



CITIZENS MULTIMODAL ADVISORY COMMITTEE (CMAC)

MEETING OF TUESDAY, MARCH 1, 2022 (11:30 AM - 1:30 PM)

RENAISSANCE BUILDING
2ND FLOOR CONFERENCE ROOM
435 N MACOMB STREET
TALLAHASSEE, FL. 3230

AGENDA

Citizens wishing to provide input at the CMAC meeting may:

- (1) Provide comments **in person** at the meeting. Speakers are requested to limit their comments to three (3) minutes; or
- (2) Submit **written comments** prior to the meeting at <http://crtpa.org/contact-us/> by providing comments in the "Email Us" portion of the page before 5:00 p.m. on Monday, February 28. This will allow time for comments to be provided to committee members in advance of the meeting. Comments submitted after this time (up to the time of the meeting) will be accepted and included in the official record of the meeting.

1. AGENDA MODIFICATIONS

2. 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 Committee are requested to limit their comments to three (3) minutes.

3. CONSENT AGENDA

A. Minutes of the February 1 CMAC Meeting

4. 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.

5. **PRESENTATION/DISCUSSION/ACTION**

A. **Stadium Drive at Lake Bradford Road Intersection**

Information related to the recent Stadium Drive at Lake Bradford Intersection Study will be provided by the project consultant.

RECOMMENDED ACTION: For Committee Information.

6. **INFORMATION**

A. **Future Meeting Dates**

B. **FY 2022– FY 2026 Transportation Improvement Program (TIP) Amendments**

7. **ITEMS FROM COMMITTEE MEMBERS OR STAFF**

8. **ADJOURNMENT**



March 1, 2022

COMMITTEE AGENDA ITEM 3A

MINUTES

TYPE OF ITEM: Consent

The minutes from the February 1, 2022 Committee meeting are provided as ***Attachment 1***.

RECOMMENDED ACTION

Option 1: Approve the minutes of the February 1, 2022 Committee meeting.



CITIZENS MULTIMODAL ADVISORY COMMITTEE (CMAC)

MEETING OF TUESDAY, FEBRUARY 1, 2022 (11:30 AM - 1:30 PM)

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

Minutes

Members Present: Mary Kay Falconer; Amy Longstreet; Roger Holdener; Melissa Corbett; John Dunn; Johan van Tol; Marcus Thompkins; Dan Beaty (v); Chad Hanson (v)

Staff Present: Greg Slay, CRTPA Executive Director (v); Jack Kostrzewa, CRTPA; Greg Burke, CRTPA; Suzanne Lex, CRTPA, Yulonda Mitchell, CRTPA

The meeting was called to order at 11:33 am.

1. AGENDA MODIFICATIONS

Amendment to the Transportation Improvement Program (TIP)

This item seeks adoption of an amendment to the Fiscal Year (FY) 2022 – FY 2027 TIP to include the Design phase for the Thomasville Road Multi-Use Path project.

RECOMMENDED ACTION: Recommend the CRTPA adopt the amendment to the Fiscal Year (FY) 2022 – FY 2027 TIP to include the Design phase for the Thomasville Road Multi-Use Path project.

Ms. Lex stated there was a request an add on to the agenda. The request is for a TIP Amendment to add the Design phase for the Thomasville Road Multi-Use Path Project.

Committee Action: Mr. van Tol made a motion to recommend modification to the agenda to add on the TIP amendment as presented by staff. Mr. Holdener seconded the motion. The motion was unanimously passed.

Mr. Thompkins requested additional details on the TIP Amendment. Ms. Lex stated that FDOT reviewed the CRTPA's priority list and Thomasville Road Multi-Use Path - Design Phase was one of the top priorities. She stated once the Thomasville Road Multi-Use Trail Feasibility study was approved by the CRTPA Board, the TIP Amendment for the next phase of the project could move forward. She requested a recommendation of approval to the Board to amend the TIP to include the Design Phase

for the Thomasville Road Multi-Use Path. Ms. Lex noted the limits listed by FDOT were from Armistead Road to Metropolitan Boulevard. The CRTPA coordinated with FDOT requesting the limits be revised to reflect the project begins at Betton Road and goes to Metropolitan Boulevard. This is consistent with the listed priority and the Feasibility Study. The TIP Amendment will be on the February Board Meeting agenda.

Committee Action: Mr. van Tol made a motion to approve the Amendment to the Transportation Improvement Program (TIP). Mr. Holdener seconded the motion. The motion was unanimously passed.

2. PUBLIC COMMENT ON ITEMS NOT APPEARING ON THE AGENDA

3. CONSENT AGENDA

A. Minutes of the November 2, 2021 and January 4, 2022 CMAC Meeting

Committee Action: Mr. Hanson made a motion to approve the minutes of the November 2, 2021 and January 4, 2022 CMAC Meeting. Ms. Corbett seconded the motion. The motion was unanimously passed.

4. CONSENT ITEMS PULLED FOR DISCUSSION

5. PRESENTATION/DISCUSSION/ACTION

A. CRTPA Safety Measures

This item seeks adoption of the 2022 CRTPA Safety Performance Targets for safety performance measures that the CRTPA is required annually address.

RECOMMENDED ACTION: Recommend the CRTPA adopt the recommended 2022 CRTPA Safety Targets and a CRTPA long term safety goal of zero fatalities and serious injuries for the CRTPA region.

Mr. Burke discussed the CRTPA Safety Measures. He stated annually the CRTPA is required to adopt safety targets for five safety performance measures, per Federal mandate. These safety targets are: 1. Number of fatalities; 2. Rate of fatalities per 100 Million Vehicle Miles Traveled (VMT); 3. Number of serious injuries; 4. Rate of serious injuries per 100 Million Vehicle Miles Traveled (VMT); and 5. Number of non-motorized fatalities and non-motorized serious injuries.

Mr. Burke stated this process provides an opportunity to assess how the CRTPA was performing relating to the safety measures and the actions taken regarding safety. He stated safety was integrated throughout the entire CRTPA planning process and addressing safety includes the development of plans and programs; implementation and incorporation of safety into projects including stand-alone projects and safety coordination with partner agencies.

Mr. Burke discussed the CRTPA's current actions to address safety in the Region, including the following efforts:

- Resurfacings - he stated resurfacings allow CRTPA to incorporate Bike and Pedestrian safety improvements, such as, addition of missing sidewalks and bike lanes.
- Corridor Safety Evaluations - he stated the evaluations of the regions corridors to address identified safety issues was an ongoing and discussed the identified ongoing projects.
- Feasibility Studies - he stated the Feasibility Study was the first step in pursuing corridor wide improvements which include improvements to pedestrian and bicyclist safety.
- Transportation Alternatives Program (TA) - he stated the CRTPA coordinates the Transportation Alternatives Program, which was a federally funded program. The CRTPA solicits applications from the Region for the TA program and discussed recently completed and ongoing projects.
- Expanding the Regional Trails Network - he stated expanding the regional trails network through the construction of multiuse trails has expanded safety for pedestrians and cyclist.
- Community Traffic Safety Teams (CTSTs) - he stated all four CRTPA Counties have CTSTs to support safety initiatives through a forum of local highway safety advocates committed to solving traffic safety problems.
- High Visibility Enforcement - he stated the High Visibility Enforcement was a FDOT focused and Bicycle and Pedestrian initiative. Program was designed to increase awareness of and compliance with traffic laws and regulations that increase safety on Florida roads. Mr. Burke stated Leon County was currently among the top 25 counties (ranked 23). Mr. Burke discussed the Leon County High Visibility Enforcement Initiative. He stated the initiative was being conducted by Tallahassee Police Department at identified high crash locations. Enforcement efforts to continue to May 2022.
- CRTPA Congestion Management Process Report Update - Last Updated in 2018 and an update is scheduled in 2022. The report includes a strong safety focus and will identify potential projects for future study.

Mr. Burke discussed the Historic Trends. He stated in the most recent data was from 2020. He noted ultimately, we met 4 of 5 adopted targets. We didn't hit the target Rate of Fatalities for VMT. Based on the data, 2016-2020 serious injuries have decreased, and fatalities have remained consistent. He noted the action today would adopt five (5) Safety Targets for 2022. The proposed 2022 Targets would recommend using the adopted 2021 targets as a benchmark with the addition of a 5% reduction for each target to be applied annually. Additionally, he noted the recommendation includes

the CRTPA's adopting of a long-term safety goal of zero fatalities and serious injuries for the region.

Mr. van Tol discussed the process that was used in the past and noted it was like how the state would develop the targets.

Mr. Thompkins asked for additional specifics on the accidents. Mr. Kostrzewa stated in general there are areas that needed better lighting. He stated the fatalities and serious injuries were clustered along certain corridors. Trends showed the areas where Tallahassee Police Department are focusing on with the High Visibility Enforcement Initiative are the areas where the fatalities and serious injuries are occurring. With that information, Tallahassee Police Department has targeted specific days and specific times to be a more focused effort. He stated in general with pedestrians, fatalities and serious injuries occurred when a pedestrian may have thought they had a safe crossing. He stated these didn't specifically occur in the crosswalk. Mr. Kostrzewa and he noted for the cyclist, there needed to be better road facilities, generally speaking.

Mr. Hanson asked if there were any negative funding ramifications for falling short of meeting the adopted targets.

Mr. Burke stated there were no funding impacts but explained that the annual requirement provides an opportunity to review how the region was meeting the targets.

Ms. Falconer stated it would be helpful to have a rate. She stated the extent of use by cyclist and pedestrians in the community. She stated that seems to be limiting when reviewing the trends to determine if the occurrences are improving.

Mr. Thompkins asked if the adopted target was zero would there be a more aggressive effort to provide safety for pedestrians and safety. Mr. Burke stated safety was very important to everyone on each level local, state, federal but noted it would not make planning efforts more aggressive.

Ms. Longstreet asked if reports would be available after the High Visibility Enforcement (HVE) initiatives are completed this year. Ms. Lex stated reports would be available, documenting the results of the HVE program that law enforcement conducted. She stated the numbers from last year were received but have not had a chance to meet to discuss the numbers. A report will be presented to the CTST, Committees and the Board as an informational item within the next few months. She noted FDOT identifies the locations by reviewing the data. CRTPA ranked 22 in the top 25 critical counties for serious injuries and fatalities for bike/ped last year. This year the CRTPA was ranked 23. Ms. Lex noted that while officers are working overtime on the High Visibility Enforcement, there are also efforts to educate during the everyday work of the officers. Florida State University also has been trying to increase education efforts to students on Bike/Ped safety.

Committee Action: Mr. van Tol made a motion to recommend the adoption of the CRTPA Safety Measures & Targets. Ms. Corbett seconded the motion. The motion passed with Mr. Thompkins voting in opposition stating he felt the long term of zero fatalities should be set now and strived for zero fatalities every year.

6. INFORMATION

A. Future Meeting Dates

7. ITEMS FROM COMMITTEE MEMBERS OR STAFF

Ms. Falconer asked if the Thomasville Multi-Use Path would be reviewed and approved by the board after FDOT begins to work on the design phase of the project and asked about public engagement steps during the design phase. Mr. Kostrzewa stated the design phase of the project has an internal public engagement process. The timeframe/schedule for the design phase generally take about two years. Ms. Lex stated FDOT would set a schedule at the onset of the design phase of the project. Once approved and in the work program, FDOT will normally hold to that production schedule. Mr. Kostrzewa stated CRTPA would work with the design consultant. He noted from this point forward FDOT was managing the project.

Mr. van Tol discussed safety and improving lighting at pedestrian crossings and pointed to Gaines Street as an example and stated the lighting this could help pedestrians. Mr. Burke stated FDOT has been working to improve lighting at intersections. Ms. Lex stated lighting to improve pedestrian safety has been a priority of FDOT and recently there was an entire analysis of key intersections to determine which intersections need improvements and exactly what those improvements should be.

Ms. Lex discussed the CTST. She stated their CTST programs are statewide are led by the locals including law enforcement, engineers, planners, and other professionals. The representatives bring items for discussion, and the CRTPA also brings items for review by the CTST.

Mr. Thompkins discussed the design phase of the Thomasville Multi-Use Path. He requested information on the impact to the trees along the corridor. Mr. Kostrzewa stated the design phase had not started and as a part of the design phase, the conservation of the trees will be evaluated along with the other issues.

8. ADJOURNMENT

Meeting was adjourned at 12:58 pm.



March 1, 2022

COMMITTEE AGENDA ITEM 5 A

STADIUM DRIVE AT LAKE BRADFORD ROAD INTERSECTION

TYPE OF ITEM: Presentation/Discussion/Action

STATEMENT OF ISSUE

Capital Region Transportation Planning Agency (CRTPA) staff and RS&H staff (the Project Team) will be making a presentation regarding the Stadium Drive at Lake Bradford Road Intersection Project.

RECOMMENDED ACTION

For Committee Information

INTRODUCTION

Over the last several years, the southern portion of downtown Tallahassee has undergone dramatic growth and significant investments in transportation infrastructure. The Gaines Street Corridor Revitalization Plan included extensive infrastructure improvements designed to foster multimodal usage and economic investments. In addition to the corridor revitalization and redevelopment, the Capital Cascades Park at the eastern end of Gaines Street was also developed, which fostered even more growth in the area. The adjacent streets within the area also received major economic investments as the areas continues to redevelop.

With the presence of the FSU campus and stadium, additional properties are being developed or redeveloped and/or are anticipated to be redevelop in the future. These developments include large apartment complexes targeted to the student market. This increasing presence of residential uses has increased the need for pedestrian and bicycle safety as the number of users continues to rise both during every-day conditions, as well as game day conditions.

The intersection of Stadium Drive and Lake Bradford Road is a very large, complex intersection that can easily confuse drivers, as well as pedestrians. The width of pavement, complex turning movements, and increasing numbers of pedestrians, particularly accessing campus from the residential areas on the south side of Gaines Street and Stadium Drive poses multiple hazards for all entering the intersection regardless of the mode of travel.

In assessing the intersection area, it is important to consider both the “upstream” and “downstream” areas that potential recommendations will likely impact. Understanding the ripple effects will be

critical to ensure any recommendations are feasible and will not adversely impact other intersections or mobility efficiency in the surrounding area.

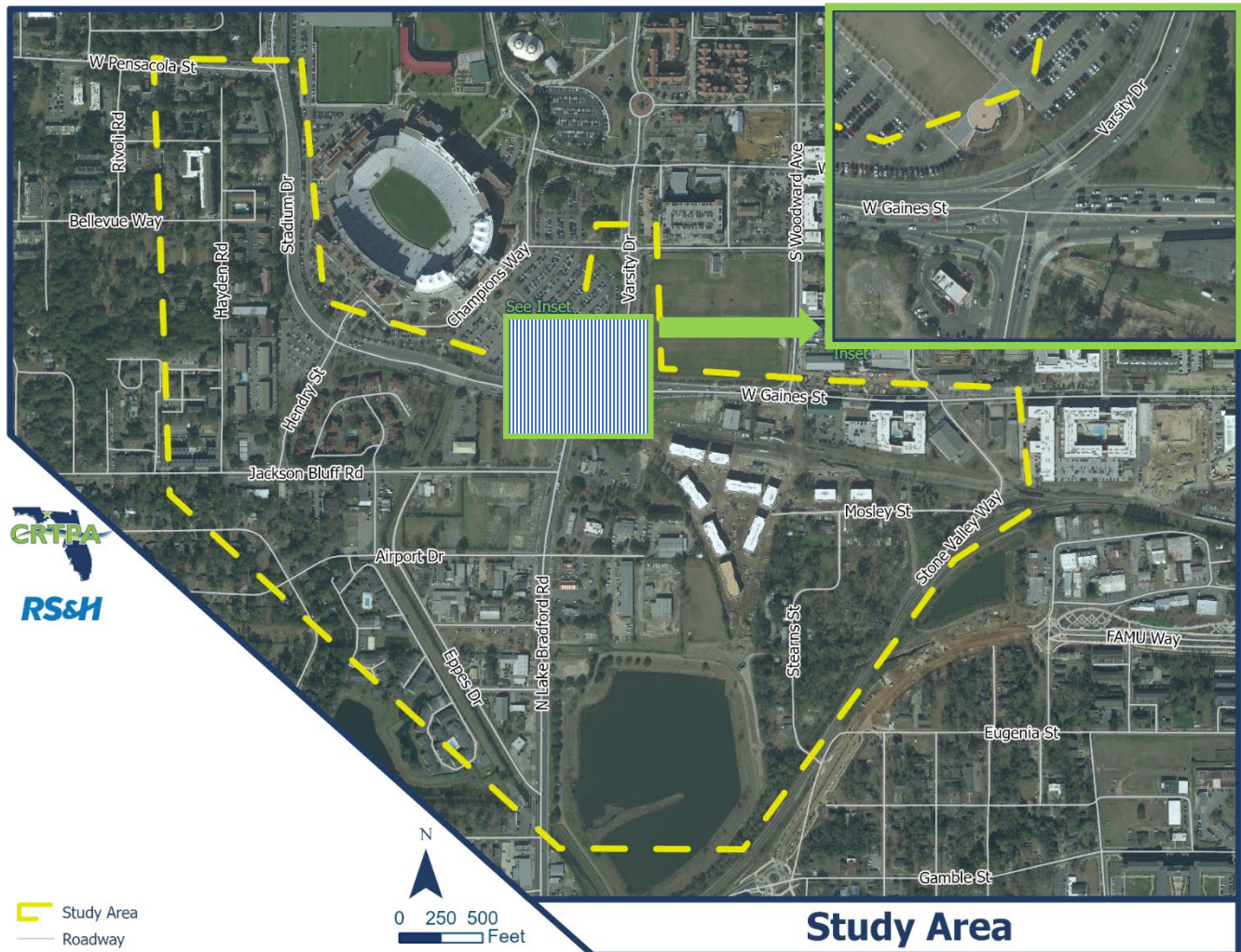
PROCESS

Like other CRTPA studies, the first effort of this project was to develop an [Existing Conditions Report](#) that was based on the collect of data along any of the Study Area corridors and/or intersections. In addition to transportation data, the following was also collected for this project.

- Existing Land Use
- Building locations
- Historic and Cultural Sites
- Socioeconomic Data

STUDY AREA

The study area is shown in the graphic on the following page and will roughly cover from Stone Valley Way/Gaines Street intersection on the east, to Pensacola Street on the north, Hendry Street on the west, and Eppes Drive on the south.



GOALS AND OBJECTIVES

The intent of this project is to identify existing and future conditions within the area which will be used to develop recommendations for improving the intersection. The project intersection has unconventional vehicle movements and lane merging areas, making it confusing for motorists in the area. Additionally, its location next to the FSU campus leads to an increased number of pedestrians and cyclists that frequent the area during the academic year. The following goals have been identified to provide the framework for this effort.

General Improvement of traffic flow through the area within the future year 2045

- Consider recommendations that allow this intersection to achieve Level of Service (LOS) C during peak hour traffic.
- Consider the transportation impact on nearby intersections for any proposed changes at the project intersection.

Reduction in vehicular crash severity and frequency within the study area

- Propose recommendations that will lead to fewer and less severe crashes.

- Reduce pedestrian and cyclist conflict points.

Continue the trend of roadway improvement within Tallahassee

- Consider the development of the Gaines Street corridor and the planned improvements along Lake Bradford Road.

PREVIOUS AND ON-GOING STUDIES

There are several studies that have occurred at this intersection between 2017 and 2020. These includes projects completed by the Florida Department of Transportation (FDOT) in 2017 and 2020. In addition to these studies the Blueprint Intergovernmental Agency is performing a Project Development and Environment (PD&E) Study for the Airport Gateway.

EXISTING CONDITIONS REPORT TRANSPORTATION DATA

The Existing Conditions Report includes the following information to develop a database to use for creating and evaluating intersection and study area alternatives.

- Turning Movement Counts
- 24-Hour Pedestrian Actuated Counts
- Peak-Hour Determination
- Existing Operational Performance
- Pedestrian Movement Analysis
- Bicycle and Micro-Mobility Considerations
- Crash Analysis
- Transit Operations

ALTERNATIVES DEVELOPMENT

After completing the Existing Conditions analysis in July of 2021, the Project Team initiated the Alternatives Development phase of the project. This effort built on the data that was gathered (for modeling purposes) to evaluate eleven (11) alternatives for the Stadium Drive at Lake Bradford Road intersections. The Project Team has provided links for a visual rendition of each improvement.

Alternative 1 No-Build

- Existing conditions maintained in the design year of 2045

[Intersection Image](#)

Alternative 1B No-build – Slip Lane Removal

- Removal of the northbound right slip lane at the study intersection
- Replaced with an exclusive northbound signalized right-turn lane

[Overhead image](#)

[Slip Lane removal \(northbound Lake Bradford Road turning right onto Stadium Drive\)](#)

Alternatives 2A and 2B - Eppes Drive Extension

Extension of Eppes Drive to create either

- A direct connection with Hendry Street (2A).
- Improved existing connection with Jackson Bluff Road via W Eppes Drive (2B).

Optional: Hendry Street intersection improvements

- Adds capacity to the southern leg of the Hendry Street and Stadium Drive intersection .
- Additional northbound lane (Hendry Street), while also converting the current right-turn lane to a shared through/right lane.
- Two exclusive left-turn lanes (Hendry Street) while also accommodating an exclusive left-turn phase.

[Overhead Image](#)

[Hendry Street Improvement](#)

[Eppes Drive Improvement](#)

[Hendry Street and Eppes Drive Rendition](#)

Alternative 3 - Quadrant System

Closes the northbound-to-westbound and eastbound-to-southbound movements at the Stadium Drive/Lake Bradford Road intersection, diverting the corresponding traffic to a quadrant system via Hendry Street and Jackson Bluff Road.

Stadium Drive at Lake Bradford Road

- Removes eastbound right-hand turn from Stadium Drive onto Lake Bradford Road. Under this configuration, this movement is made at the Hendry Street and Stadium Drive intersection.
- Removes direct access to Checkers from Stadium Drive and limits access to right-in and right-out only onto Lake Bradford Road.

Stadium Drive and Hendry Street intersection

- Add northbound lane (Hendry Street) with the exclusive right-turn lane converted to a shared through/right lane.

Jackson Bluff Road and Lake Bradford Road intersection

- Add exclusive southbound right-turn lane (from Lake Bradford Road turning onto Jackson Bluff Road).
- Add exclusive westbound left-turn lane (at Jackson Bluff Road and Hendry Street).
- Add dual northbound left and eastbound right-turn lanes (from Lake Bradford Road turning onto Jackson Bluff Road).

[Overhead Image](#)

[Zoomed in configuration](#)

[Stadium Drive at Lake Bradford Road Rendition](#)

Alternative 4 - East-West Overpass

This alternative proposes a single-lane grade-separated overpass that bypasses the Stadium Drive and Lake Bradford Road intersection. The eastbound and westbound through movements at the study intersection are diverted through the overpass, and the remainder of the geometry is maintained from existing conditions.

[Overhead Image](#)
[Zoomed in Configuration](#)
[Overpass Rendition](#)

Alternative 5 - Existing Intersection 'Build-Out'

The purpose of this alternative is to achieve LOS D at the study intersection without diverting traffic

Stadium Drive and Lake Bradford Road intersection

- Additional through lane is added in all four directions.
- Exclusive left-turn lanes are provided at the northbound and southbound approaches to accommodate exclusive phases for those movements (split-phasing is currently provided).

Jackson Bluff Road and Lake Bradford Road intersection

- Exclusive right-turn lane is provided to prevent queue spillback to Stadium Drive.

[Overhead Image](#)
[Zoomed in Configuration](#)
[Build-out Rendition](#)

Alternative 6 - Two-Lane Roundabout

Proposes a two-lane roundabout at the intersection of Stadium Drive at Lake Bradford Road.

- Right-turn bypass (slip) lanes are provided for the northbound, southbound and eastbound right-turning movements.

[Overhead Image](#)
[Zoomed in Configuration](#)
[Roundabout Rendition](#)

Alternative 7 - Realignment

Proposes median and roadway realignment at the study intersection to reduce complexity and improve the bike/ped experience.

- All existing vehicle movements are maintained.

[Overhead Image](#)
[Zoomed in Configuration](#)

Alternatives 8A and 8B - Eppes Extension and Quadrant “Full Build-out”

Proposes a hybrid alternative which combines the Eppes Drive extension along West Eppes Drive. Closes the northbound-to-westbound and eastbound-to-southbound movements at the study intersection, diverting the corresponding traffic to a quadrant system via Hendry Street and Jackson Bluff Road and the Eppes Extension. Since the traffic diversion is enough to provide LOS D or better at the Jackson Bluff Road / Lake Bradford Road intersection, an iteration was performed maintaining the existing geometry at that location. An additional “Full Buildout” was also assessed, which carries over all capacity improvements from the original Quadrant alternative.

Alternatives 8A & 8B - Hendry Street and Stadium Drive intersection

- Add NBL lane, while also converting the current right-turn lane to a shared through/right lane.
- Two exclusive left-turn lanes while also accommodating an exclusive left-turn phase.

Alternative 8A – Jackson Bluff Road and Lake Bradford Road intersection

- Alternative 8A
 - Add exclusive southbound right-turn lane.
 - Add exclusive westbound left-turn lane.
 - Add Dual northbound left and eastbound right-turn lanes.
- Alternative 8B
 - Jackson Bluff Road and Lake Bradford maintain existing conditions.

[Alternative 8A Overhead](#)

[Alternative 8A Zoomed in Configuration](#)

[Alternative 8B Overhead](#)

[Alternative 8B Zoomed in Configuration](#)

FUTURE YEAR TRAFFIC ANALYSIS

The next step in the process is assessing the alternatives impact on the transportation network. Using the Existing Conditions documentation, traffic was projected to the year 2045 and then applied to the varying alternatives that were presented on the previous pages. This effort produced the [Future Year Traffic Analysis – Level of Service](#). The table indicates the delay that each vehicle will experience at the Stadium Drive / Lake Bradford Road intersection, which in turn, equates to a “level-of-service” (shown in **RED** if the intersection is at E or F).

COMPARING ALTERNATIVES

While the level-of-service is an important indicator of how the vehicular traffic flows it is not the sole determinant of evaluating various alternatives. Other factors included:

- Bike and Pedestrian System Improvement
- Vehicle Safety
- Bike and Pedestrian Safety
- Timeline for Implementation

- Construction Complexity
- Driver Perceived Complexity

These factors and the specific possible scores can be found in the [Comparison Matrix](#). The results of applying these factors to the alternatives produced a total score for each alternative ([Matrix Results](#)). The three alternatives scoring the highest include:

Alternative 3- Quadrant System (16 points)

Alternative 8A – Eppes Extension and Quadrant “Full Build-out” (16 points)

Alternative 8B - Eppes Extension and Quadrant Reduced Build (16 points)

PROJECT COORDINATION

Additionally, the Project Team coordinated with the City of Tallahassee, Leon County, Florida State University, and Blueprint to ensure that their input was incorporated into the process.

NEXT STEPS

After the CRTPA Board meeting in March the project will move to a public engagement phase which will begin in Summer/Fall of 2022.



March 1, 2022

COMMITTEE AGENDA ITEM 6A

FUTURE MEETING DATES

TYPE OF ITEM: Information

Committee Dates	TAC Time	CMAC Time	Location
April 5	9 AM – 11 AM	11:30 AM - 1:30 PM	City of Tallahassee Commission Chambers, 2 nd Floor, City Hall
May 3	9 AM – 11 AM	11:30 AM - 1:30 PM	City of Tallahassee Commission Chambers, 2 nd Floor, City Hall
June 7	9 AM – 11 AM	11:30 AM - 1:30 PM	City of Tallahassee Commission Chambers, 2 nd Floor, City Hall
September 6	9 AM – 11 AM	11:30 AM - 1:30 PM	City of Tallahassee Commission Chambers, 2 nd Floor, City Hall
October 4	9 AM – 11 AM	11:30 AM - 1:30 PM	City of Tallahassee Commission Chambers, 2 nd Floor, City Hall
November 1	9 AM – 11 AM	11:30 AM - 1:30 PM	City of Tallahassee Commission Chambers, 2 nd Floor, City Hall
December 6	9 AM – 11 AM	11:30 AM - 1:30 PM	City of Tallahassee Commission Chambers, 2 nd Floor, City Hall



March 1, 2022

COMMITTEE AGENDA ITEM 6B

FISCAL YEAR (FY) 2022 – FY 2026

TRANSPORTATION IMPROVEMENT PROGRAM

AMENDMENTS

TYPE OF ITEM: Information

STATEMENT OF ISSUE

The purpose of this item is to update you on an amendment to the CRTPA Fiscal Year (FY) 2022 – FY 2026 Transportation Improvement Program approved by the Board at the February 21, 2022 meeting. The two transit projects amended into the TIP are detailed below.

- Big Bend Transit - Federal Section 5311 American Rescue Plan Act of 2021 (ARPA) Funding - Operating (Project No. 450513-1): (Gadsden County) Provide \$755,216 in operating funding in FY 22 for transit services. The draft TIP Project page is provided in **Attachment 1**.
- Wakulla County Transit - Federal Section 5311 ARPA Funding – Capital (Project No. 450520-1): (Wakulla County) Provide \$80,233 in funding in FY 22 for capital expenses associated with transit services. The draft TIP Project page is provided in **Attachment 2**.

HISTORY AND ANALYSIS

Adopted annually, the CRTPA's Transportation Improvement Program reflects those projects in the region that have received state and federal funding in the Florida Department of Transportation Five-Year Work Program. The Florida Department of Transportation requested the CRTPA amend the current TIP to reflect the addition of two (2) transit projects funded through the American Rescue Plan Act of 2021.

Specifically, the following projects were amended into the TIP:

- Big Bend Transit - Federal Section 5311 American Rescue Plan Act of 2021 (ARPA) Funding - Operating (Project No. 450513-1): (Gadsden County) Provide \$755,216 in operating funding in FY 22 for transit services. The TIP Project page is provided in **Attachment 1**.
- Wakulla County Transit - Federal Section 5311 ARPA Funding – Capital (Project No. 450520-1): (Wakulla County) Provide \$80,233 in funding in FY 22 for capital expenses associated with transit services. The TIP Project page is provided in **Attachment 2**.

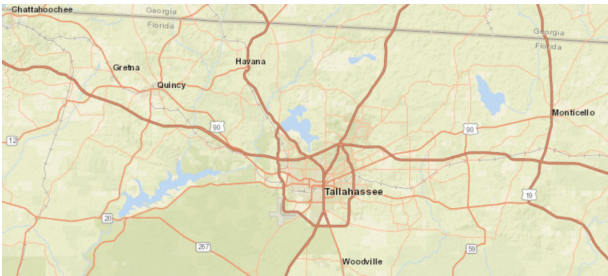
Following Board approval, the FY 2022– FY 2026 TIP was be updated to reflect the addition of the approved projects.

ATTACHMENT

Attachment 1: CRTPA FY 2022 – FY 2026 TIP Project Page FPID: 450513-1

Attachment 2: CRTPA FY 2022 – FY 2026 TIP Project Page FPID: 450520-1

**BIG BEND TRANSIT 5311 OPERATING
4505131 SIS**

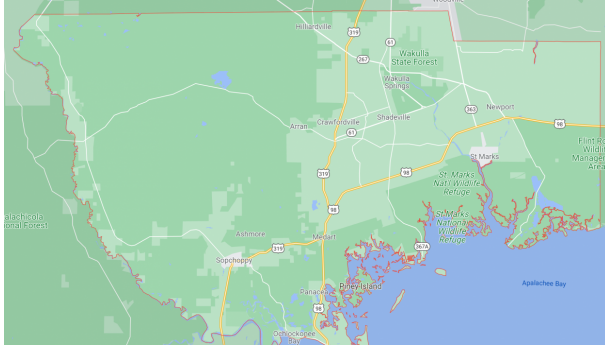


Project Description: AMERICAN RESCUE PLAN ACT of 2021 (ARPA) OPERATING FUNDING
Notes: This project was amended into the TIP at the February 21, 2022 CRTPA Board meeting and provides operating funds for Big Bend Transit.
Lead Agency: MANAGED BY BIG BEND TRANSIT **From:**
County: Gadsden, Leon and Jefferson Counties **To:**
Length:
Phase Group: OPERATIONS

Phase	Fund Code	2022	2023	2024	2025	2026	Total
OPS	DUCA	755,216	0	0	0	0	755,216
		755,216					755,216

Prior Year Cost: 0
Future Year Cost: 0
Total Project Cost: 755,216
LRTP: 2045 RMP Table 5-6 - Page 5-9

WAKULLA COUNTY TRANSIT 5311 CAPITAL 450520 SIS



Project Description: AMERICAN RESCUE PLAN ACT of 2021 (ARPA) FUNDING CAPITAL

Notes: This project was amended into the TIP at the February 21, 2022 CRTPA Board meeting and provides for capital expenditures.

Lead Agency: MANAGED BY WAKULLA CO SR

From:

CITIZEN COUNCIL

To:

County: WAKULLA

Length:

Phase Group: CAPITAL

Phase	Fund Code	2022	2023	2024	2025	2026	Total
CAP	DUCA	80,223	0	0	0	0	80,223
		80,223					80,233

Prior Year Cost: 0

Future Year Cost: 0

Total Project Cost: 80,233

LRTP: 2045 RMP Table 5-6 - Page 5-9