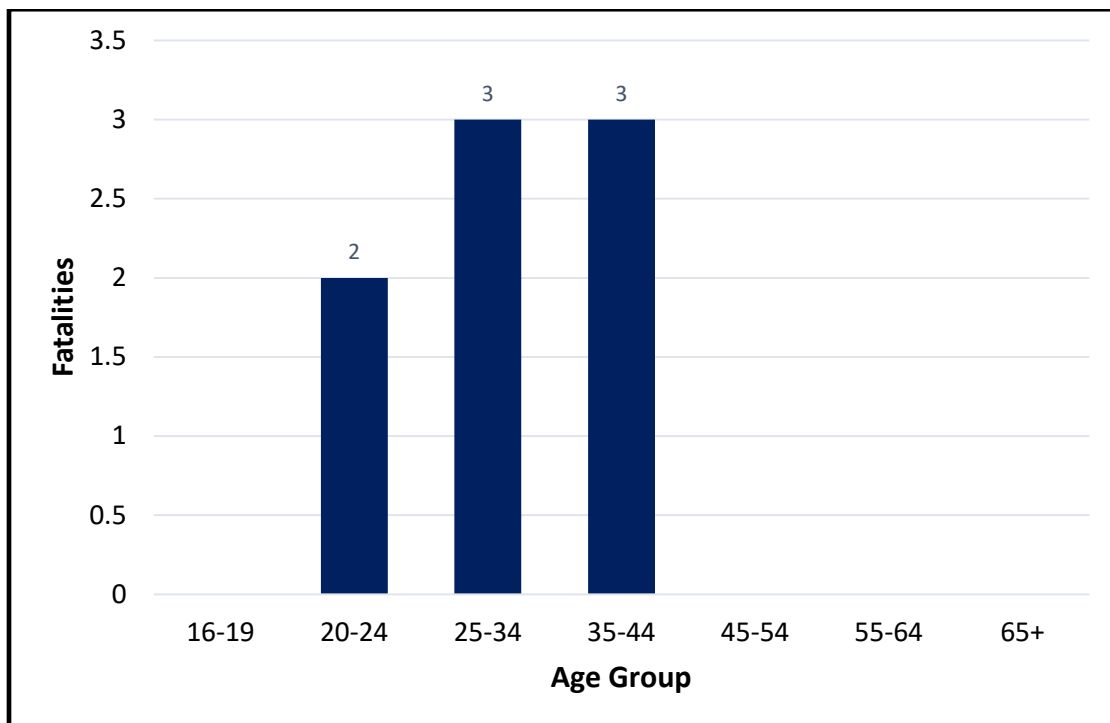


Chart 6 - Bike Fatalities By Driver Age 2011-2020



Bicycle Serious Injuries

There were fifty-seven (57) bicycle serious injuries throughout the region in the 2011-2020 period. In the 2016-2020 period there were thirty-two (32) occurrences that were limited to Leon County (31) and Wakulla County (2). The Bicycle Serious Injuries from 2011-2020 is shown as **Chart 7** and detailed in **Table 2**.

Contributing Factors to Bicycle Serious Injuries

The contributing factors by bicyclists to serious injuries include failure to yield right of way (10 times), riding the wrong way (6 times) and not being visible (6 times). In some instances, multiple factors were identified as contributing to the incident. The contributing factors by drivers included failure to yield right of way (10 times) and operating the vehicle in a careless or negligent manner (8 times).

Alcohol

There were three (3) instances, between 2011 and 2020, where the **bicyclist** had an alcohol level over the legal limit. There were no instances of the **driver** being intoxicated.

Distracted Driving

In between 2011 and 2020, there was one (1) instance that a **bicyclist** was distracted and contributed to the incident while distracted driving was a contributing factor eight (8) times by **drivers**.

Hit and Run/Unknown

There was one (1) instance where the bicyclist was a hit and run victim, and four (4) instances where it was unknown what contributed to the incident involving the bicyclist.

Chart 7 – Bicycle Serious Injury Rates

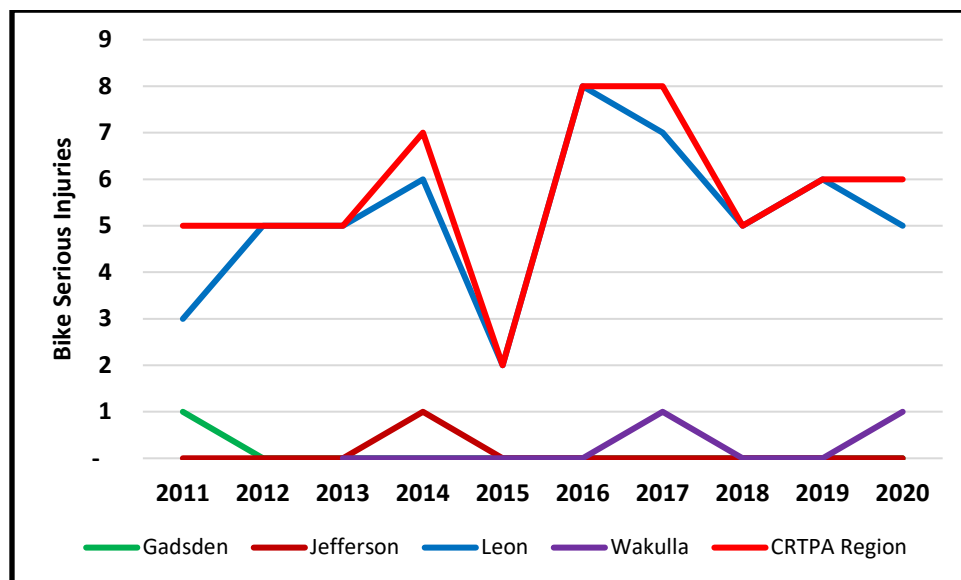


Table 2 - Bicycle Serious Injuries by County and Region

Location	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020
Gadsden	1	-	-	-	-	-	-	-	-	-
Jefferson	-	-	-	1	-	-	-	-	-	-
Leon	3	5	5	6	2	8	6	5	7	5
Wakulla	1		-	-	-	-	1	-	-	1
CRTPA Region	5	5	5	7	2	8	7	5	7	6

Other Factors

These factors include Time of Day (**Chart 8**), Lighting (**Chart 9**), Age of Fatality or Seriously Injured (**Chart 10**) and Age of Driver (**Chart 11**). The Age of Driver category does not equal 57 (the number of serious bike injuries, because of 4 unknown drivers.

Maps of Bicycle Serious Injuries

Maps can be found using the links below.

[2016 Bike Serious Injuries](#)

[2017 Bike Serious Injuries](#)

[2018 Bike Serious Injuries](#)

[2019 Bike Serious Injuries](#)

[2020 Bike Serious Injuries](#)

[Combined Bike Serious Injuries](#)

[Inset Bike Serious Injuries](#)

Chart 8 - Bike Serious Injuries By Time of Day (2011-2020)

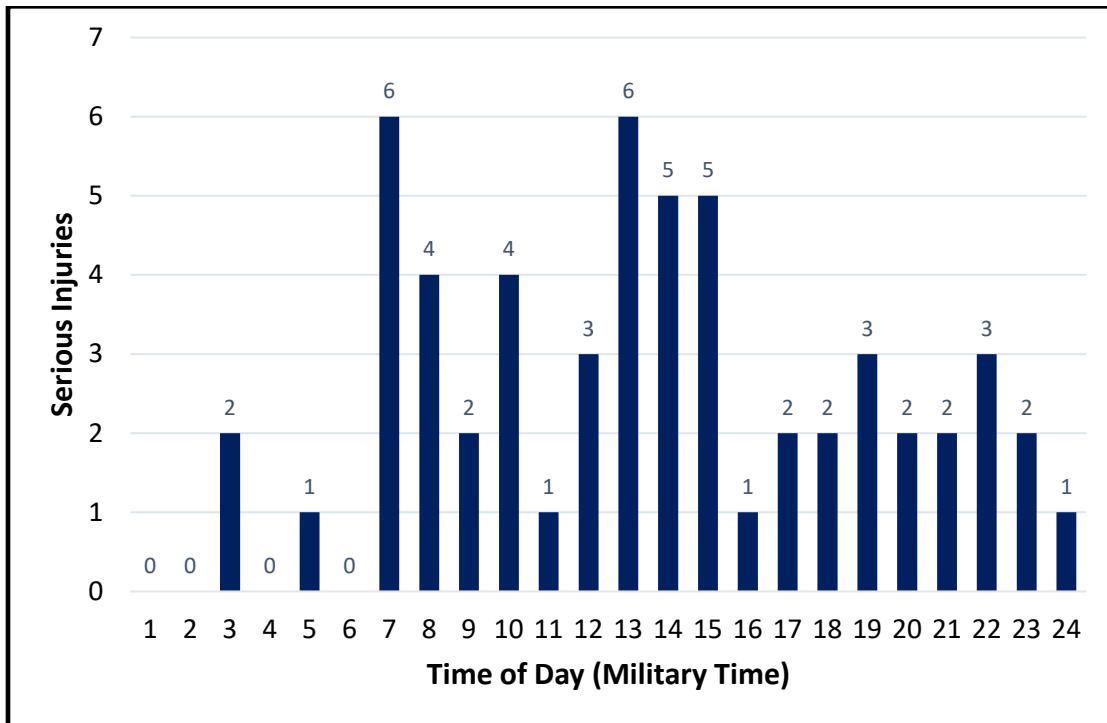


Chart 9 - Bike Serious Injuries By Lighting Conditions (2011-2020)

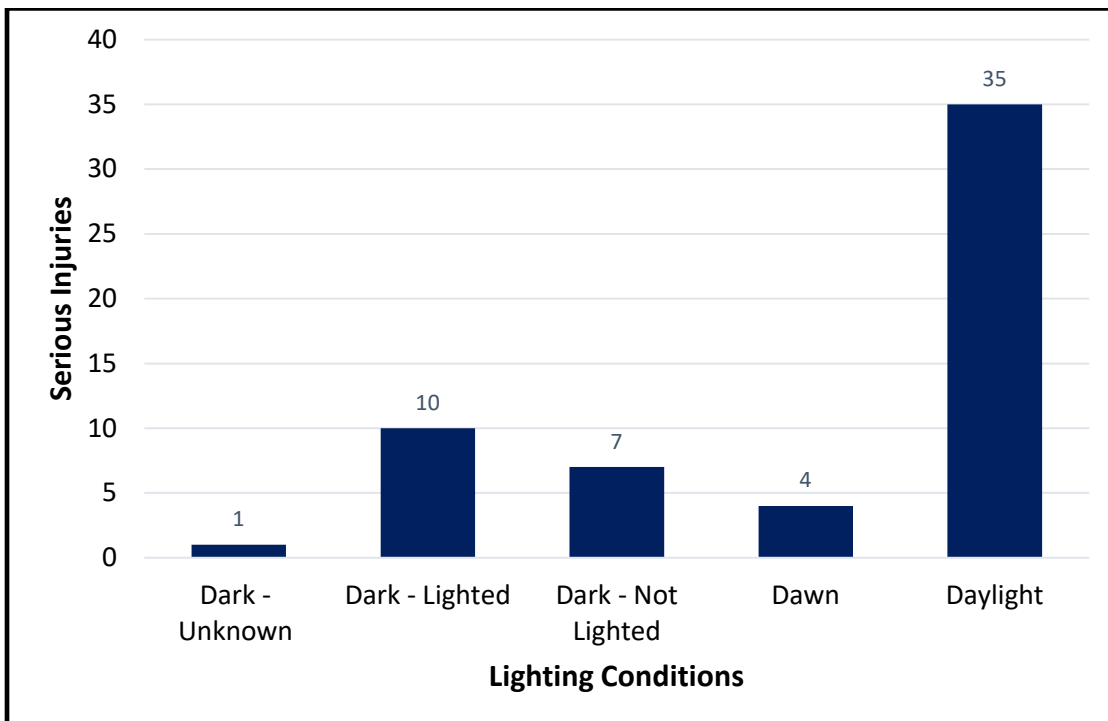


Chart 10 – Bike Serious Injuries by Age (2011-2020)

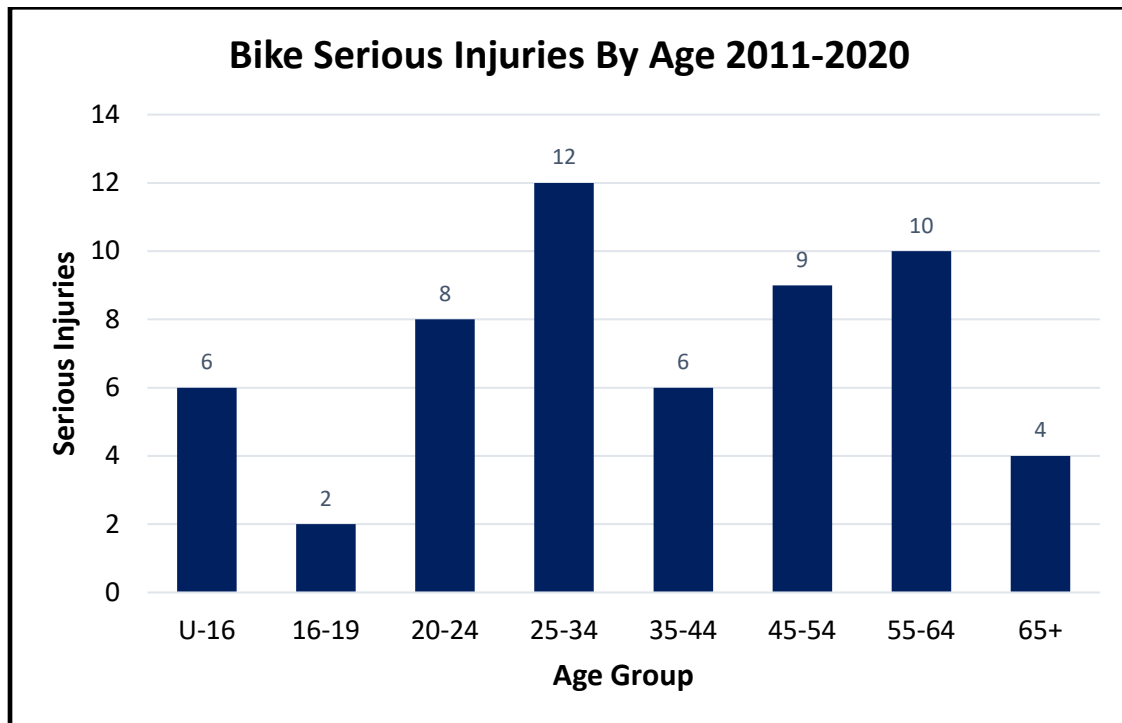
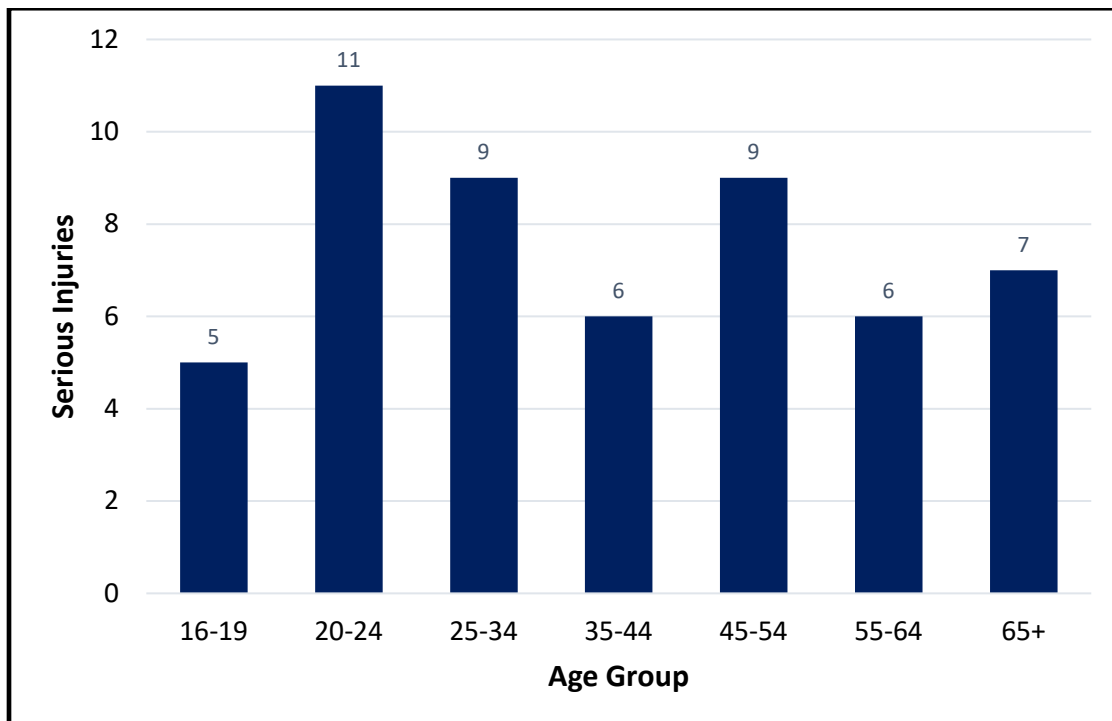


Chart 11 - Bike Serious Injuries By Driver Age (2011-2020)



Pedestrian Fatalities

In total, there were ninety-two (92) pedestrians killed in the 2011-2020 period with fifty-three (53) occurring between 2016 and 2020. The Pedestrian Fatalities from 2011-2020 is shown as **Chart 12** and detailed in **Table 3**.

Contributing Factors to Pedestrian Fatalities

The contributing factors by pedestrians to fatalities (2011-2020) includes being in the roadway improperly (34 times), not being visible (14 times), failure to yield right of way (12 times) and dashing/darting (11 times). The contributing factors by drivers included operating the vehicle in a careless or negligent manner (7 times), failure to stay in proper lane (7 times) and ran off the road (4 times).

Alcohol and Drugs

The single largest contributor to pedestrian fatalities was alcohol and drugs, or both. **Pedestrians** contributed (2011-2020) to fourteen (14) incidents due to alcohol and eleven (11) to drugs. **Drivers** contributed two times (2) via alcohol and seven (7) times due to drugs. There was even one instance where both the pedestrian and driver had alcohol and drugs in their systems.

Distracted Driving

There were seven (7) instances in the 2011-2020 period where the **Driver** was distracted driving. Distracted Driving is not just phone related, but glare, falling asleep at the wheel, inattentive, eating food, domestic disputes, etc...

Hit and Run/Unknown

In addition to the other factors, there were seven (7) hit and runs and four (4) unknown instances of the pedestrian being killed. In three (3) of the hit and run crashes, the driver was later identified.

Other Factors

These factors include Time of Day (**Chart 13**), Lighting (**Chart 14**), Age of Fatality or Seriously Injured (**Chart 15**) and Age of Driver (**Chart 16**). The Age of Driver category does not equal 92 (the number of pedestrians killed, because of 4 unknown drivers).

Maps of Pedestrian Fatalities

Maps can be found using the links below.

[2016 Pedestrian Fatalities](#)

[2017 Pedestrian Fatalities](#)

[2018 Pedestrian Fatalities](#)

[2019 Pedestrian Fatalities](#)

[2020 Pedestrian Fatalities](#)

[Combined Pedestrian Fatalities](#)

[Inset Pedestrian Fatalities](#)

Chart 12 – Pedestrian Fatalities By County and Region

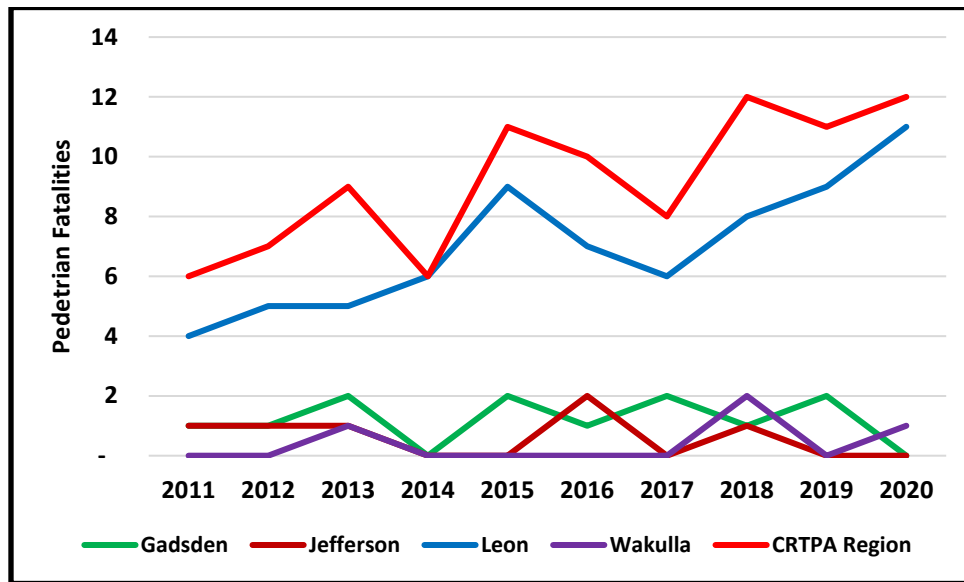


Table 3 - Pedestrian Fatalities by County and Region

Location	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020
Gadsden	1	1	2	-	2	1	2	1	2	-
Jefferson	1	1	1	-	-	2	-	1	-	-
Leon	4	5	5	6	9	7	6	8	9	11
Wakulla	-	-	1	-	-	-	-	2	-	1
CRTPA Region	6	7	9	6	11	10	8	12	11	12

Chart 13 - Pedestrian Fatalities By Time of Day (2011-2020)

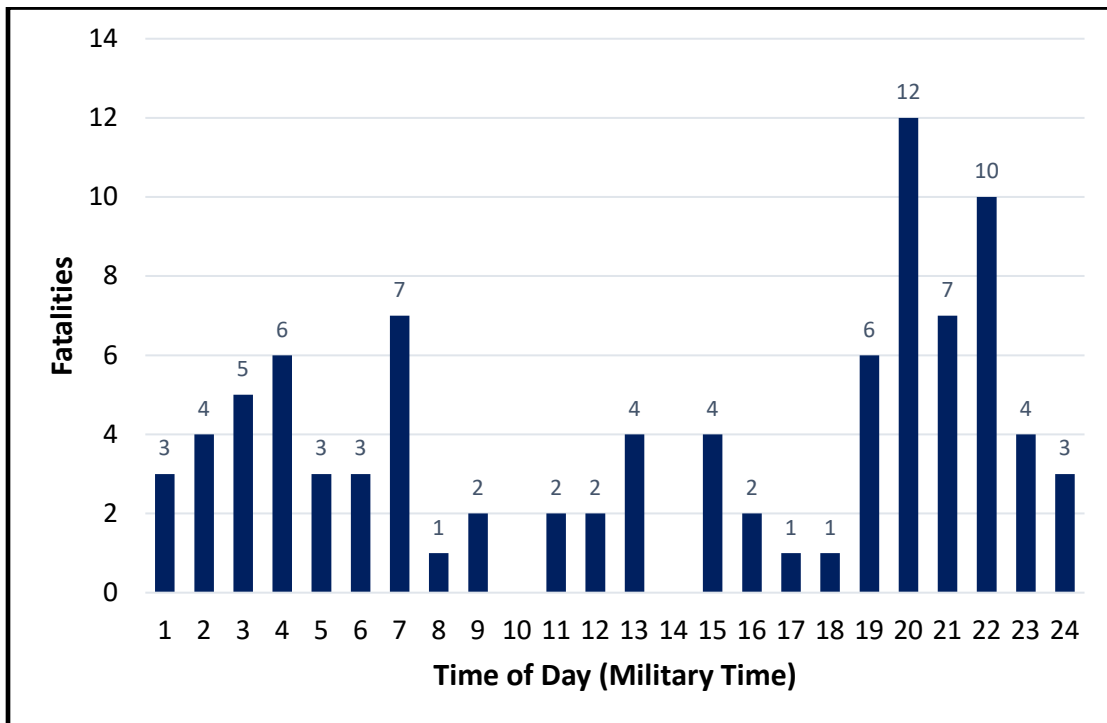


Chart 14 - Pedestrian Fatalities By Lighting Conditions (2011-2020)

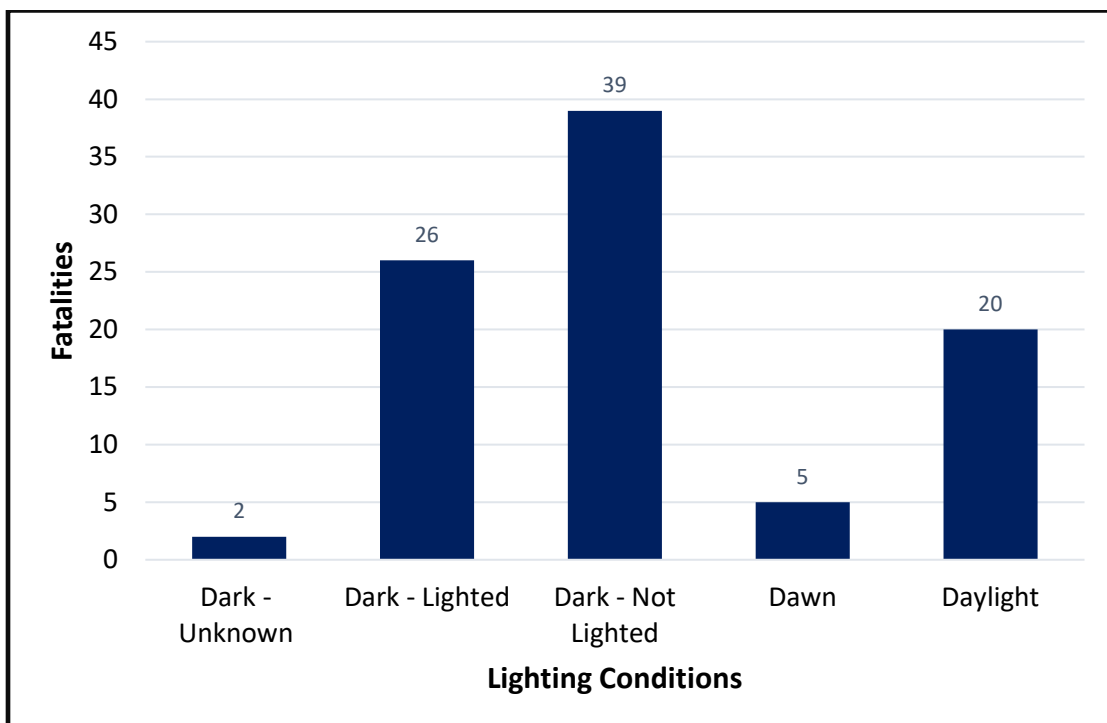


Chart 15 - Pedestrian Fatalities By Age (2011-2020)

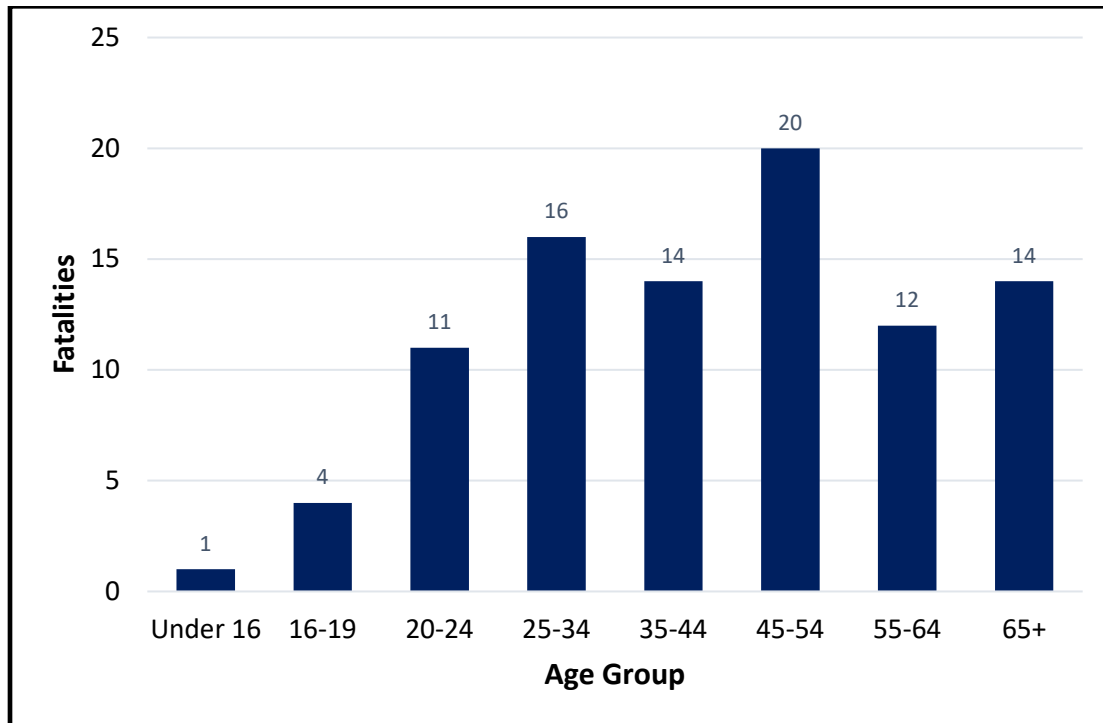
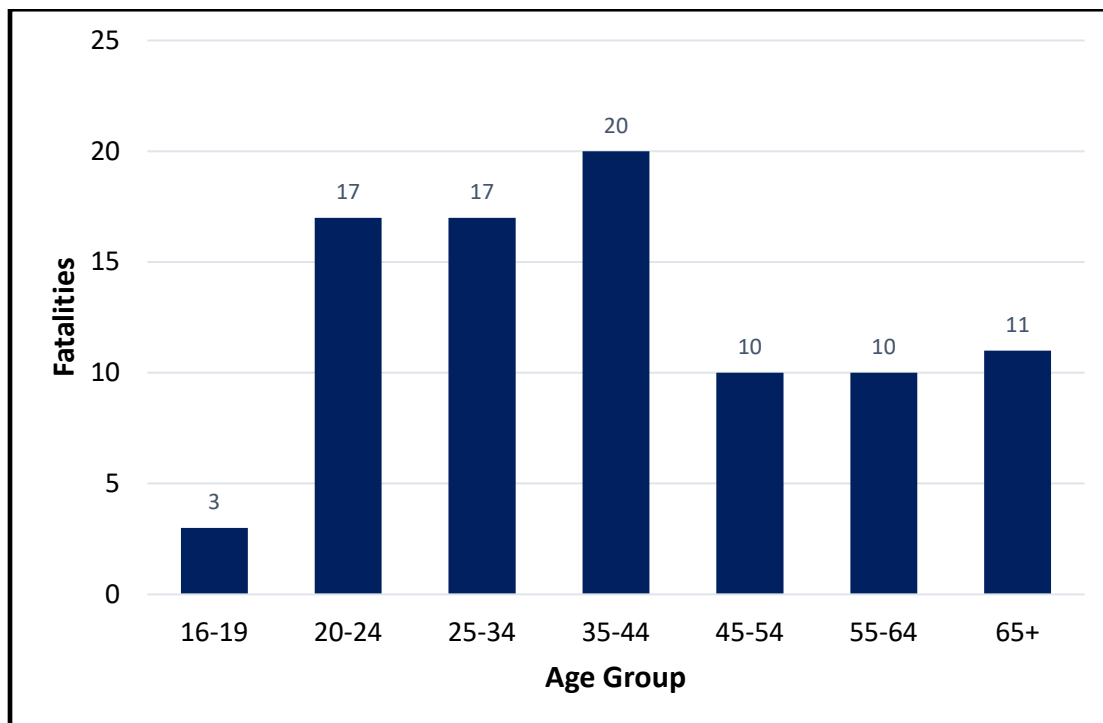


Chart 16 - Pedestrian Fatalities By Driver Age (2011-2020)



Pedestrian Serious Injuries

In total, there were 196 pedestrians seriously injured in the 2011-2020 period with 105 occurring between 2016 and 2020. The Pedestrian Serious Injuries is shown as **Chart 17** and detailed in **Table 4**.

Contributing Factors to Pedestrian Serious Injuries

The contributing factors by pedestrians to serious injuries (2011-2020) included dashing and darting (37 times), being in the roadway improperly (35 times), and failure to yield right of way (23 times). The contributing factors by drivers included operating the vehicle in a careless or negligent manner (28 times) and failure to yield right of way (10 times).

Alcohol and Drugs

The single largest contributor to pedestrian serious injuries was alcohol and drugs, or both.

Pedestrians contributed (2011-2020) to thirty-two (32) incidents due to alcohol and five (5) to drugs.

Drivers contributed five (5) times to crashes due to alcohol use and one time (1) with drugs.

Distracted Driving

There were thirteen (13) instances in the 2011-2020 period where the **Driver** was distracted driving.

Hit and Run/Unknown

In addition to the other factors, there were eighteen (18) hit and runs and fifteen (15) unknown instances of the pedestrian being seriously injured. There were nine (9) instances where the incident was both unknown and a hit and run.

Chart 17 – Pedestrian Serious Injury By County and Region

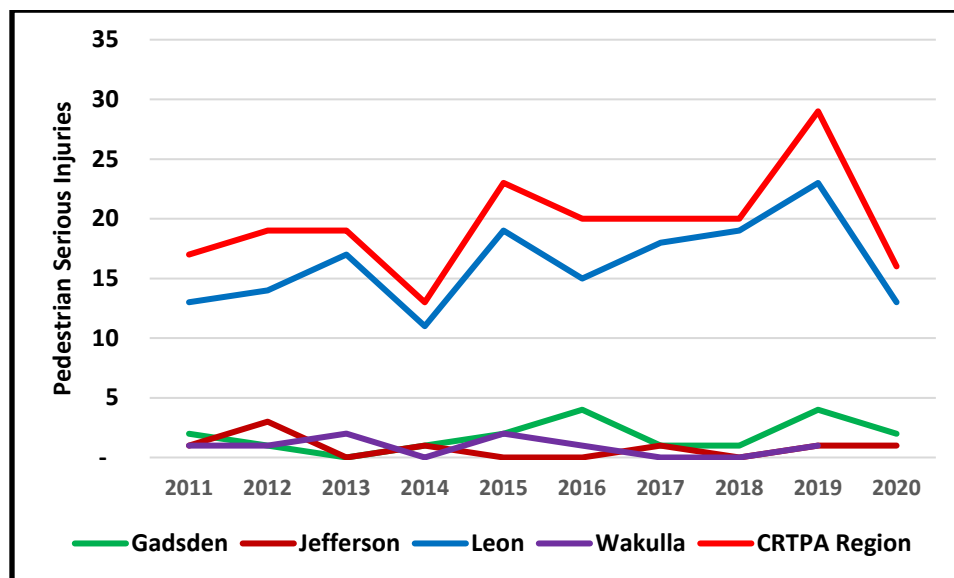


Table 4 - Pedestrian Serious Injuries by County and Region

Location	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020
Gadsden	2	1	-	1	2	4	1	1	4	2
Jefferson	1	3	-	1	-	-	1	-	1	1
Leon	13	14	17	11	19	15	18	19	23	13
Wakulla	1	1	2	-	2	1	-	-	1	
CRTPA Region	17	19	19	13	23	20	20	20	29	16

Other Factors

These factors include Time of Day (**Chart 18**), Lighting (**Chart 19**), Age of Fatality or Seriously Injured (**Chart 20**) and Age of Driver (**Chart 21**).

Records from Gadsden, Jefferson and Wakulla

There were six (6) incidents that did not have detailed information regarding the age of the driver or contributing factors to the crashes. Therefore, the basic details of the incidents were incorporated into the data.

Maps of Pedestrian Serious Injuries

Maps can be found using the links below.

[2016 Pedestrian Serious Injuries](#)

[2017 Pedestrian Serious Injuries](#)

[2018 Pedestrian Serious Injuries](#)

[2019 Pedestrian Serious Injuries](#)

[2020 Pedestrian Serious Injuries](#)

[Combined Pedestrian Serious Injuries](#)

[Inset Pedestrian Serious Injuries](#)

Chart 18 - Pedestrian Serious Injuries By Time of Day (2011-2020)

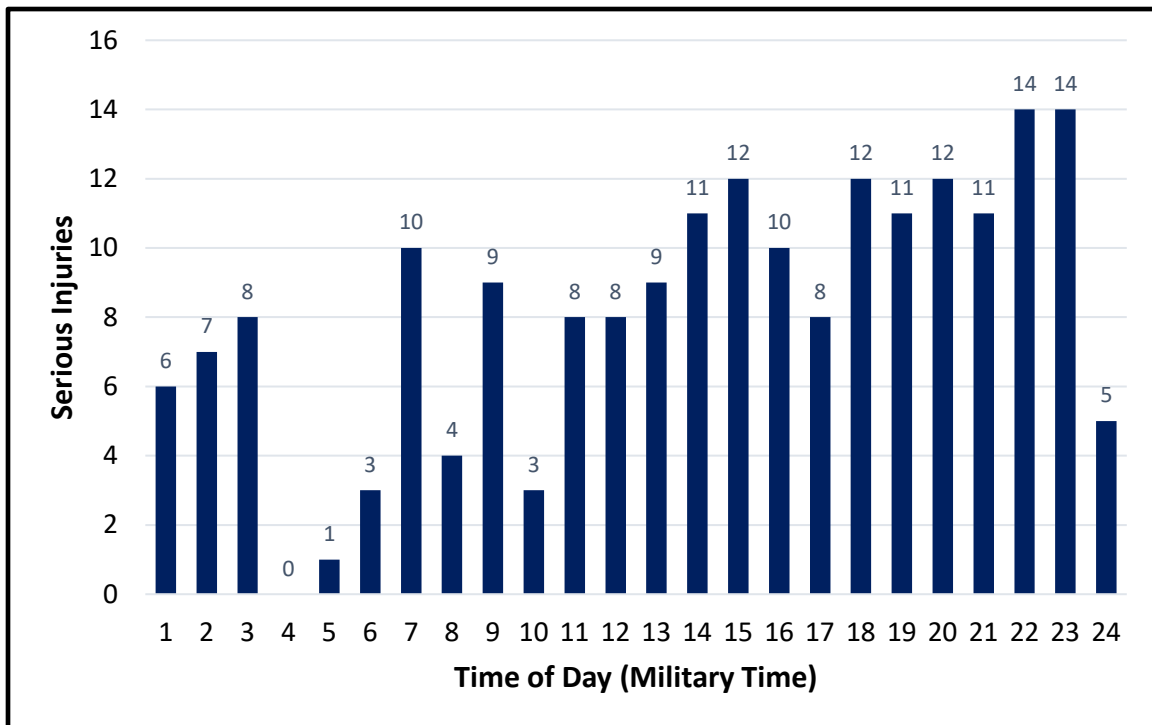


Chart 19 - Pedestrian Serious Injuries By Lighting Conditions (2011-2020)

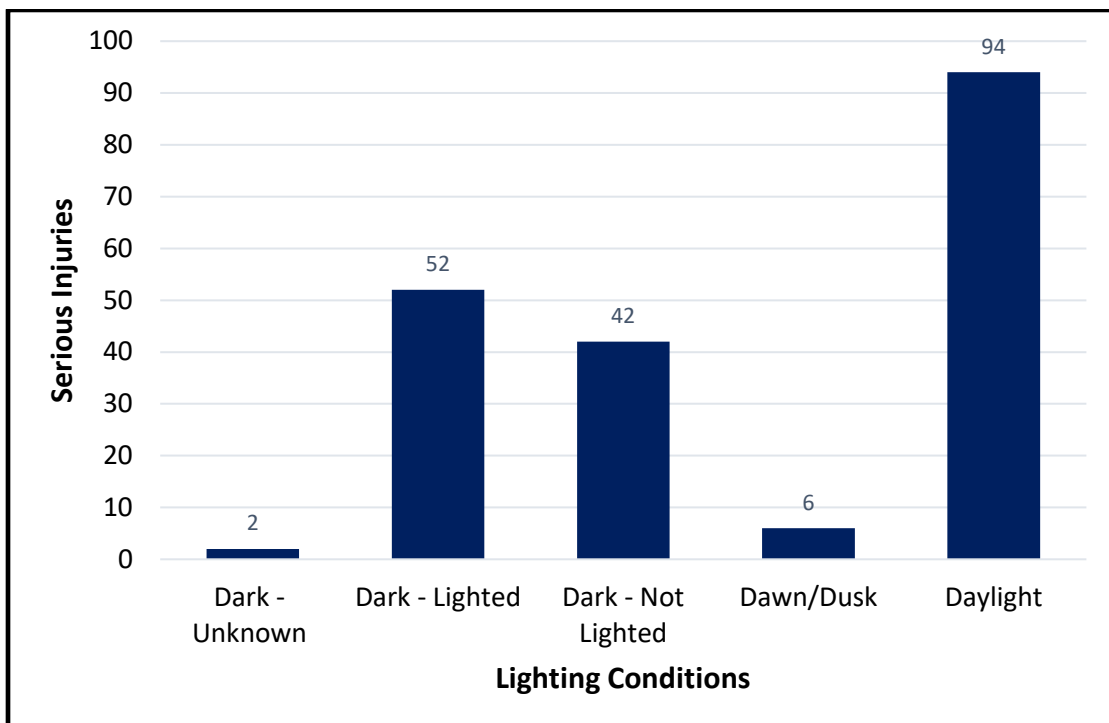


Chart 20 - Pedestrian Serious Injuries By Age (2011-2020)

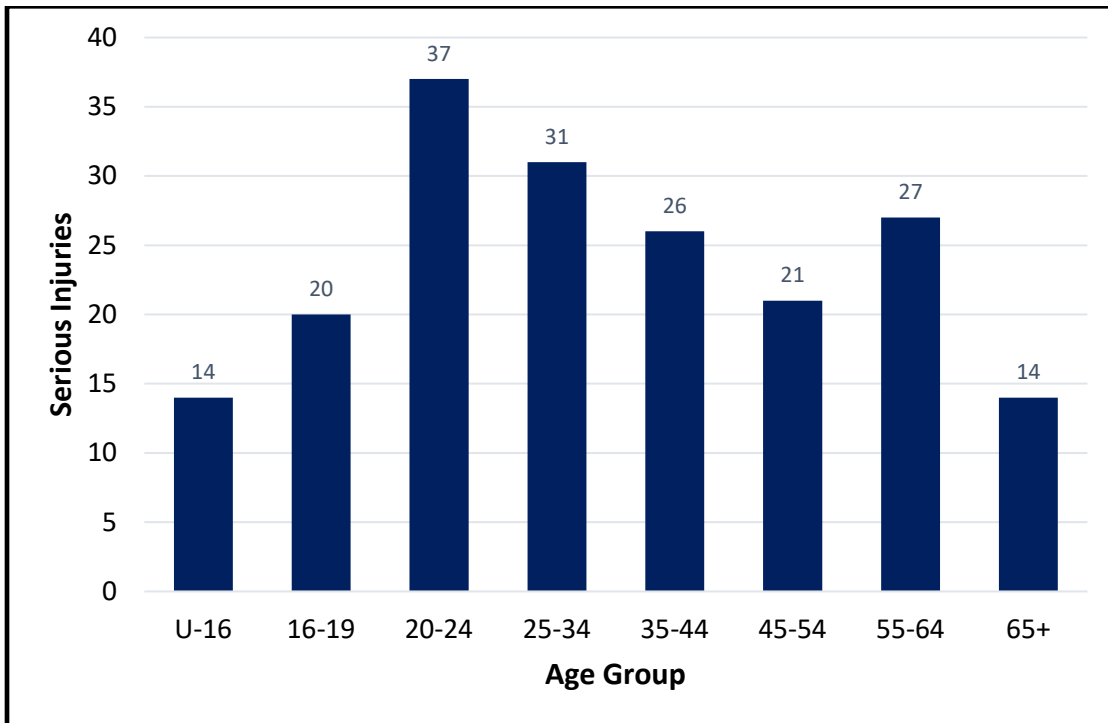
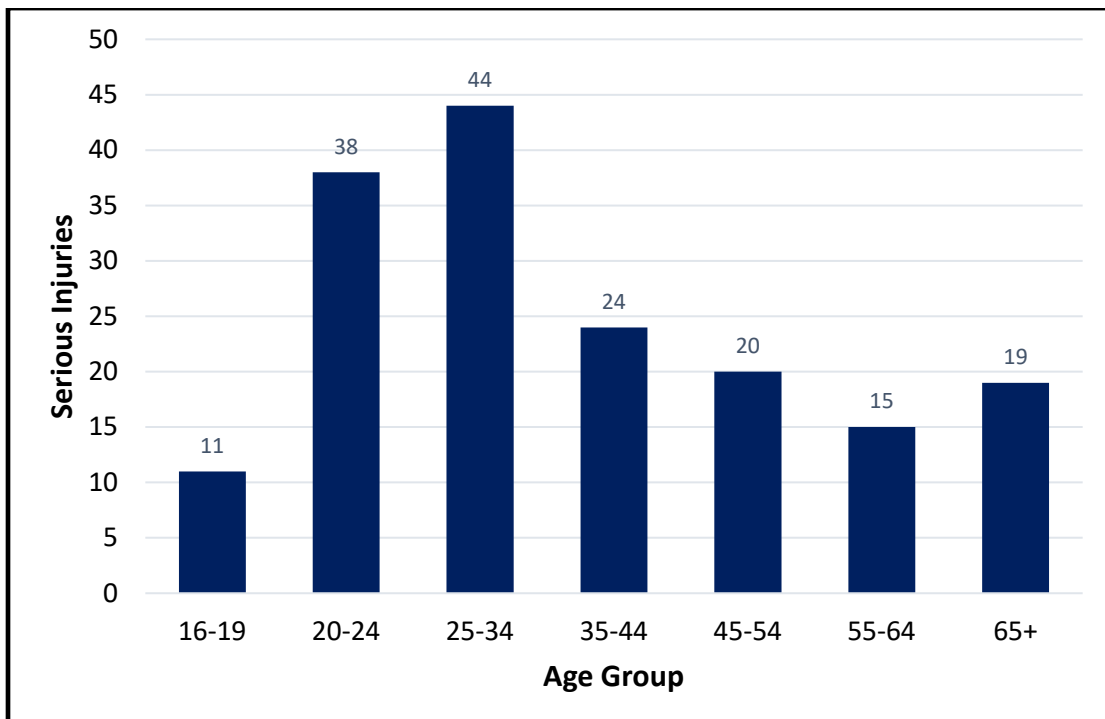


Chart 21 - Pedestrian Serious Injuries By Driver Age (2011-2020)



NEXT STEPS

Having the data to identify potential safety issues is the first step in a process to begin making improvements to address bicycle and pedestrian safety issues. There are multiple approaches that CRTPA staff will take to identify and develop a series of projects that will begin to provide a safer bike and pedestrian environment. These approaches include the identification of high incident locations (which are potentially corridor review than spot specific), develop projects for the General Planning Consultants to evaluate the locations, incorporate projects into the Congestion Management Plan for consideration, and create a safety plan. Additionally, CRTPA staff will be reviewing the recently completed Pedestrian and Bicycle Safety High Visibility Education and Enforcement Campaign (performed by the Tallahassee Police Department) to determine the effectiveness of the program and the potential to continue the effort.

ATTACHMENT

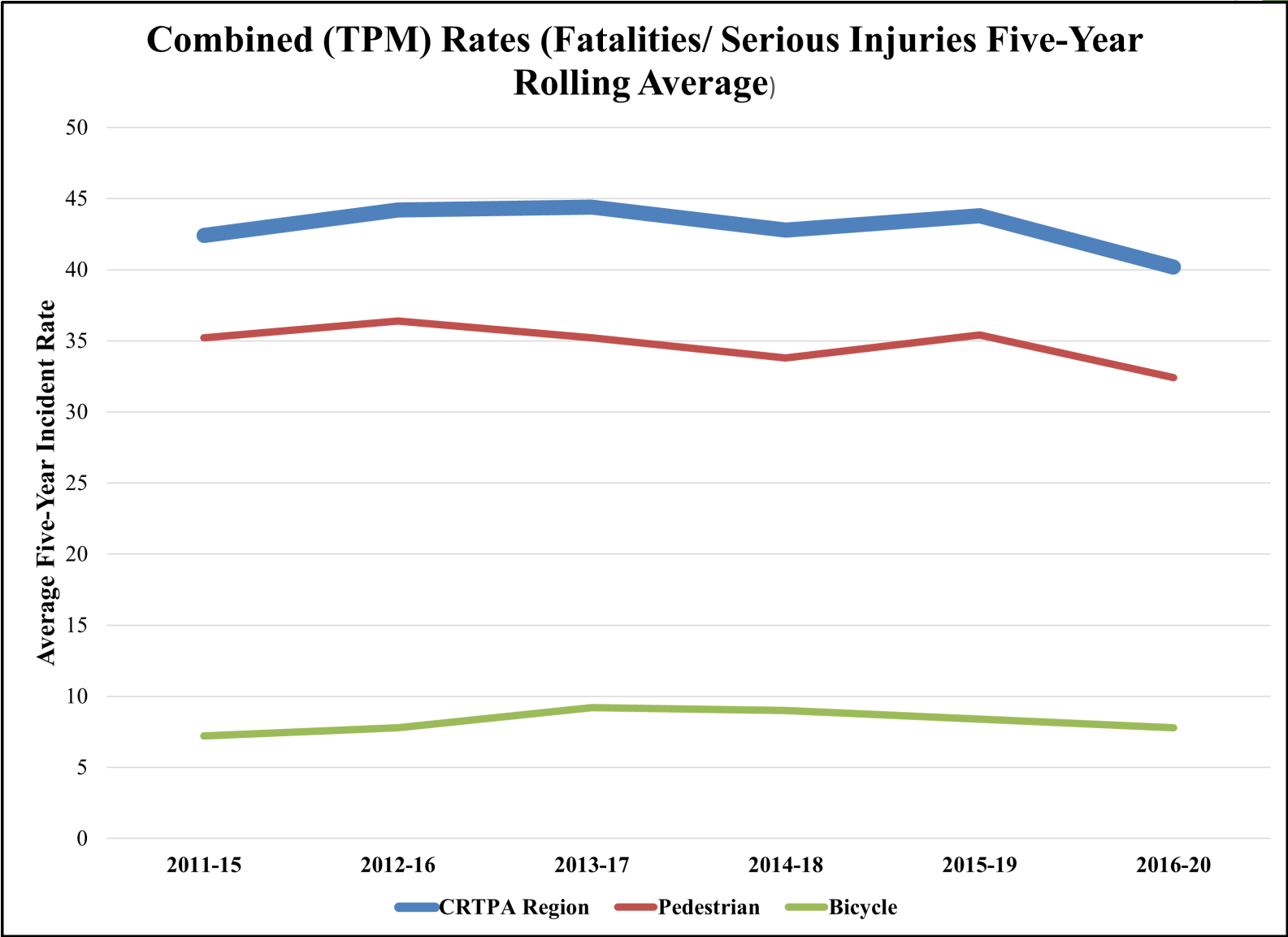
Attachment 1: DRAFT Presentation



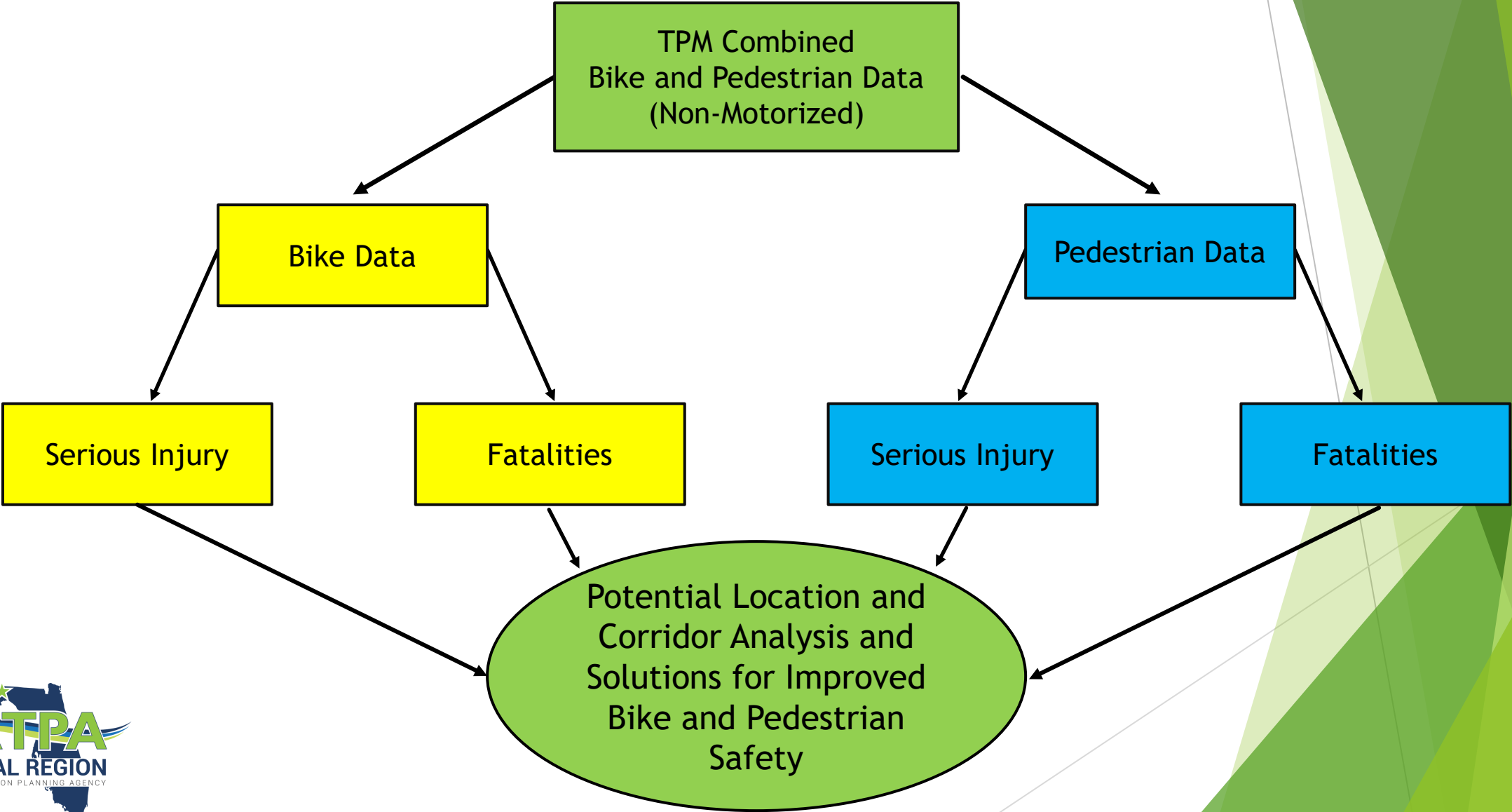
Bicycle and Pedestrian Safety

DRAFT

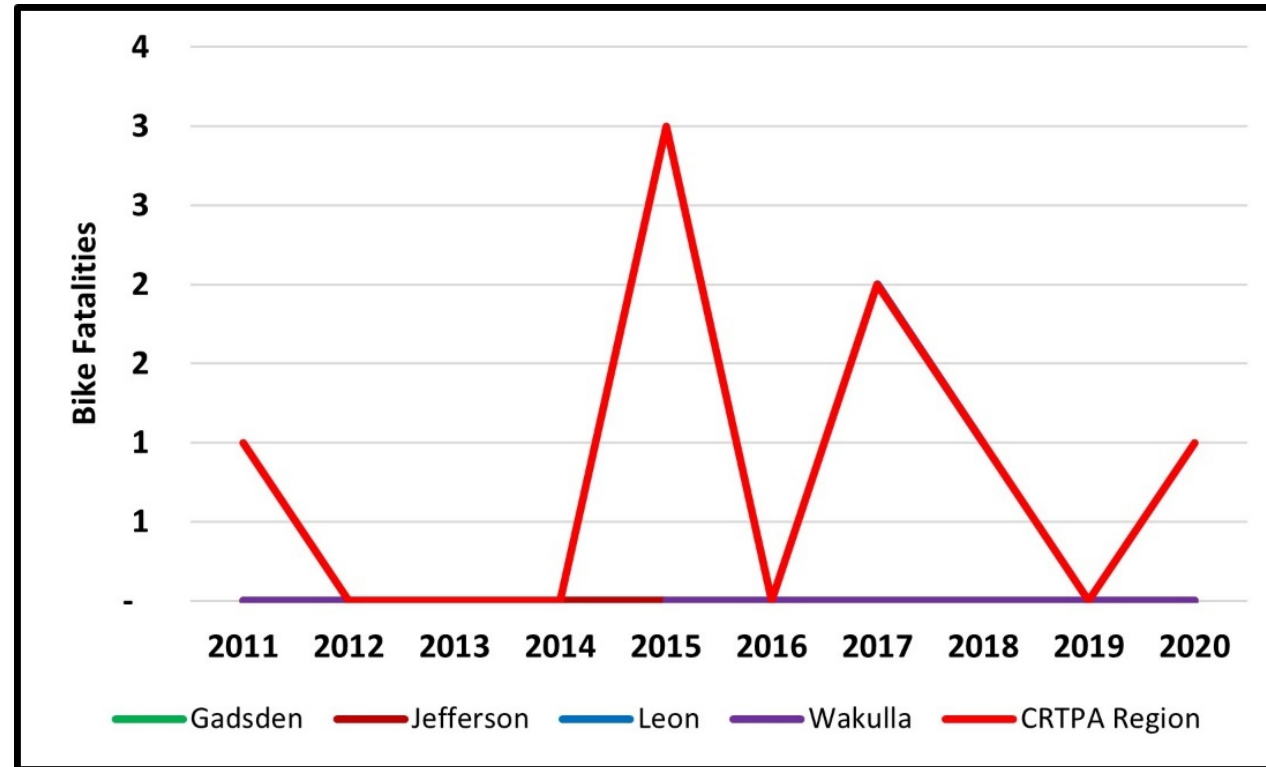
Existing Transportation Performance Measure (TPM) Data Plus 2011-2020



Divide TPM Between Bike and Pedestrian and Subdivide by Fatalities and Serious Injuries

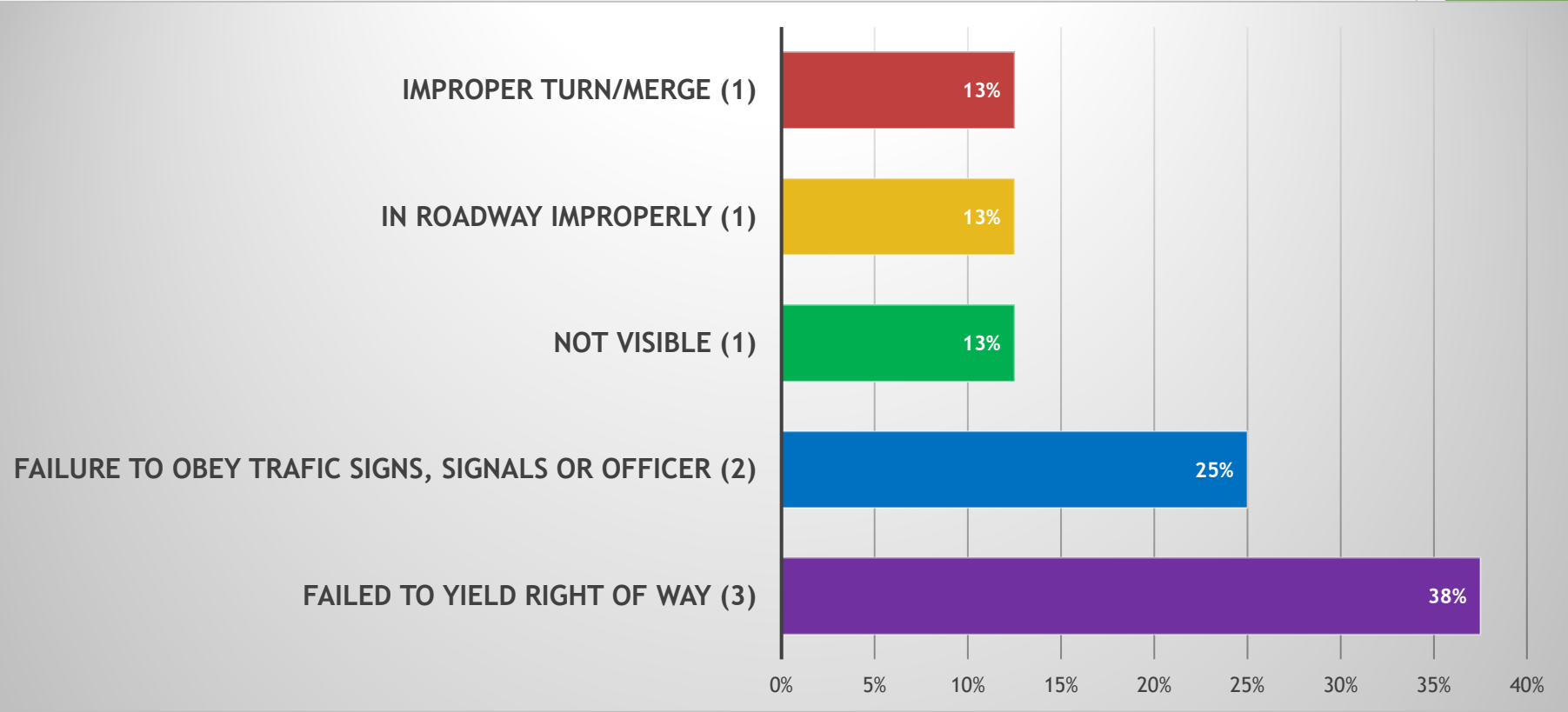


BICYCLE FATALITIES 2011-2020



Location	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020
Gadsden	-	-	-	-	-	-	-	-	-	-
Jefferson	-	-	-	-	-	-	-	-	-	-
Leon	1				3		2	1		1
Wakulla	-	-	-		-	-	-	-	-	-
CRTPA Region	1	-	-	-	3	-	2	1	-	1

Bicycle Fatalities – Bicyclist Actions Contributing to Crash (8 Total Contributing Actions)



Based on the crash reports the only noted contributing factors for those from the bicyclist, not the driver.



Bicycle Fatalities 2016-2020

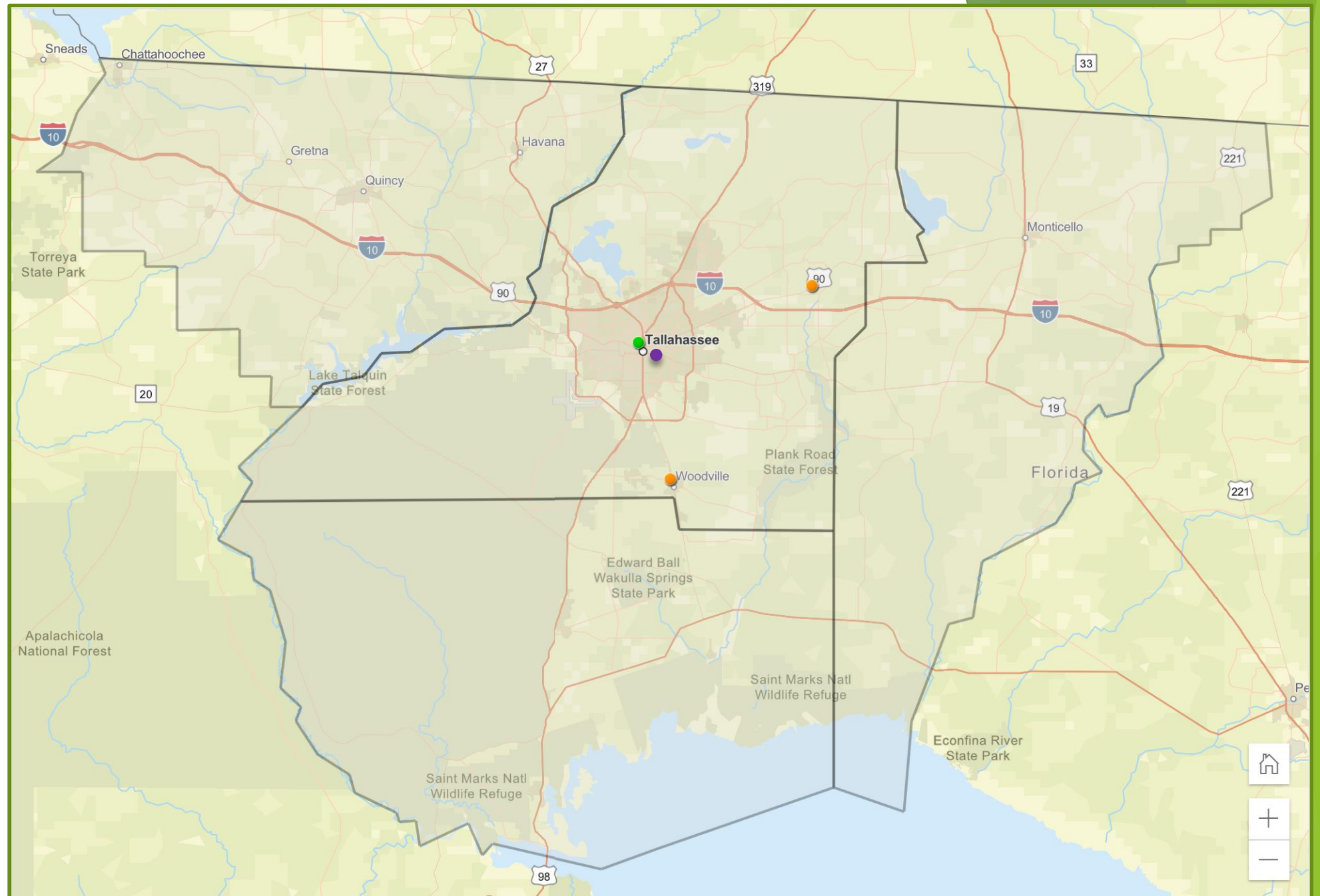
2016 - ●

2017 - ●

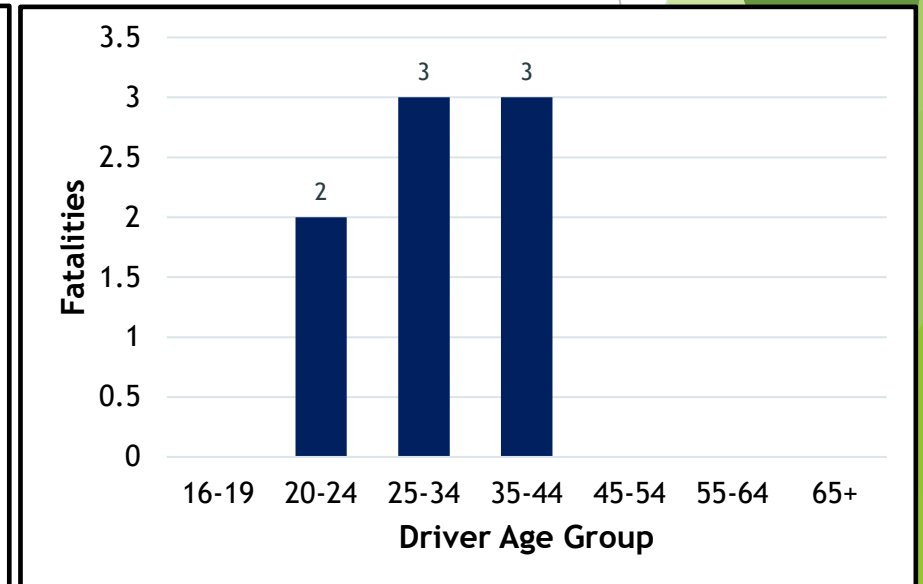
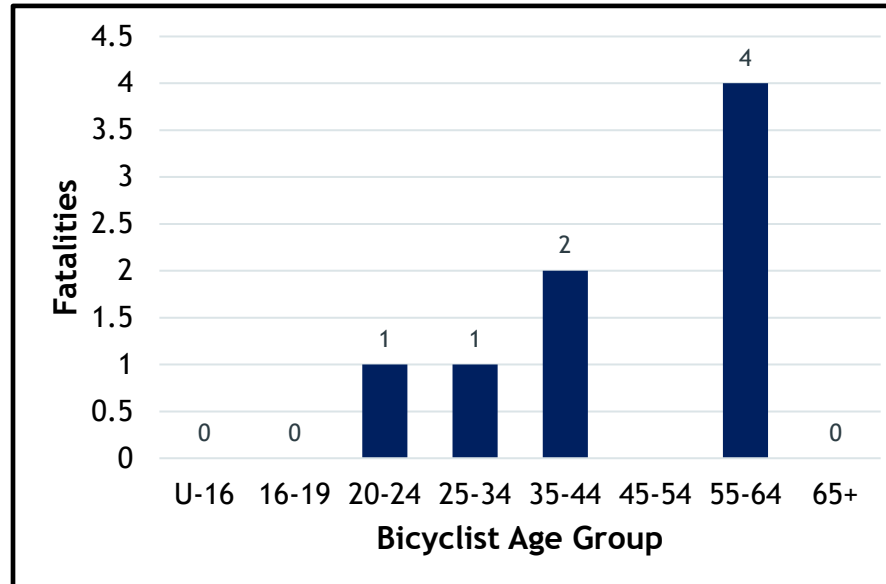
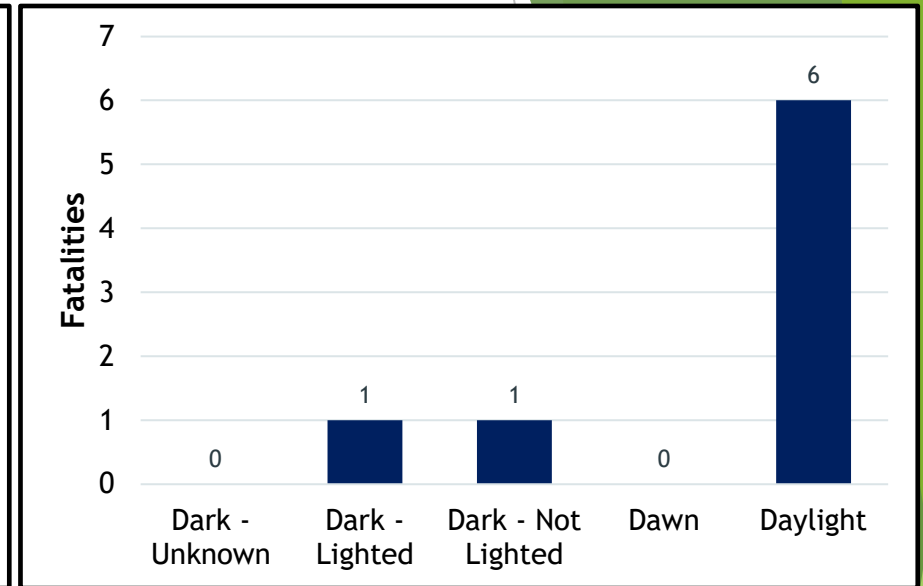
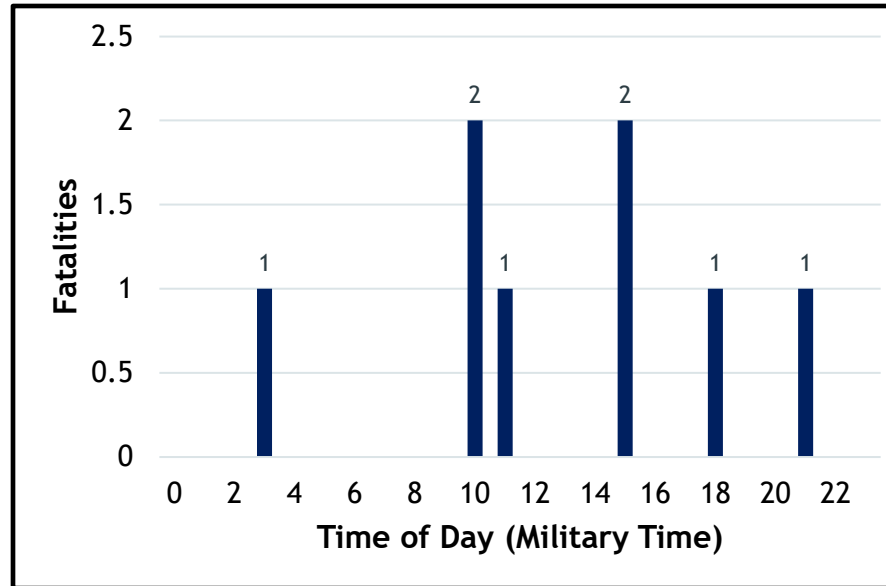
2018 - ●

2019 - ●

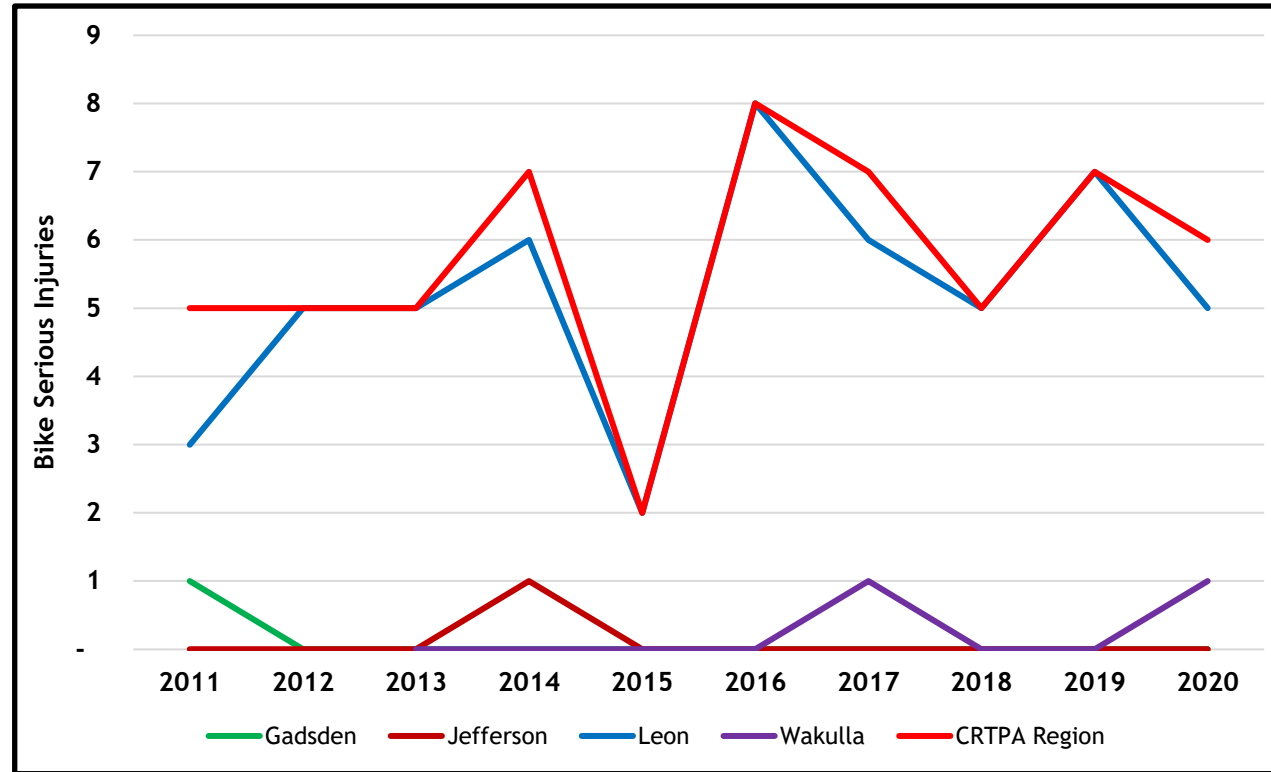
2020 - ●



Bicycle Fatalities 2016-2020

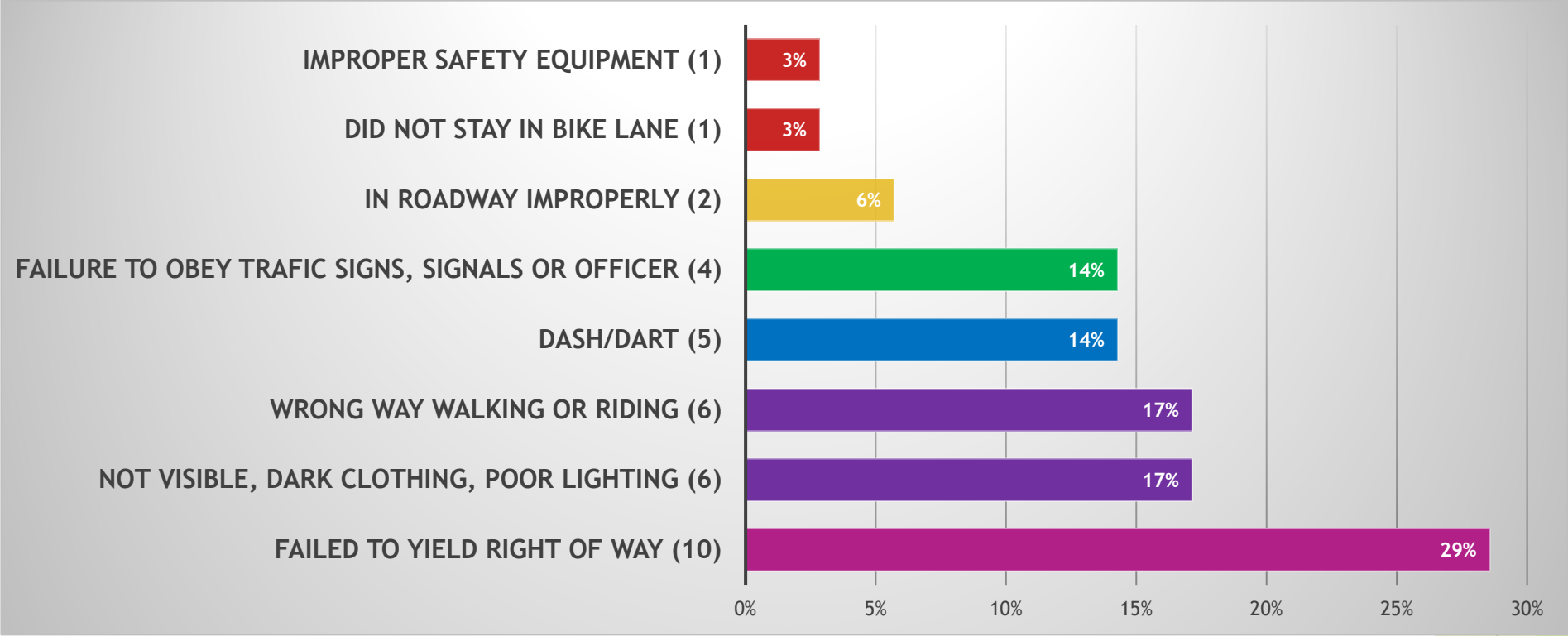


BICYCLE SERIOUS INJURIES 2011-2020



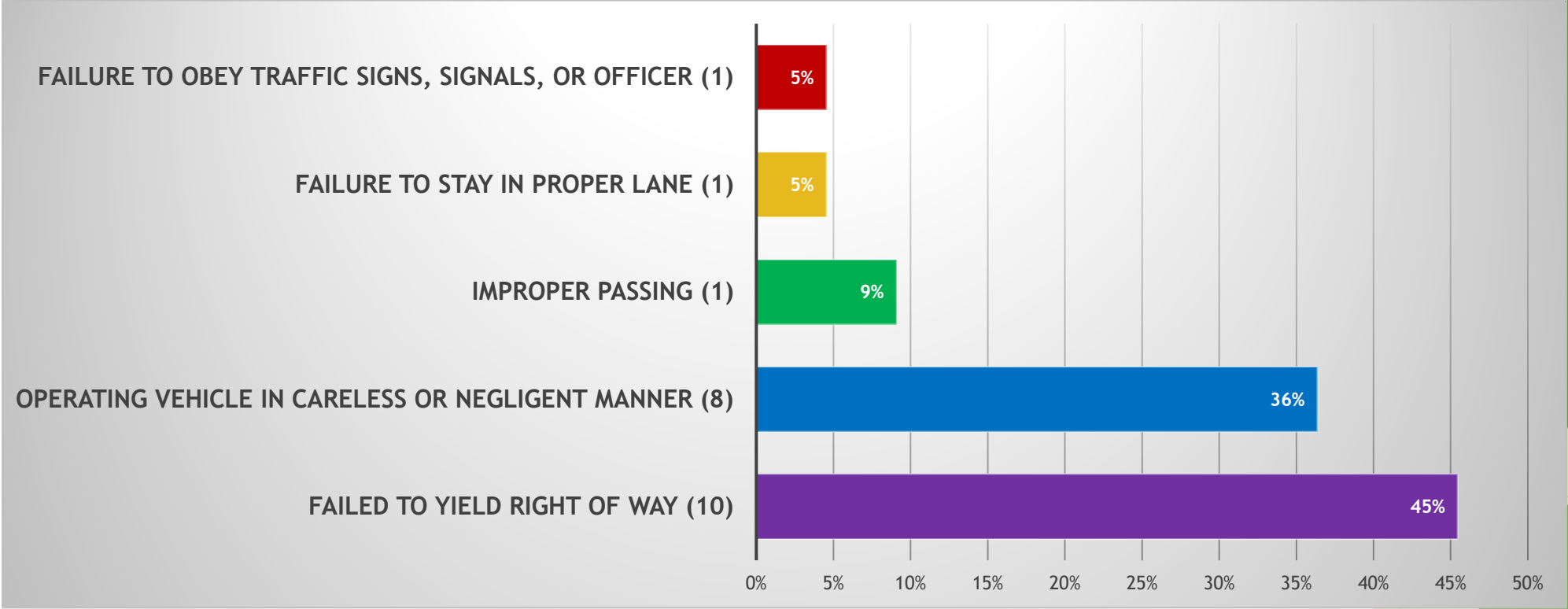
Location	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020
Gadsden	1	-	-	-	-	-	-	-	-	-
Jefferson	-	-	-	1	-	-	-	-	-	-
Leon	3	5	5	6	2	8	6	5	7	5
Wakulla	1	-	-	-	-	-	1	-	-	1
CRTPA Region	5	5	5	7	2	8	7	5	7	6

Bicycle Serious Injuries – Bicyclist Actions Contributing to Crash (35 Total Contributing Actions)



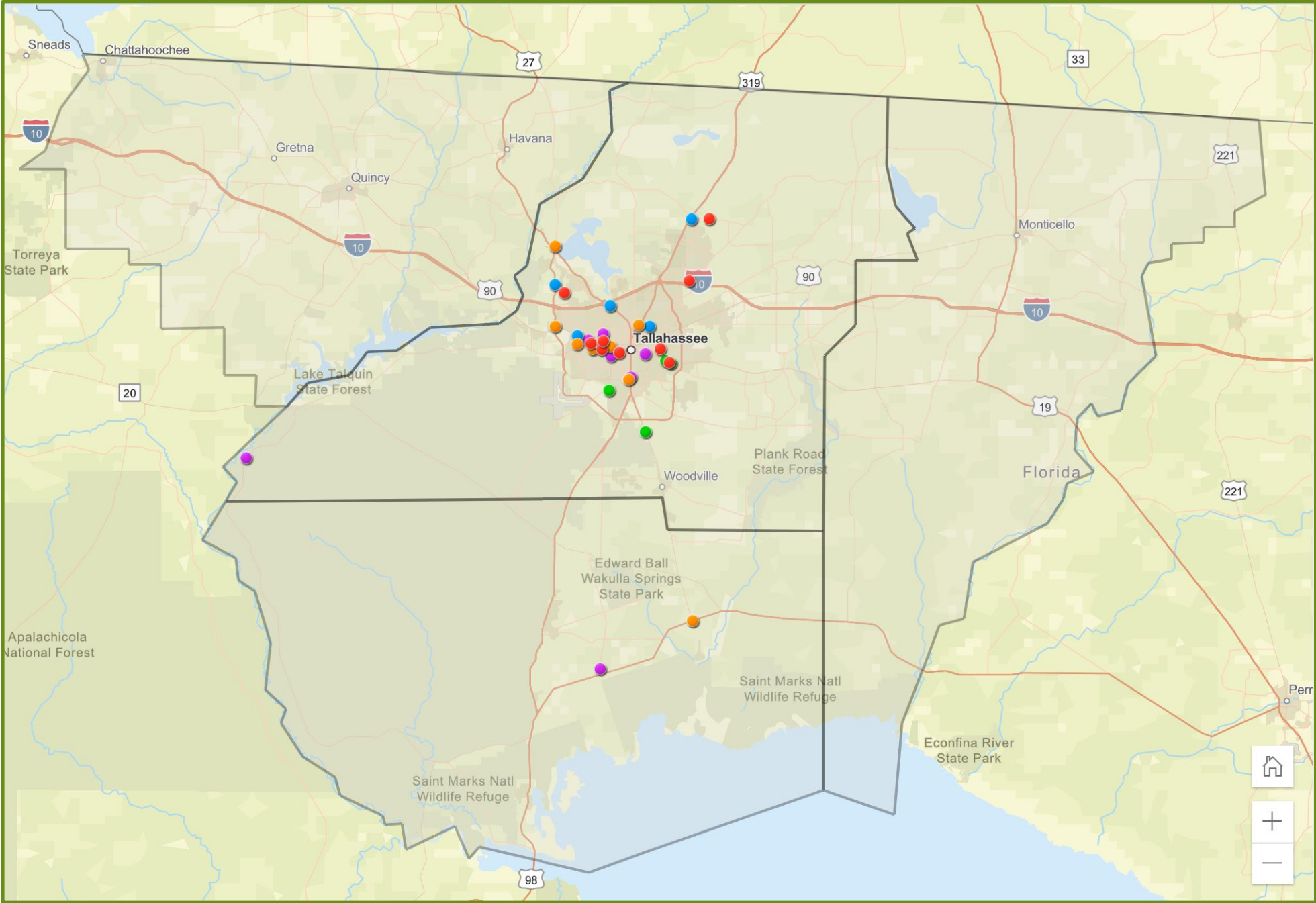
Within an individual crash report there can be several noted “actions” that contributed to the crash from both the pedestrian/bicyclist and the driver of the vehicle. Therefore, the percentages of “Contributing Action” is based on the total Contributing Actions and not the number of crashes. Not every crash had ”Contributing Actions”.

Bicycle Serious Injuries Driver Actions Contributing to Crash (21 Total Contributing Actions)



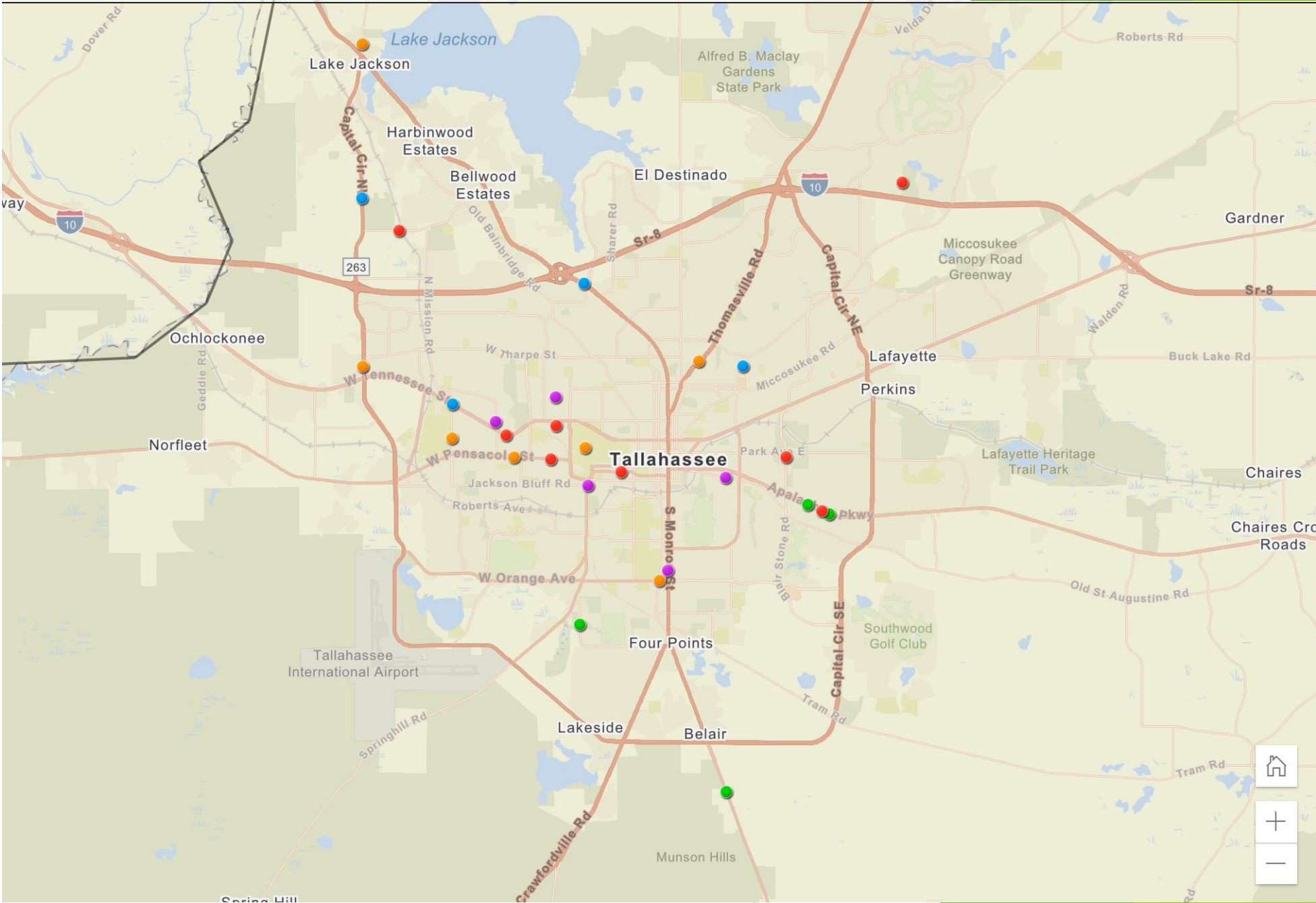
Bicycle Serious Injuries 2016-2020

- 2016 - ●
- 2017 - ●
- 2018 - ●
- 2019 - ●
- 2020 - ●

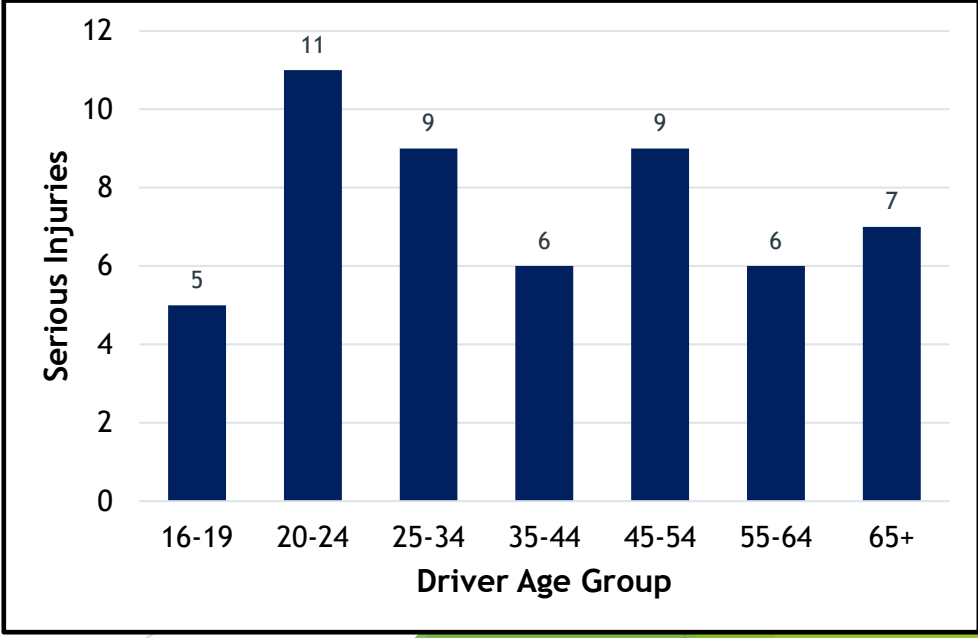
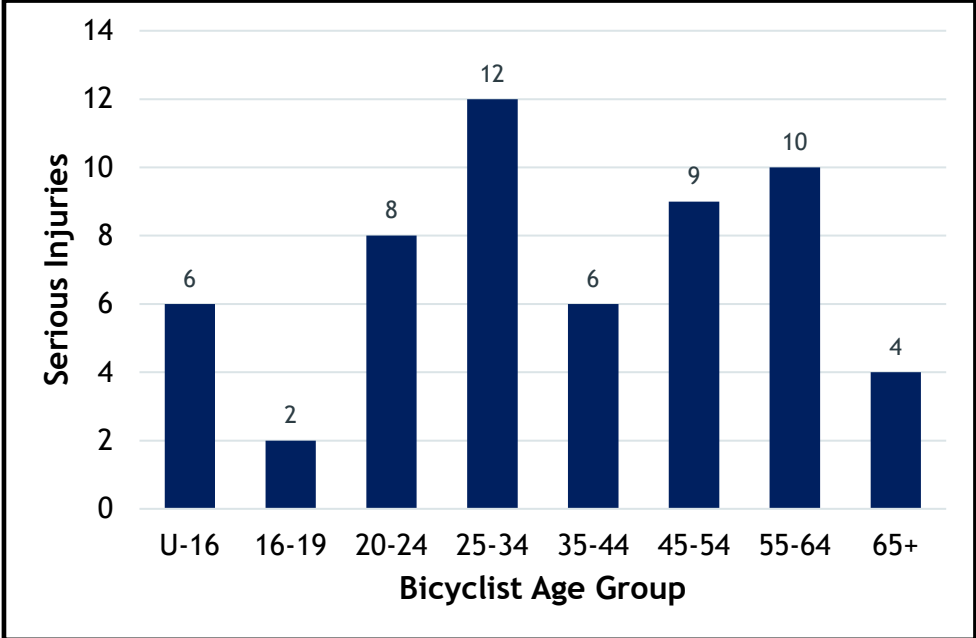
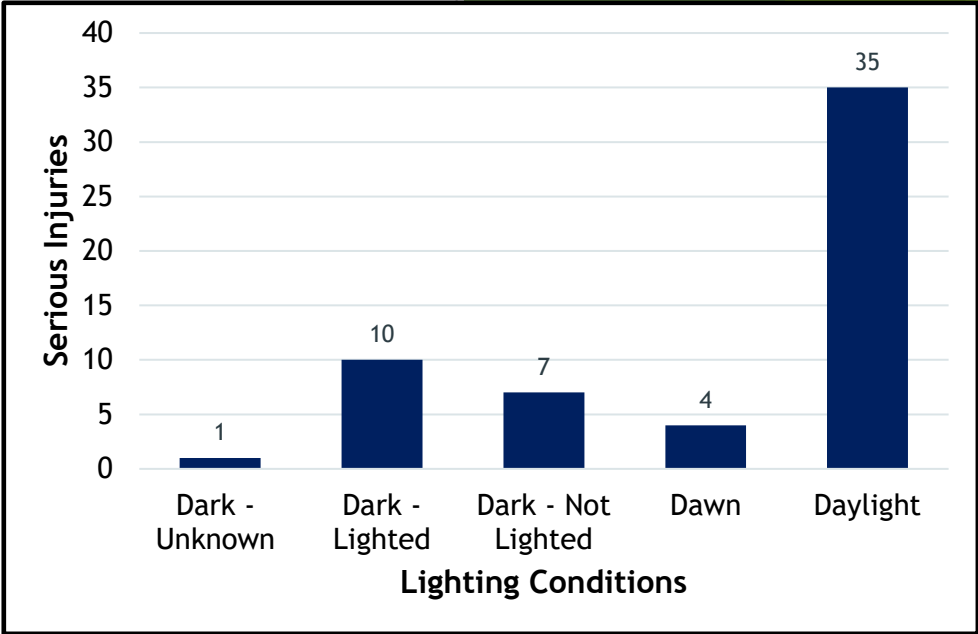
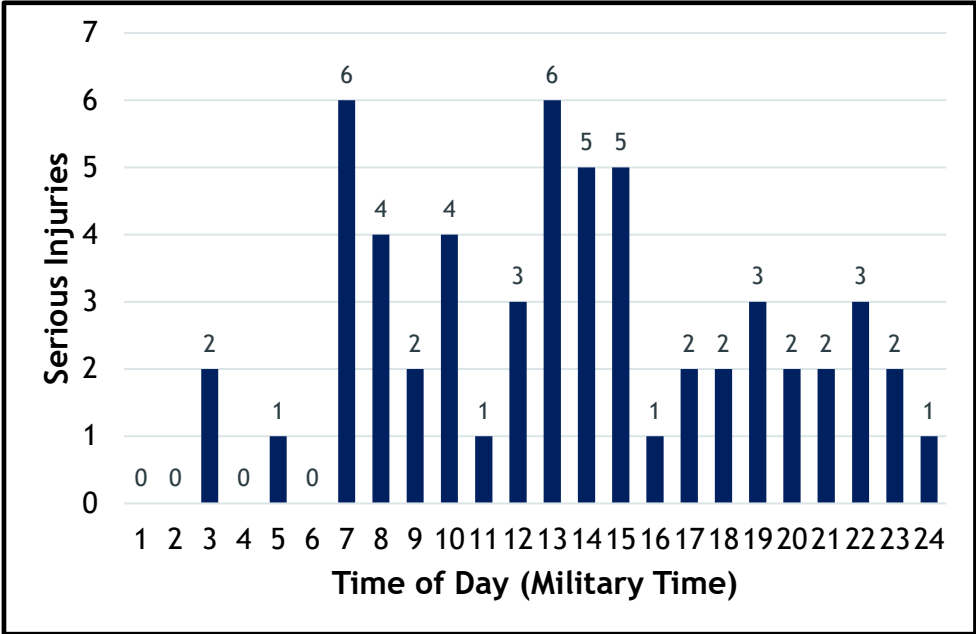


Bicycle Serious Injuries 2016-2020

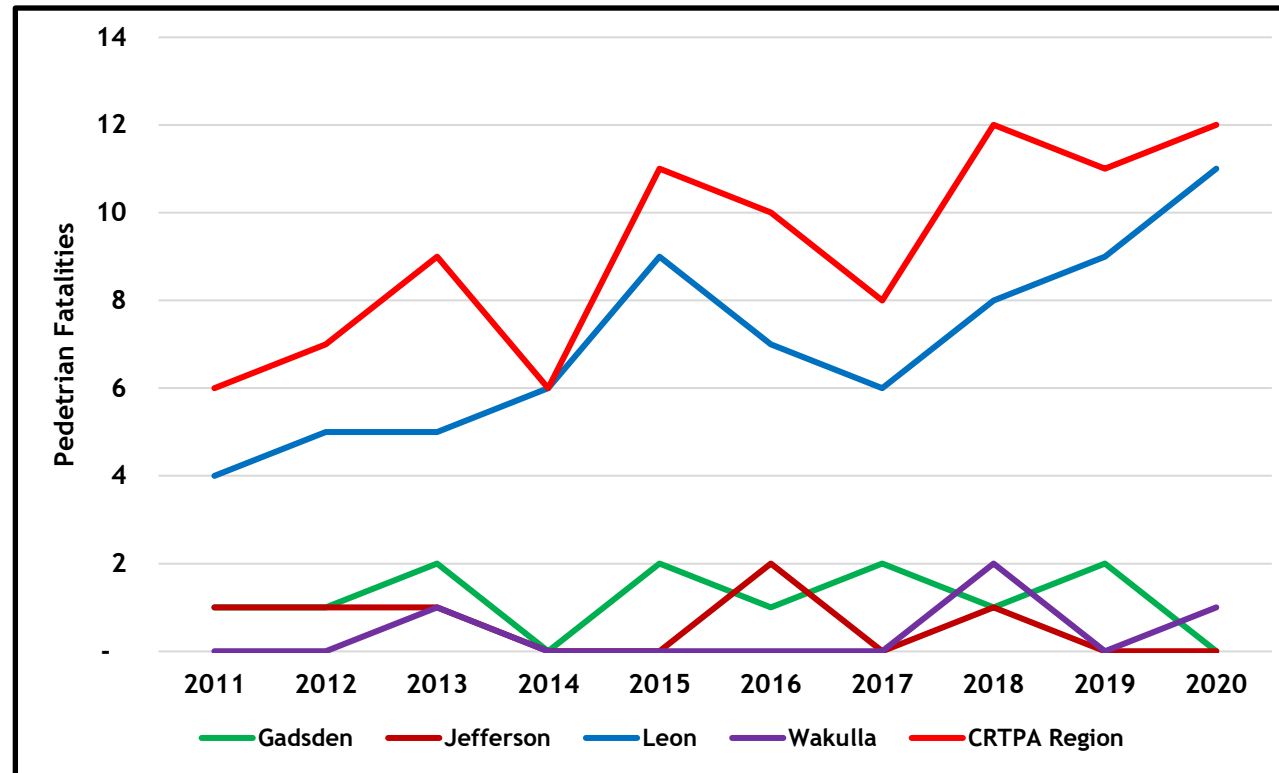
- 2016 - ●
- 2017 - ●
- 2018 - ●
- 2019 - ●
- 2020 - ●



Bicycle Serious Injuries 2016-2020

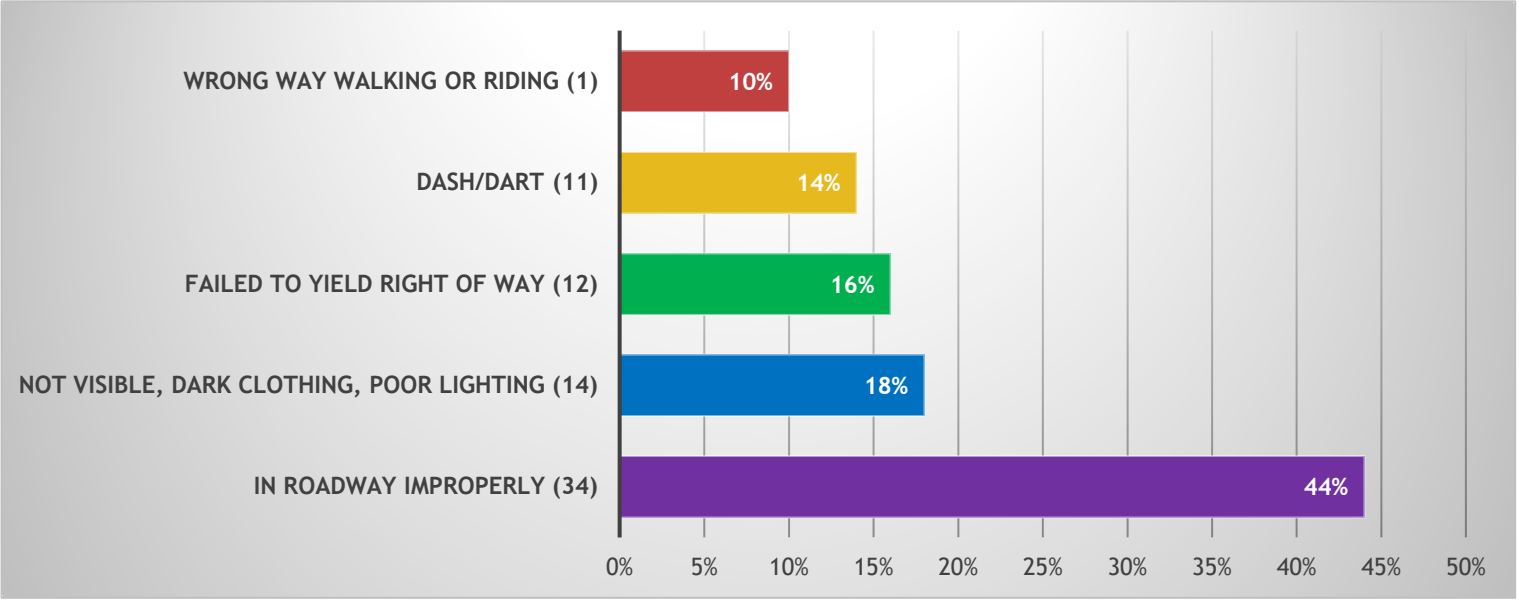


PEDESTRIAN FATALITIES 2011-2020

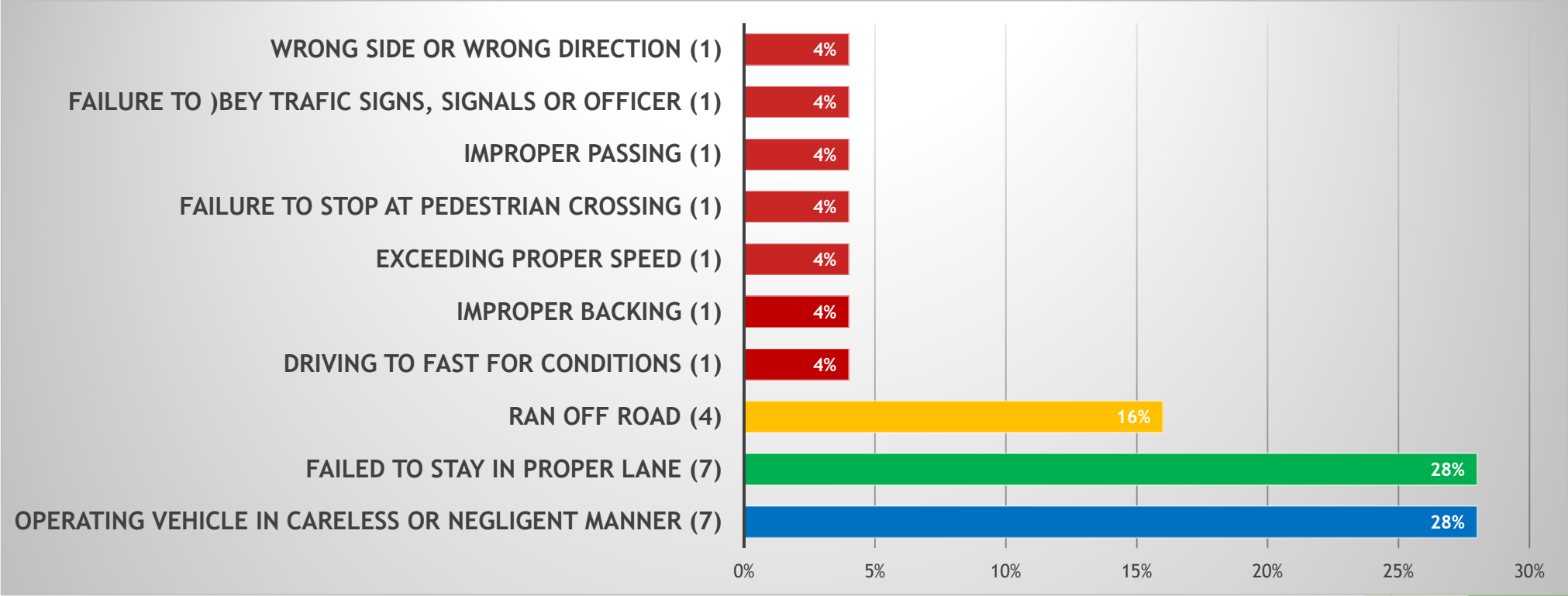


Location	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020
Gadsden	1	1	2	-	2	1	2	1	2	-
Jefferson	1	1	1	-	-	2	-	1	-	-
Leon	4	5	5	6	9	7	6	8	9	11
Wakulla	-	-	1	-	-	-	-	2	-	1
CRTPA Region	6	7	9	6	11	10	8	12	11	12

Pedestrian Fatalities – Pedestrian Actions Contributing to Crash (72 Total Contributing Actions)

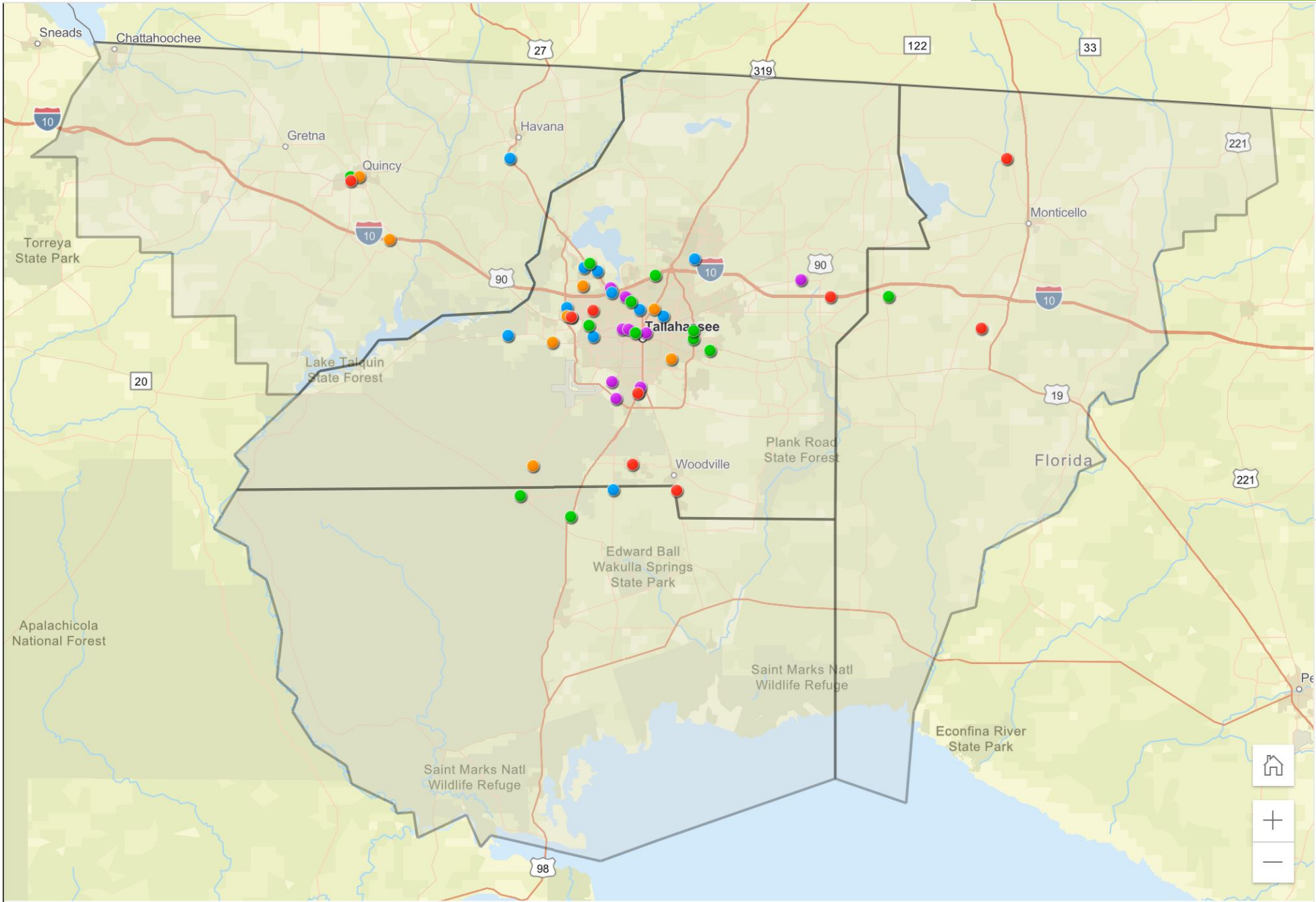


Pedestrian Fatalities – Driver Actions Contributing to Crash (25 Total Contributing Actions)

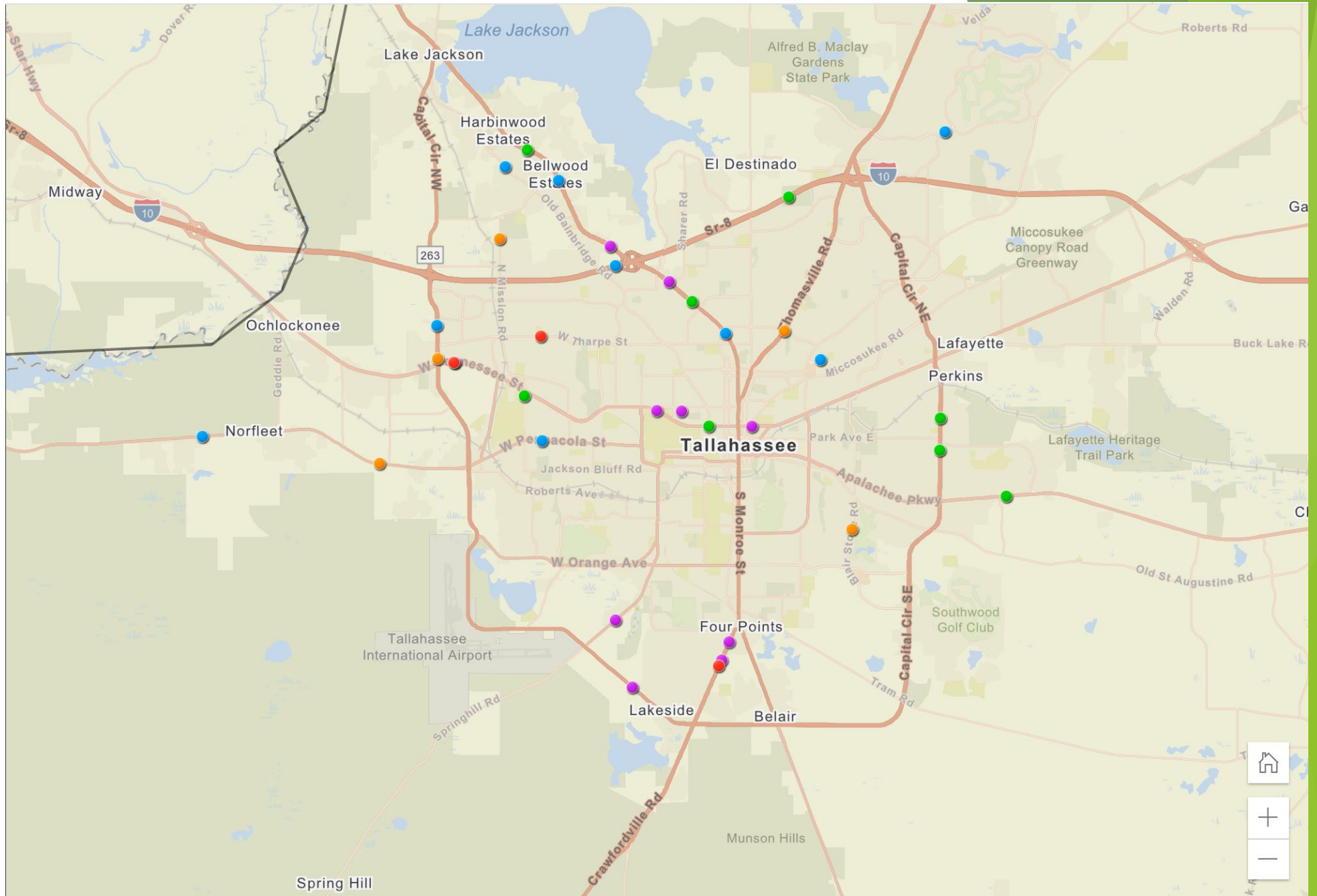
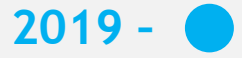


Pedestrian Fatalities 2016-2020

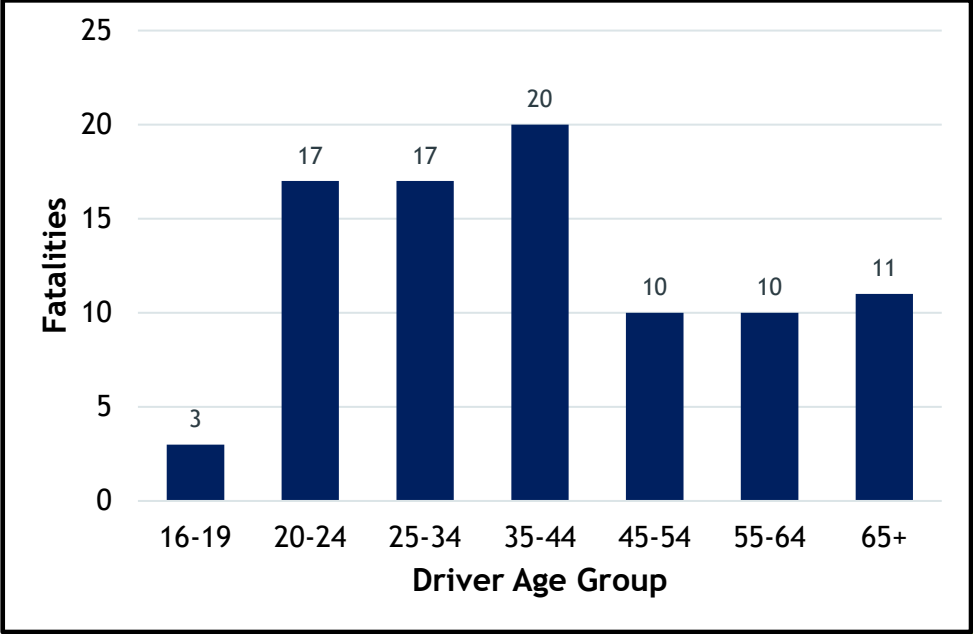
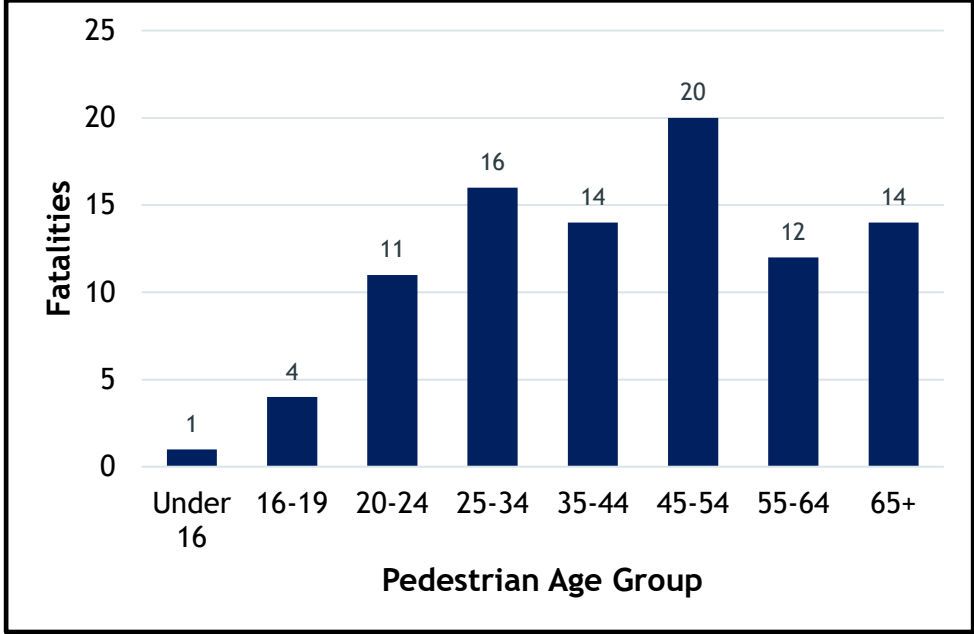
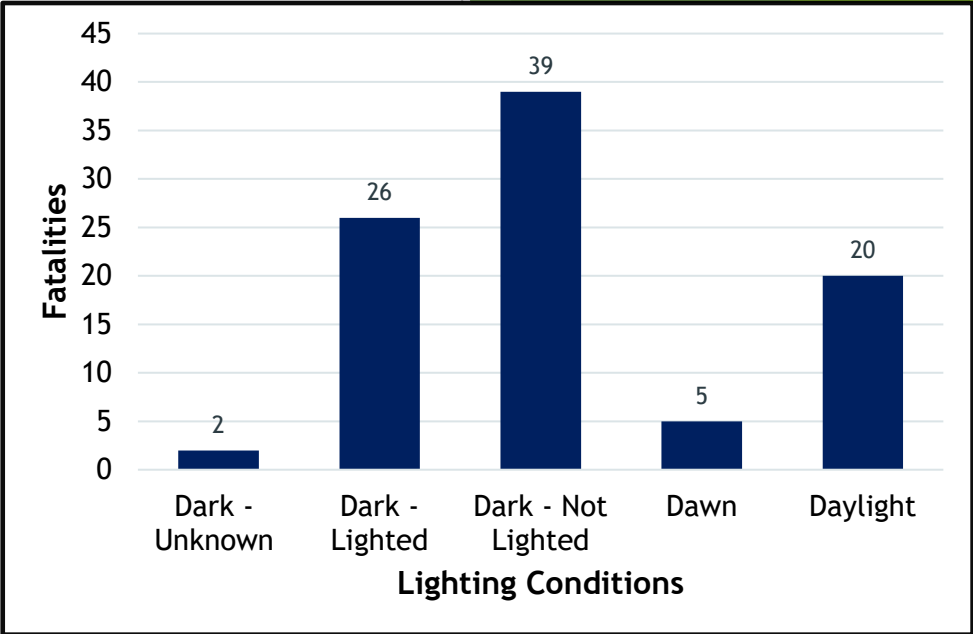
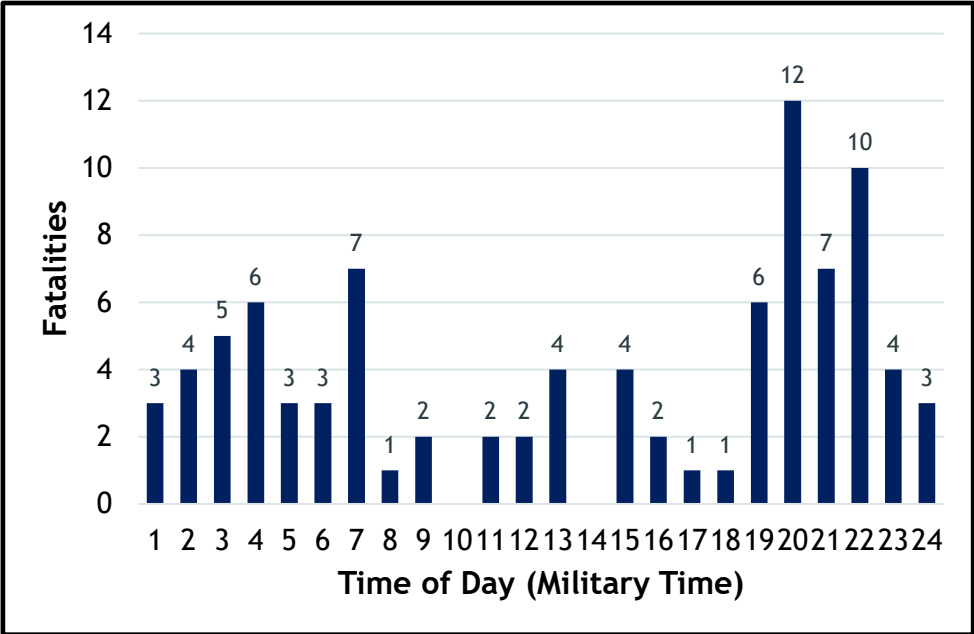
- 2016 - ●
- 2017 - ●
- 2018 - ●
- 2019 - ●
- 2020 - ●



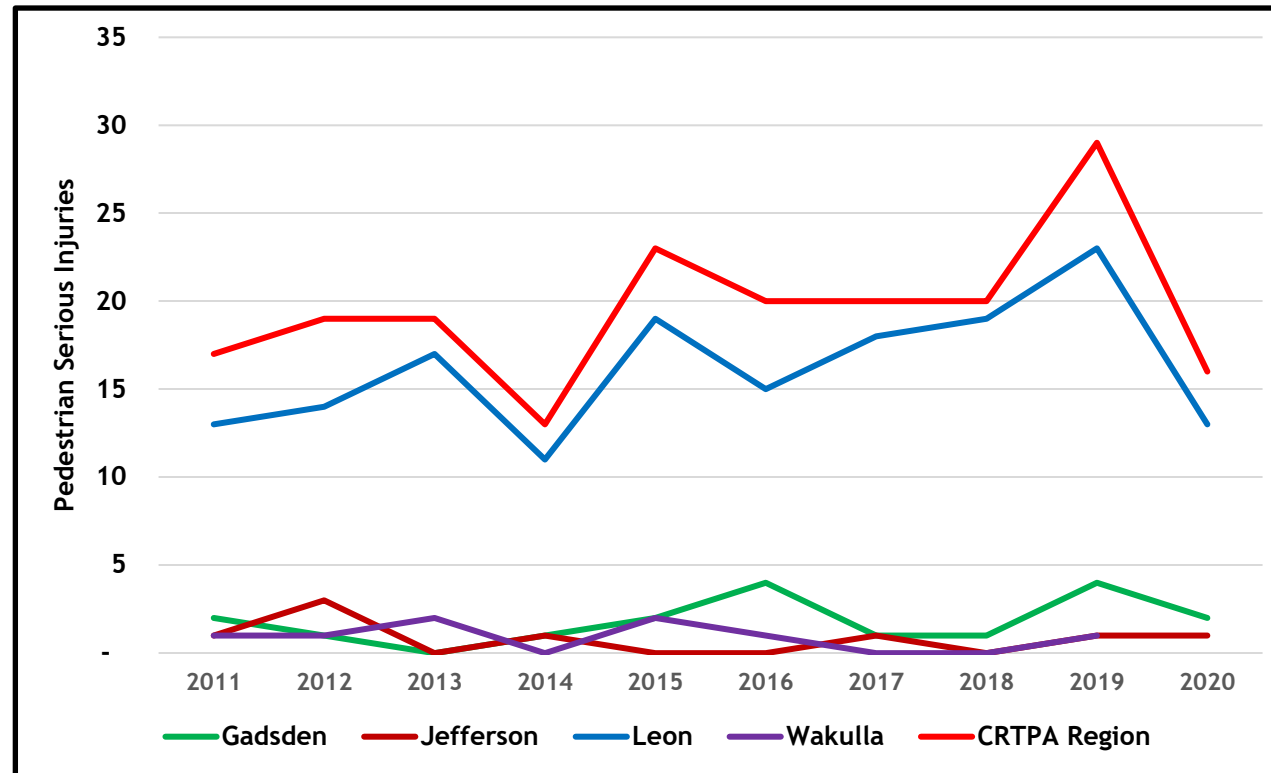
Pedestrian Fatalities 2016-2020



**Pedestrian Fatalities
2016-2020**

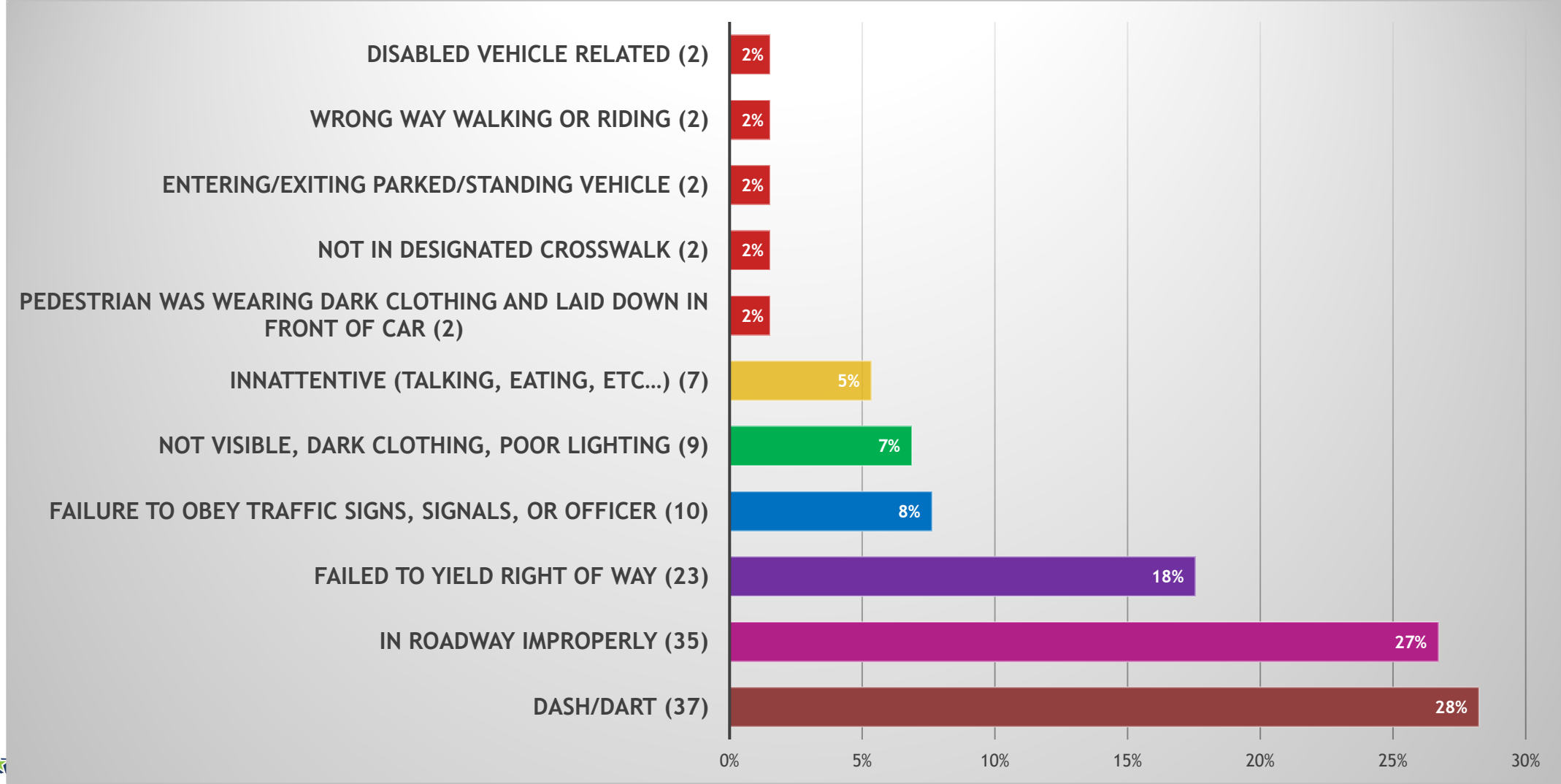


PEDESTRIAN SERIOUS INJURIES 2011-2020

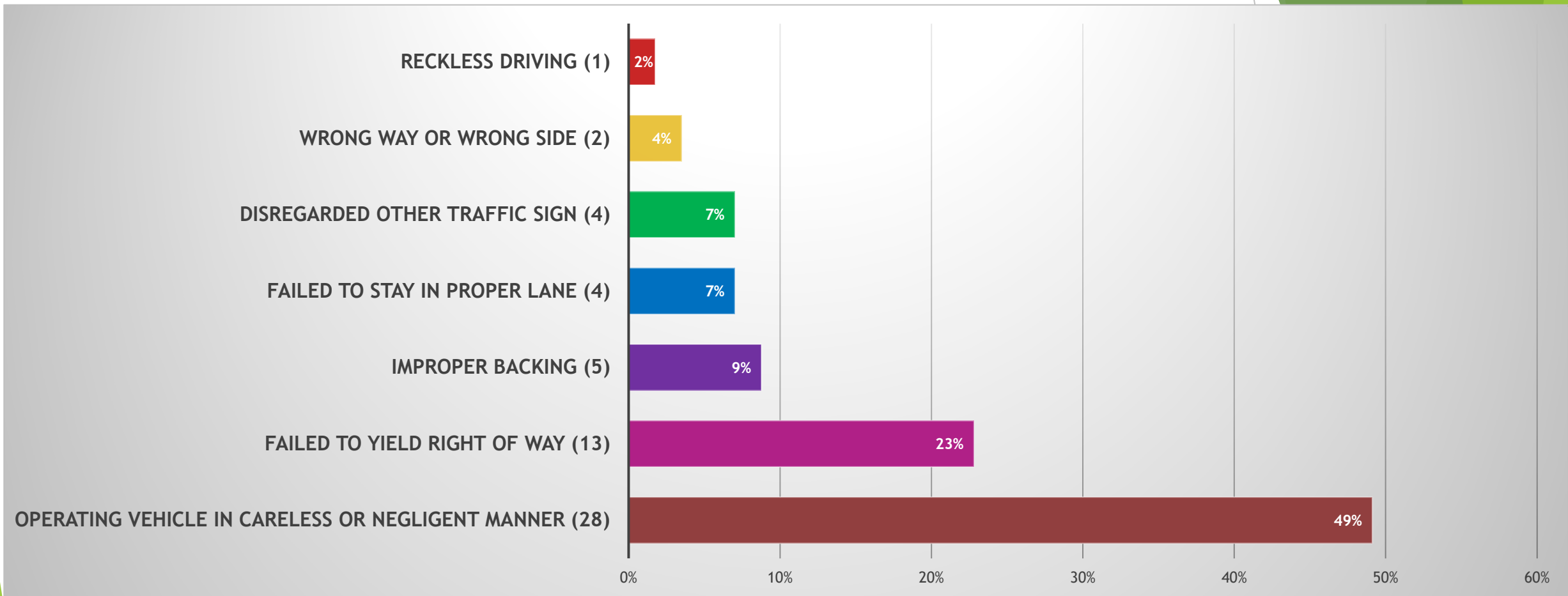


Location	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020
Gadsden	2	1	-	1	2	4	1	1	4	2
Jefferson	1	3	-	1	-	-	1	-	1	1
Leon	13	14	17	11	19	15	18	19	23	13
Wakulla	1	1	2	-	2	1	-	-	1	-
CRTPA Region	17	19	19	13	23	20	20	20	29	16

Pedestrian Serious Injuries – Pedestrian Actions Contributing to Crash (131 Total Contributing Actions)

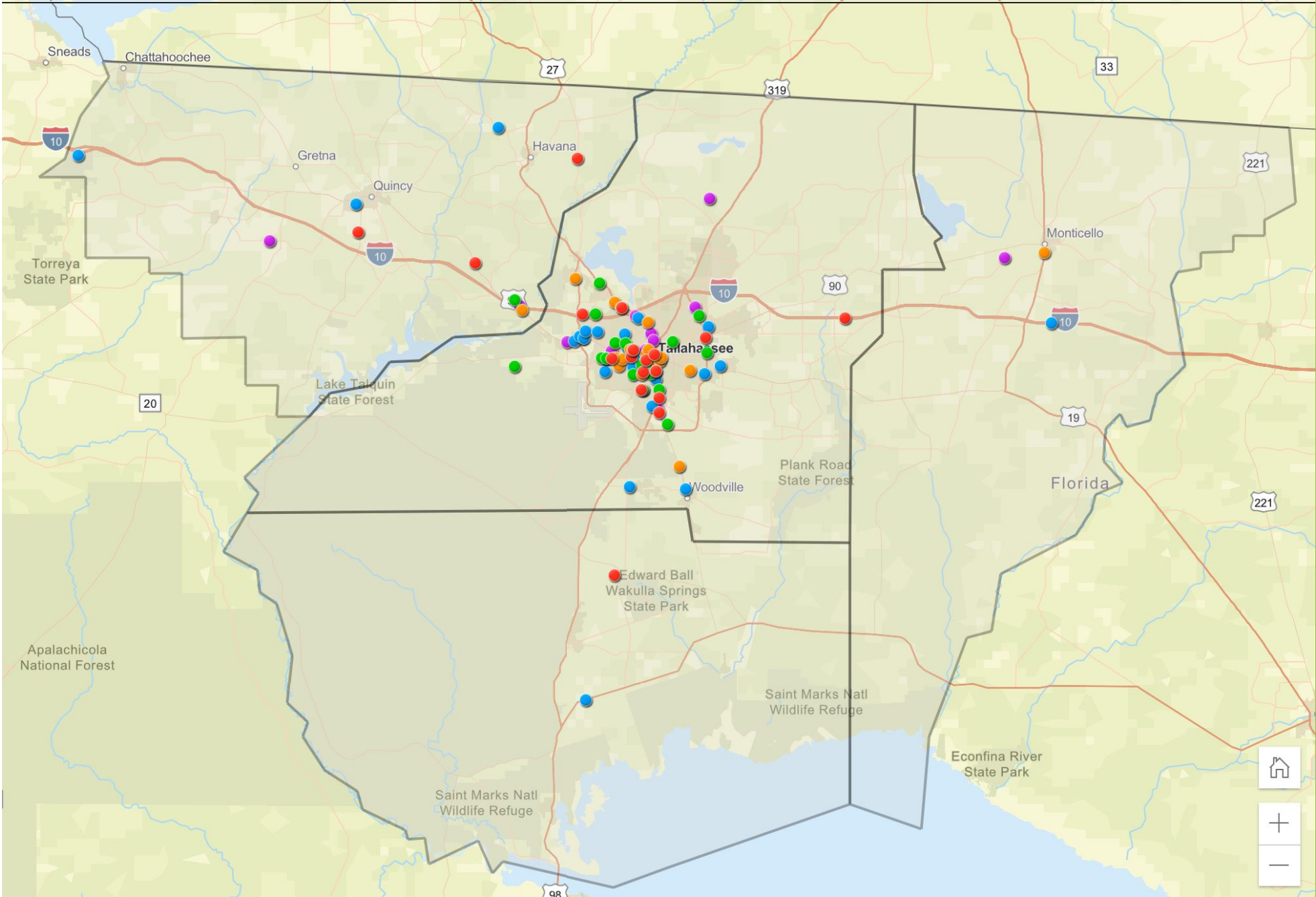


Pedestrian Serious Injuries – Driver Actions Contributing to Crash (57 Total Contributing Actions)



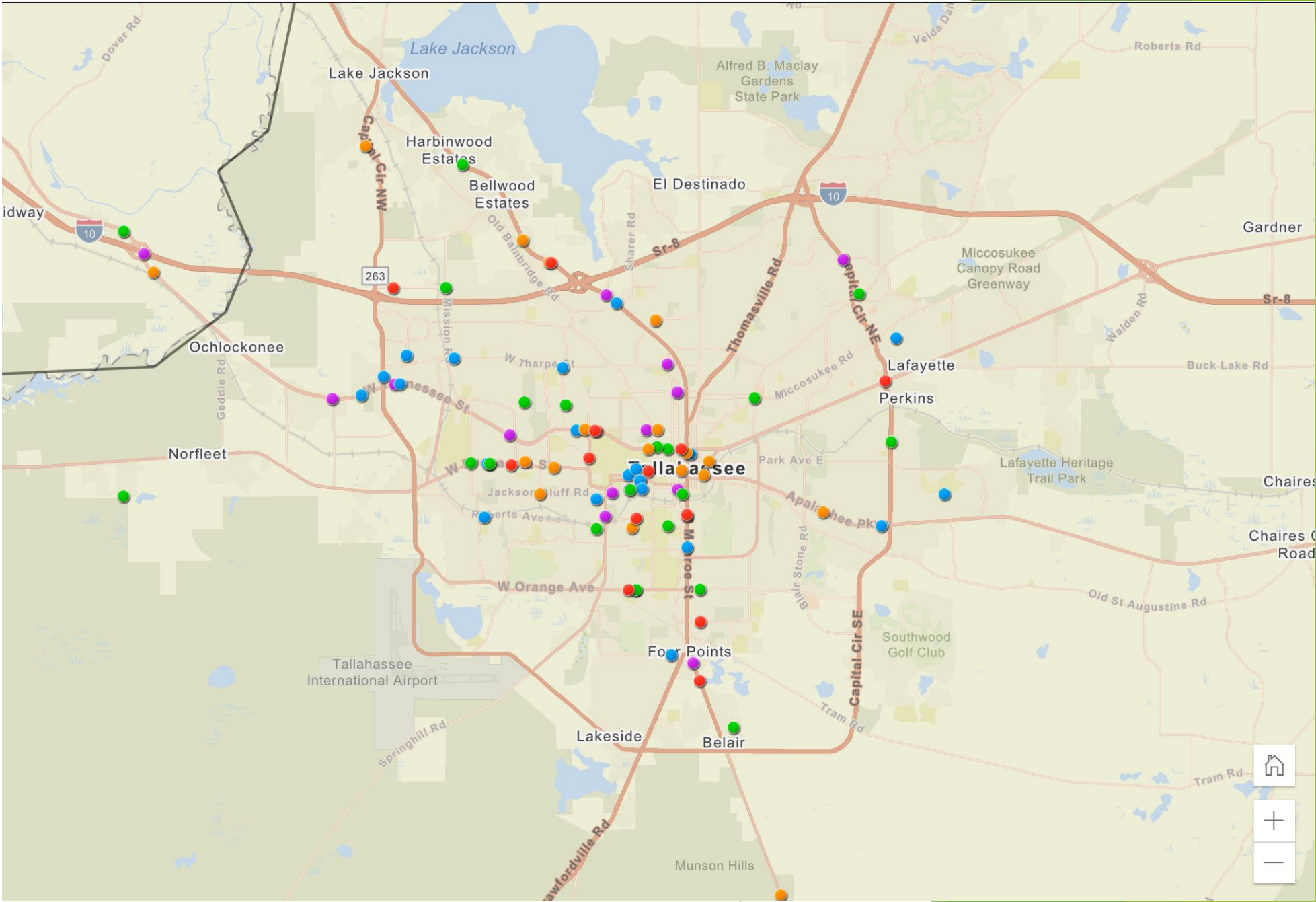
**Pedestrian Serious Injuries
2016-2020**

- 2016 - ●
- 2017 - ●
- 2018 - ●
- 2019 - ●
- 2020 - ●

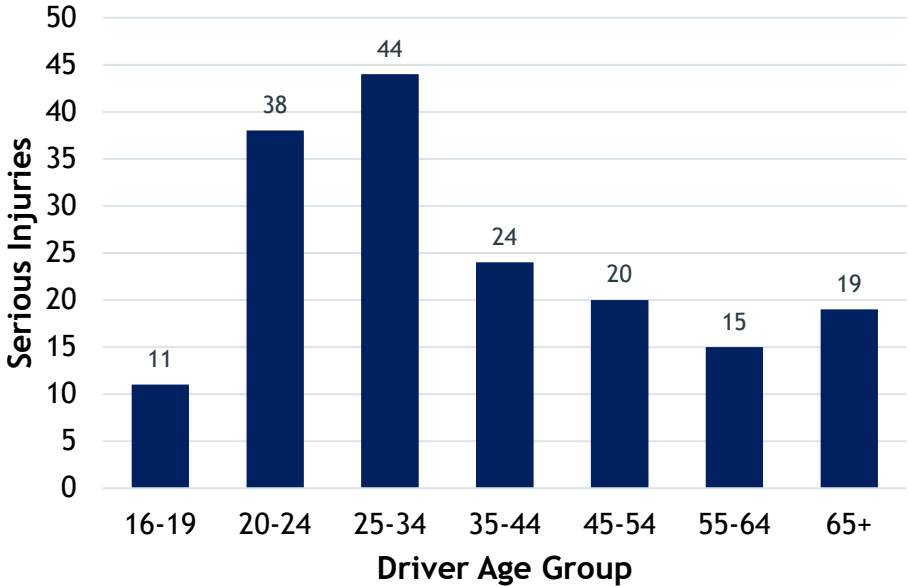
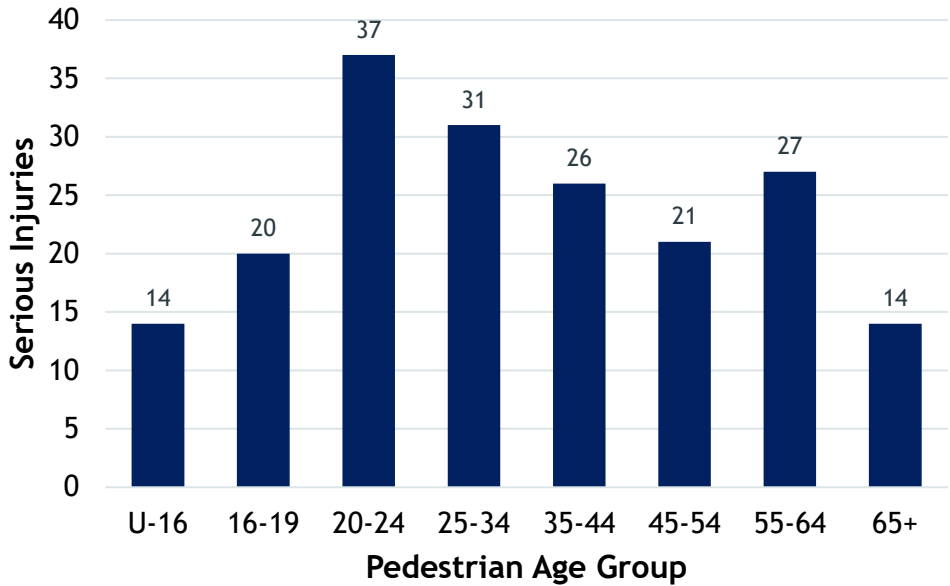
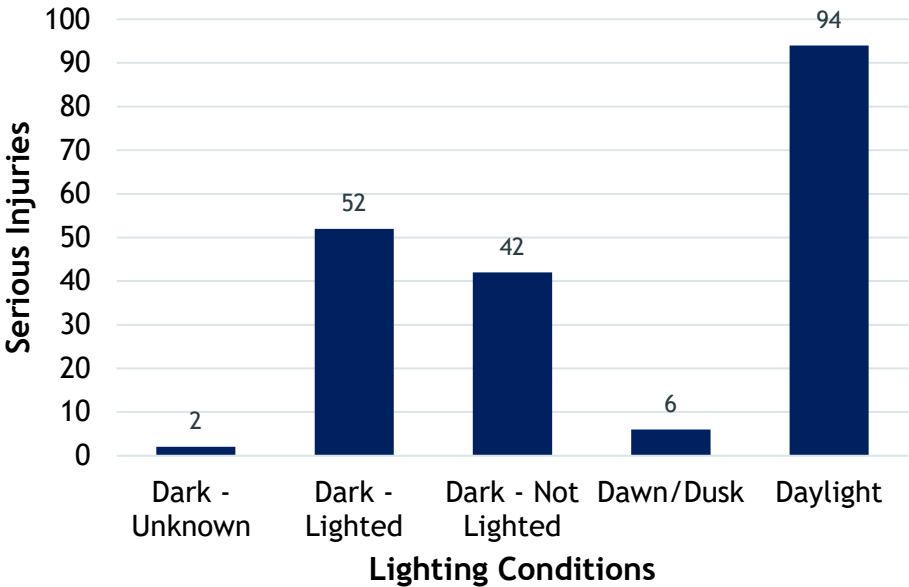
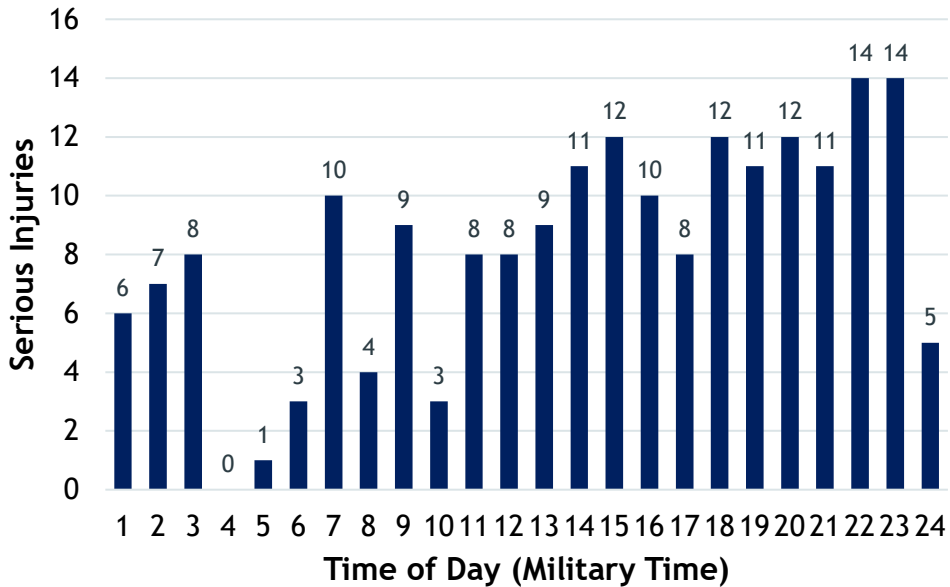


**Pedestrian Serious Injuries
2016-2020**

- 2016 - ●
- 2017 - ●
- 2018 - ●
- 2019 - ●
- 2020 - ●



**Pedestrian Serious Injuries
2016-2020**



Alcohol, Drugs and Distracted Driving

Category	Crashes		
	Alcohol	Drugs	Distracted Driving
Bike Fatalities	1	0	0
Bike Serious Injuries	3	0	9
Pedestrian Fatalities	14	13	7
Pedestrian Serious Injuries	35	6	13
Total	53	19	29

% of Total Crashes			
Total Crashes	Alcohol	Drugs	Distracted Driving
8	13%		
57	5%		16%
92	15%	14%	8%
196	18%	3%	7%
353	15%	5%	8%

Pedestrian/Bicyclist			Driver		
Alcohol	Drugs	Distracted Driving*	Alcohol	Drugs	Distracted Driving*
1	0		0	0	0
3	0	1	0	0	8
14	11		2	7	7
32	5		5	1	13
50	16	1	7	8	28

* - Distracted Driving is not just phone related, but glare, falling asleep at the wheel, inattentive, eating food, domestic disputes, etc...

Next Steps

- Identify Corridors for evaluation
- Create Projects for GPC analysis and solutions
- Incorporate into Congestion Management Plan
- Create Safety Plan
- Review TPD Pedestrian and Bicycle Safety High Visibility Education and Enforcement Campaign results for potential continuation of the effort.

Questions?

June 15, 2021



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 15, 2021



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.



June 15, 2021

AGENDA ITEM 10 A

FUTURE MEETINGS

TYPE OF ITEM: CRTPA Information

Meeting Date	Meeting Type	Location
September 21	Board Meeting	City of Tallahassee, City Hall, Commission Chambers, 2 nd Floor, 1:30 pm – 4:00 pm
October 19	Retreat/Workshop	City of Tallahassee, City Hall, Commission Chambers, 9:00 am-1:00 pm
November 16	Board Meeting	City of Tallahassee, City Hall, Commission Chambers, 2 nd Floor, 1:30 pm – 4:00 pm
December 21	Board Meeting	City of Tallahassee, City Hall, Commission Chambers, 2 nd Floor, 1:30 pm – 4:00 pm



AGENDA ITEM 10 B

COMMITTEE ACTIONS (CITIZEN'S MULTIMODAL ADVISORY COMMITTEE & TECHNICAL ADVISORY COMMITTEE)

TYPE OF ITEM: CRTPA Information

STATEMENT OF ISSUE

This item provides information on the activities of the Technical Advisory Committee (TAC) and the Citizens Multimodal Advisory Committee (CMAC) to the Capital Region Transportation Planning Agency (CRTPA).

TAC and CMAC: The committees each met on June 1, 2021, and took action on the following:

- ***Minutes of the May 4, 2021 Committee Meeting***
 - ***TAC Action:*** Recommended approval.
 - ***CMAC Action:*** Recommended approval.
- ***Unified Planning Work Program (UPWP Amendment)***
 - ***TAC Action:*** Recommended approval.
 - ***CMAC Action:*** Recommended approval.
- ***Connections 2045 Regional Mobility Plan (RMP) Amendment***
 - ***TAC Action:*** Recommended approval.
 - ***CMAC Action:*** Recommended approval.
- ***Fiscal Year (FY) 2023-FY 2027 Project Priority Lists (PPLs)***
 - ***TAC Action:*** Recommended adoption of all Project Priority Lists.
 - ***CMAC Action:*** Recommended adoption of all Project Priority Lists.
- ***Fiscal Year (FY) 2022-FY 2026 Transportation Improvement Program (TIP)***
 - ***TAC Action:*** Recommended adoption.
 - ***CMAC Action:*** Recommended adoption.
- ***CRTPA Safety Discussion***
 - ***TAC Action:*** Informational item, no action taken.
 - ***CMAC Action:*** Informational item, no action taken.



June 15, 2021

AGENDA ITEM 10 C

CRTPA PROJECT UPDATE

TYPE OF ITEM: CRTPA Information

STATEMENT OF ISSUE

The following page provides an update on CRTPA Projects.



CRTPA PROJECT UPDATE

US 90 Trail Feasibility Study

- Began in the late 2019.
- Evaluating the feasibility of connecting Tallahassee to Monticello through the construction of a multi-use trail.
- WFSU News story on project ([September 2020](#)).
- Outreach efforts have included meetings with the Lafayette Oaks, The Vineyards neighborhood association and Hilltop County Store.
- Virtual public meeting room opened April 6 to May 7, 2021. Two (2) live Q&A sessions conducted (April 8 and April 12).
- Developing recommended alternatives (May/June)
- Next round of public engagement: Mid August

Thomasville Road Multi-Use Path Feasibility Study

- Began in October 2019.
- Evaluating the feasibility of constructing a paved 12-foot multi-use path on Thomasville Road between Betton Road and Metropolitan Boulevard.
- Public Engagement began in January 2021.
- To date, virtual meetings have been held with corridor stakeholders.
- Virtual public meeting room opened April 27 to May 25, 2021.
- Next round of public engagement: Late August

Stadium Drive/Gaines Street/Lake Bradford Road Intersection Operational Analysis

- Scheduled to begin in Spring 2021.
- Intersection operational evaluation with coordination between FSU, the City of Tallahassee and the Blueprint Intergovernmental Agency.

Capital Circle, SW (Orange Avenue to Springhill Road)

- Widen to six lanes.
- Construction Scheduled for FY 2022 (\$58M).

Capital Circle, SW (Springhill Road to Crawfordville Road)

- Widen to six lanes.
- Project deleted from Draft FY 22 – 26 Work Program

Crawfordville Road (SR 267 to Leon County Line)

- Widen to four lanes.
- Under construction (beginning June 26, 2018).
- 928 of 1086 days used (85.45% completed).

Crawfordville Road (East Ivan Road to SR 267)

- Widen to four lanes.
- Under construction (beginning April 16, 2020)
- 277 of 1351 days used (20.50% completed)

Coastal Trail (Tower Road to Crawfordville Road)

- Design – Completed.
- Construction scheduled for FY 21 (\$7.8M).

Coastal Trail (St. Marks Trail to Lighthouse Road)

- Design – Completed.
- No right of way needed.
- Construction in Draft Work Program for FY 24 (\$3.6M).

Monticello Bike Trail Extension

- Initiated in October 2018.
- Determining location of potential linkage between Jefferson County Middle/High School and existing trail.
- Project accepted by the CRTPA Board at their [September 2019](#) meeting.
- Project Development and Environment (PD&E) Study funded in FY 21; design funded in FY 23.

Completed Projects

Coastal Trail (Surf Road to Tower Road)

- Under construction (beginning January 6, 2020).
- 370 of 479 days used (77.24% completed).

Connections 2045 Regional Mobility Plan

- Project Initiated at the [June 2019](#) CRTPA Board meeting.
- Update to the [Connections 2040 RMP](#).
- Adopted by CRTPA Board at their [November 2020](#) meeting.

Midtown Phase II

- Initiated in February 2019.
- Phase focuses on public involvement to obtain input on the transportation needs in Midtown.
- Kick-off at [March 2019](#) CRTPA Meeting.
- Approved by the CRTPA Board at their [October 2020](#) meeting.
- FDOT installation of 3 rapid rectangular flashing beacons completed May 2021.

Tallahassee-Leon County Bicycle and Pedestrian Master Plan (BPMP)

- Initiated in February 2018.
- Updated the 2004 BPMP.
- Approved by the CRTPA Board at their [June 2020](#) meeting.

US 27/Downtown Havana Assessment

- Project initiated in December 2018.
- Evaluating “road diet” opportunity in Havana along US 27 between 5th Avenue and 9th Avenue.
- Coordination with the Town of Havana and Florida Department of Transportation.
- Adopted by the CRTPA Board at their [February 2020](#) meeting.

Southwest Area Transportation Plan

- The Study Began in October 2017
- Orange Avenue Recommendations Report completed ([April 2019](#) CRTPA meeting).
- Final Corridor Reports ([South Lake Bradford Road](#), [Lake Bradford Road](#), and [Springhill Road](#).) accepted by the CRTPA Board at their [September 2019](#) meeting.

Pensacola Street (Capital Circle, SW to Appleyard Drive)

- Initiated in January 2018.
- Operational Analysis to determine capacity constraints and opportunities.
- Presented at [February 2019](#) CRTPA meeting.
- Prepared for incorporation into 2045 LRTP.

Tharpe Street (Capital Circle, NW to Ocala Road)

- Initiated in January 2018.
- Operational Analysis to determine capacity constraints and opportunities.
- Presented at [February 2019](#) CRTPA meeting.
- Forwarded to Blueprint Intergovernmental Agency.



June 15, 2021

AGENDA ITEM 11

ITEMS FROM MEMBERS