



## **CITIZENS MULTIMODAL ADVISORY COMMITTEE (CMAC)**

**MEETING OF TUESDAY, SEPTEMBER 6, 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, September 5. This will allow time for comments to be provided to committee members in advance of the meeting. Comments submitted after this time (up to the time of the meeting) will be accepted and included in the official record of the meeting.

#### **1. AGENDA MODIFICATIONS**

#### **2. PUBLIC COMMENT ON ITEMS NOT APPEARING ON THE AGENDA**

This portion of the agenda is provided to allow for public input on general CRTPA issues that are not included on the meeting's agenda. Those interested in addressing the Committee are requested to limit their comments to three (3) minutes.

#### **3. CONSENT AGENDA**

- A. Minutes of the February 1, March 1, and May 3, 2022 CMAC Meetings**
- B. Unified Planning Work Program (UPWP) Amendment**
- C. Fiscal Year (FY) 2022 -2026 & FY 2023 – 2027 Transportation Improvement Program (TIP) Amendment Ratification**

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

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

5. **PRESENTATION/DISCUSSION/ACTION**

A. **Congestion Management Process (CMP) Update**

An update will be provided on the recent initiation of an update to the C RTPA's Congestion Management Process.

RECOMMENDED ACTION: For Committee Information

6. **INFORMATION**

A. **Future Meeting Dates**

B. **FY 2022 – FY 2026 TIP Administrative TIP Amendment**

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

8. **ADJOURNMENT**



September 6, 2022

## COMMITTEE AGENDA ITEM 3A

### MINUTES

TYPE OF ITEM: Consent

The minutes from the February 1, March 1, and May 3, 2022 Committee meetings are provided as ***Attachments 1, 2, & 3.***

### **RECOMMENDED ACTION**

Option 1: Approve the minutes of the February 1, March 1, and May 3, 2022 Committee meetings.

### **ATTACHMENT**

Attachment 1: February 1, 2022 CMAC Minutes

Attachment 2: March 1, 2022, CMAC Minutes

Attachment 3: May 3, 2022 CMAC Minutes



## CITIZENS MULTIMODAL ADVISORY COMMITTEE (CMAC)

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

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

### Minutes

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

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

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

#### **1. AGENDA MODIFICATIONS**

##### **Amendment to the Transportation Improvement Program (TIP)**

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

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

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

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

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

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

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

**2. PUBLIC COMMENT ON ITEMS NOT APPEARING ON THE AGENDA**

**3. CONSENT AGENDA**

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

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

**4. CONSENT ITEMS PULLED FOR DISCUSSION**

**5. PRESENTATION/DISCUSSION/ACTION**

**A. CRTPA Safety Measures**

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

**6. INFORMATION**

**A. Future Meeting Dates**

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

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

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

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

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

**8. ADJOURNMENT**

Meeting was adjourned at 12:58 pm.





## CITIZENS MULTIMODAL ADVISORY COMMITTEE (CMAC)

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

**RENAISSANCE BUILDING**  
2<sup>ND</sup> 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**



## **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

### **Meeting Minutes**

Members Present: Mary Kay Falconer; John Dunn; Rodger Holdener; Marcus Thompson; Amy Longstreet

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

Meeting was called to order at 11:38 am with no quorum present.

#### **1. AGENDA MODIFICATIONS**

The agenda was modified to include Consent Agenda Item 3.C (Transportation Improvement Program (TIP) Amendment). In anticipation of a quorum, the agenda was modified to hear presentation on Agenda Item 5.C (US 90 Multi-Use Trail Feasibility Study), followed by comments from two public speakers.

#### **5.C US 90 Multi-Use Trail Feasibility Study**

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

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

Kate Widness, KHA presented information on the US 90 Feasibility Study. The Study was initiated two years ago and was developed to determine if it was feasible to connect the City of Tallahassee to the City of Monticello via a 10 - 12 foot paved shared use path. The Feasibility Study limits were Pedrick Road (western limit) to the existing Monticello Bike Trail (eastern limit), a total distance of twenty-one miles. She noted Phase 1 of the project was the Feasibility Study and Phase II was the Public Engagement.

Ms. Widness stated the goals included providing a safe, continuous multimodal facility between Tallahassee and Monticello; expanding the growing SUNTrails Regional Network; and providing

an alternative transportation opportunity for residents, businesses, and visitors along the US 90 corridor.

Ms. Widness discussed the existing conditions along the US 90 corridor noting that the roadway is a 4-lane bidirectional road with median from Pedrick Road to east of Summit Lake Drive. Further east, the roadway is a 2-lane bidirectional road with paved shoulders from Summit Lake Drive to Monticello Courthouse with on-street parking east of entering Monticello City limit. The current speed limits vary from 35 mph to 55 mph. Bicycle and pedestrian facilities along the corridor include sidewalks from Pedrick Road to I-10 interchange with sidewalks beginning again at Crooked Creek Lane in Monticello and continuing east. There are designated on-street bicycle lanes from Pedrick Road to east of Summit Lake Drive.

Ms. Widness discussed Phase II, Public Engagement. Round one (conducted in 2021) was largely virtual with a virtual meeting room, webpage, and two (2) live question and answer sessions. During the second round (conducted in 2022) there were two (2) live question and answer sessions, two (2) in-person open house sessions as well as the on-line component of an ArcGIS StoryMap. Also, in-person meetings were held with local businesses including Hilltop Country Store and Dixie Paving.

Ms. Widness discussed the route analysis and locations of note, including the I-10 interchange near the new Amazon facility which may create potential conflicts between trail users and motorists due to on/off ramps and high speeds in the area around the interchange. Other areas of note include the portion of US 90 from Hawk's Landing Drive to east of Jefferson Road intersection due to constrained right-of way on the corridor and the Hilltop Country Store due to the parking lot configuration and the frequency of the delivery trucks at the store. The north side of Lake Miccosukee was also noted as a potential for conflicts between user types due to the fishing pier and bridge and the presence of wetlands. Lastly, it was noted that the entrance to the City of Monticello eastwards is a location of note due to constrained right-of-way.

Ms. Widness stated that if the Feasibility Study was approved by the Board, the next phase would be a Project Development and Environment (PD&E) Study. This is an environmental and engineering process to determine potential environmental impacts of the project.

### **Speakers**

**Ruth Ann Castic, 3506 Baum Road, noted concerns with traffic along the corridor especially in the Baum Community Area. She stated Option 2 was the best route for the trail and noted her support for the trail as she believed it would be an improvement to the community.**

**Lena Castic, 3506 Baum Road stated the trail was a wonderful idea, but noted there could be effects on citizen's homes, wells, and property. She noted the problem of excessive speeds in the area and noted she would like to ride her horse in the area. Ms. Castic stated that Option 3 would be the best option for safety for all modes.**

Mr. Thompkins expressed concerns with the design and noted there wasn't more protection of the trail users. Mr. Burke stated the right-of-way varies throughout the corridor and noted there

would be some areas where the trail would have to be closer to the roadway. He noted in general, the goal will be to place the trail as far away from the roadway as possible throughout the corridor to address safety. Mr. Thompkins asked if a protective wall is planned to protect the trail user. Mr. Slay stated if the Board approves the Feasibility study, the next step would be the PD&E, followed by the design phase. At design, a lot of the specific aspects would be addressed. Normally, there would not be any type of wall constructed, unless there is a very narrow section or a bridge.

Mr. Falconer noted she visioned the corridor being similar to the Coastal Trail in Leon and Wakulla counties. She also asked if there was a preferred route of the routes presented to the Committee. Mr. Slay noted when a PD&E is conducted, there cannot be a predetermined route and all routes would be evaluated and considered. Ms. Falconer requested information on the Amazon Fulfillment Center. Mr. Slay noted at this point, there were no physical change to the interchange but also noted there were discussions regarding alternative routes proposed on Edenfield Road or Miles Johnson Road to address concerns related to the trail's potential placement near the I-10 Interchange.

Mr. Slay noted this trail could be constructed in the next 8 years depending upon funding availability and noted this trail has a several right-of-way challenges but stated the trail would try to maintain a minimum of 10 feet.

**Committee Action: No quorum was present, but the consensus among the members present was to recommend approval of the US 90 Multi-use Trail Feasibility Study to the CRTPA Board.**

**2. PUBLIC COMMENT ON ITEMS NOT APPEARING ON THE AGENDA**

**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
- C. Transportation Improvement Program (TIP) Amendment

**Committee Action: No quorum was present, but the consensus among the members present was to recommend approval of the Consent Agenda. Minutes of the March 1, 2022 CMAC Meeting will be on the September Agenda for approval.**

**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.

Ms. Lex stated this was the annual cycle of the required documents for the planning process. She noted the TIP may be viewed as a PDF document or within the interactive TIP which allows citizens to review the document and provide comments. Ms. Lex stated that the TIP contains projects that have received funding and includes all modes of transportation covering the four county CRTPA region. The TIP projects were identified from a variety of sources including the Long-Range Transportation Plan/Regional Mobility Plan, Congestion Management Plan, StarMetro Transit Plan and Tallahassee International Airport Master Plan as well as through project solicitation Transportation Alternatives projects. Funding for these projects is from the Federal Highway Administration, Federal Transit Administration, local counties/cities and the State of Florida. Ms. Lex stated the years 1-3 are considered committed and years 4-5 may be subject to change versus a project funded. Ms. Lex noted the project cost have been updated and the website shows the final project estimates.

Ms. Falconer expressed concerns if the Region was moving to a more multimodal transportation system given the allocation of the funds in the TIP. She requested additional information a summary table with the funds indicating funding of modes or project type. Ms. Falconer discussed the sidewalk projects in the TIP for Leon County noting there was only three projects listed. Mr. Slay noted there are sidewalks built into some of the large roadway capacity projects, example, Capital Circle, SW. He stated that such projects frequently include sidewalks, bike lanes and multiuse paths. Ms. Lex stated there could be additional information descriptions when identifying projects.

**Committee Action:** No quorum was present, but the consensus among the members present was to recommend adoption of the Fiscal Year (FY) 2023– FY 2027 Transportation Improvement Program (TIP).

#### **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



Ms. Lex presented the FY 2024 – FY 2028 Project Priority Lists and noted that these lists identify projects that are the CRTPA’s priorities for FDOT to consider when developing the Work Program for next year. Ms. Lex highlighted significant project changes within each list since last year. Ms. Lex noted although there was a ranking, projects will move forward depending on available funding. She stated the lists are used as a guide that will be adjusted based on funding. Ms. Lex noted the cost estimates have been updated and current cost are shown.

Mr. Thompkins expressed concerns regarding Tennessee Street not being shown as a priority on any of the lists related to a number of accidents the corridor. Mr. Slay noted there may be a need for several safety projects along the Tennessee Street Corridor. Further discussing the need for “spot improvements” along the corridor versus the corridor improvements. Mr. Burke discussed the safety project near the President’s house on Tennessee street that was currently in the TIP and being evaluated by FDOT for improvements.

Ms. Falconer asked about the Bike-Pedestrian PPL and the sidewalk project at John Knox to Lakeshore Drive and which side of the road would the sidewalk be built. Mr. Slay noted the sidewalk would be on the West side, noting the sidewalk on the East side of the road was under design and was awaiting completion. Ms. Falconer asked about the project on Monroe Street sidewalk. Mr. Slay noted the sidewalk on Monroe from Jefferson to Park Avenue/Call Street would be a reconstruction project of the sidewalk in that area.

**Committee Action: No quorum was present, but the consensus among the members present was to recommend adoption of the Fiscal Year (FY) 2024 – FY 2028 Project Priority Lists (PPLs)**

6. **INFORMATION**

A. **Future Meeting Dates**

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

8. **ADJOURNMENT**

September 6, 2022



## AGENDA ITEM 3B

# **CRTPA FISCAL YEAR (FY) 2023 – FY 2024 UNIFIED PLANNING WORK PROGRAM AMENDMENT**

TYPE OF ITEM: Consent

### **STATEMENT OF ISSUE**

At the August 15, 2022 Executive Committee meeting an amendment to the CRTPA FY 2023 – FY 2024 Unified Planning Work Program (UPWP) was approved. The amendment to the UPWP added a new project, Sub-Task 7.4 Safe Roads and Streets for All (SS4A) Action Plan and deleted existing Sub-Task 2.7. In addition, a modification to the UPWP reallocated funding within tasks was presented for informational purposes.

### **HISTORY AND ANALYSIS**

After adoption, there are changes to the budget and projects that need to be reflected in the CRTPA's Work Program. UPWP modifications allow for the adjustment of funds between already approved activities and does not require formal approval. A modification for the Tallahassee to Havana Trail project reallocated \$15,000 of PL funding, and for the Congestion Management Plan \$40,000 of PL funding. The CM and SU funding previously on these projects were reallocated to other planning tasks in the UPWP. For informational purposes the modification to Tasks 5 and 7 is provided in **Attachment 1**. There is no change to the overall FY 2023 – FY 2024 budget.

The approved FY 2023 – FY 2024 UPWP amendment adds a new project, the SS4A Action Plan, with a total budget of \$250,000. The funding for this project was reallocated from Task 7, "Other" funding line. The Bipartisan Infrastructure Law established the new SS4A discretionary program, funding regional and local initiatives through grants to prevent roadway deaths and serious injuries. An approved Action Plan is required to be eligible for the SS4A program implementation funds. The proposed Action Plan will be developed considering all the requirements of the federal grant program. With an approved Action Plan local governments of the Capital Region would be eligible to apply for SS4A implementation grant funds. Over the next five years \$5 billion in funds are appropriated. Subtask 2.7, Enterprise Software is removed as a consultant project and transferred to an expense in the CRTPA's Operating Budget. The activity is renamed to Transportation Data Management. The amendment to the FY 2023 – FY 2024 UPWP are provided in **Attachment 2**.

**RECOMMENDED ACTION**

Option 1: Approve the FY 2023 – FY 2024 UPWP Amendment adding Sub-Task 7.4, the Safe Streets for All (SS4A) Safety Action Plan Project and removing Subtask 2.7 as a consultant project.

**ATTACHMENT**

Attachment 1: Modified FY 23 – FY 24 UPWP Budget Task 5

Attachment 2: Amended FY 23 – FY 24 UPWP Tasks 2 and 7

## Original Budget

Task 5 Mobility Planning							
2023							
Funding Source	FHWA				FFY 21 FTA 5305(d)		FY 2023 Total
Contract Number					G2528		
Source Level	PL	SU	CMAQ	Total	Federal	Total	
MPO Budget Reference							
Lookup Name	2023 FHWA (PL)	2023 FHWA (SU)	2023 FHWA (CMAQ)	FHWA (Total)	21 FTA 5305(d) G2528	5(d) G2528 (Total)	
Personnel (salary and benefits)							
Salaries and Fringe	\$ 120,304			-	\$ 24,061	-	\$ 144,364
				-		-	\$ -
Personnel (salary and benefits) Subtotal	\$ 120,304	\$ -	\$ -	\$ 120,304	\$ 24,061	\$ 24,061	\$ 144,364
Consultant							
5.0 Consultant Support Task 5 Activities		\$ 30,000		-		-	\$ 30,000
5.7 Tallahassee Havana Trail Feasibility Study		\$ 52,700		-		-	\$ 52,700
5.8 SR267 Bloxham Cutoff Trail FS		\$ 98,700		-		-	\$ 98,700
5.20 Congestion Management Plan Update		\$ 10,721	\$ 136,880	-		-	\$ 147,601
5.26* Other Mobility Studies TBD		\$ 748,523		-		-	\$ 748,523
* Requires a UPWP Amendment				-		-	\$ -
Consultant Subtotal	\$ -	\$ 940,644	\$ 136,880	\$ 1,077,524	\$ -	\$ -	\$ 1,077,524
Direct Expenses							
				-		-	\$ -
Direct Expenses Subtotal	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Total	\$ 120,304	\$ 940,644	\$ 136,880	\$ 1,197,828	\$ 24,061	\$ 24,061	\$ 1,221,888

## Modified Budget

Task 5 Mobility Planning							
2023							
Funding Source	FHWA				FFY 21 FTA 5305(d)		FY 2023 Total
Contract Number					G2528		
Source Level	PL	SU	CMAQ	Total	Federal	Total	
MPO Budget Reference							
Lookup Name	2023 FHWA (PL)	2023 FHWA (SU)	2023 FHWA (CMAQ)	FHWA (Total)	Y 21 FTA 5305(d)	G2528 (105(d) G2528 (Total)	
Personnel (salary and benefits)							
Salaries and Fringe	\$ 65,304	\$ 55,000		-	\$ 24,061	-	\$ 144,365
				-		-	\$ -
Personnel (salary and benefits) Subtotal	\$ 65,304	\$ 55,000	\$ -	\$ 120,304	\$ 24,061	\$ 24,061	\$ 144,365
Consultant							
		\$ 30,000		-		-	\$ 30,000
5.7 Tallahassee Havana Trail Feasibility Study (FS)	\$ 15,000	\$ 37,700		-		-	\$ 52,700
5.8 SR267 Bloxham Cutoff Trail FS		\$ 98,700		-		-	\$ 98,700
5.20 Congestion Management Plan Update	\$ 40,000	\$ 10,721	\$ 96,880	-		-	\$ 147,601
5.26* Other Mobility Studies TBD		\$ 708,523		-		-	\$ 708,523
* Requires a UPWP Amendment				-		-	\$ -
Consultant Subtotal	\$ 55,000	\$ 885,644	\$ 96,880	\$ 1,037,524	\$ -	\$ -	\$ 1,037,524
Direct Expenses							
				-		-	\$ -
Direct Expenses Subtotal	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Total	\$ 120,304	\$ 940,644	\$ 96,880	\$ 1,157,828	\$ 24,061	\$ 24,061	\$ 1,181,889

## DATA COLLECTION (CONT.)

- 2.4 Monitor and review traffic operation needs through collection and analysis of peak hour traffic data. (Ongoing)
- 2.5 Review, and analyze the 2020 Census of Population and Urban Area boundaries, after its release by the US Census Bureau. (Fall 2022).
- 2.6 Incorporate 2020 Census data into the MPO's essential planning documents. (Winter, Spring 2023)
- 2.7 **Employ Transportation Data Software** to collect, verify, analyze, report and map information. Analytics will support safety and performance measure reporting. **[Software]** (Ongoing)
- 2.8 Integrate data into CRTPA Planning Programs and Plans. Utilize data to inform project evaluation and decision-making. (Ongoing)

## SAFETY/PERFORMANCE MEASURES

- 2.9 Analyze crash trends and statistics to identify high-hazard locations and prioritize potential improvements. (Ongoing)
- 2.10 Continue participation on the Community Traffic Safety Teams (CTST) within the CRTPA planning area. (Bimonthly or Quarterly)
- 2.11 Develop Annual monitoring and reporting for Safety Performance Measures. (Feb 2023, 2024)
- 2.12 Identify corridors or locations for further analysis in consultation and coordination with FDOT District 3 Safety Department.

## END PRODUCT

Coordination of data needs with local partners. (Ongoing)

Development of travel time reports to monitor system performance. (Ongoing)

Continued coordination with CTST partners in the CRTPA planning area. (Ongoing)

Updated MAP-21/FAST ACT FHWA and FTA Performance Measures. (Feb 2023, 2024)

Annual reporting on FHWA and FTA Safety Performance Measures. (Feb 2023, 2023)

Transportation reports and visualizations of analytics. (Ongoing)

## RESPONSIBLE AGENCY

CRTPA

## 2.0 - FISCAL YEARS 23 & 24 ESTIMATED TASK BUDGET & FUNDING SOURCES

Task 2 Data Collection							
2023							
Funding Source	FHWA				FFY 21 FTA 5305(d)		FY 2023 Total
Contract Number					G2528		
Source Level	PL	SU	CMAQ	Total	Federal	Total	
MPO Budget Reference							
Lookup Name	2023 FHWA (PL)	2023 FHWA (SU)	2023 FHWA (CMAQ)	FHWA (Total)	21 FTA 5305(d) G2528	FTA 5305(d) G2528 (Total)	
Personnel (salary and benefits)							
Salaries and Fringe	\$ 54,989			-	\$ 10,998	-	\$ 65,987
				-		-	\$ -
Personnel (salary and benefits) Subtotal	\$ 54,989	\$ -	\$ -	\$ 54,989	\$ 10,998	\$ 10,998	\$ 65,987
Consultant							
2.0 Consultant Support Task 2 Activities		\$ 30,000		-		-	\$ 30,000
2.7 Enterprise Software Deleted		\$ 40,000	Cost transferred to Operating as Software Expense			-	\$ 40,000
				-		-	\$ -
				-		-	\$ -
				-		-	\$ -
				-		-	\$ -
Consultant Subtotal	\$ -	\$ 70,000	\$ -	\$ 70,000	\$ -	\$ -	\$ 70,000
Direct Expenses							
				-		-	\$ -
Direct Expenses Subtotal	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Total	\$ 54,989	\$ 70,000	\$ -	\$ 124,989	\$ 10,998	\$ 10,998	\$ 135,987
2024							
Funding Source	FHWA						FY 2024 Total
Contract Number							
Source	PL	SU	CMAQ	Total		Total	
MPO Budget Reference							
Lookup Name	2024 FHWA (PL)	2024 FHWA (SU)	2024 FHWA (CMAQ)	FHWA (Total)		(Total)	
Personnel (salary and benefits)							
Salaries and Fringe	\$ 6,987	\$ 39,748		-		-	\$ 46,735
				-		-	\$ -
Personnel (salary and benefits) Subtotal	\$ 6,987	\$ 39,748	\$ -	\$ 46,735	\$ -	\$ -	\$ 46,735
Consultant							
2.0 Consultant Support Task 2 Activities	\$ 40,000			-		-	\$ 40,000
2.7 GIS Enterprise Software				-		-	\$ -
				-		-	\$ -
Consultant Subtotal	\$ 40,000	\$ -	\$ -	\$ 40,000	\$ -	\$ -	\$ 40,000
Direct Expenses							
				-		-	\$ -
Direct Expenses Subtotal	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Total	\$ 46,987	\$ 39,748	\$ -	\$ 86,735	\$ -	\$ -	\$ 86,735

## PRIORITIES FOR FY 2022/23 & FY 2023/24 (CONT.)

### WAKULLA SPRINGS MULTI-USE PATH (SR 267/BLOXHAM CUTOFF) FEASIBILITY STUDY

This project (described in the previous section) will continue through the Fall of 2022. Additional public involvement activities may be identified and programmed through an amendment to the UPWP.

### REGIONAL FREIGHT STUDY

Freight, which is the movement of goods and commodities, plays a vital role in Florida's economy and the lives of all Floridians. The Pandemic spurred a significant increase in freight delivery and this trend that continues. Additionally, as Florida's population grows and the demand for goods and services increases, efficient, cost-effective freight movement becomes more critical. It is necessary to integrate freight needs into transportation planning processes to ensure that freight moves safely and efficiently to, from and through our region now and into the future. The CRTPA will conduct a study to assess the types of goods coming to and through the region, where they come from, and how freight moves. All modes of the freight transportation system will be considered with an emphasis on trucks, rail, and air cargo. The study will identify freight deficiencies and opportunities in the transportation system. The report will develop a framework to proactively address freight and goods movement mobility needs and challenges in our region.

### TRANSPORTATION DATA MANAGEMENT (PERFORMANCE MEASURES AND SAFETY)

Data analytics is an important tool in transportation planning. The CRTPA will employ **software** using a GIS platform to collect, verify, analyze, report and map information. Analytics will support safety and performance measure reporting, corridor planning and Title VI effectiveness among other CRTPA efforts. **(Project Budget Operating)**

### SAFE STREET FOR ALL (SS4A) ACTION PLAN

Development of the Action Plan includes data collection, a safety analysis, and engagement and collaboration with stakeholders and the public. Current policies, plans, guidelines, and/or standards will be reviewed. The analysis will consider equity and inclusiveness to ensure a representative process. The Plan will identify a comprehensive set of projects and strategies, shaped by data, and noteworthy practices, as well as stakeholder input and equity considerations, that will address the safety problems described. The intent of the Plan is to meet the federal standards for the Safe Streets for All grant program, allowing the local government of the Capital Region to apply for implementation grant funds.

## ANTICIPATED ACTIVITIES (CONT.)

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### 7.3 Other planning projects as Identified

- *Once a planning project is identified the UPWP will be amended to reflect to scope of work and budget.*

### 7.4 Safe Streets and Roads for All Action Plan [Consultant] (Summer 2023)

- Review current safety and design policies, plans, guidelines and standards.
- Collect and analyze safety data.
- Engage and collaborate with stakeholders and the public.
- Identify a comprehensive set of projects and strategies to address identified safety problems.

## RESPONSIBLE AGENCY

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CRTPA

## END PRODUCT

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Telecommuting Study (Spring 2024)

Freight Study (Spring 2024)

Safe Streets and Roads for All Safety Action Plan

Corridor and Operational Studies as Identified (Ongoing)



## ESTIMATED TASK BUDGET AND FUNDING SOURCES TASK 7.0 - FISCAL YEARS 23 & 24

Task 7 Special Projects							
2023							
Funding Source	FHWA				FFY 21 FTA 5305(d)		FY 2023 Total
Contract Number					G2528		
Source Level	PL	SU	CMAQ	Total	Federal	Total	
MPO Budget Reference							
Lookup Name	2023 FHWA (PL)	2023 FHWA (SU)	2023 FHWA (CMAQ)	FHWA (Total)	21 FTA 5305(d) G2528 (F)	G2528 (Total)	
Personnel (salary and benefits)							
Salaries and Fringe	\$ 127,383			-	\$ 25,477	-	\$ 152,860
				-		-	\$ -
Personnel (salary and benefits) Subtotal	\$ 127,383	\$ -	\$ -	\$ 127,383	\$ 25,477	\$ 25,477	\$ 152,860
Consultant							
7.0 Consultant Support Task 7 Activities		\$ 30,000		-		-	\$ 30,000
7.1 Telecommute Study		\$ 35,000	\$ 40,000				
7.2 Regional Freight Study		\$ 175,000		-		-	\$ 175,000
7.3* Other Mobility Studies TBD		\$ -					
7.4 SS4A Action Plan		\$ 250,000					
* Requires a UPWP Amendment		\$ 40,000		-		-	\$ 40,000
Consultant Subtotal	\$ -	\$ 530,000	\$ 40,000	\$ 570,000	\$ -	\$ -	\$ 570,000
Direct Expenses							
Direct Expenses Subtotal	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 4,750
Total	\$ 127,383	\$ 530,000	\$ 40,000	\$ 697,383	\$ 25,477	\$ 25,477	\$ 727,610
2024							
Funding Source	FHWA						FY 2024 Total
Contract Number							
Source	PL	SU	CMAQ	Total		Total	
MPO Budget Reference							
Lookup Name	2024 FHWA (PL)	2024 FHWA (SU)	2024 FHWA (CMAQ)	FHWA (Total)		(Total)	
Personnel (salary and benefits)							
Salaries and Fringe	\$ 127,972			-		-	\$ 127,972
				-		-	\$ -
Personnel (salary and benefits) Subtotal	\$ 127,972	\$ -	\$ -	\$ 127,972	\$ -	\$ -	\$ 127,972
Consultant							
7.0 Consultant Support Task 7 Activities				-		-	\$ -
7.1 Telecommute Study (Cont.)				-		-	\$ -
7.2 Regional Freight Study (Cont.)		\$ -		-		-	\$ -
7.3* Other Mobility Studies TBD				-		-	\$ -
* Requires a UPWP Amendment				-		-	\$ -
7.4 SS4A Action Plan (Cont.)				-		-	\$ -
Consultant Subtotal	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Direct Expenses							
				-		-	\$ -
Direct Expenses Subtotal	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Total	\$ 127,972	\$ -	\$ -	\$ 127,972	\$ -	\$ -	\$ 127,972

Revised 8-15-22



September 6, 2022

## COMMITTEE AGENDA ITEM 3 C

### **FISCAL YEAR (FY) 2022 - FY 2026 AND FISCAL YEAR (FY) 2023 - FY 2027 TRANSPORTATION IMPROVEMENT PROGRAMS AMENDMENT**

**TYPE OF ITEM: CONSENT**

#### **STATEMENT OF ISSUE**

This item seeks ratification of an amendment the FY 2022 – FY 2026 and to the FY 2023 – FY 2027 Transportation Improvement Programs (TIPs) as follows:

- Project No. 222593-6 is advanced in the FY 2022 – FY 2026 TIP from FY 2026 to FY 2023 and the funding for the construction is increased to \$14,951,028. (Leon County)
- Project No. 222593-6 in the FY 2023 – FY 2027 TIP funding for the construction is increased to \$14,951,028. (Leon County)

#### **HISTORY AND ANALYSIS**

Adopted annually, the CRTPA's TIP reflects those projects in the region that have received state and federal funding in the Florida Department of Transportation (FDOT) Work Program. FDOT requested the CRTPA amend the FY 2022 – FY 2026 TIP to advance the Thomasville Road and I-10 Interchange improvement project from FY 2026 to FY 2023 and to increase the funding for construction. In the companion amendment, the FY 2023 – FY 2027 TIP was amended to reflect the increased construction cost. You will notice the two charts shown on the next page are nearly identical. While this may seem redundant, FDOT requested the CRTPA amend both TIPs.

The amendments were necessary as the funding increased by \$2,000,000 and twenty percent, as well as the project was advanced from an outer year. The TIP Amendment was approved at the August 15, 2022 CRTPA Executive Committee Meeting. The amendment was time sensitive as FDOT was seeking authorization from Federal Highway Administration (FHWA) for this project. For the purpose of authorizing federal funds, the FHWA recognizes the CRTPA's FY 2022 – FY 2026 TIP through September 30<sup>th</sup>, consistent with the federal fiscal year. The CRTPA's FY 2023 – FY 2027 TIP was amended to reflect the increased funding and to ensure consistency between the two documents.

The updated project funding in the FY 2022 – FY 2026 is as follows:

CRTPA FY 2023 - FY 2027 TIP Amendment									
ID # 222593-6 INTERCHANGE IMPROVEMENT								Location: Leon County	
Project Name: SR 8 (I-10) INTERCHANGE AT SR 61 THOMASVILLE RD & SR 261 (US 319) CAPITAL CIRCLE									
Project Length: 1.413 Miles									
	Phase Code	<2023	2022/2023	2023/2024	2024/2025	2025/2026	2026/2027	TOTAL	Fund Code
CST	52		\$13,356,685					\$ 13,356,685	ANCP
	52		\$ 508,500					\$ 508,500	DDR
	52		\$ 4,650					\$ 4,650	DS
CEI	61		\$ 98,290					\$ 98,290	ACNP
	62		\$ 982,903					\$ 982,903	ACNP
	TOTAL		\$ 14,951,028					\$14,951,028	
INTERCHANGE IMPROVEMENT EXTEND I-10 EB AT THOMASVILLE RD & CAPITAL CIRCLE NE RAMP W/ ADDITIONAL THRU LANE & RAMP TERM CONTINUE THRU THOMASVILLE INTERSECTION ONTO RAYMOND DIEHL									

The updated project funding in the FY 2023 – FY 2027 is as follows:

CRTPA FY 2023 - FY 2027 TIP Amendment									
ID # 222593-6 INTERCHANGE IMPROVEMENT								Location: Leon County	
Project Name: SR 8 (I-10) INTERCHANGE AT SR 61 THOMASVILLE RD & SR 261 (US 319) CAPITAL CIRCLE									
Project Length: 1.413 Miles									
CST	Phase Code	<2023	2022/2023	2023/2024	2024/2025	2025/2026	2026/2027	TOTAL	Fund Code
	52		\$13,356,685					\$ 13,356,685	ANCP
	52		\$ 508,500					\$ 508,500	DDR
	52		\$ 4,650					\$ 4,650	DS
CEI	61		\$ 98,290					\$ 98,290	ACNP
	62		\$ 982,903					\$ 982,903	ACNP
	TOTAL		\$ 14,951,028					\$14,951,028	
INTERCHANGE IMPROVEMENT EXTEND I-10 EB AT THOMASVILLE RD & CAPITAL CIRCLE NE RAMP W/ ADDITIONAL THRU LANE & RAMP TERM CONTINUE THRU THOMASVILLE INTERSECTION ONTO RAYMOND DIEHL									

The project pages in the FY 2022 - 2026 TIP and the FY 2023 – FY 2027 TIP are updated to reflect the amendment (*Attachments 1 and 2*).

## **RECOMMENDED ACTION**

Ratify the amendments to the FY 2022 – FY 2026 and the FY 2023 – FY 2027 Transportation Improvement Program to reflect changes to the project as follows:

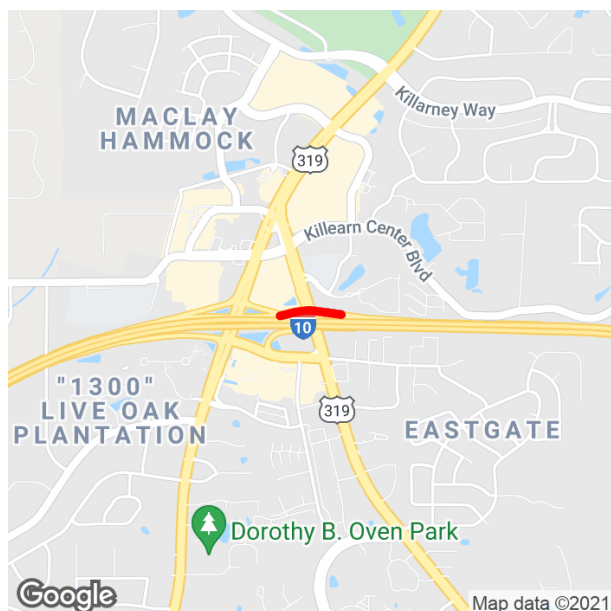
- Project No. 222593-6 is advanced in the FY 2022 – FY 2026 TIP from FY 2026 to FY 2023 and the funding for the construction and utility phases is increased to \$14,951,028. (Leon County)
- Project No. 222593-6 in the FY 2023 – FY 2027 TIP funding for the construction and utility phases is increased to \$14,951,028. (Leon County)

## **ATTACHMENTS**

Attachment 1: Amended CRTPA FYs 2022-2026 TIP Project Page, Project No. 222593-6

Attachment 2: Amended CRTPA FYs 2023-2027 TIP Project Page, Project No. 222593-6

**SR 8 (I-10) INTERCHANGE AT SR 61 & SR 261 (US 319)**  
**2225936 SIS**



**Prior Year Cost: 0**

**Future Year Cost: 0**

**Total Project Cost: 14,951,028**

**LRTP: 2045 RMP Cost Feasible Plan P. 5-4**

**Project Description:** INTERCHANGE IMPROVEMENT

**Lead Agency:** MANAGED BY FDOT

**From:**

**County:** LEON

**To:**

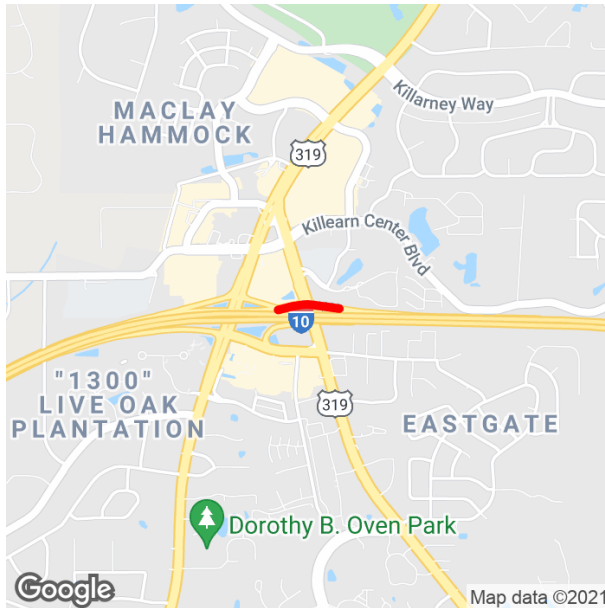
**Length:** 1.413

**Phase Group:** PRELIMINARY ENGINEERING, CONSTRUCTION

CRTPA FY 2022 - FY 2026 TIP Amendment									
ID # 222593-6 INTERCHANGE IMPROVEMENT								Location:	
Project Name: SR 8 (I-10) INTERCHANGE AT SR 61 THOMASVILLE RD & SR 261 (US 319) CAPITAL CIRCLE									
Project Length: 1.413 Miles								Work	
	Phase Code	<2022	2021/2022	2022/2023	2023/2024	2024/2025	2025/2026	TOTAL	Fund Code
CST	52			\$ 13,356,685				\$ 13,356,685	ANCP
	52			\$ 508,500				\$ 508,500	DDR
	52			\$ 4,650				\$ 4,650	DS
CEI	61			\$ 98,290				\$ 98,290	ACNP
	62			\$ 982,903				\$ 982,903	ACNP
TOTAL				\$ 14,951,028				\$14,951,028	
INTERCHANGE IMPROVEMENT EXTEND I-10 EB AT THOMASVILLE RD & CAPITAL CIRCLE NE RAMP W/ ADDITIONAL THRU LANE & RAMP TERM CONTINUE THRU THOMASVILLE INTERSECTION ONTO RAYMOND DIEHL									

**Note:** This project was amended in the FY 2022 - FY 2026 TIP and the FY 2023 - FY 2027 at the August 15, 2022 Executive Committee Meeting.

**SR 8 (I-10) INTERCHANGE AT SR 61 & SR 261 (US 319)**  
**2225936 SIS**



**Prior Year Cost: 0**

**Future Year Cost: 0**

**Total Project Cost: 14,951,028**

**LRTP: 2045 RMP Cost Feasible Plan P. 5-4**

**Project Description:** INTERCHANGE IMPROVEMENT

**Lead Agency:** MANAGED BY FDOT

**From:**

**County:** LEON

**To:**

**Length:** 1.413

**Phase Group:** PRELIMINARY ENGINEERING, CONSTRUCTION

CRTPA FY 2023 - FY 2027 TIP Amendment									
ID # 222593-6 INTERCHANGE IMPROVEMENT								Location: Leon County	
Project Name: SR 8 (I-10) INTERCHANGE AT SR 61 THOMASVILLE RD & SR 261 (US 319) CAPITAL CIRCLE									
Project Length: 1.413 Miles									
CST	Phase Code	<2023	2022/2023	2023/2024	2024/2025	2025/2026	2026/2027	TOTAL	Fund Code
	52		\$13,356,685					\$ 13,356,685	ANCP
	52		\$ 508,500					\$ 508,500	DDR
	52		\$ 4,650					\$ 4,650	DS
CEI	61		\$ 98,290					\$ 98,290	ACNP
	62		\$ 982,903					\$ 982,903	ACNP
	TOTAL		\$ 14,951,028					\$14,951,028	
INTERCHANGE IMPROVEMENT EXTEND I-10 EB AT THOMASVILLE RD & CAPITAL CIRCLE NE RAMP W/ ADDITIONAL THRU LANE & RAMP TERM CONTINUE THRU THOMASVILLE INTERSECTION ONTO RAYMOND DIEHL									

**Note:** This project was amended in the FY 2022 - FY 2026 TIP and the FY 2023 - FY 2027 at the August 15, 2022 Executive Committee Meeting.



September 6, 2022

## COMMITTEE AGENDA ITEM 5 B

### CONGESTION MANAGEMENT PROCESS (CMP) UPDATE

TYPE OF ITEM: Presentation/Discussion/Action

#### **STATEMENT OF ISSUE**

An update to the CRTPA's Congestion Management Process (CMP) has recently been initiated. The CMP provides a process for managing congestion through the inclusion of up-to-date information on transportation system performance and recommendations on a range of strategies to minimize congestion and enhance the mobility of people and goods. The update includes a focus on both the identification of projects on critical corridors to address identified congestion and safety issues.

#### **RECOMMENDED ACTION**

For Committee Information.

#### **BACKGROUND**

Pursuant to federal requirements, the CRTA is required, as a Transportation Management Area (TMA), to develop a Congestion Management Process (CMP). As detailed by the [Federal Highway Administration](#):

"A congestion management process (CMP) is a systematic and regionally accepted approach for managing congestion that provides accurate, up-to-date information on transportation system performance and assesses alternative strategies for congestion management that meet State and local needs. A CMP is required in metropolitan areas with population exceeding 200,000, known as Transportation Management Areas (TMAs). Federal requirements state that in all TMAs, the CMP shall be developed and implemented as an integrated part of the metropolitan transportation planning process; however, Federal regulations are not prescriptive regarding the methods and approaches that must be used to implement a CMP."



Furthermore, the FHWA's "[Congestion Management Process: A Guidebook, 2011](#)" notes that such a process includes:

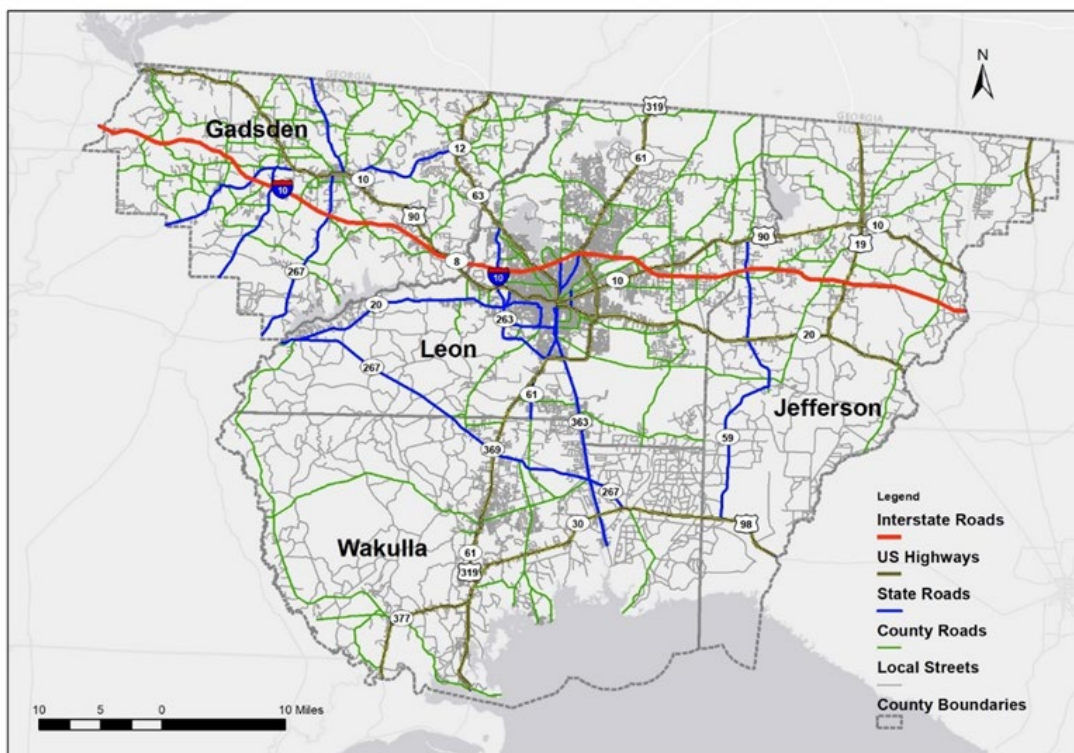
- Development of congestion management objectives
- Establishment of measures of multimodal transportation system performance
- Collection of data and system performance monitoring to define the extent and duration of congestion and determine the causes of congestion
- Identification of congestion management strategies
- Implementation activities, including identification of an implementation schedule and possible funding sources for each strategy
- Evaluation of the effectiveness of implemented strategies

The CRTPA's [current CMP](#) was adopted in 2018 and although federal requirements do not prescribe a schedule for when the plan is to be updated, the CRTPA has recently initiated the CMP update that is being led by Halff and Associates, one of the CRTPA's planning consultants.

The update will provide a focus on the identification of projects located on the region's critical corridors to address identified congestion and safety issues. Additionally, the update will address requirements related to performance management for MPO's that have been refined subsequent to the CRTPA's last CMP. Such requirements, documented in the joint FHWA and FTA issued [Final Planning Rule](#), require the CRTPA to implement a performance-based approach to planning and programming through target setting and performance reporting. More detailed information related to the task associated with the CMP's update are provided in **Attachment 1**.

### Study Area

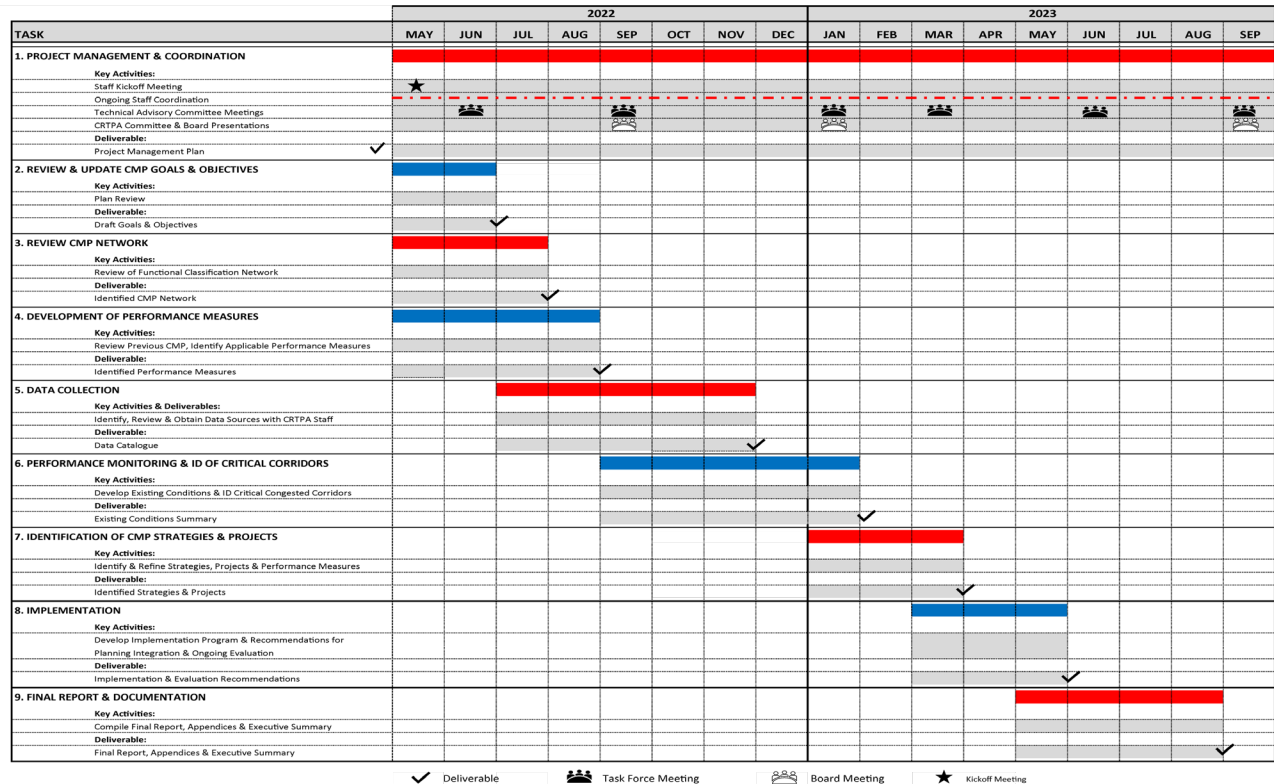
The CMP update study area is comprised of the four counties in the CRTPA region.





## Schedule

Development of the update is scheduled to be complete and presented to the CRTPA in the Fall of 2023. The following provides the project's schedule (*Note: more detail related to the tasks on the left side of the schedule are included within Attachment 1*):



## Project Coordination & Stakeholder Interviews

Guiding development of the CMP Update is the CMP Technical Task Force. The task force is comprised of the members of the CRTPA's Technical Advisory Committee (TAC) and will provide ongoing insight and guidance. The first meeting of the CMP Technical Task Force occurred on June 23 and included a review of the existing (2018) CMP goals and objectives as well a discussion of revisions to the goals and objectives.

Additionally, stakeholder meetings were conducted over the summer (July & August) to discuss the update. The meetings included a discussion of the proposed CMP network as well as potential local issues identified by stakeholders. These meetings were held with Wakulla, Jefferson, Gadsden and Leon counties as well as City of Tallahassee and the City of Monticello.

Additional project coordination will occur throughout the development of project tasks.

## Next Steps

To date, updates to the CMP Goals and Objectives and County Networks have been developed. The study team is currently preparing draft performance measures and benchmarks and collecting volume, speed and safety data. The next tasks include identification of congested corridors and analysis of crashes and serious injuries including crash location, contributing factors and any systemic and specific needs associated with the crashes.

## **ATTACHMENT**

Attachment 1: Project Details/Tasks

### **CMP UPDATE TASKS**

The following outlines the steps in the development of the CMP Report, which will be compliant with all federal and state regulations.

#### **1. Project Management and Coordination**

Ongoing coordination between the consultant team and the CRTPA staff will be critical in successfully maintaining the project schedule. The coordination approach will include more formal, regularly scheduled team meetings, as well as any necessary informal, interim communications, which are anticipated to occur on a weekly basis. The schedule for the formal study team progress meetings will be developed in conjunction with the CRTPA staff and are likely to occur monthly; however, it is understood that these meetings may need to shift depending upon the project needs. This continuous coordination with CRTPA staff will allow the identification of any issues or specific project needs at the earliest point and provide the ability to address effectively and efficiently.

In addition to the ongoing staff coordination, the consultant team will also provide project updates to the CRTPA committees and the Board. The schedule for updates and presentations will be determined in conjunction with the CRTPA staff. The consultant will develop all project and presentation materials in advance of meetings for advanced staff for review. The updates to the committees and the Board will include a project kick-off presentation at the beginning of the effort, an interim progress presentation and a final presentation at the end of the project. The effort will also include a CMP Technical Task Force as well as a round of focused meetings with each of the CRTPA's local government partners to identify potential concerns and projects.

Focused stakeholder discussions will be conducted with the following local agency partners:

- Gadsden County Public Works Department
- Jefferson County Public Works Department
- Leon County Public Works Department
- City of Tallahassee Underground Utilities and Public Infrastructure (including Traffic Management Center staff)
- Wakulla County Public Works Department

#### **2. Review and Update Congestion Management Goals and Objectives**

The first step in the development of the congestion management goals and objectives is to review the pertinent local, regional and state transportation plans. The consultant will develop review and update the existing CMP goals and objectives and refine with input from staff. These updated draft goals and objectives will be presented to the Technical Task Force for review and input. Ultimately, the objectives developed will be linked to the performance measures as developed in Task 4.

#### **3. Review of the CMP Network**

The study area will include Gadsden, Jefferson, Leon and Wakulla Counties which comprise the CRTPA region. The definition of the CMP network within this region focuses on the transportation components

for analysis and provide the framework for the data collection effort. The specific network components will be identified in coordination with the CRTPA staff and with input from the Technical Task Force. The network will be based on the functional classification of the facilities within the region and will include the interstate system, non-interstate National Highway System (NHS), and the regional arterial system. Collectors and local facilities will not be included in the network, unless specifically identified through coordination with the CRTPA staff and/or the Technical Task Force.

#### **4. Development of Performance Measures**

The development of performance measures is a key element in assessing congestion and the performance of the transportation network and mandated under the federal transportation bill, MAP-21, then carried forward into the FAST Act. For consistency with FHWA's FAST Act the CMP will focus performance reporting on mobility and safety measures. Additionally, any federal and state guidance will also be reviewed and included for consideration to help effectively meet regulatory requirements. Through the synthesis of the information and coordination with CRTPA staff, draft performance measures will be crafted for review and input by the Technical Task Force. With the input from the task force, the performance measures will be finalized.

#### **5. Data Collection**

Once the performance measures have been identified, the data collection effort will begin. The consultant team will coordinate with the CRTPA staff to identify the preferred data from existing sources; there will be no field data collection efforts undertaken. The data sources will be used comparatively to identify any anomalies and to further assess any data differences. There are numerous local, state, and federal data sources available which will be included such as traffic counts, travel demand model results, and crash data. The Florida Department of Transportation (FDOT), City of Tallahassee Traffic Management Center (TMC), as well as FHWA will provide additional performance data's National Performance Research Data Set (NPMRDS). The consultant team will meet with TMC management and staff to ensure the most relevant, recent and appropriate data is obtained. Ongoing coordination with CRTPA staff will determine the availability and use of these data including City of Tallahassee Traffic Management Center staff.

The data collection effort will be incorporated into a data catalogue that can be easily updated and used in the future. GIS will also be an important element of the data collection effort.

#### **6. Performance Monitoring and Identification of Critical Congested Corridors**

Once the data collection effort is completed, the existing conditions will be developed. The existing conditions will include a regional tier of information at a more generalized scale, as well as the identification of any specific regional issues. The next tier of information developed will be corridor and intersection specific, which provides a more "drill-down" assessment and the identification of corridor level and hotspot issues, with a specific focus on identifying the most congested intersections. The assessment for each of these congested areas will include the identification constraints that may impact solutions for the congestion. A crash data analysis will be completed to identify any safety hotspots and to provide the information needed to identify non-recurring congestion.

## **7. Identification of CMP Strategies and Projects**

With the identification of the critical congested corridors and hotspot locations, including recurring and non-recurring congestion, strategies to address the congestion will be developed. These strategies will be identified within the framework of the goals and objectives established early in the process.

Non-capacity strategies will be the first to be developed and will include both capital projects and improvements, as well as policies. The first step will be the review of strategies identified in the previous CMP document, as well as information received from partner interviews. The strategies to address the regional level issues identified will be at a higher level and more focused on the policy-oriented strategies, which will be coordinated with FDOT, as well as local governments representatives serving on the project's task force.

Strategies to address the more specific corridor and intersection level issues will include a combination of policy-oriented strategies, as well as specific improvements or techniques to address both the recurring and non-recurring congestion. Each of these strategies and improvements will be tailored specifically to address the congestion on the identified corridor and at the congestion bottlenecks and will include project level information. Tools for measuring each of these strategies and improvements, consistent with identified plan objectives, will also be identified.

All task efforts will include ongoing coordination with the CRTPA staff and review and input from the Technical Task Force.

## **8. Implementation**

The CMP requires an implementation plan, including a schedule, possible funding sources or mechanisms, and the responsible party for implementation. In coordination with the CRTPA, FDOT, and input from the Technical Task Force, the consultant will develop planning level cost estimates for the congestion mitigation strategies and projects, along with the identification of potential funding, responsible parties, and timeframe. Each of the identified strategies will be cross-referenced with the CRTPA planning and programming documents and recommendations for integration into the appropriate planning and programming documents, including the RMP and TIP, will be developed. In addition, an ongoing performance evaluation process will also be developed.

## **9. Final Report and Documentation**

The tasks described above will result in complete documentation of all work efforts, results and products. This documentation will be compiled into a final document which clearly provides detailed information regarding the planning process, the technical analysis and the results. Appendices will be developed to include the technical analyses and results. The GIS files will also be packaged and provided. An Executive Summary of the final report will also be developed. The consultant will coordinate with the CRTPA staff to determine if the Executive Summary is a stand-alone document or incorporated into the overall final report. All documents will be submitted in electronic format and will be suitable for posting to the CRTPA website.

The CMP update study area is comprised of the four counties in the CRTPA region.



September 6, 2022

## COMMITTEE AGENDA ITEM 6A

### FUTURE MEETING DATES

TYPE OF ITEM: Information

Committee Dates	TAC Time	CMAC Time	Location
October 4	9 AM – 11 AM	11:30 AM - 1:30 PM	City of Tallahassee Commission Chambers, 2 <sup>nd</sup> Floor, City Hall
November 1	9 AM – 11 AM	11:30 AM - 1:30 PM	City of Tallahassee Commission Chambers, 2 <sup>nd</sup> Floor, City Hall
December 6	9 AM – 11 AM	11:30 AM - 1:30 PM	City of Tallahassee Commission Chambers, 2 <sup>nd</sup> Floor, City Hall



September 6, 2022

## COMMITTEE AGENDA ITEM 6 B

### **CRTPA Fiscal Year (FY) 2022 – FY 2026 TIP TRANSPORTATION IMPROVEMENT PROGRAM (TIP) ADMINISTRATIVE AMENDMENT**

TYPE OF ITEM: Informational Item

This item provides an update on the administratively approved amendment to the CRTPA's FY 22 – FY 26 TIP (*Attachment 1*). The Administrative Amendment adds four projects to the FY 22 – FY 26 TIP. As amended, the project information in the FY 22 – FY 26 is consistent with the project information in the FY 23 – FY 27 TIP, approved by the CRTPA Board on May 17, 2022. The Administrative Amendment eliminates the differences between the two documents for the federally funded projects that could require federal authorization before October 1, 2022.

The following projects are administratively amended into the CRTPA's FY 22– FY 26 TIP as follows:

- **Project No. 417643-2:** Provide \$990,000 in funding in Federal FY 2022 for the design phase of the SR8/I-10 resurfacing project from W of Olson Road to E of Mahan Drive/SR10/US90. (Leon County) *Attachment 2*
- **Project No. 439579-3:** Provide \$385,000 in funding in Federal FY 22 for the design phase of the safety project on Pensacola St/SR 366 from Appleyard Drive to Stadium Drive. (Leon County) *Attachment 3*
- **Project No. 449079-1:** Provide \$637,500 in [Advanced Construction Bridge] federal funding and \$187,500 in local funding for the design of the Springhill Road Bridge replacement over Munson Slough. The total design phase cost programmed in Federal FY 22 is \$825,000. (Bridge No. 550054) (Leon County) *Attachment 4*
- **Project No. 444030-3:** Provide \$89,001 in funding in Federal FY 22 for the construction phase of the safety project on Silver Lake Road/CR260 from National Forest Road 358 to Blountstown Highway/SR20. (Leon County) *Attachment 5*



## *Florida Department of Transportation*

RON DESANTIS  
GOVERNOR

605 Suwannee Street  
Tallahassee, FL 32399-0450

JARED W. PERDUE, P.E.  
SECRETARY

June 30, 2022

Capital Region Transportation Planning Agency (CRTPA)  
Greg Slay, Executive Director  
300 S. Adams Street, A-19  
Tallahassee, Florida 32301

**RE: Administrative Amendment to the Capital Region Transportation Planning Agency (CRTPA) Fiscal Years' 2021/22 through 2025/26 Transportation Improvement Program (TIP)**

Dear Mr. Slay:

The purpose of this letter is to request that you approve an administrative amendment to the adopted Capital Region Transportation Planning Agency's (CRTPA) Transportation Improvement Program (TIP) for FY 2021/22 through 2025/26 TIP to reconcile differences between the TIP and the Department's Adopted Five-Year Work Program. As you are aware, the FY 2022/23 through 2026/27 TIP will not become recognized as effective for federal purposes until October 1, 2022. Until then, the FY 2021/22 through 2025/26 TIP will be used by FHWA and FTA for authorization of funds. The differences between the two documents need to be reconciled so that your current TIP includes the most accurate and up-to-date information.

This request follows the process outlined in Federal Aid Technical Bulletin 04-01, dated June 10, 2004. All of the project information contained in this request is exactly as it appears in the FY 2022/23 through 2026/27 TIP that was approved by your Board on May 17, 2022. Your approval of this request will eliminate the differences between the two documents for federally funded projects that could require federal authorization before October 1, 2022, as well as confirm their consistency with the CRTPA's current Long Range Transportation Plan (LRTP). This process will not replace the usual committee review and Board approval that is followed for regular TIP amendments that are required at other times of the year. This action will simply reconcile the documents for the period between the beginning of the State and Federal fiscal years.



## Capital Region Transportation Planning Agency (CRTPA)

June 30, 2022

Page 2

The projects submitted for your approval include:

FPN	Project Name	Description	Fund	Phase	FY	Funding
417643-2	SR8(I-10)	from W of Olson Rd. to E of SR10(US90) Mahan Drive	ACNP	PE-32	2023	\$990,000.00
439579-3	SR 366 PENSACOLA ST	FROM APPELYARD DR TO STADIUM DRIVE	ACSS	PE-32	2023	\$385,000.00
449079-1	SPRINGHILL ROAD	OVER MUNSON SLOUGH BRIDGE NO 550054	ACBR	PE-32	2023	\$637,500.00
			LF	PE-32	2023	\$825,000.00
444030-1	CR260 (Silver Lake Rd.)	From NFR 358 to Blountstown Hwy (SR20)	ACSS	CST-52	2023	89,001

Please acknowledge your approval of this administrative amendment to your current TIP by signing this letter and returning it to this office for further processing. The Department appreciates your expeditious handling of this request. If you have any questions, please feel free to contact me at (850) 330-1537.

Sincerely,



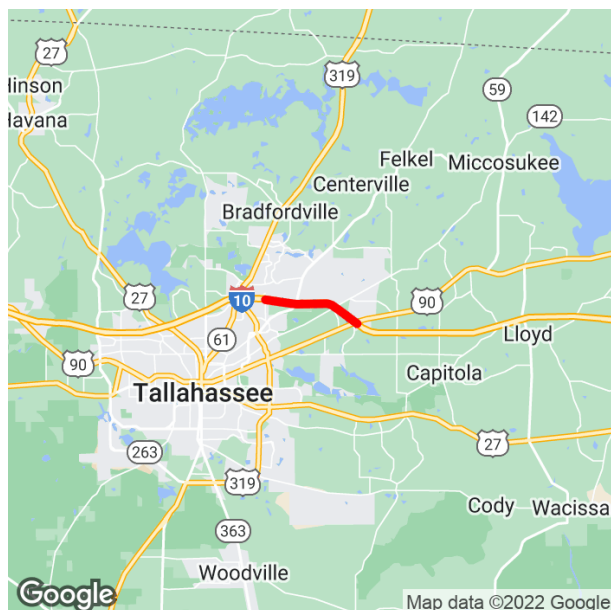
Donna M. Green,  
TPO TIP Coordinator

CC: Romero Dill, Statewide Metropolitan Planning Analyst  
Erika Thompson, Statewide Metropolitan Planning Coordinator  
Carlos A. Gonzalez, FHWA Transportation Planning Specialist, FL Division

Approved By:    
BDAC375BD093485  
Greg Slay, Executive Director

7/6/2022 | 10:39 AM EDT

Date

**I-10 (SR 8) FROM W OF OLSON RD TO E OF MAHAN DR (SR 10/US 90)****4176432 SIS****Project Description:** RESURFACING**Lead Agency:** MANAGED BY FDOT**County:** LEON**Length:** 7.559**Phase Group:** PRELIMINARY ENGINEERING, CONSTRUCTION**From:** W OF OLSON RD**To:** E OF MAHAN DR (SR 10/US 90)

Phase	Fund Code	2023	2024	2025	2026	2027	Total
PE	ACNP	990,000					990,000
CST	ACNP						
		<b>990,000</b>					<b>990,000</b>

**NOTE:** This project was administratively amended into the FY 2021/22 - FY 2025/26 TIP July 1, 2022 to include the Design Phase consistent with the CRTPA Adopted TIP FY 2022/23 - FY 2023/24.

**Prior Year Cost: 0****Future Year Cost: 0****Total Project Cost: 14,954,635****LRTP: 2045 RMP Page 5-8 - Table 5-4**

**PENSACOLA ST (SR 366) FROM APPELEYARD DR TO STADIUM DR**  
**4395793 Non-SIS**



**Project Description:** INTERSECTION IMPROVEMENT

**Lead Agency:** MANAGED BY FDOT

**From:** APPELEYARD DR

**County:** LEON

**To:** STADIUM DR

**Length:** 1.873

**Phase Group:** PRELIMINARY ENGINEERING, CONSTRUCTION

Phase	Fund Code	2023	2024	2025	2026	2027	Total
PE	ACSS	385,000				0	385,000
CST	ACSS	0				0	
		<b>385,000</b>					<b>385,000</b>

**NOTE:** This project was administratively amended into the FY 2021/22 - FY 2025/26 TIP July 1, 2022 to include the Design Phase consistent with the CRTPA Adopted TIP FY 2022/23 -- FY 2023/24.

**Prior Year Cost: 0**

**Future Year Cost: 0**

**Total Project Cost: 1,455,174**

**LRTP: 2045 RMP Page 5-8 - Table 5-4**

**SPRINGHILL ROAD (CR 2203) OVER MUNSON SLOUGH BRIDGE NO 550054**  
**4490791 Non-SIS**



**Project Description:** BRIDGE REPLACEMENT

**Lead Agency:** MANAGED BY FDOT

**County:** LEON

**Length:** 0.01

**Phase Group:** PRELIMINARY ENGINEERING, RIGHT OF WAY, CONSTRUCTION

Phase	Fund Code	2022	2023	2024	2025	2026	Total
PE	ACBR	637,500					637,500
PE	LF	187,500					187,500
ROW	ACBR	0					
ROW	LF	0					
CST	ACBR	0					
CST	LF	0					
		<b>825,000</b>					<b>825,000</b>

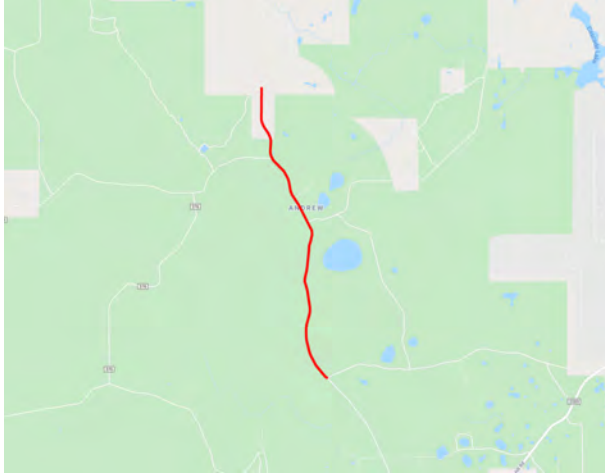
**Prior Year Cost: 0**

**Future Year Cost: 0**

**Total Project Cost: 3,471,633**

**LRTP: 2045 RMP CFP Table 5-4 P. 5-8**

**NOTE:** This project was administratively amended into the FY 2021/22 - FY 2025/26 TIP July 1, 2022 to include the Design Phase in Federal Fiscal Year 2022 consistent with the CRTPA Adopted TIP FY 2022/23 - FY 2023/24 effective July 1, 2022.

**SILVER LAKE RD (CR 260) FROM NFR 358 TO BLOUNTSTOWN HWY (SR 20)****4440301 Non-SIS****Project Description:** SIGNING/PAVEMENT MARKINGS**Notes:** The project limits and length were amended at the May 17, 2022 CRTPA Board Meeting.**Lead Agency:** MANAGED BY LEON COUNTY**From:** NFR 358

BOARD OF COUNTY COMMISSIONERS

**To:** BLOUNTSTOWN HWY (SR 20)**County:** LEON**Length:** 3.186**Phase Group:** CONSTRUCTION

Phase	Fund Code	2022	2023	2024	2025	2026	Total
CST	ACSS	89,001	0	0	0	0	89,001
		<b>89,001</b>					<b>89,001</b>

**Prior Year Cost: 127,831****Future Year Cost: 0****Total Project Cost: 216,832****LRTP: 2045 RMP Page 5-8 - Table 5-4**

**NOTE:** This project was administratively amended into the FY 2021/22 - FY 2025/26 TIP July 1, 2022 to include the Design Phase in Federal Fiscal Year 2022 consistent with the CRTPA Adopted TIP FY 2022/23 - FY 2023/24 effective July 1, 2022.