



CRTPA BOARD

MEETING OF TUESDAY, MARCH 17, 2020 AT 1:30 PM

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

MISSION STATEMENT

"The mission of the CRTPA is to act as the principal forum for collective transportation policy discussions that results in the development of a long range transportation plan which creates an integrated regional multimodal transportation network that supports sustainable development patterns and promotes economic growth."

FINAL AGENDA

1. **CALL TO ORDER AND ROLL CALL**
2. **AGENDA MODIFICATIONS**
3. **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. Those interested in addressing the CRTPA should complete a speaker request form located at the rear of the meeting room. Speakers are requested to limit their comments to three (3) minutes.

4. **CONSENT AGENDA**
 - A. **Minutes of the February 18 meeting**
 - B. **General Planning Consultant (GPC) Contract Extensions**
 - C. **Citizens Multimodal Advisory Committee Appointments**
5. **CONSENT ITEMS PULLED FOR DISCUSSION**

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.

6. 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. Tallahassee-Leon County Bicycle and Pedestrian Master Plan Report

This item seeks acceptance of the Tallahassee-Leon County Bicycle and Pedestrian Master Plan Report.

B. Connections 2045 Regional Mobility Plan (RMP)

This item provides information to the CRTPA Board regarding the RMP Needs Plan, Evaluation and Prioritization Criteria.

C. Draft Unified Planning Work Program (UPWP)

The Fiscal Year (FY) 2020/21 – 2021/2022 draft UPWP reflecting the CRTPA’s transportation planning activities for the next two years has been developed.

D. 2020 Freight Priorities Program CRTPA Submittals

This item seeks board approval to proceed with the submittal of three (3) applications related to Interstate 10 projects that will assist in freight mobility.

7. FLORIDA DEPARTMENT OF TRANSPORTATION REPORT

8. EXECUTIVE DIRECTOR’S REPORT

A status report on CRTPA activities will be provided including on an update on CRTPA projects.

9. CRTPA INFORMATION

A. Future Meeting Dates

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

10. CRTPA CITIZEN COMMENT

This portion of the agenda is provided to allow for citizen input on any CRTPA issue. Those interested in addressing the CRTPA should complete a speaker request form located at the rear of the meeting room. Speakers are requested to limit their comments to three (3) minutes.

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.



March 17, 2020

AGENDA ITEM 1

CALL TO ORDER AND ROLL CALL



March 17, 2020

AGENDA ITEM 2

AGENDA MODIFICATIONS



March 17, 2020

AGENDA ITEM 3

CITIZEN COMMENT

March 17, 2020



AGENDA ITEM 4 A

MINUTES

TYPE OF ITEM: Consent

STATEMENT OF ISSUE

The minutes from the February 18, 2020 meeting are provided as Attachment 1.

RECOMMENDED ACTION

Option 1: Approve the minutes of the February 18, 2020 CRTPA meeting.

ATTACHMENT

Attachment 1: Draft February 18, 2020 CRTPA minutes



CRTPA BOARD

MEETING OF TUESDAY, FEBRUARY 18, 2020 AT 1:30 PM

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

Meeting Minutes

Members Present:

Commissioner Merritt, Chairman, Wakulla County
Commissioner Viegbesie, Gadsden County
Commissioner Barfield, Jefferson County
Commissioner Desloge, Leon County
Commissioner Dozier, Leon County
Commissioner Maddox, Leon County
Commissioner Minor, Leon County
Commissioner Matlow, City of Tallahassee
Commissioner Richardson, City of Tallahassee
Commissioner Williams-Cox, City of Tallahassee

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

1. CALL TO ORDER AND ROLL CALL

The meeting was called to order at 1:35PM with the roll call.

2. AGENDA MODIFICATIONS

Board Action: Commissioner Minor made a motion to pull Agenda Item 4B from the Consent Agenda. Commissioner Barfield seconded the motion. The motion was unanimously passed.

3. PUBLIC COMMENT ON ITEMS NOT APPEARING ON THE AGENDA

None

4. CONSENT AGENDA**A. Minutes of the January 21 meeting**

Board Action: Commissioner Richardson made a motion to accept the January 21 meeting minutes as presented by Staff. Commissioner Viegbesie seconded the motion. The motion was unanimously passed.

5. CONSENT ITEMS PULLED FOR DISCUSSION**B. CRTPA Safety Measures Update**

Commissioner Minor discussed the proposed recommendations for fatalities shown in the Agenda Item. He stated that 58 fatalities was not an acceptable number and wanted to state that for the record. In order to meet FHWA requirements, this information allows the CRTPA to track progress of improvement.

Board Action: Commissioner Minor made a motion to approve the CRTPA Safety measures Update as presented by Staff. Commissioner Barfield seconded the motion. The motion was unanimously approved.

6. 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. Town of Havana Main Street Assessment

An analysis of US 27 in Downtown Havana has been developed for Board approval by CRTPA general planning consultant RS&H.

Ms. Beverly Davis, RS&H provided a presentation with the findings of the analysis of US 27 in downtown Havana. The area studied was US 27/Main Street, between 5th Avenue and 9th Avenue which is a four-lane north/south undivided facility. The goals of the study were to improve the pedestrian experience, manage traffic efficiently; improve corridor aesthetics, and support overall goals of the Town for downtown. The project included a data collection process where traffic counts, vehicle classification, speed and turning movements at 7th Avenue were analyzed. The recommendation was Alternative 4, 3 Lanes; 12' wide 2 northbound and 1 southbound; no on street parking; wider sidewalks and/plating strips with landscaping.

Commission Viegbesie noted the Town Manager, Brad Johnson, was present at the meeting and stated he would like to hear from the manager to discuss the proposal and how it would effect the Town of Havana.

Mr. Brad Johnson, Town Manager, Town of Havana stated the CRTPA staff met with him recently and noted the need for emergency services/evacuation routes are also included in the discussion.

Commissioner Barfield requested information on large trucks, bike lanes/shoulders. Ms. Davis stated there are signs for the large trucks to use the left lane only in the area. She also noted the bicycles access would be on surrounding streets and there was no room for bike lanes in this area.

Board Action: Commissioner Viegbesie made a motion to approve as presented by Staff. Commission Minor seconded the motion. The motion was unanimously passed.

B. Connections 2045 Regional Mobility Plan

This item will provide information to the CRTPA Board regarding the Needs Plan, Evaluation Criteria, Prioritization Criteria, Jurisdictional Outreach and a Public Engagement Update.

Mr. Kostrzewa provided general background information on the plan's schedule including the evaluation and prioritization criteria process. He noted that the Needs Plan combines previous planning efforts with data to anticipate growth within the region. It utilized the following to identify and select projects during the evaluation and prioritization process: previous plans, congestion data, safety conditions and public feedback. The needs plan creates a list of all projects.

Ms. Kate Widness, KHA, provided a more detailed presentation on the evaluation and prioritization criteria and noted that the evaluation and prioritization process consist of a 2 step process. The evaluation criteria was designed to be a screening process to gain an understanding of the viability and utility of the proposed project. Prioritization criteria is a detailed process to determine the performance of the proposed project in relation to other proposed projects. The process provides flexibility by having mode-specific prioritization criteria; by having projects that are financially constrained to funding tiers; and by allowing projects in tiers to be implemented in any order.

Commissioner Richardson requested information on the Orange Avenue. He stated with new apartment building and the new Emergency Room on Orange Avenue, traffic has dramatically increased. Mr. Slay discussed the Orange Avenue project and the current placing on the prioritization list. Commissioner Williams-Cox discussed Orange Avenue, noting the need for pedestrian safety measures along Orange Avenue. She discussed the need to move Orange Avenue ahead on the project priority list. Mr. Slay discussed moving Orange Avenue up on the priority list and noted that the annual process occurs in June. He also noted that this project would still have to complete the development process (PD&E, Design, right-of-way acquisition) and that moving it up in prioritization may not result in an expedited project due to where it is within the development process. Commissioner

Maddox also discussed moving the Orange Avenue project up on the prioritization list. Mr. Slay noted the annual priority process is in June 2020. Commissioner Maddox requested that at the June 2020 meeting include consideration for moving Orange Avenue on the priority list. There was a general consensus among the members on the board to reconsider the priority list rankings. Commissioner Maddox discussed the need for a regional transit system. He noted this would be a system that would not be able to be funded by one municipality and noted that there needs to be a conversation regarding funding for transit.

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

C. CRTPA Audit Solicitation

This item seeks approval to enter into an agreement for auditing services.

Board Action: Commissioner Viegbesie made a motion to approve the CRTPA Audit Solicitation as presented by staff. Commissioner Richardson seconded the motion. The motion was unanimously passed.

D. Thomasville Road Path Feasibility Study Kickoff

The Thomasville Road Multi-Use Path Feasibility Study is the first project to be initiated from the Tallahassee-Leon County Bicycle and Pedestrian Master Plan. The Project Team will be providing general information about the project, its purpose and schedule.

Mr. Kostrzewa stated this project was funded by the CRTPA under the GPC Contract with Kimley Horn and Associates.

Kate Widness, KHA, summarized the plan, stating the project intent. She noted this project was an initial pilot project from TLC Bicycle and Pedestrian Master Plan 2019 Update and includes a technical review of the multi-use path along the corridor to have a Midtown-to-Market. Ms. Widness provided the project schedule for the next few months.

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

7. FLORIDA DEPARTMENT OF TRANSPORTATION REPORT

None

Commissioner Barfield discussed I-10 and US 90 at the FEDEX Facility causes terrible traffic back-ups. FDOT staff would discuss with Jefferson County.

8. EXECUTIVE DIRECTOR'S REPORT

Mr. Slay stated the Community Traffic Safety Team (CTST) would be reinvigorated. This team typically consists of MPO/Law Enforcement/City/County Staff. He felt this would help address short-term and long-term safety issues.

Citizen Comment:

Sue-Ellen Gardiner, spoke regarding the opposition to the Woodville Highway project and noted that people within the area do not want the super roundabout. She stated the board has disregarded the discontent amongst residents. Ms. Gardiner noted the record should reflect the citizens have shown up and voiced concerns and opposition to the Board.

9. CRTPA INFORMATION

A. Future Meeting Dates

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

10. 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.

Attest:

Yulonda Mitchell, Recording Secretary

Randy Merritt, Chairman

March 17, 2020



COMMITTEE AGENDA ITEM 4 B

CRTPA GENERAL PLANNING CONSULTANT CONTRACT EXTENSION

STATEMENT OF ISSUE

This item is being brought before the CRTPA Board to extend the contracts of the General Planning Consultants (GPC) to March of 2022.

RECOMMENDED ACTION

Option 1: Approve a two-year extension of the CRTPA GPC Contracts for Kimley Horn and Associates and RS&H to March 2022.

BACKGROUND

The initial contract with the GPC firms was for a three-year term and included options to extend the contracts for two years utilizing either a single two-year extension or two one-year extensions.

These contracts are scheduled to terminate in March 2020. Therefore, CRTPA staff is seeking approval to extend the GPC contracts for two years making the contract expiration date of March 2022.

OPTIONS

Option 1: Approve a two-year extension of the CRTPA GPC Contracts for Kimley Horn and Associates and RS&H to March 2022.
(Recommended)

Option 2: Provide other direction.

March 17, 2020



AGENDA ITEM 4 C

CITIZENS MULTIMODAL ADVISORY COMMITTEE (CMAC) APPOINTMENTS

TYPE OF ITEM: Consent

STATEMENT OF ISSUE

This item seeks board approval of the appointment of two (2) applicants, Ms. Dara Osher and Mr. Marcus Thompkins, to the CRTPA's Citizens Multimodal Advisory Committee (CMAC). The applications of Ms. Osher and Mr. Thompkins are provided as **Attachment 1 & 2**, respectively.

RECOMMENDED ACTION

Option 1: Approve the he appointment of Ms. Dara Osher and Mr. Marcus Thompkins to the CRTPA's Citizens Multimodal Advisory Committee


BACKGROUND

The CMAC is an advisory committee to the CRTPA composed of volunteers who dedicate their time and advice to the CRTPA on issues pertaining to transportation planning within the region. Pursuant to Article III, Section 2 of the CMAC Bylaws (provided as **Attachment 3**), the CMAC may consist of a maximum of fifteen (15) voting representatives from the four (4) county region. Currently, the CMAC is comprised of seven (7) members. In addition to the CMAC, the CRTPA is advised by the Technical Advisory Committee (TAC), which is composed of local and state planners and engineers with expertise in the area of transportation.

ATTACHMENTS

- Attachment 1: Application of Ms. Dara Osher
- Attachment 2: Application of Mr. Marcus Thompkins
- Attachment 3: CMAC Bylaws

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

<p>Please return in person to:</p> <p>Capital Region Transportation Planning Agency 300 S. Adams St., 3rd Floor Tallahassee, Florida 32301</p> <p>Or mail to:</p> <p>CRTPA 300 S. Adams St, Box A-19 Tallahassee, Fl. 32301</p>		<p>This application will remain in active files for two years.</p> <p>Please contact the CRTPA to advise of any changes regarding the information on this application.</p> <p>Email: lynn.barr@talgov.com PHONE: 850-891-8630</p>
<p>Name: Dara Osher</p>		<p>Date: 12/11/2019</p>
<p>Work Phone: 850-701-2308</p>	<p>Home Phone: 954-913-5903</p>	<p>Email: Dara.Osher@mbakerintl.com</p>
<p>Please list your specific employer/occupation if employed by a State, Federal, or local government:</p>		
<p>Employer: Michael Baker International</p>		
<p><i>Please provide your home and work address (if applicable). Please check that box of your preferred mailing address.</i></p>		
<p><input checked="" type="checkbox"/> Home Address: 4306 Sierra Woods Lane City/State/Zip: Tallahassee, FL 32311</p>		
<p><input type="checkbox"/> Work Address: 2316 Killearn Center Blvd., Suite 201-A City/State/Zip: Tallahassee, FL 32309</p>		
<p>The Capital Region Transportation Planning Agency strives to ensure that its citizens multimodal advisory committee is representative of the community's demographic makeup. To assist in this endeavor, please provide the following information (voluntary).</p>		
<p><i>Please also note if you are physically challenged.</i> <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No</p>		
<p>Race: <input type="checkbox"/> American Indian or Alaskan Native <input type="checkbox"/> Black <input checked="" type="checkbox"/> Other <input type="checkbox"/> Asian or Pacific Islander <input type="checkbox"/> Hispanic <input type="checkbox"/> White</p>		
<p>Gender: <input checked="" type="checkbox"/> Female <input type="checkbox"/> Male</p>		
<p>Identify any potential conflicts of interest that might occur were you to be appointed:</p>		
<p>Do you ride the bus? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No Do you drive a car? <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No</p>		
<p>Do you bicycle to work/shopping? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No Do you bicycle for recreation? <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No Do you walk to work/shopping? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No Do you walk for recreation? <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No</p>		
<p>Please circle your age bracket 18 - 25 / 26 - 35 / 36 - 49 / 50 and over</p>		
<p>Can you serve a multi-year term? <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No</p>		
<p>Can you regularly attend meetings? <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No</p>		
<p>Conflicts:</p>		
<p>Please circle any special population interests you may represent:</p>		
<p>Minorities, Road Cyclists, Off-Road Cyclists,</p>	<p>Transit Riders</p>	<p>Transportation Disadvantaged</p>
<p>Child, Youth, or Senior Pedestrian Advocates</p>	<p>Students</p>	<p>Persons with Disabilities, Seniors</p>

CITIZEN'S MULTIMODAL ADVISORY COMMITTEE APPLICATION

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

At the end of this year, I will have completed by two-year term serving as the Region III Representative for the American Planning Association Student Representatives Council. I sat on the Communications Committee and worked on monthly e-newsletters containing important event and conference information relevant for students and planning student organization (PSO) representatives. I attended two National Planning Conferences (New Orleans and San Francisco) and two Policy and Advocacy Conference in D.C. while serving in this position. Since starting to work full-time, I have also become the APA Florida Capital Area Section Emerging Planners Representative and have won the Women in Transportation Seminar (WTS) Capital Area Chapter's Emerging Professional of the Year Award for 2019, which enables me to be more involved with the executive board throughout 2020.

As a Tallahassee resident and recent Florida State University graduate with a master's in urban and regional planning, I have spent the last three years getting to know Tallahassee's transportation system, learning from the experiences of local community members who rely exclusively on walking, cycling, and transit for transportation. As a transportation planner working predominantly on transit planning work that emphasizes alternative transportation connections to transit, I am passionate about the multimodal options the Tallahassee-Leon County has to offer its residents. Outside of the office, I am a paddler, hiker, walker, and road/mountain biking enthusiast. I spend a lot of time with my partner, who grew up in Tallahassee, enjoying the region's multi-use trails, greenways, rivers, parks, and outdoor amenities. While I cannot access transit as a county resident, I rely on transit, walking, and cycling to move around the city on weekends.

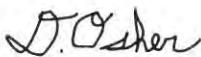
I believe my urban and regional planning background, transportation enthusiasm/experience, volunteer activities, and perspective as a young woman who cares about multimodal access for all people makes me an ideal candidate for a position on the CRTPA Citizen's Multimodal Advisory Committee.

How did you hear about us?

Greg Burke came and gave a talk about the CRTPA and the role of MPOs to my Transportation Planning Process class in Fall 2018, taught my Professor Michael Duncan. I went home and did some additional research and learn about the Citizen's Multimodal Advisory Committee and its role in communicating a diverse citizen perspective on multimodal transportation for the region. Since then, I have always wanted to become a member.

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

Signature: _____



If you have a disability requiring accommodations, or need assistance filling out this application, please contact the Capital Region Transportation Planning Agency at 850-891-8630.

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

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

<p>Please return in person to:</p> <p>Capital Region Transportation Planning Agency 300 S. Adams St., 3rd Floor Tallahassee, Florida 32301</p> <p>Or mail to:</p> <p>CRTPA 300 S. Adams St, Box A-19 Tallahassee, Fl. 32301</p>		<p>This application will remain in active files for two years.</p> <p>Please contact the CRTPA to advise of any changes regarding the information on this application.</p> <p>Email: lynn.barr@talgov.com</p> <p>PHONE: 850-891-8630</p>
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Name: Marcus Thompkins Date: 1-11-20

Work Phone: _____ Home Phone: 305-927-9190 Email: marcus.thompkins1@gmail.com

Please list your specific employer/occupation if employed by a State, Federal, or local government:

Employer: Department of Corrections

Please provide your home and work address (if applicable). Please check that box of your preferred mailing address.

Home Address: 217 W 9th Avenue

City/State/Zip: Tallahassee, FL 32303

Work Address: 4070 Esplanade Way

City/State/Zip: Tallahassee, FL 32399

The Capital Region Transportation Planning Agency strives to ensure that its citizens multimodal advisory committee is representative of the community's demographic makeup. To assist in this endeavor, please provide the following information (voluntary).

Please also note if you are physically challenged. Yes No

Race: American Indian or Alaskan Native Black Other Asian or Pacific Islander Hispanic White Gender: Female Male

Identify any potential conflicts of interest that might occur were you to be appointed:

None

Do you ride the bus? Yes No
Do you drive a car? Yes No

Do you bicycle to work/shopping? Yes No
Do you bicycle for recreation? Yes No

Do you walk to work/shopping? Yes No
Do you walk for recreation? Yes No

Can you serve a multi-year term? Yes No
Can you regularly attend meetings? Yes No

Conflicts: _____

Please circle any special population interests you may represent:

<p><u>Minorities</u>, <u>Road Cyclists</u>, Off-Road Cyclists,</p>	<p>Transit Riders</p>	<p>Transportation Disadvantaged</p>
<p>Child, <u>Youth</u>, or Senior Pedestrian Advocates</p>	<p>Students</p>	<p>Persons with Disabilities, Seniors</p>

CITIZEN'S MULTIMODAL ADVISORY COMMITTEE APPLICATION

Please tell us something about yourself! This information will help us create an advisory board that is reflective of a broad spectrum of the community. If you have any interests, hobbies, community activities, previous experience on committees, or anything else you would like us to know in consideration of your application please write it here. You may also attach this information. I'm an introspective person who loves and respects nature. I adore the sound of rain and the calmness it brings to my soul. I was raised in Tallahassee. I attended Chaires Elementary, Fairview middle, and both Lincoln & Rickards Highschool. I attended college at Florida International University and obtained both my Bachelor's and Master's degree in Finance. I enjoy listening and making music as well. Currently, my ears favor lo-fi hip hop and jazz. I ~~thor~~ thoroughly enjoy cities. The density. The space. The activity. The calmness. The lights, the buildings. The way people move about. Whether it's by bike, foot, public transportation, or car. I enjoy being apart of it and watching it as well. I believe in the world. I believe in cities. I believe in people. With positive, thoughtful intentions, that are guided by gentleness and respect, I believe in the health and wellness ~~that city planning and transportation can provide.~~

How did you hear about us? Google

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

Signature: 

If you have a disability requiring accommodations, or need assistance filling out this application, please contact the Capital Region Transportation Planning Agency at 850-891-8630.

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

Citizen's Multimodal Advisory Committee Bylaws

Adopted June 2017

Preamble

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

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

ARTICLE I: NAME AND PURPOSE

Section 1. NAME

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

Section 2. PURPOSE

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

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

ARTICLE II: ORGANIZATION

Section 1. AREA

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

Section 2. AUTHORITY

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

Section 3. NONDISCRIMINATION

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

ARTICLE III: MEMBERSHIP

Section 1. GEOGRAPHICAL AND SPECIAL INTEREST BALANCE

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

Section 2. MAXIMUM MEMBERSHIP

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

Section 3. TERMS OF MEMBERSHIP AND REAPPOINTMENT PROCEDURES

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

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

Section 4. RESIGNATIONS

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

Section 5. VACANCIES

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

ARTICLE IV: VOTING

Section 1. VOTING AUTHORITY

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

Section 2. VOTING WEIGHT

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

Section 3. QUORUM

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

- a. A majority vote (50% of the appointed membership plus 1) of the CMAC shall constitute a quorum. An affirmative vote shall consist of a majority vote of the total quorum present.
- b. In the absence of a quorum at any scheduled meeting, the members present shall function as a full subcommittee, electing an interim chair, if necessary, and the consensus of the group, as determined by a majority vote per item, is forwarded to the CRTPA Board as a recommendation without a quorum.

ARTICLE V: REGULAR AND SPECIAL MEETINGS

Section 1. MEETING SCHEDULE

The meeting schedule is designed to complement the meeting schedule of the CRTPA, such that recommendations from the committee can be considered by the CRTPA Board. The regular meeting of the CMAC will typically be held on the first Tuesday of each month, with the exception of July and August and such other times as scheduled by the Chairperson. Meeting dates will be adjusted by the Chairperson or CRTPA Staff to accommodate holidays or other conflicts.

Section 2. MEETING ATTENDANCE

Each member of the CMAC is expected to demonstrate interest in the CMAC's activities through attendance at the regularly scheduled meetings except for reasons of an unavoidable nature. The CRTPA Executive Director may recommend the removal of any member who fails to attend 50% or more regularly scheduled meetings in a one-year period. A request for removal and replacement of any CMAC member shall be sent to the CRTPA Board from the CRTPA Executive Director at the last scheduled meeting of each year.

Section 3. MEETING LOCATION

Regular meetings of the CMAC shall be held at a location agreed to by the members and accessible by the public.

Section 4. SPECIAL MEETINGS

Special meetings may be called by the Chairperson or CRTPA Staff.

Section 5. MEETING NOTIFICATION

- a. Notice of the time, place and purpose of all regular meetings shall be provided to each member of the Committee, not less than seven (7) days before such meeting. Special meetings will provide notice not less than three (3) days before such meeting.

- b. CMAC meetings shall be advertised on the CRTPA web site at least one week prior to the scheduled meeting date. Special CMAC Meetings will provide notice not less than three (3) days before the special meeting date.
- c. Meetings will be open to the public. Any group which so requests in writing will be notified of CMAC meetings.

Section 6. MEETING MATERIALS

- a. Agenda materials for the CMAC meetings shall be posted on the CRTPA webpage no later than seven (7) days prior to the meeting.
- b. Supplemental materials shall be provided to the CMAC members as soon as practicable and no later than the Friday before a scheduled meeting. These materials shall also be posted on the CRTPA webpage on the same date.

Section 7. MEETING MINUTES

CMAC meetings will be recorded and minutes will be prepared. CMAC Minutes will be posted on the CRTPA website for public review.

ARTICLE VI: OFFICERS & DUTIES

Section 1. Committee Leadership and Selection

The members of the CMAC shall elect from their own membership the following officers no later than the last meeting of the calendar year:

- A: Chairperson
- B: Vice-Chairperson

Officers shall be elected by a majority vote of the quorum present.

Section 2. Leadership Terms

The terms of office for all officers shall be one year beginning at the first CMAC meeting of the calendar year and terminating at the last CMAC meeting of the year, or until their successors are elected at the next regular meeting of the committee. Any officer may be re-elected for the same office.

Section 3. Leadership Duties:

The Chairperson shall preside at all meetings of the CMAC and conduct all meetings of the CMAC. In the event of the Chairperson's absence, or at the Chairperson's direction, the Vice-Chairperson shall assume the powers and duties of the Chairperson. In the absence of both a Chairperson and Vice-Chairperson at a regular or special CMAC meeting, a temporary Chair

shall be elected by majority vote at the meeting to serve as Chairperson of that meeting, for that meeting alone.

ARTICLE VII: RULES OF PROCEDURE

Section 1. MEETING CONDUCT

All meetings of the CMAC shall be conducted in accordance with the most current edition of Roberts Rules of Order Revised. The Chairperson (or the Vice Chairperson when serving as Chairperson) shall preside at all meetings and shall either serve as the “parliamentarian” or designate another CMAC member to serve as “parliamentarian”.

Section 2. CONFLICT OF INTEREST

Whenever a CMAC Member has cause to believe that a matter to be discussed would involve him/her to be in a conflict of interest, he/she shall announce the conflict of interest and refrain from voting on any such matter.

ARTICLE VIII: BYLAW AMENDMENTS

The CMAC Bylaws may be amended by a majority vote of the CRTPA. A thirty (30) days’ public review period shall be provided prior to final adoption.

ARTICLE IX: PUBLIC PARTICIPATION

Comment will be accepted by individuals during the course of CMAC meetings as set forth below:

- a. Members of the public may speak on items on the approved agenda after a motion has been made on that item and the Chairperson calls for public comment.
- b. Members of the public may speak on items which are not on the agenda during the “Public Comment” section of the agenda.
- c. Individuals are encouraged to complete a separate “Request to Speak” card for each item they wish to address. If they are unable to complete the card, or do not wish to, then his/her concerns will be noted by the CRTPA staff.
- d. Individuals will be allowed to speak up to three minutes on each agenda item or “Public Comment” topic for which they have indicated a desire to speak. Additional time may be allotted at the discretion of the CMAC Chairperson.

- e. Large groups wishing to speak are encouraged to designate a spokesperson to represent their views. Additional time may be allotted at the discretion of the CMAC Chairperson when such a situation arises.



March 17, 2020

AGENDA ITEM 5

CONSENT ITEMS PULLED FOR DISCUSSION

March 17, 2020



COMMITTEE AGENDA ITEM 6 A

TALLAHASSEE-LEON COUNTY BICYCLE AND PEDESTRIAN MASTER PLAN

STATEMENT OF ISSUE

At the November 19, 2019 CRTPA Board meeting members approved the projects for the Tallahassee-Leon County Bicycle and Pedestrian Master Plan (BPMP). At this meeting staff will be presenting the BPMP Report including a review of the process, projects and final project sheets.

RECOMMENDED ACTION

Option 1. Accept the Tallahassee-Leon County Bicycle and Pedestrian Master Plan.

BACKGROUND

The Tallahassee-Leon County Bicycle and Pedestrian Master Plan kicked off at the March 20, 2018 CRTPA Board meeting to:

- Update the 2004 BPMP
- Address growth changes in Tallahassee and Leon County, and
- Prepare projects for incorporation into the Year 2045 Regional Mobility Plan (RMP).

The Study Area is comprised of Leon County, the City of Tallahassee, and within the City, the Multimodal Transportation District (MMTD). The key objectives of this effort included:

- Develop an existing conditions database
- Develop a bicycle network
- Identify a series of priority projects based on tiers of implementation (like the RMP)

The plan provides a near-term set of priorities which will assist in directing allocated funding from City, County, Blueprint, the Florida Department of Transportation, and the CRTPA.

NOVEMBER 19, 2019 BOARD MEETING

At the November 19, 2019 CRTPA Board meeting members were presented the process that was utilized to generate the projects using Bicycle Comfort Level (BCL) matched up with “rider” types. These efforts produced a series of projects that were divided into “Neighborhood Network” and “Major Projects”. In addition, the project included criteria to evaluate the projects, standard cost, and minor projects. The Board Accepted the projects for inclusion in the BPMP.

POST NOVEMBER 19, 2019 BOARD MEETING

Since the November Board meeting the consultant has been working on documentation the planning process and creating the individual project sheets for all Neighborhood Network and Major Projects.

The Draft Final Report is a large document and can be found using the link below:

<http://crtpa.org/draft-final-tallahassee-leon-county-bpmp/>

NEXT STEPS

CRTPA staff will be working with Tallahassee and Leon County to incorporate the BPMP into the Comprehensive Plan in the October 2020 amendment cycle.

OPTIONS

- Option 1: Accept the Tallahassee-Leon County Bicycle and Pedestrian Master Plan.
(Recommended)

- Option 2: CRTPA Board Discretion.



March 17, 2020



AGENDA ITEM 6B

CONNECTIONS 2045 REGIONAL MOBILITY PLAN

STATEMENT OF ISSUE

The Project Team will be presenting materials regarding the Connections 2045 Regional Mobility Plan (RMP) Needs Plan, Evaluation Criteria and Prioritization Criteria updates and criteria weighting.

BACKGROUND

Previous CRTPA Board Meetings

January 2020

The following are the items that were discussed at the January 21, 2020 CRTPA Board Meeting:

Connections 2045 RMP Goals – Discussed at February 4, 2020 Committee meetings with no changes.

Public Engagement – CRTPA staff establishing meetings with individual municipalities for input and seeking additional events to gather MetroQuest survey's before February 29, 2020.

Milestone's – Project Team presented schedule to Board regarding approval of the Cost Feasible Plan in June 2020.

February 2020

The following are the items that were discussed at the February 18, 2020 CRTPA Board Meeting:

Needs Plan – The Project Team presented the purposes and process for developing the Needs Plan.

Evaluation Criteria – The Evaluation Criteria was presented to Board members.

Prioritization Criteria - The Prioritization Criteria was presented to Board members.

Jurisdictional Outreach – Project Team members outlined the jurisdictional meetings that were going to be held in February to discuss project that might be included in the RMP.

Public Engagement (Update) – The Project Team updated Board members on the status of the Public Engagement process.

Current CRTPA Meeting

March 2020

There are three items being brought to the Board in March including the Needs Plan, Updated Evaluation and Prioritization Criteria and the weighting of the criteria.

Needs Plan

Since the February Board meeting the Project Team has developed a Needs Plan that is divided amongst several transportation categories as shown in the attachments below. As a reminder, the Needs Plan pulls together projects from previous plans and updated planning documents (Comprehensive Plans, Town Plans, Bike and Pedestrian Plans, etc....), congestion data that the Project Team has received through analysis using the 2045 Transportation Model, Safety Conditions that can be addressed as a component of the RMP process, public feedback received at Public Engagement events and via the MetroQuest Surveys, and the Jurisdictional meetings with municipalities in the CRTPA region. The list of projects for the Needs Plan is shown as the following eleven attachments:

Attachment 1 – Needs Plan Roadway Projects

Attachment 2 – Needs Plan Intersection Projects

Attachment 3 – Needs Plan Interstate Projects

Attachment 4 – Needs Plan Gadsden County Bike and Pedestrian

Attachment 5 - Gadsden County Bike and Pedestrian Project Map

Attachment 6 – Needs Plan Jefferson County Bike and Pedestrian

Attachment 7 – Jefferson County Bike and Pedestrian Project Map

Attachment 8 – Needs Plan Leon County Bike and Pedestrian

Attachment 9 – Leon County Bike and Pedestrian Project Map

Attachment 10 – Needs Plan Wakulla County Bike and Pedestrian

Attachment 11 – Wakulla County Bike and Pedestrian Project Map

After the Needs Plan is created the weighted **Evaluation Criteria** and **Prioritization Criteria** are applied to produce a score for each project.

Existing and Committed Projects

There are projects that are currently underway or committed to be constructed in the next five-year time period. These projects include the following:

Roads

Bannerman Road – Thomasville Road to Bull Headley Road

Capital Circle, Southwest – Orange Avenue to Springhill Road

Capital Circle, Southwest – Springhill Road to Crawfordville Road

Crawfordville Road – Leon County Line to Bloxham Cutoff

Crawfordville Road – Bloxham Cutoff to East Ivan Road

Welaunee Boulevard – Fleischmann Road to Roberts Road

Welaunee Extension – Shamrock Street to Welaunee Boulevard

Trails

Coastal Trail – Surf Road to Tower Road

Coastal Trail – Tower Road to Wakulla High School

Coastal Trail – St. Marks Trail to Lighthouse Road

Updated Evaluation Criteria and Evaluation Criteria

Presented in February, the Needs Plan is evaluated through a two-step process using Evaluation and Prioritization Criteria. Since the February meeting, additional criteria were brought forward from the 2040 RMP, description changes were incorporated, and recommended removal of criteria was incorporated into this effort. These changes are presented below. The Evaluation and Prioritization Criteria can be found on **Attachment 12**.

Project Phases Completed (Evaluation Criteria)

One of the tenets of the transportation process for project development is to complete projects that have been started. As long range plans are updated it is necessary to incorporate criteria that places an emphasis on projects that are requiring phase funding for construction, right of way or design. Ultimately, this will feed into the Priority Project Process for funding (June 2020). This criterion was included in the Connections 2040 RMP and was added back into the process in February.

Universal Accessibility (Prioritization Criteria)

Added in the Connections 2040 RMP, this criterion measures a projects ability to connect compatible facility types, remove barriers, reconstruct or alter the physical environment, retrofit existing facilities, or add enhanced sidewalks, signage, and wayfinding, signalization, crosswalk enhancements, lighting, street furniture, shaded areas, bus stops, technology enhancements, or other accessories to improve comfort and safety. This criterion was included in the Connections 2040 RMP and was added back into the process in February.

Existing Congestion Reduction and Future Project Congestion (Prioritization Criteria)

This criteria was added to reflect the congestion data from the district-wide transportation model.

Safety Improvement (Prioritization Criteria)

The description of the criteria changed from:

Original language: *“Project addresses one of the worst crash locations in the region, as identified in the Existing Conditions report.”*

Updated Language: *“Project addresses one of the worst crash locations in the region, as identified in the State of the Region Report or Congestion Management Plan.”*

The criteria already incorporated Congestion Management but that wasn’t specifically stated, and the State of the Region Report will also provide information to consider as part of this criteria. Evacuation Route This criterion was moved from Evaluation Criteria to roadway specific criteria.

Identified Gateway (Prioritization Criteria – Removed)

This criterion was incorporated during the 2040 RMP, and read:

“Project is located in or adjacent to an area designated as a future gateway improvement location”

This criterion has a varying definitions across the region and therefore the Project Team recommended its removal.

Weighting of the Criteria

The weighting of criteria approach that was initiated with the Connections 2040 RMP is also being used in the development of the Connections 2045 RMP with a focus on ***“finishing what was started”***. The purpose of this approach is to ensure that there is a consistency amongst the projects as they move through the RMP and into the Priority Project Process, *i.e.*, projects seeking construction are the highest priority followed by those seeking Right of Way, Design, and Project Development and Environment (PD&E), respectively.

Within the individual phases, the project may be further prioritized based on Board members preference and project scoring. For example, if there is one project seeking construction funding and three seeking Right of Way funding, the project seeking construction funding will always be ranked higher. However, the three projects seeking Right of Way can be prioritized within the “right of way” group. This approach will allow for consistency with the RMP process and the Project Prioritization Process.

Based on this approach the “Project Phases Completed” criterion has the most points (100) of any criteria, the weighting of the Evaluation Criteria is shown on **Table 1** and the Prioritization Criteria on **Table 2** (more details can be found in **Attachment 12**):

Table 1 - Evaluation Criteria

Evaluation Criteria	Weighting
Project Phases Completed	100
Part of an Adopted Plan	50
Natural Environment	20
Social Environment	20
Totals Potential Points	190

As shown in **Table 1**, the total number of points a project can potentially receive as part of the Evaluation Criteria process is 190 points and from the Prioritization Criteria 296 points (**Table 2**, page 5) for a total possible score of 486 points (should a tie breaker be necessary).

Table 2 - Prioritization Criteria

Prioritization Criteria	Weighting
Safety Improvement	75
Universal Accessibility	60
Growth Center / Economic Development	30
Existing Congestion Reduction	25
Supportive of Transit Priorities and Accessibility	20
Supportive of Bicycle and Pedestrian Mobility and Accessibility	20
Future Congestion Reduction	15
Supportive of Freight Priorities	15
Supportive of Transportation Technology	15
Resilience	10
Evacuation Route	5
Travel and Tourism	5
Funding Commitment (Tie-Breaker only)	1
Totals Potential Points	296

Milestones

The RMP is making great progress and maintaining the schedule of approving the Cost Feasible Plan in June of 2020. The schedule for April, May and June is shown below:

April – The Final Needs Plan, Final Prioritized Project lists, projected revenues, project cost estimates, and the assumptions to developing the Cost Feasible Plan.

May – Cost Feasible Plan Draft.

June – Final Cost Feasible Plan and an outline of the project documentation.

ATTACHMENTS

- Attachment 1: Needs Plan Roadway Projects
- Attachment 2: Needs Plan Intersection Projects
- Attachment 3: Needs Plan Interstate Projects
- Attachment 4: Needs Plan Gadsden County Bike and Pedestrian
- Attachment 5: Gadsden County Bike and Pedestrian Project Map
- Attachment 6: Needs Plan Jefferson County Bike and Pedestrian
- Attachment 7: Jefferson County Bike and Pedestrian Project Map
- Attachment 8: Needs Plan Leon County Bike and Pedestrian
- Attachment 9: Leon County Bike and Pedestrian Project Map
- Attachment 10: Needs Plan Wakulla County Bike and Pedestrian
- Attachment 11: Wakulla County Bike and Pedestrian Project Map
- Attachment 12: Evaluation and Prioritization Criteria Weighting

**CRTPA DRAFT NEEDS PLAN
Region-Wide Roadway Projects**

Project	State Route / US Route	From	To	Next Phase	County	Improvement
Adams Street	State Road 363	Orange Avenue	Bronough/Duval	PD&E	Leon	2 to 4 Lanes
Blountstown Highway	State Road 20	Geddie Road	Capital Circle NW	PD&E	Leon	2 to 4 Lanes
Capital Circle NW	State Road 263	Interstate 10	Monroe Street (North)	PD&E	Leon	2 to 4 Lanes
Crawfordville Road	US 319	East Ivan	Lost Creek Bridge	Right of Way	Wakulla	2 to 4 Lanes
Crawfordville Road	US 319	Lost Creek Bridge	Alaska Way	Right of Way	Wakulla	2 to 4 Lanes
Crawfordville Road	US 319	Wakulla CL	LL Wallace Road	Design	Leon	2 to 4 Lanes
Crawfordville Road	US 319	LL Wallace Road	Wakulla Springs Road	Design	Leon	2 to 4 Lanes
Thomasville Road	State Road 61	Monroe Street (North)	7th Avenue	PD&E	Leon	Multimodal Operational
Thomasville Road	State Road 61	7th Avenue	Betton Road	PD&E	Leon	Multimodal Operational
Woodville Highway	State Road 363	Paul Russell Road	Capital Circle SE	Construction	Leon	2 to 4 Lanes
Woodville Highway	State Road 363	Capital Circle SE	Wakulla County Line	PD&E	Leon	2 to 4 Lanes
Woodville Highway	State Road 363	Wakulla County Line	Bloxham Cutoff	PD&E	Wakulla	2 to 4 Lanes
Tharpe Street		Capital Circle NW	Ocala Road	PD&E Reevaluation	Leon	2 to 4 Lanes
Orange Avenue	State Road 371	Springhill Road	Monroe Street (South)	Right of Way	Leon	2 to 4 Lanes
Orange Avenue	State Road 371	Capital Circle SW	Springhill Road	Design	Leon	2 to 4 Lanes
Pensacola Street	State Road 366	Capital Circle SW	Appleyard Drive	PD&E	Leon	2 to 4 Lanes

CRTPA DRAFT NEEDS PLAN
Region-Wide Intersection Projects

Project	At	County
Apalachee Parkway / SR 20	Jefferson/Leon CL	Jefferson/Leon
Bloxham Cutoff / SR 267	Wakulla Springs Road	Wakulla
Capital Circle NE	Centerville Road/Welaunee Boulevard	Leon
Capital Circle NW	Tennessee Street/SR 10/US 90	Leon
Capital Circle SW	Blountstown Highway	Leon
Coastal Highway / US 98	Bloxham Cutoff	Wakulla
Coastal Highway / US 98	Woodville Highway	Wakulla
Crawfordville Road / SR 61	Shelfer Road	Leon
Gamble Road / SR 59	Tram Road	Jefferson
West Tennessee Street / US 90	Ocala Road to Magnolia Drive	Leon
Jefferson Street / SR 57	Nash Road	Jefferson
Magnolia Drive / SR 265	Park Avenue	Leon
Monroe Street / SR 61	Gaines Street	Leon
Monroe Street / SR 61	Tennessee Street	Leon
Monroe Street/Old Bainbridge	Capital Circle NW	Leon
Pensacola Street	White Drive	Leon
Stadium Drive / SR 366	Lake Bradford Road	Leon
Tennessee Street/Mahan Dr/US 90	Capital Circle NE	Leon
Thomasville Road SR 61	Capital Circle NE	Leon
Thomasville Road / SR 61	Monroe Street	Leon

CRTPA DRAFT NEEDS PLAN
Interstate 10 Interchange and Widening Projects

INTERCHANGE PROJECTS

Project	Interchange	County
Interstate 10 Thomasville EB Exit	Thomasville Road	Leon
Interstate 10 Thomasville WB Entrance	Thomasville Road	Leon
Interstate 10	Tennessee Street (West)/SR 10/US 90	Gadsden
Interstate 10	Greensboro Highway	Gadsden
Interstate 10	Capital Circle NE	Leon
Welaunee Boulevard	I-10 Interchange	Leon

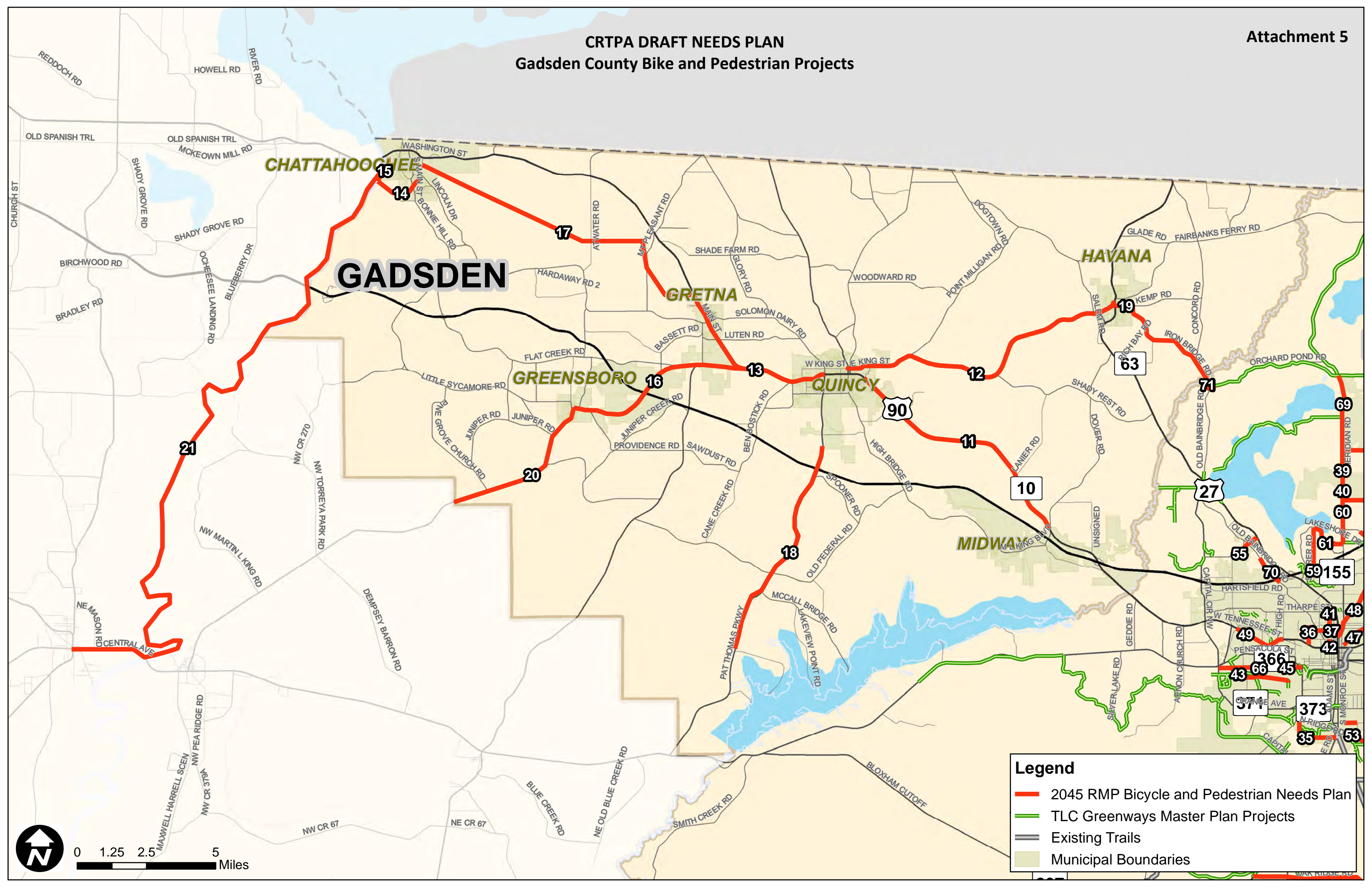
INTERSTATE WIDENING

Project	From	To	County
Interstate 10	SR 10/US 90 Interchange (Midway)	Leon CL	Gadsden
Interstate 10	Gadsden CL	Capital Circle NW	Leon
Interstate 10	Capital Circle NE	Gamble Road	Jefferson/Leon

CRTPA DRAFT NEEDS PLAN
Gadsden County Bike and Pedestrian Projects

Project #	Name	County	Improvement
11	Multi-Use Path on the north side of US 90 from Dover Rd to Tanyard Park	Gadsden	Multi-Use Path
12	Multi-Use Path from Qunicy to Havana	Gadsden	Multi-Use Path
12	Project 5 Extension in to Quincy	Gadsden	Multi-Use Path
13	Multi-Use Path from Quincy to Gretna	Gadsden	Multi-Use Path
14	Multi-Use Path along CSX track	Gadsden	Rails to Trails
15	Proposed Multi-Use Path connection in Chattahoochee	Gadsden	Multi-Use Path
16	Multi-Use Path from Greensboro to Gretna	Gadsden	Multi-Use Path
17	Multi-Use Path from Gretna to Chattahoochee	Gadsden	Multi-Use Path
18	Qunicy to Wetumpka	Gadsden	Multiuse Along
19	Project 5 extension in to Havana	Gadsden	Multi-Use Path
20	Connects Greensboro to C2B Trail - ARPC Project	Gadsden	Multi-Use Path
21	ARPC Project - Chattahoochee to Bristol Trail	Gadsden	Multi-Use Path

CRTPA DRAFT NEEDS PLAN
Gadsden County Bike and Pedestrian Projects

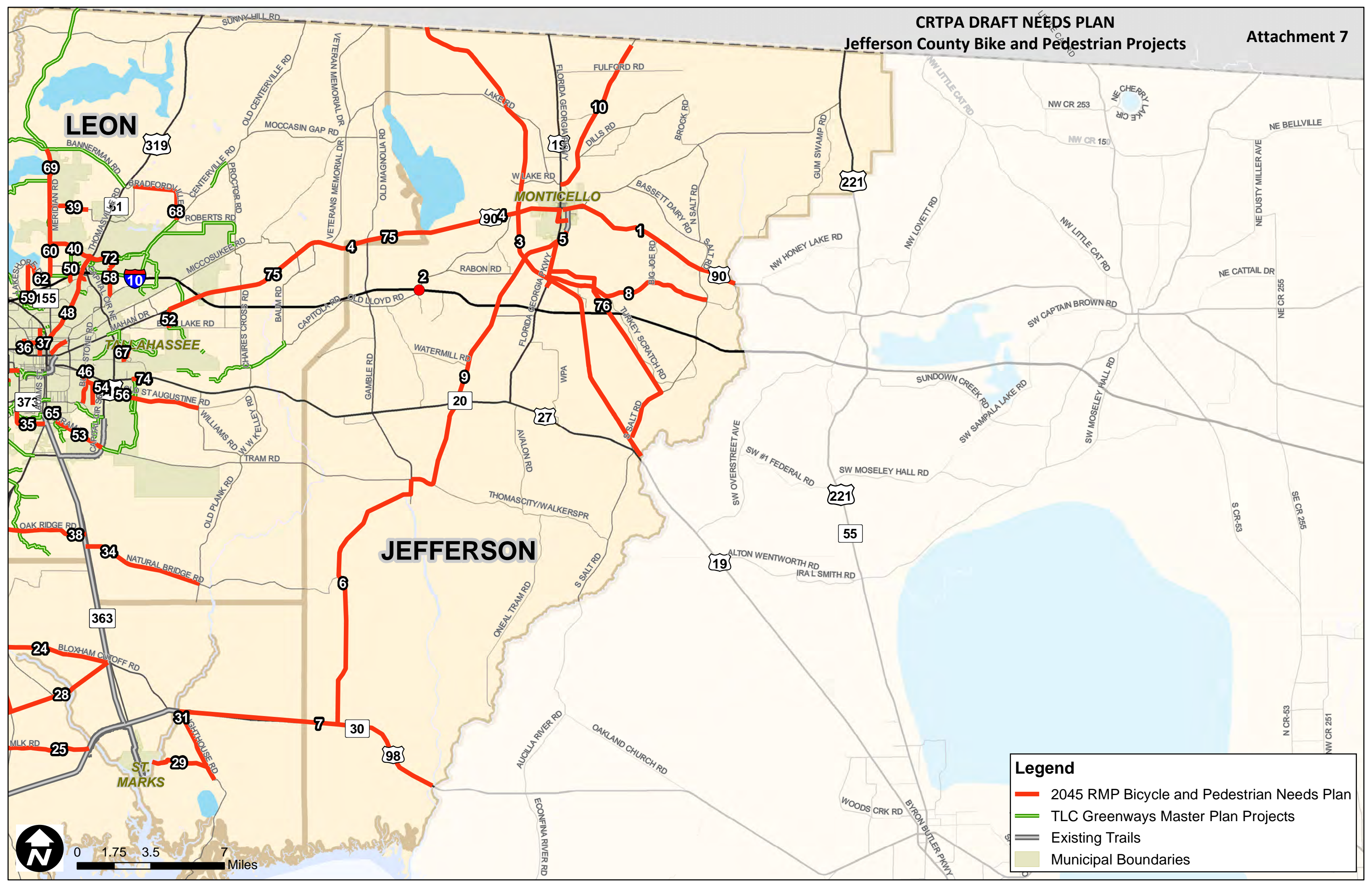


Legend

- 2045 RMP Bicycle and Pedestrian Needs Plan
- TLC Greenways Master Plan Projects
- Existing Trails
- Municipal Boundaries

CRTPA DRAFT NEEDS PLAN
Jefferson County Bike and Pedestrian Projects

Project #	Name	County	Improvement
1	Lake City to Monticello Corridor	Jefferson	Multi-Use Path
2	I-10 Interchange at Old Lloyd Road	Jefferson	
3	Duke Energy Corridor	Jefferson	Rail Trail
3	Duke Energy Corridor	Jefferson	Rail Trail
3	Duke Energy Corridor	Jefferson	Rail Trail
3	Duke Energy Corridor	Jefferson	Rail Trail
3	Duke Energy Corridor	Jefferson	Rail Trail
4	US 90 Trail	Jefferson	Multi-Use Path
4	US 90 Trail	Jefferson	Multi-Use Path
5	Entension of Monticello Trail to High School along US 19	Jefferson	Monticello Trail Extension
6	Potential Connector Trail - 59 Connector	Jefferson	Multi-Use Path
7	Potential Connector Trail - US 98 Connector	Jefferson	Multi-Use Path
8	Aucilla Highway	Jefferson	Bike Lanes
9	Waukeenah Highway	Jefferson	Bike Lanes
10	Boston Highway	Jefferson	Bike Lanes
76	Georgia to Cross City Corridor	Jefferson	Multi-Use Path



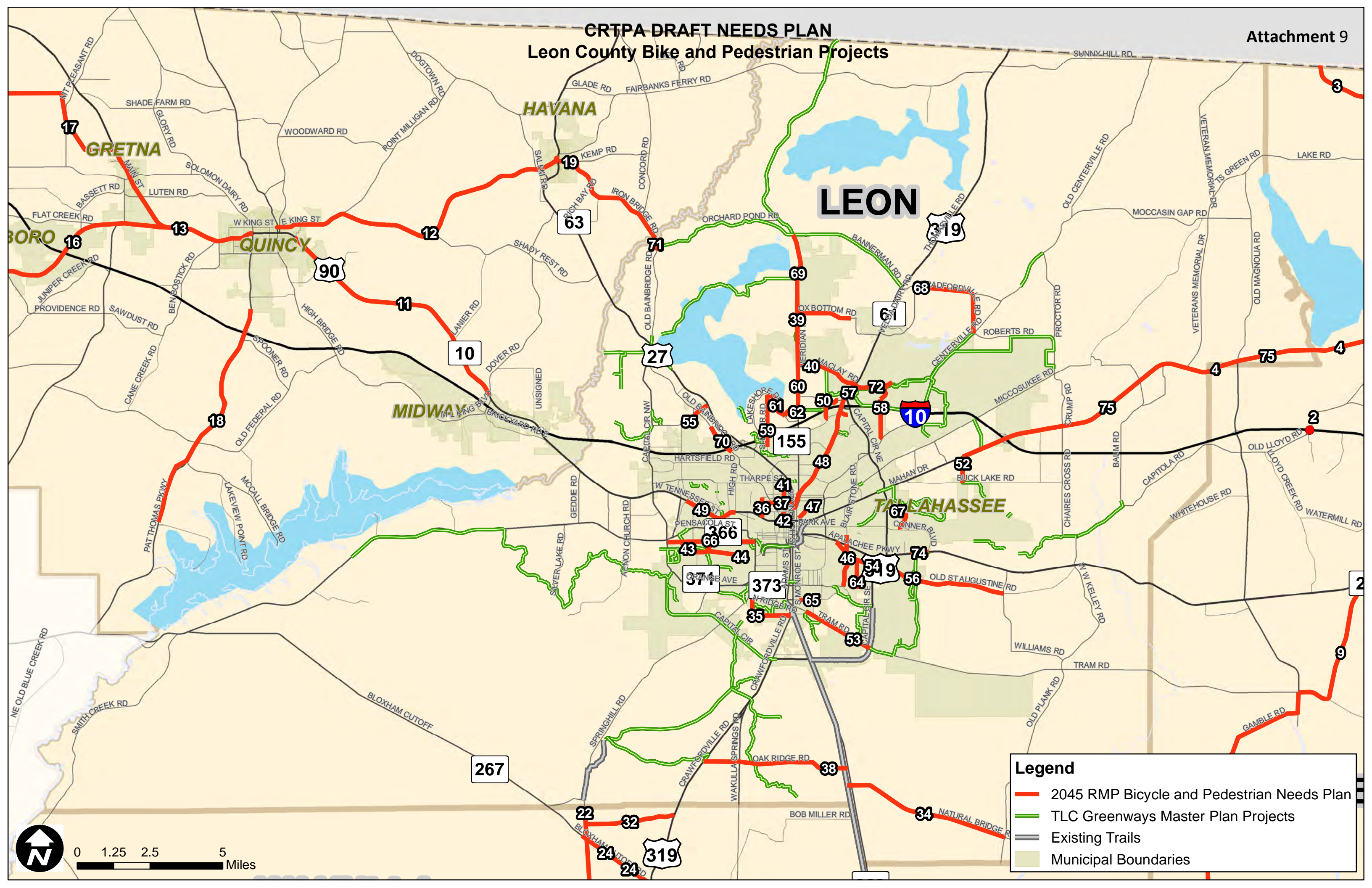
Legend

- 2045 RMP Bicycle and Pedestrian Needs Plan
- TLC Greenways Master Plan Projects
- Existing Trails
- Municipal Boundaries

**CRTPA DRAFT NEEDS PLAN
Leon County Bike and Pedestrian Projects**

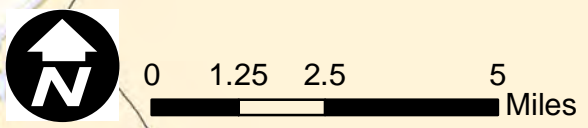
Project #	Name	County	Improvement
34	Natural Bridge Road	Leon	Multi-Use Path
35	Ridge Road	Leon	Multi-Use Path
36	N. Woodward Avenue	Leon	Take on-street parking, buffered bike lane
37	W. 4th Avenue	Leon	Take center turn lane, narrow lanes, add multi-use path
38	Oak Ridge Road	Leon	Multi-Use Path
39	Ox Bottom Road	Leon	Multi-Use Path
40	N. Meridian & Maclay Road	Leon	Multi-Use Path/Sidewalks
41	N. M L King Jr. Boulevard	Leon	Take onstreet parking, buffered/designated bike lanes or MUT
42	N. M L King Jr. Boulevard	Leon	Take onstreet parking, buffered bike lane, signage, traffic calming
43	Roberts Avenue	Leon	Multi-Use Path
44	Iamonia Street	Leon	Multi-Use Path
45	Jackson Bluff Road	Leon	Take center turn lane, restriping, buffered bike lane
46	Blair Stone Road	Leon	Multi-Use Path
47	Miccosukee Road	Leon	Take onstreet parking, buffered bike lane on south side of road
48	Thomasville Road	Leon	Limit numbr of lanes, narrow lane widths, Multi-Use Path
49	W. Tennessee Street	Leon	Multi-Use Path
50	Timberlane Road	Leon	Multi-Use Path
51	Timberlane School Road	Leon	Multi-Use Path/separated bike lane
52	Pedrick Road	Leon	Bike Lane Connectivity
53	Tram Road	Leon	Multi-Use Path
54	Old Street Augustine Road	Leon	Multi-Use Path
55	Fred George Road	Leon	Multi-Use Path
56	Old Street Augustine Road	Leon	Multi-Use Path
57	Thomasville Road	Leon	Multi-Use Path
58	Olson Road	Leon	Multi-Use Path
59	Sharer Road	Leon	Multi-Use Path
60	Meridian Road	Leon	Multi-Use Path
61	Lakeshore Drive	Leon	Multi-Use Path
62	Springdale Drive/Lexington Road	Leon	Multi-Use Path
63	Raymond Diehl Road	Leon	Multi-Use Path
64	Paul Russell Road	Leon	Multi-Use Path
65	Paul Russell Road	Leon	Multi-Use Path
66	Mabry Street	Leon	Multi-Use Path
67	Easterwood Drive	Leon	Multi-Use Path
68	Bradfordville Road	Leon	Multi-Use Path
69	Meridian Road	Leon	Multi-Use Path
70	Old Bainbridge Road	Leon	Multi-Use Path
71	Riverwalk Trail	Leon	Multi-Use Path
72	Killarney Way	Leon	5 ft. buffered bike lane
73	Metropolitan Boulevard	Leon	
74	Apalachee Parkway	Leon	
75	US 90	Leon	

CRTPA DRAFT NEEDS PLAN Leon County Bike and Pedestrian Projects



Legend

- 2045 RMP Bicycle and Pedestrian Needs Plan
- TLC Greenways Master Plan Projects
- Existing Trails
- Municipal Boundaries



CRTPA DRAFT NEEDS PLAN
Wakulla County Bike and Pedestrian Projects

Project #	Name	County	Improvement
22	GF&A South - Abandoned Rail	Wakulla	Multi-Use Path
22	GF&A South - Abandoned Rail	Wakulla	Multi-Use Path
23	GF&A Connection	Wakulla	Multi-Use Path
24	Bloxham Cutoff	Wakulla	Multi-Use Path
24	Bloxham Cutoff	Wakulla	Multi-Use Path
24	SR 267	Wakulla	Multi-Use Path
25	MLK Jr. Memorial Highway	Wakulla	Multi-Use Path
26	US 319/Sopchopy Highway	Wakulla	Multi-Use Path
27	CR 299/Curtis Mill Road	Wakulla	Multi-Use Path
28	Shadeville Highway	Wakulla	Multi-Use Path
29	Refuge Connection	Wakulla	Multi-Use Path
30	SR 365	Wakulla	Multi-Use Path
31	CR 59 - Signage OR Multi-Use Path	Wakulla	Multi-Use Path
32	New Light Church Road (CR 373A)	Wakulla	Bike Lane
33	Lonnie Ranker Lane	Wakulla	Multi-Use Path
77	Crawfordville Road	Wakulla	Multi-Use Path/Sidewalks

CRTPA DRAFT NEEDS PLAN Wakulla County Bike and Pedestrian Projects

WAKULLA

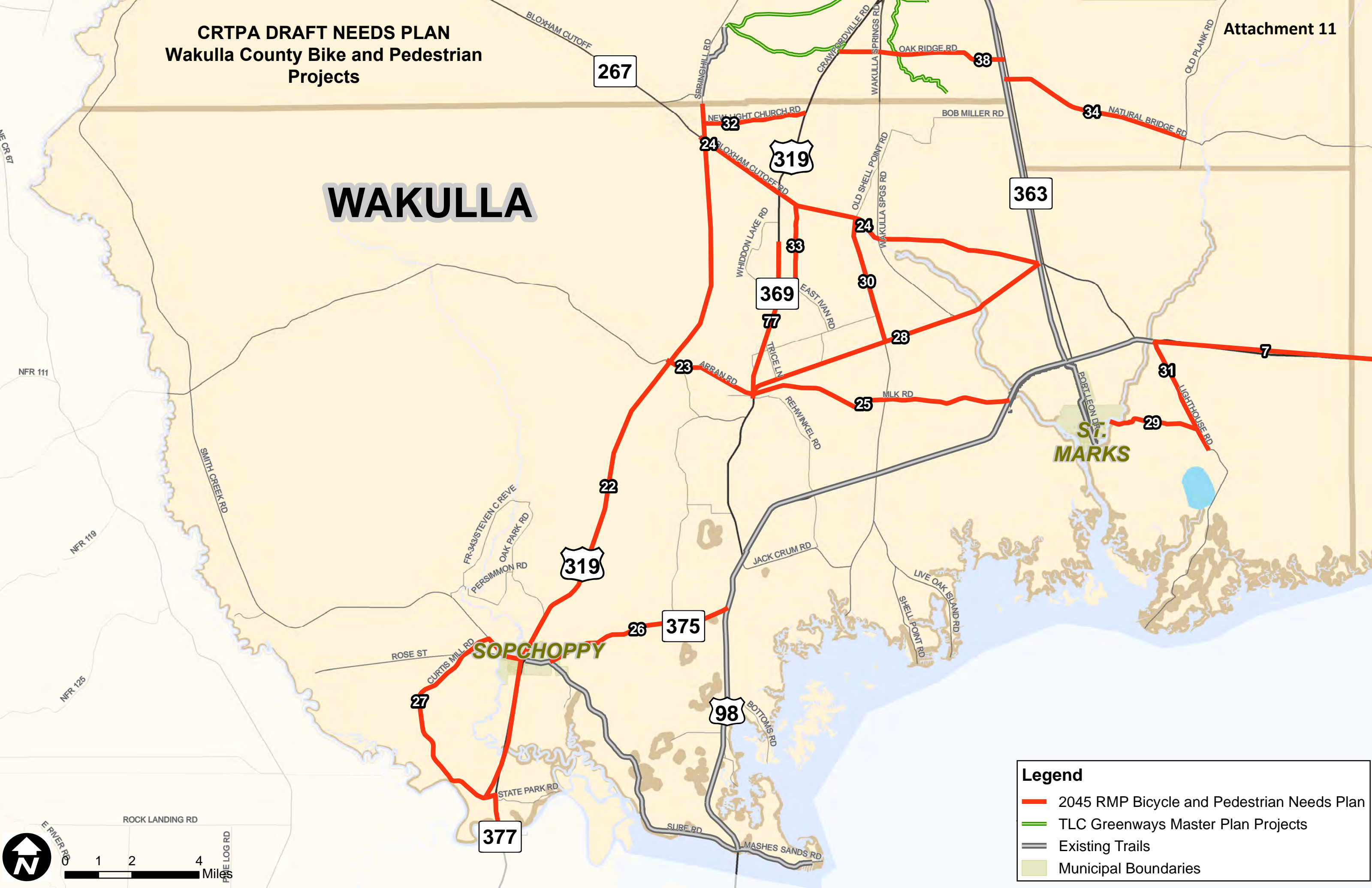
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SOPCHOPPY

Legend

- 2045 RMP Bicycle and Pedestrian Needs Plan
- TLC Greenways Master Plan Projects
- Existing Trails
- Municipal Boundaries

Scale: 1 2 4 Miles



Connections 2045 Regional Mobility Plan
 REVISED Roadway Evaluation and Prioritization Criteria

Roadway Evaluation Criteria	Definition	FAST Act Planning Factors	Connections 2045 RMP Goals	Weight
Project Phases Completed	The project has project phases completed.	1, 5, 7, 8	Multimodalism, Economic Development, Land Use, Natural Resource Protection/Conservation	100
	Project has ROW completed			1
	Project has Design completed			0.75
	Project has PD&E completed			0.5
	Project does not have phases completed			0
Part of an Adopted Plan	Project exists in a current state, regional, or adopted local agency plan	5	Land Use	50
	Project is identified in a current state, regional, or adopted local agency plan			1
	Project is not identified in a current state, regional, or adopted local agency plan			0
Natural Environment	Project has limited impacts to sensitive natural environmental features	5	Natural Resource Protection/Conservation	20
	Project has gone through Project Development and Environmental Study and/or Efficient Transportation Decision Making review and has no impacts or impacts are addressed			1
	Project has moderate impacts			0.5
	Project has substantial impacts			0
Social Environment	Project provides positive contributions to designated revitalization areas and Title VI communities	1, 2, 4, 5, 6	Access, Connectivity, Economic Development, Multimodalism, Land Use, Safety, Public Health	20
	Project provides positive contributions to designated revitalization areas and Title VI communities			1
	Project has no contributions to designated revitalization areas and Title VI communities			0.5
	Project results in negative impacts to designated revitalization areas and Title VI communities			0

Connections 2045 Regional Mobility Plan
REVISED Roadway Evaluation and Prioritization Criteria

Roadway Prioritization Criteria	Definition	FAST Act Planning Factors	Connections 2045 RMP Goals	Weight
Safety Improvement	Project addresses a high crash location in the region, as identified in the State of the Region Report or Congestion Management Plan.	2, 3, 5	Safety, Security	75
	Project addresses a high crash location			1
	Project addresses another crash location or identified safety issue			0.5
	Project does not address one of the worst crash locations			0
Universal Accessibility Improvement	The project enhances universal accessibility by connecting compatible facility types, removing barriers, reconstructing or altering the physical environment, retrofitting existing facilities, or adding enhanced sidewalks, signage, and wayfinding, signalization, crosswalk enhancements, lighting, street furniture, shaded areas, bus stops, technology enhancements, or other accessories to improve comfort and safety.	1, 2, 4, 5, 6, 8	Access, Connectivity, Economic Development, Multimodalism, Safety, Public Health	60
	Project is located on an existing fixed-route transit line – OR – Project fills in a gap in the existing bicycle and pedestrian network (as identified by referring to the bicycle and pedestrian needs map)			1
	Project fills in a gap in the future bicycle and pedestrian network (as identified by referring to the bike/ped needs map)			0.5
	Project does not enhance universal accessibility			0
Growth Center/Economic Development Area	Project is located in or adjacent to a growth area (contained within the Quality Growth Plus scenario, or designated as an economic development/growth area in local plans)	1, 4, 5, 6	Land Use, Economic Development, Multimodalism, Connectivity, Access, Natural Resource Protection/Conservation	30
	Project is located in or adjacent to a growth area			1
	Project is not located in or adjacent to a growth area			0
Existing Congestion Reduction	Project addresses a corridor or intersection along a corridor identified in the base year travel demand model as level of service E or F.	1, 4, 5, 7	Natural Resource Protection/Conservation, Public Health, Connectivity, Economic Development	25
	Project addresses a corridor identified in the base year travel demand model as level of service E or F			1
	Project does not address a corridor identified in the base year travel demand model as level of service E or F			0
Supportive of Transit Priorities and Accessibility	Project serves or improves transit routes, transit stops, transit technology, or transit development	4, 5, 6, 7	Connectivity, Multimodalism, Access	20
	Project is supportive of transit priorities			1
	Project is not supportive of transit priorities			0
Supportive of Bicycle and Pedestrian Mobility and Accessibility	Project includes incidental bicycle or pedestrian improvements	4, 5, 6, 7	Connectivity, Multimodalism, Access	20
	Project includes incidental bicycle <u>and</u> pedestrian improvements			1
	Project includes incidental bicycle <u>or</u> pedestrian improvements			0.5
	Project does not include incidental bicycle or pedestrian improvements			0

Connections 2045 Regional Mobility Plan
REVISED Roadway Evaluation and Prioritization Criteria

Roadway Prioritization Criteria	Definition	FAST Act Planning Factors	Connections 2045 RMP Goals	Weight
Future Congestion Reduction	Project addresses a corridor or intersection along a corridor identified in the 2045 travel demand model as level of service E or F.	1, 4, 5, 7	Natural Resource Protection/Conservation, Public Health, Connectivity, Economic Development	15
	Project addresses a corridor identified in the 2045 travel demand model as level of service E or F			1
	Project does not address a corridor identified in the 2045 travel demand model as level of service E or F			0
Supportive of Freight Priorities	Project travels along an identified freight route, or provides access to an existing or proposed intermodal facility	1, 4, 6	Economic Development, Multimodalism, Access, Connectivity	15
	Project is supportive of freight priorities			1
	Project is not supportive of freight priorities			0
Supportive of Transportation Technology	Project is supportive of transportation technology	1, 3, 4, 10	Access, Security, Multimodalism	15
	Project includes ITS or CAV accommodations			1
	Project does not include ITS or CAV accommodations			0
Resilience	Project contributes to the resiliency of the network	3, 5, 8, 9	Safety, Access, Security, Multimodalism, Economic Development	10
	Project is located in a 100 year floodplain or in an area susceptible to storm surge			1
	Project is not located in a 100 year floodplain or in an area susceptible to storm surge			0
Evacuation Route	Project is part of or directly serves an identified evacuation route as identified in the State Emergency Response Team (SERT) evacuation route maps.	2, 3	Safety, Security, Public Health, Access	5
	Project is part of or directly serves an identified evacuation route			1
	Project is not part of an identified evacuation route			0
Travel and Tourism	Project contributes to travel and tourism	1, 6, 10	Economic Development, Land Use, Access, Connectivity	5
	Project is located along a major corridor of regional or statewide significance, or in proximity to other major transportation facilities			1
	Project is not located along a major corridor of regional or statewide significance, or in proximity to other major transportation facilities			0
Funding Commitment	Project has dedicated local funding contribution or funding partnership	7, 8	Land Use	Tie-breaker
	Project has dedicated local funding			1
	Project has in-kind support (dedication of right-of-way, etc.)			0.5
	Project has no local funding or in-kind support			0

March 17, 2020



AGENDA ITEM 6 C

DRAFT UNIFIED PLANNING WORK PROGRAM (UPWP) TASKS

TYPE OF ITEM: Action

STATEMENT OF ISSUE

The CRTPA's Fiscal Year (FY) 2020/21 – 2021/2022 Draft Unified Planning Work Program has been developed for transmittal to state and federal review agencies [Florida Department of Transportation (FDOT), Federal Highway Administration (FHWA) and Federal Transit Administration (FTA)].

RECOMMENDED ACTION

Option 1: Approve the FY 2020/21– 2021/22 Draft UPWP for transmittal to FDOT, FHWA and FTA.

BACKGROUND

The UPWP is developed every two years and serves as the CRTPA's work outline and budget. The UPWP is divided into seven tasks covering items from daily administration of the CRTPA to identifying the specific planning projects to be undertaken. The initial draft is designed to focus on the tasks and upcoming studies while the final draft will include the tasks along with the required project and budget information (i.e. project schedule, budget tables, etc.) as well as the various budget forms and federal and state documents and certifications. The draft budget outline is included for each task. We are still working to finalize the overall funding available for the two-year period.

Upon approval by the CRTPA, the draft UPWP is submitted to FDOT, FHWA and FTA for review. The final UPWP will reflect any comments made by the agencies, as well as the total budget and required documentation. The document will be brought back to the committees and CRTPA for final approval in May.

OPTIONS

Option 1: Approve the FY 2020/21– 2021/22 Draft UPWP for transmittal to FDOT, FHWA and FTA.

(Recommended)

Option 2: CRTPA Board Discretion.

ATTACHMENT

Attachment 1: FY 2020/21– 2021/22 Draft UPWP



UNIFIED PLANNING WORK PROGRAM

Fiscal Years 2020/21—2021/2022

Effective Date: July 1, 2020—June 30, 2022

Adoption Date: May 19, 2020

*Prepared by the
Capital Region Transportation Planning Agency
300 South Adams Street
Tallahassee, FL 32301
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www.crtpa.org

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421716-2-14-29 (FTA 5305d)
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This report was financed in part by the Federal Highway Administration, Federal Transit Administration, Florida Department of Transportation and participating local governments.

CAPITAL REGION TRANSPORTATION PLANNING AGENCY
FY 2020/21- 21/22 UNIFIED PLANNING WORK PROGRAM

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Resolution 2020-##

A RESOLUTION APPROVING THE FY 2020/21– FY 2021/22 UNIFIED PLANNING WORK PROGRAM FOR THE CAPITAL REGION TRANSPORTATION PLANNING AGENCY (CRTPA); AUTHORIZING THE CHARIMAN TO EXECUTE ALL REQUIRED FORMS ANDS ASSURANCES; AUTHORIZING THE EXECUTIVE DIRECTOR TO EXECUTE ALL SUBSEQUENT GRANT APPLICATIONS, AND INVOICES.

Whereas, the CRTPA is the designated and constituted body responsible for the urban transportation planning and programming process; and

Whereas, the CRTPA is the authorized recipient of the United States Department of Transportation’s planning funds; and

Whereas, the CRTPA prepared and submitted a Fiscal Years 2021 and 2022 Unified Planning Work Program; and

Whereas, comments from reviewing agencies have been received and addressed; and

Whereas, minor adjustments were made along with textual clarifications requested by the reviewing agencies; and

Whereas, a final Unified Planning Work Program reflecting agency comments has been prepared.

NOW THEREFORE BE IT RESOLVED that the CRTPA:

1. Adopts the Final Unified Planning Work Program for FY 2020/21 and FY 2021/22; and
2. Authorizes the Chairman to execute all required forms and assurances; and
3. Authorizes the CRTPA Executive Director to file and execute all related grant applications and invoices for the Unified Planning Work Program and Section 5305(d) Transit Planning Grant.

DONE, ORDERED, AND ADOPTED THIS 19th DAY OF May 2020

CAPITAL REGION TRANSPORTATION PLANNING AGENCY

Randy Merritt, Chairman

ATTEST: _____
Greg Slay, Executive Director



Florida Department of Transportation

RON DESANTIS
GOVERNOR

605 Suwannee Street
Tallahassee, FL 32399-0450

KEVIN J. THIBAUT, P.E.
SECRETARY

Cost Analysis Certification

Capital Region TPA

Unified Planning Work Program - FY 2021-2022

Adopted 5/19/2020

Revision Number: Initial Adoption

I hereby certify that the cost for each line item budget category has been evaluated and determined to be allowable, reasonable, and necessary, as required by [Section 216.3475, F.S.](#) Documentation is on file evidencing the methodology used and the conclusions reached.

Name: MPO Liaison Name

Select to enter
Title and District

Signature

Select Date

GLOSSARY OF ABBREVIATIONS

ADA	-	Americans with Disabilities Act of 1990
ARPC	-	Apalachee Regional Planning Council
ATMS	-	Automated Traffic Management System
CMAC	-	Citizen's Multimodal Advisory Committee
CFR	-	Code of Federal Regulations
CMP	-	Congestion Management Process
CTC	-	Community Transportation Coordinator
CTD	-	Commission for the Transportation Disadvantaged
CTST	-	Community Traffic Safety Team
DBE	-	Disadvantaged Business Enterprise
DOPA	-	Designated Official Planning Agency
DRI	-	Development of Regional Impact
ETDM	-	Efficient Transportation Decision Making
FAST Act	-	Fixing America's Surface Transportation Act
FDOT	-	Florida Department of Transportation
FHWA	-	Federal Highway Administration
FSUTMS	-	Florida Standard Urban Transportation Modeling Structure
FTA	-	Federal Transit Administration
GIS	-	Geographic Information System
GMIS	-	Grant Management Information System (FTA funds)
ITS	-	Intelligent Transportation System
JPA	-	Joint Participation Agreement
LOS	-	Level of Service
L RTP	-	Long Range Transportation Plan

GLOSSARY OF ABBREVIATIONS (cont.)

MAP-21	-	Moving Ahead for Progress in the 21 st Century Act
MPA	-	Metropolitan Planning Area
MPO/TPO	-	Metropolitan/Transportation Planning Organization
MPOAC	-	Metropolitan Planning Organization Advisory Council
RMP	-	Regional Mobility Plan
ROW	-	Right of Way
PD&E	-	Project Development and Environmental Study
PEA	-	Planning Emphasis Area
PIP	-	Public Involvement Plan
RPC	-	Regional Planning Council
SIS	-	Strategic Intermodal System
STIP	-	State Transportation Improvement Program
TAC	-	Technical Advisory Committee
TATMS	-	Tallahassee Advanced Transportation Management System
TAZ	-	Traffic Analysis Zone
TDLCB	-	Transportation Disadvantaged Local Coordinating Board
TDP	-	Transit Development Plan
TIP	-	Transportation Improvement Program
TRIP	-	Transportation Regional Incentive Program
UPWP	-	Unified Planning Work Program
UA	-	Urbanized Area (as designated by the 2010 Census)
USC	-	United States Code

INTRODUCTION

The Unified Planning Work Program (UPWP) has been prepared to define the tasks to be performed with funds under Title 23 Sections 134 (Metropolitan Transportation Planning), 135 (Statewide Transportation Planning) and Title 49 (Public Transportation) by the Capital Region Transportation Planning Agency (CRTPA) for the period July 1, 2020, through June 30, 2022. This document serves to define activities for the public as well as public officials and agencies that contribute manpower and allocate funds to the transportation planning process. The UPWP provides a description of planning tasks and an estimated budget for each of the planning tasks to be undertaken by the CRTPA. Planning activities programmed within the UPWP meet the level of effort requirements anticipated by the CRTPA to meet local priorities as well as the requirements of Federal Highway Administration (FHWA), Federal Transit Administration (FTA), and the Florida Department of Transportation (FDOT). FHWA and FTA provide funding support through the FDOT, the form of PL, SU, SA and CM funds (FHWA) and the Section 5305(d) funds (FTA). Any expenses not covered by federal funds utilize local funding provided by the member governments of the CRTPA.

Public involvement for the development of the UPWP is accomplished through the regularly scheduled meetings of the Technical Advisory Committee (TAC) and Citizens Multimodal Advisory Committee (CMAC), (draft & final) and CRTPA (draft & final approval). The draft UPWP is also placed on the CRTPA website for public review prior to approval by the CRTPA consistent with the policies of the CRTPA's Public Involvement Plan (PIP).

Development of this UPWP officially began on January 29, 2020 with a kickoff meeting held between CRTPA staff and the Florida Department of Transportation to discuss the overall process. Consistent with previous years, the UPWP was developed through reviewing and updating tasks contained within the preceding document in coordination with CRTPA staff and outside agencies responsible for the tasks identified within the document. Development of the UPWP also included a review of the CRTPA's top critical priorities as identified at its past annual retreats and development of tasks to address these priorities. In addition, staff reviewed the requirements related to development of UPWPs as contained within Chapter 3 of the Metropolitan Planning Organization Program Management Handbook.

The draft UPWP was presented to the CRTPA Board and its subcommittees for comment (March 2020) and finalized by the CRTPA at its May 19, 2020 meeting. In addition, the draft and final UPWP is posted on the CRTPA's web page - www.crtpa.org.

Subsequent to adoption, the UPWP is reviewed throughout the year to ensure consistency between staff work efforts and tasks identified within the document as well as monitoring work progress and assessing the need for possible amendment. The UPWP reflects compliance with the comprehensive Title VI of the Civil Rights Act of 1964 and Environmental Justice (Executive Order 12898) procedures. Additionally, the UPWP addresses any annual and applicable state and federal Planning Emphasis Areas as detailed in Section II: Organization and Management. Although the CRTPA is in air quality attainment status, CRTPA staff in conjunction with the Florida Department of Transportation continues to monitor the CRTPA's air quality status as well as air quality issues.

Transportation planning in the CRTPA planning area is guided by the Regional Mobility Plan (RMP), also referred to as the Long Range Transportation Plan. The updated RMP is slated for adoption at the

INTRODUCTION (CONT.)

November 2020 meeting. The RMP utilizes input from government officials, citizen's advisory boards, technical experts and the public. Selected projects from the Cost Feasible Plan are identified in the Transportation Improvement Program (TIP) project priority listing. These projects are prioritized on an annual basis.

FEDERAL PLANNING FACTORS

In December 2015, the [Fixing America's Surface Transportation Act](#) (FAST Act) was signed into law. The FAST Act serves as the primary surface transportation legislation and is valid until September 30, 2020. The bill identifies ten planning factors that shall be considered as part of the review of projects and plans. Those factors are as follows:

1. Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency;
2. Increase the safety of the transportation system for motorized and non-motorized users;
3. Increase the security of the transportation system for motorized and non-motorized users;
4. Increase the accessibility and mobility of people and for freight;
5. Protect and enhance the environment, promote energy conservation, improve quality of life, promote consistency between transportation improvements and State and local planned growth and economic development patterns;
6. Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight;
7. Promote efficient system management and operation; and
8. Emphasize the preservation of the existing transportation system.
9. Improve the resiliency and reliability of the transportation system and reduce or mitigate storm water impacts of surface transportation.
10. Enhance travel and tourism.

Table I, on page 36, illustrates the CRTPA's consideration of the ten planning factors in the transportation planning process.

FDOT DISTRICT THREE PLANNING ACTIVITIES

State assistance is provided primarily through the District Three Office and the FDOT District Three Liaison. The District supports the CRTPA planning activities with data collection, modeling, feasibility and corridor studies, and project development. The following lists the FDOT District Three Planning Activities.

- GIS Application Development and System Maintenance
- Systems Planning and Reviews
- Interchange Reviews
- Travel Demand Model Development (FSUTMS)

FDOT DISTRICT THREE PLANNING ACTIVITIES (CONT.)

- Efficient Transportation Decision Making (ETDM)
- Community Impact Assessment
- Statistics
- Federal Functional Classification
- Traffic Counts Program
- Modal Development Technical Support
- State Highway System Corridor Studies
- State Highway System Complete Streets Classification
- Growth Management Development Impact Reviews
- Safety and Access Management Studies

STATE PLANNING EMPHASIS AREAS

In addition to the FAST Act planning factors, both the FHWA and FDOT periodically develop Planning Emphasis Areas (PEAs) for consideration as part of the transportation planning process. Some of the State PEAs are FHWA requirements that are considered as part of the transportation planning process.

ACES (AUTOMATED/CONNECTED/ELECTRIC/SHARED-USE) VEHICLES

Adopting and supporting innovative technologies and business practices supports all seven goals of the Florida Transportation Plan and the federal planning factors found in the FAST Act. ACES may lead to great improvements in safety, transportation choices, and quality of life for Floridians, our visitors, and the Florida economy. Though there is a great deal of speculation and uncertainty of the potential impacts these technologies will have, MPOs need to determine how best to address the challenges and opportunities presented to them by ACES vehicles.

SAFETY

Safety has been a federal and state planning priority over numerous iterations of the transportation legislation and policy. The FAST ACT required MPOS to adopt Safety Performance Measures, and to annually report on and monitor progress against their adopted safety performance measures. Planning activities included in the UPWP may include the identification of safety needs in the MPO's LRTP or TIP, stand-alone safety studies for areas or corridors, or safety considerations within modal planning elements.

SYSTEM CONNECTIVITY

Connectivity is a concept that is emphasized both at the federal and state levels. A connected system is often more cost-effective and better able to address natural and manmade constraints. System connectivity within the Metropolitan Planning Area should serve the unique needs of the urban and non-urban jurisdictions. Coordination with member jurisdictions to identify their connectivity needs and linking metropolitan and non-urban or rural areas is an integral component of system connectivity. Connectivity should also include multimodal linkages that are supportive of both passengers and freight. A connected network supports users traveling by a variety of modes.

RESILIENCE

Resilience is defined as the ability to adapt to changing conditions and prepare for, withstand, and recover from disruption. These conditions can encompass a wide variety of environmental, technological, economic, or social impacts. Resilience within the planning processes should be a consideration within every planning document prepared by an MPO with an emphasis on coordination with agency partners responsible for natural disaster risk reduction, or who may be developing local resilience planning initiatives. Additionally, the increased costs associated with reducing vulnerability of the existing transportation infrastructure should be a factor. Proactive resiliency planning will help the CRTPA develop planning documents that are ultimately more realistic and cost-effective.

ORGANIZATION AND MANAGEMENT OF THE CRTPA

The CRTPA is the public agency responsible for developing policies and procedures to guide the transportation planning process for the Metropolitan Planning Area (MPA). The MPA is consistent with Tallahassee Metropolitan Statistical Area (MSA) and includes Leon, Gadsden, Wakulla and Jefferson counties as well as their respective municipalities. As the agency directly responsible for the guidance of the transportation planning process, the CRTPA strives to ensure that the recommendations are in keeping with the goals and standards of the federal and state government, as well as its member governments. The CRTPA board is composed of members of the Gadsden, Leon, Jefferson and Wakulla County Commissions, the City of Tallahassee City Commission and the Leon County School Board. In addition, the six municipalities of Gadsden County (the Cities of Chattahoochee, Gretna, Midway and Quincy and the Towns of Havana and Greensboro) are represented by one elected official selected by the municipalities. The Gadsden County municipal representative serves a two-year term.

The CRTPA functions include, but are not limited to, the preparation of the required tasks assigned. Its annual responsibilities are to perform the tasks of preparing the UPWP, the TIP, and the annual CRTPA Audit Report. As with all transportation planning delegated by the federal and state laws, the CRTPA is responsible for insuring adequate representation and compatibility of state, county, and municipal projects in the transportation planning process. This includes consideration of all modes of transportation with respect to the needs of the elderly and handicapped as outlined in the Americans with Disabilities Act.

The CRTPA staff is responsible for collecting and disseminating all information from the transportation planning process to the public. The work effort required to support the planning process is administered by the CRTPA staff in cooperation with local governments and the FDOT. Other agencies that are consulted in various phases of the planning process include the Department of Environmental Protection, the Federal Aviation Administration, Federal Rail Administration and the Water Management District Offices. Additional public input is provided through public meetings; public hearings; online surveys and interactive documents; and civic meetings.

In March 2017 the CRTPA Board approved updates to the Bylaws, Policies and Procedures. The adopted [Bylaws, Policies and Procedures](#) serve to guide the proper functioning of the urban transportation planning process and contain information related to the structure, duties and funding of the CRTPA. Two advisory committees, the Citizens Multimodal Advisory Committee (CMAC) and the Technical Advisory Committee (TAC), provide input as part of the public involvement process. The CMAC is composed of members of the public who represent the general welfare of the community. The TAC, composed of engineers, planners, and other related transportation professionals, reviews plans, programs, and projects and recommends solutions to the CRTPA based on technical expertise. The CMAC and TAC meet approximately two weeks prior to regularly scheduled CRTPA meetings to ensure that their recommendations are incorporated into the CRTPA agenda items and provided to CRTPA members in a timely manner. Adopted [bylaws](#) governing the activities of the advisory committees are available for review on the CRTPA website. In addition, the Transportation Disadvantaged Local Coordinating Board (TDLCB) identifies the local needs of the transportation disadvantaged population and investigates alternatives to meet those needs. The TDLCB is staffed through a contractual agreement with the Apalachee Regional Planning Council.

ORGANIZATION AND MANAGEMENT OF THE CRTPA (CONT.)

Other agreements with state and local governments, and local and regional agencies, also promote the “3-C” planning process. These agreements are listed below.

Intergovernmental Coordination and Review and Public Transportation Coordination Joint Project Agreement (ICAR): Updated in 2018, the ICAR establishes that the parties will cooperatively coordinate their efforts related to the transportation planning process and assure that highway facilities, mass transit, air transportation and other facilities will be properly located and developed in relation to the overall plan of community development. Parties to the ICAR are the FDOT, the CRTPA, the Apalachee Regional Planning Council, the City of Tallahassee StarMetro, and the City of Tallahassee Regional Airport,

The Amended Interlocal Agreement for the Formation and Operation of the CRTPA: The agreement between the CRTPA, the FDOT; Leon, Wakulla, Gadsden and Jefferson Counties; the Cities of Chattahoochee, Gretna, Midway, Quincy and Tallahassee; the Towns of Havana and Greensboro; and the Leon County School Board was adopted and executed on March 13, 2014. This Agreement reaffirms the membership of the CRTPA Board and its responsibilities.

The Metropolitan Planning Organization Agreement: The purpose of this agreement is to pass financial assistance to the CRTPA through the Florida Department of Transportation (FDOT) in the form of Federal Highway Administration (FHWA) funds for the completion of transportation related planning activities set forth in the CRTPA’s Unified Planning Work Program (UPWP). A new two-year MPO Agreement will be executed subsequent to the adoption of the FY 2021- FY 2022 UPWP.

Staff Services Agreement: Approved by the CRTPA Board in 2019, the day-to-day operations of the CRTPA are accomplished through the Staff Services Agreement with the City of Tallahassee. The agreement outlines the administrative/professional support services and financial responsibilities of each party. All costs for the COT services and staff fringe benefits are established as a direct rate in the CRTPA’s budget.

Public Transportation Grant Agreement: In support of metropolitan planning activities, the Public Transportation Grant Agreement provides FTA Section 5305 (d) funds, and state funds for fifty percent of the local cash match. The Agreement, executed on June 26, 2019, is effective through June 30, 2023.

STATUS OF LOCAL AND REGIONAL PLANNING ACTIVITIES

CONNECTIONS 2045 REGIONAL MOBILITY PLAN

The CRTPA is required to update the Long Range Transportation Plan (LRTP) in five-year cycles. As mentioned previously, the Connections 2040 RMP was adopted in December 2015. Most of the work to update the RMP to the 2045 horizon year was completed under the previous UPWP. The final [Connections 2045 RMP](#) is slated for adoption in November 2020. The RMP identifies roadway, transit, bicycle and pedestrian projects within the CRTPA planning area. The Leon County section of bicycle and pedestrian projects were identified in the 2019 Tallahassee-Leon County Bicycle and Pedestrian Master Plan. Roadway and other multi-modal projects are identified in coordination with the CRTPA's transportation planning partners and other member jurisdictions.

TALLAHASSEE-LEON COUNTY BICYCLE AND PEDESTRIAN MASTER PLAN

In November 2019 [Tallahassee-Leon County Bicycle and Pedestrian Master Plan](#) (BPMP) was finalized and accepted by the Board. A primary goal of the plan is to make walking and bicycling more convenient and safer for citizens and visitors. In addition, the BPMP identifies projects which provide connectivity to other transportation systems, reduce vehicle conflicts, promote a healthier mode choice, and provide equity for transportation disadvantaged populations.

MONTICELLO TRAIL EXTENSION FEASIBILITY STUDY

This [Monticello Trail Extension Study](#) reviewed available alternatives to extend the existing Monticello Multiuse Trail south to connect to Jefferson County Middle and High Schools. In addition, the feasibility study assessed opportunities for connectivity between local neighborhoods, places of interest as well as the potential for connectivity to regional trail networks proposed in the vicinity.

SOUTHWEST AREA TRANSPORTATION PLAN

A multi-roadway plan, the [SW Area Transportation Plan](#) was a joint effort of the CRTPA and the Blueprint Intergovernmental Agency (BPIA) and includes a multi-modal review of three corridors: Orange Avenue; Lake Bradford Road; and Springhill Road. The CRTPA portion of the plan focused on the Orange Avenue corridor from Monroe Street to Capital Circle SW and identified improvements for continuous bike facilities and sidewalks, enhancing pedestrian safety and accessibility, and connecting the St. Marks Trail to Orange Avenue. At the April 2019 CRTPA Board Meeting, the Orange Avenue corridor plan was adopted. The document also provides guidance for Project Development and Environment (P&DE) study underway by the FDOT.

PERFORMANCE MEASURES

The FAST Act requires MPO to adopt a series of performance measures to establish a data-driven approach for comprehensive and coordinated transportation and safety planning, and to improve decision making for prioritizing transportation projects. Performance measures adopted for safety, mobility, pavement and bridge conditions, are reviewed and updated annually.

STATUS OF LOCAL AND REGIONAL PLANNING ACTIVITIES (CONT.)

US27/DOWNTOWN HAVANA CORRIDOR IMPROVEMENT STUDY

In cooperation with the Town of Havana and the FDOT, the CRTPA reviewed potential improvements to enhance pedestrian facilities for several blocks of Downtown Havana. The [US 27/Downtown Havana Corridor](#) study supports the desire of the Town to both improve the pedestrian environment as well as corridor aesthetics. The final report recommended eliminating one southbound travel lane on US 27 and reallocating the remaining pavement for wider sidewalks and/or planting strip/landscaping.

MIDTOWN AREA TRANSPORTATION PLAN

Phase I of the [Midtown Area Transportation Plan](#) provided a traffic operations study to gain a better understanding of the travel patterns for all transportation modes in and around the Midtown area. The first phase of the plan identified potential modifications and enhancements to the transportation network and was accepted by the Board at the February 2018 meeting. Subsequently, Phase II was initiated and builds upon the options identified and evaluated in Phase I. The second phase focused on public involvement and gathering input regarding the multi-modal improvements needed to make walking, bicycling, and transit use easier, safer and more pleasant in the Midtown area. The recommendations reflect a vision for Midtown that was identified through comprehensive public input and provide a pathway on how to improve Midtown's mobility, vibrancy and safety.

CORRIDOR AND SAFETY STUDIES

Corridor studies for [Pensacola Street and Tharpe Street](#) were initiated to analyze existing and projected future conditions along the corridors and to identify potential projects to improve mobility and efficiency without major capacity expansions. An operational analysis assessed capacity constraints and opportunities, evaluated transit accessibility, identified spot congestion and documented the lack of bicycle and pedestrian facilities. The assessments explored potential Complete Streets applications as well as enhanced typical sections. Additionally, for Bannerman Road an operational assessment was completed. It evaluated the existing conditions and served to inform BPIA as the agency moves forward with a future capacity project.

Conducted by the FDOT, the [Thomasville Road Safety Study from 7th Avenue to Betton/Bradford Rd](#) evaluated operational and roadway safety issues along Thomasville Road and provided recommendations on potential changes to the roadway to improve identified safety concerns. This study serves as the foundation for an access management study underway by the FDOT.

STATUS OF LOCAL AND REGIONAL PLANNING ACTIVITIES (CONT.)

CONGESTION MANAGEMENT PROCESS PLAN

The [CRTPA Congestion Management Plan Process \(CMP\)](#), Phase I, was developed through a coordinated and collaborative process focused on achieving regional transportation goals and objectives. Input was obtained from stakeholders, agencies and organizations from the four-county region. The update provides for the development of tools and strategies focused on the reduction of peak hour vehicle miles of travel and congestion; the improvement of connectivity between employment centers and areas with concentrations of transportation disadvantaged populations; and supports access to jobs. The final CMP Phase I includes specific strategies and improvements to address identified congestion areas.

REGIONAL TRAILS

Over the last two years, the CRTPA continued to make significant progress on the development of a regional trail system. In 2014, the CRTPA completed the [Capital City to the Sea Trails Master Plan \(CC2S\)](#). Utilizing the existing St. Marks Trail as well as new trail opportunities, the Plan provided a significant blueprint to develop over 130 miles of multi-use trails. The [segment of the Coastal Trail](#) along US 98 from Wakulla High School to the St. Marks Trail was opened to the public in May 2018. FDOT has committed funding for the remaining segments from the Ochlockonee Bay Trail to Wakulla High School in 2022. The CRTPA continues to work with our state partners at the FDOT and The Office of Greenways and Trails, local member governments, the [Florida Greenways and Trail Foundation](#), and stakeholders in the development of the CC2S.

STARMETRO TRANSIT ASSET MANAGEMENT PLAN

In September 2018 the CRTPA Board adopted StarMetro's Transit Asset Management Plan (TAMP). The TAMP uses the condition of assets to guide the optimal prioritization of funding at transit agencies in order to keep transit systems in a State of Good Repair (SGR).

INTELLIGENT TRANSPORTATION SYSTEM MASTER PLAN

In February 2018, the CRTPA, in partnership with the Tallahassee Advanced Traffic Management System (TATMS), initiated an update to the [Intelligent Transportation System \(ITS\) Master Plan](#) for Tallahassee/Leon County. In addition to identifying improvements, the updated Master Plan provides a comprehensive roadmap for planning, implementation, operation, and maintenance of the City's Intelligent Transportation Systems and ITS communications assets.

PRIORITIES FOR FY 2020/21 AND FY 2021/22

CONGESTION MANAGEMENT PLAN PROCESS PART II

Phase II of the update to the Congestion Management Process Plan (CMP) will build upon the identified strategies to improve congestion/delay levels as well as safety improvements. The second phase of the CMP update refines the evaluation criteria for assessing projects and ensuring that investment decisions are made with a clear focus on desired outcomes. Additionally, selected projects in the final CMP will advance the goals developed as part of the Connections 2045 RMP.

STARMETRO COMPREHENSIVE OPERATIONAL ANALYSIS

The CRTPA is partnering with StarMetro to complete a Comprehensive Operations Analysis (COA). The COA will collect a variety of data including ridership, on-time performance, stop-level usage, and individual route characteristics. The data will be used to perform route efficiencies and determine additional modifications to routes and services that will improve overall system performance. The COA is the means of adjusting and adapting transit operations to improve efficiency and more closely achieve the objectives of the StarMetro Transit Development Plan (TDP).

REGIONAL TRANSIT STUDY REEVALUATION

On March 15, 2010, the CRTPA Board accepted the [Regional Transit Study](#) (RTS). The study was initiated to develop a long-term transit vision for the capital region (Gadsden, Jefferson, Leon and Wakulla counties). As such, the study was the first of its kind to address regional transit needs. The study's goals were to prepare an assessment of future transit needs for the region; identify and assess realistic funding strategies; identify an organizational structure that will promote the development of a seamless, regional transit system; and identify an implementation strategy and milestones. The reevaluation will look at the identified goals, as well as the potential institutional structure for oversight and costs/funding. This reevaluation will determine necessary updates to the RTS.

STADIUM DR./N. LAKE BRADFORD RD/GAINES ST./VARSITY DR. INTERSECTION STUDY

For the past several years, there has been discussion about modifying this intersection to promote the safe passage of pedestrians, cyclists and vehicles alike. This study will review possible improvements to the intersection, including the development of potential alternate routes to divert traffic around/away from the intersection.

WAKULLA SPRINGS TRAIL (SR 267/BLOXHAM CUTOFF) FEASIBILITY STUDY

A connection from the St. Marks Trail to Wakulla Springs State Park is included in the Capital City-to-the-Sea Trail Plan. This proposed trail segment is on SR 267/Bloxham Cutoff from the Wakulla Springs State Park Entrance to the St. Marks Trail. In addition to a review of right-of-way availability and identifying potential trail alignments, the study will assess any potential fatal-flaw issues associated with the development of the multiuse path.

PRIORITIES FOR FY 2020/21 AND FY 2021/22 (CONT.)

U.S. 90 MONTICELLO TO TALLAHASSEE MULTI-USE TRAIL FEASIBILITY STUDY

This project is to determine the feasibility of connecting the City of Monticello to the City of Tallahassee via a multi-use trail along U.S. 90. The limits of this project, approximately 25 miles in length, are from the existing Monticello Bike Trail in downtown Monticello (east) to where the existing bike lanes and sidewalks terminate at Pedrick Road (west) on U.S. 90. As part of the feasibility study existing right-of-way, publicly owned lands and cultural resources, environmental features and any physical barriers will be documented. Identifying possible constraints, and coordinating with applicable agencies and local governments, will help to determine the least impactful route for a multi-use trail that provides a safe, comfortable connection between these two municipalities.

THOMASVILLE ROAD MULTIUSE PATH FEASIBILITY STUDY

Identified as one of the significant gaps in the bicycle pedestrian network, the Thomasville Road corridor has limited facilities and substandard bike lanes in portions of the corridor. Ranked the top major project in the BPMP, this feasibility study is the initial pilot project. The limits for the study are from Betton Road/Bradford Road (south) to approximately Live Oak Planation Road (north), with the intent to determine connectivity from this northern terminus to the Market Square District. This feasibility study will determine to what extent, considering costs and impacts, can a shared-use path be accommodated along this corridor. The primary goal of the Thomasville Road shared-use path providing a safe facility for residents in the area to travel via bicycle or walking.

APALACHEE PARKWAY TRAIL CONNECTION FEASIBILITY STUDY

This study will evaluate the feasibility of a trail connection from Apalachee Parkway from Sutor Road to Conner Blvd. and is component of the [Southwood Greenway Trail](#). The feasibility study will evaluate existing right-of-way, physical conditions and identify any constraints. The proposed segment would provide connectivity between several existing greenways, parks and residential areas.

OAK RIDGE ROAD TRAIL FEASIBILITY STUDY

The [Pine Flats Greenway](#) is a collection of interconnected trails that provide regional mobility and connectivity between the urban area of Tallahassee and the Woodville rural community. One component of the system is the Oak Ridge Trail. A feasibility study will be conducted to evaluate existing right-of-way, physical conditions and identify any constraints. As identified in the Tallahassee–Leon County Bicycle and Pedestrian Master Plan, the limits of the Oak Ridge Road Trial are Crawfordville Road to Woodville Highway.

WORK PROGRAM

The specific elements of the Unified Planning Work Program are organized into the following tasks:

- 1.0 Administration: identifies those functions necessary for proper management of the transportation planning process on a continuing basis.
- 2.0 Data Collection: includes the collection and analysis of socioeconomic, land use, and other transportation related data on a continuing basis in order to document changes within the transportation study area.
- 3.0 Long Range Planning: includes work related to the development and maintenance of the Long Range Transportation Plan (LRTP) as well as the Efficient Transportation Decision Making Process (ETDM) and items related to the Census 2010.
- 4.0 Short Range Planning: includes development of the annual Transportation Improvement Program and Priority Project process, reviews of impacts to the transportation system from new development and annual Enhancement Project process.
- 5.0 Multimodal Planning: includes planning activities to improve overall mobility through transit, ITS, bicycle/pedestrian and performance measures.
- 6.0 Public Involvement: describes the activities used to encourage public participation in the transportation planning process.
- 7.0 Special Projects: identifies any short-term projects or studies undertaken by the CRTPA.

Each task provides an overview of the activities to be completed and the funding sources and costs associated with those activities.

- Personnel: *Salaries and fringe benefits for CRTPA staff. Fringe includes retirement, FICA, health insurance, worker's compensation and executive benefits.*
- Travel: *Costs for travel.*
- Direct Expenses: Office: *Supplies, Telecom/IT services, copier, postage, equipment, etc.*
Professional Services per Staff Services Agreement: *Accounting, procurement, facilities (office space), human resources.*
Administrative: *Training, legal, audit, etc.*
- Consultant: *Costs for consultant services.*

Any activity that does not include a completion date (i.e. Fall 2021) is considered an ongoing activity. Any Task Budget item shown as TBD or Other will require a UPWP amendment to add a scope of work.

Section 120 of Title 23, United States Code, permits FDOT to use toll revenue expenditures as a credit toward the non-federal matching share of all programs authorized by Title 23. This credit, referred to as a soft match, is listed as state funds in the Planning Funds in Tables V and VII, and includes the total soft match provided.

UPWP TASK 1.0 – ADMINISTRATION

The Program Administration task includes the administrative activities necessary to carry out the transportation planning process for the CRTPA planning area.

OBJECTIVE

To guide and effectively manage the tasks identified in the Unified Planning Work Program (UPWP) and maintain an effective and efficient continuing, cooperative and comprehensive transportation planning process.

PREVIOUS WORK

FY 2018/19 – FY 2019/20 UPWP (2019, 2020)	Attended MPOAC meetings
Provided staff support to CRTPA & Committees	Completed annual audit (April 19, 20)
Completed FDOT Certification (Jan 19, Jan 20)	Procured Auditor services
Completed Single Audits (April 19, April 20,)	
Provided training to elected officials and staff in the following areas:	
<i>Public Involvement</i>	<i>Title VI</i>
<i>MPOAC Institute (May 2019, 2020)</i>	<i>TA and TRIP Submittal Process</i>
<i>GIS, Payroll and Accounting</i>	<i>Social Media/Website Development</i>

ANTICIPATED ACTIVITIES

STAFF SUPPORT

- 1.1 Provide staff support and administration to the CRTPA and its committees by developing meeting schedules, providing technical assistance, providing minutes and other tasks as directed. Support includes travel and associated facility and office expenses (i.e. office supplies, telecom/IT expenses, utilities, etc.).
- 1.2 Administrative support for travel, purchasing, invoice development, payroll processing and overall office administration.
- 1.3 Grant administration (PL, Section 5305(d), Transportation Disadvantaged, SU, SA, CM and other funds that may be utilized) through the monitoring/maintenance of the FY 2020/21 – 2021/22 UPWP:
 - Prepare and submit invoices on a quarterly basis
 - Complete quarterly desk audits
 - Ensure compliance with federal and state grant requirements
- 1.4 Continue participation in the Metropolitan Planning Organization Advisory Council (MPOAC).
- 1.5 Maintain and update, as necessary, all CRTPA agreements.

- 1.6 Purchase computers and other office equipment/furnishings as needed. *Note: items over \$5,000 require FDOT and FWHA approval prior to purchase.*
- 1.7 Other administrative activities consistent with the UPWP as directed by the CRTPA Board or its subcommittees.

UNIFIED PLANNING WORK PROGRAM

- 1.8 Modify/Amend the FY 2020/21 – FY 2021/22 UPWP as necessary.
- 1.9 Continue to improve linkage between UPWP and City of Tallahassee financial systems.
- 1.10 Develop FY 2022/23– FY 2023/24 UPWP (May 2021)
 - Review status of current planning projects.
 - Coordinate with planning partners to determine new planning projects to be included in UPWP.
 - Review upcoming planning requirements to address as part of the UPWP.
 - Identify potential planning projects.
 - Develop operating budget.
 - Develop and execute required funding agreements for PL and 5305(d), and as applicable for SU, SA, CM.

CERTIFICATION

- 1.11 FDOT Annual Certification (June 2021, 2022)
 - Compile responses to FDOT certification questions.
 - Meet with FDOT staff to review responses and prepare final certification documentation.

AUDIT/LEGAL SERVICES

- 1.12 Employ a qualified auditor to perform the annual CRTPA audit in accordance with federal requirements and Chapter 215.97, Florida Statutes (Florida Single Audit Act).
- 1.13 Assist in the development of the Comprehensive Annual Financial Report (CAFR) as it relates to CRTPA grants.
- 1.14 Receive copy of all audit reports relating to revenues and expenditures.
- 1.15 Retain legal counsel for the CRTPA.

TRAINING

1.16 Continue to provide training opportunities to CRTPA Board and staff members in various policy, technical and administrative areas.

- Title VI
- MPOAC Institute
- Public Involvement
- GIS
- Transportation Technology

END PRODUCTS

Effective and efficient management of the local 3-C planning process including active participation by public agencies and citizens. (ongoing)

Final FY 2022/23 - 2023/24 UPWP. (Spring 2022)

Timely submittal of invoices to FDOT for PL and Section 5305(d) and as applicable SU, SA, CM funds. (ongoing)

Additional training in mission critical areas. (GIS, Title VI). (ongoing)

MPOAC Institute board member training. (ongoing)

Annual audit. (Spring 2021, 2022)

RESPONSIBLE AGENCY

CRTPA

ESTIMATED TASK BUDGET AND FUNDING SOURCES TASK 1.0

FY 2021/22 Estimated Budget Detail							
	FHWA				5305(d)	FTA	
	PL	SU	SA	CM		State Match	Local Match
Personnel:	\$ 193,715						
Travel:	\$ 14,000						
Direct Expenses*	\$ 120,000						
<i>Administrative:</i>							
<i>Contracted Services</i>							
<i>Audit:</i>	\$ 20,000						
<i>Legal:</i>	\$ 28,000						
<i>Office:</i>	\$ 25,000						
Total	\$ 400,715						

Task 1.0 FY 2021/22 Estimated Budget Detail							
	FHWA				5305(d)	FTA	
	PL	SU	SA	CM		State Match	Local Match
Personnel:	\$ 193,715						
Travel:	\$ 14,000						
Direct Expenses*	\$ 120,000						
<i>Administrative:</i>							
<i>Contracted Services</i>							
<i>Audit:</i>	\$ 20,000						
<i>Legal:</i>	\$ 28,000						
<i>Office:</i>	\$ 25,000						
Total	\$ 400,715						

UPWP TASK 2.0 – DATA COLLECTION/SAFETY

The Data Collection task outlines efforts to monitor the area’s transportation characteristics and factors affecting travel including socioeconomic data, community and land use data, transportation system data, and data related to natural, physical and human environmental concerns and issues.

OBJECTIVE

To monitor changes in traffic characteristics within the CRTPA planning boundary. To compare existing conditions with projections to anticipate planning needs and activities. Provide data to appropriate agencies to improve overall safety of the transportation system.

PREVIOUS WORK

Coordination with the City of Tallahassee, FDOT District 3 Traffic Operations (for Gadsden, Wakulla and Jefferson Counties) relative to Intelligent Transportation Systems (ITS) deployments.

Development of socio-economic data for the Connections 2045 Mobility Plan, ETDM Projects, maps, bicycle and pedestrian, and non-motorized transportation.

Reviewed crash data for specific areas to identify potential improvements.

Participation on local Community Traffic Safety Teams (CTST).

ANTICIPATED ACTIVITIES

DATA COLLECTION

- 2.1 Coordinate collection and dissemination of GIS data with Tallahassee-Leon County GIS (TLCGIS).
- 2.2 Continue to collect necessary data for Congestion Management System (CMS).
- 2.3 Work with TATMS staff to develop travel-time reports from Bluetooth sensors along local roadways.
- 2.4 Monitor and review traffic operation needs through collection and analysis of peak hour traffic data.

SAFETY

- 2.5 Analyze crash trends and statistics to identify high-hazard locations and prioritize potential improvements.
- 2.6 Continue participation on the Community Traffic Safety Teams (CTST) within the CRTPA planning area.
- 2.7 Develop annual monitoring and reporting for Safety Performance Measures.

END PRODUCT

- Coordination of data needs with local partners. (ongoing)
- Development of travel time reports to monitor system performance. (ongoing)
- Continued coordination with CTST partners in the CRTPA planning area. (ongoing)
- Annual reporting on Safety Performance Measures. (Winter 2021, 2022)

RESPONSIBLE AGENCY

CRTPA

ESTIMATED TASK BUDGET AND FUNDING SOURCES TASK 2.0

Task 2.0							
FY 2020/21							
Estimated Budget Detail							
	PL	FHWA SU	SA	CM	5305(d)	FTA State Match	Local Match
Personnel:	\$ 18,611						
Total	\$ 18,611						

Task 2.0							
FY 2021/22							
Estimated Budget Detail							
	PL	FHWA SU	SA	CM	5305(d)	FTA State Match	Local Match
Personnel:	\$ 18,611						
Total	\$ 18,611						

UPWP TASK 3.0 – LONG RANGE PLANNING

The Long Range Planning task includes the activities related to the development of the Connections Regional Mobility Plan (RMP) as well as the long-term implementation of various transportation projects. The Task also includes coordination efforts with our regional partners to address transportation on a regional level.

OBJECTIVES

- Adopt Connections 2045 Regional Mobility Plan.
- Maintain the Connections 2045 Regional Mobility Plan.
- Evaluate alternative transportation modes and systems.
- Improve traffic operations using ITS technologies.
- Coordinate planning efforts with regional partners.

PREVIOUS WORK

2040 REGIONAL MOBILITY PLAN

Monitored Connections 2040 RMP for consistency with the FDOT Work Program and development of Priority Projects.

2045 REGIONAL MOBILITY PLAN

- Conducted review of Connections 2040 RMP to determine progress and identify priority issues.
- Completed RFP process to select consultant for RMP update. (Fall 2018)
- Finalized socioeconomic data for base (2015) and horizon (2045) years. (Summer 2019)
- Finalized validation of traffic model. (Summer 2019)
 - Area and facility types
 - TAZ structure
 - Calibration
- Developed initial goals and objectives. (Spring 2019)
- Initiated public involvement process. (Fall 2019)
 - Identify stakeholders
 - Review current census data to identify traditionally underserved areas
 - Develop interactive processes to enhance/encourage participation

ON-GOING ACTIVITIES

Continued participation in the development of various transportation projects.

REGIONAL COORDINATION

Continued outreach with local governments, and regional and state agencies.
Participated in Multi-use Corridors of Regional Economic Significance (M-CORES) meetings.

REGIONAL TRAILS

Worked with Wakulla County on the development of the Coastal Trail.

Coordinated with Blueprint Intergovernmental Agency (IA), Jefferson County and Gadsden County on potential trail projects.

Continued working with various agency partners (FDEP, FDOT) to continue development of various trail projects.

ANTICIPATED ACTIVITIES

REGIONAL MOBILITY PLAN

- 3.1 Adopt final Connections 2045 RMP
 - Continue public involvement process. (Summer/Fall 2019)
 - Develop alternatives based on agency and stakeholder input. (Spring, Summer 2020)
 - Develop financial resources plan. (Spring/Summer 2020)
 - Develop Needs and Cost Feasible Plans. (Spring/Summer 2020)
 - Conduct Public Hearings. (Fall 2020)
 - Adopt final plan. (November 2020)
- 3.2 Amend Connections 2045 RMP as necessary.
- 3.3 Assist local governments with incorporating relevant portions of the 2045 RMP into their respective comprehensive plans.

AIR CONFORMITY

- 3.4 Monitor Environmental Protection Agency (EPA) development of Air Conformity standards. Monitor local ozone tracking stations located at Tallahassee Community College. Leon County Air Quality Data available at http://www.dep.state.fl.us/air/air_quality/county/Leon.html.

REGIONAL AND LOCAL COORDINATION

- 3.1 Continue participation in District 3 coordination meetings.
- 3.2 Continue coordination with ARPC on various land use and transportation issues.
- 3.3 Improve overall coordination on transportation and land use issues with local governments, state agencies, local universities and other groups.
- 3.4 Assist local governments, as needed, to implement locally-identified transportation projects.

TRAILS

- 3.5 Continue work with local partners and state agencies to implement regional trails identified in the Regional Trails Project Priority List.
- 3.6 Continue development of the Capital City to the Sea Trails and other regional trails.
 - Bloxham Cutoff Trail Feasibility Study. (Winter 2021)
 - Tallahassee to Monticello Regional Trail Feasibility Study. (Winter 2021)
- 3.7 Continue work with local partners to implement trails identified in the Bicycle/Pedestrian Project Priority List and develop projects to expand localized trail networks.
 - Oak Ridge Road Trail Feasibility Study. (Summer 2021)
 - Apalachee Parkway Trail Feasibility Study. (Summer 2021)

END PRODUCT

Adopted Connections 2045 LRTP. (November 2020)
Regionally coordinated transportation planning process. (ongoing)
Bloxham Cutoff Trail Feasibility Study. (Winter 2021)
Tallahassee to Monticello Regional Trail Feasibility Study. (Winter 2021)
Oak Ridge Road Trail Feasibility Study. (Summer 2021)
Apalachee Parkway Trail Feasibility Study. (Summer 2021)

RESPONSIBLE AGENCY

CRTPA

ESTIMATED TASK BUDGET AND FUNDING SOURCES TASK 3.0

Task 3.0								
FY 2020/21								
Estimated Budget Detail								
	PL	FHWA			5305(d)	FTA		
		SU	SA	CM		State Match	Local Match	
Personnel:	\$ 46,619							
Total	\$ 46,619							

Task 3.0								
FY 2021/22								
Estimated Budget Detail								
	PL	FHWA			5305(d)	FTA		
		SU	SA	CM		State Match	Local Match	
Personnel:	\$ 46,619							
Total	\$ 46,619							

UPWP TASK 4.0 – SHORT RANGE PLANNING

The Short Range Planning task includes the activities related to the actual implementation of various transportation projects identified as part of the 2040 RMP and other CRTPA plans. Primary activities of the task include the Annual Project Priority process that serves as the basis for the development of the Transportation Improvement Program (TIP) as well as the development and maintenance of the TIP. Other activities include the development of legislative priorities and working with local governments to determine the impact of significant new development on the transportation system.

OBJECTIVES

- To identify and address short term transportation needs.
- Review development activity to monitor its effect on the local transportation system.

PREVIOUS WORK

- Completion of Annual Priority Project process.
- Published annual listing of Obligated Federal Projects.
- Continued work on Interactive TIP System. Available at <http://crtpa.dtstiptool.com/>
- Developed Annual TIP.
- Worked with local governments on various planning issues.
- Adopted annual legislative priorities.
- Assisted local governments in developing applications for FDOT submittal.

ANTICIPATED ACTIVITIES

PROJECT PRIORITY LISTS

- 4.1 Develop annual Project Priority Lists (PPLs). (June 2021, 2022)
PPLs are developed for:
 - 2045 RMP Projects
 - Major Capacity Projects
 - Transportation System Management
 - Operations-level projects
 - Intersections
 - ITS
 - Pedestrian Improvements
 - Transportation Alternatives
 - Regional Trails
 - Transportation Regional Incentive Program (TRIP)
 - StarMetro
 - Tallahassee International Airport

Current PPLs can be viewed [here](#).

- 4.2 Conduct public outreach for the PPLs consistent with the requirements of the latest Public Involvement Plan.

TRANSPORTATION IMPROVEMENT PROGRAM (TIP)

- 4.3 Develop and adopt the annual TIP. (June 2021, 2022)
- 4.4 Coordinate the development of the TIP with FDOT D3 as well as local governments and agencies.
- 4.5 Conduct public involvement for the adoption of the TIP consistent with the requirements of the latest Public Involvement Plan.
- 4.6 Review local government comprehensive plans for consistency with CRTPA TIP and LRTP as necessary.
- 4.7 Publish annual listing of federally-funded obligated projects. (December 2020, 2021)
- 4.8 Continue refinement of Interactive TIP system.
- 4.9 Modify/Amend TIP as necessary.

MONITOR TRANSPORTATION SYSTEM IMPACTS

- 4.10 Monitor and review DRI and other site specific impacts in the development review process as necessary.
- 4.11 Conduct site impact analysis for new development projects as requested by local governments.
- 4.12 Advise local governments and boards on decisions which may impact corridors identified for improvement or identified as physically or policy constrained.
- 4.13 Coordinate CRTPA actions with local government comprehensive plan development efforts to encourage alternative modes of transportation.
- 4.14 Assist local governments as necessary in the development of transportation projects and potential funding mechanisms.

FAST ACT TRANSPORTATION ALTERNATIVES (TA) PROGRAM

- 4.15 Assist local governments in FAST Act TA application process.
- 4.16 Monitor progress of programmed TA projects and assist in their implementation when necessary.

LEGISLATIVE ACTIVITIES

- 4.17 Develop annual legislative priorities. (November 2020, 2021)
- 4.18 Monitor legislative activities on both the federal and state level to determine impact on transportation issues.
- 4.19 Assist MPOAC with legislative activities. (\$500 - Local funds)

END PRODUCT

- Annual Priority Project Lists. (June 2021,2022)
- Annual Transportation Improvement Plan. (June 2021, 2022)
- Annual Listing of Federal Projects. (December 2020, 2021)
- Annual Legislative Priorities. (November 2020, 2021)

RESPONSIBLE AGENCY

CRTPA

ESTIMATED TASK BUDGET AND FUNDING SOURCES TASK 4.0

Task 4.0							
FY 2020/21							
Estimated Budget Detail							
	PL	FHWA				5305(d)	FTA
		SU	SA	CM			State Match
							Local Match
Personnel:	\$ 46,588						
Total	\$ 46,588						

Task 4.0							
FY 2021/22							
Estimated Budget Detail							
	PL	FHWA				5305(d)	FTA
		SU	SA	CM			State Match
							Local Match
Personnel:	\$ 46,588						
Total	\$ 46,588						

UPWP TASK 5.0 – MOBILITY PLANNING

The Multimodal Planning task reflects the planning activities related to the various transportation modes including highways, transit, bicycle/pedestrian, and aviation.

OBJECTIVES

To ensure the efficient and effective provision of multimodal transportation.

PREVIOUS WORK

BICYCLE/PEDESTRIAN PLANNING

Adopted Tallahassee - Leon County Bicycle and Pedestrian Master Plan (March 2020)
Development of Project Priority Lists (PPLs) for Bicycle/Pedestrian Projects and Transportation Alternatives Projects. (June 2019, 2020)

Coordination with Bicycle Work Group in Leon County, Leon County Schools, Community Traffic Safety Team Members locally and with FDOT District 3 on outreach opportunities to promote safety and mobility options for all within the region.

Coordination with Florida State University on pedestrian and bicycle safety improvements.

Creation of joint City/County/CRTPA bicycle workgroup.

Coordination with Florida DEP and FDOT for the Capital City to the Sea Trails programming through CRTPA and SUNTrail.

TRANSIT – STARMETRO

Assisted StarMetro in the initial planning for the Southside Super Stop.

Worked with StarMetro to update and streamline the Transit Project Priority List.

Partnered with StarMetro to select consultant for Comprehensive Operational Analysis.

Initiate Comprehensive Operational Analysis.

Adopted StarMetro's Transit Asset Management Plan.

AVIATION

Worked with TIA to update the Aviation Project Priority List.

CONGESTION MANAGEMENT PLAN

Completed Phase I update of the Congestion Management Plan. (September 2018)

INTELLIGENT TRANSPORTATION SYSTEMS

Worked with FDOT District 3 on the update of the Regional ITS Architecture.

Worked with local TATMS to incorporate ITS-related improvements in FDOT projects.

Completed update of the Tallahassee/Leon County ITS Master Plan in partnership with TATMS. (October 2019)

ANTICIPATED ACTIVITIES

BICYCLE/PEDESTRAIN

- 5.1 Develop of the FY 2021 & 2022 Priority Project Lists for Bicycle and Pedestrian and Transportation Alternatives projects. (June 2020, June 2021)
- 5.2 Continue participation in the Bicycle Work Group.
- 5.3 Coordination with the CMAC to identify and program key bicycle and pedestrian projects and programs for the region.
- 5.4 Disseminate bicycle and pedestrian safety materials throughout the year at key events, such as the Leon County Safety Fair, that target a wide range of the population of the CRTPA area.
- 5.5 Coordinate with the CTST's to promote responsible transportation behavior for all users of the network.
- 5.6 Coordinate with technical and citizen's groups to identify roadway design improvements as opportunities arise to improve the system.
- 5.7 Implement Tallahassee/Leon County Bicycle/Pedestrian Master Plan.

TRANSIT (STARMETRO)

- 5.8 Assist StarMetro as necessary to improve transit service.
- 5.9 Coordinate with StarMetro on the annual update of the Transit Development Plan (TDP).
- 5.10 Coordinate with StarMetro on the development of the annual project priority list for transit.
- 5.11 Work with StarMetro in the development of performance measures as they relate to transit service.
- 5.12 Work with StarMetro to identify potential ITS strategies/deployments to improve transit operations and efficiency.
- 5.13 Complete Comprehensive Operational Analysis in cooperation with StarMetro.
- 5.14 Reevaluate Regional Transit Study.

AVIATION

- 5.15 Assist Tallahassee International Airport (TIA), as necessary, in the update of their Airport Master Plan.
- 5.16 Coordinate with TIA on transportation projects that have a direct impact on airport operations.
- 5.17 Assist TIA, as necessary, with the development of the Joint Aviation Capital Improvement Program (JAICP).
- 5.18 Coordinate with TIA on the development of the annual project priority list for aviation.

CONGESTION MANAGEMENT PLAN/PERFORMANCE MEASURES

- 5.19 Congestion Management Process Plan (CMP) Update Phase II (Summer 2021)
 - Update data and system information.
 - Refines the evaluation criteria for project assessment.
 - Identify Projects for implementation.
 - Annual adoption required Performance Measures Mobility.
 - Measures include:
 - travel time reliability and variability
 - vehicle and person hours of delay
 - average travel speed
 - other measures as deemed relevant to the CRTPA area
 - pavement condition
 - bridge condition
- 5.20 Establish, collect and review data for the various performance measures to determine progress on adopted targets.

INTELLIGENT TRANSPORTATION SYSTEMS (ITS)

- 5.21 Continue work with Tallahassee Advanced Traffic Management System (TATMS) to identify ITS deployments.
- 5.22 Review potential ITS applications/deployments for StarMetro.

END PRODUCT

Effective and efficient coordinated public transportation system. (ongoing)
Complete CMP Phase II. (Summer 2021)
Completion of CTC review (annual)/Completion of NTD report. (annual)
Updated MAP-21/FAST ACT Performance Measures. (December 2020, 2021)
Complete Comprehensive Operational Analysis. (Summer 2021)
Complete Revaluation of Regional Transit Study. (Fall 2021)

RESPONSIBLE AGENCY

CRTPA
 StarMetro

ESTIMATED TASK BUDGET AND FUNDING SOURCES TASK 5.0

Task 5.0							
FY 2020/21							
Estimated Budget Detail							
	PL	FHWA SU	SA	CM	5305(d)	FTA State Match	Local Match
Personnel:	\$ 46,880						
Total	\$ 46,880						

Task 5.0							
FY 2021/22							
Estimated Budget Detail							
	PL	FHWA SU	SA	CM	5305(d)	FTA State Match	Local Match
Personnel:	\$ 46,880						
Total	\$ 46,880						

UPWP TASK 6.0 – PUBLIC INVOLVEMENT

The Public Transportation task identifies the activities that encourage and facilitate public participation in the transportation planning process. Activities include meeting notices as well as presenting information to various civic groups and local agencies on a regular basis.

OBJECTIVES

Ensure adequate opportunity for public input on the transportation planning process as well as specific projects.

PREVIOUS WORK

CRTPA

Updated Title VI Procedures as part of the Public Involvement Process Plan and attended training and outreach events related to Title VI best practices. (February 2018)

Final redesign of the CRTPA website – www.crtpa.org.

Conducted public outreach seeking comments on the CRTPA’s plans and programs including the TIP, UPWP, Project Priority Lists, and Regional Mobility Plan.

Continued updates to the CRTPA website to improve access to information related to CRTPA activities and projects.

Increased efforts to seek input from the region’s traditionally underserved population through targeted locations in public events.

ONGOING ACTIVITIES

CRTPA

- 6.1 Develop and disseminate public information, as necessary, to inform the public of transportation planning activities. Conduct presentations on transportation related topics to civic and governmental agencies as requested.
- 6.2 Continue to conduct public outreach related to the CRTPA’s plans and programs (including TIP, RMP, UPWP and Project Priority Lists) within the CRTPA region.
- 6.3 Provide a clearinghouse for transportation related activities for all levels of government and public involved in improving the local transportation system.
- 6.4 Provide CRTPA information and public involvement items at public events including community festivals and institutions of education.
- 6.5 Complete regular updates to the CRTPA webpage – www.ctpa.org.
- 6.6 Continue to monitor and track all public information requests.
- 6.7 Continue efforts related to increasing input from the region’s traditionally underserved population.

- 6.8 Continue televising CRTPA meetings live on WCOT and provide post-meeting access to the video via the CRTPA website and YouTube Channel.
- 6.9 Develop and publish an annual report on CRTPA activities.
- 6.10 Periodically review and update Public Involvement Plan (PIP) to comply with the FAST Act, Title VI and other applicable requirements.
- 6.11 Continue to expand efforts related to increasing input from the region's traditionally underserved populations/areas.
- 6.12 Update (as necessary) the Limited English Proficiency Plan for the CRTPA planning area.
- 6.13 Conduct safety programs at public schools, as requested, in Gadsden, Leon, Jefferson, and Wakulla counties.
- 6.14 Continue to coordinate with FDOT on the annual Work Program Hearing.
- 6.15 Initiate public education campaign in coordination with the local colleges.

END PRODUCT

Effective program to provide the public information regarding the transportation planning process and specific projects. (ongoing)
Updates of CRTPA website. (ongoing)

RESPONSIBLE AGENCY

CRTPA

ESTIMATED TASK BUDGET AN FUNDING SOURCES TASK 6.0

Task 6.0								
FY 2020/21								
Estimated Budget Detail								
	PL	FHWA			5305(d)	FTA		Local Match
		SU	SA	CM		State Match		
Personnel:	\$ 33,399							
Total	\$ 33,399							

Task 6.0								
FY 2021/22								
Estimated Budget Detail								
	PL	FHWA			5305(d)	FTA		Local Match
		SU	SA	CM		State Match		
Personnel:	\$ 33,399							
Total	\$ 33,399							

UPWP TASK 7.0 – SPECIAL PROJECTS

The Special Projects task identifies the activities that are non-recurring studies dealing with various transportation issues.

OBJECTIVES

Conduct identified studies and/or surveys to improve the overall transportation system.

PREVIOUS WORK

- Completed the Southwest Area Transportation Plan. (2019)
- Completed Monticello Trail Extension Feasibility Study. (2019)
- Completed US 27/Downtown Havana Corridor Improvement Study. (2020)
- Completed corridor assessments of Pensacola Street, Tharpe Street. and Bannerman Road. (2018/2019)
- Completed Phases I and II of the Midtown Area Transportation Plan. (March 2019/2020)

ANTICIPATED ACTIVITIES

- 7.1 Stadium Dr./Lake Bradford Rd./Gaines St./Varsity Dr. Intersection Study
 - Data Collection.
 - Identify possible improvements to the intersection.
 - Evaluate potential alternate routes to divert traffic around/away from the intersection.

- 7.2 US 27/ Wakulla Springs Trail (SR 267/Bloxham Cutoff) Feasibility Study
 - Review right-of-way availability.
 - Identify potential trail alignments.
 - Assess any potential fatal-flaw issues.

- 7.3 City of Monticello to the City of Tallahassee US 90 Multi-use Trail
 - Document limits of existing right-of-way, publicly owned lands and cultural resources, environmental features and any physical barriers will be documented.
 - Identify possible constraints.
 - Coordinate with applicable agencies and local governments.
 - Determine the least impactful route.

- 7.4 Thomasville Road Multiuse Path Feasibility Study
 - Document limits of existing right-of-way and any physical barriers.
 - Identify possible constraints.
 - Complete cost estimate.
 - Determine the preferred option/least impactful route.

- 7.5 Apalachee Parkway Trail Connection Feasibility Study
 - Document limits of existing right-of-way and any physical barriers.
 - Identify possible constraints.
 - Determine the preferred option.

- 7.6 Pine Flats - Oak Ridge Road Trail Feasibility Study
 - Document limits of existing right-of-way and any physical barriers.
 - Identify possible constraints.
 - Determine the preferred option.

- 7.7 Other planning projects as may be needed
 - *Once a planning project is identified the UPWP will be amended to reflect to scope of work to be completed.*

END PRODUCT

Stadium Dr./Lake Bradford Rd./Gaines St./Varsity Dr. Intersection Study. (Spring 2020)
US 27/ Wakulla Springs Trail (SR 267/Bloxham Cutoff) Feasibility Study. (Fall 2020)
Monticello to Tallahassee US 90 Multi-use Trail Feasibility Study. (Winter 2021)
Thomasville Road Multiuse Path Feasibility Study. (Fall 2020)
Apalachee Parkway Trail Connection Feasibility Study. (Spring 2021)
Pine Flats - Oak Ridge Road Trail Feasibility Study. (Spring 2021)

RESPONSIBLE AGENCY

CRTPA

ESTIMATED TASK BUDGET AND FUNDING SOURCES TASK 7.0

Task 7.0								
FY 2020/21								
Estimated Budget Detail								
	PL	FHWA			5305(d)	FTA		
		SU	SA	CM		State Match	Local Match	
Personnel:	\$ 104,094							
Total	\$ 104,094							

Task 7.0								
FY 2021/22								
Estimated Budget Detail								
	PL	FHWA			5305(d)	FTA		
		SU	SA	CM		State Match	Local Match	
Personnel:	\$ 104,094							
Total	\$ 104,094							

TABLE I
FAST ACT PLANNING FACTORS

FAST ACT Planning Factors	UPWP Tasks						
	Admin	Data Collection	LRP	SRP	Mobility Planning	Public Invlv.	Special Projects
Support Economic Vitality	X		X	X	X		X
Increase Safety		X	X	X		X	X
Increase Security		X	X	X		X	X
Increase Accessibility			X	X	X	X	X
Protect Environment			X	X	X		X
Enhance Connectivity			X	X	X	X	X
Promote Efficient Operation	X	X	X	X	X		X
Emphasize System Preservation	X	X	X	X		X	X
Improve Resiliency/Reliability	X	X	X	X	X		X
Enhance Travel/Tourism	X		X	X	X	X	X

Table II
STATE PLANNING EMPHASIS AREAS

STATE PLANNING EMPHASIS AREAS	UPWP Tasks						
	Admin	Data Collection	LRP	SRP	Mobility Planning	Public Involvement.	Special Projects
ACES		X	X	X	X		X
Safety		X	X	X	X	X	X
System Connectivity		X	X	X	X	X	X
Resilience		X	X	X	X	X	X

See page 2 for details

TABLE III: Schedule of Selected Projects

Project schedule will be finalized once budget numbers are provided in March.

TABLE IV
FY 2020/21 Funding by Agency

TABLE V
FY 2021/22 Funding Sources by Agency

Budget Tables will be finalized once budget numbers are provided in March.

TABLE VI
FY 2020/21 Funding by Agency

TABLE VII
FY 2021/22 Funding Source by Agency

Budget Tables will be finalized once budget numbers are provided in March.

APPENDIX I
FY 2020/21 and FY 2021/22
Estimated Administrative, Facility and Office Expense Detail

Expense Detail will be finalized once budget numbers are provided in March.

Section 5305(d) - FY 2020 and 2021
Grant Management Information System Codes
FTA Funds Only - 80% of Total

FTA Fund Detail will be finalized once budget numbers are provided in March.

CERTIFICATION REGARDING LOBBYING

Certification for Contracts, Grants, Loans and Cooperative Agreements

The undersigned certifies, to the best of her or his knowledge and belief, that:

- (1) No federal appropriated funds have been paid or will be paid, by or on behalf of the undersigned, to any person for influencing or attempting to influence an officer or employee of any agency, a Member of Congress in connection with the awarding of any Federal Contract, the making of any Federal grant, the making of any Federal loan, the entering into of any cooperative agreement, and the extension, continuation, renewal, amendment, or modification of any Federal contract, grant, loan, or cooperative agreement.
- (2) If any funds other than Federal appropriated funds have been paid or will be paid to any person for influencing or attempting to influence an officer or employee of any agency, a Member of Congress, an officer or employee of Congress, or an employee of a Member of Congress, in connection with this Federal contract, grant, loan, or cooperative agreement, the undersigned shall complete and submit Standard Form-LLL, "Disclosure Form to Report Lobbying," in accordance with its instructions.
- (3) The undersigned shall require that the language of this certification be included in the award documents for all subawards at all tiers (including subcontracts, subgrants, and contracts under grants, loans, cooperative agreements) and that all subrecipients shall certify and disclose accordingly.

This certification is a material representation of fact upon which reliance was placed when this transaction was made or entered into. Submission of this certification is a prerequisite for making or entering into this transaction imposed by Section 1352, Title 31, U.S. Code. Any person who fails to file the required certification shall be subject to a civil penalty of not less than \$10,000.00 and not more than \$100,000.00 for each such failure.

Executed this 19^h day of May 2020

By: _____
Randy Merritt, Chairman

**DEBARMENT AND SUSPENSION
CERTIFICATION**

As required by U.S. DOT regulations on Government-wide Debarment and Suspension (Non-procurement) at 49 CFR 29.510:

(1) The Capital Region Transportation Planning Agency certifies to the best of its knowledge and belief, that it and its principals:

- (a) Are not presently debarred, suspended, proposed for debarment, declared ineligible, or voluntarily excluded from covered transactions by a Federal department or agency;
- (b) Have not within a three-year period preceding this proposal been convicted of or had a civil judgment rendered against them for commission of fraud or a criminal offense in connection with obtaining, attempting to obtain, or performing a public (Federal, state or local) transaction or contract under a public transaction; violation of Federal or state antitrust statutes; or commission of embezzlement, theft, forgery, bribery, falsification or destruction of records, making false statements, or receiving stolen property;
- (c) Are not presently indicted for or otherwise criminally or civilly charged by a governmental entity (Federal, state or local) with commission of any of the offenses listed in paragraph (2) of this certification; and
- (d) Have not within a three-year period preceding this certification had one or more public transactions (Federal, state or local) terminated for cause or default.

(2) The Capital Region Transportation Planning Agency also certifies that if, later, it becomes aware of any information contradicting the statements of paragraphs (a) through (d) above, it will promptly provide that information to FTA.

Executed this 19th day of May 2020

By: _____
Nick Maddox, Chairman

**TITLE VI
NONDISCRIMINATION POLICY STATEMENT**

Pursuant to Section 9 of the US DOT Order 1050.2A, the Capital Region Transportation Planning Agency (CRTPA) assures the Florida Department of Transportation that no person shall on the basis of race, color, national origin, sex, age, disability, family or religious status, as provided by Title VI of the Civil Rights Act of 1964, the Civil Rights Restoration Act of 1987 and the Florida Civil Rights Act of 1992 be excluded from participation in, be denied the benefits of, or be otherwise subjected to discrimination or retaliation under any program or activity.

The CRTPA further agrees to the following responsibilities with respect to its programs and activities:

1. Designate a Title VI Liaison that has a responsible position within the organization and access to the Recipient's Chief Executive Officer.
2. Issue a policy statement signed by the Chief Executive Officer, which expresses its commitment to the nondiscrimination provisions of Title VI. The policy statement shall be circulated throughout the Recipient's organization and to the general public. Such information shall be published where appropriate in languages other than English.
3. Insert the clauses of *Appendix A* of this agreement in every contract subject to the Acts and the Regulations
4. Develop a complaint process and attempt to resolve complaints of discrimination against sub-recipients. Complaints against the Recipient shall immediately be forwarded to the FDOT District Title VI Coordinator.
5. Participate in training offered on Title VI and other nondiscrimination requirements.
6. If reviewed by FDOT or USDOT, take affirmative action to correct any deficiencies found within a reasonable time period, not to exceed ninety (90) calendar days.
7. Have a process to collect racial and ethnic data on persons impacted by your agency's programs.

THIS ASSURANCE is given in consideration of and for the purpose of obtaining any and all federal funds, grants, loans, contracts, properties, discounts or other federal financial assistance under all programs and activities and is binding. The person whose signature appears below is authorized to sign this assurance on behalf of the Recipient.

Executed this 19th day of May 2020

By: _____
Randy Merritt, Chairman

APPENDIX A

During the performance of this contract, the contractor, for itself, its assignees and successors in interest (hereinafter referred to as the "Contractor") agrees as follows:

- (1.) **Compliance with Regulations:** The Contractor shall comply with the Regulations relative to nondiscrimination in Federally-assisted programs of the U.S. Department of Transportation (hereinafter, "USDOT") Title 49, Code of Federal Regulations, Part 21, as they may be amended from time to time, (hereinafter referred to as the Regulations), which are herein incorporated by reference and made a part of this Agreement.
- (2.) **Nondiscrimination:** The Contractor, with regard to the work performed during the contract, shall not discriminate on the basis of race, color, national origin, sex, age, disability, religion or family status in the selection and retention of subcontractors, including procurements of materials and leases of equipment. The Contractor shall not participate either directly or indirectly in the discrimination prohibited by section 21.5 of the Regulations, including employment practices when the contract covers a program set forth in Appendix B of the Regulations.
- (3.) **Solicitations for Subcontractors, including Procurements of Materials and Equipment:** In all solicitations made by the Contractor, either by competitive bidding or negotiation for work to be performed under a subcontract, including procurements of materials or leases of equipment; each potential subcontractor or supplier shall be notified by the Contractor of the Contractor's obligations under this contract and the Regulations relative to nondiscrimination on the basis of race, color, national origin, sex, age, disability, religion or family status.
- (4.) **Information and Reports:** The Contractor shall provide all information and reports required by the Regulations or directives issued pursuant thereto, and shall permit access to its books, records, accounts, other sources of information, and its facilities as may be determined by the *Florida Department of Transportation, the Federal Highway Administration, Federal Transit Administration, Federal Aviation Administration, and/or the Federal Motor Carrier Safety Administration* to be pertinent to ascertain compliance with such Regulations, orders and instructions. Where any information required of a Contractor is in the exclusive possession of another who fails or refuses to furnish this information the Contractor shall so certify to the *Florida Department of Transportation, the Federal Highway Administration, Federal Transit Administration, Federal Aviation Administration, and/or the Federal Motor Carrier Safety Administration* as appropriate, and shall set forth what efforts it has made to obtain the information.
- (5.) **Sanctions for Noncompliance:** In the event of the Contractor's noncompliance with the nondiscrimination provisions of this contract, the Florida Department of Transportation shall impose such contract sanctions as it or the Federal Highway Administration, Federal Transit Administration, Federal Aviation Administration, and/or the Federal Motor Carrier Safety Administration may determine to be appropriate, including, but not limited to:
 - a. withholding of payments to the Contractor under the contract until the Contractor complies, and/or
 - b. cancellation, termination or suspension of the contract, in whole or in part.

Incorporation of Provisions: The Contractor shall include the provisions of paragraphs (1) through (6) in every subcontract, including procurements of materials and leases of equipment, unless exempt by the Regulations, or directives issued pursuant thereto. The Contractor shall take such action with respect to any subcontract or procurement as the *Florida Department of Transportation*, the *Federal Highway Administration*, *Federal Transit Administration*, *Federal Aviation Administration*, and/or the *Federal Motor Carrier Safety Administration* may direct as a means of enforcing such provisions including sanctions for noncompliance. In the event a Contractor becomes involved in, or is threatened with, litigation with a sub-contractor or supplier as a result of such direction, the Contractor may request the *Florida Department of Transportation* to enter into such litigation to protect the interests of the *Florida Department of Transportation*, and, in addition, the Contractor may request the United States to enter into such litigation to protect the interests of the United States.

DISADVANTAGED BUSINESS ENTERPRISE UTILIZATION

It is the policy of the Capital Region Transportation Planning Agency that disadvantaged businesses, as defined by 49 Code of Federal Regulations, Part 26, shall have an opportunity to participate in the performance of MPO contracts in a nondiscriminatory environment. The objectives of the Disadvantaged Business Enterprise Program are to ensure non-discrimination in the award and administration of contracts, ensure firms fully meet eligibility standards, help remove barriers to participation, create a level playing field, assist in development of a firm so it can compete successfully outside of the program, provide flexibility, and ensure narrow tailoring of the program.

The Capital Region Transportation Planning Agency and its consultants shall take all necessary and reasonable steps to ensure that disadvantaged businesses have an opportunity to compete for and perform the contract work of the Capital Region Transportation Planning Agency in a non-discriminatory environment.

The Capital Region Transportation Planning Agency shall require its consultants to not discriminate on the basis of race, color, national origin, sex, age, handicap/disability, or income status in the award and performance of its contracts. This policy covers in part the applicable federal regulations and the applicable statutory references contained therein for the Disadvantaged Business Enterprise Program Plan, Chapters 337 and 339, Florida Statutes, and Rule Chapter 14-78, Florida Administrative Code.

Executed this 19th day of May 2020

By: _____
Randy Merritt, Chairman

March 17, 2020



AGENDA ITEM 6 D

2020 FREIGHT PRIORITIES PROGRAM CRTPA SUBMITTALS

TYPE OF ITEM: Action

STATEMENT OF ISSUE

This item seeks board approval of the submittal of the following three (3) applications to the Florida Metropolitan Planning Organization Advisory Council's (MPOAC) Freight Priority Program (FPP):

- SR 8 (I-10) from Gadsden Co Line to West of SR 263 Capital Circle (Project # 2225306)
- SR 8 (I-10) Interchange Studies at SR 263 & SR 61 (US 319) (Project #2225936)
- SR 8 (I-10) from East of SR 261 Capital Circle to W. of Gamble Road (Project #4065853)

RECOMMENDED ACTION

Option 1: Approve the submittal of the following CRTPA projects to the MPOAC Freight Priority Program:

- SR 8 (I-10) from Gadsden Co Line to West of SR 263 Capital Circle (Project # 2225306)
- SR 8 (I-10) Interchange Studies at SR 263 & SR 61 (US 319) (Project #2225936)
- SR 8 (I-10) from East of SR 261 Capital Circle to W. of Gamble Road (Project #4065853)

BACKGROUND

The purpose of the MPOAC Freight Priority Program (FPP) is to provide its member MPOs the opportunity to annual identify and highlight its high priority freight projects. The program allows the MPOAC to promote and endorse such projects as they receive funding consideration by the Florida Department of Transportation.

For 2020, the MPOAC FPP is now calling for applications. The requirements associated with MPO submittal of candidate projects include the following:

- Each MPO can submit up-to-three (3) freight projects

- Projects must fall on state highway system, and be post-PD&E or PD&E underway, or PD&E funded, or project does not require PD&E (ready for design and/or construction)
- Projects must be able to accept funds in the current Work Program (e.g., be unfunded, partially funded, able to accept accelerated funding)

CRTPA staff has identified the following three (3) projects within the CRTPA region for submittal to the FPP to assist with funding consideration:

- SR 8 (I-10) from Gadsden Co Line to West of SR 263 Capital Circle (Project # 2225306)
This project is funded for design in FY 20 and proposes the widening of Interstate 10 from 4 to 6 lanes. The CRTPA will be seeking funding for the next phase: construction.
- SR 8 (I-10) Interchange Studies at SR 263 & SR 61 (US 319) (Project #2225936)
Currently funded for design in FY 20, this project funds I-10 Interchange improvements at Thomasville Road/Capital Circle, NE. The CRTPA will be seeking to advance funding for the next phase: construction.
- SR 8 (I-10) from East of SR 261 Capital Circle to W. of Gamble Road (Project #4065853)
This project was funded for Project Development and Environment (PD&E) study in FY 2019 and proposes the widening of Interstate 10 from 4 to 6 lanes. The CRTPA will be seeking funding for the next phase: design.

All three projects address the requirements associated with the FPP related to advancing goods movement. Subsequent to Board approval, CRTPA staff will finalize and transmit the three (3) applications prior to the program's March 27 deadline.

OPTIONS

Option 1: Approve the submittal of the following CRTPA projects to the MPOAC Freight Priority Program:

- SR 8 (I-10) from Gadsden Co Line to West of SR 263 Capital Circle (Project # 2225306)
- SR 8 (I-10) Interchange Studies at SR 263 & SR 61 (US 319) (Project #2225936)
- SR 8 (I-10) from East of SR 261 Capital Circle to W. of Gamble Road (Project #4065853)
(Recommended)

Option 2: CRTPA Board Discretion

March 17, 2020



AGENDA ITEM 7

FLORIDA DEPARTMENT OF TRANSPORTATION REPORT

TYPE OF ITEM: Information

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

March 17, 2020



AGENDA ITEM 8

EXECUTIVE DIRECTOR'S REPORT

TYPE OF ITEM: Information

STATEMENT OF ISSUE

A status report on the activities of the Capital Region Transportation Planning Agency will be provided including an update on CRTPA projects (***Attachment 1***).

CRTPA Project Status Report

PROJECTS UNDERWAY

Connections 2045 Regional Mobility Plan (Long Range Transportation Plan)

- Consultant Selection - February 2019
- Contract Executed – June 2019
- Kick-off at CRTPA meeting – June 17, 2019
- MetroQuest Survey released in October 2019
- Traffic Jam held on October 29, 2019
- Regional Meetings held in Gadsden, Jefferson, Leon and Wakulla Counties – November 5 and 13, 2019
- City of Tallahassee Winter Festival – December 7, 2019
- Presented Goals, preliminary survey results and 2020 schedule of meetings to CRTPA Board on January 21, 2020
- Project Team presented Needs Plan purpose and process, discussed Evaluation and Prioritization Criteria, and updated members on February jurisdictional meetings.
- March 2020 – Needs Plan, Updated Evaluation and Prioritization Criteria, and criteria weighting
- April 2020 – Prioritized Projects (revised as necessary), Revenues, Cost Estimates, Cost Feasible Plan Layout
- May 2020 – Draft Cost Feasible Plan, Public Workshops
- June 2020 – Cost Feasible Plan Adoption and Documentation Outline

Midtown Area Transportation Plan Phase II

- Initiated in February 2019
- Phase focuses on public involvement to obtain input on the transportation needs in Midtown
- Intense coordination with all efforts on-going in Midtown area
- Kick-off at March 2019 CRTPA Meeting
- Public meeting held at Senior Center on June 4, 2019. Attended by approximately 50 citizens to provide comments and suggestions on Thomasville Road and Monroe Street.
- Public meeting held on March 10, 2020 (6 PM – 7:30 PM)
- Anticipated projected completion (Board Presentation) – April 2020 CRTPA 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
- FDOT initiates Feasibility Study – December 2019

Thomasville Road Multi-Use Path Feasibility Study

- Kicked off at February 2020 CRTPA Board meeting

CRTPA Project Status Report

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
- Draft Report – Fall 2019
- Final Recommendations (Board Presentation) – February 2020
- Town of Havana presentation scheduled for March 31, 2020

US 90 Trail

- Project initiated in November 2019
- Evaluating feasibility of constructing a multiuse trail between Tallahassee and Monticello on US 90
- Anticipated completion – September 2020

COMPLETED PROJECTS

Southwest Area Transportation Plan (SATP)

- Draft Orange Avenue Recommendations Report completed (March CRTPA meeting).
- Final Orange Avenue Report April 2019.
- South Lake Bradford HOA meeting (follow-up to February meeting). Citizens were pleased with the response to speed, safety, concerns on increased congestion, maintaining neighborhood character, multimodal improvements, signage, and traffic calming.
- North and South Lake Bradford and Springhill Road meeting on June 20, 2019 at Pineview Elementary School from 5:30 to 7:00 PM.
- Final Open House was held on August 6, 2019
- Springhill Road, North Lake Bradford Road and South Lake Bradford Road Corridor Reports adopted by the Board on September 16, 2019.

Leon County Bicycle and Pedestrian Master Plan (BPMP)

- Data Collection – Completed
- Community Open House on April 18, 2019
- Draft BPMP – September 2019
- CRTPA Adopted the projects at the November 19, 2019 Board Meeting
- Final Documentation – March 2020

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

CRTPA Project Status Report

ROAD AND TRAIL PROJECTS WITH PROJECT FUNDING

Capital Circle, SW (Orange Avenue to Springhill Road)

- Widen to six lanes
- Construction Scheduled for FY 2021 (\$55M)

Capital Circle, SW (Springhill Road to Crawfordville Road)

- Widen to six lanes.
- Right of Way scheduled for FY 19 (\$14M) and FY 20 (\$3M)
- Construction scheduled for FY 22 (\$32M)

Crawfordville Road (East Ivan to SR 267)

- Widen to four lanes
- Construction scheduled for FY 20 (\$37M)

Coastal Trail (Surf Road to Tower Road)

- Design - Completed
- No right of way needed
- Construction scheduled for FY 20 (\$6.3M)

Coastal Trail (Tower Road to Crawfordville Road)

- Design - Completed
- Right of way scheduled for FY 20 (\$1M) – FDOT determined that no ROW is needed.
- Construction scheduled for FY 22 (\$9.0M)

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

- Initiated in October 2018
- Determining location of potential linkage between Jefferson County Middle/High School and existing trail
- Project Completion – September 2019
- PD&E - Spring 2020

March 17, 2020



AGENDA ITEM 9 A

FUTURE MEETINGS

TYPE OF ITEM: Information

The Capital Region Transportation Planning Agency will meet on the following remaining dates, times and locations in 2020*:

Meeting Date	Meeting Type	Location
April 21	Board Meeting	City of Tallahassee, City Hall, Commission Chambers, 2 nd Floor, 1:30 pm
May 19	Board Meeting	City of Tallahassee, City Hall, Commission Chambers, 2 nd Floor, 1:30 pm
June 15*	Board Meeting	City of Tallahassee, City Hall, Commission Chambers, 2 nd Floor, 1:30 pm
September 15	Board Meeting	City of Tallahassee, City Hall, Commission Chambers, 2 nd Floor, 1:30 pm
October 20	Retreat/Workshop	<i>TBA 9:00 AM-1:00 PM</i>
November <i>(TBD)</i>	Board Meeting	<i>Date TBD</i> , City of Tallahassee, City Hall, Commission Chambers, 2 nd Floor, 1:30 pm
December 15	Board Meeting	City of Tallahassee, City Hall, Commission Chambers, 2 nd Floor, 1:30 pm

*Indicates Monday Meeting



AGENDA ITEM 9B

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

TYPE OF ITEM: Information

STATEMENT OF ISSUE

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

TAC and CMAC: The committees each met on March 3, 2020, and took action on the following:

Minutes of the February 4, 2020 meeting

- **TAC Action:** Recommended approval unimously with a quorum.
- **CMAC Action:** Could not take action due to lack of a quorum.

Connections 2045 Regional Mobility Plan

- **TAC Action:** Informational item, therefore no action was taken.
- **CMAC Action:** Informational item, therefore no action was taken.

Unified Planning Work Program (UPWP)

- **TAC Action:** Informational item, therefore no action was taken.
- **CMAC Action:** Informational item, therefore no action was taken.

Thomasville Road Path Feasibility Study Kickoff

- **TAC Action:** Informational item, therefore no action was taken.
- **CMAC Action:** Informational item, therefore no action was taken.

Tallahassee-Leon County Bicycle and Pedestrian Master Plan

- **TAC Action:** Informational item, therefore no action was taken.
- **CMAC Action:** Informational item, therefore no action was taken.

March 17, 2020



AGENDA ITEM 10

CITIZEN COMMENT



March 17, 2020

AGENDA ITEM 11

ITEMS FROM MEMBERS