



CITIZENS MULTIMODAL ADVISORY COMMITTEE (CMAC)

**MEETING OF TUESDAY, SEPTEMBER 5, 2023
(11:30 AM – 1:30 PM)**

**TALLAHASSEE ROOM (2nd Floor), CITY HALL
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 4 to 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 June 6, 2023, CMAC Meeting**
- B. Unified Planning Work Program (UPWP) Amendment**
- C. Fiscal Year (FY) 2023 – FY 2027 & FY 2024 – FY 2028 Transportation Improvement Program (TIP) Amendment**
- D. Regional Trails Project Priority List Amendment**

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. SR 267/Bloxham Cutoff Road Shared Use Trail Feasibility Study

A feasibility study examining a connection between the St. Marks Trail and Wakulla Springs State Park has been developed.

RECOMMENDED ACTION: Recommend the CRTPA adopt the SR 267/Bloxham Cutoff Road Shared Use Trail Feasibility Study.

B. CRTPA Transportation Alternatives Program Subcommittee

This item seeks three CMAC (3) members to volunteer to serve on the CRTPA TA Subcommittee. The subcommittee will meet to develop criteria associated with the review of TA applications as well as review and recommend a ranking of received applications to the CRTPA Board.

RECOMMENDED ACTION: Approve three (3) members of the CMAC to serve on the CRTPA's TA Subcommittee.

6. **INFORMATION**

A. Future Meeting Dates

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

8. **ADJOURNMENT**



September 5, 2023

COMMITTEE AGENDA ITEM 3A

MINUTES

TYPE OF ITEM: Consent

The minutes from the June 6, 2023, CMAC meeting is provided as ***Attachment 1***.

RECOMMENDED ACTION

Option 1: Approve the minutes of the June 6, 2023, CMAC meeting.

ATTACHMENT

Attachment 1: June 6, 2023, CMAC Minutes



CITIZENS MULTIMODAL ADVISORY COMMITTEE (CMAC)

MEETING OF TUESDAY, JUNE 6, 2023
(11:30 AM – 1:30 PM)

TALLHASSEE ROOM (2nd, Floor), CITY HALL
300 S. ADAMS STREET
TALLAHASSEE, FL 32301

Meeting Minutes

Members Present: Chad Hanson, Chairman; John Dunn; Hans van Tol; Christi Hale; Amie Longstreet; Mary Kay Falconer; Roger Holdener; Marcus Thompkins (Virtual)

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

The meeting was called to order at 11:35 AM with an introduction of Committee Members and a quorum present.

1. **AGENDA MODIFICATIONS**
2. **PUBLIC COMMENT ON ITEMS NOT APPEARING ON THE AGENDA**
3. **CONSENT AGENDA**
 - A. Minutes of the April 4, 2023, CMAC Meeting
 - B. CRTPA TIP Amendment Approval

Committee Action: Ms. Falconer made a motion to approve the consent agenda as presented. Mr. Dunn seconded the motion. The motion was unanimously passed.

4. **CONSENT ITEMS PULLED FOR DISCUSSION**

5. PRESENTATION/DISCUSSION/ACTION

A. Safe Streets and Roads for All (SS4A) Action Plan

The CRTPA's Safe Streets and Roads for All (SS4A) Action Plan has been developed. The Plan identifies a comprehensive set of projects and strategies to improve safety on the CRTPA region's roadways.

RECOMMENDED ACTION: Recommend the CRTPA adopt the Safe Streets and Roads for All (SS4A) Action Plan.

Mr. Kostrzewa introduced the project and stated the Safe Streets and Roads for All was a federal government grant process program that was announced approximately a year ago. He stated the program consisted of two grant processes, 1. Action Plan and 2. Implementation Plan of Projects (subsequent to Action Plan completion). Mr. Kostrzewa noted the CRTPA opted to use current funding to develop the Safety Action Plan and that the plan was initiated about nine months ago. He explained the plan utilized a data driven process that included using data from the Congestion Management Plan to develop a High Injury Network. Mr. Kostrzewa explained there were other requirements of the program including equity and safety that must be addressed. He noted that CRTPA staff requested local governments provide projects for consideration to apply for the grant program noting that safety and equity were major parts of the grant process. Mr. Kostrzewa stated that if a project does not meet those two requirements the project would not be recommended to move forward to apply for grant funds. Lastly, he noted this was the 2nd year of the five-year SS4A Program and that he then introduced Ms. Lindsay Slautterback, Kimley Horn and Associates (KHA).

Ms. Slautterback, KHA, stated efforts were initiated on the project in September and the deadline was moved to this July 2023. She explained the point of the plan was to reduce the number of fatalities and serious injuries on the roadways. Ms. Slautterback noted that first requirement of SS4A program was to complete a Safety Action Plan and provided a brief overview of the steps for plan development.

Ms. Slautterback discussed the safety analysis included within the plan and noted the analysis of the four county region's crash data from 2017-2022 which resulted in development of a high injury network. Ms. Slautterback stated the analysis identified segments and hot-spot intersections where majority of crashes were occurring based on volume. She also noted there was a second plan component, equity consideration that includes historically disadvantaged communities and that this component was a focus of the grant. Ms. Slautterback discussed the third component of the plan was public involvement. She stated a different approach was taken to get more feedback and that this included attending various public events and distributing information and receiving input from citizens through online mapping tool and survey tool. In addition to the public events, meetings with the Community Traffic Safety Teams for each of the four counties were held.

Ms. Slautterback stated based on public input there were five things that citizens identified as important concerns: bicycle and pedestrian facilities, public transportation, unsafe conditions for multimodal users, more law enforcement to address speeding, and distracted driving. She stated the

data collected from the surveys was used to develop a prioritization criteria system, which was a requirement. Ms. Slautterback stated most projects and priorities provided for this year's program were from City of Tallahassee, Leon County, and the universities. She noted due to timelines, other projects within Jefferson, Wakulla, and Gadsden counties would be considered as a part of next year's SS4A process. Ms. Slautterback stated the next step was Board presentation and that subsequently, CRTPA staff would work with the local agencies on gathering applications for submittal.

Mr. Van Tol asked for information on the deadlines. Mr. Kostrzewa stated the deadline was originally September for the previous year, but the deadline was moved to July 2023. He stated the plan can be used by other counties to apply for grants. He noted the projects must meet safety and equity within a high injury network. He noted the plan is flexible to be changed as the requirements may change. Mr. Slay noted Wakulla and Jefferson have not been LAP certified. Ms. Lex noted the rural counties should be aware the grant is a reimbursement grant; therefore, the municipality must have the money up front and be reimbursed. Mr. Hanson asked about events in Wakulla to provide information on SS4A program. Ms. Slautterback stated due to timing, there were no events that were available in Wakulla County. Mr. Hanson stated he would be able to assist with getting events schedules in the future. Mr. Thompkins asked what types of improvements the funds can be used to address. Mr. Kostrzewa stated most applications are for infrastructure improvements to address a specific corridor or provide bike and pedestrian safety.

Committee Action: Ms. Falconer made a motion to recommend approval. Ms. Longstreet seconded the motion. The motion was passed unanimously.

B. Fiscal Year (FY) 2024– FY 2028 Transportation Improvement Program (TIP)

The FY 2024 – FY 2028 TIP reflecting the projects that have received funding in the Florida Department of Transportation Work Program has been developed.

RECOMMENDED ACTION: Recommend the CRTPA Board adopt the FY 2024 – FY 2028 Transportation Improvement Program.

Ms. Lex provided information on the Fiscal Year (FY) 2024– FY 2028 Transportation Improvement Program (TIP) including the public involvement activities for the TIP. She stated comments may be received up until June 18, 2023, before the Board Meeting. Ms. Lex explained that the projects included in the TIP are developed using a variety of sources including the Regional Mobility Plan, through coordination with the CRTPA's transportation partners (including the Tallahassee International Airport and StarMetro), local governments Bicycle and Pedestrian Plans, comprehensive plans, and the Transportation Alternatives program. After projects are identified, the projects are placed on the Project Priority Lists and sent to FDOT to request funding. Ms. Lex stated the next steps would be to present the TIP to the Board on June 19, 2023, followed by submittal to the FDOT.

Committee Action: Mr. Van Tol made a motion to recommend approval. Mr. Holdener seconded the motion. The motion passed with Mr. Thompkins voting in opposition.

C. Fiscal Year (FY) 2025 – FY 2029 Project Priority Lists (PPLs)

The FY 2025 – 2029 Project Priority Lists have been developed:

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. Transportation Systems Management (TSM) and Safety Project Priority List
5. Intelligent Transportation Systems (ITS) Project Priority List
6. Tallahassee International Airport Project Priority List
7. StarMetro Project Priority List

RECOMMENDED ACTION: Recommend the CRTPA adopt the FY 2025 – FY 2029 Project Priority Lists.

Ms. Lex provided information on the Fiscal Year (FY) 2025 – FY 2029 Project Priority Lists (PPLs) and stated that PPLs will be provided to FDOT for development of upcoming Work Program. She noted staff will meet with FDOT staff in July to begin coordination for funding of the priorities. She stated the projects are prioritized using adopted criteria developed by CRTPA or the local governments. Ms. Lex explained FDOT has worked on funding the #2 project, on the Regional Mobility Plan Roadway PPL, for a few years and asked if the CRTPA was good with overstepping the #1 project and funding the #2 project. She stated the CRTPA was willing to accept the funds to fund the #2 project instead, the Capital Circle from Springhill to Orange Avenue. Ms. Lex stated the last segment of Capital Circle from Crawfordville Road to Springhill Road is the last piece to be funded and note the cost to complete was 65 million.

Committee Action: Mr. Van Tol made a motion to recommend approval of the Fiscal Year (FY) 2025 – FY 2029 Project Priority Lists (PPLs). Ms. Falconer seconded the motion. The motion unanimously passed.

D. Strategic Intermodal System (SIS) Discussion

A discussion related to the SIS designated roadways in the CRTPA region will be provided.

RECOMMENDED ACTION: Action required.

Mr. Slay provided background information on the Strategic Intermodal System. He explained staff would be presenting information to the board on the recommended changes to the SIS designated roadways. Mr. Slay explained the FDOT revises the SIS every five years. He noted the current SIS facilities in the CRTPA Region were I-10; Capital Circle NW/SW (SR 263) from the Tallahassee International Airport to I-10; Thomasville Road (US 319) from I-10 to the state line. Mr. Slay provided an overview of the recommended additions to the SIS for the CRTPA Region and stated the justification for each roadway. 1) Crawfordville Road - US 98 to Capital Circle SW, this portion of Crawfordville Road meets the SIS designation criteria of a corridor connecting an urban area with a Rural Area of Opportunity (Wakulla County) and has a AADT of at least 6,000 (ranged from 13,000 to 22,000

depending on location in 2022); 2) Capital Circle SW - Springhill Road to Crawfordville Highway, this section of Capital Circle SW would provide access to the Tallahassee International Airport (TLH) from areas south of Leon County and provide a continuous connection with the SIS; 3) Capital Circle SW/SE - Crawfordville Highway to I-10, this would provide continuous connection on the SIS to eastern Tallahassee and I-10 East; 4) US 27 - I-10 to Georgia State Line, meets the criteria related to NHS designated facilities that connect to an urbanized area outside the state not already served by a SIS facility; 5) Capital Circle NW - I-10 to US 27, this segment of Capital Circle NW serves as a hub connection from US 27 to the Tallahassee International Airport as well as I-10. Mr. Slay noted truck volumes along this segment are nearly 10% of overall AADT. Mr. Slay stated the proposed additions would be submitted to FDOT-District and then to FDOT-Central Office for final consideration, after the review and approval by the Board.

Committee Action: Mr. Van Tol made a motion to recommend approval of the Strategic Intermodal System (SIS), modifying the list to excludes 27 North and the connector on Capital Circle. Mr. Dunn seconded the motion. The motion was passed with opposition.

E. Thomasville Road Multi-Use Path Design Update

An update of the Thomasville Road Multi-Use Path Design will be provided by CRTPA staff.

RECOMMENDED ACTION: No action required.

Mr. Kostrzewa provided an update of the Thomasville Road Multi-Use Path Design but noted there currently no funding for the project. He stated the anticipated completion date for the design of the project was in December 2023, but again noted no construction funds were available. He noted there was a scheduled public meeting on June 27, 2023, with a virtual component and additional information was available on the project website on the CRTPA webpage.

Committee Action: Informational item, therefore, no action was taken.

6. INFORMATION

A. Future Meeting Dates

7. ITEMS FROM COMMITTEE MEMBERS OR STAFF

Ms. Lex stated she was currently working to schedule a helmet fitter training in Wakulla County and would provide additional information, when available.

8. ADJOURNMENT

The meeting was adjourned at 1:05 PM

September 5, 2023



COMMITTEE AGENDA ITEM 3B

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

TYPE OF ITEM: Consent

STATEMENT OF ISSUE

The Unified Planning Work Program (UPWP), a federally required document, describes the work activities, schedule, and budget for the CRTPA operations and planning activities. The purpose of this item is to amend the CRTPA FY 2023 – FY 2024 Unified Planning Work Program (UPWP) to update the scope of work, project costs and/or milestones for the project deliverables. In addition, adjustments to operating and personnel costs are presented.

HISTORY AND ANALYSIS

The CRTPA's UPWP is developed with a two-year budget. As with any budget, adjustments are necessary. The UPWP modification shifts budgeted funds for the audit in Task 1 and for Tasks 3 and 7 personnel costs in FY 2023 (**Attachment 1**). In addition, Subtask 7.2, the Regional Freight Study, is amended to extend the completion date to June 2024 (**Attachment 2**). Lastly, Subtask 7.6, originally titled the Safe Routes to School (SR2S) Study Update, is renamed the School Transportation Safety Study. This change reflects the broader project scope of the project which is safe mobility options for students. Additionally, the project cost and schedule are updated consistent with the revised project scope, which is under development. Once finalized the project details will be incorporated into Subtask 7.6. (**Attachment 3 To Be Provided**).

RECOMMENDED ACTION

Option 1: Recommend the CRTPA Board approve the amendment to the CRTPA's FY 2023 – FY 2024 Unified Planning Work Program.

ATTACHMENT

Attachment 1: Modified Budgets for FY 2023 and FY 2024

Attachment 2: Amended Subtask 7.2

Attachment 3: Amended Subtask 7.6 (Will be added once project details finalized.)

Modification to Task 1

Original: Task 1 Budget FY 2023

Task 1 Administration									
2023									
Funding Source	FHWA G2782				FFY 21 FTA 5305(d) G2528		Local G2782		FY 2023 Total
Contract Number									
Source Level	PL	SU	CMAQ	Total	Federal	Total	Local Governments	Total	
MPO Budget Reference									
Lookup Name	023 FHWA G2782 (PL)023 FHWA G2782 (SU)3 FHWA G2782 (CMAQ) FHWA G2782 (Total)				21 FTA 5305(d) G2528 FTA 5305(d) G2528 (Total)		2023 Local G2782 (Local G2782 (Total)		
Personnel (salary and benefits)									
Salaries and Fringe	\$ 150,565	\$ 129,363		-	\$ 55,986	-		-	\$ 335,914
Personnel (salary and benefits) Subtotal	\$ 150,565	\$ 129,363	\$ -	\$ 279,928	\$ 55,986	\$ 55,986	\$ -	\$ -	\$ 335,914
Consultant									
1.7 Professional Services WCOT	\$ 19,500			-		-		-	\$ 19,500
1.12 Professional Services Audit	\$ 17,500			-		-		-	\$ 17,500
1.16 Professional Services Legal	\$ 39,000			-		-		-	\$ 39,000
Consultant Subtotal	\$ 76,000	\$ -	\$ -	\$ 76,000	\$ -	\$ -	\$ -	\$ -	\$ 76,000
Travel									
Travel & Training	\$ 18,500			-		-		-	\$ 18,500
Travel Subtotal	\$ 18,500	\$ -	\$ -	\$ 18,500	\$ -	\$ -	\$ -	\$ -	\$ 18,500
Direct Expenses									
Operational Expenses	\$ 62,800			-	\$ 402	-		-	\$ 63,202
Computer Software	\$ 5,000			-		-		-	\$ 5,000
Staff Services	\$ 81,941			-		-		-	\$ 81,941
Food	\$ -			-		-	\$ 1,250	-	\$ 1,250
MPOAC/Professional Memberships	\$ -			-		-	\$ 3,500	-	\$ 3,500
Direct Expenses Subtotal	\$ 149,741	\$ -	\$ -	\$ 149,741	\$ 402	\$ 402	\$ 4,750	\$ 4,750	\$ 154,893
Supplies									
Office Supplies	\$ 7,500			-		-		-	\$ 7,500
Supplies Subtotal	\$ 7,500	\$ -	\$ -	\$ 7,500	\$ -	\$ -	\$ -	\$ -	\$ 7,500
Equipment									
Computer Equipment	\$ 5,500			-		-		-	\$ 5,500
Equipment Subtotal	\$ 5,500	\$ -	\$ -	\$ 5,500	\$ -	\$ -	\$ -	\$ -	\$ 5,500
Total	\$ 407,806	\$ 129,363	\$ -	\$ 537,169	\$ 56,387	\$ 56,387	\$ 4,750	\$ 4,750	\$ 598,306

Modified: Task 1 Budget FY 2023

Task 1 Administration							
2023							
Funding Source	FHWA G2782				Local G2782		FY 2023 Total
Contract Number							
Source Level	PL	SU	CMAQ	Total	Local Governments	Total	
MPO Budget Reference							
Lookup Name	023 FHWA G2782 (PL)023 FHWA G2782 (SU)3 FHWA G2782 (CMAQ) FHWA G2782 (Total)				2023 Local G2782 (Local G2782 (Total)		
Personnel (salary and benefits)							
Salaries and Fringe	\$ 150,565	\$ 129,363		-		-	\$ 335,914
				-		-	\$ -
Personnel (salary and benefits) Subtotal	\$ 150,565	\$ 129,363	\$ -	\$ 279,928	\$ -	\$ -	\$ 335,914
Consultant							
1.7 Professional Services WCOT	\$ 19,500			-		-	\$ 19,500
1.12 Professional Services Audit	\$ 22,500			-		-	\$ 22,500
1.16 Professional Services Legal	\$ 39,000			-		-	\$ 39,000
				-		-	\$ -
Consultant Subtotal	\$ 81,000	\$ -	\$ -	\$ 81,000	\$ -	\$ -	\$ 81,000
Travel							
Travel & Training	\$ 18,500			-		-	\$ 18,500
				-		-	\$ -
Travel Subtotal	\$ 18,500	\$ -	\$ -	\$ 18,500	\$ -	\$ -	\$ 18,500
Direct Expenses							
Operational Expenses	\$ 62,800			-		-	\$ 63,202
Computer Software	\$ 5,000			-		-	\$ 5,000
Staff Services	\$ 76,941			-		-	\$ 76,941
Food	\$ -			-	\$ 1,250	-	\$ 1,250
MPOAC/Professional Memberships	\$ -			-	\$ 3,500	-	\$ 3,500
				-		-	\$ -
Direct Expenses Subtotal	\$ 144,741	\$ -	\$ -	\$ 144,741	\$ 4,750	\$ 4,750	\$ 149,893
Supplies							
Office Supplies	\$ 7,500			-		-	\$ 7,500
				-		-	\$ -
Supplies Subtotal	\$ 7,500	\$ -	\$ -	\$ 7,500	\$ -	\$ -	\$ 7,500
Equipment							
Computer Equipment	\$ 5,500			-		-	\$ 5,500
				-		-	\$ -
Equipment Subtotal	\$ 5,500	\$ -	\$ -	\$ 5,500	\$ -	\$ -	\$ 5,500
Total	\$ 407,806	\$ 129,363	\$ -	\$ 537,169	\$ 4,750	\$ 4,750	\$ 598,306

Reallocate \$5,000 from Staff Services to Audit

Modification to Task 3

Original: Task 3 Budget FY 2023

Task 3 Long-Range Transportation Planning							
2023							
Contract Number	FHWA G2782				FFY 21 FTA 5305(d) G2528		FY 2023 Total
Source Level	PL	SU	CMAQ	Total	Federal	Total	
MPO Budget Reference							
Lookup Name	023 FHWA G2782 (P)023 FHWA G2782 (S)023 FHWA G2782 (CMAQ)HWA G2782 (Total)				21 FTA 5305(d) G2528	FFY 21 FTA 5305(d) G2528 (Total)	
Personnel (salary and benefits)							
	\$ 33,284	\$ 30,000		-	\$ 4,990	-	\$ 68,274
				-		-	\$ -
Personnel (salary and benefits)	\$ 33,284	\$ 30,000	\$ -	\$ 63,284	\$ 4,990	\$ 4,990	\$ 68,274
Consultant							
		\$ -		-		-	\$ -
				-		-	\$ -
	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Direct Expenses							
				-		-	\$ -
	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Total	\$ 33,284	\$ 30,000	\$ -	\$ 63,284	\$ 4,990	\$ 4,990	\$ 68,274

Modified: Task 3 Budget FY 2023

Task 3 Long-Range Transportation Planning					
2023					
Funding Source	FHWA				FY 2023 Total
Contract Number	G2782				
Source Level	PL	SU	CMAQ	Total	
MPO Budget Reference					
Lookup Name	023 FHWA G2782 (P)023 FHWA G2782 (S)023 FHWA G2782 (CMAQ)HWA G2782 (Total)				
Personnel (salary and benefits)					
Salaries and Fringe	\$ 53,284	\$ 30,000		-	\$ 88,274
				-	\$ -
Personnel (salary and benefits)	\$ 53,284	\$ 30,000	\$ -	\$ 83,284	\$ 88,274
Consultant					
3.0 Consultant Support Task 3 Activities		\$ -		-	\$ -
				-	\$ -
Consultant Subtotal	\$ -	\$ -	\$ -	\$ -	\$ -
Direct Expenses					
				-	\$ -
Direct Expenses Subtotal	\$ -	\$ -	\$ -	\$ -	\$ -
Total	\$ 53,284	\$ 30,000	\$ -	\$ 83,284	\$ 88,274

Modification to Task 7

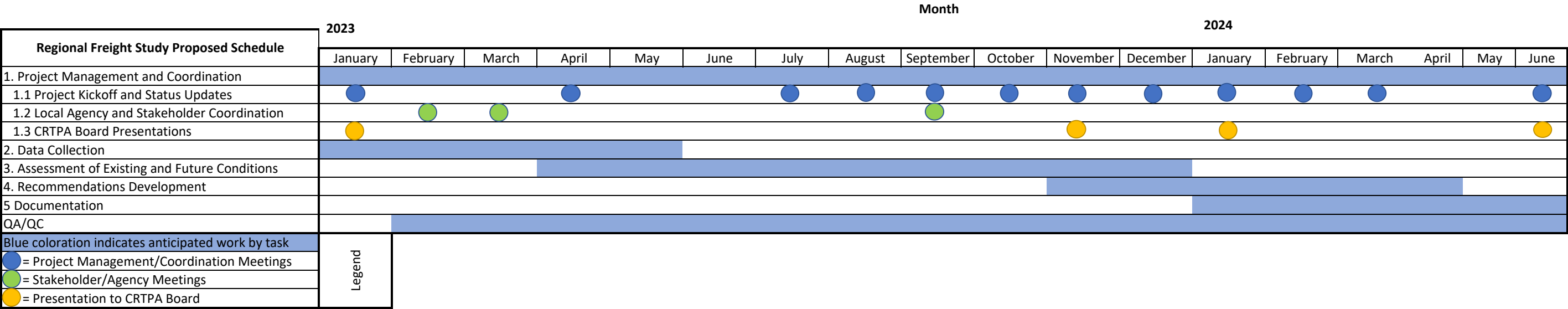
Original: Task 7 Budget FY 2023

Task 7 Special Projects								
2023								
Funding Source	FHWA				FFY 21 FTA 5305(d)		FY 2023 Total	
Contract Number	G2782				G2528			
Source Level	PL	SU	CMAQ	Total	Federal	Total		
MPO Budget Reference								
Lookup Name	023 FHWA G2782 (PI) 023 FHWA G2782 (SU) FHWA G2782 (CMAQ) FHWA G2782 (Total) FTA 5305(d) G2528 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		\$ 24,000		-		-	\$ 24,000	
7.1 Telecommute Study		\$ 81,000		-		-	\$ 81,000	
7.2 Regional Freight Study		\$ 175,000	\$ 40,000	-		-	\$ 215,000	
7.3 Other Mobility Studies TBD*		\$ -		-		-	\$ -	
7.4 SS4A Safety Action Plan		\$ 250,000		-		-	\$ 250,000	
7.5 SS4A High Injury Network (HIN) Safety		\$ 208,523						
7.6 Safe Routes to School Report Update		\$ 500,000						
* Requires a UPWP Amendment		\$ -		-		-	\$ -	
Consultant Subtotal	\$ -	\$ 1,238,523	\$ 40,000	\$ 1,278,523	\$ -	\$ -	\$ 1,278,523	
Direct Expenses								
Direct Expenses Subtotal	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
Total	\$ 127,383	\$ 1,238,523	\$ 40,000	\$ 1,405,906	\$ 25,477	\$ 25,477	\$ 1,431,383	

Modified: Task 7 Budget FY 2023

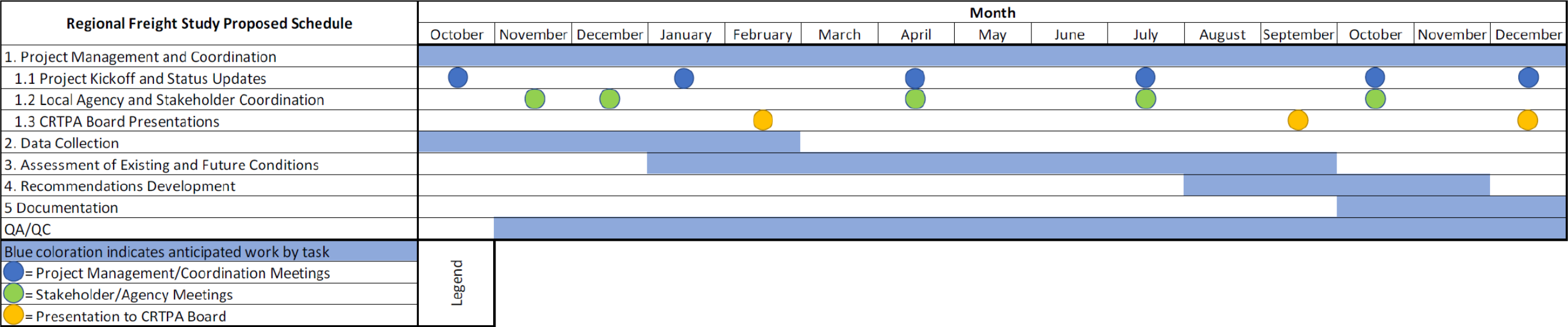
Task 7 Special Projects							
2023							
Funding Source	FHWA				FFY 21 FTA 5305(d)		FY 2023 Total
Contract Number	G2782				G2528		
Source Level	PL	SU	CMAQ	Total	Federal	Total	
MPO Budget Reference							
Lookup Name	023 FHWA G2782 (PI) 023 FHWA G2782 (SU) FHWA G2782 (CMAQ) FHWA G2782 (Total) FTA 5305(d) G2528 G2528 (Total)						
Personnel (salary and benefits)							
Salaries and Fringe	\$ 107,383			-	\$ 25,477	-	\$ 132,860
				-		-	\$ -
Personnel (salary and benefits) Subtotal	\$ 107,383	\$ -	\$ -	\$ 107,383	\$ 25,477	\$ 25,477	\$ 132,860
Consultant							
Consultant Support Task 7 Activities		\$ 24,000		-		-	\$ 24,000
Telecommute Study		\$ 81,000		-		-	\$ 81,000
Regional Freight Study		\$ 175,000	\$ 40,000	-		-	\$ 215,000
Other Mobility Studies TBD*		\$ -		-		-	\$ -
SS4A Safety Action Plan		\$ 250,000		-		-	\$ 250,000
7.5 SS4A High Injury Network (HIN) Safety		\$ 208,523					
Safe Routes to School Report Update		\$ 500,000					
Requires a UPWP Amendment		\$ -		-		-	\$ -
Consultant Subtotal	\$ -	\$ 1,238,523	\$ 40,000	\$ 1,278,523	\$ -	\$ -	\$ 1,278,523
Direct Expenses							
Direct Expenses Subtotal	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Total	\$ 107,383	\$ 1,238,523	\$ 40,000	\$ 1,385,906	\$ 25,477	\$ 25,477	\$ 1,411,383

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TWO RS&H-2023-01: Original Project Schedule

Table 4: Anticipated Project Schedule





September 5, 2023

COMMITTEE AGENDA ITEM 3C

FISCAL YEAR (FY) 2023 - FY 2027 AND FY 2024 - FY 2028 TRANSPORTATION IMPROVEMENT PROGRAMS AMENDMENTS

TYPE OF ITEM: CONSENT

STATEMENT OF ISSUE

This item seeks ratification of a roll-forward amendment to the FY 2023– FY 2027 and to the FY 2024– FY 2028 Transportation Improvement Programs (TIPs) to add the project as follows:

- CR 268/Adams St. from CR 274 Martin Luther King Jr Blvd. to Clark St. (Project No. 436992-1): (Gadsden County) Provide \$627,615 in funding in FY 23/24 for the construction of a five-foot wide sidewalk on the west side of the road.

EXECUTIVE COMMITTEE

Resolution 2023-08-4F (**Attachment 1**), amending the FY 2023– FY 2027 and the FY 2024– FY 2028 TIPs, was adopted by the Executive Committee at the August 22, 2023 meeting.

HISTORY AND ANALYSIS

Adopted annually, the CRTPA's TIP reflects those projects in the region that have received state and federal funding in the FDOT Work Program. After adoption, changes to a project can require an amendment to the CRTPA's TIP. In this case, a previous FY 2021 project was delayed. In order for the project to advance, the TIP is amended to include the project and the funds roll-forward.

For the purpose of authorizing federal funds, the Federal Highway Administration (FHWA) recognizes the CRTPA's FY 2023 – FY 2027 TIP through September 30th of the year, consistent with the federal fiscal year (**Attachment 2**). The CRTPA's FY 2024 – FY 2028 TIP, effective July 1 of this year, is also amended to ensure consistency between the two documents (**Attachment 3**). The TIP Amendments are time sensitive as FDOT is seeking immediate authorization from FHWA for this project. The next scheduled Board meeting in September would not provide sufficient time to process the amendment and the authorization.

The amendments was transmitted to the FDOT for processing and further approval. Both the FY 2023– FY 2027 and the FY 2024– FY 2028 TIPs were updated to reflect the addition of the project. At the September meetings the agenda item will be provided to the Board for ratification.

This was the CRTPA Transportation Alternative Project Priority No. two in the FY 15 Application Cycle. The project will be constructed through a LAP Agreement with Gadsden County.

RECOMMENDED ACTION

Option 1: Ratify the amendment to the FY 2023 – FY 2027 and the FY 2024 – FY 2028 approved by the CRTPA Executive Committee to add the project as follows:
(Recommended)

- CR 268/Adams St. from CR 274 Martin Luther King Jr Blvd. to Clark St. (Project No. 436992-1): (Gadsden County) Provide funding in FY 23/24 for the construction of a five-foot wide sidewalk on the west side of the road.

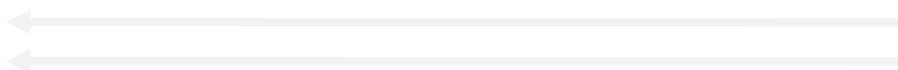
Option 2: Committee discretion.

ATTACHMENTS

Attachment 1: Resolution No. 2023-08-4F

Attachment 2: FY 2023 – FY 2027 Transportation Improvement Program Project Page

Attachment 3: FY 2024 – FY 2028 Transportation Improvement Program Project Page



CRTPA RESOLUTION 2023-08-4F

**A RESOLUTION OF THE CAPITAL REGION TRANSPORTATION PLANNING AGENCY (CRTPA) EXECUTIVE COMMITTEE ENDORSING
THE AMENDMENTS TO THE FY 2023 – FY 2027 and FY 2024 – 2028 TRANSPORTATION IMPROVEMENT PROGRAMS**

Whereas, the Capital Region Transportation Planning Agency (CRTPA) is the organization designated by the Governor of Florida on August 17, 2004 together with the State of Florida, for carrying out provisions of 23 U.S.C. 134 (h) and (i)(2), (3) and (4); CFR 450.324, 326, 328, 330, and 332; and FS 339.175 (5) and (7); and

Whereas, the Transportation Improvement Program (TIP) shall be endorsed annually by the CRTPA and submitted to the Governor of the State of Florida, to the Federal Transit Administration, and to the Federal Highway Administration, through the State of Florida;

Whereas, the TIP is periodically amended to maintain consistency with the Florida Department of Transportation Work Program and;

Whereas, The Executive Committee is authorized to approve time-sensitive documents pursuant to Section IV. CRTPA Bylaws, Subsection D.4.c., Duties of the Executive Committee;

Whereas, authorization for federal funding of projects within an urbanized area cannot be obtained unless the projects are included in the CRTPA's TIP, and authorization of the federal funding for Project No. 436992-1 is time sensitive.

NOW, THEREFORE LET IT BE RESOLVED BY THE CAPITAL REGION TRANSPORTATION PLANNING AGENCY (CRTPA) THAT:

The CRTPA amends the FY 2023 – FY 2027 and the FY 2024 – FY 2028 Transportation Improvement Programs to reflect:

- The FY 2023 – FY 2027 TIP is amended to include Project No. 436992-1 and \$627,615 in funding for the construction of a five-foot sidewalk. (CR 268/Adams St. from CR 274 Martin Luther King Jr Blvd. to Clark St.) Gadsden County.
- The FY 2024 – FY 2028 TIP is amended to include Project No. 436992-1 and \$627,615 in funding for the construction of a five-foot sidewalk. (CR 268/Adams St. from CR 274 Martin Luther King Jr Blvd. to Clark St.) Gadsden County.

Passed and duly adopted by the Capital Region Transportation Planning Agency Executive Committee on this 22nd day of August 2023.

Capital Region Transportation Planning Agency

By: 

Rick Minor, Chair

Attest



Greg Slay, Executive Director

CR 268 ADAMS ST FROM CR 274 MARTIN LUTHER KING JR BLVD TO CLARK ST
4369921 Non-SIS



Project Description:

Notes: 5 Foot Sidewalk on the west side.

Lead Agency: MANAGED BY GADSDEN COUNTY
BOCC

From: CR 274 MARTIN LUTHER KING JR BLVD

To: CLARK ST

County: GADSDEN

Length: .576

Phase Group: CONSTRUCTION

Phase	Fund Code	PRIOR YEAR	2023	2024	2025	2026	2027	Total
CST	TALU			89,631				89,631
CST	CM			396,947				396,947
CST	TALU			140,537				140,537
CST	TALU			500				500
				627,615				627,615

Prior Year Cost: 0

Future Year Cost: 0

Total Project Cost: 627,615

LRTP: 2045 RMP Table 5-9 - Page 5-11

This project was amended into the FY 2023 - FY 2027 TIP at the CRTPA Executive Committee on August 22, 2023.

Transportation Alternative Priority No. 2 on the adopted 2015 Priority List.

CR 268 ADAMS ST FROM CR 274 MARTIN LUTHER KING JR BLVD TO CLARK ST
4369921 Non-SIS



Project Description:

Notes: 5 Foot Sidewalk on the west side.

Lead Agency: MANAGED BY GADSDEN COUNTY
BOCC

From: CR 274 MARTIN LUTHER KING JR BLVD

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CST	TALU		500					500
			627,615					627,615

Prior Year Cost: 0

Future Year Cost: 0

Total Project Cost: 627,615

LRTP: 2045 RMP Table 5-9 - Page 5-11

This project was amended into the FY 2023 - FY 2027 TIP at the CRTPA Executive Committee on August 22, 2023.

Transportation Alternative Priority No. 2 on the adopted 2015 Priority List.

September 5, 2023



COMMITTEE AGENDA ITEM 3D

CRTPA AMENDED FISCAL YEAR (FY) 2025 – 2029 REGIONAL TRAILS PROJECT PRIORITY LIST

TYPE OF ITEM: Consent

STATEMENT OF ISSUE

The purpose of this item is to approve an amendment to the CRTPA's Adopted FY 2025 -FY 2029 Roadway Regional Trails Project Priority List (**Attachment No. 1**).

BACKGROUND AND ANALYSIS

Annually the CRTPA adopts Project Priority Lists (PPLs) for which the agency is seeking transportation funding. The lists provide the Florida Department of Transportation (FDOT) guidance as that agency proceeds with development of the Annual State Work Program. At the June 19, 2023 CRTPA Meeting, the Board approved the Regional Trails PPL. Subsequent to the meeting, the Florida Legislature approved additional funding for the Florida Department of Transportation's Shared Use Non-Motorized Trails (SUN Trails) program. FDOT announced that applications for this supplementary SUN Trails funding would be accepted through December of 2023.

This item seeks to add a segment of US90, from SR 12 in the City of Quincy to the Jackson County line west of the City of Chattahoochee, to the CRTPA's Regional Trail PPL (**Attachment No. 2**). Currently, this segment of the regional trail network is identified as a Priority Project on the Florida Department of Environmental Protections (FDEP) Greenways and Trails map as a Land Trail Priority Corridor (**Attachment No. 3**). By adding the project to the CRTPA's list of trail priorities, the CRTPA can seek funding through the SUN Trails network. Following Board approval, an application for funding the Feasibility Study for this project will be submitted by the CRTPA to FDOT.

RECOMMENDED ACTION

Option 1: Recommend the Board adopt the Amended FY 2025 – FY 2029 CRTPA Regional Trails Project Priority List.

ATTACHMENTS

Attachment 1: Amended FY 2025 - FY 2029 Regional Trails PPL (*September 2023*)

Attachment 2: Project Location Map

Attachment 3: FDEP Greenways and Trails Land Trail Priority Corridor Map

Capital Region Transportation Planning Agency


²RMP Regional Trails
Fiscal Year 2025 - Fiscal Year 2029

Amended Project Priority List: CRTPA Meeting 9/19/23

PRIORITY NO.	PROJECT NAME AND LIMITS	¹ PHASE & FUNDING PROGRAMMED						LENGTH IN MILES	COUNTY	NEXT PROJECT PHASE	COST ESTIMATE OF PHASE	NOTES
		PHASE	FY 24	FY 25	FY 26	FY 27	FY 28					
1	US 90 Multiuse Trail	PD&E	\$1.52 M	-	-	-	-					The <u>US 90 Multi-Use Trail FS</u> was approved May 17, 2022. Design cost estimates developed once PD&E is at 60%.
	<i>Pedrick Road to Leon County Line at Lake Miccosukee</i> ² WPN 451044-2							9.7	Leon	PE	\$	
	<i>Leon County Line at Lake Miccosukee to the Monticello Trail</i> (UNFUNDED)							10.5	Jefferson	PD&E		
2	Bloxham Cutoff Road (SR 267) Multiuse Trail	PE	\$630,000	-	-	-	-	4.78	Wakulla	CST	\$	SR 267 Multi-Use Trail FS to be finalized in Fall 2022. Construction cost estimates at 60% design.
	<i>Wakulla Springs State Park to the St Marks Trail</i> WPN 410172-2											
3	Tallahassee to Havana Trail	-	-	-	-	-	-	6.5	Leon & Gadsden	PE	\$	The <u>Tallahassee to Havana Trail FS</u> was approved November 21, 2022.
	<i>Orchard Pond Rd to Havana Main St (US27)</i>											
<u>4</u>	<u>US 90/SR10 Multiuse Trail</u>								<u>Gadsden</u>	<u>FS</u>		<u>Segment is a Priority Corridor on the ²FGTS Maps.</u>
	<u>SR12 in Quincy to the Jackson County Line</u>											
5	Welaunee Greenway	CST	\$2 M	-	-	-	-	-	Leon			Per ² BPIA the <u>project</u> tentatively funded in FY 2024 for construction.
	<i>Miccosukee Greenway to Centerville Road</i>											
	Bannerman Rd Multi-use Trail	CST	\$2.9 M	-	-	-	-	-	Leon			Per ² BPIA the <u>project</u> tentatively funded in FY 2024 for construction.
	<i>Quail Commons Drive to Meridian Rd</i>											
	Orchard Pond Multi-use Trail	CST	\$1.85 M	-	-	-	-	1.5	Leon			Per ² BPIA the <u>project</u> tentatively funded in FY 2024 for construction.
	<i>Meridian to Phipps Toll Road Trailhead</i>											

PRIORITY NO.	PROJECT NAME AND LIMITS	¹ PHASE & FUNDING PROGRAMMED						LENGTH IN MILES	COUNTY	NEXT PROJECT PHASE	COST ESTIMATE OF PHASE	NOTES
		PHASE	FY 24	FY 25	FY 26	FY 27	FY 28					
6	Apalachee Pkwy (US 27) Connector Trail	-	-	-	-	-	-	0.6	Leon	PE	\$	
	<i>Sutor Road to Conner Blvd</i>											
7	Monticello Trail Extension FL GA Parkway (US 19)	-	-	-	-	-	-	2.7	Jefferson	PE	1.37 M	
	<i>David Rd (CR 57A) to Martin Rd</i>											
8	Forest Trail North Springhill Rd	-	-	-	-	-	-	5.2	Leon	FS	\$	
	<i>Trout Pond to Lake Henrietta</i>											
9	Nature Coast Multiuse Trail			-	-	-	-	14	Wakulla Jefferson	PD&E	\$	
	<i>Lighthouse Rd to Taylor Co Line</i>											

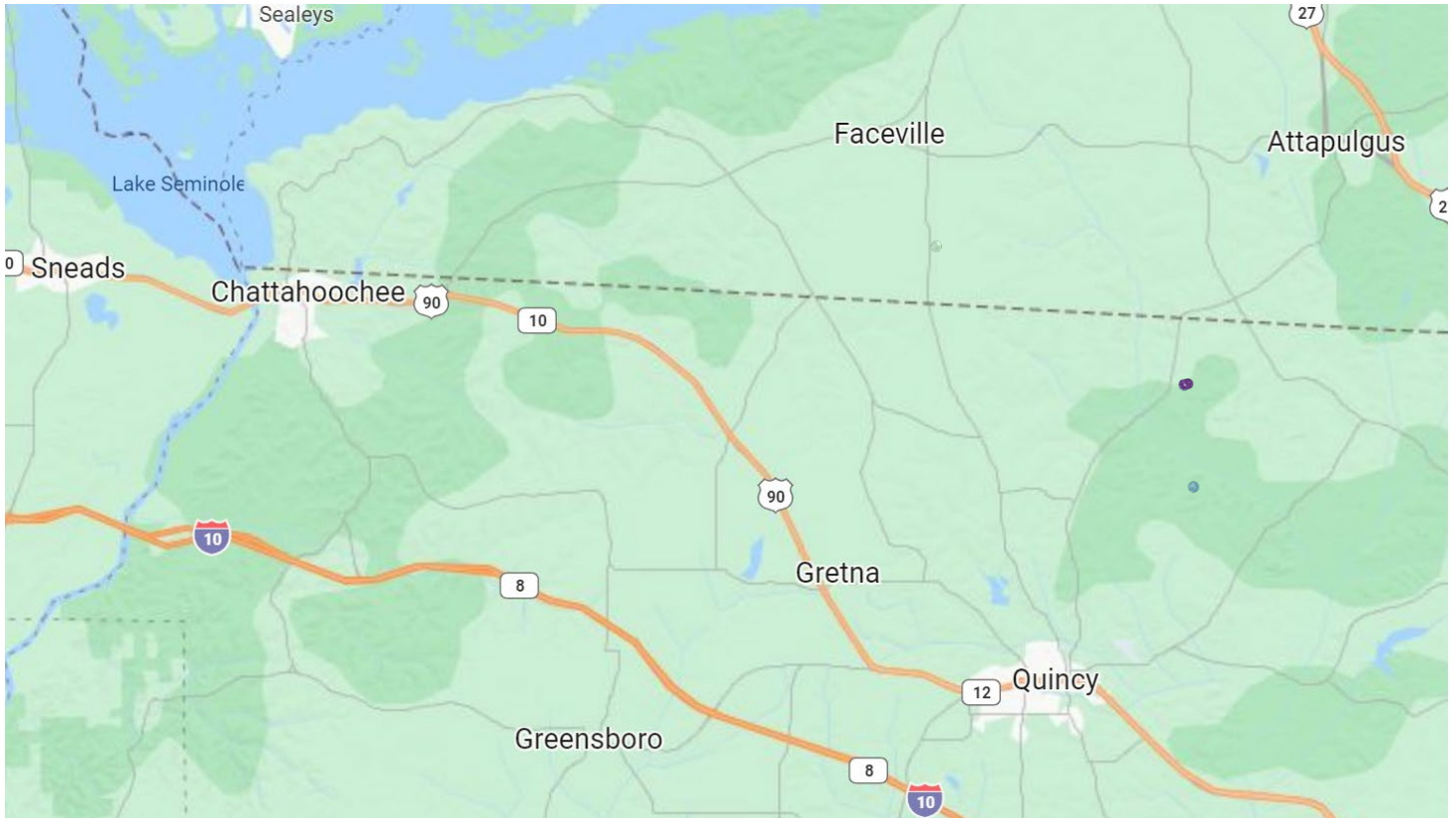
¹ PROJECT PHASES				ACRONYM	
(FS)	Feasibility Study		(ROW)	Right-of-Way	
(PD&E)	Project Development & Environmental		(CST)	Construction	
(PE)	Design		(CEI)	Construction Engineering and Inspection	
				² FDOT - Florida Department of Transportation	
				FGTS - Florida Greenways and Trails System	
				BPIA -Intergovernmental Agency	
				WPN - FDOT Work Program Number	
				RMP - CRTPA's 2045 Regional Mobility Plan	



CRTPA
CAPITAL REGION
Central Regional Transportation Planning Agency

Page 2 of 2

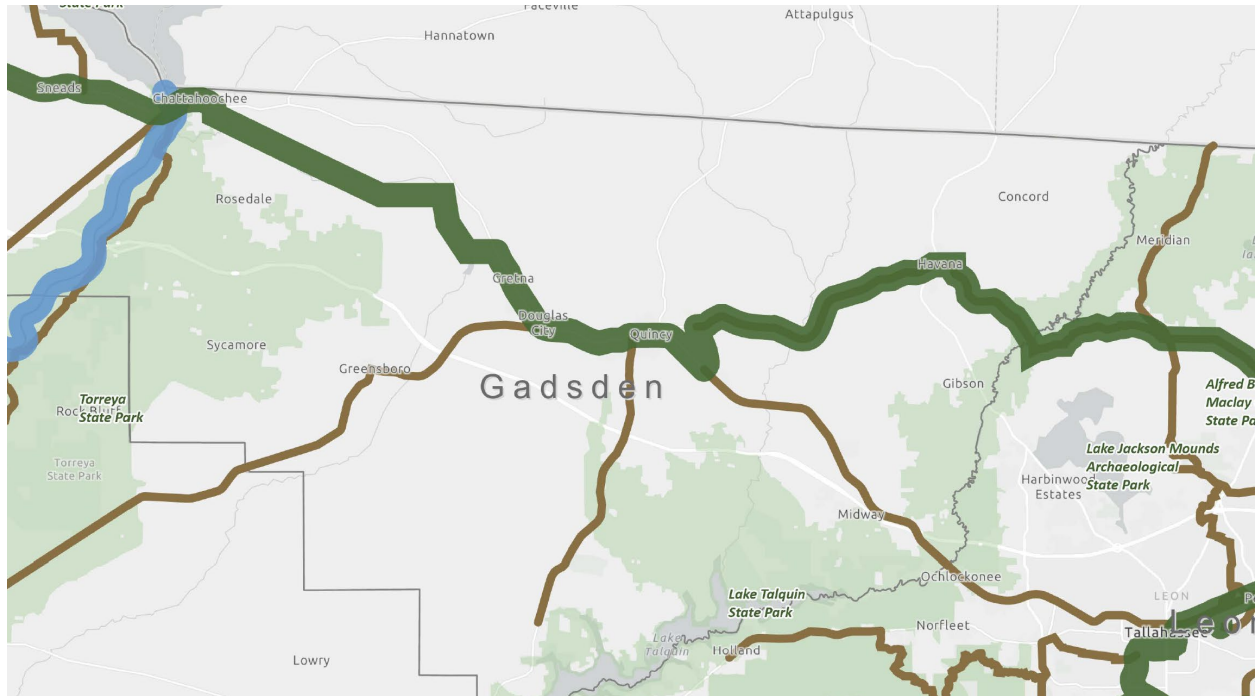




Regional Trail Project Priority No. 4

**US 90/SR 10 (Blue Star Highway) From SR 12 in the City of Quincy
to the
Jackson County line west of the City of Chattahoochee**

Florida Greenways and Trails: Priority and Opportunity Land Trail Corridor



- Land Trail Priority Corridors
- Land Trail Opportunity Corridors
- Paddling Trail Priorities
- Florida National Scenic Trail - Priority
- Florida Wildlife Corridor
- Florida Counties

Lines represent five mile wide planning corridors, not specific alignments of individual trails.



September 5, 2023

COMMITTEE AGENDA ITEM 5A

SR 267 SHARED-USE PATH FEASIBILITY STUDY

TYPE OF ITEM: Presentation/Discussion/Action

STATEMENT OF ISSUE

The State Road 267 (SR 267) Shared-Use Path Feasibility Study was initiated in August of 2022. This study assessed the ability to construct a shared-use path along SR 267, also known as Bloxham Cutoff, between the Edward Ball Wakulla Springs State Park and the St. Marks Trail. The Project Team will be presenting the Feasibility Study, provide the futures steps with the project, and answer any questions by the CRTPA Committees.

RECOMMENDED ACTION

Option 1: Recommend approval of the SR 267 Shared-Use Trail Feasibility Study to the CRTPA Board.

BACKGROUND

The SR 267 connection between Wakulla Springs State Park and the St. Marks Trail was first identified by the CRTPA in the Capital City to the Sea (CC2S) Master Plan and was one of the highest requested linkages along the system. As the CC2S moved into the prioritization phase, the Coastal Trail took precedence due to the linkage existing trail systems and the opportunity to garner funds from the newly established Florida Department of Environmental Protection (FDEP)/Florida Department of Transportation (FDOT) Shared-Use Non-Motorized Trail System (SUN Trails). As the Coastal Trail moves towards completion, other linkages in the CC2S system were reviewed to determine the best locations to initiate and the SR 267 corridor was chosen.

As with other trail projects, the CRTPA first initiates a feasibility study to evaluate the corridor for potential fatal flaws, environment issues, right-of-way availability, and coordination with major stakeholders. Phase two of this process includes the Public Engagement component to provide the opportunity for citizens to comment, suggest or ask questions regarding the existing conditions and the overall concept of the trail.

One of the most important components of the project is the coordination with Wakulla Springs State Park because the concept of the trail included a portion to be contained within the property of the state park. These efforts included meeting with the park administration, ensuring that the project was contained in the Unit Management Plan, and coordination throughout the process.

FEASIBILITY STUDY

The [Feasibility Report](#) is divided into several chapters that follow the process that was taken to complete the study. These steps are outlined below.

Existing Conditions

The major categories that include in the Existing Conditions chapter Transportation Conditions, Environmental Characteristics, and Existing Projects.

The major highlights of the Transportation Conditions (pages 5 through 18) include:

- SR 267 is a two-lane east-west road that connects to Leon County to the West and the Coastal Highway to the East with an average daily traffic of approximately 4,000 vehicles.
- The major roadway linkages of the corridor include Crawfordville Road, Woodville Highway, and the Coastal Highway.
- From a non-motorized perspective, the connection to the St. Marks Trail provides access to the Lighthouse Road (St. Marks Wildlife Refuge), Ochlockonee Bay Trail, Mashas Sands, Cascades Park at a minimum.
- Along the corridor there is 100 feet of right of way with the road centered in the middle of the right-of-way. The right-of-way has been cleared of trees so there won't be any tree impacts.
- There is one bridge along the corridor (McBride Slough Bridge) that will be further detailed in the Alternatives chapter.
- The Wakulla Springs service road is approximately 150 feet south of SR 267 and is approximately 1.5 miles in length.

The Environmental Characteristics (pages 19 through 24) include:

- Flood Zones and Wetlands – not anticipated to be impacted by the project.
- Strategic Habitat Conservation Areas & Rare Species Habitat.
- Cultural Resources – outside of the Wakulla Springs State Park, there are no cultural resources along SR 267. Inside of the park, the identified resources are not between SR 267 and the service road identified to be the shared-use trail.
- Wakulla State Forest – located on the north side of SR 267, the shared-use trail would provide access via Rosa Shingles Trailhead, identified on **Figure 25 – Trails** (page 23).

There are two existing projects within the corridor (pages 25 and 27):

- SR 267 Resurfacing from the Leon County Line to Woodville Highway (scheduled for FY 24).
- Edward Ball Wakulla Springs State Park Alternate Multi-Use Trail Route Study - The purpose of this analysis was to conduct a review of existing and future regional multi-use trail systems,

evaluate the existing trails and pathways within the core area of the Edward Ball Wakulla Springs State Park and review potential alternatives for a primary accessway for visitors traveling on bicycles to enter the park.

•

Design Criteria

There are standards that apply to the design of trails, and these are outlined on pages 28 and 29. Additional discussion within the Design Criteria (pages 30 and 31) includes:

- Intersection Concepts
- Side Street Crossings
- Midblock Crossing
- Typical Section

Design Recommendations

Following Design Criteria, there is a chapter for Design Recommendations (page 31) specific to the SR 267 project, including:

- Trail Width and Separation – the Feasibility Study recommendation is for a 12-foot-wide trail with as far away from the road as possible.
- Meandering Design – as with all the trails the CRTPA pursues, if there is the possibility to meander the trail, that is what will be pursued.

Alternatives Analysis

There were four (4) potential alternatives developed for analysis. A common element for all four (4) is the use of the Wakulla Springs Park Service Road for approximately 1.5 miles. The variations then consider the north side or south side of SR 267, and the use of additional publicly-owner property for the SR 267 corridor. Each alternative is described below and can be found on pages 31 through 38).

Alternative 1: Wakulla Park Service Road/North Side of SR 267 – from the service road the trail would then cross SR 267 to the north side and connect to the Rosa Shingles Trailhead. From the Rosa Shingles Trailhead, the trail would continue east on the north side of SR 267 right-of-way until connecting to the St. Marks Trail.

Alternative 2: Park Service Road/South Side of SR 267 – From the service road the trail would then continue east along SR 267 right-of-way until connecting to the St. Marks Trail. This would require crossing Shadeville Road at the intersection with SR 267.

Alternative 3: Park Service Road/North Side Off-System – From the service road the trail would then cross SR 267 to the north side and connect to the Rosa Shingles Trailhead. The trail would then turn north and east with State Forest property until connecting back to the north side of SR 267 near the Wakulla State Forest Ranger Station. The trail would continue on the north side of SR 267 until connecting to the St. Marks Trail.

Alternative 4: Park Service Road/South Side Off-System - From the service road the trail would then continue east along SR 267 right-of-way until turning south and following the eastern perimeter of Wakulla Springs State Park property. The trail would then head east until reaching the Electric

transmission easement where the trail would head north until reaching SR 267. The trail would then follow along the southside of the SR 267 until crossing Shadeville road and connecting to the St. Mark's trail.

Ultimately, the off-system options created circuitous routes (and potentially more environmental concerns and higher costs) as opposed to a more direct route. Therefore, alternatives three (3) and four (4) were not pursued as the option to recommend for the trail.

Based on input from the public (see Public Engagement), stakeholder engagement, engineering, environmental and constructability factors, the recommended alternative for the trail is Alternative 1: Wakulla Park Service Road/North Side of SR 267.

PUBLIC ENGAGEMENT

The Public Engagement Chapter can be found on pages 39 and 40. After the development of the existing conditions and the alternatives, the CRTPA held a public meeting at the Wakulla Lodge to receive input and answer questions regarding the SR 267 project. Appendix D contains the sign-in sheets, comment sheets and comments left on the maps at the public meeting. The comments from the meeting are provided below:

- Please push this plan, I am not going to live forever.
- The bridge crossing needs special attention. A separate bridge would be best.
- Great project. This will be heavily used. Like the north alternative a bit better.
- Please finish the design fast and look for funds to get this constructed.
- The Friends of Wakulla Springs State Park fully support this trail project.
- The McBride Slough is an environmentally sensitive feature, please protect this area without disturbing its present use.
- Prefer bike trail on south side – keep traffic out of the neighborhoods.
- It is a great idea. I vote for the north side, ease of construction.
- I am all in, full speed ahead. I like the section that goes into the woods along the north side of Wakulla Springs Park.
- Prefer the north alternative. Plant trees after construction for more shade.
- I like the reconfigured SR 267/Bloxham Crossing intersection.
- I have studied the corridor many times and suggest the trail be located on the north side of the road until Rosa Parks and then cross over to state property.
- I believe in bicycle rights.

The meeting included a set of aerial maps that citizens could add sticky notes to for adding comments on the project and these comments are provided below.

- Want trail option that connects with Rosa Shingles Trailhead.
- 50-50 North or South. I vote for the quickest construction.
- Plant trees after trail is constructed.
- Slight preference for north alternative, less crossings and fewer driveways.
- There needs to be a separate bridge for bikes. No compromise please.
- Kudos to the designers for section of the path on service road.

- I like no power poles. Plant trees for north side route.
- I like shade and less intersections. I like the south side route.
- Please choose the side with the most shade.

ADDITIONAL MATERIALS

In addition to the Feasibility Report there are several Appendices that include the following:

[Appendix A – Aerial Maps](#)

[Appendix B – Parcel Ownership](#)

[Appendix C – Environmental Maps](#)

[Appendix D – Resurfacing Plan](#)

[Appendix E – Wakulla Springs Management Plan](#)

[Appendix F – Public Meeting Materials](#)

NEXT STEPS

The CRTPA has funded the design phase of the project which is scheduled to begin in January of 2024. Construction of the project is not funded. However, the project was added to the FDEP Priority Trail system earlier in 2023 and as the next funding cycle of SUN Trails is released (Fall of 2023) staff will be applying for the construction phase.

RECOMMENDED ACTION

- Option 1: Recommend approval of the SR 267 Shared-Use Trail Feasibility Study to the CRTPA Board.
(Recommended)



September 5, 2023

COMMITTEE AGENDA ITEM 5 B

CRTPA TRANSPORTATION ALTERNATIVES SUBCOMMITTEE

TYPE OF ITEM: Presentation/Discussion/Action

STATEMENT OF ISSUE

This item seeks the appointment of three (3) members of the Citizens Multimodal Advisory Committee (CMAC) to serve on the CRTPA's Transportation Alternatives (TA) Subcommittee associated with the upcoming solicitation of TA applications for the Fiscal Year (FY) 2026 – FY 2030 funding cycle.

RECOMMENDED ACTION

Option 1: Approve three (3) members of the Citizens Multimodal Advisory Committee to serve on the CRTPA's TA Subcommittee.

BACKGROUND

The CRTPA TAP was established in 2013 subsequent to the creation of the Transportation Alternatives Program associated with the July 6, 2012 signing of P.L. 112-141, the Moving Ahead for Progress in the 21st Century Act (MAP-21) by President Obama. 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.

Through the CRTPA TA Program, the agency coordinates the solicitation and ranking of TA projects within the four-county capital region prior to provision to the FDOT for funding consideration. The process, described in more detail below, includes the solicitation of *new* applications biennially (every two (2) years), consistent with Board direction. The most recent solicitation of new applications occurred in late 2021 and, as a result, the CRTPA is scheduled to formally initiate the solicitation of new applications this year in December 2023.

Guiding the CRTPA TA Program is the CRTPA TA Subcommittee. The subcommittee, consisting of members from both of the CRTPA committees, reviews and recommends a ranking of the TA applications to the CRTPA Board. Ultimately, the projects are placed in recommended priority order on the agency's TA Project Priority List for CRTPA Board consideration and adoption.

LATEST INFORMATION

Given the scheduled initiation of TA application solicitation in late 2023, it is now time to reconstitute the CRTPA TA Subcommittee. As in years past, the subcommittee will review and recommend the scoring criteria to be used in the application review process, evaluate received applications using adopted criteria, and, ultimately, recommend a ranking of projects to the CRTPA Board.

With the 2021 passage of the [Bipartisan Infrastructure Law \(BIL\)](#) changes to the TA Program were made to the TA Program. Such changes include increased funding as the [BIL](#) nearly doubled funding for the Transportation Alternatives (TA) Set-Aside (from \$850 million annually for fiscal years 2018 through 2020 to an average annual amount of \$1.44 billion from 2022 through 2026).

Within the CRTPA region this increase amounts to an approximate annual average of \$660,000 of TA funds over the next five years pursuant to funding estimates provided by FDOT District 3.

Additional changes to the TA Program associated with the BIL include new language and guidance related to equity. Specifically, states are required to define “high need” communities and prioritize such communities in project selection. Furthermore, states are now authorized to use up to 5% of their TA funds for “administrative and technical assistance,” making it easier for underserved and underrepresented communities to access the program.

Funds associated with the TA Program can be used for a variety of projects including pedestrian and bicycle facilities, recreational trails, Safe Routes to School projects, road safety assessments, community improvements such as historic preservation and vegetation management, and environmental mitigation related to stormwater and habitat connectivity.

CRTPA TAP Process

The CRTPA TA Program is guided by 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)), review and recommend a ranking of the TA applications to the CRTPA Board. Ultimately, the projects are placed in recommended priority order on the agency’s TA Project Priority List for CRTPA consideration and adoption prior to being provided to the FDOT.

The review and ranking of eligible applications by the subcommittee is based upon the adopted CRTPA’s TAP Evaluation Criteria (most recently approved at the January 21, 2020 CRTPA meeting), as provided on the following page:

ADOPTED CRITERIA

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

Due to changes to the TA Program associated with the recent BIL, a reexamination of the CRTPA's adopted review criteria to ensure criteria consistency with these new changes will be required.

NEXT STEPS

The following provides the general timeline associated with the CRTPA's 2023/2024 TA Solicitation Cycle:

October 2023	TA Subcommittee meets to review & recommend changes to review criteria (anticipated 2 meetings)
November 2023	Recommended TA Criteria provided to CRTPA Board & Committees for approval
December 2023	CRTPA initiates call for new TA applications for FY 2026 – FY 2030
December 2023	TA Informational Public Meeting
Feb/Mar 2023	TA applications DUE *
Feb/Mar 2023	TA applicant interviews with TA Subcommittee
March 2023	TA Subcommittee application ranking meeting
April 2023	CRTPA adopts FY 2026 – FY 2030 TA Priority Project List

*NOTE: Awaiting FDOT TA schedule



September 5, 2023

COMMITTEE AGENDA ITEM 6A

FUTURE MEETING DATES

TYPE OF ITEM: Information

2023 Committee Dates	TAC Time	CMAC Time	Location
October 3	9 AM – 11 AM	11:30 AM-1:30 PM	Commission Chambers
November 7	9 AM – 11 AM	11:30 AM-1:30 PM	Commission Chambers
December 5	9 AM – 11 AM	11:30 AM-1:30 PM	Commission Chambers