



TECHNICAL ADVISORY COMMITTEE (TAC)

VIRTUAL MEETING OF TUESDAY, JUNE 2, 2020 (9:00 AM-11:00 AM)

NOTE:

Due to the ongoing COVID-19 pandemic, the CRTPA will meet via Webex video conference on June 2, 2020 at 11:30 am. The public will be able to view the meeting live on a meeting link to be posted on the CRTPA's website.

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 will be offered to do so during the Webex meeting and their microphones will be unmuted. Speakers are requested to limit their comments to three (3) minutes.

3. CONSENT AGENDA

A. Unified Planning Work Program (UPWP)

The Fiscal Year (FY) 2020/21 – 2021/2022 draft UPWP reflecting the CRTPA's transportation planning activities for the next two years has been developed

4. CONSENT ITEMS PULLED FOR DISCUSSION

5. PRESENTATION/DISCUSSION/ ACTION

NOTE: Due to the meeting being conducted via video conference, voting on action items will be done using roll call.

A. CRTPA Fiscal Year (FY) 2021 – FY 2024 Transportation Improvement Program (TIP)

The CRTPA FY 2021 – FY 2025 TIP has been developed for committee review. The TIP contains those projects within the CRTPA region that have received funding in the Florida Department of Transportation's FY 2021 – FY 2025 Work Program.

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

B. Fiscal Year (FY) 2022 – FY 2026 Priority Project Lists (PPLs)

The Draft FY 2022 – 2026 Priority Project Lists has been developed. The lists to be discussed consist of the following:

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

C. Midtown Area Transportation Plan Phase II

The Midtown Area Transportation Plan Phase II has been completed and will be presented.

D. Tallahassee-Leon County Bicycle and Pedestrian Plan

This item seeks approval of the Tallahassee-Leon County Bicycle and Pedestrian Plan.

E. Regional Mobility Plan Update

This item provides information to the committee regarding the Regional Mobility Plan Update including what's been accomplished and what is scheduled as plan development proceeds.

6. CRTPA INFORMATION

A. Future Meeting Dates

7. ITEMS FROM COMMITTEE MEMBERS/STAFF

This portion of the agenda is provided to allow members an opportunity to discuss and request action on items and issues relevant to the CRTPA, as appropriate.

8. ADJOURNMENT

June 2, 2020



AGENDA ITEM 3A

DRAFT UNIFIED PLANNING WORK PROGRAM (UPWP) TASKS

TYPE OF ITEM: Consent

STATEMENT OF ISSUE

The CRTPA's Fiscal Year (FY) 2020/21 – 2021/2022 final Draft Unified Planning Work Program has been developed for adoption and the accompanying Joint Planning Agreement (JPA) is presented for execution. Concurrently, the CRTPA's Fiscal Year (FY) 2018/2019 – 209/202 Unified Planning Work Program is amended to de-obligate funds.

RECOMMENDED ACTION

Option 1: Approve the amendment to the CRTPA's Fiscal Year (FY) 2018/2019 – 209/202 Unified Planning Work Program; and the FY 2020/21– 2021/22 final Draft UPWP and the Joint Planning Agreement with FDOT.

BACKGROUND

The UPWP is developed every two years and serves as the CRTPA's work outline and budget. The UPWP is divided into seven tasks covering items from daily administration of the CRTPA to identifying the specific planning projects to be undertaken. The initial draft is designed to focus on the tasks and upcoming studies while the final draft will include the tasks along with the required project and budget information (i.e. project schedule, budget tables, etc.) as well as the various budget forms and federal and state documents and certifications.

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

ATTACHMENT

Attachment 1: Amendment to the 2018/2019 – 2019/2020 Unified Planning Work Program and JPA.

Attachment 2: FY 2020/2021– 2021/2022 final Draft UPWP and JPA.

ATTACHMENT 1

R7 De-Obligation Amendment						
	Amendment			Amendment		
	Budget			Budget		
Task/Fund Type	CM	UPWP Balance	De-obligate	SU	UPWP Balance	De-obligate
1.0 (ADM)	-			55,000.00	55,000.00	
SUBTOTAL	-			55,000.00	55,000.00	-
3.0 (LRTP)	-			225,000.00	44,657.70	180,342.30
SUBTOTAL	-			225,000.00	44,657.70	180,342.30
4.0 (SRP)	-			21,777.00	-	
SUBTOTAL	-			21,777.00	-	21,777.00
5.1 (Leon Co. BPMP)	-			180,560.00	160,210.00	20,350.00
5.2 (Wakulla Co. BPMP)	-			30,000.00	-	30,000.00
5.3 ITS Master Plan	55,000.00	47,442.50	7,557.50	-	-	-
5.4 CMP Phase II	125,000.00	18,426.60	106,573.40	-	-	-
5.5 Performance Measures	62,700.00	-	62,700.00	-	-	-
5.6 Other TBD				136,000.00	-	136,000.00
5.7 Thomasville				150,000.00	79,488.75	70,511.25
SUBTOTAL	242,700.00	65,869.10	176,830.90	496,560.00	239,698.75	256,861.25
7.1 (SWAP)	-			301,000.00	275,185.64	25,814.36
7.2(MT II)	-			150,000.00	150,000.00	-
7.3 (Corridor)	-			50,000.00	31,267.15	18,732.85
7.4 (Corridor/Complete St)	-			200,000.00	100,000.00	100,000.00
7.5 (Monticello Tr)	-			55,000.00	46,600.00	8,400.00
7.6 (US 27 Havana)	-			50,000.00	40,000.00	10,000.00
7.7 (GPC - Other)	-			71,050.00	1,662.00	69,388.00
7.8 (US 90)	-			100,000.00	69,307.50	30,692.50
SUBTOTAL	-			977,050.00	714,022.29	263,027.71
TOTAL	242,700.00	65,869.10	176,830.90	1,775,387.00	1,053,378.74	722,008.26
		242,700.00	CM		1,775,387.00	SU
		De-Obligate	\$ 176,830.90		De-Obligate	\$ 722,008.26
			TOTAL	DE-OBLIGATION	\$ 898,839.16	



UNIFIED PLANNING WORK PROGRAM

Fiscal Years 2020/21—2021/2022

Effective Date: July 1, 2020—June 30, 2022

Adoption Date: May 19, 2020

*Prepared by the
Capital Region Transportation Planning Agency
300 South Adams Street
Tallahassee, FL 32301
(850)891-8630*

www.crtpa.org

*Federal Aid ID No. 0220-058-M
FDOT Financial Project Numbers: 439323-3-14-01 (PL), -02 (SU), -03 (CM)
421716-2-14-29 (FTA 5305d)
Code of Federal Domestic Assistance Numbers:
20.205 – Highway Planning and Construction
20.505 – Federal Transit Technical Studies Grant (Metropolitan Planning)*

This report was financed in part by the Federal Highway Administration, Federal Transit Administration, Florida Department of Transportation and participating local governments.

CAPITAL REGION TRANSPORTATION PLANNING AGENCY
FY 2020/21– 21/22 UNIFIED PLANNING WORK PROGRAM

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Resolution 2020-##

A RESOLUTION APPROVING THE FY 2020/21– FY 2021/22 UNIFIED PLANNING WORK PROGRAM FOR THE CAPITAL REGION TRANSPORTATION PLANNING AGENCY (CRTPA); AUTHORIZING THE CHARIMAN TO EXECUTE ALL REQUIRED FORMS ANDS ASSURANCES; AUTHORIZING THE EXECUTIVE DIRECTOR TO EXECUTE ALL SUBSEQUENT GRANT APPLICATIONS, AND INVOICES.

Whereas, the CRTPA is the designated and constituted body responsible for the urban transportation planning and programming process; and

Whereas, the CRTPA is the authorized recipient of the United States Department of Transportation’s planning funds; and

Whereas, the CRTPA prepared and submitted a Fiscal Years 2021 and 2022 Unified Planning Work Program; and

Whereas, comments from reviewing agencies have been received and addressed; and

Whereas, minor adjustments were made along with textual clarifications requested by the reviewing agencies; and

Whereas, a final Unified Planning Work Program reflecting agency comments has been prepared.

NOW THEREFORE BE IT RESOLVED that the CRTPA:

1. Adopts the Final Unified Planning Work Program for FY 2020/21 and FY 2021/22; and
2. Authorizes the Chairman to execute all required forms and assurances; and
3. Authorizes the CRTPA Executive Director to file and execute all related grant applications and invoices for the Unified Planning Work Program and Section 5305(d) Transit Planning Grant.

DONE, ORDERED, AND ADOPTED THIS 19th DAY OF May 2020

CAPITAL REGION TRANSPORTATION PLANNING AGENCY

Randy Merritt, Chairman

ATTEST:

Greg Slay, Executive Director

FDOT COST ANALYSIS CERTIFICATION

Capital Region Transportation Planning Agency (CRTPA)

Unified Planning Work Program – FY 2020/21 – 2021/22

I hereby certify that the cost for each line item budget category has been evaluated and determined to be allowable, reasonable, and necessary as required by Section 216.3475, F.S. Documentation is on file evidencing the methodology used and the conclusions reached.

Initial Adoption 5/19/2020

Bryant Paulk, AICP
Urban Planning Manager, District 3

Signature

Date

GLOSSARY OF ABBREVIATIONS

ADA	-	Americans with Disabilities Act of 1990
ARPC	-	Apalachee Regional Planning Council
ATMS	-	Automated Traffic Management System
CMAC	-	Citizen's Multimodal Advisory Committee
CFR	-	Code of Federal Regulations
CMP	-	Congestion Management Process
CTC	-	Community Transportation Coordinator
CTD	-	Commission for the Transportation Disadvantaged
CTST	-	Community Traffic Safety Team
DBE	-	Disadvantaged Business Enterprise
DOPA	-	Designated Official Planning Agency
DRI	-	Development of Regional Impact
ETDM	-	Efficient Transportation Decision Making
FAST Act	-	Fixing America's Surface Transportation Act
FDOT	-	Florida Department of Transportation
FHWA	-	Federal Highway Administration
FSUTMS	-	Florida Standard Urban Transportation Modeling Structure
FTA	-	Federal Transit Administration
GIS	-	Geographic Information System
GMIS	-	Grant Management Information System (FTA funds)
ITS	-	Intelligent Transportation System
JPA	-	Joint Participation Agreement
LOS	-	Level of Service
L RTP	-	Long Range Transportation Plan

GLOSSARY OF ABBREVIATIONS (cont.)

MAP-21	-	Moving Ahead for Progress in the 21 st Century Act
MPA	-	Metropolitan Planning Area
MPO/TPO	-	Metropolitan/Transportation Planning Organization
MPOAC	-	Metropolitan Planning Organization Advisory Council
RMP	-	Regional Mobility Plan
ROW	-	Right of Way
PD&E	-	Project Development and Environmental Study
PEA	-	Planning Emphasis Area
PIP	-	Public Involvement Plan
RPC	-	Regional Planning Council
SIS	-	Strategic Intermodal System
STIP	-	State Transportation Improvement Program
TAC	-	Technical Advisory Committee
TATMS	-	Tallahassee Advanced Transportation Management System
TAZ	-	Traffic Analysis Zone
TDLCB	-	Transportation Disadvantaged Local Coordinating Board
TDP	-	Transit Development Plan
TIP	-	Transportation Improvement Program
TRIP	-	Transportation Regional Incentive Program
UPWP	-	Unified Planning Work Program
UA	-	Urbanized Area (as designated by the 2010 Census)
USC	-	United States Code

INTRODUCTION

The Unified Planning Work Program (UPWP) has been prepared to define the tasks to be performed with funds under Title 23 Sections 134 (Metropolitan Transportation Planning), 135 (Statewide Transportation Planning) and Title 49 (Public Transportation) by the Capital Region Transportation Planning Agency (CRTPA) for the period July 1, 2020, through June 30, 2022. This document serves to define activities for the public as well as public officials and agencies that contribute manpower and allocate funds to the transportation planning process. The UPWP provides a description of planning tasks and an estimated budget for each of the planning tasks to be undertaken by the CRTPA. Planning activities programmed within the UPWP meet the level of effort requirements anticipated by the CRTPA to meet local priorities as well as the requirements of Federal Highway Administration (FHWA), Federal Transit Administration (FTA), and the Florida Department of Transportation (FDOT). FHWA and FTA provide funding support through the FDOT in the form of PL, SU, SA and CM funds (FHWA) and the Section 5305(d) funds (FTA). Any expenses not covered by federal funds utilize local funding provided by the member governments of the CRTPA.

In addition, "Section 120 of Title 23, U.S.C., permits a State to use certain toll revenue expenditures as a credit toward the non-Federal matching share of all programs authorized by Title 23, (with the exception of Emergency Relief Programs) and for transit programs authorized by Chapter 53 of Title 49, U.S.C. This is in essence a "soft-match" provision that allows the Federal share to be increased up to 100% to the extent toll revenue credits are available. The "soft match" amount being utilized to match the FHWA PL funding (\$1,073,297) in the UPWP is 20% of FHWA program funds for a total of \$ 241,659. The "soft match" amount being utilized to match the FHWA SU and CM funding (\$2,290,259) in the UPWP is 18.07% of FHWA program funds for a total of \$ 447,615.

Public involvement for the development of the UPWP is accomplished through the regularly scheduled meetings of the Technical Advisory Committee (TAC) and Citizens Multimodal Advisory Committee (CMAC), (draft & final) and CRTPA (draft & final approval). The draft UPWP is also placed on the CRTPA website for public review prior to approval by the CRTPA consistent with the policies of the CRTPA's Public Involvement Plan (PIP).

Development of this UPWP officially began on January 29, 2020 with a kickoff meeting held between CRTPA staff and the Florida Department of Transportation to discuss the overall process. Consistent with previous years, the UPWP was developed through reviewing and updating tasks contained within the preceding document in coordination with CRTPA staff and outside agencies responsible for the tasks identified within the document. Development of the UPWP also included a review of the CRTPA's top critical priorities as identified at its past annual retreats and development of tasks to address these priorities. In addition, staff reviewed the requirements related to development of UPWPs as contained within Chapter 3 of the Metropolitan Planning Organization Program Management Handbook.

The draft UPWP was presented to the CRTPA Board and its subcommittees for comment (March 2020) and finalized by the CRTPA at its May 19, 2020 meeting. In addition, the draft and final UPWP is posted on the CRTPA's web page - www.crtpa.org.

Subsequent to adoption, the UPWP is reviewed throughout the year to ensure consistency between staff work efforts and tasks identified within the document as well as monitoring work progress and assessing

INTRODUCTION (CONT.)

the need for possible amendment. The UPWP reflects compliance with the comprehensive Title VI of the Civil Rights Act of 1964 and Environmental Justice (Executive Order 12898) procedures. Additionally, the UPWP addresses any annual and applicable state and federal Planning Emphasis Areas as detailed in Section II: Organization and Management. Although the CRTPA is in air quality attainment status, CRTPA staff in conjunction with the Florida Department of Transportation continues to monitor the CRTPA's air quality status as well as air quality issues.

Transportation planning in the CRTPA planning area is guided by the Regional Mobility Plan (RMP), also referred to as the Long Range Transportation Plan. The updated RMP is slated for adoption at the

November 2020 meeting. The RMP utilizes input from government officials, citizen's advisory boards, technical experts and the public. Selected projects from the Cost Feasible Plan are identified in the Transportation Improvement Program (TIP) project priority listing. These projects are prioritized on an annual basis.

FEDERAL PLANNING FACTORS

In December 2015, the [Fixing America's Surface Transportation Act](#) (FAST Act) was signed into law. The FAST Act serves as the primary surface transportation legislation and is valid until September 30, 2020. The bill identifies ten planning factors that shall be considered as part of the review of projects and plans. Those factors are as follows:

1. Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency;
2. Increase the safety of the transportation system for motorized and non-motorized users;
3. Increase the security of the transportation system for motorized and non-motorized users;
4. Increase the accessibility and mobility of people and for freight;
5. Protect and enhance the environment, promote energy conservation, improve quality of life, promote consistency between transportation improvements and State and local planned growth and economic development patterns;
6. Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight;
7. Promote efficient system management and operation; and
8. Emphasize the preservation of the existing transportation system.
9. Improve the resiliency and reliability of the transportation system and reduce or mitigate storm water impacts of surface transportation.
10. Enhance travel and tourism.

Table I, on page 36, illustrates the CRTPA's consideration of the ten planning factors in the transportation planning process.

FDOT DISTRICT THREE PLANNING ACTIVITIES

State assistance is provided primarily through the District Three Office and the FDOT District Three Liaison. The District supports the CRTPA planning activities with data collection, modeling, feasibility and corridor studies, and project development. The following lists the FDOT District Three Planning Activities.

- GIS Application Development and System Maintenance
- Systems Planning and Reviews
- Interchange Reviews
- Travel Demand Model Development (FSUTMS)
- Efficient Transportation Decision Making (ETDM)
- Community Impact Assessment
- Statistics
- Federal Functional Classification
- Traffic Counts Program
- Modal Development Technical Support
- State Highway System Corridor Studies
- State Highway System Complete Streets Classification
- Growth Management Development Impact Reviews
- Safety and Access Management Studies

STATE PLANNING EMPHASIS AREAS

In addition to the FAST Act planning factors, both the FHWA and FDOT periodically develop Planning Emphasis Areas (PEAs) for consideration as part of the transportation planning process. Some of the State PEAs are FHWA requirements that are considered as part of the transportation planning process.

ACES (AUTOMATED/CONNECTED/ELECTRIC/SHARED-USE) VEHICLES

Adopting and supporting innovative technologies and business practices supports all seven goals of the Florida Transportation Plan and the federal planning factors found in the FAST Act. ACES may lead to great improvements in safety, transportation choices, and quality of life for Floridians, our visitors, and the Florida economy. Though there is a great deal of speculation and uncertainty of the potential impacts these technologies will have, MPOs need to determine how best to address the challenges and opportunities presented to them by ACES vehicles.

SAFETY

Safety has been a federal and state planning priority over numerous iterations of the transportation legislation and policy. The FAST ACT required MPOS to adopt Safety Performance Measures, and to annually report on and monitor progress against their adopted safety performance measures. Planning activities included in the UPWP may include the identification of safety needs in the MPO's LRTP or TIP,

STATE PLANNING EMPHASIS AREAS (CONT.)

SAFETY (CONT)

stand-alone safety studies for areas or corridors, or safety considerations within modal planning elements.

SYSTEM CONNECTIVITY

Connectivity is a concept that is emphasized both at the federal and state levels. A connected system is often more cost-effective and better able to address natural and manmade constraints. System connectivity within the Metropolitan Planning Area should serve the unique needs of the urban and non-urban jurisdictions. Coordination with member jurisdictions to identify their connectivity needs and linking metropolitan and non-urban or rural areas is an integral component of system connectivity. Connectivity should also include multimodal linkages that are supportive of both passengers and freight. A connected network supports users traveling by a variety of modes.

RESILIENCE

Resilience is defined as the ability to adapt to changing conditions and prepare for, withstand, and recover from disruption. These conditions can encompass a wide variety of environmental, technological, economic, or social impacts. Resilience within the planning processes should be a consideration within every planning document prepared by an MPO with an emphasis on coordination with agency partners responsible for natural disaster risk reduction, or who may be developing local resilience planning initiatives. Additionally, the increased costs associated with reducing vulnerability of the existing transportation infrastructure *should* be a factor. Proactive resiliency planning will help the CRTPA develop planning documents that are ultimately more realistic and cost-effective.

ORGANIZATION AND MANAGEMENT OF THE CRTPA

The CRTPA is the public agency responsible for developing policies and procedures to guide the transportation planning process for the Metropolitan Planning Area (MPA). The MPA is consistent with Tallahassee Metropolitan Statistical Area (MSA) and includes Leon, Gadsden, Wakulla and Jefferson counties as well as their respective municipalities. As the agency directly responsible for the guidance of the transportation planning process, the CRTPA strives to ensure that the recommendations are in keeping with the goals and standards of the federal and state government, as well as its member governments. The CRTPA board is composed of members of the Gadsden, Leon, Jefferson and Wakulla County Commissions, the City of Tallahassee City Commission and the Leon County School Board. In addition, the six municipalities of Gadsden County (the Cities of Chattahoochee, Gretna, Midway and Quincy and the Towns of Havana and Greensboro) are represented by one elected official selected by the municipalities. The Gadsden County municipal representative serves a two-year term.

ORGANIZATION AND MANAGEMENT OF THE CRTPA (CONT.)

The CRTPA functions include, but are not limited to, the preparation of the required tasks assigned. Its annual responsibilities are to perform the tasks of preparing the UPWP, the TIP, and the annual CRTPA Audit Report. As with all transportation planning delegated by the federal and state laws, the CRTPA is

responsible for insuring adequate representation and compatibility of state, county, and municipal projects in the transportation planning process. This includes consideration of all modes of transportation with respect to the needs of the elderly and handicapped as outlined in the Americans with Disabilities Act.

The CRTPA staff is responsible for collecting and disseminating all information from the transportation planning process to the public. The work effort required to support the planning process is administered by the CRTPA staff in cooperation with local governments and the FDOT. Other agencies that are consulted in various phases of the planning process include the Department of Environmental Protection, the Federal Aviation Administration, Federal Rail Administration and the Water Management District Offices. Additional public input is provided through public meetings; public hearings; online surveys and interactive documents; and civic meetings.

In March 2017 the CRTPA Board approved updates to the Bylaws, Policies and Procedures. The adopted [Bylaws, Policies and Procedures](#) serve to guide the proper functioning of the urban transportation planning process and contain information related to the structure, duties and funding of the CRTPA. Two advisory committees, the Citizens Multimodal Advisory Committee (CMAC) and the Technical Advisory Committee (TAC), provide input as part of the public involvement process. The CMAC is composed of members of the public who represent the general welfare of the community. The TAC, composed of engineers, planners, and other related transportation professionals, reviews plans, programs, and projects and recommends solutions to the CRTPA based on technical expertise. The CMAC and TAC meet approximately two weeks prior to regularly scheduled CRTPA meetings to ensure that their recommendations are incorporated into the CRTPA agenda items and provided to CRTPA members in a timely manner. Adopted [bylaws](#) governing the activities of the advisory committees are available for review on the CRTPA website. In addition, the Transportation Disadvantaged Local Coordinating Board (TDLCB) identifies the local needs of the transportation disadvantaged population and investigates alternatives to meet those needs. The TDLCB is staffed through a contractual agreement with the Apalachee Regional Planning Council.

Other agreements with state and local governments, and local and regional agencies, also promote the “3-C” planning process. These agreements are listed below.

Intergovernmental Coordination and Review and Public Transportation Coordination Joint Project Agreement (ICAR): Updated in 2018, the ICAR establishes that the parties will cooperatively coordinate their efforts related to the transportation planning process and assure that highway facilities, mass transit, air transportation and other facilities will be properly located and developed in relation to the overall plan of community development. Parties to the ICAR are the FDOT, the CRTPA, the Apalachee Regional Planning Council, the City of Tallahassee StarMetro, and the City of Tallahassee Regional Airport,

ORGANIZATION AND MANAGEMENT OF THE CRTPA (CONT.)

The Amended Interlocal Agreement for the Formation and Operation of the CRTPA: The agreement between the CRTPA, the FDOT; Leon, Wakulla, Gadsden and Jefferson Counties; the Cities of Chattahoochee, Gretna, Midway, Quincy and Tallahassee; the Towns of Havana and Greensboro; and the Leon County School Board was adopted and executed on March 13, 2014. This Agreement reaffirms the membership of the CRTPA Board and its responsibilities.

The Metropolitan Planning Organization Agreement: The purpose of this agreement is to pass financial assistance to the CRTPA through the Florida Department of Transportation (FDOT) in the form of Federal Highway Administration (FHWA) funds for the completion of transportation related planning activities set forth in the CRTPA's Unified Planning Work Program (UPWP). A new two-year MPO Agreement will be executed subsequent to the adoption of the FY 2021- FY 2022 UPWP.

Staff Services Agreement: Approved by the CRTPA Board in 2019, the day-to-day operations of the CRTPA are accomplished through the Staff Services Agreement with the City of Tallahassee. The agreement outlines the administrative/professional support services and financial responsibilities of each party. All costs for the COT services and staff fringe benefits are established as a direct rate in the CRTPA's budget.

Public Transportation Grant Agreement: In support of metropolitan planning activities, the Public Transportation Grant Agreement provides FTA Section 5305 (d) funds, and state funds for fifty percent of the local cash match. The Agreement, executed on June 26, 2019, is effective through June 30, 2023.

STATUS OF LOCAL AND REGIONAL PLANNING ACTIVITIES

CONNECTIONS 2045 REGIONAL MOBILITY PLAN

The CRTPA is required to update the Long Range Transportation Plan (LRTP) in five-year cycles. As mentioned previously, the Connections 2040 RMP was adopted in December 2015. Most of the work to update the RMP to the 2045 horizon year was completed under the previous UPWP. The final [Connections 2045 RMP](#) is slated for adoption in November 2020. The RMP identifies roadway, transit, bicycle and pedestrian projects within the CRTPA planning area. The Leon County section of bicycle and pedestrian projects were identified in the 2019 Tallahassee-Leon County Bicycle and Pedestrian Master Plan. Roadway and other multi-modal projects are identified in coordination with the CRTPA's transportation planning partners and other member jurisdictions.

TALLAHASSEE-LEON COUNTY BICYCLE AND PEDESTRIAN MASTER PLAN

In November 2019 [Tallahassee-Leon County Bicycle and Pedestrian Master Plan](#) (BPMP) was finalized and accepted by the Board. A primary goal of the plan is to make walking and bicycling more convenient and safer for citizens and visitors. In addition, the BPMP identifies projects which provide connectivity to other transportation systems, reduce vehicle conflicts, promote a healthier mode choice, and provide equity for transportation disadvantaged populations.

STATUS OF LOCAL AND REGIONAL PLANNING ACTIVITIES (CONT.)

MONTICELLO TRAIL EXTENSION FEASIBILITY STUDY

This [Monticello Trail Extension Study](#) reviewed available alternatives to extend the existing Monticello Multiuse Trail south to connect to Jefferson County Middle and High Schools. In addition, the feasibility study assessed opportunities for connectivity between local neighborhoods, places of interest as well as the potential for connectivity to regional trail networks proposed in the vicinity.

SOUTHWEST AREA TRANSPORTATION PLAN

A multi-roadway plan, the [Southwest Area Transportation Plan](#) was a joint effort of the CRTPA and the Blueprint Intergovernmental Agency (BPIA) and includes a multi-modal review of three corridors: Orange Avenue; Lake Bradford Road; and Springhill Road. The CRTPA portion of the plan focused on the Orange Avenue corridor from Monroe Street to Capital Circle SW and identified improvements for continuous bike facilities and sidewalks, enhancing pedestrian safety and accessibility, and connecting the St. Marks Trail to Orange Avenue. At the April 2019 CRTPA Board Meeting, the Orange Avenue corridor plan was adopted. The document also provides guidance for Project Development and Environment (P&DE) study underway by the FDOT.

PERFORMANCE MEASURES

The FAST Act requires MPO to adopt a series of performance measures to establish a data-driven approach for comprehensive and coordinated transportation and safety planning, and to improve decision making for prioritizing transportation projects. Performance measures adopted for safety, mobility, pavement and bridge conditions, are reviewed and updated annually.

US27/DOWNTOWN HAVANA CORRIDOR IMPROVEMENT STUDY

In cooperation with the Town of Havana and the FDOT, the CRTPA reviewed potential improvements to enhance pedestrian facilities for several blocks of Downtown Havana. The [US 27/Downtown Havana Corridor](#) study supports the desire of the Town to both improve the pedestrian environment as well as corridor aesthetics. The final report recommended eliminating one southbound travel lane on US 27 and reallocating the remaining pavement for wider sidewalks and/or planting strip/landscaping.

CONGESTION MANAGEMENT PROCESS PLAN

The [CRTPA Congestion Management Plan Process \(CMP\)](#), Phase I, was developed through a coordinated and collaborative process focused on achieving regional transportation goals and objectives. Input was obtained from stakeholders, agencies and organizations from the four-county region. The update provides for the development of tools and strategies focused on the reduction of peak hour vehicle miles of travel and congestion; the improvement of connectivity between employment centers and areas with concentrations of transportation disadvantaged populations; and supports access to jobs. The final CMP Phase I includes specific strategies and improvements to address identified congestion areas.

STATUS OF LOCAL AND REGIONAL PLANNING ACTIVITIES (CONT.)

MIDTOWN AREA TRANSPORTATION PLAN

Phase I of the [Midtown Area Transportation Plan](#) provided a traffic operations study to gain a better understanding of the travel patterns for all transportation modes in and around the Midtown area. The first phase of the plan identified potential modifications and enhancements to the transportation network and was accepted by the Board at the February 2018 meeting. Subsequently, Phase II was initiated and builds upon the options identified and evaluated in Phase I. The second phase focused on public involvement and gathering input regarding the multi-modal improvements needed to make walking, bicycling, and transit use easier, safer and more pleasant in the Midtown area. The recommendations reflect a vision for Midtown that was identified through comprehensive public input and provide a pathway on how to improve Midtown's mobility, vibrancy and safety.

CORRIDOR AND SAFETY STUDIES

Corridor studies for [Pensacola Street and Tharpe Street](#) were initiated to analyze existing and projected future conditions along the corridors and to identify potential projects to improve mobility and efficiency without major capacity expansions. An operational analysis assessed capacity constraints and opportunities, evaluated transit accessibility, identified spot congestion and documented the lack of bicycle and pedestrian facilities. The assessments explored potential Complete Streets applications as well as enhanced typical sections. Additionally, for Bannerman Road an operational assessment was completed. It evaluated the existing conditions and served to inform BPIA as the agency moves forward with a future capacity project.

Conducted by the FDOT, the [Thomasville Road Safety Study from 7th Avenue to Betton/Bradford Rd](#) evaluated operational and roadway safety issues along Thomasville Road and provided recommendations on potential changes to the roadway to improve identified safety concerns. This study serves as the foundation for an access management study underway by the FDOT.

REGIONAL TRAILS

Over the last two years, the CRTPA continued to make significant progress on the development of a regional trail system. In 2014, the CRTPA completed the [Capital City to the Sea Trails Master Plan](#) (CC2S). Utilizing the existing St. Marks Trail as well as new trail opportunities, the Plan provided a significant blueprint to develop over 130 miles of multi-use trails. The [segment of the Coastal Trail](#) along US 98 from Wakulla High School to the St. Marks Trail was opened to the public in May 2018. FDOT has committed funding for the remaining segments from the Ochlockonee Bay Trail to Wakulla High School in 2022. The CRTPA continues to work with our state partners at the FDOT and The Office of Greenways and Trails, local member governments, the [Florida Greenways and Trail Foundation](#), and stakeholders in the development of the CC2S.

STATUS OF LOCAL AND REGIONAL PLANNING ACTIVITIES (CONT.)

STARMETRO TRANSIT ASSET MANAGEMENT PLAN

In September 2018 the CRTPA Board adopted StarMetro's Transit Asset Management Plan (TAMP). The TAMP uses the condition of assets to guide the optimal prioritization of funding at transit agencies in order to keep transit systems in a State of Good Repair (SGR).

INTELLIGENT TRANSPORTATION SYSTEM MASTER PLAN

In February 2018, the CRTPA, in partnership with the Tallahassee Advanced Traffic Management System (TATMS), initiated an update to the [Intelligent Transportation System \(ITS\) Master Plan](#) for Tallahassee/Leon County. In addition to identifying improvements, the updated Master Plan provides a comprehensive roadmap for planning, implementation, operation, and maintenance of the City's Intelligent Transportation Systems and ITS communications assets.

PRIORITIES FOR FY 2020/21 AND FY 2021/22

CONGESTION MANAGEMENT PLAN PROCESS PART II

Phase II of the update to the Congestion Management Process Plan (CMP) will build upon the identified strategies to improve congestion/delay levels as well as safety improvements. The second phase of the CMP update refines the evaluation criteria for assessing projects and ensuring that investment decisions are made with a clear focus on desired outcomes. Additionally, selected projects in the final CMP will advance the goals developed as part of the Connections 2045 RMP.

STARMETRO COMPREHENSIVE OPERATIONAL ANALYSIS

The CRTPA is partnering with StarMetro to complete a Comprehensive Operations Analysis (COA). The COA will collect a variety of data including ridership, on-time performance, stop-level usage, and individual route characteristics. The data will be used to perform route efficiencies and determine additional modifications to routes and services that will improve overall system performance. The COA is the means of adjusting and adapting transit operations to improve efficiency and more closely achieve the objectives of the StarMetro Transit Development Plan (TDP).

REGIONAL TRANSIT STUDY REEVALUATION

On March 15, 2010, the CRTPA Board accepted the [Regional Transit Study \(RTS\)](#). The study was initiated to develop a long-term transit vision for the capital region (Gadsden, Jefferson, Leon and Wakulla counties). As such, the study was the first of its kind to address regional transit needs. The study's goals were to prepare an assessment of future transit needs for the region; identify and assess realistic funding strategies; identify an organizational structure that will promote the development of a seamless, regional transit system; and identify an implementation strategy and milestones. The reevaluation will look at the identified goals, as well as the potential institutional structure for oversight and costs/funding. This reevaluation will determine necessary updates to the RTS.

PRIORITIES FOR FY 2020/21 AND FY 2021/22 (CONT.)

STADIUM DR./N. LAKE BRADFORD RD/GAINES ST./VARSITY DR. INTERSECTION STUDY

For the past several years, there has been discussion about modifying this intersection to promote the safe passage of pedestrians, cyclists and vehicles alike. This study will review possible improvements to the intersection, including the development of potential alternate routes to divert traffic around/away from the intersection.

WAKULLA SPRINGS TRAIL (SR 267/BLOXHAM CUTOFF) FEASIBILITY STUDY

A connection from the St. Marks Trail to Wakulla Springs State Park is included in the Capital City-to-the-Sea Trail Plan. This proposed trail segment is on SR 267/Bloxham Cutoff from the Wakulla Springs State Park Entrance to the St. Marks Trail. In addition to a review of right-of-way availability and identifying potential trail alignments, the study will assess any potential fatal-flaw issues associated with the development of the multiuse path.

U.S. 90 MONTICELLO TO TALLAHASSEE MULTI-USE TRAIL FEASIBILITY STUDY

This project is to determine the feasibility of connecting the City of Monticello to the City of Tallahassee via a multi-use trail along U.S. 90. The limits of this project, approximately 25 miles in length, are from the existing Monticello Bike Trail in downtown Monticello (east) to where the existing bike lanes and sidewalks terminate at Pedrick Road (west) on U.S. 90. As part of the feasibility study existing right-of-way, publicly owned lands and cultural resources, environmental features and any physical barriers will be documented. Identifying possible constraints, and coordinating with applicable agencies and local governments, will help to determine the least impactful route for a multi-use trail that provides a safe, comfortable connection between these two municipalities.

THOMASVILLE ROAD MULTIUSE PATH FEASIBILITY STUDY

Identified as one of the significant gaps in the bicycle pedestrian network, the Thomasville Road corridor has limited facilities and substandard bike lanes in portions of the corridor. Ranked the top major project in the BPMP, this feasibility study is the initial pilot project. The limits for the study are from Betton Road/Bradford Road (south) to approximately Live Oak Planation Road (north), with the intent to determine connectivity from this northern terminus to the Market Square District. This feasibility study will determine to what extent, considering costs and impacts, can a shared-use path be accommodated along this corridor. The primary goal of the Thomasville Road shared-use path providing a safe facility for residents in the area to travel via bicycle or walking.

APALACHEE PARKWAY TRAIL CONNECTION FEASIBILITY STUDY

This study will evaluate the feasibility of a trail connection from Apalachee Parkway from Sutor Road to Conner Blvd. and is component of the [Southwood Greenway Trail](#). The feasibility study will evaluate existing right-of-way, physical conditions and identify any constraints. The proposed segment would provide connectivity between several existing greenways, parks and residential areas.

PRIORITIES FOR FY 2020/21 AND FY 2021/22 (CONT.)

OAK RIDGE ROAD TRAIL FEASIBILITY STUDY

The [Pine Flats Greenway](#) is a collection of interconnected trails that provide regional mobility and connectivity between the urban area of Tallahassee and the Woodville rural community. One component of the system is the Oak Ridge Trail. A feasibility study will be conducted to evaluate existing right-of-way, physical conditions and identify any constraints. As identified in the Tallahassee–Leon County Bicycle and Pedestrian Master Plan, the limits of the Oak Ridge Road Trail are Crawfordville Road to Woodville Highway.

WORK PROGRAM

The specific elements of the Unified Planning Work Program are organized into the following tasks:

- 1.0 Administration: identifies those functions necessary for proper management of the transportation planning process on a continuing basis.
- 2.0 Data Collection: includes the collection and analysis of socioeconomic, land use, and other transportation related data on a continuing basis in order to document changes within the transportation study area.
- 3.0 Long Range Planning: includes work related to the development and maintenance of the Long Range Transportation Plan (LRTP) as well as the Efficient Transportation Decision Making Process (ETDM) and items related to the Census 2010.
- 4.0 Short Range Planning: includes development of the annual Transportation Improvement Program and Priority Project process, reviews of impacts to the transportation system from new development and annual Enhancement Project process.
- 5.0 Multimodal Planning: includes planning activities to improve overall mobility through transit, ITS, bicycle/pedestrian and performance measures.
- 6.0 Public Involvement: describes the activities used to encourage public participation in the transportation planning process.
- 7.0 Special Projects: identifies any short-term projects or studies undertaken by the CRTPA.

Each task provides an overview of the activities to be completed and the funding sources and costs associated with those activities.

- Personnel: *Salaries and fringe benefits for CRTPA staff. Fringe includes retirement, FICA, health insurance, worker's compensation and executive benefits.*
- Travel: *Costs for travel.*
- Direct Expenses: Office: *Supplies, Telecom/IT services, copier, postage, equipment, etc.*
Professional Services per Staff Services Agreement: *Accounting, procurement, facilities (office space), human resources.*
Administrative: *Training, legal, audit, etc.*
- Consultant: *Costs for consultant services.*

Any activity that does not include a completion date (i.e. Fall 2021) is considered an ongoing activity. Any Task Budget item shown as TBD or Other will require a UPWP amendment to add a scope of work.

Section 120 of Title 23, United States Code, permits FDOT to use toll revenue expenditures as a credit toward the non-federal matching share of all programs authorized by Title 23. This credit, referred to as a soft match, is listed as state funds in the Planning Funds in Tables V and VII, and includes the total soft match provided.

UPWP TASK 1.0 –ADMINISTRATION

The Program Administration task includes the administrative activities necessary to carry out the transportation planning process for the CRTPA planning area.

OBJECTIVE

To guide and effectively manage the tasks identified in the Unified Planning Work Program (UPWP) and maintain an effective and efficient continuing, cooperative and comprehensive transportation planning process.

PREVIOUS WORK

FY 2018/19 – FY 2019/20 UPWP (2019, 2020)	Attended MPOAC meetings
Provided staff support to CRTPA & Committees	Completed annual audit (April 19, 20)
Completed FDOT Certification (Jan 19, Jan 20)	Procured Auditor services
Completed Single Audits (April 19, April 20,)	
Provided training to elected officials and staff in the following areas:	
<i>Title VI</i>	<i>TA/TRIP Submittal Process, Workshop</i>
<i>GIS</i>	<i>MPOAC Institute (May 2021, 2022)</i>
<i>FDOT Transplex</i>	<i>Florida APA Annual Conference</i>

ANTICIPATED ACTIVITIES

STAFF SUPPORT

- 1.1 Provide staff support and administration to the CRTPA and its committees by developing meeting schedules, providing technical assistance, providing minutes and other tasks as directed. Support includes travel and associated facility and office expenses (i.e. office supplies, telecom/IT expenses, utilities, etc.).
- 1.2 Administrative support for travel, purchasing, invoice development, payroll processing and overall office administration.
- 1.3 Grant administration (PL, Section 5305(d), Transportation Disadvantaged, SU, SA, CM and other funds that may be utilized) through the monitoring/maintenance of the FY 2020/21 – 2021/22 UPWP:
 - Prepare and submit invoices on a quarterly basis
 - Complete quarterly desk audits
 - Ensure compliance with federal and state grant requirements
- 1.4 Continue participation in the Metropolitan Planning Organization Advisory Council (MPOAC).
- 1.5 Maintain and update, as necessary, all CRTPA agreements.

- 1.6 Purchase computers and other office equipment/furnishings as needed. *Note: items over \$5,000 require FDOT and FWHA approval prior to purchase.*
- 1.7 Other administrative activities consistent with the UPWP as directed by the CRTPA Board or its subcommittees.

UNIFIED PLANNING WORK PROGRAM

- 1.8 Modify/Amend the FY 2020/21 – FY 2021/22 UPWP as necessary.
- 1.9 Continue to improve linkage between UPWP and City of Tallahassee financial systems.
- 1.10 Develop FY 2022/23– FY 2023/24 UPWP (May 2021)
 - Review status of current planning projects.
 - Coordinate with planning partners to determine new planning projects to be included in UPWP.
 - Review upcoming planning requirements to address as part of the UPWP.
 - Identify potential planning projects.
 - Develop operating budget.
 - Develop and execute required funding agreements for PL and 5305(d), and as applicable for SU, SA, CM.

CERTIFICATION

- 1.11 FDOT Annual Certification (June 2021, 2022)
 - Compile responses to FDOT certification questions.
 - Meet with FDOT staff to review responses and prepare final certification documentation.
- 1.12 FHWA/ FTA Quadrennial Joint Certification (Winter/Spring 2021)
 - Compile responses to FHWA/FTA certification questions.
 - Meet with FHWA and FTA staff to review responses and prepare final documentation on the metropolitan transportation planning processes.
 - Public Meeting and Web Page to solicit comments from citizens.

AUDIT/LEGAL SERVICES

- 1.13 Employ a qualified auditor to perform the annual CRTPA audit in accordance with federal requirements and Chapter 215.97, Florida Statutes (Florida Single Audit Act).
- 1.14 Assist in the development of the Comprehensive Annual Financial Report (CAFR) as it relates to CRTPA grants.
- 1.15 Receive copy of all audit reports relating to revenues and expenditures.
- 1.16 Retain legal counsel for the CRTPA.

TRAINING

1.17 Continue to provide training opportunities to CRTPA Board and staff members in various policy, technical and administrative areas.

- Title VI
- GIS, Payroll and Accounting
- FDOT Transplex
- NHI Public Involvement
- TA/TRIP Submittal Process, FDOT Workshop
- FDOT Online Computer Based Training
- Florida APA Annual Conference
- MPOAC Institute (May 2021, 2022)

END PRODUCTS

Effective and efficient management of the local 3-C planning process including active participation by public agencies and citizens. (Ongoing)

Final FY 2022/23 - 2023/24 UPWP. (Spring 2022)

FHWA/FTA Joint Quadrennial Transportation Management Area Certification. (June 2021)

FDOT Joint Certification of the Metropolitan Planning Process. (May 2021, 2022)

Timely submittal of invoices to FDOT for PL and Section 5305(d) and as applicable SU, CM funds. (Quarterly)

Additional training in mission critical areas. (Public Involvement, Data Collection). (Ongoing)

MPOAC Institute board member training. (ongoing)

Annual audit. (Spring 2021, 2022)

RESPONSIBLE AGENCY

CRTPA

ESTIMATED TASK BUDGET AND FUNDING SOURCES TASK 1.0

Task 1.0							
FY 2020/21							
Estimated Budget Detail							
	PL	FHWA SU	CM	5305(d)	FTA State Match	Local Match	Local Funds
Personnel:	\$ 178,983	\$ 17,000	\$ -	\$ 36,000	\$ 4,500	\$ 4,500	
Travel:	\$ 12,000						
Direct Expenses*							
Administrative:	\$91,245						
Contracted Services							
Audit:	\$18,000						
Legal:	\$32,000						
Office:	\$51,425						
Memberships and Dues							\$ 2,500
Total	\$ 383,653	\$ 17,000	0	\$ 36,000	\$ 4,500	\$ 4,500	\$ 2,500
*See Appendix I for Direct Expense detail							

Task 1.0							
FY 2021/22							
Estimated Budget Detail							
	FHWA PL	SU	CM	FTA 5305(d)	FTA State Match	Local Match	Local Funds
Personnel:	\$ 193,000	\$ 7,100	\$ -	\$ 37,600	\$ 4,700	\$ 4,700	
Travel:		\$ 12,000					
Direct Expenses*							
Administrative:	\$91,245						
Contracted Services							
Audit:	\$18,000						
Legal:	\$32,000						
Office:	\$51,425						
Memberships and Dues							\$ 2,500
Total	\$ 385,670	\$ 19,100	\$ -	\$ 37,600	\$ 4,700	\$ 4,700	\$ 2,500
*See Appendix I for Direct Expense detail							

UPWP TASK 2.0 – DATA COLLECTION/SAFETY

The Data Collection task outlines efforts to monitor the area's transportation characteristics and factors affecting travel including socioeconomic data, community and land use data, transportation system data, and data related to natural, physical and human environmental concerns and issues.

OBJECTIVE

To monitor changes in traffic characteristics within the CRTPA planning boundary. To compare existing conditions with projections to anticipate planning needs and activities. Provide data to appropriate agencies to improve overall safety of the transportation system.

PREVIOUS WORK

Coordination with the City of Tallahassee, FDOT District 3 Traffic Operations (for Gadsden, Wakulla and Jefferson Counties) relative to Intelligent Transportation Systems (ITS) deployments.

Development of socio-economic data for the Connections 2045 Mobility Plan, ETDM Projects, maps, bicycle and pedestrian, and non-motorized transportation.

Reviewed crash data for specific areas to identify potential improvements.

Participation on local Community Traffic Safety Teams (CTST).

ANTICIPATED ACTIVITIES

DATA COLLECTION

- 2.1 Coordinate collection and dissemination of GIS data with Tallahassee-Leon County GIS (TLCGIS).
- 2.2 Continue to collect necessary data for Congestion Management System (CMS).
- 2.3 Work with TATMS staff to develop travel-time reports from Bluetooth sensors along local roadways.
- 2.4 Monitor and review traffic operation needs through collection and analysis of peak hour traffic data.
- 2.5 Monitor and analyze 2020 Census
- 2.6 Identify and incorporate data into the MPO's essential planning documents.

SAFETY

- 2.7 Analyze crash trends and statistics to identify high-hazard locations and prioritize potential improvements.

2.8 Continue participation on the Community Traffic Safety Teams (CTST) within the CRTPA planning area.

2.9 Develop annual monitoring and reporting for Safety Performance Measures.

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)

Annual reporting on Safety Performance Measures. (Winter 2021, 2022)

RESPONSIBLE AGENCY

CRTPA

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ESTIMATED TASK BUDGET AND FUNDING SOURCES TASK 2.0

Task 2.0						
FY 2020/21 Estimated Budget Detail						
	PL	FHWA SU	CM	FTA 5305(d)	State Match	Local Match
Personnel:	\$ 13,500	\$ 3,000		\$ 7,600	\$ 950	\$ 950
Total	\$ 13,500	\$ 3,000		\$ 7,600	\$ 950	\$ 950

Task 2.0						
FY 2021/22 Estimated Budget Detail						
	FHWA PL	SU	CM	FTA 5305(d)	FTA State Match	Local Match
Personnel:	\$ 10,900	\$ 6,500		\$ 7,200	\$ 900	\$ 900
Total	\$ 10,900	\$ 6,500	\$ -	\$ 7,200	\$ 900	\$ 900

UPWP TASK 3.0 – LONG RANGE PLANNING

The Long Range Planning task includes the activities related to the development of the Connections Regional Mobility Plan (RMP) as well as the long-term implementation of various transportation projects. The Task also includes coordination efforts with our regional partners to address transportation on a regional level.

OBJECTIVES

- Adopt Connections 2045 Regional Mobility Plan.
- Maintain the Connections 2045 Regional Mobility Plan.
- Evaluate alternative transportation modes and systems.
- Improve traffic operations using ITS technologies.
- Coordinate planning efforts with regional partners.

PREVIOUS WORK

2040 REGIONAL MOBILITY PLAN

Monitored Connections 2040 RMP for consistency with the FDOT Work Program and development of Priority Projects.

2045 REGIONAL MOBILITY PLAN

- Conducted review of Connections 2040 RMP to determine progress and identify priority issues.
- Completed RFP process to select consultant for RMP update. (Fall 2018)
- Finalized socioeconomic data for base (2015) and horizon (2045) years. (Summer 2019)
- Finalized validation of traffic model. (Summer 2019)
 - Area and facility types
 - TAZ structure
 - Calibration
- Developed initial goals and objectives. (Spring 2019)
- Initiated public involvement process. (Fall 2019)
 - Identify stakeholders
 - Review current census data to identify traditionally underserved areas
 - Develop interactive processes to enhance/encourage participation

ON-GOING ACTIVITIES

Continued participation in the development of various transportation projects.

REGIONAL COORDINATION

Continued outreach with local governments, and regional and state agencies.
Participated in Multi-use Corridors of Regional Economic Significance (M-CORES) meetings.

REGIONAL TRAILS

Worked with Wakulla County on the development of the Coastal Trail.

Coordinated with Blueprint Intergovernmental Agency (IA), Jefferson County and Gadsden County on potential trail projects.

Continued working with various agency partners (FDEP, FDOT) to continue development of various trail projects.

ANTICIPATED ACTIVITIES

REGIONAL MOBILITY PLAN

- 3.1 Adopt final Connections 2045 RMP
 - Integrate FAST Act Performance measures as required.
 - Data. (Summer/Fall 2020)
 - Continue public involvement process. (Summer/Fall 2020)
 - Develop alternatives based on agency and stakeholder input. (Spring, Summer 2020)
 - Develop financial resources plan. (Spring/Summer 2020)
 - Develop Needs and Cost Feasible Plans. (Spring/Summer 2020)
 - Conduct Public Hearings. (Fall 2020)
 - Adopt final plan. (November 2020)
- 3.2 Amend Connections 2045 RMP as necessary.
- 3.3 Assist local governments with incorporating relevant portions of the 2045 RMP into their respective comprehensive plans.
- 3.4 Adopt FTA Performance Measures and Monitor FHWA Performance Measures.

AIR CONFORMITY

- 3.5 Monitor Environmental Protection Agency (EPA) development of Air Conformity standards. Monitor local ozone tracking stations located at Tallahassee Community College. Leon County Air Quality Data available at http://www.dep.state.fl.us/air/air_quality/county/Leon.html.

REGIONAL AND LOCAL COORDINATION

- 3.1 Continue participation in District 3 coordination meetings.
- 3.2 Continue coordination with ARPC on various land use and transportation issues.
- 3.3 Improve overall coordination on transportation and land use issues with local governments, state agencies, local universities and other groups.
- 3.4 Assist local governments, as needed, to implement locally identified transportation projects.

TRAILS

- 3.5 Continue work with local partners and state agencies to implement regional trails identified in the Regional Trails Project Priority List.
- 3.6 Continue development of the Capital City to the Sea Trails and other regional trails.
 - Bloxham Cutoff Trail Feasibility Study. (Winter 2021)
 - Tallahassee to Monticello Regional Trail Feasibility Study. (Winter 2021)
- 3.7 Continue work with local partners to implement trails identified in the Bicycle/Pedestrian Project Priority List and develop projects to expand localized trail networks.
 - Oak Ridge Road Trail Feasibility Study. (Summer 2021)
 - Apalachee Parkway Trail Feasibility Study. (Summer 2021)

END PRODUCT

Adopted Connections 2045 LRTP. (November 2020)
Participation in training related to Fast Act Performance Measures. (Ongoing)
Regionally Coordinated Transportation Planning Process. (Ongoing)
Thomasville Road Mixed-Use Path Feasibility Study. (Fall 2020)
Tallahassee to Monticello Regional Trail Feasibility Study. (Fall 2020)
Bloxham Cutoff Trail Feasibility Study. (Winter 2021)
Oak Ridge Road Trail Feasibility Study. (Summer 2021)
Apalachee Parkway Trail Feasibility Study. (Summer 2021)

RESPONSIBLE AGENCY

CRTPA

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ESTIMATED TASK BUDGET AND FUNDING SOURCES TASK 3.0

Task 3.0						
FY 2020/21						
Estimated Budget Detail						
	PL	FHWA SU	CM	5305(d)	FTA State Match	Local Match
Personnel:	\$ 27,000	\$ 24,000		\$ 6,400	\$ 800	\$ 800
Consultant: <i>L RTP</i>		\$ 185,000				
Total	\$ 27,000	\$ 209,000		\$ 6,400	\$ 800	\$ 800

Task 3.0						
FY 2021/22						
Estimated Budget Detail						
	PL	FHWA SU	CM	5305(d)	FTA State Match	Local Match
Personnel:	\$ 20,300	\$ 23,500		\$ 6,800	\$ 850	\$ 850
Total	\$ 20,300	\$ 23,500	\$ -	\$ 6,800	\$ 850	\$ 850

UPWP TASK 4.0 – SHORT RANGE PLANNING

The Short Range Planning task includes the activities related to the actual implementation of various transportation projects identified as part of the 2040 RMP and other C RTPA plans. Primary activities of the task include the Annual Project Priority process that serves as the basis for the development of the Transportation Improvement Program (TIP) as well as the development and maintenance of the TIP. Other activities include the development of legislative priorities and working with local governments to determine the impact of significant new development on the transportation system.

OBJECTIVES

- To identify and address short term transportation needs.
- Review development activity to monitor its effect on the local transportation system.

PREVIOUS WORK

- Completion of Annual Priority Project process.
- Published annual listing of Obligated Federal Projects.
- Continued work on Interactive TIP System.
- Developed Annual TIP and amend as necessary for Planning Consistency.
- Worked with local governments on various planning issues.
- Adopted annual legislative priorities.
- Assisted local governments in developing applications for submittal to FDOT.

ANTICIPATED ACTIVITIES

PROJECT PRIORITY LISTS

- 4.1 Develop annual Project Priority Lists (PPLs). (June 2021, 2022)
PPLs are developed for:
 - 2045 RMP Projects
 - Major Capacity Projects
 - Transportation System Management
 - Operations-level projects
 - Intersections
 - ITS
 - Pedestrian Improvements
 - Transportation Alternatives
 - Regional Trails
 - Transportation Regional Incentive Program (TRIP)
 - StarMetro
 - Tallahassee International Airport

Current PPLs can be viewed [here](#).

- 4.2 Conduct public outreach for the PPLs consistent with the requirements of the latest Public Involvement Plan.

TRANSPORTATION IMPROVEMENT PROGRAM (TIP)

- 4.3 Develop and adopt the annual TIP. (June 2021, 2022)
- 4.4 Coordinate the development of the TIP with FDOT D3 as well as local governments and agencies.
- 4.5 Conduct public involvement for the adoption of the TIP consistent with the requirements of the latest Public Involvement Plan.
- 4.6 Review local government comprehensive plans for consistency with CRTPA TIP and LRTP as necessary.
- 4.7 Publish annual listing of federally funded obligated projects. (December 2020, 2021)
- 4.8 Continue refinement of Interactive TIP system.
- 4.9 Modify/Amend TIP as necessary.

MONITOR TRANSPORTATION SYSTEM IMPACTS

- 4.10 Monitor and review DRI and other site-specific impacts in the development review process as necessary.
- 4.11 Conduct site impact analysis for new development projects as requested by local governments.
- 4.12 Advise local governments and boards on decisions which may impact corridors identified for improvement or identified as physically or policy constrained.
- 4.13 Coordinate CRTPA actions with local government comprehensive plan development efforts to encourage alternative modes of transportation.
- 4.14 Assist local governments as necessary in the development of transportation projects and potential funding mechanisms.

FAST ACT TRANSPORTATION ALTERNATIVES (TA) PROGRAM

- 4.15 Assist local governments in FAST Act TA application process.
- 4.16 Monitor progress of programmed TA projects and assist in their implementation when necessary.

LEGISLATIVE ACTIVITIES

- 4.17 Develop annual legislative priorities. (November 2020, 2021)
- 4.18 Monitor legislative activities on both the federal and state level to determine impact on transportation issues.

4.19 Assist MPOAC with legislative activities. (\$500 - Local funds)

END PRODUCT

Annual Priority Project Lists. (June 2021,2022)

Annual Transportation Improvement Plan. (June 2021, 2022)

Amendments to the Transportation Improvement Plan (TIP). (Ongoing)

Annual monitoring/reporting Transportation Performance Measures into TIP. (June 2021, 2022)

Annual Legislative Priorities. (November 2020, 2021)

RESPONSIBLE AGENCY

CRTPA

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ESTIMATED TASK BUDGET AND FUNDING SOURCES TASK 4.0

Task 4.0							
FY 2020/21							
Estimated Budget Detail							
	PL	FHWA SU	CM	5305(d)	FTA State Match	Local Match	Local Funds
Personnel:							
TIP	\$ 37,500	\$ 17,500	\$ -	\$ 10,000	\$ 1,250	\$ 1,250	
MPOAC				\$ 8,000	\$ 1,000	\$ 1,000	\$ 500
Total	\$ 37,500	\$ 17,500	\$ -	\$ 18,000	\$ 2,250	\$ 2,250	\$ 500

Task 4.0							
FY 2021/22							
Estimated Budget Detail							
	PL	FHWA SU	CM	5305(d)	FTA State Match	Local Match	Local Funds
Personnel:							
TIP	\$ 31,375	\$ 21,750		\$ 10,000	\$ 1,250	\$ 1,250	
MPOAC				\$ 8,000	\$ 1,000	\$ 1,000	\$ 500
Total	\$ 31,375	\$ 21,750	\$ -	\$ 18,000	\$ 2,250	\$ 2,250	\$ 500

UPWP TASK 5.0 – MOBILITY PLANNING

The Multimodal Planning task reflects the planning activities related to the various transportation modes including highways, transit, bicycle/pedestrian, and aviation.

OBJECTIVES

To ensure the efficient and effective provision of multimodal transportation.

PREVIOUS WORK

BICYCLE/PEDESTRAIN PLANNING

Adopted Tallahassee - Leon County Bicycle and Pedestrian Master Plan (March 2020)
Development of Project Priority Lists (PPLs) for Bicycle/Pedestrian Projects and Transportation Alternatives Projects. (June 2019, 2020)

Coordination with Bicycle Work Group in Leon County, Leon County Schools, Community Traffic Safety Team Members locally and with FDOT District 3 on outreach opportunities to promote safety and mobility options for all within the region.

Coordination with Florida State University on pedestrian and bicycle safety improvements.

Creation of joint City/County/CRTPA bicycle workgroup.

Coordination with Florida DEP and FDOT for the Capital City to the Sea Trails programming through CRTPA and SUNTrail.

TRANSIT – STARMETRO

Assisted StarMetro in the initial planning for the Southside Super Stop.

Worked with StarMetro to update and streamline the Transit Project Priority List.

Partnered with StarMetro to select consultant for Comprehensive Operational Analysis.

Initiate Comprehensive Operational Analysis.

Adopted StarMetro's Transit Asset Management Plan.

AVIATION

Worked with TIA to update the Aviation Project Priority List.

CONGESTION MANAGEMENT PLAN

Completed Phase I update of the Congestion Management Plan. (September 2018)

INTELLIGENT TRANSPORTATION SYSTEMS

Worked with FDOT District 3 on the update of the Regional ITS Architecture.

Worked with local TATMS to incorporate ITS-related improvements in FDOT projects.

Completed update of the Tallahassee/Leon County ITS Master Plan in partnership with TATMS. (October 2019)

ANTICIPATED ACTIVITIES

BICYCLE/PEDESTRAIN

- 5.1 Develop of the FY 2021 & 2022 Priority Project Lists for Bicycle and Pedestrian and Transportation Alternatives projects. (June 2020, June 2021)
- 5.2 Continue participation in the Bicycle Work Group.
- 5.3 Coordination with the CMAC to identify and program key bicycle and pedestrian projects and programs for the region.
- 5.4 Disseminate bicycle and pedestrian safety materials throughout the year at key events, such as the Leon County Safety Fair, that target a wide range of the population of the CRTPA area.
- 5.5 Coordinate with the CTST's to promote responsible transportation behavior for all users of the network.
- 5.6 Coordinate with technical and citizen's groups to identify roadway design improvements as opportunities arise to improve the system.
- 5.7 Implement Tallahassee/Leon County Bicycle/Pedestrian Master Plan.
- 5.8 Completed Regional Trail and Multi-use Path Feasibility Studies.

TRANSIT (STARMETRO)

- 5.9 Assist StarMetro as necessary to improve transit service.
- 5.10 Coordinate with StarMetro on the annual update of the Transit Development Plan (TDP).
- 5.11 Coordinate with StarMetro on the development of the annual project priority list for transit.
- 5.12 Work with StarMetro in the development of performance measures as they relate to transit service.
- 5.13 Work with StarMetro to identify potential ITS strategies/deployments to improve transit operations and efficiency.
- 5.14 Complete Comprehensive Operational Analysis in cooperation with StarMetro.
- 5.15 Reevaluate Regional Transit Study.
- 5.16 Adopt FAST Act FTA Performance measures as required.

AVIATION

- 5.17 Assist Tallahassee International Airport (TIA), as necessary, in the update of their Airport Master Plan.
- 5.18 Coordinate with TIA on transportation projects that have a direct impact on airport operations.
- 5.19 Assist TIA, as necessary, with the development of the Joint Aviation Capital Improvement Program (JAICP).
- 5.20 Coordinate with TIA on the development of the annual project priority list for aviation.

CONGESTION MANAGEMENT PLAN/PERFORMANCE MEASURES

- 5.21 Congestion Management Process Plan (CMP) Update Phase II (Summer 2021)
 - Update data and system information.
 - Refines the evaluation criteria for project assessment.
 - Identify Projects for implementation.
 - Annual adoption required Performance Measures Mobility.
 - Measures include:
 - travel time reliability and variability
 - vehicle and person hours of delay
 - average travel speed
 - other measures as deemed relevant to the CRTPA area
 - pavement condition
 - bridge condition
- 5.22 Establish, collect and review data for the various performance measures to determine progress on adopted targets.

INTELLIGENT TRANSPORTATION SYSTEMS (ITS)

- 5.23 Continue work with Tallahassee Advanced Traffic Management System (TATMS) to identify ITS deployments.
- 5.24 Review potential ITS applications/deployments for StarMetro.

END PRODUCT

Effective and efficient coordinated public transportation system. (ongoing)
Complete CMP Phase II. (Summer 2021)
Completion of CTC review (annual)/Completion of NTD report. (annual)
Updated MAP-21/FAST ACT FHWA and FTA Performance Measures. (December 2020, 2021)
Complete Comprehensive Operational Analysis. (Summer – Fall 2021)
Complete Revaluation of Regional Transit Study. (Summer - Fall 2021)
Trail Feasibility Studies and Mobility Studies *Once a study is identified the UPWP will be amended to reflect to scope of work to be completed.*

RESPONSIBLE AGENCY

CRTPA

StarMetro – *Comprehensive Operational Analysis*

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ESTIMATED TASK BUDGET AND FUNDING SOURCES TASK 5.0

Task 5.0						
FY 2020/21 Estimated Budget Detail						
	PL	FHWA SU	CM	5305(d)	FTA State Match	Local Match
Personnel:	\$ 40,000	\$ 60,500		\$ 12,777	\$ 1,597	\$ 1,597
Consultant:						
5.1 Thomasville Rd. Path Feasibility Study		\$ 125,000				
5.2 Wakulla Springs (SR 267) Feasibility Study		\$ 100,000				
5.3 Apalachee Pkwy Trail Feasibility Study		\$ 60,000				
5.4 Congestion Management Plan Process Phase II		\$ -	\$ 125,000			
5.5 Comprehensive Operational Analysis (Transit)		\$ 250,000				
5.6 Oak Ridge Road Trail Feasibility Study		\$ 75,000				
5.7 Regional Transit Study Update		\$ 60,000				
5.8 Other Trail Studies/Mobility Projects (TBD)**		\$ 200,000				
Total	\$ 40,000	\$ 930,500	\$ 125,000	\$ 12,777	\$ 1,597	\$ 1,597
**Requires an Amendment to the UPWP						

Task 5.0						
FY 2021/22 Estimated Budget Detail						
	PL	FHWA SU	CM	5305(d)	FTA State Match	Local Match
Personnel:	\$ 26,700	\$ 67,000		\$ 13,600	\$ 1,700	\$ 1,700
Consultant:						
-						
-						
-						
5.4 Congestion Management Plan Process Phase II(cont.)						
5.5 Comprehensive Operational Analysis (Transit) (cont.)						
5.6 Oak Ridge Road Trail Feasibility Study (cont.)						
5.7 Regional Transit Study Update (cont)						
5.8 Other Trail Studies/Mobility Projects (TBD)**		\$ 4,000				
Total	\$ 26,700	\$ 71,000	0	\$ 13,600	\$ 1,700	\$ 1,700
**Requires an Amendment to the UPWP						

UPWP TASK 6.0 – PUBLIC INVOLVEMENT

The Public Transportation task identifies the activities that encourage and facilitate public participation in the transportation planning process. Activities include meeting notices as well as presenting information to various civic groups and local agencies on a regular basis.

OBJECTIVES

Ensure adequate opportunity for public input on the transportation planning process as well as specific projects.

PREVIOUS WORK

CRTPA

Updated Title VI Procedures as part of the Public Involvement Process Plan and attended training and outreach events related to Title VI best practices. (February 2018)

Final redesign of the CRTPA website – www.crtpa.org.

Conducted public outreach seeking comments on the CRTPA's plans and programs including the TIP, UPWP, Project Priority Lists, and Regional Mobility Plan.

Continued updates to the CRTPA website to improve access to information related to CRTPA activities and projects.

Increased efforts to seek input from the region's traditionally underserved population through targeted locations in public events.

ONGOING ACTIVITIES

CRTPA

- 6.1 Develop and disseminate public information, as necessary, to inform the public of transportation planning activities. Conduct presentations on transportation related topics to civic and governmental agencies as requested.
- 6.2 Continue to conduct public outreach related to the CRTPA's plans and programs (including TIP, RMP, UPWP and Project Priority Lists) within the CRTPA region.
- 6.3 Provide a clearinghouse for transportation related activities for all levels of government and public involved in improving the local transportation system.
- 6.4 Provide CRTPA information and public involvement items at public events including community festivals and institutions of education.
- 6.5 Complete regular updates to the CRTPA webpage – www.ctpa.org.
- 6.6 Continue to monitor and track all public information requests.
- 6.7 Continue efforts related to increasing input from the region's traditionally underserved population.

- 6.8 Continue televising CRTPA meetings live on WCOT and provide post-meeting access to the video via the CRTPA website and YouTube Channel.
- 6.9 Develop and publish an annual report on CRTPA activities.
- 6.10 Periodically review and update Public Involvement Plan (PIP) to comply with the FAST Act, Title VI and other applicable requirements.
- 6.11 Review and update Public Involvement Process Plan to incorporate guidance for Virtual Online Pubic Meetings and regarding COOP activities.
- 6.12 Continue to expand efforts related to increasing input from the region's traditionally underserved populations/areas.
- 6.13 Update (as necessary) the Limited English Proficiency Plan for the CRTPA planning area.
- 6.14 Conduct safety programs at public schools, as requested, in Gadsden, Leon, Jefferson, and Wakulla counties.
- 6.15 Continue to coordinate with FDOT on the annual Work Program Hearing.
- 6.16 Initiate public education campaign in coordination with the local colleges.

END PRODUCT

Effective program to provide the public information regarding the transportation planning process and specific projects. (ongoing)

Completed

Updated Public Involvement Process Plan.

Updates of CRTPA website. (ongoing)

RESPONSIBLE AGENCY

CRTPA

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ESTIMATED TASK BUDGET AN FUNDING SOURCES TASK 6.0

Task 6.0							
FY 2020/21							
Estimated Budget Detail							
	PL	FHWA		CM	5305(d)	FTA State Match	Local Match
		SU					
Personnel:	\$ 27,000	\$ 18,000		\$ -	\$ 8,000	\$ 1,000	\$ 1,000
Total	\$ 27,000	\$ 18,000		\$ -	\$ 8,000	\$ 1,000	\$ 1,000

Task 6.0							
FY 2021/22							
Estimated Budget Detail							
	PL	FHWA		CM	5305(d)	FTA State Match	Local Match
		SU					
Personnel:	\$ 28,000	\$ 15,000			\$ 8,000	\$ 1,002	\$ 1,003
Total	\$ 28,000	\$ 15,000		\$ -	\$ 8,000	\$ 1,002	\$ 1,003

UPWP TASK 7.0 – SPECIAL PROJECTS

The Special Projects task identifies the activities that are non-recurring studies dealing with various transportation issues.

OBJECTIVES

Conduct identified studies and/or surveys to improve the overall transportation system.

PREVIOUS WORK

Completed the Southwest Area Transportation Plan. (2019)
Completed Monticello Trail Extension Feasibility Study. (2019)
Completed US 27/Downtown Havana Corridor Improvement Study. (2020)
Completed corridor assessments of Pensacola Street, Tharpe Street. and Bannerman Road.
(2018/2019)
Completed Phases I and II of the Midtown Area Transportation Plan. (March 2019/2020)

ANTICIPATED ACTIVITIES

- 7.1 Stadium Dr./Lake Bradford Rd./Gaines St./Varsity Dr. Intersection Study
 - Data Collection.
 - Identify possible improvements to the intersection.
 - Evaluate potential alternate routes to divert traffic around/away from the intersection.
- 7.2 US 27/ Wakulla Springs Trail (SR 267/Bloxham Cutoff) Feasibility Study
 - Review right-of-way availability.
 - Identify potential trail alignments.
 - Assess any potential fatal-flaw issues.
- 7.3 City of Monticello to the City of Tallahassee US 90 Multi-use Trail
 - Document limits of existing right-of-way, publicly owned lands and cultural resources, environmental features and any physical barriers will be documented.
 - Identify possible constraints.
 - Coordinate with applicable agencies and local governments.
 - Determine the least impactful route.
- 7.4 Thomasville Road Multiuse Path Feasibility Study
 - Document limits of existing right-of-way and any physical barriers.
 - Identify possible constraints.
 - Complete cost estimate.
 - Determine the preferred option/least impactful route.
- 7.5 Apalachee Parkway Trail Connection Feasibility Study
 - Document limits of existing right-of-way and any physical barriers.
 - Identify possible constraints.
 - Determine the preferred option.

- 7.6 Pine Flats - Oak Ridge Road Trail Feasibility Study
 - Document limits of existing right-of-way and any physical barriers.
 - Identify possible constraints.
 - Determine the preferred option.
- 7.7 Other planning projects as may be needed
 - *Once a planning project is identified the UPWP will be amended to reflect to scope of work to be completed.*

END PRODUCT

Monticello to Tallahassee US 90 Multi-use Trail Feasibility Study. (Fall 2020)
Thomasville Road Multiuse Path Feasibility Study. (Fall 2020)
Stadium Dr./Lake Bradford Rd./Gaines St./Varsity Dr. Intersection Study. (Winter 2020)
US 27/ Wakulla Springs Trail (SR 267/Bloxham Cutoff) Feasibility Study. (Winter 2020)
Apalachee Parkway Trail Connection Feasibility Study. (Summer 2021)
Pine Flats - Oak Ridge Road Trail Feasibility Study. (Summer 2021)

RESPONSIBLE AGENCY

CRTPA

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ESTIMATED TASK BUDGET AND FUNDING SOURCES TASK 7.0

Task 7.0						
FY 2020/21						
Estimated Budget Detail						
	PL	FHWA SU	CM	FTA 5305(d)	State Match	Local Match
Personnel:	\$ 24,000	\$ 79,107	\$ -	\$ 19,200	\$ 2,400	\$ 2,400
Consultant:						
7.1 US90 Bike/Ped Tr.Feasibility Study PH I & II		\$ 150,000				
7.2 Stadium/Lk. Bradford/Gaines/Varsity Int. Study		\$ 73,170	\$ 51,830			
7.3 Other Special Projects/Safety Studies (TBD)**		\$ 300,000				
7.4 Corridor/Complete Streets (TBD)**		\$ 239,974				
Total	\$ 24,000	\$ 842,251	\$ 51,830	\$ 19,200	\$ 2,400	\$ 2,400
**Requires an Amendment to the UPWP						

Task 7.0						
FY 2021/22						
Estimated Budget Detail						
	PL	FHWA SU	CM	FTA 5305(d)	State Match	Local Match
Personnel:	\$ 17,700	\$ 79,000		\$ 20,020	\$ 2,503	\$ 2,503
Consultant:						
7.2 Stadium/Lk. Bradford/Gaines/Varsity Int. Study						
7.3 Other Special Projects/Safety Studies (TBD)**		\$ 5,575				
7.4 Corridor/Complete Streets (TBD)**		\$ 5,583				
Total	\$ 17,700	\$ 90,158	\$ -	\$ 20,020	\$ 2,503	\$ 2,503
**Requires an Amendment to the UPWP						

TABLE I
FAST ACT PLANNING FACTORS

UPWP Tasks							
FAST ACT Planning Factors	Admin	Data Collection	LRP	SRP	Mobility Planning	Public Invlv.	Special Projects
Support Economic Vitality	X		X	X	X		X
Increase Safety		X	X	X		X	X
Increase Security		X	X	X		X	X
Increase Accessibility			X	X	X	X	X
Protect Environment			X	X	X		X
Enhance Connectivity			X	X	X	X	X
Promote Efficient Operation	X	X	X	X	X		X
Emphasize System Preservation	X	X	X	X		X	X
Improve Resiliency/Reliability	X	X	X	X	X		X
Enhance Travel/Tourism	X		X	X	X	X	X

Table II
STATE PLANNING EMPHASIS AREAS

UPWP Tasks									
STATE PLANNING EMPHASIS AREAS	Admin	Data Collection	LRP	SRP	Mobility Planning	Public Involvement.	Mobility Planning	Public Invlv.	Special Projects
ACES		X	X	X	X		X		X
Safety		X	X	X	X	X	X	X	X
System Connectivity		X	X	X	X	X	X	X	X

See page 3 for details

TABLE III: Schedule of Selected Projects

5.1 Thomasville Road Path Feasibility Study 5.2 Wakulla Springs (SR 267) Feasibility Study 5.3 Apalachee Pkwy Trail Feasibility Study 5.4 Congestion Management Plan Process Phase II 5.5 Comprehensive Operational Analysis 5.6 Oak Ridge Road Trail Feasibility Study 5.7 Regional Transit Study Revaluation 5.8 Other Trail Studies/Projects 7.1 US90 Bike/Ped Tr.Feasibility Study PH I & II 7.2 Stadium/Lake Bradford/Gaines/Varsity Int. Study 7.3 Other Special Projects/Safety Studies 7.4 Corridor/Complete Streets	
Updated project schedule will be inserted	

TABLE IV
FY 2020/21 Funding by Agency

TASK	ELEMENT	FHWA	FTA	FDOT		Local ²	Total
				Soft Match	Cash Match ²		
1.0	Admin	\$400,653	\$36,000	\$3,072	\$4,500	\$9,500	\$450,653
2.0	Data/Safety	\$16,500	\$7,600	\$542	\$950	\$950	\$26,000
3.0	LRP	\$236,000	\$6,400	\$37,766	\$800	\$800	\$244,000
4.0	SRP	\$55,000	\$18,000	\$3,162	\$2,250	\$2,750	\$78,000
5.0	Mobility	\$1,095,500	\$12,777	\$190,729	\$1,597	\$1,597	\$1,111,471
6.0	Public Inv.	\$45,000	\$8,000	\$3,253	\$1,002	\$1,003	\$55,005
7.0	Special Proj.	\$918,081	\$19,200	\$161,560	\$2,400	\$2,400	\$942,081
	TOTAL	\$2,766,734	\$107,977	\$400,084	\$13,499	\$19,000	\$2,907,210

¹Soft match is non-cash match for FHWA Funds and represents 18% of total FHWA funds. Soft match is not included in overall totals.

²Match for FTA Funds. 5305(d) funds are 80% FTA, 10% FDOT & 10% Local. Task 4.0 includes an \$500 local contribution to MPOAC legislative activities

TABLE V
FY 2021/22 Funding Sources by Agency

TASK	ELEMENT	FHWA			FTA Sec 5305(d)	FDOT		Local ²				Task Total
		PL	SU	CM		Soft Match ¹	Cash Match ²		Federal	State	Local	
1.0	Admin	\$383,653	\$17,000		\$36,000	\$3,072	\$4,500	\$9,500	\$436,653	\$7,572	\$9,500	\$450,653
2.0	Data/Safety	\$13,500	\$3,000		\$7,600	\$542	\$950	\$950	\$24,100	\$1,492	\$950	\$26,000
3.0	LRP	\$27,000	\$209,000		\$6,400	\$37,766	\$800	\$800	\$242,400	\$38,566	\$800	\$244,000
4.0	SRP	\$37,500	\$17,500		\$18,000	\$3,162	\$2,250	\$2,750	\$73,000	\$5,412	\$2,750	\$78,000
5.0	Mobility	\$40,000	\$930,500	\$125,000	\$12,777	\$190,729	\$1,597	\$1,597	\$1,108,277	\$192,326	\$1,597	\$1,111,471
6.0	Public Inv.	\$27,000	\$18,000		\$8,000	\$3,253	\$1,002	\$1,003	\$53,000	\$4,255	\$1,003	\$55,005
7.0	Special Proj.	\$24,000	\$842,251	\$51,830	\$19,200	\$161,560	\$2,400	\$2,400	\$937,281	\$163,960	\$2,400	\$942,081
	TOTAL	\$552,653	\$2,037,251	\$176,830	\$107,977	\$400,084	\$13,499	\$19,000	\$2,874,711	\$413,584	\$19,000	\$2,907,210

¹Soft match is non-cash match for FHWA Funds and represents 18% of total FHWA funds. Soft match is not included in overall totals.

²Match for FTA Funds. 5305(d) funds are 80% FTA, 10% FDOT & 10% Local. Task 4.0 includes an \$500 local contribution to MPOAC legislative activities

TABLE VI
FY 2020/21 Funding by Agency

TASK	ELEMENT	FHWA	FTA	FDOT		Local ²	Total
				Soft Match	Cash Match ²		
1.0	Admin	\$404,770	\$ 37,600	\$ 80,585	\$ 4,700	\$ 9,700	\$456,770
2.0	Data/Safety	\$17,400	\$7,200	\$3,355	\$900	\$900	\$26,400
3.0	LRP	\$43,800	\$6,800	\$8,306	\$850	\$850	\$52,300
4.0	SRP	\$53,125	\$18,000	\$10,205	\$2,250	\$2,750	\$76,125
5.0	Mobility	\$97,700	\$13,600	\$18,170	\$1,700	\$1,700	\$114,700
6.0	Public Inv.	\$43,000	\$8,000	\$8,311	\$1,003	\$1,002	\$53,005
7.0	Special Proj.	\$107,858	\$20,020	\$19,832	\$2,503	\$2,503	\$132,883
	TOTAL	\$767,653	\$111,220	\$148,763	\$13,906	\$19,405	\$912,183

¹Soft match is non-cash match for FHWA Funds and represents 18% of total FHWA funds. Soft match is not included in overall totals.

²Match for FTA Funds. 5305(d) funds are 80% FTA, 10% FDOT & 10% Local. Task 4.0 includes an \$500 local contribution to MPOAC legislative activities

TABLE VII
FY 2021/22 Funding Source by Agency

TASK	ELEMENT	FHWA			FTA Sec 5305(d)	FDOT		Local ²				Task Total
		PL	SU	CM		Soft Match ¹	Cash Match ²		Federal	State	Local	
1.0	Admin	\$385,670	\$ 19,100		\$ 37,600	\$ 80,585	\$ 4,700	\$ 9,700	\$ 442,370	\$ 85,285	\$ 9,700	\$ 456,770
2.0	Data/Safety	\$ 10,900	\$ 6,500		\$ 7,200	\$ 3,355	\$ 900	\$ 900	\$ 24,600	\$ 4,255	\$ 900	\$ 26,400
3.0	LRP	\$ 20,300	\$ 23,500		\$ 6,800	\$ 8,306	\$ 850	\$ 850	\$ 50,600	\$ 9,156	\$ 850	\$ 52,300
4.0	SRP	\$ 31,375	\$ 21,750		\$ 18,000	\$ 10,205	\$ 2,250	\$ 2,750	\$ 71,125	\$ 12,455	\$ 2,750	\$ 76,125
5.0	Mobility	\$ 26,700	\$ 71,000		\$ 13,600	\$ 18,170	\$ 1,700	\$ 1,700	\$ 111,300	\$ 19,870	\$ 1,700	\$ 114,700
6.0	Public Inv.	\$ 28,000	\$ 15,000		\$ 8,000	\$ 8,311	\$ 1,003	\$ 1,002	\$ 51,000	\$ 9,314	\$ 1,002	\$ 53,005
7.0	Special Proj.	\$ 17,700	\$ 90,158		\$ 20,020	\$ 19,832	\$ 2,503	\$ 2,503	\$ 127,878	\$ 22,334	\$ 2,503	\$ 132,883
	TOTAL	\$520,644	\$ 247,008	\$ -	\$ 111,220	\$ 148,763	\$ 13,906	\$ 19,405	\$ 878,873	\$ 162,669	\$ 19,405	\$ 912,183

¹Soft match is non-cash match for FHWA Funds and represents 18% of total FHWA funds. Soft match is not included in overall totals.

²Match for FTA Funds. 5305(d) funds are 80% FTA, 10% FDOT & 10% Local. Task 4.0 includes an \$500 local contribution to MPOAC legislative activities

APPENDIX I - FY 2020/21 and FY 2021/22 - Estimated Administrative, Facility and Office Expense Detail

FY 2021 - FY2022		
Estimated Administrative, Facility and Office Expense Detail		
Accounting Category		Task 1.0 Administration
Administrative Expenses		
Advertising	\$7,645	521010 - Advertising
WCOT	\$4,500	521180 - Unclassified Contractual Svcs
Dues, Subscriptions, Memberships*	\$750	524030 - Memberships
Gen. Liability/Workers Comp Insurance	\$20,000	541040 - Insurance (General Liability/ Comp)
Staff Services Fees		
<i>HR</i>	\$8,300	560010 - Human Resource Expense
<i>Accounting</i>	\$21,000	560020 - Accounting Expense
<i>Purchasing</i>	\$4,300	560030 - Purchasing Expense
<i>IT</i>	\$23,500	560040 - Information Systems Expense
<i>Revenue Collection</i>	\$400	560070 - Revenue Collection
<i>Environmental</i>	\$850	560082 - Environmental
Subtotal:	\$91,245	
Contracted Services		
<i>Audit</i>	\$18,000	521180 - Unclassified Contractual Svcs
<i>Legal</i>	\$32,000	521160 - Legal Services
Subtotal:	\$50,000	
Office Expenses		
<i>Reproduction</i>	\$3,000	521030 - Reproduction
<i>Equipment Repairs</i>	\$225	521100 - Equipment Repairs
<i>Software</i>	\$13,100	521190 - Computer Software
<i>Telephone</i>	\$3,750	522080 - Telephone
<i>Postage</i>	\$750	523050 - Postage
<i>Office Supplies</i>	\$13,000	523060 - Office Supplies
<i>Unclassified Supplies</i>	\$2,000	523080 - Unclassified Supplies
<i>Journals & Books</i>	\$600	524020 - Journals & Books
<i>Machinery & Equipment (<\$5,000)</i>	\$15,000	550040 - Computer Equipment
<i>Machinery & Equipment (>\$5,000)</i>	\$-	
Subtotal:	\$51,425	
Total:	\$192,670	
*PL eligible dues (i.e. organizational memberships)		

Section 5305(d) - FY 2020 and 2021
Grant Management Information System Codes
FTA Funds Only - 80% of Total

CERTIFICATION REGARDING LOBBYING

Certification for Contracts, Grants, Loans and Cooperative Agreements

The undersigned certifies, to the best of her or his knowledge and belief, that:

- (1) No federal appropriated funds have been paid or will be paid, by or on behalf of the undersigned, to any person for influencing or attempting to influence an officer or employee of any agency, a Member of Congress in connection with the awarding of any Federal Contract, the making of any Federal grant, the making of any Federal loan, the entering into of any cooperative agreement, and the extension, continuation, renewal, amendment, or modification of any Federal contract, grant, loan, or cooperative agreement.
- (2) If any funds other than Federal appropriated funds have been paid or will be paid to any person for influencing or attempting to influence an officer or employee of any agency, a Member of Congress, an officer or employee of Congress, or an employee of a Member of Congress, in connection with this Federal contract, grant, loan, or cooperative agreement, the undersigned shall complete and submit Standard Form-LLL, "Disclosure Form to Report Lobbying," in accordance with its instructions.
- (3) The undersigned shall require that the language of this certification be included in the award documents for all subawards at all tiers (including subcontracts, subgrants, and contracts under grants, loans, cooperative agreements) and that all subrecipients shall certify and disclose accordingly.

This certification is a material representation of fact upon which reliance was placed when this transaction was made or entered into. Submission of this certification is a prerequisite for making or entering into this transaction imposed by Section 1352, Title 31, U.S. Code. Any person who fails to file the required certification shall be subject to a civil penalty of not less than \$10,000.00 and not more than \$100,000.00 for each such failure.

Executed this 19^h day of May 2020

By:

Randy Merritt, Chairman

**DEBARMENT AND SUSPENSION
CERTIFICATION**

As required by U.S. DOT regulations on Government-wide Debarment and Suspension (Non-procurement) at 49 CFR 29.510:

(1) The Capital Region Transportation Planning Agency certifies to the best of its knowledge and belief, that it and its principals:

- (a) Are not presently debarred, suspended, proposed for debarment, declared ineligible, or voluntarily excluded from covered transactions by a Federal department or agency;
- (b) Have not within a three-year period preceding this proposal been convicted of or had a civil judgment rendered against them for commission of fraud or a criminal offense in connection with obtaining, attempting to obtain, or performing a public (Federal, state or local) transaction or contract under a public transaction; violation of Federal or state antitrust statutes; or commission of embezzlement, theft, forgery, bribery, falsification or destruction of records, making false statements, or receiving stolen property;
- (c) Are not presently indicted for or otherwise criminally or civilly charged by a governmental entity (Federal, state or local) with commission of any of the offenses listed in paragraph (2) of this certification; and
- (d) Have not within a three-year period preceding this certification had one or more public transactions (Federal, state or local) terminated for cause or default.

(2) The Capital Region Transportation Planning Agency also certifies that if, later, it becomes aware of any information contradicting the statements of paragraphs (a) through (d) above, it will promptly provide that information to FTA.

Executed this 19th day of May 2020

By: _____
Randy Merritt, Chairman

**TITLE VI
NONDISCRIMINATION POLICY STATEMENT**

Pursuant to Section 9 of the US DOT Order 1050.2A, the Capital Region Transportation Planning Agency (CRTPA) assures the Florida Department of Transportation that no person shall on the basis of race, color, national origin, sex, age, disability, family or religious status, as provided by Title VI of the Civil Rights Act of 1964, the Civil Rights Restoration Act of 1987 and the Florida Civil Rights Act of 1992 be excluded from participation in, be denied the benefits of, or be otherwise subjected to discrimination or retaliation under any program or activity.

The CRTPA further agrees to the following responsibilities with respect to its programs and activities:

1. Designate a Title VI Liaison that has a responsible position within the organization and access to the Recipient's Chief Executive Officer.
2. Issue a policy statement signed by the Chief Executive Officer, which expresses its commitment to the nondiscrimination provisions of Title VI. The policy statement shall be circulated throughout the Recipient's organization and to the general public. Such information shall be published where appropriate in languages other than English.
3. Insert the clauses of *Appendix A* of this agreement in every contract subject to the Acts and the Regulations
4. Develop a complaint process and attempt to resolve complaints of discrimination against sub-recipients. Complaints against the Recipient shall immediately be forwarded to the FDOT District Title VI Coordinator.
5. Participate in training offered on Title VI and other nondiscrimination requirements.
6. If reviewed by FDOT or USDOT, take affirmative action to correct any deficiencies found within a reasonable time period, not to exceed ninety (90) calendar days.
7. Have a process to collect racial and ethnic data on persons impacted by your agency's programs.

THIS ASSURANCE is given in consideration of and for the purpose of obtaining any and all federal funds, grants, loans, contracts, properties, discounts or other federal financial assistance under all programs and activities and is binding. The person whose signature appears below is authorized to sign this assurance on behalf of the Recipient.

Executed this 19th day of May 2020

By: _____
Randy Merritt, Chairman

APPENDIX A

During the performance of this contract, the contractor, for itself, its assignees and successors in interest (hereinafter referred to as the "Contractor") agrees as follows:

- (1.) **Compliance with Regulations:** The Contractor shall comply with the Regulations relative to nondiscrimination in Federally-assisted programs of the U.S. Department of Transportation (hereinafter, "USDOT") Title 49, Code of Federal Regulations, Part 21, as they may be amended from time to time, (hereinafter referred to as the Regulations), which are herein incorporated by reference and made a part of this Agreement.
- (2.) **Nondiscrimination:** The Contractor, with regard to the work performed during the contract, shall not discriminate on the basis of race, color, national origin, sex, age, disability, religion or family status in the selection and retention of subcontractors, including procurements of materials and leases of equipment. The Contractor shall not participate either directly or indirectly in the discrimination prohibited by section 21.5 of the Regulations, including employment practices when the contract covers a program set forth in Appendix B of the Regulations.
- (3.) **Solicitations for Subcontractors, including Procurements of Materials and Equipment:** In all solicitations made by the Contractor, either by competitive bidding or negotiation for work to be performed under a subcontract, including procurements of materials or leases of equipment; each potential subcontractor or supplier shall be notified by the Contractor of the Contractor's obligations under this contract and the Regulations relative to nondiscrimination on the basis of race, color, national origin, sex, age, disability, religion or family status.
- (4.) **Information and Reports:** The Contractor shall provide all information and reports required by the Regulations or directives issued pursuant thereto, and shall permit access to its books, records, accounts, other sources of information, and its facilities as may be determined by the *Florida Department of Transportation, the Federal Highway Administration, Federal Transit Administration, Federal Aviation Administration, and/or the Federal Motor Carrier Safety Administration* to be pertinent to ascertain compliance with such Regulations, orders and instructions. Where any information required of a Contractor is in the exclusive possession of another who fails or refuses to furnish this information the Contractor shall so certify to the *Florida Department of Transportation, the Federal Highway Administration, Federal Transit Administration, Federal Aviation Administration, and/or the Federal Motor Carrier Safety Administration* as appropriate, and shall set forth what efforts it has made to obtain the information.
- (5.) **Sanctions for Noncompliance:** In the event of the Contractor's noncompliance with the nondiscrimination provisions of this contract, the Florida Department of Transportation shall impose such contract sanctions as it or the Federal Highway Administration, Federal Transit Administration, Federal Aviation Administration, and/or the Federal Motor Carrier Safety Administration may determine to be appropriate, including, but not limited to:
 - a. withholding of payments to the Contractor under the contract until the Contractor complies, and/or
 - b. cancellation, termination or suspension of the contract, in whole or in part.

Incorporation of Provisions: The Contractor shall include the provisions of paragraphs (1) through (6) in every subcontract, including procurements of materials and leases of equipment, unless exempt by the Regulations, or directives issued pursuant thereto. The Contractor shall take such action with respect to any subcontract or procurement as the *Florida Department of Transportation*, the *Federal Highway Administration*, *Federal Transit Administration*, *Federal Aviation Administration*, and/or the *Federal Motor Carrier Safety Administration* may direct as a means of enforcing such provisions including sanctions for noncompliance. In the event a Contractor becomes involved in, or is threatened with, litigation with a sub-contractor or supplier as a result of such direction, the Contractor may request the *Florida Department of Transportation* to enter into such litigation to protect the interests of the *Florida Department of Transportation*, and, in addition, the Contractor may request the United States to enter into such litigation to protect the interests of the United States.

DISADVANTAGED BUSINESS ENTERPRISE UTILIZATION


It is the policy of the Capital Region Transportation Planning Agency that disadvantaged businesses, as defined by 49 Code of Federal Regulations, Part 26, shall have an opportunity to participate in the performance of MPO contracts in a nondiscriminatory environment. The objectives of the Disadvantaged Business Enterprise Program are to ensure non-discrimination in the award and administration of contracts, ensure firms fully meet eligibility standards, help remove barriers to participation, create a level playing field, assist in development of a firm so it can compete successfully outside of the program, provide flexibility, and ensure narrow tailoring of the program.

The Capital Region Transportation Planning Agency and its consultants shall take all necessary and reasonable steps to ensure that disadvantaged businesses have an opportunity to compete for and perform the contract work of the Capital Region Transportation Planning Agency in a non-discriminatory environment.

The Capital Region Transportation Planning Agency shall require its consultants to not discriminate on the basis of race, color, national origin, sex, age, handicap/disability, or income status in the award and performance of its contracts. This policy covers in part the applicable federal regulations and the applicable statutory references contained therein for the Disadvantaged Business Enterprise Program Plan, Chapters 337 and 339, Florida Statutes, and Rule Chapter 14-78, Florida Administrative Code.

Executed this 19th day of May 2020

By: _____
Randy Merritt, Chairman

 <div> <div> Federal Highway Administration Florida Division Office 3500 Financial Plaza, Suite 400 Tallahassee, Florida 32312 (850) 553-2201 www.fhwa.dot.gov/fldiv </div> <div> Federal Transit Administration Region 4 Office 230 Peachtree St, NW, Suite 1400 Atlanta, Georgia 30303 (404) 865-5600 </div> </div>			
Planning Comments			
Document Name: Unified Planning Work Program		MPO: CRTPA	
Date of Document: May 19, 2020	Date Received: March 13, 2020	Date Reviewed: April 16, 2020	District: 3
Reviewed by: Michael Sherman and John Crocker			

COMMENTS:

Page #	Comment Type	Comment Description	CRTPA Response
General	FTA Region IV	If planning activities are proposed for funding under the 49 USC 5307 program or any other FTA program, please ensure they are listed and programmed in the UPWP.	FTA Funding in Task & Budget
General	FTA Region IV	If funding is being carried over from the prior-year UPWP, carryover amounts, and activities should be listed in the document. Please identify any incomplete work elements or activities financed with Federal planning assistance awarded in previous fiscal years as carryover activities.	No FTA funds applied to incomplete work elements from previous UPWP.
General	FTA Region IV	If any programmed 5305(d) funds are estimates, coordination with the State DOT may be required for UPWP modification or amendment after review of FTA apportionments.	Noted: UPWP amendment will be processed as applicable.
General	FTA Region IV	The metropolitan transportation planning process should provide for the establishment and use of a performance-based approach, with related activities noted in the UPWP accordingly. Please note that in addition to TAM, there is an upcoming deadline for MPO PTASP target setting that will occur during the next UPWP cycle.	Included activities related to PTASP Target.
3	Editorial	Please be sure to include the finalized and signed resolution in the final UPWP.	Noted: Executed at adoption.
4	Editorial	Please include the finalized and signed Cost Analysis Certification.	FDOT
4	Enhancement	I suggest utilizing a separate Cost Analysis Certification for each fiscal year.	FDOT
Introduction	Critical	<p>Please include a discussion on the use of the soft match policy for the Federal funds. This should also identify the total amount of the soft match and percentages of the match. Please also note that the soft match amount must also be shown for each task in the Budget summary tables as well. The MPO needs to also include the soft match discussion in the Introduction and the amounts in the Summary Budget Tables for any STBG Funds (such as SU – or other FHWA non-PL Funds). This remains at the sliding scale of 81.93:18.07.</p> <p>Below is template language that can be used to address the soft match policy. Additionally, please adjust the budget tables, agency participation summary budget tables, and funding source summary budget tables.</p> <p>“Section 120 of Title 23, U.S.C., permits a State to use certain toll revenue expenditures as a credit toward the non-Federal matching share of all programs authorized by Title 23, (with the exception of Emergency Relief Programs) and for transit programs authorized by Chapter 53 of Title 49, U.S.C. This is in essence a "soft-match" provision that allows the Federal share to be increased up to 100% to the extent credits are available. The “soft match” amount being utilized to match the FHWA PL funding in the UPWP is 20% of FHWA program funds for a total of \$</p>	The template language and the dollar amount of soft match are included in the Introduction.

		<p><u>(Continued)</u></p> <p>. The “soft match” amount being utilized to match the FHWA SU funding in the UPWP is 18.07% of FHWA program funds for a total of \$</p> <p>.” However, since the MPO does not have any SU/SA/CM funds programmed in the UPWP, the following language can be utilized a placeholder in the event an amendment is processed: If the M/TPO amends the UPWP to include FHWA SU funding, the “soft match” amount that will be utilized to match the FHWA SU funding in the UPWP is 18.07% of FHWA program funds. The total for (insert fiscal year) for a total of \$__.”</p>	
14	Critical	Please insert an activity related to the TMA Federal Certification Review which will occur in early 2021 and the final report will be issued June 2021.	Activity and Work Product included in Task 1.0
Tasks 1-7	Critical	Each task must link activities and end products as well as to identify milestones for the activities and end product due dates. If an activity is ongoing – please identify is it monthly, quarterly, annually and which years. Some of these are provided but many are not. If an end product will not be completed during this UPWP, then it must be identified when it will be completed as well. Some notes are provided below for the individual tasks related to this, but not all. Please review all tasks for this requirement. Please ensure all tasks include more information for the activities that will be performed. Some are extremely broad and therefore eligibility cannot be determined.	Schedule of projects has been added in Table III. All tasks have a timeframe when work activity or planning project to be completed.
16	Editorial	For the direct expenses line item, an asterisk is included but the notation was not included. I suggest including the note for the purposes of the reader. For instance, the direct expenses are listed on page 12. I suggest using those and listing it under or in the table for clarification purposes.	Notation references the Table in the Appendix by page number.
20	Critical	I suggest including activities and products related to the MPO’s efforts with TPM in the LRTP in Task 3.0. It should also include the MPO’s efforts for monitoring and reporting targets. Although the UPWP mentions TPM efforts under CMP on page 28, I suggest mentioning it under each essential planning activities where performance measures reporting is required.	Added activity associated with TPMs.
23-24	Critical	Please include the MPO’s requirements for monitoring/reporting TPM in the TIP under the short range planning Task 4.0. Although reporting, developing, and reporting of performance measures is mentioned on page 28 under CMP, I suggest mentioning it under each essential planning activities where performance measures reporting is required.	Added to Task 4.0
General	Enhancement	I suggest including necessary activities focused on monitoring, analyzing, and incorporating the upcoming 2020 Census data into the MPO’s essential planning documents.	Added to data collection.
Task 1	Enhancement	Please include activities under the appropriate task to review and update the MPO’s COOP to consider pandemic scenarios. Additionally, it is suggested that the MPO review and consider what alternative operational and alternative public involvement outreach strategies may be required for these type of events (particularly if it is long term). This review may entail updating operational documents such as PPPs, bylaws, and others.	PIP will be updated. Activities included.
Task 1-7 Budget Tables	Critical	Referring to the PL Balance spreadsheets, the MPO will have \$32,009 PL funds that will be de-obligated and reprogrammed to FY2021. However, the total amount of PL funds for FY21 and FY22 is \$520,644 for each fiscal year (FY21 = \$552,653 and FY22 = \$520,644). After calculating the funds programmed for every task, both FY21 and FY22 include the following amounts (FY21 \$696,906 and FY22 \$696,906). Please provide the justification and/or corrections to the budget table accordingly.	Budget in FY 21 and FY 22
39-40	Critical	Please include the Agency Participation and Funding by Agency Summary Budget tables in the final draft of the UPWP.	Included

General	Editorial	Tasks that involve consultant participation (such as Tasks 2 and 3) should provide enough detail (such as project scope, work to be accomplished for each project, anticipated completion dates, and project costs) about what the consultant responsibilities are concerning the activities to be undertaken using federal-aid funds. If that is not possible at this time, prior to the MPO's use of PL funds for these types planning projects or activities, the District should forward a copy of the scope of services,	Noted; Detail about the planning projects is included in the narrative. Task Work Orders will be sent to FHWA and FDOT.
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General	Editorial (Cont.)	the anticipated cost, and completion date to the FHWA for review. It will continue to be the responsibility of the District and MPO to ensure that all activities undertaken as part of these tasks are eligible and are allowable costs.	Project schedules included.
49-54	Critical	All Agreements or Certifications, including Debarment and Suspension, Contracts, Grants, and Cooperative Agreements, Title VI agreements and DBE statements should be signed and dated and included in the final document.	Noted
Tasks 1 – 7	Editorial	For all tasks and activities, I suggest incorporating narrative on the benefits of attending trainings, meetings, conferences. Please note that all training/meeting/conference participation must be reasonable, necessary and allocable to the transportation planning process. Please provide additional clarification on the deliverables associated with all training/meetings/conferences.	Noted; additional detail provided on training activities.
25	Critical	For Legislative Activities 4.17, 4.18, and 4.19, I suggest listing this as a separate task to ensure that the MPO avoids seeking any reimbursement for any activities that may be considered as lobbying. Additionally, the local funds are not included in the table. Please make sure to include the local funds in the FY21 and FY22 budget tables.	Noted



June 2, 2020

COMMITTEE AGENDA ITEM 5A

FISCAL YEAR 2021 – FY 2025

TRANSPORTATION IMPROVEMENT PROGRAM (TIP)

ADOPTION

TYPE OF ITEM: Presentation/Discussion/Action

STATEMENT OF ISSUE

The CRTPA Fiscal Year (FY) 2021– FY 2025 Transportation Improvement Program (TIP) has been developed for Capital Region Transportation Planning Agency (CRTPA) adoption.

RECOMMENDED ACTION

Option 1: Recommend the CRTPA adopt by resolution the FY 2021 – FY 2025 Transportation Improvement Program

BACKGROUND

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

The purpose of the TIP is to inform the public and governmental agencies of transportation projects (planning through construction) that have received funding during the next five-year period (FY 2020 – FY 2024) within our region (Gadsden, Jefferson, Leon and Wakulla counties).

Projects contained within the FY 2021 – FY 2025 TIP are consistent with the projects presented to the CRTPA at its October Retreat on October 14, 2019 by the FDOT District 3 during presentation of the FDOT Draft FY 2021 – FY 2025 Five-Year Work Program. Attachment 2 provides maps of the funding projects contained within the TIP by county.

PUBLIC COMMENTS

A virtual public meeting to present the Transportation Improvement Program (and the agency's FY 2022– 2026 Transportation Priority Project Lists) was held on May 27. Information regarding the meeting was published in the region's newspapers, placed on the CRTPA's website (www.crtpa.org) and an e-mail message regarding the meeting was sent to the agency's transportation partners and interested citizens.

NEXT STEP

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

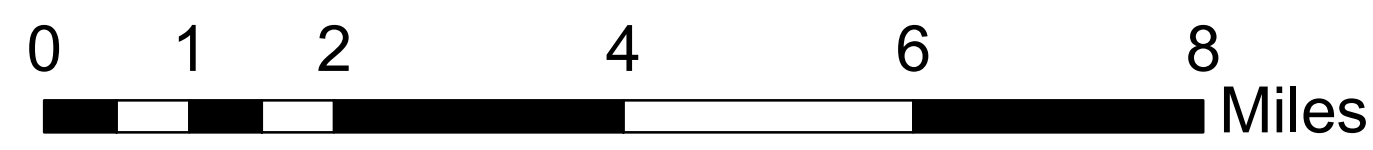
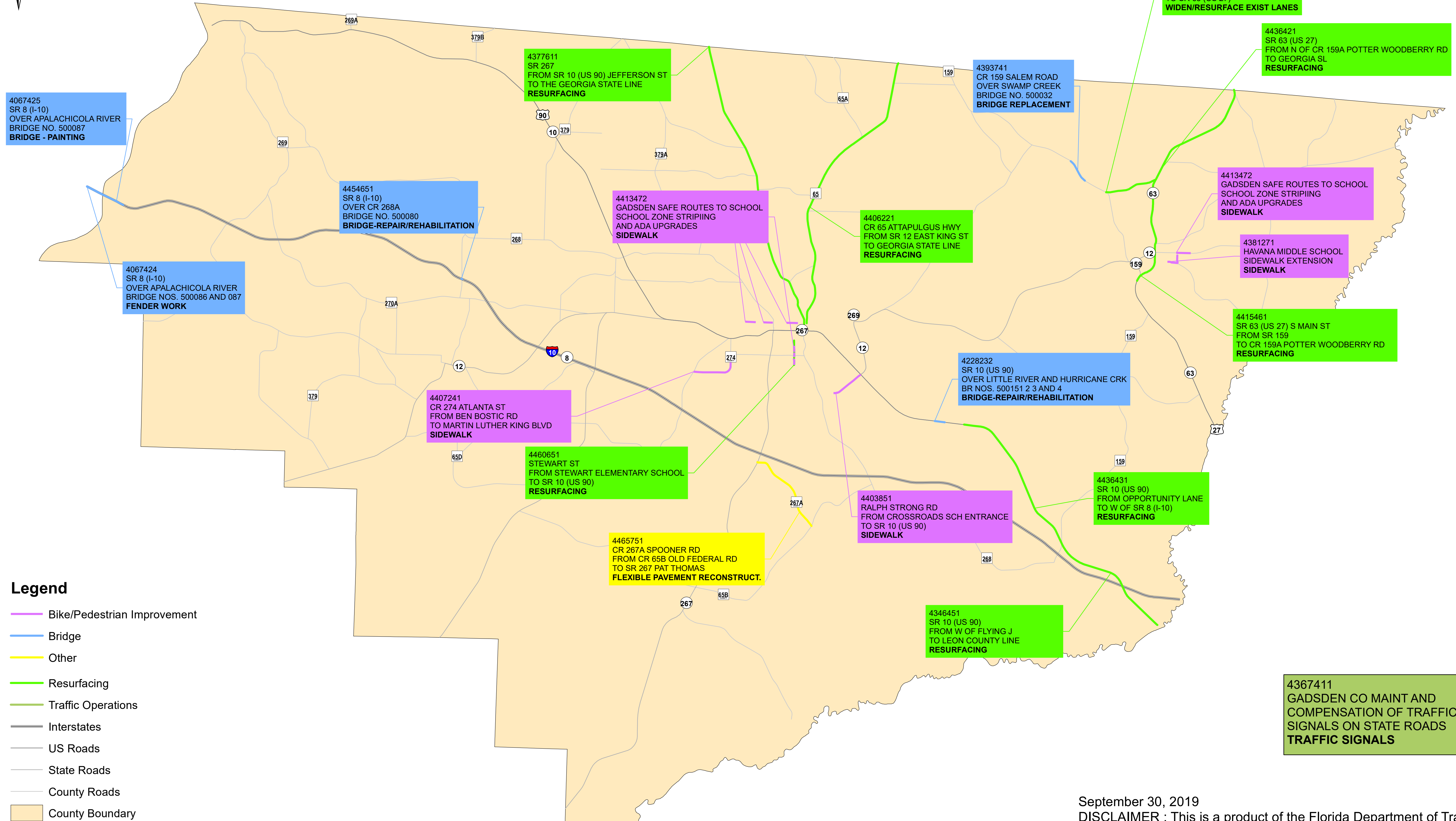
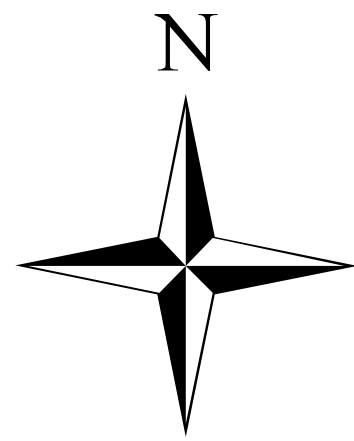
ATTACHMENTS

Attachment 1: LINK to the DRAFT FY 2020 – FY 2024 Transportation Improvement Program :
<http://crtpa.dtstiptool.com/Document>

Attachment 2: Maps Showing Funded projects by CRTPA County

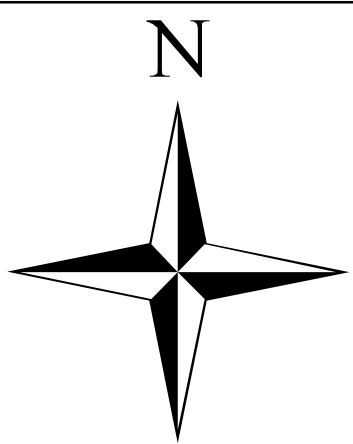
Gadsden County

Tentative FY 2021-2025

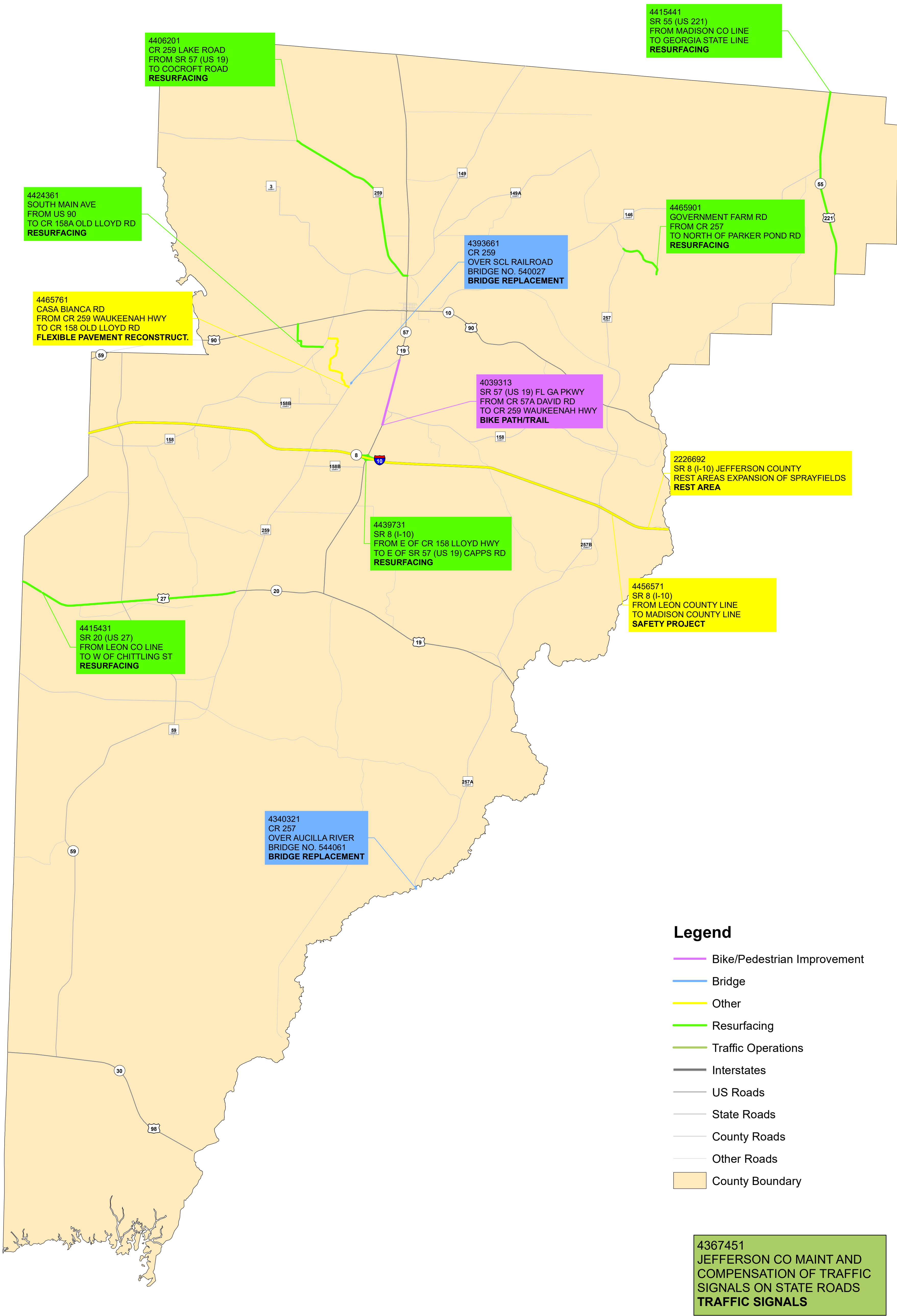


September 30, 2019

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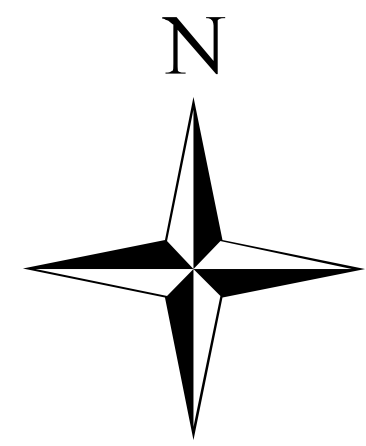


Jefferson County Tentative FY 2021-2025



0 1 2 4 6
Miles

September 30, 2019
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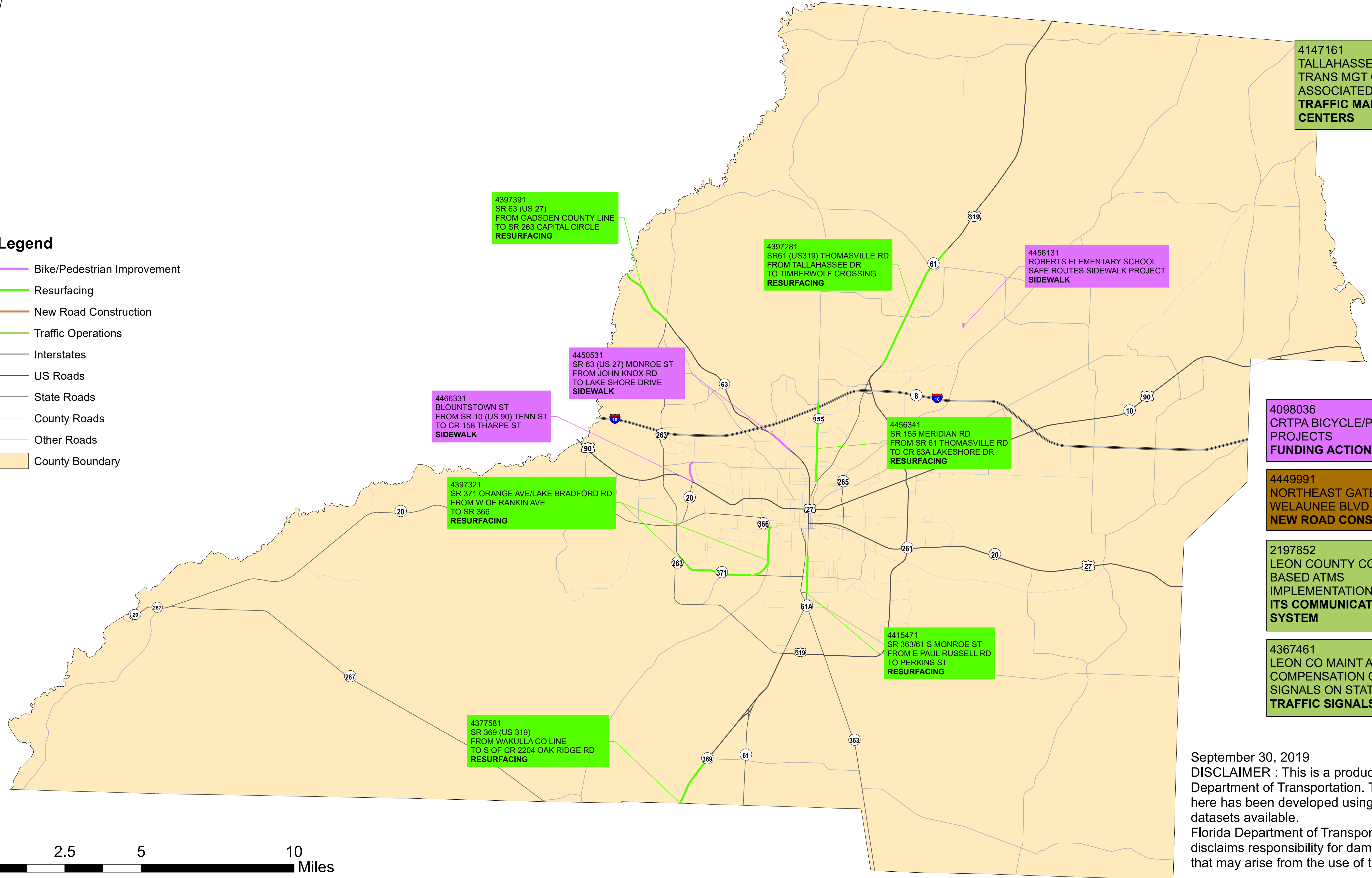


Leon County Tentative FY 2021-2025



Legend

- Bike/Pedestrian Improvement
- Resurfacing
- New Road Construction
- Traffic Operations
- Interstates
- US Roads
- State Roads
- County Roads
- Other Roads
- County Boundary



4147161
TALLAHASSEE ITS REGIONAL
TRANS MGT CNTR BLDG AND
ASSOCIATED SYSTEM
**TRAFFIC MANAGEMENT
CENTERS**

4397391
SR 63 (US 27)
FROM GADSDEN COUNTY LINE
TO SR 263 CAPITAL CIRCLE
RESURFACING

4397281
SR 61 (US 319) THOMASVILLE RD
FROM TALLAHASSEE DR
TO TIMBERWOLF CROSSING
RESURFACING

4456131
ROBERTS ELEMENTARY SCHOOL
SAFE ROUTES SIDEWALK PROJECT
SIDEWALK

4450531
SR 63 (US 27) MONROE ST
FROM JOHN KNOX RD
TO LAKE SHORE DRIVE
SIDEWALK

4466331
BLOUNTSTOWN ST
FROM SR 10 (US 90) TENN ST
TO CR 158 THARPE ST
SIDEWALK

4397321
SR 371 ORANGE AVE/LAKE BRADFORD RD
FROM W OF RANKIN AVE
TO SR 366
RESURFACING

4456341
SR 155 MERIDIAN RD
FROM SR 61 THOMASVILLE RD
TO CR 63A LAKESHORE DR
RESURFACING

4098036
CRTPA BICYCLE/PEDESTRIAN
PROJECTS
FUNDING ACTION

4449991
NORTHEAST GATEWAY -
WELAUNEE BLVD PH I
NEW ROAD CONSTRUCTION

2197852
LEON COUNTY COMPUTER
BASED ATMS
IMPLEMENTATION/OPERATIONS
**ITS COMMUNICATION
SYSTEM**

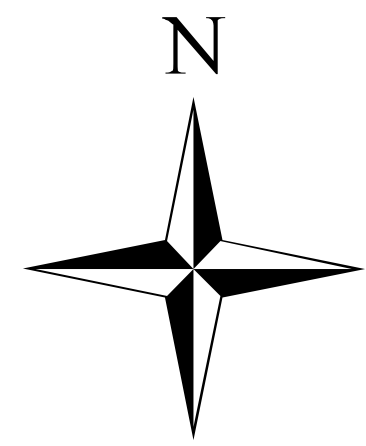
4367461
LEON CO MAINT AND
COMPENSATION OF TRAFFIC
SIGNALS ON STATE ROADS
TRAFFIC SIGNALS

4415471
SR 363/61 S MONROE ST
FROM E PAUL RUSSELL RD
TO PERKINS ST
RESURFACING

4377581
SR 369 (US 319)
FROM WAKULLA CO LINE
TO S OF CR 2204 OAK RIDGE RD
RESURFACING

September 30, 2019
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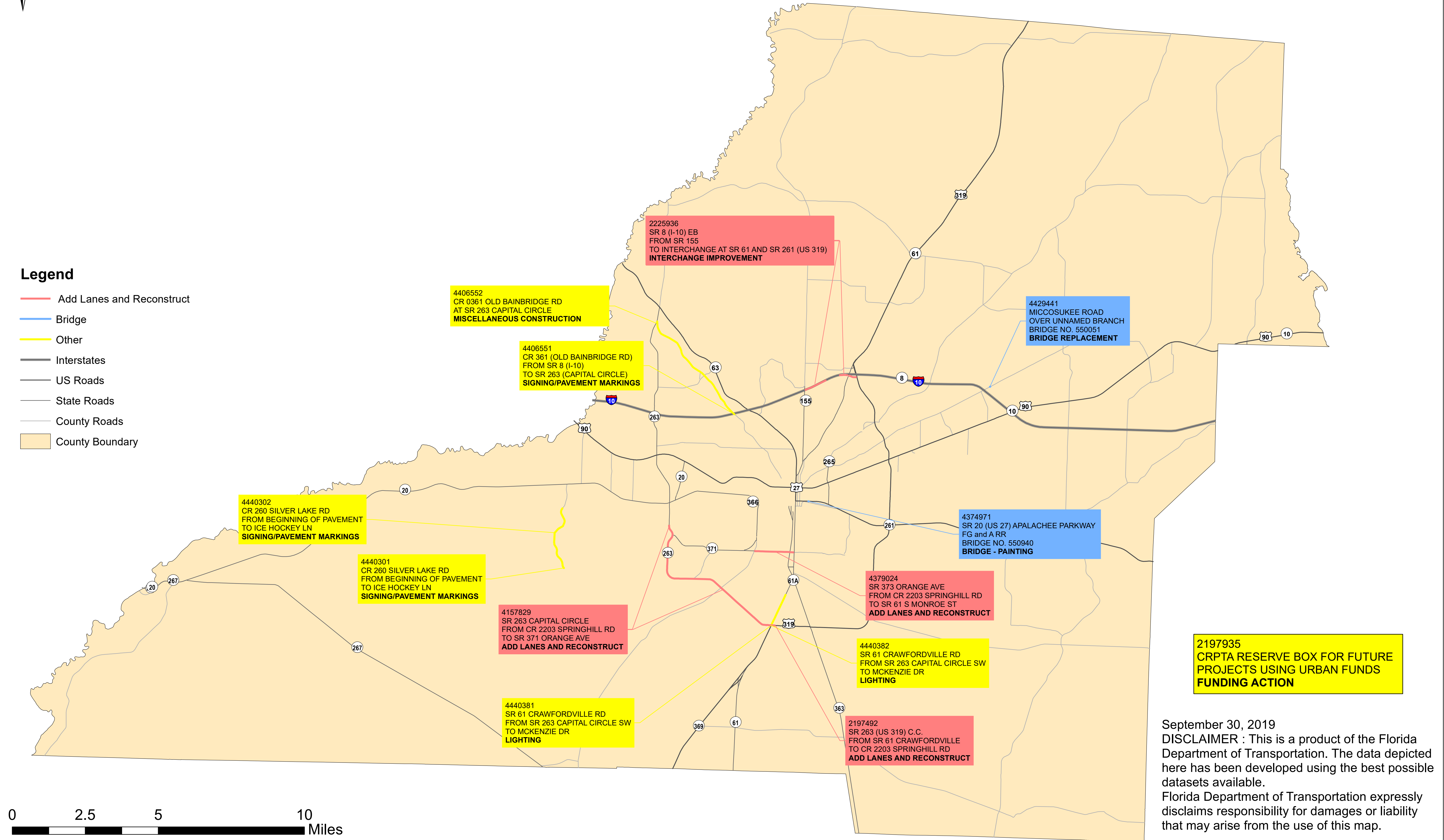


Leon County Tentative FY 2021-2025



Legend

- Add Lanes and Reconstruct
- Bridge
- Other
- Interstates
- US Roads
- State Roads
- County Roads
- County Boundary



2225936
SR 8 (I-10) EB
FROM SR 155
TO INTERCHANGE AT SR 61 AND SR 261 (US 319)
INTERCHANGE IMPROVEMENT

4406552
CR 0361 OLD BAINBRIDGE RD
AT SR 263 CAPITAL CIRCLE
MISCELLANEOUS CONSTRUCTION

4406551
CR 361 (OLD BAINBRIDGE RD)
FROM SR 8 (I-10)
TO SR 263 (CAPITAL CIRCLE)
SIGNING/PAVEMENT MARKINGS

4429441
MICCOSUKEE ROAD
OVER UNNAMED BRANCH
BRIDGE NO. 550051
BRIDGE REPLACEMENT

4440302
CR 260 SILVER LAKE RD
FROM BEGINNING OF PAVEMENT
TO ICE HOCKEY LN
SIGNING/PAVEMENT MARKINGS

4440301
CR 260 SILVER LAKE RD
FROM BEGINNING OF PAVEMENT
TO ICE HOCKEY LN
SIGNING/PAVEMENT MARKINGS

4157829
SR 263 CAPITAL CIRCLE
FROM CR 2203 SPRINGHILL RD
TO SR 371 ORANGE AVE
ADD LANES AND RECONSTRUCT

4440381
SR 61 CRAWFORDVILLE RD
FROM SR 263 CAPITAL CIRCLE SW
TO MCKENZIE DR
LIGHTING

4374971
SR 20 (US 27) APALACHEE PARKWAY
FG and ARR
BRIDGE NO. 550940
BRIDGE - PAINTING

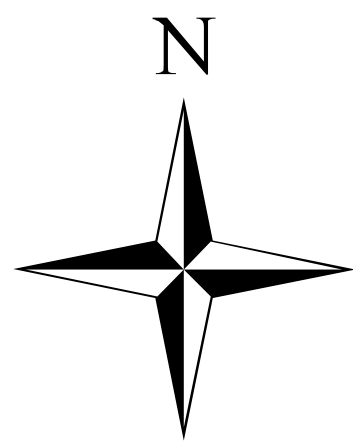
4379024
SR 373 ORANGE AVE
FROM CR 2203 SPRINGHILL RD
TO SR 61 S MONROE ST
ADD LANES AND RECONSTRUCT

4440382
SR 61 CRAWFORDVILLE RD
FROM SR 263 CAPITAL CIRCLE SW
TO MCKENZIE DR
LIGHTING

2197492
SR 263 (US 319) C.C.
FROM SR 61 CRAWFORDVILLE
TO CR 2203 SPRINGHILL RD
ADD LANES AND RECONSTRUCT

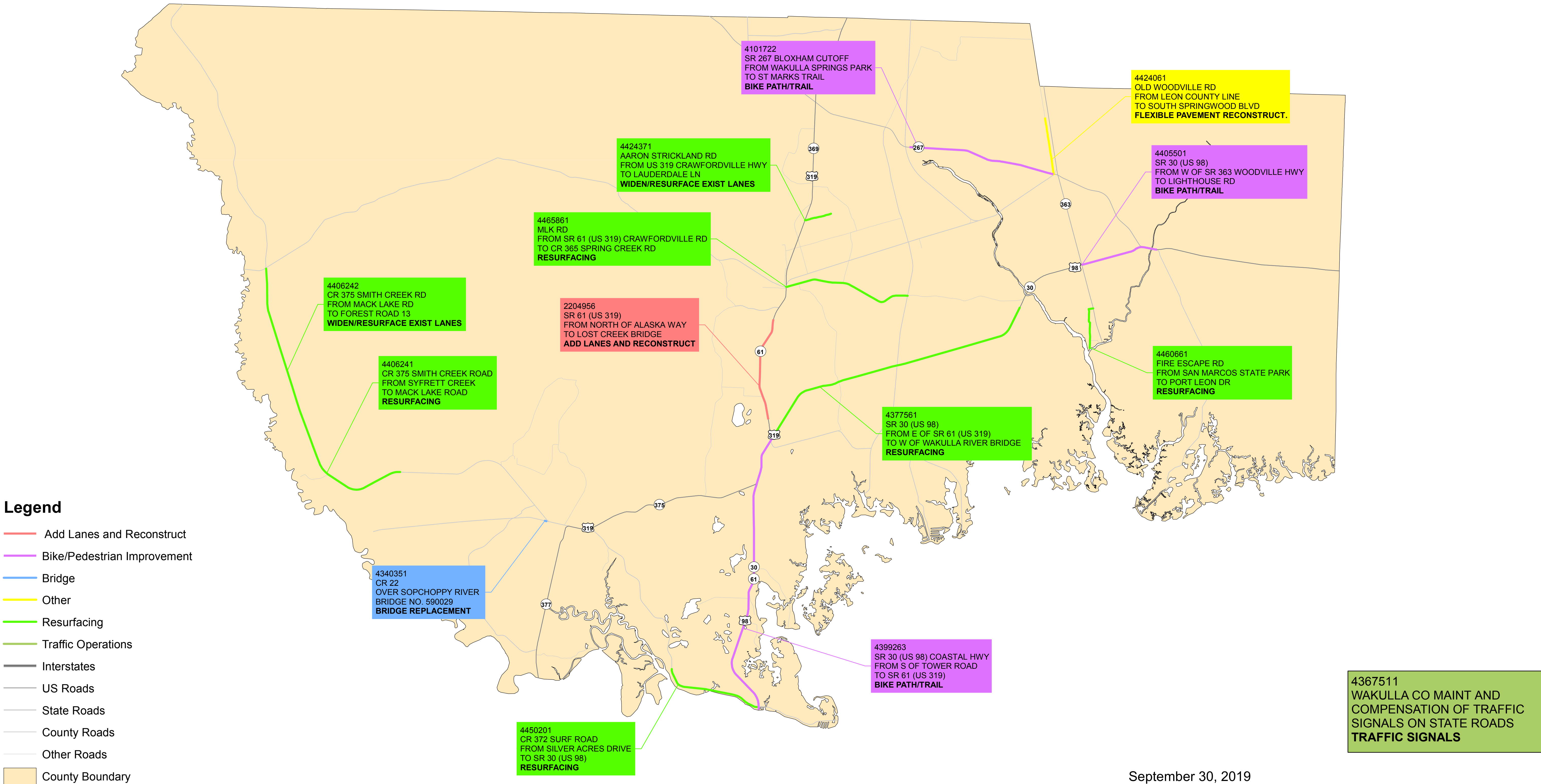
2197935
CRPTA RESERVE BOX FOR FUTURE
PROJECTS USING URBAN FUNDS
FUNDING ACTION

September 30, 2019
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Wakulla County

Tentative FY 2021-2025



September 30, 2019
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June 2, 2020



AGENDA ITEM 5 B

**DRAFT FISCAL YEAR 2022 – FY 2026
CAPITAL REGIONAL TRANSPORTATION AGENCY
PRIORITY PROJECT LISTS
ACTION ITEM**

TYPE OF ITEM: Discussion and Presentation

STATEMENT OF ISSUE

This item seeks a recommendation of adoption of the CRTPA Fiscal Year 2022 – FY 2026 Annual Draft Priority Project Lists (PPLs).

RECOMMENDED ACTION

Option 1: Recommendation to the Board to adopt the CRTPA Fiscal Year 2022 – FY 2026 Annual Draft Priority Project Lists (PPLs).

BACKGROUND

Annually the CRTPA adopts the Projects Priority Lists for transportation projects for all modes of transportation in the Capital Region. The CRTPA annually adopts priority project lists (PPLs) to identify, in ranked order, the agency's transportation project priorities. The lists provide the Florida Department of Transportation (FDOT) guidance as that agency proceeds with development of the Annual State Work Program. Specifically, the FDOT seeks to match available state and federal funding with those eligible transportation projects ranked highest by the CRTPA.

The priorities are identified for:

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

RMP Roadway Draft Project Priority List

The Draft RMP Roadway Project Priority List is comprised of the bicycle and pedestrian projects that were identified in the adopted Connections 2040 RMP Roadway Cost Feasible Plan (the agency's long range transportation plan adopted on June 29, 2015). To that end, the RMP Bicycle and Pedestrian PPL generally maintains the ranked order of the projects contained within adopted Connections 2040 RMP Bicycle and Pedestrian Cost Feasible Plan. In addition, the

Transportation Systems Management (TSM) Draft Priority List

The TSM draft priority list identifies improvements to the existing transportation system that can be constructed in less than two years. Development of this list begins with the receipt of the FDOT District 3 TSM Candidate List. This list provides those TSM projects within the CRTPA region that have identified by the FDOT as eligible for TSM funding. Associated with the FDOT Candidate List is a TSM project process developed by the FDOT.

The Bicycle and Pedestrian Project Priority List

The RMP Bicycle and Pedestrian PPL is comprised of the bicycle and pedestrian projects that were identified in the adopted Connections 2040 RMP Roadway Cost Feasible Plan (the agency's long range transportation plan adopted on June 29, 2015). Additionally, the Tallahassee-Leon County Bicycle and Pedestrian Master Plan projects (BPMP), accepted at the November 19, 2019 CRTPA Board meeting, serves to inform the CRTPA about bicycle and pedestrian priorities. Projects were established during development of the RMP and the BPMP through ranking the project using the CRTPA's approved scoring criteria. The criteria included providing points for bicycle and pedestrian projects already under development in order to ensure that initiated projects proceed to completion, something that is ensured by maintaining consistency between the RMP Cost Feasible Plan and the project on the RMP Bicycle and Pedestrian PPL.

The Regional Trails Draft Project Priority List

The Draft FY 2021 – FY 2024 Regional Trails PPL is comprised of projects that were identified in the CRTPA's Connections 2040 RMP Bicycle and Pedestrian Plan and included on the FDOT SUN Trail Network are included on the PPL. Projects included on the list are segments associated with Capital City to the Sea Trails Project, the Nature Coast Trail and the Capital Cascades Trail. Furthermore, the project on this list are eligible for FDOT SUN Trail funding.

Transit - StarMetro Draft Priority List

Unlike other lists adopted by the CRTPA, this draft list is developed by the City of Tallahassee's transit agency, StarMetro. Projects contained on this list are consistent with StarMetro's 2016-2026 Transit Development Plan Major Update, adopted on June 8, 2016.

Tallahassee International Airport Draft Priority List

One of these lists is the Tallahassee International Airport Priority Project List. The CRTPA adopts the list of projects identified by the Tallahassee International Airport (TIA). Projects contained on this list are consistent with TIA's Master Plan. Consistent with the current previous TIA priority project list, the PPL is comprised of separate fiscal years and, as a result, consists of five separate lists.

NEXT STEPS

Subsequent to adoption by the Board, the priority project lists will be provided to the FDOT for consideration in the development of the Draft FY 2022 – FY 2026 Annual State Work Program, scheduled to be presented to the CRTPA Board in the fall of 2019.

After the release of the Draft State Work Program, CRTPA staff will initiate development of the CRTPA FY 2022 – FY 2026 Transportation Improvement Program (TIP) incorporating those transportation projects in the CRTPA region that have received state and federal funding.

OPTIONS

- Option 1: Option 1: Recommendation to the Board to adopt the CRTPA Fiscal Year 2022 – FY 2026 Annual Draft Priority Project Lists (PPLs).
- Option 2: Provide other direction.

ATTACHMENT

Attachments 1 - 6 : DRAFT FY 2022 – FY 2026 Priority Project Lists

- 1 Regional Mobility Plan (RMP) Roadways Priority Project List
- 2 Transportation Systems Management (TSM) Priority Project List
- 3 Regional Mobility Plan (RMP) Bicycle and Pedestrian Priority Project List
- 4 Regional Trails Priority Project List
- 5 StarMetro Priority Project List
- 6 Tallahassee International Airport Project Priority List

Capital Region Transportation Planning Agency
Draft RMP Roadways Priority Project List
 Fiscal Year 2022 - Fiscal Year 2026

Draft RMP Roadway Priority Project List														
Priority Rank	RMP ID#	Project Name/Limits	FDOT WPI#	Programmed Funding						Project/Strategy	County	SIS	Length (miles)	Phase ** Funding
1	1026	Woodville Highway¹ (Capital Circle, SE to Gaile Ave.) (Gaile Ave. to Paul Russell Rd.)	424009-4 424009-5	Phase	2021	2022	2023	2024	2025	Widen to 4 lanes	Leon		2.1	CST (\$19.5M) ⁴ CST (\$8.4M) ⁴
				-	-	-	-	-	-					
				-	-	-	-	-	-					
2	1513	Capital Circle, Southwest² (Crawfordville Rd. to Springhill Rd.)	219749-2	Phase	2021	2022	2023	2024	2025	Widen to 6 lanes	Leon		2.34	FULLY FUNDED*
				CST	-	-	-	-	\$37 M					
3	308	Crawfordville Road (Lost Creek Bridge to East Ivan Rd.)	220495-3	Phase	2021	2022	2023	2024	2025	Widen to 4 lanes	Wakulla		4.4	ROW(\$33.4M) ⁴ CST (\$40.8M) ⁴
				-	-	-	-	-	-					
				-	-	-	-	-	-					
4	1540	Crawfordville Road (N. of Alaska Way to Lost Creek Bridge)	220495-6	Phase	2021	2022	2023	2024	2025	Widen to 4 lanes	Wakulla		3.6	ROW(\$30.8M) ⁴ CST (\$49.1) ⁴
				ROW	-	-	\$2.6 M	-	-					
				-	-	-	-	-	-					
5	1554	Orange Avenue² (Springhill Road to Monroe St.) (Capital Circle, SW to Monroe St.)	437902-4	Phase	2021	2022	2023	2024	2025	Widen to 4 lanes	Leon		4.3	ROW
				PE	-	\$1.9 M	-	-	-					
				-	-	-	-	-	-					
6	75	Thomasville Road (Midtown Plan)³ (Seventh Ave. to Monroe St.)	-	Phase	2021	2022	2023	2024	2025	Corridor Improvements	Leon		0.5	Design
				-	-	-	-	-	-					
7	138	Mahan Drive and Capital Circle, NE (Intersection Improvements)	-	Phase	2021	2022	2023	2024	2025	Intersection Improvements	Leon	Y	-	Feasibility Study
				-	-	-	-	-	-					
8	1365	Pensacola Street (West Side Student Corridor Gateway¹) (Capital Circle, NW to Appleyard Dr.)	-	Phase	2021	2022	2023	2024	2025	Widen to 4 lanes	Leon		0.8	PD&E
				-	-	-	-	-	-					
				-	-	-	-	-	-					
9		Crawfordville Road (LL Wallace Rd to beginning of 4-lane) (Wakulla County Line to LL Wallace Rd.)	-	Phase	2021	2022	2023	2024	2025	Widen to 4 lanes	Leon		1.7 2.1	Design
				-	-	-	-	-	-					
				-	-	-	-	-	-					
10	383	Lake Bradford Road/Springhill Road¹ (Capital Circle SW to Gaines St.)		Phase	2021	2022	2023	2024	2025	Corridor Improvements	Leon		3.8	Design
				-	-	-	-	-	-					

Capital Region Transportation Planning Agency
Draft RMP Roadways Priority Project List
 Fiscal Year 2022 - Fiscal Year 2026

Priority Rank	RMP ID#	Project Name/Limits	FDOT WPI#	Programmed Funding						Project/Strategy	County	SIS	Length (miles)	Phase ^{**} Funding
11	181	Tharpe Street² (Capital Circle NW to Ocala Rd.)		Phase	2021	2022	2023	2024	2025	Widen to 4 lanes	Leon		2.7	PD&E
				-	-	-	-	-	-					
12	75	Thomasville Road (Midtown Plan)³ (Bradford/Betton Rds. to Seventh Ave.)	-	Phase	2021	2022	2023	2024	2025	Corridor Improvements	Leon		0.9	Design
				-	-	-	-	-	-					
13	179	Bannerman Road² (Tekesta Dr. to Thomasville Rd.)		Phase	2021	2022	2023	2024	2025	Widen to 4 lanes	Leon		1.7	PE
				-	-	-	-	-	-					
14	369, 1571	Northeast Gateway, Welaunee Blvd Extension¹ (Fleischmann Rd. to Shamrock St.)	444999-1	Phase	2021	2022	2023	2024	2025	New 4 lane road	Leon		4.5	PE/CST
				PE (LF)	\$4.5 M	-	-	-	-					
				LAR	-	-	\$1.5 M	-	-					
15	137	Welaunee Blvd./I-10 Interchange		Phase	2021	2022	2023	2024	2025	New Interchange	Leon	Y	-	PD&E
				-	-	-	-	-	-					
^{**}	ABBREVIATIONS: FS - Feasibility Study PD&E - Project Development and Environment Study PE - Preliminary Engineering CST - Construction ¹ Blueprint Gateway Project ² Blueprint Regional Mobility Project ³ Blueprint Community Enhancement District ⁴ FDOT Long Range Estimate (LRE)													
	FULLY FUNDED PROJECTS (NOT YET CONSTRUCTED) Fully Funded Projects are retained on the list above until such funding is within the first three (3) years of the TIP.													
382		Capital Circle, Southwest² (Springhill Rd to Orange Ave)	415782-9	Phase	2021	2022	2023	2024	2025	Widen to 6 lanes	Leon	Y	4.1	FULLY FUNDED
				CST	58 M									

CRTPA FY 2022 - 2026

DRAFT RMP Roadways Priority Project List



CRTPA - Counties

- Gadsden
- Jefferson
- Leon
- Wakulla
- Roadway Projects

0 3.75 7.5 15 Miles

Scale 1:575,000



Created By: Franklin Bailey | TCGIS
Date Created: 5/13/2020
Contact: 850-606-5547

PRIORITY RANK	PROJECT NAME	PROJECT LIMITS	PROJECT STRATEGY	COUNTY	FUNDING SOUGHT
1	Woodville Highway	Capital Circle SE to Galle Avenue	Widen to 4 Lanes	Leon	CST
1	Woodville Highway	Galle Avenue to Paul Russell Road	Widen to 4 Lanes	Leon	CST
2	Capital Circle Southwest	Crawfordville Rd to Springhill Rd	Widen from to 6 Lanes	Leon	Fully Funded
3	Crawfordville Road	Lost Creek Bridge to East Ivan Road	Widen to 4 Lanes	Wakulla	ROW/CST
4	Crawfordville Road	N of Alaska Way to Lost Creek Bridge	Widen to 4 Lanes	Wakulla	ROW/CST
5	Orange Avenue	Capital Circle to Monroe Street	Widen to 4 Lanes	Leon	ROW
6	Thomasville Road (Midtown Plan)	Seventh Ave. to Monroe St.	Corridor Improvements	Leon	Design
7	Mahan Drive and Capital Circle NE	Intersection Improvements	Intersection Improvements	Leon	Feasibility Study
8	Pensacola Street(W Side Student Corridor Gateway)	Capital Circle NW to Appleyard Drive	Widen to 4 Lanes	Leon	PD&E
9	Crawfordville Rd	LL Wallace Rd to beginning of 4 Lanes	Widen to 4 Lanes	Leon	Design
9	Crawfordville Rd	Wakulla County Line to LL Wallace	Widen to 4 Lanes	Leon	Design
10	Lake Bradford Rd/Springhill Rd	Capital Cir SW to Gaines St	Corridor Improvements	Leon	Design
11	Tharpe Street	Capital Circle NW to Ocala Road	Widen to 4 Lanes	Leon	PD&E
12	Thomasville Road (Midtown Plan)	Bradford/Betton Rds. to Seventh Ave.	Corridor improvements	Leon	Design
13	Bannerman Road	Tekesta Drive to Thomasville Road	Widen to 4 Lanes	Leon	PE
14	Northeast Gateway/Welaunee Boulevard Extension	Flerschmann Rd. to Shamrock Street	New 4 Lane Road	Leon	PE/CST
15	Welaunee Boulevard/I-10 Interchange		New Interchange	Leon	PD&E

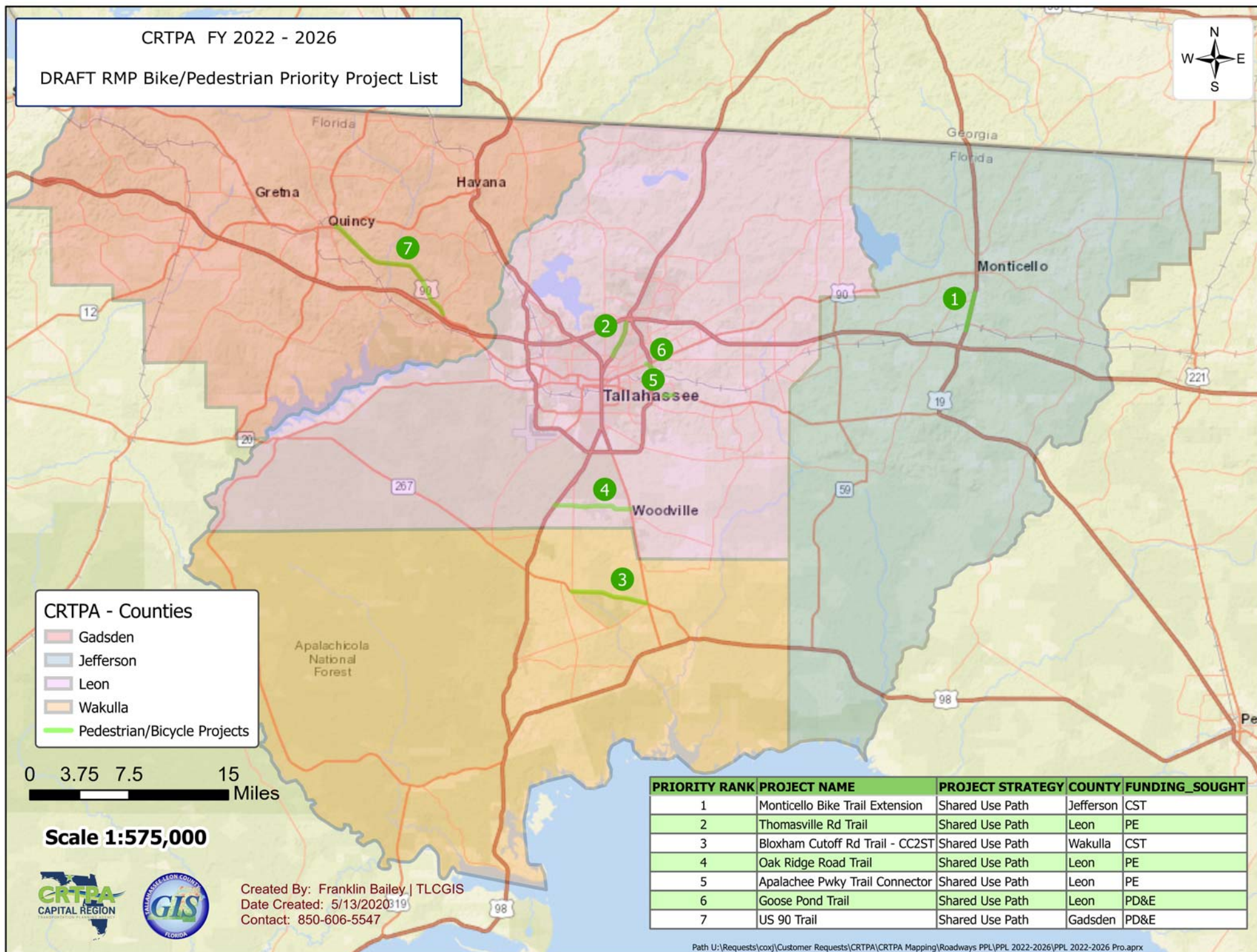
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Recommended Rank	Previous Rank	Major Street	Minor Street	Proposed Improvements	Study Date	Cost Estimate	Safety Information (from Traffic Study):	Mobility Information
1	1	\$500,000 Annual Operations & Maintenance funding to the Tallahassee Regional Transportation Management Center (RTMC)						
	PROJECT INFORMATION: Provide annual operations and maintenance funding in support of regional ITS (Intelligent Transportation Systems) activities to the the region's traffic management center.							
Recommended Rank	Previous Rank	Major Street	Minor Street	Proposed Improvements	Study Date	Cost Estimate	Safety Information (from Traffic Study):	Mobility Information
2	2	Thomasville Road (Midtown) (SR 63)	Monroe St to Seventh Ave	Install pedestrian refuge islands and a rectangular rapid flash beacon (RRFB) near Beard Street	March 2016	\$170,000	5 bicyclist and 3 pedestrian crashes in the 6-year analysis period (2009-2014)	Heavy Pedestrian Traffic Bus Service
	PROJECT INFORMATION: Safety Study identifies proposed improvements to address pedestrian and bicycle safety along the Midtown corridor of Thomasville Rd (Monroe Street to 7th Avenue). Study was conducted based upon a request by the CRTPA. Thomasville/Seventh/Meridian Intersection Level of Service (LOS): AM LOS C; PM LOS D.							
Recommended Rank	Previous Rank	Major Street	Minor Street	Proposed Improvements	Study Date	Cost Estimate	Safety Information (from Traffic Study):	Mobility Information
3	3	Orange Avenue (SR 373)	Nims Middle School & Liberty Park Neighborhood	Add pedestrian crossing at both of these locations on Orange Avenue to facilitate pedestrian safety	N/A		N/A	Significant vehicular congestion Heavy Pedestrian Traffic Bus Service
	PROJECT INFORMATION: These proposed projects are addressing immediate pedestrian pedestrian safety issues through the addition of a midblock crossing and sidewalk improvements.							
Recommended Rank	Previous Rank	Major Street	Minor Street	Proposed Improvements	Study Date	Cost Estimate	Safety Information (from Traffic Study):	Mobility Information
4	4	Pensacola Street (SR 366)	Appleyard Drive to Progress Drive	Access Management enhancements to improve identified high crash rate.	N/A		N/A	Moderate Pedestrian Traffic Bus Service
	PROJECT INFORMATION: The Pensacola Street Traffic and Operations Analysis developed by RS&H for the CRTPA in January 2019 identifies a high crash rate along this identified portion of Pensacola Street.							
Recommended Rank	Previous	Major Street	Minor Street	Proposed Improvements	Study Date	Cost Estimate	Safety Information (from Traffic Study):	Mobility Information
5	5	Orange Avenue (SR 373)	Springhill Road	Improvements to address congestion.	N/A		N/A	Significant vehicular congestion Heavy Pedestrian Traffic Bus Service
	PROJECT INFORMATION: This project has been added by the CRTPA and proposes to address short term congestion at this intersection. Longer term efforts to address congestion on the corridor are underway with a Project Development and Environment (PD&E) Study under development (from Capital Circle, SW to Monroe Street). Given the ong term timeline and cost associated with future project phases of the PD&E Study, this short term intersection project is being proposed.							

- * Also a Blueprint Intergovernmental Agency project
- ** ABBREVIATIONS:
 - FS - Feasibility Study
 - PD&E - Project Development and Environment Study
 - PE - Preliminary Engineering
 - CST - Construction
 - ROW - Right-of-Way

CRTPA FY 2022 - 2026

DRAFT RMP Bike/Pedestrian Priority Project List



CRTPA - Counties

- Gadsden
- Jefferson
- Leon
- Wakulla
- Pedestrian/Bicycle Projects

0 3.75 7.5 15 Miles

Scale 1:575,000



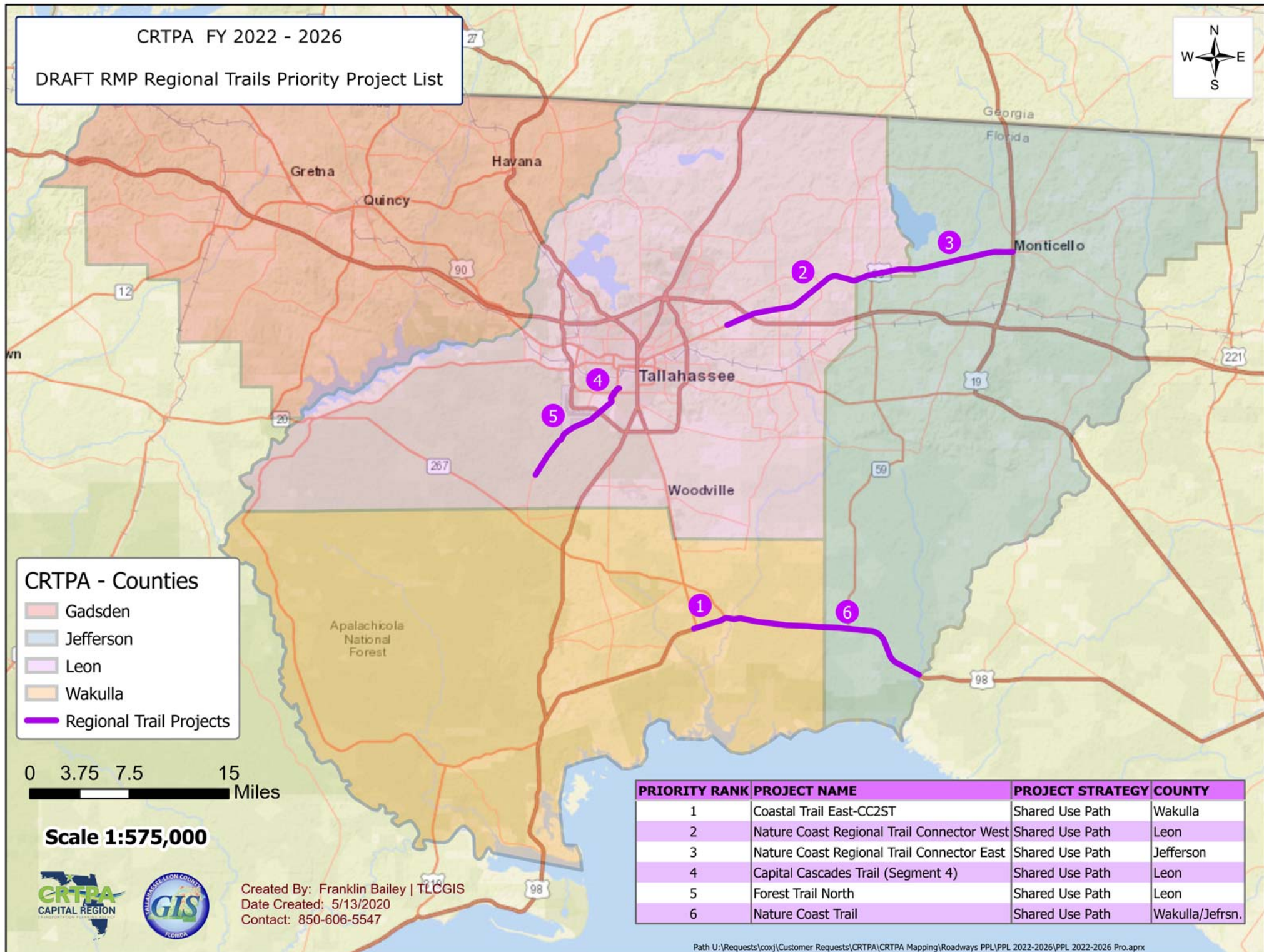
Created By: Franklin Bailey | TLCGIS
 Date Created: 5/13/2020
 Contact: 850-606-5547

PRIORITY RANK	PROJECT NAME	PROJECT STRATEGY	COUNTY	FUNDING SOUGHT
1	Monticello Bike Trail Extension	Shared Use Path	Jefferson	CST
2	Thomasville Rd Trail	Shared Use Path	Leon	PE
3	Bloxham Cutoff Rd Trail - CC2ST	Shared Use Path	Wakulla	CST
4	Oak Ridge Road Trail	Shared Use Path	Leon	PE
5	Apalachee Pwky Trail Connector	Shared Use Path	Leon	PE
6	Goose Pond Trail	Shared Use Path	Leon	PD&E
7	US 90 Trail	Shared Use Path	Gadsden	PD&E

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

CRTPA FY 2022 - 2026

DRAFT RMP Regional Trails Priority Project List



CRTPA - Counties

- Gadsden
- Jefferson
- Leon
- Wakulla
- Regional Trail Projects

0 3.75 7.5 15 Miles

Scale 1:575,000



Created By: Franklin Bailey | TLGIS
Date Created: 5/13/2020
Contact: 850-606-5547

PRIORITY RANK	PROJECT NAME	PROJECT STRATEGY	COUNTY
1	Coastal Trail East-CC2ST	Shared Use Path	Wakulla
2	Nature Coast Regional Trail Connector West	Shared Use Path	Leon
3	Nature Coast Regional Trail Connector East	Shared Use Path	Jefferson
4	Capital Cascades Trail (Segment 4)	Shared Use Path	Leon
5	Forest Trail North	Shared Use Path	Leon
6	Nature Coast Trail	Shared Use Path	Wakulla/Jefrsn.

Draft StarMetro Project Priority List										
Priority Rank	Project Name/Limits	FDOT WPI#	Programmed Funding						Project/Strategy	Phase* and Funding Sough
1	South City Transit Center ** <i>(Meridian Rd. and Orange Ave.)</i>	442542-1	Phase	2021	2022	2023	2024	2025	Construct multi-bay SuperStop	\$2.0 M (CST)
			-	-	-	-	-	-		
2	Planning Study: Redevelopment of C.K. Steele Plaza		Phase	2021	2022	2023	2024	2025	Planning study to identify redevelopment opportunities	\$250,000
			-	-	-	-	-	-		
3	Bus Transit Signal Prioritization		Phase	2021	2022	2023	2024	2025	Equip busses with a global positioning system to improve safety and efficiency	\$250,000
			-	-	-	-	-	-		
4	C.K. Steele Plaza Operational		Phase	2021	2022	2023	2024	2025	Upgraded Arrival/Departure Boards and Public Announcement System	\$300,000
			-	-	-	-	-	-		
<div>* ABBREVIATIONS: FS - Feasibility Study PD&E - Project Development and Environment Study PE - Preliminary Engineering CST - Construction ROW - Right-of-Way ** Blueprint Project</div>										

StarMetro
Draft Priority Project List
 Fiscal Year 2022 - Fiscal Year 2026

StarMetro Priority Project Details	
<p>1. South City Transit Center: The construction of multi-bay SuperStop in the South City area of Tallahassee at Meridian Road and Orange Avenue. This SuperStop will provide an off-street location and possibly on street bus bays for customers to transfer between multiple routes, serve as a layover point for operators, will assist to improve system performance, will have public restrooms, an information booth, supervisor offices, and meeting space. The building will be constructed with solar panels on the roof, overhead charging stations for transit buses and plug in chargers for staff vehicles. In addition, the SuperStop will allow StarMetro to develop neighborhood circulators on the Southside to efficiently provide transportation options for elderly, disabled and low-income individuals located in the area and improve service to the Veteran's Administration Clinic. StarMetro has \$275,000 LAP agreement RFQ being issued in May 2020 to perform the PD&E. Estimated cost for construction - \$2,000,000</p>	
<p>2. Planning Study - Redevelopment of C.K. Steele Plaza: Initiate a planning study of C.K. Steele Plaza to identify the needs, challenges, opportunities, and funding options to transform the Plaza from a single-use transit facility into a mixed-use, multistory intermodal facility with opportunities for housing StarMetro Administrative Staff; leasable space for office, restaurants, and retail activities; and connections to intercity transportation, for example Greyhound, Megabus, and Flixbus. Estimated cost for the Planning Study - \$250,000</p>	
<p>3. Bus Transit Signal Prioritization: The City of Tallahassee is starting to replace the existing infrared based traffic signal preemption system for emergency vehicles with a more advanced global positioning system (GPS) based system. This system will allow for a much more efficient routing of emergency vehicles with less disruption to the traffic signal network. The GPS system also allows for adding signal prioritization to transit vehicles. Signal prioritization extends the green time or shortens the red time for approaching buses depending on the system parameters such as a bus running behind schedule. Signal prioritization is shown to improve overall transit system performance and efficiency by at least 10%. It costs approximately \$3,000 per bus for the signal prioritization devices. Estimated cost for the Equipment and Installation - \$250,000</p>	
<p>4. Arrival Departure boards and upgraded Public Announcement system at C.K. Steele Plaza: Purchase and installation of information boards and necessary hardware/software at C.K. Steele Plaza to provide arrival/departure information to StarMetro customers as well as information in the event of an emergency. The boards will be visual and will also have a push button at each bus bay for audible announcements for customers with visual impairments. Estimated Cost for the Equipment and Installation - \$300,000</p>	

**Tallahassee International Airport Project Priorities
FDOT Fiscal Year 2022 - 2026**

2022

Priority Ranking	FM Item Number	Description	Local	FDOT	FAA	Total
1	226792-4	Airport Emergency Power Improvements	37,501	37,501		75,002
2	442109-5	Airport Access and Roadway Realignment	1,172,340	1,172,340		2,344,680
3	226792-7	Airport Operations Center Renovations and Upgrades	275,000	275,000		550,000
4	226792-6	Facilities Building (Maintenance Complex)	225,000	225,000		450,000
		FY22 Total	1,709,841	1,709,841	-	3,419,682

**Tallahassee International Airport Project Priorities
FDOT Fiscal Year 2022 - 2026**

2023

Priority Ranking	FM Item Number	Description	Local	FDOT	FAA	Total
1	226792-9	Taxiway Bravo Rehabilitation-Design	500,000	500,000	1,710,000	2,710,000
2	442109-5	Airport Access and Roadway Realignment	354,620	354,620		709,240
3	442109-7	Parking Area Improvements	1,000,000	1,000,000		2,000,000
4	442109-1	Terminal PLB Acquisition and Installation	600,000	546,754		1,146,754
		FY23 Total	2,454,620	2,401,374	1,710,000	6,565,994

**Tallahassee International Airport Project Priorities
FDOT Fiscal Year 2022 - 2026**

2024

Priority Ranking	FM Item Number	Description	Local	FDOT	FAA	Total
1	226792-9	Taxiway Bravo Rehabilitation-Construction	550,000	450,000	9,000,000	10,000,000
2	442109-6	Security Fence and Gate Rehabilitation, Updates and Improvements	450,000	450,000		900,000
3	446641-1	Air Carrier Apron Improvements	150,000			150,000
		FY24 Total	1,150,000	900,000	9,000,000	11,050,000

**Tallahassee International Airport Project Priorities
FDOT Fiscal Year 2022 - 2026**

2025

Priority Ranking	FM Item Number	Description	Local	FDOT	FAA	Total
1	226792-9	Taxiway Bravo Rehabilitation-Construction	900,000		8,100,000	9,000,000
2	446641-1	Air Carrier Apron Improvements	900,000	900,000		1,800,000
3	446640-1	Terminal Modernization	750,000	750,000		1,500,000
		FY25 Total	2,550,000	1,650,000	8,100,000	12,300,000

**Tallahassee International Airport Project Priorities
FDOT Fiscal Year 2022 - 2026**

2026

Priority Ranking	FM Item Number	Description	Local	FDOT	FAA	Total
1	TBA	Taxiway Charlie, Zulu and T-Hangar Rehabilitation and Lighting and Helicopter Parking-Design	175,000	175,000	3,150,000	3,500,000
2	TBA	Compass Point Parking Lot Rehabilitation and Lighting Upgrades-Design & Construction	750,000	750,000		1,500,000
3	TBA	Airfield Pavement and Lighting Improvements	550,000	550,000		1,100,000
		FY26 Total	1,475,000	1,475,000	3,150,000	6,100,000



COMMITTEE AGENDA ITEM 5B 5

**CRTPA FISCAL YEAR (FY) 2022 – FY 2026 TRANSPORTATION ALTERNATIVES
PRIORITY PROJECT LIST**

TYPE OF ITEM: Presentation/Discussion/Action

STATEMENT OF ISSUE

Staff is seeking approval of the CRTPA FY 2022 – FY 2026 CRTPA Transportation Alternatives (TA) Priority Project List (PPL), provided as ***Attachment 1***.

RECOMMENDED ACTION

Option 1: Recommend the CRTPA adopt the FY 2022 – FY 2026 Transportation Alternatives Priority Project List.

BACKGROUND

The CRTPA annually adopts priority project lists that identify the ranked order of projects for which the agency is seeking transportation funding. Once adopted, the lists are provided to the Florida Department of Transportation as that agency develops the Annual Work Program. One of these lists, the Transportation Alternatives PPL, is proposed for adoption at today's meeting and contains projects that were solicited and reviewed as part of the CRTPA Transportation Alternatives Program (TAP).

As a 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.

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

Fifty percent (50%) of the TA funding received by each state is to be distributed by population. For those Metropolitan Planning Organizations with a population greater than 200,000 (which includes the CRTPA), the agency must run the competitive grant process, necessitating the creation of the CRTPA TAP.

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

Consistent with CRTPA Board direction, solicitation of new TA projects occurs biennially. As a result, this year's Draft TA PPL reflects new projects that were recently submitted associated with the 2020 TAP cycle.

The Latest

The following provides the Draft FY 2022 – FY 2026 Transportation Alternatives PPL as recommended by members of the CRTPA TA Subcommittee (also, provided as **Attachment 1**):

Capital Region Transportation Planning Agency DRAFT Transportation Alternatives Priority Project List Fiscal Year (FY) 2022 - FY 2026				
Priority	Project Name	Limits	Funding Sought	Phase
1	US 90 Sidewalk Project Sponsor: City of Quincy	Chalk Street to Strong Road (1.06 miles)	\$1,052,047	Seeking Design, Construction & CEI
2	Spring Creek Highway Paved Off Road Bike Path Sponsor: Wakulla County	Dr. Martin Luther King, Jr. Road to CR 61 (Shadeville Highway) (1.77 miles)	\$733,716	Seeking Design, Construction & CEI
3	N. Gadsden Street Sidewalk Enhancement Project Sponsor: Leon County	6 th Avenue to 8 th Avenue (.1004 miles)	\$201,900	Seeking Construction & CEI
4	Dr. MLK, Jr. Memorial Road Paved Off Road Bike Path Sponsor: Wakulla County	US 319 to CR 365 (Spring Creek Highway) (4.17 miles)	\$1,500,237	Seeking Design, Construction & CEI
5	St. Hebron Road Sidewalk Project Sponsor: Gadsden County	(St Hebron Road: Pt. Milligan Road to Fontana Trail) (Fontana Trail: Fontana Trail to St. Hebron Park) (2.16 miles)	\$3, 130,726	Seeking Design, Construction & CEI

CRTPA Transportation Alternatives Program Process

Guiding the CRTPA TAP is the CRTPA TAP 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)), reviewed and recommended a ranking of the TA applications that were received by the CRTPA by March 6, 2020.

Project Ranking Process

The received applications on the draft priority project list were reviewed and ranked based upon the adopted CRTPA's TAP Evaluation Criteria (approved at the January 21, 2020 CRTPA meeting), as follows:

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

The following provides the timeline associated with the 2020 CRTPA Transportation Alternatives Program:

- November 12, 2019 – CRTPA TA Subcommittee meeting to discuss TA evaluation criteria (
- November 26, 2019 – CRTPA initiates call for new TA applications for FY 2022 – FY 2026
- December 19, 2019 – TA Informational Public Meeting
- January 21, 2020 – CRTPA adopts TA evaluation criteria
- March 6, 2020 – TA applications due
- March 18, 2020 – TA applicant interviews with TA Subcommittee (10 am – 1 pm)
- March 19, 2020 – TA Subcommittee application ranking meeting (11:30 am – 1:30 pm)

PUBLIC INVOLVEMENT

A virtual public meeting to present the DRAFT FY 2021 – FY 2025 TA Priority Project Lists, including the TA PPL, was held on May 27, 2020.

NEXT STEPS

Subsequent to adoption of the CRTPA FY 2022 – FY 2026 TA PPL, the list will be provided to the FDOT for consideration in the development of the FY 2022 – FY 2026 Tentative Work Program, scheduled to be presented to the CRTPA Board in the fall of 2019.

After the release of the Draft State Work Program, CRTPA staff will initiate development of the CRTPA FY 2022 – FY 2026 Transportation Improvement Program (TIP) incorporating those transportation projects in the CRTPA region that have received state and federal funding.

ATTACHMENT

Attachment 1: DRAFT FY 2022 – FY 2026 TA Priority Project List

Attachment 2: [Link to CRTPA TA Information Page](#)

Capital Region Transportation Planning Agency
DRAFT Transportation Alternatives Priority Project List
 Fiscal Year (FY) 2022 - FY 2026

Priority	Project Name	Limits	Funding Sought	Phase
1	US 90 Sidewalk Project Sponsor: City of Quincy	Chalk Street to Strong Road (1.06 miles)	\$1,052,047	Seeking Design, Construction & CEI
2	Spring Creek Highway Paved Off Road Bike Path Sponsor: Wakulla County	Dr. Martin Luther King, Jr. Road to CR 61 (Shadeville Highway) (1.77 miles)	\$733,716	Seeking Design, Construction & CEI
3	N. Gadsden Street Sidewalk Enhancement Project Sponsor: Leon County	6 th Avenue to 8 th Avenue (.1004 miles)	\$201,900	Seeking Construction & CEI
4	Dr. MLK, Jr. Memorial Road Paved Off Road Bike Path Sponsor: Wakulla County	US 319 to CR 365 (Spring Creek Highway) (4.17 miles)	\$1,500,237	Seeking Design, Construction & CEI
5	St. Hebron Road Sidewalk Project Sponsor: Gadsden County	(St Hebron Road: Pt. Milligan Road to Fontana Trail) (Fontana Trail: Fontana Trail to St. Hebron Park) (2.16 miles)	\$3, 130,726	Seeking Design, Construction & CEI



June 2, 2020

COMMITTEE AGENDA ITEM 5C

MIDTOWN AREA TRANSPORTATION PLAN PHASE II

TYPE OF ITEM: Presentation/Discussion/Action

STATEMENT OF ISSUE

Initiated in 2017 and comprised of two phases, the Midtown Area Transportation Plan – Phase II has been developed for Board approval. The plan identifies recommended options for Board consideration consistent with the plan’s purpose to identify realistic, community-based recommendations to assist in improving Midtown’s multimodal options and vibrancy.

RECOMMENDED ACTION

Option 1: Recommend the CRTPA adopt the Midtown Area Transportation Plan Phase II.

HISTORY AND ANALYSIS

Transportation improvements to the Midtown area of Tallahassee have been discussed and documented for a number of years. Recent efforts include:

- The CRTPA’s Connections 2040 Regional Mobility Plan” (adopted on November 16, 2015) which identifies the Thomasville Road/Meridian Road/Seventh Avenue intersection for improvement.
- Blueprint Intergovernmental Agency Community Enhancement project (“Midtown Placemaking (Thomasville and Monroe Roads)”) that identifies improvements at the five-points intersection of Meridian Road/Thomasville Road/Seventh Avenue as well as streetscaping improvements to Monroe Street (Thomasville Road to Tharpe Street) and Thomasville Road (Monroe Street to Post Road). This project was included in the November 2014 passage of the Leon County Penny Sales Tax Extension.
- FDOT safety study (“Thomasville Road (Midtown) Safety Study”) was conducted by the FDOT on Thomasville Road (Monroe Street to Betton Road) based upon a request by the CRTPA to evaluate bicycle and pedestrian safety along the corridor. The study, presented to the CRTPA

on September 19, 2016, identified potential pedestrian safety improvements along the corridor (some of which are included on the agency's Transportation Systems Management (TSM) Priority Project List for funding as it is still unconstructed).

Building upon and coordinating the above efforts, the Midtown Area Transportation Plan was initiated at the June 19, 2017 CRTPA meeting and was developed in two parts (Phase I and Phase II). The Midtown Area Transportation Plan was developed to identify potential changes to Midtown's transportation network that will enhance the area's mobility and vibrancy. The plan's result is a blueprint towards moving forward with short-term, mid-term, and long-term improvements that increase the area's multimodal options and safety.

Phase I of the Midtown Area Transportation Plan was a technical study that was approved by the CRTPA on February 20, 2018. The phase provided an evaluation of the following nine (9) options, of which the **highlighted options** were removed by the Board from further study and provided a foundation from which the next phase of project would begin.

The following provides a summary of the options:

- **Beard St and North Gadsden St Realignment** - Realignment of Beard Street within existing right-of-way to improve connectivity at this location has been identified.
- **Sidewalk Connectivity** - Missing gaps in the Midtown area are identified (including key missing gaps at N. Gadsden, discussed below).
- **North Gadsden St corridor improvements from 6th Ave to Thomasville Rd** - Identifies construction of missing key sidewalk gaps and Road Diet in this key location of Midtown.
- **Midtown Boulevard/Complete Street** - by definition, Complete Streets are streets designed for all users (pedestrian, bicyclists, transit users as well as motorized transportation). Many of the proposed alternatives evaluated can be implemented in a manner that to improve the Midtown area for all users.
- **One-way southbound option of Thomasville Rd from N Gadsden St to N Monroe St** - This alternative improves roadway level of service and could be constructed to use existing right-of-way for complete street improvements. Potential negatives with proposal include reduced access to businesses.
- **One-way southbound option of Thomasville Rd from N Gadsden St to 6th Ave** - This alternative improves roadway level of service and could be constructed to use existing right-of-way for complete street improvements. Potential negatives with proposal include reduced access to businesses.
- **Thomasville, Meridian and N Gadsden Roundabout (includes all existing movements)** - Analysis identifies that this option does not operationally work and will have constructability issues. Additionally, a roundabout at this location creates pedestrian challenges.
- **Thomasville, Meridian and N Gadsden Roundabout (No Gadsden to Meridian movement)** - Analysis identifies constructability issues. Additionally, a roundabout at this location creates pedestrian challenges.

- **6th and 7th Ave Bi-Directional Roadways** - Convert the existing one-way pairs into two-way roadways. Analysis identifies that this change would reduce level-of-service and create additional conflict points at intersections.

Due to the technical nature of Phase One of the Plan, coordination efforts focused on meeting with the Florida Department of Transportation District 3 and local planning agencies.

Phase II - Phase II of the Plan involved extensive public and stakeholder input as the options identified were built upon and refined. Specifically, the alternatives identified in Phase I were further refined and evaluated through a series of public engagement opportunities including focused meetings, public workshops, pop-up tent events, and an online survey. Phase II was designed to also consider alternative transportation opportunities for bicyclists and pedestrians given the area's concentration of restaurants, shops, and other businesses as well as surrounding neighborhoods.

Currently, sidewalks exist on most corridors in Midtown, but there are significant gaps that limit the overall connectivity of the sidewalk network, an issue noted during Phase I. There are limited opportunities for safe crossings on main corridors, and buffers between sidewalks and travel lanes are limited, which hinder the perception of safety for sidewalk users. The area also lacks connectivity with the existing bicycle network and does not provide bicycle facilities. This is a major disadvantage for the area, and Phase I reflected this by evaluating recommendations that addressed key sidewalk gaps and encouraged traffic-calming in areas on corridors that bicyclists and pedestrians frequently use.

Although Phase II identifies short-term, mid-term, and long-term recommendations for the Midtown area, a focus of the plan's included identifying long-term opportunities on the area's two main arterial roadways: Thomasville Road and Monroe Street. Specifically, opportunities were identified for Thomasville Road South (Monroe Street to 7th Avenue), Thomasville Road North (7th Avenue to Betton/Bradford roads) and North Monroe Street (Thomasville Road to Tharpe Street). Ultimately, these opportunities were refined through extensive public involvement that resulted in identifying recommended options for these three distinct corridors of Midtown.

Specifically, Phase II of the Midtown Area Transportation Plan recommends the following for the three corridors focused within the plan:

- Thomasville Road South: The community-preferred alternative for Thomasville Road South includes the elimination of the center turn lane to reallocate right-of-way for wider sidewalks and increased landscaping on both sides of the corridor. Note: more details on this opportunity and all project recommendations is included in the draft project report (**Attachment 2**).
- Thomasville Road North: The community-preferred alternative includes the reduction in number of travel lanes on Thomasville Road North from six lanes to four lanes. The additional right-of-way obtained from removing two travel lanes, as well as having consistent lane widths, will allow for a shared-use path and landscaped buffer on both sides of the corridor. Like Thomasville Road South, this will allow bidirectional movement for pedestrians and

bicyclists. A landscaped median is also included in this alternative and would provide left turns where warranted.

- **Monroe Street:** For this alternative, North Monroe Street will remain within the existing footprint of the road modified center turn lane. This two-way center turn lane will be replaced where feasible with a landscaped median to improve access management along the corridor, with left turns provided at appropriate locations. Monroe Street currently has limited right-of-way, so any significant changes to the roadway's footprint are unlikely and would be extremely costly.

NEXT STEPS

As noted above, the long-term recommended opportunities for the corridors contain a basis from which further study and analysis may begin. To that end, the CRTPA's Draft Fiscal Year (FY) 2022 – FY 2026 Roadway Priority Project List (PPL), scheduled for adoption in July, contains the next phases for Thomasville Road South and Thomasville Road North on the draft PPL.

With regards to short-term and mid-terms recommendations, the Midtown Area Transportation Plan identifies both the next steps and responsible agencies for moving towards implementation of the plan's recommendations.

ATTACHMENTS

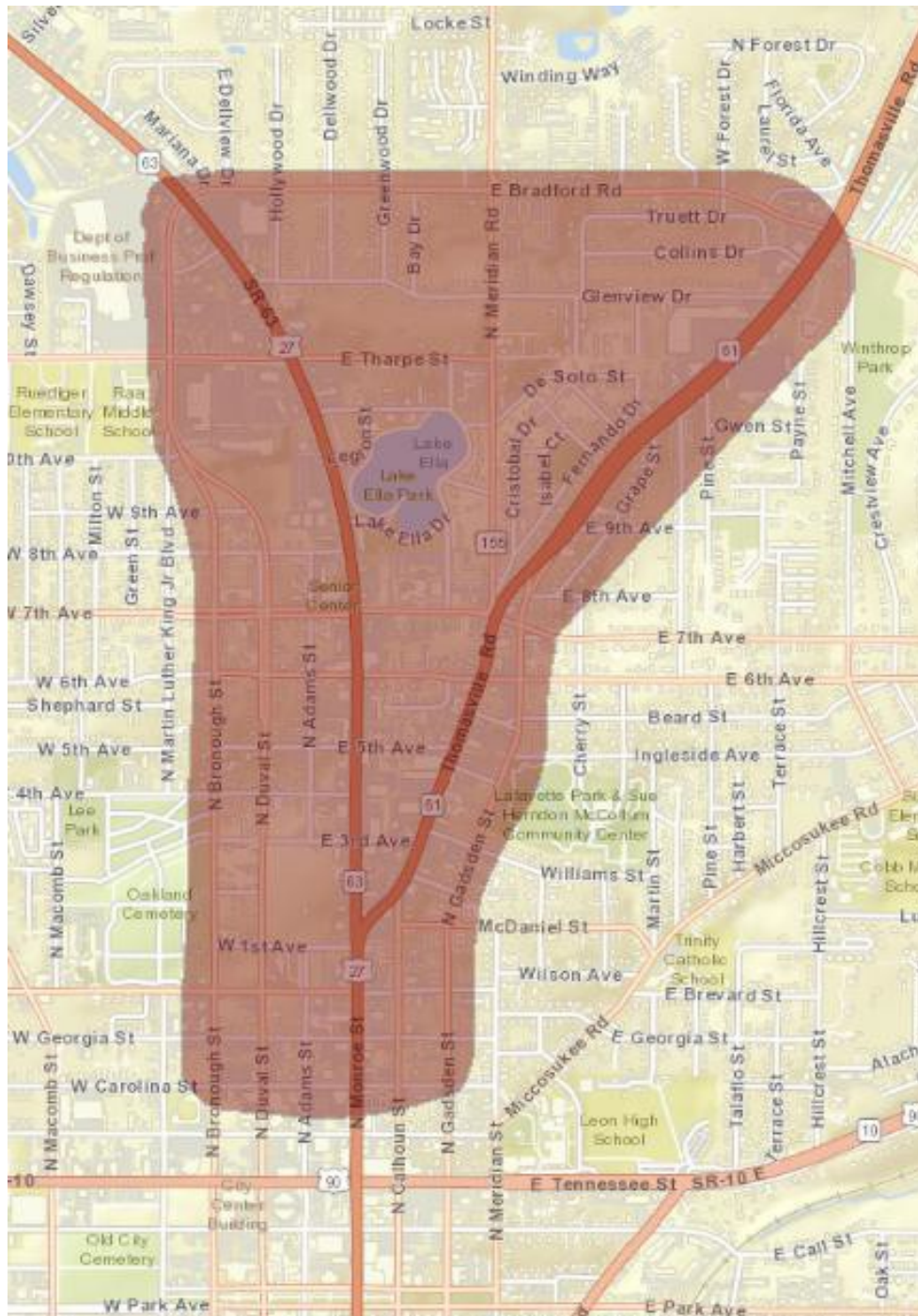
Attachment 1: Project Map

Attachment 2: [DRAFT Midtown Area Transportation Plan Report LINK](#)

Attachment 3: [Midtown Project page LINK](#)

MIDTOWN AREA TRANSPORTATION PLAN

STUDY AREA





COMMITTEE AGENDA ITEM 5D

TALLAHASSEE-LEON COUNTY BICYCLE AND PEDESTRIAN MASTER PLAN

STATEMENT OF ISSUE

At the November 19, 2019 CRTPA Board meeting members approved the projects for the Tallahassee-Leon County Bicycle and Pedestrian Master Plan (BPMP). At this meeting staff will be presenting the BPMP Report including a review of the process, projects and final project sheets.

RECOMMENDED ACTION

- Option 1. Recommend the CRTPA Board accept the Tallahassee-Leon County Bicycle and Pedestrian Master Plan.

BACKGROUND

The Tallahassee-Leon County Bicycle and Pedestrian Master Plan kicked off at the March 20, 2018 CRTPA Board meeting to:

- Update the 2004 BPMP
- Address growth changes in Tallahassee and Leon County, and
- Prepare projects for incorporation into the Year 2045 Regional Mobility Plan (RMP).

The Study Area is comprised of Leon County, the City of Tallahassee, and within the City, the Multimodal Transportation District (MMTD). The key objectives of this effort included:

- Develop an existing conditions database
- Develop a bicycle network
- Identify a series of priority projects based on tiers of implementation (like the RMP)

The plan provides a near-term set of priorities which will assist in directing allocated funding from City, County, Blueprint, the Florida Department of Transportation, and the CRTPA.

NOVEMBER 19, 2019 BOARD MEETING

At the November 19, 2019 CRTPA Board meeting members were presented the process that was utilized to generate the projects using Bicycle Comfort Level (BCL) matched up with “rider” types. These efforts produced a series of projects that were divided into “Neighborhood Network” and “Major Projects”. In addition, the project included criteria to evaluate the projects, standard cost, and minor projects. The Board Accepted the projects for inclusion in the BPMP.

POST NOVEMBER 19, 2019 BOARD MEETING

Since the November Board meeting the consultant has been working on documentation the planning process and creating the individual project sheets for all Neighborhood Network and Major Projects.

The Draft Final Report is a large document and can be found using the link below:

<http://crtpa.org/draft-final-tallahassee-leon-county-bpmp/>

NEXT STEPS

CRTPA staff will be working with Tallahassee and Leon County to incorporate the BPMP into the Comprehensive Plan in the October 2020 amendment cycle.



COMMITTEE AGENDA ITEM 5E

CONNECTIONS 2045 REGIONAL MOBILITY PLAN UPDATE

STATEMENT OF ISSUE

CRTPA staff and the RMP consultant, Kimley-Horn & Associates (KHA), referred to the Project Team, will provide an update to the Board regarding the status of the Connections 2045 Regional Mobility Plan (RMP).

BACKGROUND

There were several components of the RMP scheduled to be presented at the March 2020 CRTPA Board meeting. The cancelation of the March meeting and subsequent April meeting has left the RMP, as it relates to the CRTPA Board, behind several months. However, Project Team have continued to develop the RMP to keep the process moving forward. At this meeting we will be presenting the following information:

1. Where we are in the RMP process.
2. Roadway Projects and prioritization - Example projects include Woodville Highway and Orange Avenue.
3. Bike Ped Projects and prioritization – Example projects include the US 90 Trail and the Wakulla Springs State Park Trail.

A brief RMP update is shown as ***Attachment 1*** for Board member information.

NEXT STEPS

At the next CRTPA Board meeting (post-quarantine), the agenda item regarding the RMP will include a detailed process update for action by the Board that will include the items described in the attached update document. While the project still has a November 2020 deadline and it is imperative to keep moving forward, the Project Team wants members to have a clear and confident understanding of process and projects as the RMP progresses. Therefore, if members have questions, please do not hesitate to bring those questions forward to the Project Team.

ATTACHMENTS

Attachment 1 - Connections 2045 Regional Mobility Plan Update

Connections 2045 Regional Mobility Plan

The Process and Where We Are

Kicking Off from Connections 2040

The 2045 Regional Mobility Plan built off of the previous efforts from the 2040 Regional Mobility Plan that was adopted in November 2015. During Connections 2040, a strong emphasis was placed on:

- Development of regional goals
- Quantifiable project prioritization process
- Measurable public engagement
- Grassroots development of projects

Beginning Connections 2045

The previous efforts for Connections 2040 allowed for a strong start to the Connections 2045 plan which began in October 2019. Building upon the previous RMP, Connections 2045 had a strong emphasis on the following components:

- Creating a sense of consistency between Connections 2040 and Connections 2045
- Building in performance measures
- Gathering robust public input
- Building upon 2040 recommendations
- Introducing emerging trends

Prior to April 2020, the C RTPA had presented the following items to the Technical Advisory Committee, Citizens Multimodal Advisory Committee, and C RTPA Board for feedback and approval to move forth in the planning process:

- Emerging trends
- Updated goals
- Prioritization criteria for both roadway and bicycle and pedestrian projects
- Public engagement updates
 - *Project Survey – over 300 participants*
 - *Traffic Jam Event – October 2019*
 - *Regional Work shops – November 2019*
 - *Jurisdictional Meetings – ongoing*

Roadway Projects

The Regional Mobility Plan (RMP) is required by federal legislation to include a financially constrained or balanced roadway project list, with project costs matching the anticipated revenues through the plan horizon year.

The development of this cost feasible plan begins with establishing the universe of projects identified from a variety of sources. These sources include those projects previously identified in the 2040 RMP, as well as from other plans with identified needs. The primary sources for the identification of projects include:

- 2040 Regional Mobility Plan (2040 RMP)
- 2020-2024 Transportation Improvement Program (TIP)
- Blueprint Intergovernmental Agency (BPIA)
- FDOT Work Program
- Congestion Management Process Report (CMP)

With the identification of the potential projects, each was reviewed to determine the current status and applicability to the RMP update, for example, those projects already completed or underway were removed from the list. The roadway projects were grouped into four categories:

- Corridor Projects (16 Projects)
 - These projects are located along major roadways with safety, congestion, and mobility needs.
- Intersection Projects (20 Projects)
 - These projects are located at intersections for safety and congestion improvements.
- Interchange Projects (6 Projects)
 - Interchange projects located along I-10 where upgrades are needed.
- Interstate Widening (3 Projects)
 - FDOT has identified widening projects along I-10 within the MPO boundary.

Once the project list was established, each project was then prioritized based on a set of weighted criteria developed in support of the established RMP goals and objectives, as well as the required federal planning factors. The assigned weighting used in the roadway project prioritization process include:

Criteria	Weighting
Project Phases Completed	100
Safety Improvement	75
Universal Accessibility Improvement	60
Part of an Adopted Plan	50
Growth Center/Economic Development Areas	30
Existing Congestion Reduction	25
Natural Environment	20
Social Environment	20
Supportive of Bicycle and Pedestrian Mobility and Accessibility	20
Supportive of Transit Priorities and Accessibility	20
Reduction of Future Congestion	15

Supportive of Freight Mobility	15
Supportive of Transportation Technology	15
Resilience	10
Evacuation Route	5
Travel and Tourism	5
Tiebreaker: Funding Commitment	

The prioritization process utilized datasets from various sources which included the recently updated CRTPA Congestion Management Process, existing and future traffic (FDOT and the travel demand model), crash data, wetlands, critical habitats, and state and national designated areas, US Census, US Department of Housing and Urban Development, transit routes, bicycle and pedestrian plans, adopted growth scenario, freight network, evacuation routes, flood hazards and storm surge, SIS routes, and scenic byway routes. The application of the weighted priority criteria using the various datasets resulted in the draft list of prioritized projects that will be discussed with the Board in June 2020.

Examples of the roadway project prioritization is described below:

Woodville Highway/SR 363 is included in the project list with three widening projects (2 to 4 lanes). Two of the three projects are located within Leon County and the third is in Wakulla County. This project has been identified as a priority for the following reasons:

- Project phases have been completed (project development and environment (PDE), utilities, design and right of way (ROW)) with the only construction phase remaining and ongoing agency cooperation between CRTPA and FDOT
- Improves regional mobility
- Supports planned growth areas, benefits Title VI communities, and has minimal environmental impacts
- Though not directly on the project, FDOT travel demand model results show sections south of Capital Circle SE with level of service (LOS) D in 2015 and worsening to LOS E in the 2045 horizon year.

Orange Avenue is included in the project list with two widening projects (2 to 4 lanes). Of the two Orange Avenue projects, the segment between Springhill Road and Monroe Street is ranked as the first priority in the prioritization process for the following reasons:

- Supports and improves mobility and accessibility and benefits a Title VI community
- Segments of the corridor reach LOS F in 2015 with congestion worsening in 2045
- Addresses safety and improves multimodal accessibility
- Supports planned growth areas and has minimal environmental impacts
- Supports local developments, southwest Tallahassee development plans, and southern Monroe Street development.
- Previous/ongoing multi-agency coordination between CRTPA, Blueprint Intergovernmental Agency and FDOT

The completion of the financial analysis which identifies project cost estimates and anticipated revenues provides the information needed to financially constrain the project list and develop the cost feasible plan.

Bicycle and Pedestrian Projects

Bicycle and pedestrian projects were identified through previous bicycle and pedestrian master planning efforts by each of the four counties, input gathered from the public outreach, and the previous 2040 RMP.

Bicycle and pedestrian projects are classified into two categories: regional trail systems and by county. Regional trail projects are those identified by the Florida Department of Environmental Protection (FDEP) Office and Greenways and Trails and are eligible for SUNTrails funding through the Florida Department of Transportation (FDOT). Projects within each of the four counties will be prioritized into the Priority Project List (PPL) for implementation. These projects should also be prioritized by their respective counties and be allocated available funding for phases such as feasibility studies.

Below are two examples of bicycle and pedestrian projects identified in Connections 2045 RMP for implementation:

Example Project 1: US 90 Trail from Tallahassee to Monticello



Project Limits: Pederick Road to Monticello Bike Trail

Project Type: Regional Trail

County: Leon County and Jefferson County

Status: Currently in a feasibility study

Notes: This project would connect to the existing Monticello Bike Trail which is also being extended south along US 19. This project also connects to existing bicycle and pedestrian facilities including routes adopted in the recent Tallahassee-Leon County Bicycle and Pedestrian Master Plan.

Example Project 2: Wakulla Springs Trail along Bloxham Cutoff Road



Project Limits: Wakulla Springs Road to the existing Tallahassee to St. Marks Historic Railroad State Trail

Project Type: County Project

County: Wakulla County

Status: Identified in the adopted Capital City to the Sea Trails Master Plan; feasibility study beginning in late 2020.

Notes: This project would connect the existing Tallahassee to St. Marks Historic Railroad State Trail to Edward Ball Wakulla Springs State Park. This project would allow visitors and residents to visit Wakulla Springs via active transportation. This project expands the Capital City to the Sea Trails network that traverses throughout Wakulla and Leon County, and provides both transportation and recreational uses to residents in the Wakulla Springs area.

Current Efforts

Cost Feasible Plan Development

The cost feasible plan, required by the FAST Act for long range transportation plans, shows proposed roadway investments that are realistic in the context of reasonably anticipated future revenues over the life of the plan as well as during a series of funding bands. Meeting this test is referred to as “financial constraint.”

Revenue forecasts are currently being developed based on a review of previous state and local expenditures, current funding trends, and likely future funding levels. The revenue forecasts involve consultation with CRTPA and FDOT. All dollar figures initially are analyzed in current year dollars and then inflated to reflect projected year of expenditure or implementation. These revenue estimates include not only state and federal funds, but also local funding initiatives such as CIP funding or Blueprint.

Cost estimates are also being developed for recommended projects. Cost estimates rely where possible on previous studies that have been done for the proposed projects. Elsewhere, cost estimates are derived using FDOT unit cost information.

The cost feasible plan information presented to the Board in June will provide an overview of revenue assumptions, probable cost estimates, and the projects determined to fall within the cost feasible portion of the RMP. Projects that cannot be funded within the cost feasible plan are considered part of the unfunded needs plan. The cost feasible plan will be divided into cost bands, which represent a series of horizon years within which the projects will be divided. Typically, these cost bands represent roughly five year periods, though the final cost band can be a ten year period. Projects in the cost feasible plan will be divided up by project phase and have their likely funding source denoted.

In order to maximize the flexibility of the plan and the opportunities for their implementation, independent bicycle and pedestrian projects will not be financially constrained. These projects can be pulled from the project lists developed through the Bicycle and Pedestrian element. Similarly, transit and aviation projects are also not financially constrained in this plan. Each of these two modes are primarily governed by master plans developed by their respective agencies. As such, they are not part of the RMP cost feasible plan.



June 2, 2020

COMMITTEE AGENDA 6 A

2020 FUTURE COMMITTEES MEETING CALENDAR

2020 Meeting Dates	TAC Time	CMAC Time
September 1	9 AM – 11 AM	11:30 AM -1:30 PM
October 6	9 AM – 11 AM	11:30 AM -1:30 PM
November 3	9 AM – 11 AM	11:30 AM -1:30 PM
December 1	9 AM – 11 AM	11:30 AM -1:30 PM