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 your 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**
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.
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
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]
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 meeting 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 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 STEP**

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

**RECOMMENDED ACTION**

Option 1: Recommend the CRTPA 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
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 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 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 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 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
# Capital Region Transportation Planning Agency (CRTPA)

## Roadway Project Priority List (PPL)

### Fiscal Years (FYs) 2024 - 2028

<table>
<thead>
<tr>
<th>PRIORITY RANKING</th>
<th>PROJECT NAME/LIMITS</th>
<th>FDOT PROJECT #</th>
<th>PROGRAMMED FUNDING</th>
<th>PROJECT/STRATEGY</th>
<th>LENGTH (Miles)</th>
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<th>COUNTY</th>
<th>SUPPORTING DOCUMENTS/INFORMATION</th>
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**Abbreviations & Acronyms**
- BPIA: Blueprint intergovernmental Agency
- FDOT: Florida Department of Transportation

**Phases of a Project**
- FS: Feasibility Study
- PD&E: Project Development & Environment Study
- ROW: Right-of-Way
- PE: Design
- RRU: Railroad and Utilities
- CST: Construction

**Committee Agenda May 3, 2022**

**Phased Funding & Under Construction**
- Capital Circle from Springhill Rd to Orange Avenue
  - FPID No. 415782-9
  - Length: 4.47
  - FY 22 Programmed $45,984,027
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<td>BPIA® Airport Gateway Project CRTPA SW Area Transportation Plan</td>
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<td>ROW</td>
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<td>Wakulla</td>
<td>This widening project was originally included with the improvement north of Wakulla Arran Road, which is listed as Priority No. 3.</td>
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</tr>
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**Abbreviations & Acronyms**
- **BPIA**: Blueprint Intergovernmental Agency
- **FDOT**: Florida Department of Transportation
- **CRTPA**: Capital Region Transportation Planning Agency
- **FPID**: Florida Public Investment District
- **PD&E**: Project Development & Environment Study
- **ROW**: Right-of-Way
- **PE**: Design
- **RRU**: Railroad and Utilities
- **CST**: Construction
- **IIR**: Interim Improvement

**Phases of a Project**
- **FS**: Feasibility Study
- **PD&E**: Project Development & Environment Study
- **ROW**: Right-of-Way
- **PE**: Design
- **RRU**: Railroad and Utilities
- **CST**: Construction

**Committee Agenda May 3, 2022**

The BPIA® Bannerman Road project includes widening to four lanes, stormwater and multi-modal improvements, and landscape enhancements.

Construct a new road with a multi-use path, sidewalk and landscaping enhancements. Design is underway by BPIA® and scheduled to be completed by December 2022.

Committee Agenda May 3, 2022
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.

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<th>FY 24-28 RANKING</th>
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<th>FY 23-27 RANKING</th>
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<td>2</td>
<td>SR 263 Capital Circle, Southwest &lt;br&gt;Crawfordville Rd to Springhill Rd</td>
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<td>3</td>
<td>SR 369/US 319 Crawfordville Rd (Part of a segment that was split.) &lt;br&gt;Wakulla Arran Rd to East Ivan Rd</td>
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<td>SR 369/US 319 Crawfordville Rd &lt;br&gt;LL Wallace Rd to S of SR61 Intersection &lt;br&gt;Wakulla Co Line to LL Wallace Rd</td>
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<td>SR 61 Thomasville Rd &lt;br&gt;Seventh Ave to Monroe St</td>
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<td>7</td>
<td>SR10/US 90 Mahan Dr and SR261/US319 Capital Circle NE Intersection Improvement</td>
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<td>8</td>
<td>SR 366 Pensacola St &lt;br&gt;Capital Circle SW to Appleyard Dr</td>
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<td>Lake Bradford Rd/Springhill Rd &lt;br&gt;Capital Circle SW to Gaines St</td>
<td>10</td>
</tr>
<tr>
<td>10</td>
<td>SR 369/US 319 Crawfordville Rd (Part of a segment that was split.) &lt;br&gt;Lost Creek Bridge to Wakulla Arran Rd</td>
<td>3</td>
</tr>
<tr>
<td>11</td>
<td>SR 369/US 319 Crawfordville Rd &lt;br&gt;N of Alaska Way to Lost Creek Bridge</td>
<td>4</td>
</tr>
<tr>
<td>12</td>
<td>Tharpe St &lt;br&gt;Capital Circle NW to Ocala Rd</td>
<td>11</td>
</tr>
<tr>
<td>13</td>
<td>Thomasville Rd &lt;br&gt;Bradford/Betton Rd to Seventh Ave</td>
<td>12</td>
</tr>
<tr>
<td>14</td>
<td>Bannerman Rd &lt;br&gt;Preservation Rd to Quail Commons Dr</td>
<td>13</td>
</tr>
<tr>
<td>15</td>
<td>Northeast Gateway &lt;br&gt;Welaunee Blvd Extension: Fleischmann Rd to Roberts Rd</td>
<td>14</td>
</tr>
<tr>
<td>16</td>
<td>Welaunee Blvd &lt;br&gt;i-10 Interchange</td>
<td>15</td>
</tr>
</tbody>
</table>

With the split of the Crawfordville Road segment the total number of projects is increased to 16.
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 project 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 meetings 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
<table>
<thead>
<tr>
<th>PRIORITY RANKING</th>
<th>PROJECT NAME/LIMITS</th>
<th>FDOT PROJECT #</th>
<th>PROGRAMMEND FUNDING</th>
<th>PROJECT/STRATEGY</th>
<th>LENGTH (Miles)</th>
<th>PHASE &amp; FUNDING SOUGHT</th>
<th>COUNTY</th>
<th>SUPPORTING DOCUMENTS/INFORMATION</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>Thomasville Road Multi-Use Path Betton Rd to Metropolitan Blvd</td>
<td>CST</td>
<td>2.4</td>
<td>CST</td>
<td>Leon</td>
<td>CRTPA Thomasville Rd Shared-Use Path Feasibility Study.</td>
<td></td>
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</tr>
<tr>
<td>2</td>
<td>N Monroe St Sidewalk John Knox Rd to Lakeshore Dr</td>
<td>445053-1</td>
<td>Sidewalk</td>
<td>0.88</td>
<td>CST</td>
<td>Leon</td>
<td>Design completed by the FDOT in FY22.</td>
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</tr>
<tr>
<td>3</td>
<td>Downtown Sidewalk Improvements Jefferson St to Park Ave</td>
<td>Complete Street</td>
<td>0.2</td>
<td>CST</td>
<td>Leon</td>
<td>CRA Downtown Enhancements (Agenda Item #8)</td>
<td></td>
<td></td>
</tr>
<tr>
<td>4</td>
<td>Bloxham Cutoff Rd Multi-Use Path Wakulla Springs St Park to St Marks Trail</td>
<td>PE</td>
<td>Shared-Use Path</td>
<td>4.78</td>
<td>CST</td>
<td>Wakulla</td>
<td>CRTPA Feasibility Study programmed for FY22.</td>
<td></td>
</tr>
<tr>
<td>5</td>
<td>St. Augustine Sidewalk Lafayette St to Paul Russell Rd</td>
<td>Sidewalk</td>
<td>1.4</td>
<td>CST</td>
<td>Leon</td>
<td>Design by Leon County in FY22.</td>
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<tr>
<td>6</td>
<td>Apalachicola Pkwy Connector Sutor Rd to Conner Blvd</td>
<td>Shared-Use Path</td>
<td>0.6</td>
<td>FS</td>
<td>Wakulla &amp; Jefferson</td>
<td>Tallahassee-Leon County Greenways Master Plan</td>
<td></td>
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</tr>
<tr>
<td>7</td>
<td>Oak Ridge Multi-Use Path Crawfordville Rd to Woodville Hwy</td>
<td>Shared-Use Path</td>
<td>5.2</td>
<td>FS</td>
<td>Leon</td>
<td>Tallahassee-Leon County Greenways Master Plan</td>
<td></td>
<td></td>
</tr>
<tr>
<td>8</td>
<td>Goose Pond Trail Mahan Dr / Ft. Knox to Weems Rd.</td>
<td>Shared-Use Path</td>
<td>1.2</td>
<td>PD&amp;E</td>
<td>Leon</td>
<td>Tallahassee-Leon County Greenways Master Plan</td>
<td></td>
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</tr>
</tbody>
</table>

Phases of a Project:
- FS - Feasibility Study
- PD&E - Project Development and Environmental
- ROW - Right-of-Way
- PE - Design
- CST - Construction

Abbreviations & Acronyms:
- 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.

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

ATTACHMENT

Attachment 1: Draft FY 2024 – FY 2028 Regional Mobility Plan Regional Trails PPL
<table>
<thead>
<tr>
<th>PRIORITY RANKING</th>
<th>PROJECT NAME/LIMITS</th>
<th>FDOT PROJECT #</th>
<th>PROGRAMMED FUNDING</th>
<th>PROJECT/STRATEGY LENGTH (Miles)</th>
<th>PHASE &amp; FUNDING Sought</th>
<th>COUNTY</th>
<th>SUPPORTING DOCUMENTS/INFORMATION</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>US 90 Tallahassee to Monticello Pedrick Rd to Leon County Line Jefferson County Line to Monticello Trail (County line at Lake Miccosukee)</td>
<td></td>
<td></td>
<td>Shared-Use Path 21</td>
<td>PD&amp;E $</td>
<td>Leon</td>
<td>CRTPA US 90 FS Project Page FDOT SUN Trail System</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
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<td></td>
<td></td>
<td>The proposed multi-use path would connect Tallahassee to Monticello to complete another segment of the statewide SUN Trails network.</td>
</tr>
<tr>
<td>2</td>
<td>Tallahassee - Havana Multi-Use Trail Orchard Pond Rd to Havana (US 27)</td>
<td></td>
<td></td>
<td>Shared-Use Path 4.78</td>
<td>PD&amp;E $</td>
<td>Leon</td>
<td>CRTPA Feasibility Study underway through early FY 23.</td>
</tr>
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<td></td>
<td>Coordinating with the FDEP Office of Greenways and Trails and the FDOT SUN Trails program to add this segment to the network.</td>
</tr>
<tr>
<td>3</td>
<td>Monticello Trail Extension Martin Rd to Somerset Academy K-12</td>
<td>401931-3</td>
<td>PE $760,000</td>
<td>Shared-Use Path 2.7</td>
<td>CST</td>
<td>Leon</td>
<td>CRTPA Feasibility Study FDOT Project Page 403931-3</td>
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<td></td>
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<td>This multi-use path would complete a regional connector on the statewide SUN Trails network. The FDOT completed the PD&amp;E in FY 21.</td>
</tr>
<tr>
<td>4</td>
<td>Forest Trail North Trout Pond to Lake Henrietta</td>
<td></td>
<td></td>
<td>Shared-Use Path 5.1</td>
<td>FS</td>
<td>Leon</td>
<td>Capital City to the Sea Trail</td>
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<td></td>
<td>The proposed multi-use path would connect two major recreational amenities, the GF&amp;A Trail to the Lake Henrietta Trail.</td>
</tr>
<tr>
<td>5</td>
<td>Nature Coast Trail Lighthouse Rd to Taylor Co Line</td>
<td></td>
<td></td>
<td>Shared-Use Path 14</td>
<td>FS</td>
<td>Wakulla &amp; Jefferson</td>
<td>Florida SUN Trail System</td>
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<td></td>
<td>The proposed multi-use path would complete a regional connector on the statewide SUN Trails network.</td>
</tr>
</tbody>
</table>

**Phases of a Project**
- FS - Feasibility Study
- PD&E - Project Development and Environment Study
- ROW - Right-of-Way
- PE - Design
- CST - Construction

**Abbreviations & Acronyms**
- FDOT - Florida Department of Transportation
- GF&A Trail - Georgia, Florida and Alabama Trail
- SUN Trails - Shared Use Non-Motorized Trails
- FDEP - Florida Department of Environmental Protection
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 (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 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 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 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 StarMetro PPL. (Recommended)

Attachment

Attachment 1: Draft FY 2024 – FY 2028 StarMetro PPL
### Phase 1

<table>
<thead>
<tr>
<th>Priority Ranking</th>
<th>Project Name/Limits</th>
<th>Phase 1</th>
<th>FDOT Project #</th>
<th>Programmed Funding</th>
<th>Project/Strategy</th>
<th>Length (Miles)</th>
<th>Phase 2 &amp; Funding Sought</th>
<th>County</th>
<th>Supporting Documents/Information</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>South Side Transit Center</td>
<td></td>
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<td>CST 5M</td>
<td>Leon</td>
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<td>Meridian Rd and Orange Ave</td>
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<td>Initiate an environmental assessment, feasibility study,</td>
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<td>and preliminary design of C.K. Steele Plaza to identify</td>
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<td>the needs, challenges, opportunities, and funding</td>
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<td>options to transform the Plaza from a single-use</td>
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<td>transit facility into a mixed-use, multistory</td>
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<td>intermodal facility with opportunities for housing</td>
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<td>StarMetro Administrative Staff; leasable space for</td>
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<td>office, restaurants, and retail activities; and</td>
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<td>connections to intercity transportation such as the</td>
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<td>Gadsden Express, Monticello Express, Greyhound, Megabus,</td>
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<td>Flixbus.</td>
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<td>Construction of multi-bay SuperStop in the South City</td>
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<td>area of Tallahassee South City Transit Center - (Meridian</td>
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<td>and Orange). This SuperStop will provide an off-street</td>
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<td>location for customers to transfer between multiple</td>
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<td>routes, serve as a layover point for operators, will</td>
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<td>assist to improve system performance, will have</td>
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<td>public restrooms, an information booth, supervisor</td>
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<td>offices, and meeting space. The building will be</td>
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<td>constructed with solar panels on the roof, overhead</td>
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<td>charging stations for transit buses and plug in</td>
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<td>chargers for staff vehicles. In addition, the SSTC will</td>
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<td>allow StarMetro to develop neighborhood circulators on</td>
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<td>the Southside to efficiently provide transportation</td>
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<td>options for elderly, disabled and low-income</td>
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<td>individuals located in the area and improve service to</td>
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<td>the Veteran’s Administration Clinic.</td>
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<tr>
<td>2</td>
<td>Electric Bus Fleet Charging Infrastructure</td>
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<td></td>
<td>PE/CST 5M</td>
<td>Leon</td>
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<td></td>
<td>To Support an all-Electric Bus Fleet</td>
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<td>Charging Infrastructure to support an all-Electric</td>
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<td>Bus Fleet - cost estimates for installing depot</td>
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<td>charging for electric fixed route buses and</td>
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<td>paratransit vehicles at StarMetro’s bus barn</td>
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<td>including electrical, structural, and civil</td>
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<td>engineering, design, and remote monitoring.</td>
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<tr>
<td>3</td>
<td>Planning Feasibility Study</td>
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<td></td>
<td></td>
<td></td>
<td>FS 500,000</td>
<td>Leon</td>
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<tr>
<td></td>
<td>Redevelopment of C.K. Steele Plaza</td>
<td></td>
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<td></td>
<td>Initiate an environmental assessment, feasibility</td>
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<td>study, and preliminary design of C.K. Steele Plaza</td>
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<td></td>
<td>to identify the needs, challenges, opportunities, and</td>
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<td>funding options to transform the Plaza from a single-</td>
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<td></td>
<td>use transit facility into a mixed-use, multistory</td>
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<td>intermodal facility with opportunities for housing</td>
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<td></td>
<td>StarMetro Administrative Staff; leasable space for</td>
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<td>office, restaurants, and retail activities; and</td>
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<td>connections to intercity transportation such as the</td>
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<td>Gadsden Express, Monticello Express, Greyhound,</td>
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<td>Megabus, Flixbus.</td>
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</tr>
</tbody>
</table>

### Phases of a Project

- **FS**: Feasibility Study
- **PD&E**: Project Development and Environment Study
- **ROW**: Right-of-Way
- **PE**: Design
- **CST**: Construction

### Fully Funded Priority

- $400,000 by a Grant

**Bus Signal Prioritization**: Signal prioritization for transit vehicles to reduce delay if bus is behind schedule.

Committee Agenda May 3, 2022
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 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
<table>
<thead>
<tr>
<th>RANKING</th>
<th>PROJECT NAME/LIMITS</th>
<th>FDOT PROJECT #</th>
<th>PROGRAMMED FUNDING</th>
<th>PROJECT/STRATEGY</th>
<th>LENGTH (Miles)</th>
<th>COUNTY</th>
<th>SUPPORTING DOCUMENTS/INFORMATION</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>Orange Avenue (SR 373) Nims Middle School &amp; Liberty Park Neighborhood</td>
<td>Phase</td>
<td>Safety</td>
<td>PE/CST</td>
<td>Leon</td>
<td>Roadway Safety Audit completed by FDOT in Oct. 21.</td>
<td></td>
</tr>
<tr>
<td>2</td>
<td>Lake Bradford Rd/Stadium Dr/Gaines St/Varsity Dr Capital Circle, Southwest</td>
<td>Phase</td>
<td>Operational /Safety</td>
<td>PE/Cst</td>
<td>Leon</td>
<td>Traffic and Operations Analysis by RS&amp;H for the CRTPA</td>
<td></td>
</tr>
<tr>
<td>3</td>
<td>Orange Avenue (SR 373) and Springhill Road Intersection</td>
<td>Phase</td>
<td>Operational /Safety</td>
<td>PE/CST</td>
<td>Leon</td>
<td></td>
<td></td>
</tr>
<tr>
<td>4</td>
<td>Thomasville Road 7th Avenue to Betton Road</td>
<td>Phase</td>
<td>Operational / Safety</td>
<td>0.9</td>
<td>Study</td>
<td>Leon</td>
<td>Corridor and access safety study.</td>
</tr>
<tr>
<td>5</td>
<td>Pensacola Street (SR 366) Appleyard Drive to Progress Drive</td>
<td>Phase</td>
<td>Access Management Enhancements</td>
<td>0.3</td>
<td>PE/CST</td>
<td>Leon</td>
<td>Improvements to address high crash rate.</td>
</tr>
</tbody>
</table>

**Abbreviations & Acronyms**
- FS - Feasibility Study
- PD&E - Project Development & Environmental
- ROW - Right-of-Way
- PE - Design
- CST - Construction

**Phases of a Project**
- Phase 1 & 2: Planning
- Phase 3: Design
- Phase 4: Construction
- Phase 5: Engineering
- Phase 6: Construction
- Phase 7: Post-construction

**Funding Sought**
- County
- State
- Federal
- Private

**Programmed**
- Yes
- No
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 project 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
<table>
<thead>
<tr>
<th>PRIORITY RANKING</th>
<th>PROJECT NAME/LIMITS</th>
<th>FDOT PROJECT #</th>
<th>PROGRAMMED FUNDING</th>
<th>PROJECT/STRATEGY</th>
<th>LENGTH (Miles)</th>
<th>PHASE &amp; FUNDING SOUGHT</th>
<th>COUNTY</th>
<th>SUPPORTING DOCUMENTS/INFORMATION</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>Annual Funding for TATMS²&lt;br&gt;COT Regional Transportation Management Cntr.</td>
<td>219785-2</td>
<td>$500,000</td>
<td>$500,000</td>
<td>500,000</td>
<td>OPS $500,000</td>
<td>Leon</td>
<td>Tallahassee-Leon Co. ITS Master Plan</td>
</tr>
<tr>
<td></td>
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<td></td>
<td>Annual funding request for operations and maintenance.</td>
</tr>
<tr>
<td>2</td>
<td>I-10 Trailblazers&lt;br&gt;Major Arterials - Various Locations</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>CST $3.26 M</td>
<td>Leon</td>
<td>Tallahassee-Leon Co. ITS Master Plan</td>
</tr>
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<td></td>
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<td></td>
<td>FDOT² has completed a cost analysis &amp; provided estimate to implement this project</td>
</tr>
<tr>
<td>3</td>
<td>Advanced Traffic Management System Software Upgrades&lt;br&gt;Major Arterials - Various Locations</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>CST $60,000</td>
<td>Leon</td>
<td>Tallahassee-Leon Co. ITS Master Plan</td>
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<td></td>
<td>Request funding biennially beginning in FY 23.</td>
</tr>
<tr>
<td>4</td>
<td>Cabinet Upgrades&lt;br&gt;Various Locations</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>CST $1M</td>
<td>Leon</td>
<td>Tallahassee-Leon Co. ITS Master Plan</td>
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<td></td>
<td>Request funding annually for five years beginning in FY23.</td>
</tr>
</tbody>
</table>

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**Phases of a Project³**
- FS - Feasibility Study
- PD&E - Project Development and Environmental
- ROW - Right-of-Way
- PE - Design
- CST - Construction

**Abbreviations & Acrony**
- FDOT - Florida Department of Transportation
- TATMS - Tallahassee Advanced Traffic Management System
- ITS - Intelligent Transportation Systems
- COT - City of Tallahassee

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Committee Agenda May 3, 2022
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 project 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 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 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

<table>
<thead>
<tr>
<th>Priority Ranking</th>
<th>FDOT WP#</th>
<th>Description</th>
<th>Local</th>
<th>FDOT1</th>
<th>BIL-AIG1</th>
<th>FAA1</th>
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<tr>
<td>1</td>
<td>226792-9</td>
<td>Taxiway Bravo Rehabilitation (Construction)</td>
<td>$ 950,000</td>
<td>$ 950,000</td>
<td>$ 17,100,000</td>
<td>$ 19,000,000</td>
<td>FY24 Total $ 19,000,000</td>
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#### Fiscal Year 2025

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<th>FDOT WP#</th>
<th>Description</th>
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<th>FDOT</th>
<th>BIL-AIG</th>
<th>FAA</th>
<th>Total</th>
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</thead>
<tbody>
<tr>
<td>1</td>
<td>442109-6</td>
<td>Airport Security Improvements</td>
<td>$ 450,000</td>
<td>$ 450,000</td>
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<td>FY25 Total $ 900,000</td>
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#### Fiscal Year 2026

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<th>Description</th>
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<th>FDOT</th>
<th>BIL-AIG</th>
<th>FAA</th>
<th>Total</th>
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<tbody>
<tr>
<td>1</td>
<td>448565-1</td>
<td>Taxiway Charlie, Zulu and T-Hangar Rehabilitation &amp; Lighting and Helicopter Parking (Design Phase)</td>
<td>$ 175,000</td>
<td>$ 575,000</td>
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<td>FY26 Total $ 5,050,000</td>
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<td>2</td>
<td>446641-1</td>
<td>Air Carrier Apron Rehabilitation - Phase 1</td>
<td>$ 900,000</td>
<td>$ 900,000</td>
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<td>$ 1,800,000</td>
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<tr>
<td>3</td>
<td>446640-1</td>
<td>Terminal Modernization – Main Terminal Restroom Improvements</td>
<td>$ 750,000</td>
<td>$ 750,000</td>
<td>$ 1,000,000</td>
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<td>$ 2,500,000</td>
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#### Fiscal Year 2027

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<th>BIL-AIG</th>
<th>FAA</th>
<th>Total</th>
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</thead>
<tbody>
<tr>
<td>1</td>
<td>448565-1</td>
<td>Taxiway Charlie, Zulu and T-Hangar Rehabilitation &amp; Lighting and Helicopter Parking (Construction)</td>
<td>$ 750,000</td>
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<td>$ 6,750,000</td>
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<td>$ 7,500,000</td>
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<td>Terminal Passenger Loading Bridge Replacement - A5/A6</td>
<td>$ 1,300,000</td>
<td>$ 1,900,000</td>
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<td>$ 3,200,000</td>
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#### Fiscal Year 2028

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<th>BIL-AIG</th>
<th>FAA</th>
<th>Total</th>
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<tbody>
<tr>
<td>1</td>
<td>450038-1</td>
<td>Air Carrier Apron Expansion - Phase 2 (Design)</td>
<td>$ 550,000</td>
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<td>$ 1,100,000</td>
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<td>2</td>
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<td>Air Cargo Apron Rehabilitation</td>
<td>$ 1,500,000</td>
<td>$ 1,500,000</td>
<td></td>
<td></td>
<td>$ 3,000,000</td>
</tr>
</tbody>
</table>

|                  |            | FY28 Total $ 4,100,000                         |         |       |         |     |                     |

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1 Abbreviations & Acronyms

- BIL Bipartisan Infrastructure Law
- AIG Formula Infrastructure Allocations
- FAA Federal Aviation Authority
- FDOT Florida Department of Transportation
- WP# Work Program Number
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

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

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

<table>
<thead>
<tr>
<th>Priority</th>
<th>Project Name</th>
<th>Limits</th>
<th>Funding Sought</th>
<th>Phase</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>Paul Russell Road Sidewalk Project</td>
<td>Monday Road to Apalachee Parkway (1.2 miles)</td>
<td>$650,000</td>
<td>Construction &amp; CEI</td>
</tr>
<tr>
<td></td>
<td>Sponsor: City of Tallahassee</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>2</td>
<td>Dr. MLK, Jr. Memorial Boulevard Paved Off Road Multi-Use Path</td>
<td>Rehwinke Road to Mallard Pond Circle (1.11 miles)</td>
<td>$579,808</td>
<td>Construction &amp; CEI</td>
</tr>
<tr>
<td></td>
<td>Sponsor: Wakulla County</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>3</td>
<td>Spring Creek Highway Paved (CR 363) Paved Off Road Multi-Use Path</td>
<td>US 98 to Parkland Drive (1.11 miles)</td>
<td>$617,367</td>
<td>Construction &amp; CEI</td>
</tr>
<tr>
<td></td>
<td>Sponsor: Wakulla County</td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>
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 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.
- **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
Committee Agenda Item 5 C – US 90 Multi-Use Trail Feasibility Study

May 3, 2022

Page 4

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 to 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:

<table>
<thead>
<tr>
<th>Route 1 Summary Statistics</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Side of Corridor</strong></td>
</tr>
<tr>
<td><strong>North and South</strong></td>
</tr>
<tr>
<td><strong>Number of Crossings on US 90</strong></td>
</tr>
<tr>
<td>2</td>
</tr>
<tr>
<td>(Near Still Creek Road, Old Magnolia Road/Gamble Road)</td>
</tr>
<tr>
<td><strong>Locations of Note to be Addressed</strong></td>
</tr>
<tr>
<td>3</td>
</tr>
<tr>
<td>(i-10 Interchange, Lake Miccosukee, Entering Monticello)</td>
</tr>
</tbody>
</table>

*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 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 sharrow 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:

<table>
<thead>
<tr>
<th>Route 3 Summary Statistics</th>
</tr>
</thead>
<tbody>
<tr>
<td>Side of Corridor</td>
</tr>
<tr>
<td>Number of Crossings on US 90</td>
</tr>
<tr>
<td>Locations of Note to Address</td>
</tr>
</tbody>
</table>

*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.
COMMITTEE AGENDA ITEM 6A

FUTURE MEETING DATES

**TYPE OF ITEM:** Information

<table>
<thead>
<tr>
<th>Committee Dates</th>
<th>TAC Time</th>
<th>CMAC Time</th>
<th>Location</th>
</tr>
</thead>
<tbody>
<tr>
<td>June 7</td>
<td>9 AM – 11 AM</td>
<td>11:30 AM - 1:30 PM</td>
<td>City of Tallahassee Commission Chambers, 2nd Floor, City Hall</td>
</tr>
<tr>
<td>September 6</td>
<td>9 AM – 11 AM</td>
<td>11:30 AM - 1:30 PM</td>
<td>City of Tallahassee Commission Chambers, 2nd Floor, City Hall</td>
</tr>
<tr>
<td>October 4</td>
<td>9 AM – 11 AM</td>
<td>11:30 AM - 1:30 PM</td>
<td>City of Tallahassee Commission Chambers, 2nd Floor, City Hall</td>
</tr>
<tr>
<td>November 1</td>
<td>9 AM – 11 AM</td>
<td>11:30 AM - 1:30 PM</td>
<td>City of Tallahassee Commission Chambers, 2nd Floor, City Hall</td>
</tr>
<tr>
<td>December 6</td>
<td>9 AM – 11 AM</td>
<td>11:30 AM - 1:30 PM</td>
<td>City of Tallahassee Commission Chambers, 2nd Floor, City Hall</td>
</tr>
</tbody>
</table>