



CITIZENS MULTIMODAL ADVISORY COMMITTEE (CMAC)

MEETING OF TUESDAY, MAY 3, 2022 (11:30 AM - 1:30 PM)

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

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, May 2. 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; or
- (3) Provide **live comments virtually** during the meeting by registering before 5:00 p.m. on Monday, May 2 at <http://crtpa.org/contact-us/> and noting your desire to provide comments via video in the "Email Us" portion of the page along with the agenda item or issue you wish to discuss. You will be contacted by CRTPA staff and provided with a link to virtually access the meeting and provide your comments during the meeting. Speakers are requested to limit their comments to three (3) minutes.

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 March 1, 2022 CMAC Meeting

B. Draft Fiscal Year (FY) 2022/23 & 2023/24 Unified Planning Work Program

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

4. CONSENT ITEMS PULLED FOR DISCUSSION**5. PRESENTATION/DISCUSSION/ACTION****A. Fiscal Year (FY) 2023– FY 2027 Transportation Improvement Program (TIP)**

The FY 2023 – FY 2027 TIP reflecting the projects that have received funding in the Florida Department of Transportation Work Program has been developed.

RECOMMENDED ACTION: Recommend the CRTPA adopt the FY 2023 – FY 2023 Transportation Improvement Program.

B. Fiscal Year (FY) 2024 – FY 2028 Project Priority Lists (PPLs)

The Draft FY 2024 – 2028 Project Priority Lists has been developed. The following lists have been developed for Board approval:

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

RECOMMENDED ACTION: Recommend the CRTPA adopt the FY 2024 – FY 2028 Project Priority Lists

C. US 90 Multi-Use Trail Feasibility Study

A presentation on the US 90 Multi-Use Trail Feasibility Study will be provided.

RECOMMENDED ACTION: Recommend the CRTPA approve the US 90 Multi-Use Trail Feasibility Study.

6. INFORMATION**A. Future Meeting Dates****7. ITEMS FROM COMMITTEE MEMBERS OR STAFF****8. ADJOURNMENT**



May 3, 2022

COMMITTEE AGENDA ITEM 3A

MINUTES

TYPE OF ITEM: Consent

The minutes from the March 1, 2022 CMAC Meeting Committee meeting are provided as ***Attachment 1***.

RECOMMENDED ACTION

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



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

Meeting Minutes

Members Present: Mary Kay Falconer; Rodger Holdener; Chad Hanson; Hans van Tol; Amy Longstreet (virtual); Marcus Thompkins (virtual)

Staff Meeting: Greg Slay, Executive Director; Jack Kostrzewa, CRTPA; Greg Burke, CRTPA; Suzanne Lex, CRTPA; Yulonda Mitchell, CRTPA

1. **AGENDA MODIFICATIONS**
2. **PUBLIC COMMENT ON ITEMS NOT APPEARING ON THE AGENDA**
3. **CONSENT AGENDA**

A. Minutes of the February 1 CMAC Meeting

Committee Action: No quorum present, therefore, minutes will be approved at the April meeting.

4. **CONSENT ITEMS PULLED FOR DISCUSSION**
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.

Mr. Kostrzewa introduced the consultant Brian Powers, RSH, to present the information on the Stadium Drive at Lake Bradford Road Intersection Study.

Mr. Powers stated that the study area covers the area from Stone Valley Way/Gaines Street intersection on the east to Pensacola Street on the north and Hendry Street on the west and Eppes Drive/Lake Bradford Road on the south. He stated the presentation included a review of the study area, review of the conditions and alternatives, project comparison matrix and the next steps.

Mr. Powers stated the Project Goal was to identify roadway improvement alternatives for the Stadium/Lake Bradford and adjacent intersections to improve safety for pedestrians and vehicles. Mr. Powers outlined the project steps of identifying existing conditions regarding safety, congestion, bike/pedestrian movements and current land uses. Also discussed was the development of future conditions including assumed traffic volumes and alternatives.

Mr. Powers discussed the pedestrian data for Lake Bradford Road and Stadium Drive. He stated most of the travel was east/west directional traffic. He noted there was one pedestrian crash over the past 5-year period and a cyclist collision happened during the project. Mr. Powers provided additional information on crashes in the Lake Bradford Road and Stadium Drive area and existing traffic conditions. He noted the crash locations are indicated by the officer's GPS marking as a part of the accident report.

Mr. Powers discussed the build alternatives for the study area. He discussed the following options:

- **Alternative 1 - No Build**
This option would make no changes to the intersection at Stadium Drive and Lake Bradford Road with the exception of potentially removing the Lake Bradford Road northbound right-hand slip lane and moving it to the intersection to improve the pedestrian island and reduce the conflicts with pedestrians and vehicles at the intersection.
- **Alternative 2A - Eppes Extension**
This option (2A) is one of two Eppes Extension alternatives and would create a southbound movement through the intersection at Jackson Bluff Road and Hendry Street including the potential business removal on the south side of the intersection.
- **Alternative 2B - Eppes Extension**
This option (2B) is one of two Eppes Extension alternatives and would improve both the existing Hendry Street at Jackson Bluff Road intersection as well as the intersection of Eppes Drive and Jackson Bluff Road. This option would not require the removal of the business on the south side of the Hendry Street and Jackson Bluff Road intersection but rely on the existing system to be improved upon. This option would include improved crosswalks and an area for sidewalks/trails and would also require culverts be installed to accommodate the improvements to the intersection.
- **Alternative 3 - Quadrant System**
This option removes northbound west movements and eastbound south movements at Stadium Drive and Lake Bradford Road. This option would make improvements to

all the intersections and will reduce the crossing distance at Stadium Drive/Lake Bradford Road while including additional area for sidewalks.

- **Alternative 4 - East-West Overpass**

Would provide an east-west overpass which would allow for the east/west traffic to move smoothly through the area and allow for all other movements to happen under the overpass. This would also have improved crossing area with updated crosswalks and pedestrian islands while reducing the pedestrian crossing distance in the intersection.

- **Alternative 5 – Build-Out**

This alternative would include improved crosswalks to allow for improved safety to accommodate the increased lanes at the intersection Stadium Drive and Lake Bradford Road. Additionally, this option also would include a two-stage bike box for cyclists.

- **Alternative 6 – Roundabout**

This alternative would provide continuous flow of traffic but this option may dissuade cyclist and pedestrians due to the movements and potentially being unsafe. This option also includes multiple pedestrian islands to assist pedestrians with crossing safely.

- **Alternative 7 - Realignment**

Includes a curved northern section to reduce the complexity at the intersection at Stadium Drive and Lake Bradford Road as well as reducing the size of the intersection. Additionally, this option brings the stop bar up (headed east) and include a bike box for cyclist and multiple pedestrian islands to improve pedestrian safety in the area.

- **Alternative 8A - Eppes Extension and Quadrant Build-Out (Full)**

This is a hybrid option which includes the Eppes Drive Extension while closing down the northbound to west and eastbound to south movements at the Stadium Drive at Lake Bradford Road intersection. This would also include improvements to pedestrian islands in the area reducing conflict points at the intersection.

- **Alternative 8B - Eppes Extension and Quadrant (Reduced)**

Similar to 8A, this alternative would improve pedestrian islands and reduce conflict points but does not fully build out the Jackson Bluff Road at Lake Bradford Road intersection.

Mr. Holdener discussed having a leading interval for cyclists. This would allow for cyclists to begin moving forward before the vehicle traffic starts to move to improve cyclist safety. The committee discussed multiple ways to detect cyclists in the bike box waiting on the leading indicator.

Mr. Powers provided information on the future year traffic analysis for the intersections in the study. He discussed the level of service for each intersection using the comparison matrix.

Mr. Thompkins asked about protected bike lanes and effects to surrounding neighborhoods. Mr. Powers stated there were no plans to include protected bike lanes

at this time. Mr. Slay stated this would be a challenge to address because of the many conflict points. He stated the alternatives would reduce conflict points for all users.

Mr. Powers outlined the next steps which includes report development, public engagement, develop recommendations and finalize report.

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

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

The meeting was adjourned at 1:36 pm

May 3, 2022



COMMITTEE AGENDA ITEM 3 B
FISCAL YEAR (FY) 2022/23 – FY 2023/2024
UNIFIED PLANNING WORK PROGRAM (UPWP)

TYPE OF ITEM: Consent

STATEMENT OF ISSUE

The CRTPA's Fiscal Year (FY) 2022/23 – FY 2023/2024 Final Draft Unified Planning Work Program has been developed for adoption. The Work Program serves as the scope of work for the CRTPA's Consolidated Planning Grant Agreement (CPGA).

RECOMMENDED ACTION

Option 1: Recommend the CRTPA approve the amendment to the CRTPA's 2022/23 – FY 2023/2024 Final Draft Unified Planning Work Program.

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 final draft includes 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 UPWP was submitted to FDOT, FHWA and FTA for review. The final Draft UPWP includes comments made by the agencies, as well as the total budget and required documentation.

OPTIONS

Option 1: Recommend the CRTPA approve the CRTPA's 2022/23 – FY 2023/2024 Final Draft Unified Planning Work Program.

ATTACHMENT

Attachment 1: [Link to FY 2022/2023 – FY 2023/2024 Final Draft UPWP](#)



May 3, 2022

COMMITTEE AGENDA ITEM 5.A

FISCAL YEAR 2023 – FY 2027

TRANSPORTATION IMPROVEMENT PROGRAM (TIP)

ADOPTION

TYPE OF ITEM: Presentation/Discussion/Action

STATEMENT OF ISSUE

The CRTPA Fiscal Year (FY) FY 2023– FY 2027 Transportation Improvement Program (TIP) has been developed for Capital Region Transportation Planning Agency (CRTPA) Board adoption. The FY 2023– FY 2027 TIP is **Attachment 1** and can be viewed on the [CRTPA's website](#).

BACKGROUND

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

The purpose of the TIP is to inform the public and governmental agencies of transportation projects (planning through construction) that have received funding during the next five-year period (FY 2023 – FY 2027) within our region (Gadsden, Jefferson, Leon and Wakulla counties). Projects contained within the FY 2023 – FY 2027 TIP are consistent with the Draft Five-Year Work Program presented to the CRTPA at its January 31, 2022 Board Meeting by the FDOT District 3 Liaison.

PUBLIC INVOLVEMENT

The Capital Region Transportation Planning Agency (CRTPA) has scheduled a virtual meeting and three in-person public meetings to present the CRTPA's Draft FY 2023 – FY 2027 TIP. These meetings provide the public an opportunity to learn about the CRTPA's programs and plans. The Draft FY 2023 – FY 2027 TIP will be presented in conjunction with the Project Priority Lists (PPLs). Comment is solicited for both the TIP and PPLs. An advertisement was placed in the local paper of circulation for each county, as well as posting the notice on the CRTPA website. In an effort to reach as many community members

as possible, the C RTPA requested each local government communication liaison or public information officer distribute the announcement

NEXT STEP

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

RECOMMENDED ACTION

Option 1: Recommend the C RTPA Board adopt by Resolution the FY 2023 – FY 2027 Transportation Improvement Program.
(Recommended)

ATTACHMENTS

Attachment 1: [Link to Draft FY 2023 – FY 2027 Transportation Improvement Program](#)

May 3, 2022



COMMITTEE AGENDA ITEM 5 B.1
FISCAL YEAR (FY) 2024 – FY 2028
REGIONAL MOBILITY PLAN
ROADWAYS PROJECT PRIORITY LIST

TYPE OF ITEM: Action

STATEMENT OF ISSUE

Staff is seeking approval of the CRTPA FY 2024 – FY 2028 Regional Mobility Plan Roadways Project Priority List (PPL), provided as **Attachment No. 1**.

RECOMMENDED ACTION

Option 1: Recommend the CRTPA Board adopt the FY 2024 – FY 2028 Regional Mobility Plan Roadways PPL.

BACKGROUND

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

As phases of a projects are funded and/or completed the list is updated to reflect this progression. Once a project is fully funded in the first three years of the Work Program it is removed from the list. For informational purposes the fully funded project details are included at the bottom of the applicable table. A summary of changes to the rankings and project limits is provided as **Attachment No. 2**.

PUBLIC INVOLVEMENT

The Capital Region Transportation Planning Agency (CRTPA) has scheduled a virtual meeting and three in-person public meetings to present the CRTPA's Draft FY 2024 – FY 2028 PPLs. These meeting are conducted in conjunction with the scheduled adoption of the FY 2023- FY 2027

Transportation Improvement Program. An advertisement was placed in the local paper of circulation for each county, as well posting the notice on the C RTPA website. In an effort to reach as many community members as possible, the C RTPA requested each local government communication liaison or public information officer distribute the announcement.

NEXT STEPS

Subsequent Board adoption of the C RTPA FY 2024 – FY 2028 Regional Mobility Plan Roadways PPL, the list will be provided to the FDOT for consideration in the development of next year's Five-Year Work Program. In the Fall of 2022 FDOT will present the upcoming Draft Work Program. After the draft is released the C RTPA staff initiates development of the C RTPA's FY 2024 – FY 2028 Transportation Improvement Program, incorporating the transportation projects in the C RTPA region that have received state and federal funding.

OPTIONS

- Option 1: Recommend the C RTPA adopt the FY 2024 – FY 2028 Regional Mobility Plan Roadways PPL.
(Recommended)

ATTACHMENT

- Attachment 1: Draft FY 2024 – FY 2028 Regional Mobility Plan Regional Roadways PPL
- Attachment 2: Summary of Changes to the Regional Mobility Plan Regional Roadways PPL

PRIORITY RANKING	PROJECT NAME/LIMITS	FDOT PROJECT #	PROGRAMMEND FUNDING					PROJECT/ STRATEGY	LENGTH (Miles)	PHASE ¹ & FUNDING SOUGHT	COUNTY	SUPPORTING DOCUMENTS/INFORMATION	
			Phase ¹	2023	2024	2025	2026						2027
1	SR 363 Woodville Highway Capital Circle SE to Gaile Ave Gaile Ave to Paul Russell Rd	424009-4						Capacity and Multi-modal	1.49	CST \$19.9 M	Leon	BPIA2 Southside Gateway	
		424009-5							1.48	CST \$8.9 M		FDOT Project Page 4244009	
		Widen from 2 to 4 lanes to include multi-modal and gateway enhancements. ROW acquisition ongoing through FY 2022.											
2	SR 263 Capital Circle, Southwest Crawfordville Rd to Springhill Rd	219749-2	PE, ROW & RRU	\$1,380,045	\$3,249,418	\$2,774,611			Capacity and Multi-Modal	2.34	CST \$33.4 M	Leon	FDOT Project Page 219749-2
3	SR 369/US 319 Crawfordville Rd Wakulla Arran Rd to East Ivan Rd	220495-3						Capacity	2.2	ROW \$38,238 M	Wakulla	Previously part of Lost Creek Bridge to East Ivan segment.	
										CST \$43.8 M			
			Widen Crawfordville Road from 2 to 4 lanes with seven-foot bike lanes. Project includes critical intersection improvements in downtown Crawfordville.										
4	SR 371/373 Orange Avenue Cypress Lake St to Monroe St Capital Circle SW to Cypress Lake St	437902-1						Capacity and Multi-modal	1.78	ROW \$34,939 M	Leon	FDOT Project Page 437902-1	
										CST \$ 32,987,179			
										PE \$			
			Widen from 2 to 4 lanes including multi-use path, sidewalk and safety enhancements. Design of the first segment (437902-1) was funded in FY 22.										
5	SR 369/US 319 Crawfordville Rd LL Wallace Rd to S of SR61 Intersection Wakulla Co Line to LL Wallace Rd	219881-1	ROW		\$500,004			Capacity	1.61	ROW \$500,000	Leon		
		219881-4	PE	\$2,200,000						CST \$13.4 M			
		219881-5	PE	\$2,200,000						1.69			ROW \$5 M
										CST 43.8 M			
			Widen roadway from 2 to 4 lanes with 7-foot bike lanes on both sides of the road, providing for a continuous 4-lane road from Leon County into Wakulla County										
6	SR 61 Thomasville Rd Seventh Ave to Monroe St	219668-2	PE	\$638,000				Multi-Modal Improvement	0.5		Leon	Midtown Area Transportation Plan	
			CST			\$1,918,625							BPIA2 Placemaking Project
			Resurfacing project will include multi-modal enhancements identified in the CRTPA Midtown Area Transportation Plan and the BPIA ² Placemaking Project.										
7	SR10/US 90 Mahan Dr and SR261/US319 Capital Circle NE Intersection Improvement							Operational Improvement		PD&E \$2.8 M	Leon		
			The CRTPA is seeking designation of Capital Circle NE as part of the Strategic Intermodal System to provide additional funding opportunities.										
8	SR 366 Pensacola St Capital Circle SW to Appleyard Dr	219820-2	PD&E	\$1,600,000				Capacity	0.98	PE \$	Leon	BP2 Westside Student Gateway	
			Widen from 2 to 4 lanes including multi-modal and safety improvements.										
<div><div>Fully Funded & Under Construction Capital Circle from Springhill Rd to Orange Avenue FPID No. 415782-9 Length: 4.47 FY 22 Programmed \$65,984,027</div><div>Phases of a Project¹ FS - Feasibility Study PD&E - Project Development & Environment Study ROW - Right-of-Way PE - Design RRU - Railroad and Utilities CST - Construction</div><div>Abbreviations & Acronyms² BPIA - Blueprint intergovernmental Agency FDOT - Florida Department of Transportation</div></div>													

Capital Region Transportation Planning Agency (CRTPA)
Roadway Project Priority List (PPL)
Fiscal Years (FYs) 2024 - 2028

PRIORITY RANKING	PROJECT NAME/LIMITS	FDOT PROJECT #	Phase	PROGRAMMEND FUNDING					PROJECT/ STRATEGY	LENGTH (Miles)	PHASE ¹ & FUNDING SOUGHT	COUNTY	SUPPORTING DOCUMENTS/INFORMATION
2023	2024	2025	2026	2027									
9	Lake Bradford Rd/Springhill Rd Capital Circle SW to Gaines St								Corridor Improvements	3.08	PE	Leon	BPIA² Airport Gateway Project CRTPA SW Area Transportation Plan <i>Part of the BPIA² Airport Gateway Project which includes improving roadways, constructing new sidewalks, trails, and bicycle lanes, and landscaping.</i>
10	SR 369/US 319 Crawfordville Rd Lost Creek Bridge to Wakulla Arran Rd	220495-3							Capacity	2.4	ROW \$22,645,380	Wakulla	<i>This widening project was originally included with the improvement north of Wakulla Arran Road, which is listed as Priority No. 3.</i>
11	SR 369/US 319 Crawfordville Rd N of Alaska Way to Lost Creek Bridge	220495-6							Capacity	2.4	PE	Wakulla	<i>Southernmost segment of Crawfordville Road widening project.</i>
12	Tharpe St Capital Circle NW to Ocala Rd									2.7	PD&E	Leon	BPIA² Northwest Connector Corridor Tharpe Street <i>Widen from 2 to 4 lanes with pedestrian improvements. The Northwest Connector Corridor is a BPIA² sales tax project.</i>
13	Thomasville Rd Bradford/Betton Rd to Seventh Ave								Multi-Modal Improvements	0.9	PE/CST	Leon	CRTPA Midtown Area Transportation Plan <i>Project includes safety improvements & Complete Street enhancements identified in the Midtown Area Plan Transportation Plan and BPIA² Placemaking Project.</i>
13	Bannerman Rd Preservation Rd to Quail Commons Dr								Capacity and Multi-Modal	1.7	CST	Leon	BPIA² NE Connector Corridor Bannerman Rd <i>The BPIA² Bannerman Road project includes widening to four lanes, stormwater and multi-modal improvements, and landscape enhancements.</i>
14	Northeast Gateway Welaunee Blvd Extension Fleischmann Rd to Roberts Rd	444999-1							Capacity and Multi-Modal	4.5	CST	Leon	NE Gateway BPIA² Welaunee Boulevard <i>Construct a new road with a multi-use path, sidewalk and landscaping enhancements. Design is underway by BPIA² and scheduled to be completed by December 2022.</i>
15	Welaunee Blvd I-10 Interchange								New Interchange		IJR ²	Leon	NE Gateway BPIA² Welaunee Boulevard
<div> <div> Fully Funded & Under Construction Capital Circle from Springhill Rd to Orange Avenue FPID No. 415782-9 Length: 4.47 FY 22 Programmed \$65,984,027 </div> <div> Phases of a Project¹ FS - Feasibility Study PD&E - Project Development & Environment Stud ROW - Right-of-Way PE - Design RRU - Railroad and Utilities CST - Construction </div> <div> Abbreviations & Acronyms² BPIA - Blueprint intergovernmental Agency FDOT - Florida Department of Transportation </div> </div>													

There are two changes to the limits of existing projects.

1. On Orange Avenue instead of Lake Bradford Rd. the new termini is Cypress Lake Street.
2. The Crawfordville Rd segment from Lost Creek Bridge to East Ivan is now two separate segments with the new termini of Wakulla Arran Road. The table below provides the revised rankings.

FY 24-28 RANKING	PROJECT NAME/LIMITS	FY 23-27 RANKING
1	SR 363 Woodville Highway <i>Capital Circle SE to Gaile Ave</i> <i>Gaile Ave to Paul Russell Rd</i>	1
2	SR 263 Capital Circle, Southwest <i>Crawfordville Rd to Springhill Rd</i>	2
3	SR 369/US 319 Crawfordville Rd (Part of a segment that was split.) <i>Wakulla Arran Rd to East Ivan Rd</i>	3
4	SR 371/373 Orange Avenue <i>Cypress Lake St to Monroe St</i> <i>Capital Circle SW to Cypress Lake St</i>	5
5	SR 369/US 319 Crawfordville Rd <i>LL Wallace Rd to S of SR61 Intersection</i> <i>Wakulla Co Line to LL Wallace Rd</i>	9
6	SR 61 Thomasville Rd <i>Seventh Ave to Monroe St</i>	6
7	SR10/US 90 Mahan Dr and SR261/US319 Capital Circle NE <i>Intersection Improvement</i>	7
8	SR 366 Pensacola St <i>Capital Circle SW to Appleyard Dr</i>	8
9	Lake Bradford Rd/Springhill Rd <i>Capital Circle SW to Gaines St</i>	10
10	SR 369/US 319 Crawfordville Rd (Part of a segment that was split.) <i>Lost Creek Bridge to Wakulla Arran Rd</i>	3
11	SR 369/US 319 Crawfordville Rd <i>N of Alaska Way to Lost Creek Bridge</i>	4
12	Tharpe St <i>Capital Circle NW to Ocala Rd</i>	11
13	Thomasville Rd <i>Bradford/Betton Rd to Seventh Ave</i>	12
14	Bannerman Rd <i>Preservation Rd to Quail Commons Dr</i>	13
15	Northeast Gateway <i>Welaunee Blvd Extension: Fleischmann Rd to Roberts Rd</i>	14
16	Welaunee Blvd <i>I-10 Interchange</i>	15

With the split of the Crawfordville Road segment the total number of projects is increased to 16.



COMMITTEE AGENDA ITEM 5 B.2
FISCAL YEAR (FY) 2024 – FY 2028
REGIONAL MOBILITY PLAN
BICYCLE AND PEDESTRIAN PROJECT PRIORITY LIST

TYPE OF ITEM: Action

STATEMENT OF ISSUE

Staff is seeking approval of the CRTPA FY 2024 – FY 2028 Regional Mobility Plan Bicycle and Pedestrian Project Priority List (PPL), provided as ***Attachment No. 1***.

RECOMMENDED ACTION

Option 1: Recommend the CRTPA Board adopt the FY 2024 – FY 2028 Regional Mobility Plan Bicycle and Pedestrian PPL.

BACKGROUND

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

As phases of a projects are funded and/or completed the list is updated to reflect this progression. Once a project is fully funded in the first three years of the Work Program it is removed from the list. For informational purposes the fully funded project details are included at the bottom of the applicable table. Changes to the Bicycle and Pedestrian PPL are detailed in ***Attachment No. 2***.

PUBLIC INVOLVEMENT

The Capital Region Transportation Planning Agency (CRTPA) has scheduled a virtual meeting and three in-person public meetings to present the CRTPA's Draft FY 2024 – FY 2028 PPLs. These meeting are conducted in conjunction with the scheduled adoption of the FY 23- FY 27 Transportation Improvement Program. An advertisement was placed in the local paper of circulation

for each county, as well posting the notice on the CRTPA website. In an effort to reach as many community members as possible, the CRTPA requested each local government communication liaison or public information officer distribute the announcement.

NEXT STEPS

Subsequent to Board adoption of the CRTPA FY 2024 – FY 2028 Regional Mobility Plan Bicycle and Pedestrian PPL, the list will be provided to the FDOT for consideration in the development of next year's Five-Year Work Program. In the Fall of 2022 FDOT will present the upcoming Draft Work Program. After the draft is released the CRTPA staff initiates development of the CRTPA's FY 2024 – FY 2028 Transportation Improvement Program, incorporating the transportation projects in the CRTPA region that have received state and federal funding.

OPTIONS

- Option 1: Recommend the CRTPA adopt the FY 2024 – FY 2028 Regional Mobility Plan Bicycle and Pedestrian PPL.
(Recommended)

ATTACHMENT

- Attachment 1: Draft FY 2024 – FY 2028 Regional Mobility Plan Regional Bicycle and Pedestrian PPL
- Attachment 2: Summary of Changes to the Regional Mobility Plan Bicycle and Pedestrian PPL

Capital Region Transportation Planning Agency (CRTPA)
Bicycle and Pedestrian Project Priority List (PPL)
Fiscal Years (FYs) 2024 - 2028

PRIORITY RANKING	PROJECT NAME/LIMITS	FDOT PROJECT #	PROGRAMMEND FUNDING					PROJECT/ STRATEGY	LENGTH (Miles)	PHASE ¹ & FUNDING SOUGHT	COUNTY	SUPPORTING DOCUMENTS/INFORMATION		
			Phase	2023	2024	2025	2026						2027	
1	Thomasville Road Multi-Use Path Betton Rd to Metropolitan Blvd												Leon	CRTPA Thomasville Rd Shared-Use Path Feasibility Study
									Shared-Use Path	2.4	CST			
											\$5.8 M			
The proposed multi-use path would connect two important Tallahassee destinations, Midtown and the Market District. Design funded in FY 22.														
2	N Monroe St Sidewalk John Knox Rd to Lakeshore Dr	445053-1											Leon	Design completed by the FDOT in FY22.
									Sidewalk	0.88	CST			
											\$2.4 M			
Construct a five-foot sidewalk on the west side of N Monroe St (US 27) providing access to adjacent businesses and bus stop improvements.														
3	Downtown Sidewalk Improvements Jefferson St to Park Ave												Leon	CRA Downtown Enhancements (Agenda Item #8)
									Complete Street	0.2	CST			
											\$1.6M			
At the October 28, 2021 CRA ² Meeting, the Board approved the funding for the Design phase.														
4	Bloxham Cutoff Rd Multi-Use Path Wakulla Springs St Park to St Marks Trail	410172-2											Wakulla	CRTPA Feasibility Study programmed for FY22.
			PE			\$630,000			Shared-Use Path	4.78	CST			
The proposed multi-use path would connect two major recreational amenities, the St. Mark's Trail and Wakulla Springs State Park. Construction in outer years.														
5	St. Augustine Sidewalk Lafayette St to Paul Russell Rd												Leon	Design by Leon County in FY22.
									Sidewalk	1.4	CST			
											\$575,000			
Construct a five-foot sidewalk on the south side from Lafyette St to Blairstone Rd. The sidewalk would then continue on the north side to Paul Russell Rd.														
6	Apalachee Pkwy Connector Sutor Rd to Conner Blvd												Wakulla & Jefferson	Tallahassee-Leon County Greenways Master Plan
									Shared-Use Path	0.6	FS			
This short segment would connect the south end of the existing Goose Pond Trail to the Southwood Greenway.														
7	Oak Ridge Multi-Use Path Crawfordville Rd to Woodville Hwy												Leon	Tallahassee-Leon County Greenways Master Plan
									Shared-Use Path	5.2	FS			
The proposed multi-use path would provide connectivity for the adjacent neighborhoods and between two principal arterial roads, Woodville Hwy and Crawfordville Rd.														
8	Goose Pond Trail Mahan Dr / Ft. Knox to Weems Rd.												Leon	Tallahassee-Leon County Greenways Master Plan
									Shared-Use Path	1.2	PD&E			
This project would connect the existing Goose Pond Trail to the recently completed Weems Rd multi-use path.														
		<u>Phases of a Project¹</u> FS - Feasibility Study PD&E - Project Development and Environmental ROW - Right-of-Way PE - Design CST - Construction					<u>Abbreviations & Acronyms²</u> CRA - Community Redevelopment Agency FDOT - Florida Department of Transportation							

Changes to the Bicycle Pedestrian PPL include the removal of previous Project Priority No. 1, the Monticello Trail Extension, as this trail is part of the SUN Trail network it was moved to the Regional Trail PPL. New on the list is the St. Augustine Road sidewalk project, which is currently under design by Leon County. The table below details the changes in ranking. Design is funded for Projects Nos. One to Five. The US 90 Trail from Midway to Quincy is removed. In turn a trail connection from Tallahassee through Havana is proposed.

PRIORITY RANKING FY 24-FY28	PROJECT NAME/LIMITS	PRIORITY RANKING FY 23-FY27
1	Thomasville Road Multi-Use Path <i>Betton Rd to Metropolitan Blvd</i>	2
2	N Monroe St Sidewalk <i>John Knox Rd to Lakeshore Dr</i>	6
3	Downtown Sidewalk Improvements <i>Jefferson St to Park Ave</i>	7
4	Bloxham Cutoff Rd Multi-Use Path <i>Wakulla Springs St Park to St Marks Trail</i>	3
5	St. Augustine Sidewalk <i>Lafayette St to Paul Russell Rd</i>	-
6	Apalachee Pkwy Connector <i>Sutor Rd to Conner Blvd</i>	5
7	Oak Ridge Multi-Use Path <i>Crawfordville Rd to Woodville Hwy</i>	4
8	Goose Pond Trail <i>Mahan Dr / Ft. Knox to Weems Rd.</i>	8



COMMITTEE AGENDA ITEM 5 B.3

FISCAL YEAR (FY) 2024 – FY 2028

REGIONAL MOBILITY PLAN

REGIONAL TRAILS PROJECT PRIORITY LIST

TYPE OF ITEM: Action

STATEMENT OF ISSUE

Staff is seeking approval of the CRTPA FY 2024 – FY 2028 Regional Mobility Plan Regional Trails Project Priority List (PPL), provided as ***Attachment No. 1.***

RECOMMENDED ACTION

Option 1: Recommend the CRTPA Board adopt the FY 2024 – FY 2028 Regional Mobility Plan Regional Trails PPL.

BACKGROUND

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

As phases of a projects are funded and/or completed the list is updated to reflect this progression. Once a project is fully funded in the first three years of the Work Program it is removed from the list. For informational purposes the fully funded project details are included at the bottom of the applicable table.

Changes to the list reflect the US90 Tallahassee to Monticello Multi-Use Path as one project. Previously this project was listed as Priorities No. 1 and No. 2. Moving up in rank to Priority No. 2 from No. 3, is the Iron Bridge Road Trail, which is renamed the Tallahassee to Havana Multi-Use Trail. Priority No. 3, the Monticello Trail Extension, was previously ranked as No. 1 on the Bicycle and Pedestrian PPL. As this improvement is a regional connection within the SUN Trails network it moved to the Regional Trails PPL.

PUBLIC INVOLVEMENT

The Capital Region Transportation Planning Agency (C RTPA) has scheduled a virtual meeting and three in-person public meetings to present the C RTPA's Draft FY 2024 – FY 2028 PPLs. These meeting are conducted in conjunction with the scheduled adoption of the FY 2023- FY 2027 Transportation Improvement Program. An advertisement was placed in the local paper of circulation for each county, as well posting the notice on the C RTPA website. In an effort to reach as many community members as possible, the C RTPA requested each local government communication liaison or public information officer distribute the announcement.

NEXT STEPS

Subsequent to Board adoption of the C RTPA FY 2024 – FY 2028 Regional Mobility Plan Regional Trails PPL, the list will be provided to the FDOT for consideration in the development of next year's Five-Year Work Program. In the Fall of 2022 FDOT will present the upcoming Draft Work Program. After the draft is released the C RTPA staff initiates development of the C RTPA's FY 2024 – FY 2028 Transportation Improvement Program, incorporating the transportation projects in the C RTPA region that have received state and federal funding.

OPTIONS

- Option 1: Recommend the C RTPA adopt the FY 2024 – FY 2028 Regional Mobility Plan Regional Trails PPL.
(Recommended)

ATTACHMENT

Attachment 1: Draft FY 2024 – FY 2028 Regional Mobility Plan Regional Trails PPL

Committee Agenda May 3, 2022



COMMITTEE AGENDA ITEM 5 B.4

FISCAL YEAR (FY) 2024 – FY 2028 STARMETRO PROJECT PRIORITY LIST

TYPE OF ITEM: Action

STATEMENT OF ISSUE

Staff is seeking approval of the CRTPA FY 2024 – FY 2028 StarMetro Project Priority List (PPL), provided as ***Attachment No. 1***.

RECOMMENDED ACTION

Option 1: Recommend the CRTPA Board adopt the FY 2024 – FY 2028 StarMetro PPL.

BACKGROUND

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

As phases of a projects are funded and/or completed the list is updated to reflect this progression. Once a project is fully funded in the first three years of the Work Program it is removed from the list. For informational purposes the fully funded project details are included at the bottom of the applicable table.

Changes reflected on the list this year reflects the removal of previous Project Priority No. 3, Bus Transit Signal Prioritization. The GPS system allows for adding signal prioritization to transit vehicles. Signal prioritization extends the green time or shortens the red time for approaching buses depending on the system parameters such as a bus running behind schedule. Signal prioritization is shown to improve overall transit system performance and efficiency by at least ten percent. Previous Project Priority No. Four moves up to No. Three.

PUBLIC INVOLVEMENT

The Capital Region Transportation Planning Agency (C RTPA) has scheduled a virtual meeting and three in-person public meetings to present the C RTPA's Draft FY 2024 – FY 2028 PPLs. These meeting are conducted in conjunction with the scheduled adoption of the FY 2023- FY 2027 Transportation Improvement Program. An advertisement was placed in the local paper of circulation for each county, as well posting the notice on the C RTPA website. In an effort to reach as many community members as possible, the C RTPA requested each local government communication liaison or public information officer distribute the announcement.

NEXT STEPS

Subsequent to Board adoption of the C RTPA FY 2024 – FY 2028 StarMetro PPL, the list will be provided to the FDOT for consideration in the development of next year's Five-Year Work Program. In the Fall of 2022 FDOT will present the upcoming Draft Work Program. After the draft is released the C RTPA staff initiates development of the C RTPA's FY 2024 – FY 2028 Transportation Improvement Program, incorporating the transportation projects in the C RTPA region that have received state and federal funding.

OPTIONS

Option 1: Recommend the C RTPA Board adopt the FY 2024 – FY 2028 StarMetro PPL.
(Recommended)

ATTACHMENT

Attachment 1: Draft FY 2024 – FY 2028 StarMetro PPL

Capital Region Transportation Planning Agency (CRTPA)
 StarMetro Project Priority List (PPL)
 Fiscal Years (FYs) 2024 - 2028

PRIORITY RANKING	PROJECT NAME/LIMITS	FDOT PROJECT #	PROGRAMMEND FUNDING					PROJECT/ STRATEGY	LENGTH (Miles)	PHASE ¹ & FUNDING SOUGHT	COUNTY	SUPPORTING DOCUMENTS/INFORMATION	
			Phase ¹	2024	2025	2026	2027						2028
1	South Side Transit Center <i>Meridian Rd and Orange Ave</i>												
											CST \$5M	Leon	
Construction of multi-bay SuperStop in the South City area of Tallahassee South City Transit Center - (Meridian and Orange). This SuperStop will provide an off-street location for customers to transfer between multiple routes, serve as a layover point for operators, will assist to improve system performance, will have public restrooms, an information booth, supervisor offices, and meeting space. The building will be constructed with solar panels on the roof, overhead charging stations for transit buses and plug in chargers for staff vehicles. In addition, the SSTC will allow StarMetro to develop neighborhood circulators on the Southside to efficiently provide transportation options for elderly, disabled and low-income individuals located in the area and improve service to the Veteran's Administration Clinic.													
2	Electric Bus Fleet Charging Infrastructure <i>To Support an all-Electric Bus Fleet</i>												
											PE/CST \$5M	Leon	
Charging Infrastructure to support an all-Electric Bus Fleet - cost estimates for installing depot charging for electric fixed route buses and paratransit vehicles at StarMetro's bus barn including electrical, structural, and civil engineering, design, and remote monitoring.													
3	Planning Feasibility Study <i>Redevelopment of C.K. Steele Plaza</i>												
									Feasibility Study		FS \$500,000	Leon	
Initiate an environmental assessment, feasibility study, and preliminary design of C.K. Steele Plaza to identify the needs, challenges, opportunities, and funding options to transform the Plaza from a single-use transit facility into a mixed-use, multistory intermodal facility with opportunities for housing StarMetro Administrative Staff; leasable space for office, restaurants, and retail activities; and connections to intercity transportation such as the Gadsden Express, Monticello Express, Greyhound, Megabus, Flixbus.													
<div><div>Phases of a Project¹ FS - Feasibility Study PD&E - Project Development and Environment Study ROW - Right-of-Way PE - Design CST - Construction</div><div>Fully Funded Priority_ \$400,00 by a Grant Bus Signal Prioritization: Signal prioritization for transit vehicles to reduce delay if bus is behind schedule.</div></div>													



COMMITTEE AGENDA ITEM 5 B.5

FISCAL YEAR (FY) 2024 – FY 2028

REGIONAL MOBILITY PLAN

TRANSPORTATION SYSTEM MANAGEMENT AND SAFETY PROJECT PRIORITY LIST

TYPE OF ITEM: Action

STATEMENT OF ISSUE

Staff is seeking approval of the CRTPA FY 2024 – FY 2028 Regional Mobility Plan Transportation System Management and Safety (TSMS) Project Priority List (PPL), provided as **Attachment No. 1**.

RECOMMENDED ACTION

Option 1: Recommend the CRTPA Board adopt the FY 2024 – FY 2028 Regional Mobility Plan Transportation System Management and Safety PPL.

BACKGROUND

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

As phases of a projects are funded and/or completed the list is updated to reflect this progression. Once a project is fully funded in the first three years of the Work Program it is removed from the list. For informational purposes the fully funded project details are included at the bottom of the applicable table.

The projects and requested funding remain the same, with the addition of the new Project Priority No. 4, Thomasville Road Corridor Study. Some projects rankings are revised. Pensacola Street moved from second to fifth, and the Lake Bradford /Stadium/Gaines/Varsity intersection project moved from fourth to second. The Orange Avenue safety improvements for Nims Middle School and Liberty Park remains the number one priority.

PUBLIC INVOLVEMENT

The Capital Region Transportation Planning Agency (CRTPA) has scheduled a virtual meeting and three in-person public meetings to present the CRTPA's Draft FY 2024 – FY 2028 PPLs. These meetings are conducted in conjunction with the scheduled adoption of the FY 2023- FY 2027 Transportation Improvement Program. An advertisement was placed in the local paper of circulation for each county, as well as posting the notice on the CRTPA website. In an effort to reach as many community members as possible, the CRTPA requested each local government communication liaison or public information officer distribute the announcement.

NEXT STEPS

Subsequent Board adoption of the CRTPA FY 2024 – FY 2028 Regional Mobility Plan Transportation System Management and Safety PPL, the list will be provided to the FDOT for consideration in the development of next year's Five-Year Work Program. In the Fall of 2022 FDOT will present the upcoming Draft Work Program. After the draft is released the CRTPA staff initiates development of the CRTPA's FY 2024 – FY 2028 Transportation Improvement Program, incorporating the transportation projects in the CRTPA region that have received state and federal funding.

OPTIONS

Option 1: Recommend the CRTPA Board adopt the FY 2024 – FY 2028 Regional Mobility Plan Transportation System Management and Safety PPL.
(Recommended)

ATTACHMENT

Attachment 1: Draft FY 2024 – FY 2028 Regional Mobility Plan Transportation System Management and Safety PPL

Committee Agenda May 3, 2022



COMMITTEE AGENDA ITEM 5 B.6
FISCAL YEAR (FY) 2024 – FY 2028
REGIONAL MOBILITY PLAN
INTELLIGENT TRANSPORTATION SYSTEMS PROJECT PRIORITY LIST

TYPE OF ITEM: Action

STATEMENT OF ISSUE

Staff is seeking approval of the CRTPA FY 2024 – FY 2028 Regional Mobility Plan Intelligent Transportation Systems (ITS) Project Priority List (PPL), provided as ***Attachment No. 1***.

RECOMMENDED ACTION

Option 1: Recommend the CRTPA Board adopt the FY 2024 – FY 2028 Regional Mobility Plan Intelligent Transportation Systems PPL.

BACKGROUND

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

As phases of a projects are funded and/or completed the list is updated to reflect this progression. Once a project is fully funded in the first three years of the Work Program it is removed from the list. For informational purposes the fully funded project details are included at the bottom of the applicable table. The priority projects and funding requests remain unchanged from last year's list.

PUBLIC INVOLVEMENT

The Capital Region Transportation Planning Agency (CRTPA) has scheduled a virtual meeting and three in-person public meetings to present the CRTPA's Draft FY 2024 – FY 2028 PPLs. These meeting are conducted in conjunction with the scheduled adoption of the FY 2023 - FY 2027 Transportation Improvement Program. An advertisement was placed in the local paper of circulation for each county,

as well posting the notice on the CRTPA website. In an effort to reach as many community members as possible, the CRTPA requested each local government communication liaison or public information officer distribute the announcement.

NEXT STEPS

Subsequent to Board adoption of the CRTPA FY 2024 – FY 2028 Regional Mobility Plan Intelligent Transportation Systems PPL, the list will be provided to the FDOT for consideration in the development of next year's Five-Year Work Program. In the Fall of 2022 FDOT will present the upcoming Draft Work Program. After the draft is released the CRTPA staff initiates development of the CRTPA's FY 2024 – FY 2028 Transportation Improvement Program, incorporating the transportation projects in the CRTPA region that have received state and federal funding.

OPTIONS

- Option 1: Recommend the CRTPA Board adopt the FY 2024 – FY 2028 Regional Mobility Plan Intelligent Transportation Systems PPL.
(Recommended)

ATTACHMENT

Attachment 1: Draft FY 2024 – FY 2028 Regional Mobility Plan Intelligent Transportation Systems PPL

Committee Agenda May 3, 2022



COMMITTEE AGENDA ITEM 5 B.7

FISCAL YEAR (FY) 2024 – FY 2028

REGIONAL MOBILITY PLAN

TALLAHASSEE INTERNATIONAL AIRPORT PROJECT PRIORITY LIST

TYPE OF ITEM: Action

STATEMENT OF ISSUE

Staff is seeking approval of the CRTPA FY 2024 – FY 2028 Regional Mobility Plan Tallahassee International Airport (ITS) Project Priority List (PPL), provided as ***Attachment No. 1***.

RECOMMENDED ACTION

Option 1: Recommend the CRTPA Board adopt the FY 2024 – FY 2028 Regional Mobility Plan Tallahassee International Airport PPL.

BACKGROUND

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

As phases of a projects are funded and/or completed the list is updated to reflect this progression. Once a project is fully funded in the first three years of the Work Program it is removed from the list. For informational purposes the fully funded project details are included at the bottom of the applicable table. The priority projects and funding requests are updated to reflect additional funding awarded through the Bipartisan Infrastructure Bill.

PUBLIC INVOLVEMENT

The Capital Region Transportation Planning Agency (CRTPA) has scheduled a virtual meeting and three in-person public meetings to present the CRTPA's Draft FY 2024 – FY 2028 PPLs. These meeting are

conducted in conjunction with the scheduled adoption of the FY 2023 - FY 2027 Transportation Improvement Program. An advertisement was placed in the local paper of circulation for each county, as well posting the notice on the CRTPA website. In an effort to reach as many community members as possible, the CRTPA requested each local government communication liaison or public information officer distribute the announcement.

NEXT STEPS

Subsequent to Board adoption of the CRTPA FY 2024 – FY 2028 Regional Mobility Plan Tallahassee International Airport PPL, the list will be provided to the FDOT for consideration in the development of next year's Five-Year Work Program. In the Fall of 2022 FDOT will present the upcoming Draft Work Program. After the draft is released the CRTPA staff initiates development of the CRTPA's FY 2024 – FY 2028 Transportation Improvement Program, incorporating the transportation projects in the CRTPA region that have received state and federal funding.

OPTIONS

- Option 1: Recommend the CRTPA Board adopt the FY 2024 – FY 2028 Regional Mobility Plan Tallahassee International Airport PPL.
(Recommended)

ATTACHMENT

Attachment 1: Draft FY 2024 – FY 2028 Regional Mobility Plan Tallahassee International Airport PPL

Capital Region Transportation Planning Agency (CRTPA)
Tallahassee International Airport Project Priority List (PPL)
Fiscal Years (FYs) 2024 - 2028

ATTACHMENT 1

Fiscal Year 2024							
Priority Ranking	FDOT WP#	Description	Local	FDOT ¹	BIL-AIG ¹	FAA ¹	Total
1	226792-9	Taxiway Bravo Rehabilitation (Construction)	\$ 950,000	\$ 950,000		\$ 17,100,000	\$ 19,000,000
FY24 Total							\$ 19,000,000
Fiscal Year 2025							
Priority Ranking	FDOT WP#	Description	Local	FDOT	BIL-AIG	FAA	Total
1	442109-6	Airport Security Improvements	\$ 450,000	\$ 450,000			\$ 900,000
FY25 Total							\$ 900,000
Fiscal Year 2026							
Priority Ranking	FDOT WP#	Description	Local	FDOT	BIL-AIG	FAA	Total
1	448565-1	Taxiway Charlie, Zulu and T-Hangar Rehabilitation & Lighting and Helicopter Parking (Design Phase)		\$ 175,000	\$ 575,000		\$ 750,000
2	446641-1	Air Carrier Apron Rehabilitation - Phase 1		\$ 900,000	\$ 900,000		\$ 1,800,000
3	446640-1	Terminal Modernization – Main Terminal Restroom Improvements	\$ 750,000	\$ 750,000	\$ 1,000,000		\$ 2,500,000
FY26 Total							\$ 5,050,000
Fiscal Year 2027							
Priority Ranking	FDOT WP#	Description	Local	FDOT	BIL-AIG	FAA	Total
1	448565-1	Taxiway Charlie, Zulu and T-Hangar Rehabilitation & Lighting and Helicopter Parking (Construction)	\$ 750,000			\$ 6,750,000	\$ 7,500,000
1		Terminal Passenger Loading Bridge Replacement - A5/A6		\$ 1,300,000	\$ 1,900,000		\$ 3,200,000
FY27 Total							\$ 10,700,000
Fiscal Year 2028							
Priority Ranking	FDOT WP#	Description	Local	FDOT	BIL-AIG	FAA	Total
1	450038-1	Air Carrier Apron Expansion - Phase 2 (Design)		\$ 550,000	\$ 550,000		\$ 1,100,000
2		Air Cargo Apron Rehabilitation	\$ 1,500,000	\$ 1,500,000			\$ 3,000,000
FY28 Total							\$ 4,100,000
¹ Abbreviations & Acronyms BIL Bipartisan Infrastructure Law AIG Formula Infrastructure Allocations FAA Federal Aviation Authority FDOT Florida Department of Transportation WP# Work Program Number							



May 3, 2022

COMMITTEE AGENDA ITEM 5 B 8

CRTPA FISCAL YEAR (FY) 2024 – FY 2028 TRANSPORTATION ALTERNATIVES PROJECT PRIORITY LIST

TYPE OF ITEM: Presentation/Discussion/Action

STATEMENT OF ISSUE

Staff is seeking approval of the CRTPA FY 2024 – FY 2028 CRTPA Transportation Alternatives (TA) Project Priority Project List (PPL), provided as **Attachment 1**.

RECOMMENDED ACTION

Option 1: Recommend the CRTPA adopt the CRTPA FY 2024 – FY 2028 Transportation Alternatives Project Priority List.

BACKGROUND

The CRTPA annually adopts project priority lists reflecting the agency's priorities for those projects for which funding is being sought. Once adopted, the lists are provided to the Florida Department of Transportation for funding consideration as that agency develops the Annual Work Program.

The CRTPA TA Project Priority List is one of the annual project priority lists adopted by the agency. The TA PPL, however, is somewhat different from the other lists adopted by the CRTPA in that it contains projects that were actively solicited from our transportation partners by the CRTPA associated with the CRTPA Transportation Alternatives Program (TAP).

CRTPA TAP

The CRTPA coordinates the region's solicitation, review and ranking of federally funded TA projects and programs. Transportation Alternatives programs and projects include on- and off-road pedestrian and bicycle facilities, infrastructure projects for improving non-driver access to public transportation and enhanced mobility, community improvement activities, and environmental mitigation; recreational trail program projects; safe routes to school projects; and projects for the planning, design or construction of boulevards and other roadways largely in the right-of-way of former Interstate System routes or other divided highways.

Fifty percent (50%) of the TA funding received by each state is to be distributed by population. For those Metropolitan Planning Organizations with a population greater than 200,000 (which includes

the CRTPA), the agency must manage the competitive grant process, necessitating the creation of the CRTPA TAP.

The CRTPA receives approximately \$310,000 annually in TA funding explicitly dedicated to the CRTPA region. In addition, other TA funding is available for placement on TA projects within the CRTPA region at the discretion of the Florida Department of Transportation.

The CRTPA'S solicitation of new TA projects occurs every two-years. The projects reflected on this year's Draft TA PPL are those projects that were submitted as a result of the agency's recent solicitation of new project's (initiated in late 2021).

The following provides the schedule associated with development of the DRAFT FY 2024 – FY 2028 TA Project Priority List, with more information contained on the [CRTPA's TA Page](#):

- **November 2, 2021** – CRTPA TA Subcommittee forms for 2021/2022 TA solicitation cycle
- **November 17, 2021** – CRTPA approves capping the maximum of TA funding sought per project at \$650,000
- **November 22, 2021** – CRTPA initiates call for new TA applications for FY 2024 – FY 2028
- **November 30, 2021** – CRTPA TA Subcommittee meeting to discuss CRTPA TA process
- **December 2, 2021** – TA Informational Virtual Public Meeting ([view presentation](#))
- **February 18, 2022** – TA applications DUE
- **March 10, 2022** – TA applicant interviews and scoring meeting with TA Subcommittee ([view agenda](#))
- **March 24, 2022** – Virtual Public Meeting to present the Draft FY 2024 – FY 2028 Transportation Alternatives Project Priority List.
- **May 17, 2022** – CRTPA adopts FY 2024 – FY 2028 Transportation Alternatives Project Priority List

Applications Received

The CRTPA received the following applications associated with the most recent solicitation of TA applications:

- [Paul Russell Road Sidewalk Project](#) (1.2 miles); funding request: \$650,000 (Sponsor: City of Tallahassee)
- [Dr. MLK, Jr. Memorial Blvd. Multi-Use Path](#) (1.11 miles); funding request: \$579,808 (Sponsor: Wakulla County)
- [Spring Creek Multi-Use Path](#) (1.11 miles); funding request: \$ 617,367 (Sponsor: Wakulla County)

CRTPA Transportation Alternatives Program Process

Guiding the CRTPA TAP is the CRTPA TA Subcommittee. The subcommittee, comprised of 6 members (3 from the CRTPA's Citizen's Multimodal Advisory Committee (CMAC) and 3 from the Technical Advisory Committee (TAC)), met on March 10 to hear brief presentations from each of the applicants and, ultimately, provide a recommended score for each of the applications. The Subcommittee members scored each application based upon the agency's adopted evaluation criteria:

ADOPTED CRITERIA

CRTPA TRANSPORTATION ALTERNATIVES EVALUATION CRITERIA*		MAXIMUM POINTS
1	SAFETY (Describe how the project will improve public safety for all transportation users)	20
2	CONNECTIVITY (Describe how the project facilitates or improves multimodal linkages)	20
3	ACCESSIBILITY (Describe how the project contributes to enhanced mobility options for transp. disadvantaged)	20
4	PUBLIC BENEFIT (Describe how the project improves the public travel experience and travel options)	20
5	PROJECT CONSTRUCTABILITY (Describe the project's constructibility related to environmental considerations, etc.)	10
6	REGIONAL PLAN (Describe how the project relates to the adopted plans of the region)	5
7	COMMUNITY SUPPORT	5
Maximum Total Points		100

PUBLIC INVOLVEMENT

A virtual public meeting to present the DRAFT FY 2024 – FY 2028 TA Project Priority List was conducted on March 24 in which staff provided a discussion of the CRTPA TA Program, the draft TA PPL and answered general questions provided by the meeting attendees.

NEXT STEPS

Subsequent to CRTPA adoption of the FY 2024 – FY 2028 TA PPL, the list will be provided to the FDOT for consideration in the development of the FY 2024 – FY 2028 Tentative Work Program.

ATTACHMENT

Attachment 1: DRAFT FY 2024 – FY 2028 TA Project Priority List

Capital Region Transportation Planning Agency
DRAFT Transportation Alternatives Project Priority List
Fiscal Year (FY) 2024 - FY 2028

Priority	Project Name	Limits	Funding Sought	Phase
1	Paul Russell Road Sidewalk Project Sponsor: City of Tallahassee	Monday Road to Apalachee Parkway (1.2 miles)	\$650,000	Construction & CEI
2	Dr. MLK, Jr. Memorial Boulevard Paved Off Road Multi-Use Path Sponsor: Wakulla County	Rehwinke Road to Mallard Pond Circle (1.11 miles)	\$579,808	Construction & CEI
3	Spring Creek Highway Paved (CR 363) Paved Off Road Multi-Use Path Sponsor: Wakulla County	US 98 to Parkland Drive (1.11 miles)	\$617,367	Construction & CEI



May 3, 2022

COMMITTEE AGENDA ITEM 5 C

US 90 MULTI-USE TRAIL FEASIBILITY STUDY

TYPE OF ITEM: Presentation/Discussion/Action

STATEMENT OF ISSUE

This item seeks approval of the [US 90 Multi-Use Trail Feasibility Study](#) which evaluates the opportunity to construct a paved multi-use trail within Florida Department of Transportation (FDOT) right-of-way along US 90 between Pedrick Road in Leon County and the Monticello Bike Trail in Jefferson County.

RECOMMENDED ACTION

Option 1: Recommend the CRTPA approve the US 90 Multi-Use Trail Feasibility Study.

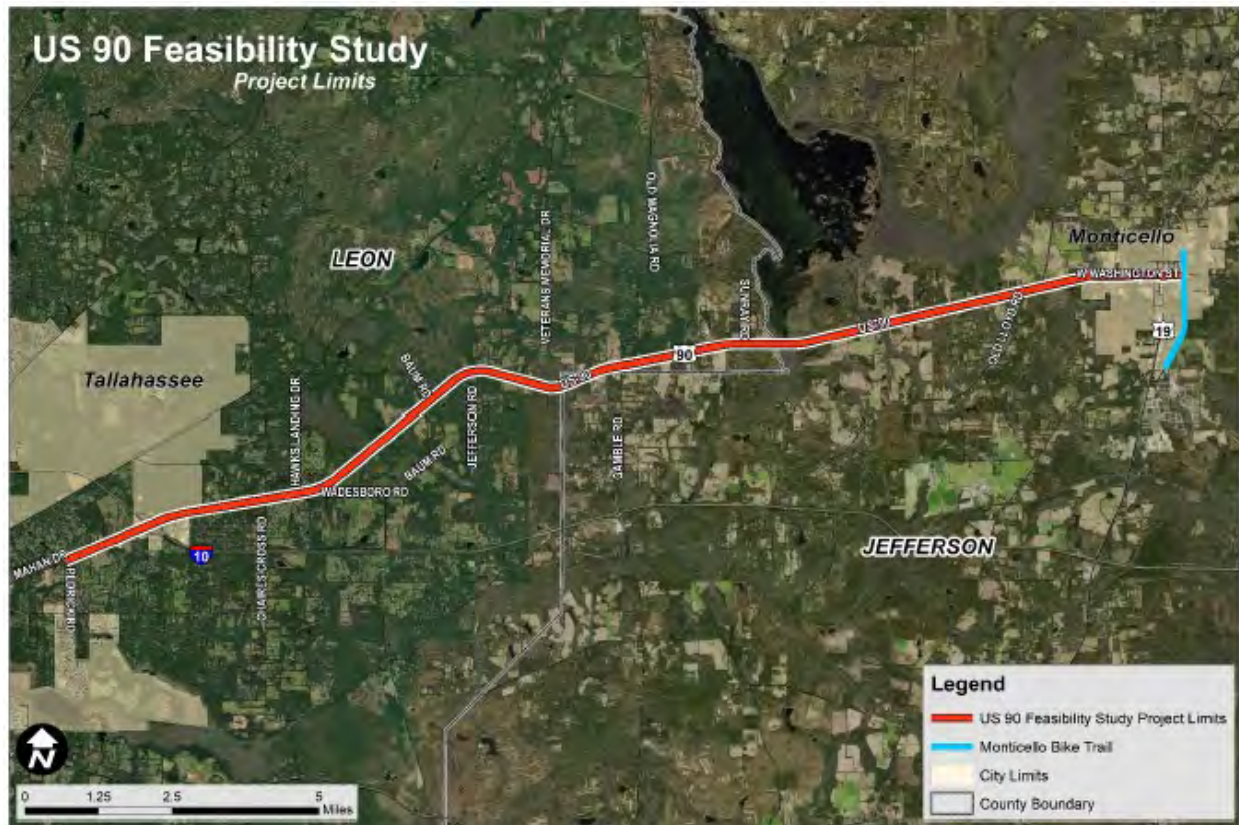
BACKGROUND

Initiated in late 2019, the US 90 Multi-Use Trail Feasibility Study was developed to evaluate the feasibility of constructing a multi-use to connect Tallahassee to Monticello along US 90 within existing Florida Department of Transportation right-of-way. The project's limits are from Pedrick Road (Leon County) in the west continuing eastwards to the Monticello Bike Trail on the east side of Monticello (Jefferson County), a distance of approximately 21 miles.

The study was developed by the CRTPA's general planning consultant, Kimley Horne and Associates (KHA), includes the following project goals:

- Provide a safe, continuous multimodal facility between Tallahassee and Monticello
- Expand upon the growing SUN Trails Regional Trail Network
- Provide new alternative transportation opportunities for residents, businesses, and visitors along the US 90 corridor
- Spur economic development through expanding regional trail system to attract visitors and residents.

Project Map



PROJECT OUTREACH AND ENGAGEMENT

The project's public outreach included two (2) large public involvement efforts as well as individual meetings with neighborhood groups, business owners and property owners along the corridor (both virtual and in-person).

The following provides more detail on the 2 rounds of public involvement efforts associated with the Study (with the most recent efforts discussed first):

- **January, February, & March 2022** – Public involvement efforts focused on the receipt of public input related to potential trail alignment options that were developed based on data collection, stakeholder input, and public feedback. This round of public involvement included two large in-person meetings (discussed below).
 - Live Question & Answer Sessions (conducted virtually with the project team): **January 13** ([meeting transcript](#)) & **February 1** ([meeting transcript](#))
 - Jefferson County Open House (In-Person) – **February 22** (5 p.m. – 7:30 p.m.) at Jefferson County Courthouse Annex (435 Walnut Street, Monticello) ([meeting comments](#))
 - Leon County Open House (In-Person) – **March 1** (5 p.m. – 7:30 p.m.) at Tallahassee Eastside Branch Library (1583 Pedrick Road, Tallahassee)

- **April & May 2021** – The project’s first major public involvement efforts were conducted virtually due to safety protocols associated with COVID-19. As a result, in-person meetings were minimized with efforts focused on the creation of a virtual room (open to the public from April 6 to May 7) and related live question and answer sessions conducted on April 8 ([view meeting transcript](#)) & 12, 2021 ([view meeting transcript](#)) virtually.

A summary of public comments received up until April 25, 2022, may be [viewed at this link](#).

FEASIBILITY REPORT

Results detailing the efforts and findings of the Study are detailed in the [Draft Feasibility Report](#) and include the following information:

Existing Conditions

This section details the corridor’s conditions related to the following:

- Transportation and Roadway Characteristics/Provides corridor data by segments including information on the corridor’s posted speed limits and average annual daily traffic (AADT) information.
- *Right-of Way/Provides information related to availability of right-of-way by segment employing property appraiser data from Leon and Jefferson counties as well FDOT right-of-way data. Such data reflects that right-of-way fluctuates along US 90 between approximately 55 feet and 300 feet.
*NOTE: Based upon public involvement efforts conducted in Spring 2022, a refinement of the study’s identified routes and corridor constraints occurred. This included use FDOT right-of-way information that was obtained and reviewed in March 2022.
- Crashes/An analysis of bicycle and pedestrian crashes along the project’s corridor was conducted using Signal Four Analytics.
- Land Use/A land use analysis of existing uses was developed including suburban and rural uses.
- Grade and Elevation/Details the uniqueness of the project’s corridor given its rolling hills.
- Environmental Conditions*/Provides information related to the corridors’ wetlands, trees, and natural areas, including property easements, conservation lands, and lakes are located adjacent to US 90. *NOTE: If the Study is approved, a more detailed environmental analysis will be conducted in the Project Development & Environment (PD&E) Study phase of the project.
- Historic and Cultural Resources/Using data provided by State Historic Preservation Office (SHPO) areas with known historic or culturally significant resources near the corridor were identified.
- Connectivity/Identifies the existing trail networks contained within the City of Tallahassee and the City of Monticello that create opportunities for long-distance trips to other destinations in the region.
- Specific Locations of Note/Provides information on specific identified locations along the corridor that require attention as the project proceeds. Included within this section is a discussion related to the Interstate 10 (I-10) Interchange. This discussion notes that as the

Study proceeded, information related to the development of the northwest quadrant of the I-10 interchange at US 90 unfolded. As noted in the study:

“This major development will likely impact traffic volumes and use of this existing interchange, which will influence the placement of this trail and opportunities for reconfiguring the interchange. Further analysis will be required to determine the feasibility of a trail in this area.”

Outreach and Engagement

Details public involvement efforts associated with the Study including key takeaways of such involvement. The identified takeaways are summarized below:

- Support for the project – Many stakeholders and members of the public expressed project support due the potential for a safe multimodal connection between Tallahassee and Monticello.
- Opposition to the project – Some stakeholders and members of the public were opposed to the project. Such reasons included concerns for safety, private property and acquisition, and environmental risks they perceived to be part of this project.
- General Concerns & Recommendations – General comments provided by stakeholders and the public included a desire for a more in-depth consideration of some issues, including protection of crepe myrtles, protection of private property, and concerns related to protection of the environment.

Route Analysis

Several routes were evaluated related to the potential location of a multi-use trail. Initially, the Study identified four (4) potential routes. Based upon public input received associated with the last round of public involvement efforts (January, February, and March 2022), the routes were refined to reflect citizen input as well as updated right-of-way information provided by the FDOT.

As a result, the feasibility report has evaluated three (3) routes for the location of the multi-use trail based upon data collection, stakeholder input and public feedback. Additionally, a discussion of potential trail options through downtown Monticello is provided. Ultimately, if the Study is approved to move forward, further phases will identify a preferred route.

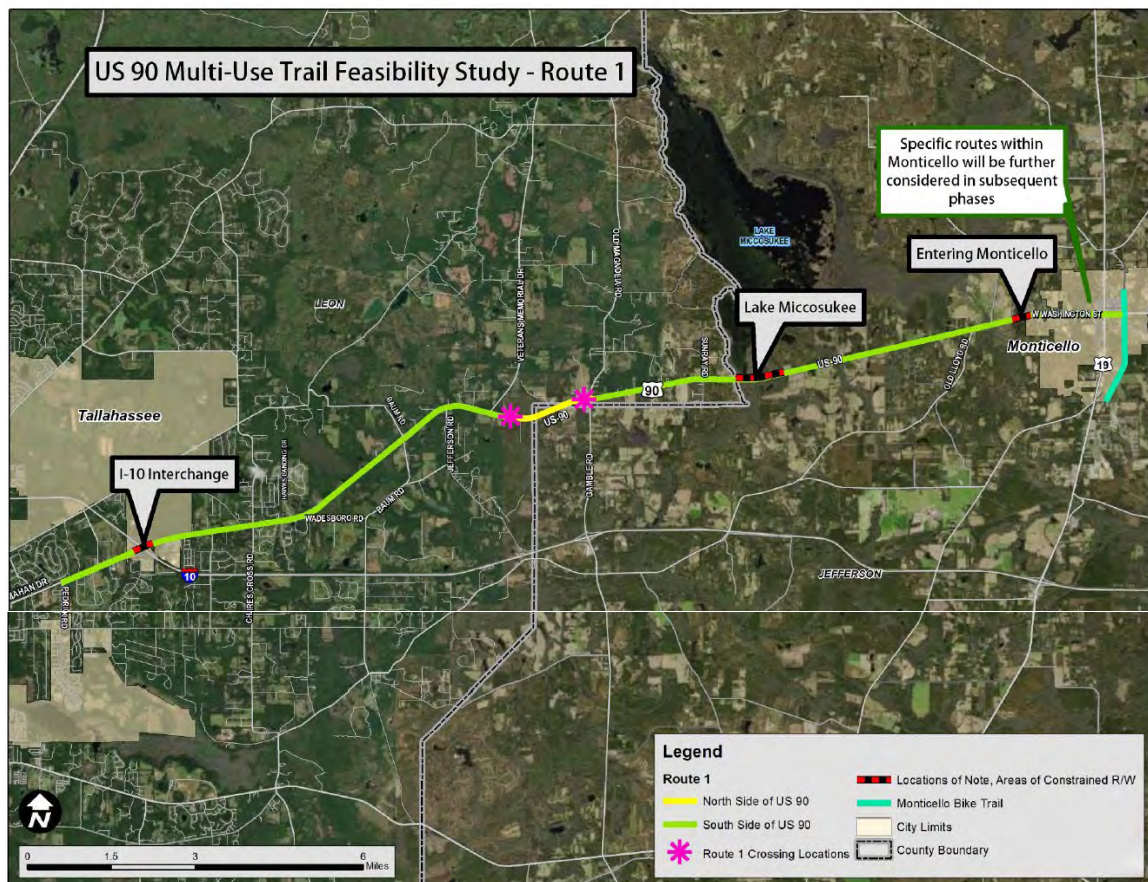
The following provides a discussion of each of the identified routes:

- Route 1** – This proposed route would begin on the south side of US 90 at Pedrick Road and continue to just west of the Jefferson County line near Still Creek Road. Right-of-way availability on the south side, while somewhat limited east of Wadesboro Road, is sufficient for accommodating a trail and adequate buffer separating trail users from vehicular traffic on US 90. Near Still Creek Road, the trail will cross to the north side of the corridor to avoid any conflict with the Hilltop Country Store, which is located on the south side of the corridor. The trail will then return to the south side of the corridor at Old Magnolia Road/Gamble Road. From there, the trail remains on the south side of the corridor into Monticello.

The following provides a summary and map of Route 1:

Route 1 Summary Statistics	
Side of Corridor	North and South
Number of Crossings on US 90*	2 (Near Still Creek Road, Old Magnolia Road/Gamble Road)
Locations of Note to be Addressed	3 (I-10 Interchange, Lake Miccosukee, Entering Monticello)

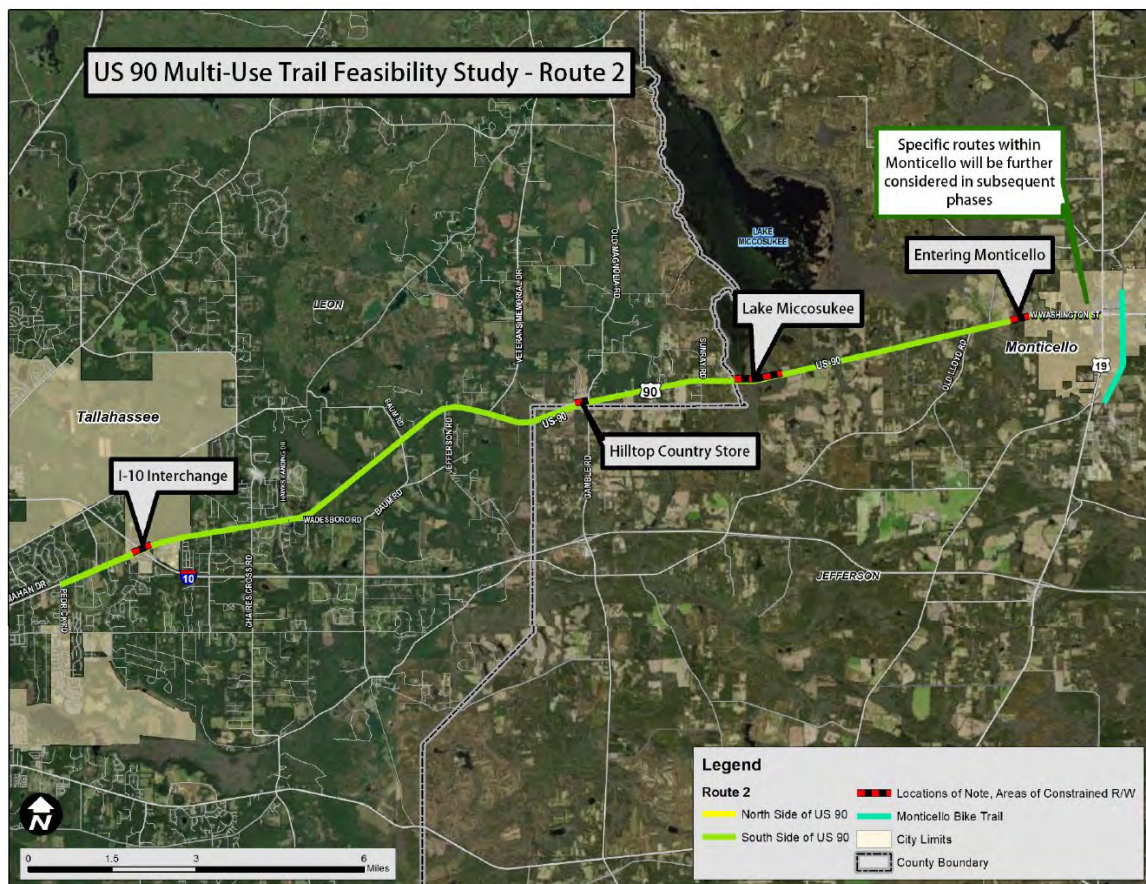
**Crossing locations are preliminary and will be further analyzed through sight distance studies in subsequent project phases.*



- **Route 2** – This proposed route would begin on the south side of US 90 at Pedrick Road and continue through eastern Leon County into Jefferson County. The route remains on the south side of the corridor for its entirety and does not require trail users to cross the US 90 corridor at any point.

The following provides a summary and map of Route 2:

Route 2 Summary Statistics	
Side of Corridor	South
Number of Crossings on US 90	None
Locations of Note to Address	4 (I-10 Interchange, Hilltop Country Store, Lake Miccosukee, Entering Monticello)
*Crossing locations are estimated and will be further analyzed through sight distance studies in subsequent project phases.	

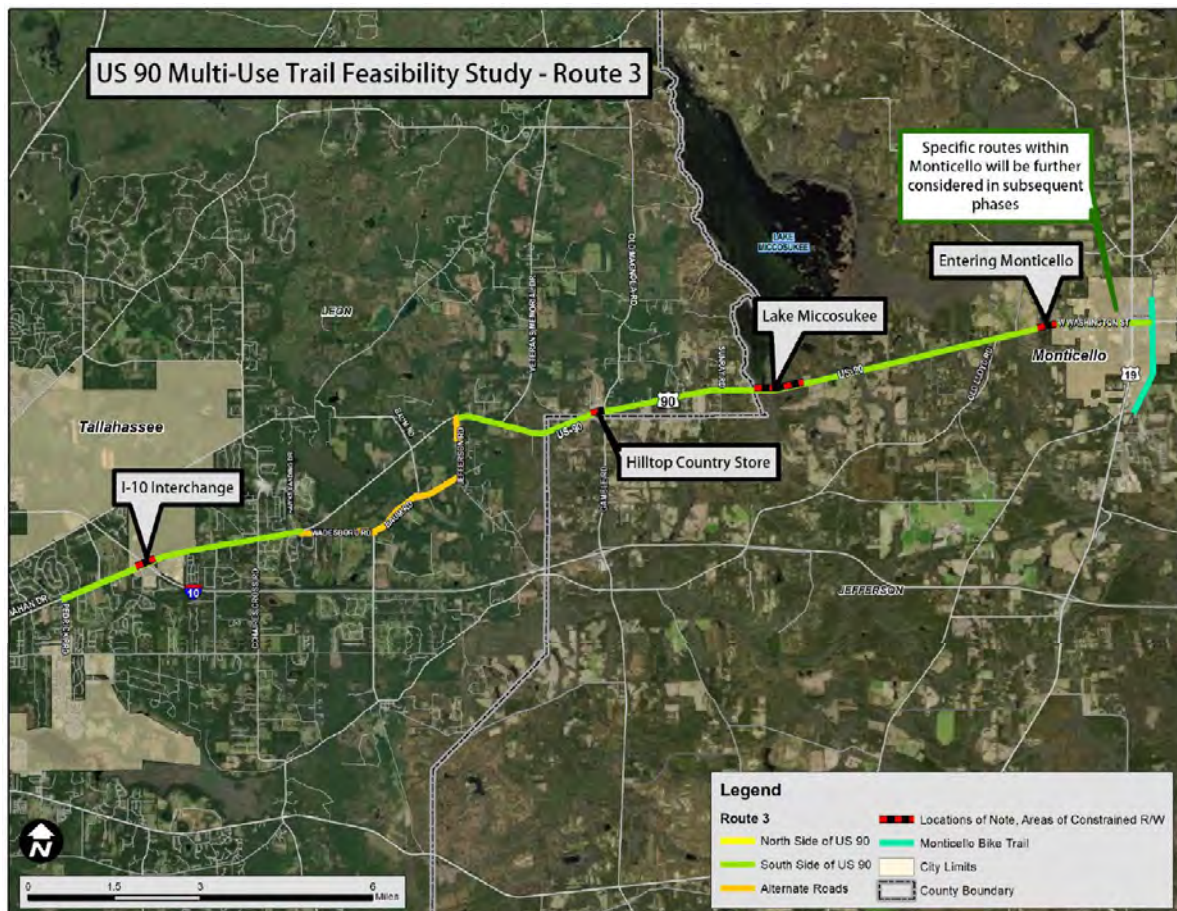


- **Route 3** – This proposed route would begin on the south side of US 90 at Pedrick Road and continue to Wadesboro Road. At Wadesboro Road, as both other routes stay on south side of US 90 here, this route will continue on Wadesboro Road, Baum Road, and Jefferson Road to take users off of US 90 to utilize lower speed roads. Along these corridors, the trail would likely become on-street facilities such as a bicycle lane or sharrows due to limited right-of-way availability. At Jefferson Road, the trail returns to US 90 and remains on the south side of the corridor into Monticello.

The following provides a summary and map of Route 3:

Route 3 Summary Statistics	
Side of Corridor	North and South
Number of Crossings on US 90	None
Locations of Note to Address	4 (I-10 Interchange, Hilltop Country Store, Lake Miccosukee, Entering Monticello)

**Crossing locations are estimated and will be further analyzed through sight distance studies in subsequent project phases.*



- **Downtown Monticello** - The above route options all enter downtown Monticello along US 90 to reach the project's eastern terminus, the Monticello Bike Trail. Due to existing conditions and the limited right-of-way, the study recommends the following treatments within the City of Monticello be further evaluated in subsequent phases of this project:
 - Expansion of existing paved shoulder to accommodate a buffered bicycle lane by reducing travel lanes by 1-2 feet on both sides of the roadway;
 - Addition of roadway sharrows where the speed limit is reduced to 25 miles per hour;
 - Bring the route along low traffic, low volume roads such as Water Street and Dogwood Street to connect with the Monticello Bike Trail and keep users away from busy traffic in the roundabout.

NEXT STEPS

Pursuant to CRTPA approval of the Study, actions to move the project into the next phase, a Project Development & Environment (PD&E) Study, will be initiated. This phase provides a comprehensive study that evaluates social, cultural, economic and environmental effects associated with the proposed transportation improvements. Subsequent phases to the PD&E Study include design and construction. In light of the project's length, funding for future phases will likely be sought through the SUNTrails program and will compete against other such projects throughout the State.



May 3, 2022

COMMITTEE AGENDA ITEM 6A

FUTURE MEETING DATES

TYPE OF ITEM: Information

Committee Dates	TAC Time	CMAC Time	Location
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