



CRTPA BOARD

MEETING OF TUESDAY, MARCH 15, 2022 AT 1:30 PM

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

MISSION STATEMENT

"The mission of the CRTPA is to act as the principal forum for collective transportation policy discussions that results in the development of a long range transportation plan which creates an integrated regional multimodal transportation network that supports sustainable development patterns and promotes economic growth."

FINAL AGENDA

Citizens wishing to provide input at the CRTPA meeting may:

- (1) Provide comments in person at the meeting. Speakers are requested to limit their comments to three (3) minutes; or
- (2) Submit written comments prior to the meeting at <http://crtpa.org/contact-us/> by providing comments in the "Email Us" portion of the page before 5:00 p.m. on March 14 20. This will allow time for comments to be provided to CRTPA members in advance of the meeting. Comments submitted after this time (up to the time of the meeting) will be accepted and included in the official record of the meeting; or
- (3) Provide live comments during the meeting virtually by registering before 5:00 p.m. on March 14 at <http://crtpa.org/contact-us/> and noting your desire to provide comments via video in the "Email Us" portion of the page along with the agenda item or issue you wish to discuss. You will be contacted by CRTPA staff and provided with a link to virtually access the meeting and provide your comment during the meeting. Speakers are requested to limit their comments to three (3) minutes.

The public is invited to view the meeting's live broadcast on <https://www.talgov.com/cotnews/wcot.aspx> or Comcast Channel 13 (WCOT-13).

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.

1. CALL TO ORDER AND ROLL CALL**2. AGENDA MODIFICATIONS****3. 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. Speakers are requested to limit their comments to three (3) minutes. See the above for ways to provide public comment at this meeting.

4. CONSENT AGENDA

A. Minutes of the January 31 and February 21 CRTPA Meeting

B. Draft Fiscal Years 23 & 24 Unified Planning Work Program (UPWP)

5. CONSENT ITEMS PULLED FOR DISCUSSION**6. ROLL CALL VOTE AGENDA ITEMS****A. FY 2022– FY 2026 Transportation Improvement Program (TIP) Amendment**

The CRTPA FY 2022 – FY 2026 TIP is proposed to be amended to reflect the addition of the following projects:

- SR 61 Thomasville Road from Betton Rd. to Metropolitan Blvd. (Project 448868-1): (Leon County) Provide design funding in FY 22 for the Thomasville Road Multi-use Path.

"Public Participation is solicited without regard to race, color, national origin, age, sex, religion, disability, or family status. Persons who require special accommodations under the Americans With Disabilities Act, or persons who require translation services (free of charge) should contact the CRTPA Title VI Coordinator, Suzanne Lex, four days in advance of the meeting at 850-891-8627 (Suzanne.Lex@crtpa.org) and for the hearing impaired, telephone 711 or 800-955-8771 (TDY)."

"La participación pública se solicita sin distinción de raza, color, nacionalidad, edad, sexo, religión, discapacidad o estado familiar. Las personas que requieran adaptaciones especiales en virtud de la Ley de Americanos con Discapacidades, o las personas que requieran servicios de traducción (sin cargo) deben comunicarse con Suzanne Lex, CRTPA Coordinadora del Título VI, al 850-891-8627 (Suzanne.lex@crtpa.org) y para las personas con discapacidad auditiva, teléfono 711 o 800-955-8771 (TDY) cuatro días antes de la reunión."

7. CRTPA ACTION

The public is welcome to comment on any discussion item after a motion has been made and seconded. Each member of the public is provided three (3) minutes to address the CRTPA.

A. Stadium Drive at Lake Bradford Road Intersection

This item will provide information related to the recent Stadium Drive at Lake Bradford Intersection Study by the project consultant.

8. FLORIDA DEPARTMENT OF TRANSPORTATION REPORT**9. EXECUTIVE DIRECTOR'S REPORT**

A status report on CRTPA activities will be provided.

10. CRTPA INFORMATION**A. Future Meeting Dates****B. Committee Actions (Citizen's Multimodal Advisory Committee & Technical Advisory Committee)****11. ITEMS FROM CRTPA BOARD MEMBERS**

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.

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March 15, 2022

AGENDA ITEM 1

CALL TO ORDER AND ROLL CALL



March 15, 2022

AGENDA ITEM 2

AGENDA MODIFICATIONS



March 15, 2022

AGENDA ITEM 3

PUBLIC COMMENT ON ITEMS NOT APPEARING ON THE AGENDA

Comments may be provided in the following manner:

- (1) Provide comments in person at the meeting. Speakers are requested to limit their comments to three (3) minutes; or
- (2) Submit written comments prior to the meeting at <http://crtpa.org/contact-us/> by providing comments in the “Email Us” portion of the page before 5:00 p.m. on March 14. This will allow time for comments to be provided to CRTPA members in advance of the meeting. Comments submitted after this time (up to the time of the meeting) will be accepted and included in the official record of the meeting; or
- (3) Provide live comments during the meeting virtually by registering before 5:00 p.m. on March 14 at <http://crtpa.org/contact-us/> and noting your desire to provide comments via video in the “Email Us” portion of the page along with the agenda item or issue you wish to discuss. You will be contacted by CRTPA staff and provided with a link to virtually access the meeting and provide your comment during the meeting. Speakers are requested to limit their comments to three (3) minutes.



March 15, 2022

AGENDA ITEM 4 A

MINUTES

TYPE OF ITEM: Consent

The minutes from the January 31 & February 21, 2022 CRTPA Meeting are provided as ***Attachments 1 & 2, respectively.***

RECOMMENDED ACTION

Option 1: Approve the minutes of the January 31 & February 21, 2022 CRTPA Meeting.

ATTACHMENT

Attachment 1: Minutes of the January 31, 2022 CRTPA Meeting

Attachment 2: Minutes of the February 21, 2022 CRTPA Meeting



CRTPA BOARD

MEETING OF MONDAY, JANUARY 31, 2022 AT 5:30 PM

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

Meeting Minutes

Members Present:

Commissioner Dozier, Chair, Leon County
Commissioner Barfield, Vice-Chair, Jefferson County
Commissioner Messersmith, Wakulla County
Commissioner Viegbesie, Gadsden County
Commissioner Allen, Gadsden Municipalities
Commissioner Matlow, City of Tallahassee
Commissioner Williams-Cox, City of Tallahassee
Commissioner Richardson, City of Tallahassee
Commissioner Minor, Leon County
Commissioner Maddox, Leon County

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

1. **CALL TO ORDER AND ROLL CALL**
2. **AGENDA MODIFICATIONS**
3. **PUBLIC COMMENT ON ITEMS NOT APPEARING ON THE AGENDA**
4. **CONSENT AGENDA**
 - A. Minutes of the November 16 CRTPA Meeting
 - B. Citizens Multimodal Advisory Committee (CMAC) Appointment
 - C. General Planning Consultant (GPC) Contracts
 - D. Executive Director's Quarterly Timesheet Approval

Board Action: Commissioner Richardson made a motion to approve the consent agenda. Commissioner Viegbesie seconded the motion. The motion was unanimously passed.

5. CONSENT ITEMS PULLED FOR DISCUSSION

6. CRTPA ACTION

The public is welcome to comment on any discussion item after a motion has been made and seconded. Each member of the public is provided three (3) minutes to address the CRTPA.

A. Thomasville Road Multi-Use Path Feasibility Study

The Thomasville Road Multi-Use Path Feasibility Study has been developed for Board approval.

Ms. Widness quickly provided information on the recommendations. She provided the recommendations in segments Betton to Armistead-path on east side of the road from Betton to Armistead. The Post Road option relies on the covered ditch which would be under construction in beginning of the year. That option could be incorporated later.

Armistead to Woodgate Way-path would continue on the east side of the road. Many citizens discussed having a sidewalk on the west side of the road to connect Wavery Road to Woodgate Way with the opportunity to connect to the path. The path would cross Thomasville Road at Woodgate Way to the west side of the project.

Woodgate Way to Metropolitan Boulevard-the path would be on the west side from Woodgate Way to Metropolitan Boulevard. Ms. Widness stated there was a signal at Metropolitan Boulevard. She stated this would be safer for crossing back to the east side of the project to continue north on the sidewalk or on the bike path under I-10 to get north of the interchange.

Market District Connector-This area serves as a tie-in to the Blueprint park (north side of McClay Commerce Drive). The corridor would be on the south side of Live Oak Plantation Road to Timberlane School Road then on the east side to the utility easement, to the west side Gilchrest Elementary School to Timberlane Road then to south side to Martin Hurst ties into the Timberlane Road. There are areas in this area that are yet to be determined due to current and planned development on the west side. Another option was to use the FDOT right-of-way for the interstate. Going around to the southwest side then tie into Timberlane School Road, as a secondary alternative.

For complete public comments segment of the meeting, please see video link beginning at the 26:21 minute marker in the video <https://www.youtube.com/watch?v=ueu7sQIDM5Q>

There was a total of 40 Public Speakers on the Thomasville Road Multiuse Path Feasibility Study

Thirteen speakers were opposed to the approval of the feasibility study. Many of the speakers who spoke in opposition discussed safety along the corridor including high speeds, traffic volumes and limited sight distances that could cause vehicle and pedestrian collisions and possible fatalities along the corridor. Also discussed by speakers in opposition was the bidirectional use path. Citizens felt by having the path be bidirectional, there would be conflicts between bicyclist and pedestrians, especially elderly pedestrians. Also discussed was the impact to the massive oak trees that are currently along the corridor.

Twenty-seven speakers spoke in support of the approval of the feasibility study and moving forward to the design phase. Many of the speakers discussed connectivity to schools, parks, businesses, churches and surrounding neighborhoods along the corridor. The also discussed traffic volumes and traffic speed along the corridor and suggested lowering the speed limit along the corridor to address the safety issues in regard to vehicle speed along the corridor and limited sight distances. Many of the supporters felt that all of the safety and environmental concerns could be addressed during the design phase of the project.

Commissioner Minor stated this issue was highly polarized. He stated all citizens have expressed concerns with safety and needs. He stated members would make the best decision that can be made with the information that was available at the time of the decision. He stated he recommended a different approach with this project. He stated initially, he supported the project. He expressed the need for sustainable healthier transportation alternatives. He stated multiuse paths were not suitable for every corridor and felt the traffic volumes on Thomasville Road and over 40 access points was a safe option for a multiuse path. Most residents in the neighborhoods along Thomasville road likely agree. He stated he has reached out to many neighborhoods and businesses and many 58% was against the project and 35% were in support and 7% were unsure/undecided about the project. Commissioner Minor proposed an alternative to the proposed path. He stated he walked the route and noted condition of the sidewalks from Piedmont to Woodgate/Hermitage and Gardenia Drive. He stated walking on the sidewalks was currently unsafe. He stated he would provide an alternative solution to the proposed path. He noted there was currently a bike path already on Thomasville Road (north/south). He suggested upgrading the sidewalks from Piedmont Way down to Gardenia Drive and provided estimates for the cost to renovation of the west side sidewalks and noted it significantly less cost than the proposed multi use path and use those unused funds be used in other areas in the county.

Board Action: Commissioner Minor made a motion to not proceed with the Multi Use Path design phase and request FDOT prioritize the renovations of the sidewalks on the west side of Thomasville Road. Requested agenda item to evaluate other projects list (PPL). Commissioner Maddox seconded the motion.

Commissioner Matlow stated he would support the motion. He noted that he would like to move forward with different projects in the community. He stated there was a long list of projects that could move forward. He discussed the many needs in Tallahassee for sidewalk improvements. He

stated staff should move forward with the next project on the list. He stated with all the new development coming to the North East community. He stated there should be increased transit, rapid bus lines, autonomous vehicle lines and felt there would be a holistic approach for the corridor. He stated the board should move forward with the next project in tier one of the Bicycle/Pedestrian Master Plan.

Commissioner Maddox discussed the safety issue on the corridor. He expressed the need to have a conversation to put forward something that works for all, through compromise. Commissioner Maddox echoed the concerns for sidewalk improvements in other areas in the community. He asked what would the be process to elevate other projects and how would that effect funding. Mr. Paulk stated it was up to the board to determine the priorities. He stated if the decision to move to another project, there would potentially be a need to complete another feasibility study of the area. He noted the Department highly recommended expedition of the funds and recommended not prolonging this process. He also noted it was the Board's decision on allocations of funds for projects within the region and would not be directed by the FDOT.

Commissioner Matlow discussed the next 3 projects on the Bicycle/Pedestrian Master Plan. He noted MLK Boulevard (Brevard Street to Tennessee Street), Jackson Bluff Road (Capital Circle SW to Lake Bradford); Woodward Street (Alabama to Tennessee). Mr. Slay stated the projects within a single tier, would use the annual priority to move forward. He noted the projects were listed as 1. Monticello Bike Trail Extension; 2. Thomasville MUP and 3. Bloxham Cut Off Road Trail; 4. Oak Ridge Road; 5. Apalachee Parkway Trail Connector. He explained the projects are moved from the Master Plan and prioritize some of those on an annual basis. He specifically noted the Jackson Bluff Road project has a lack of right-of-way and would be better addressed by a complete road reconstruction project.

Commissioner Williams-Cox stated the purpose of the feasibility study was to determine if a project was feasible. She expressed concerns with shelving the current project and was prepared to make a decision on the Feasibility Study. She stated money had been spent and found to be feasible. She stated the project should be moved forward or not moved forward. Commissioner Williams-Cox stated she would not be comfortable with voting on moving forward any other direction at the meeting. She noted she didn't want sidewalks on Thomasville Road to move ahead of other sidewalks within the community. She noted this feasibility study should be voted up or down at this point.

Commissioner Richardson stated the feasibility study has indicated the project was feasible. He stated the Board needs to move forward with a vote. He stated during the design phase the professionals can address the mitigations that have been addressed by the citizens at the board meeting and noted he was ready to move forward with staff recommendation.

Commissioner Viegbesie noted he has heard form all citizens both in favor and against the project. He noted the document from Commissioner Minor and noted he put a lot of time in studying the corridor. He stated tabling the item and evaluate the proposal from Commissioner Minor, to attempt to do right by the citizens. He further stated, if the project moves forward to design, he strongly

encourages the professional engineering and planning staff carefully evaluate improving public safety and somehow incorporate Commissioner Minor's comments into the design plan.

Commissioner Dozier clarified the Roberts Rules of Order and stated with the addition of the substitute motion; the substitute motion would be voted on first and then the original motion if the substitute motion fails. Commissioner Dozier requested Attorney Williams clarify the Roberts Rules on substitute motions.

Attorney Williams confirmed, Commissioner Dozier was correct with the explanation of Roberts Rules of Order. He stated, with the addition of the substitute motion; the substitute motion would be voted on first and then the original motion if the substitute motion failed.

Commissioner Dozier stated with the vote to accept staff recommendation to move the project to the design phase; that would not guarantee that the project would be constructed. She also noted, there were no construction funds allocated for the project at this time.

Board Action: Commissioner Richardson made a motion to submit a substitute motion. A roll call vote was conducted, and the motion passed.

Board Action: Commissioner Richardson made a substitute motion to move forward with the staff recommendation, which was to move the project forward to the design phase. Commissioner Williams-Cox seconded the motion. A roll call vote was conducted, and the substitute motion passed with Commissioners Minor, Maddox and Matlow voting in opposition.

7. FLORIDA DEPARTMENT OF TRANSPORTATION REPORT

Mr. Paulk stated there was no update from the Department.

8. EXECUTIVE DIRECTOR'S REPORT

9. CRTPA INFORMATION

- A. Future Meeting Dates**
- B. Committee Actions (Citizen's Multimodal Advisory Committee & Technical Advisory Committee)**
- C. Quarterly Budget Reports**

10. ITEMS FROM CRTPA BOARD MEMBERS

Commissioner Richardson expressed concerns regarding the crosswalk at Nims Middle School. He requested staff provide feed back before the next CRTPA Board Meeting. Mr. Slay stated he would follow up with the FDOT. Mr. Slay noted there would be additional information provided prior to the next CRTPA Meeting.

11. ADJOURNMENT

The meeting was adjourned at 8:33 pm.



CRTPA BOARD

MEETING OF MONDAY, FEBRUARY 21, 2022 AT 1:30 PM

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

Draft Minutes

Members Present:

Commissioner Dozier, Chair, Leon County
Commissioner Barfield, Vice-Chair, Jefferson County
Commissioner Messersmith, Wakulla County
Commissioner Matlow, City of Tallahassee
Commissioner Williams-Cox, City of Tallahassee
Commissioner Richardson, City of Tallahassee
Commissioner Minor, Leon County
Commissioner Maddox, Leon County

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

1. **CALL TO ORDER AND ROLL CALL**
2. **AGENDA MODIFICATIONS**
3. **PUBLIC COMMENT ON ITEMS NOT APPEARING ON THE AGENDA**
4. **CONSENT AGENDA**
 - A. **CRTPA Regionally Significant Roads Map and Fiscal Year (FY) 2024 – FY 2028 Transportation Regional Incentives Program (TRIP) Project Priority List**
 - B. **Memorandum of Understanding (MOU) between CRTPA and StarMetro for Allocation of SU Funds**

Board Action: Commissioner Barfield made a motion to approve the consent agenda as presented by staff. Commissioner Richardson seconded the motion and the motion was unanimously passed.

5. CONSENT ITEMS PULLED FOR DISCUSSION**6. ROLL CALL VOTE AGENDA ITEMS****A. FY 2022– FY 2026 Transportation Improvement Program (TIP) Amendment**

The CRTPA FY 2022 – FY 2026 TIP is proposed to be amended to reflect the addition of the following projects:

- ~~SR 61 Thomasville Road from Betton Rd. to Metropolitan Blvd. (Project 448868-1): (Leon County) Provide design funding in FY 22 for the Thomasville Road Multi-use Path.~~
- Big Bend Transit - Federal Section 5311 American Rescue Plan Act of 2021 (ARPA) Funding - Operating (Project No. 450513-1): (Gadsden County) Provide operating funding in FY 22 for transit services.
- Wakulla County Transit - Federal Section 5311 ARPA Funding – Capital (Project No. 450520-1): (Wakulla County) Provide funding in FY 22 for capital expenses associated with transit services.

Mr. Slay stated there was an updated cost estimate for the Thomasville Road Multi Use Path amendment. Based on the estimate, it has significantly increased from the original estimate that was printed in the agenda. As a result, Mr. Slay suggested removing this item (SR 61 Thomasville Road from Betton Rd. to Metropolitan Blvd. (Project 448868-1)), and delaying the discussion and decision on the individual project until the March meeting. He recommended voting on the two remaining projects.

Ms. Lex presented the remaining items for approval. Ms. Lex noted that staff was contacted by FDOT staff requesting that the two TIP Amendments for transit funds be added. She stated these funds were provided as a part of the American Rescue Plan Act 2021 and noted that Big Bend Transit serves Gadsden, Jefferson and Wakulla counties. Staff was requesting to amend these two projects into the TIP. Mr. Slay noted this item required a roll call vote. Commissioner Barfield noted that within the agenda materials, it stated Jefferson County was included in the amendment to the TIP and requested clarification if the funds would be spread across all counties served by Big Bend Transit. Ms. Lex stated FDOT designated the funds to Gadsden County but would confirm with the FDOT transit division and provide the information to the full board.

Board Action: Commissioner Richardson made a motion to approve the FY 2022– FY 2026 Transportation Improvement Program (TIP) Amendment as modified by staff. Commissioner Williams-Cox seconded the motion. A roll call vote was conducted, and the motion was unanimously passed.

7. CRTPA ACTION

A. CRTPA Annual Safety Target Adoption

This item seeks adoption of the 2022 CRTPA Safety Targets for safety performance measures that must be adopted by February 27.

Mr. Burke stated the CRTPA was required to annually adopt safety targets for five (5) safety performance measures: 1. Number of fatalities; 2. Rate of fatalities per 100 Million Vehicle Miles Traveled (VMT); 3. Number of serious injuries; 4. Rate of serious injuries per 100 Million VMT; and 5. Number of non-motorized fatalities and non-motorized serious injuries. Mr. Burke stated this provides an opportunity to assess how the CRTPA region was performing and illustrate what the region was doing regarding safety.

Mr. Burke stated safety was integrated throughout the planning process. Addressing safety include development of plans and programs, implementation and incorporation of safety into projects, and safety coordination with our partner agencies.

Mr. Burke provided the current efforts to address safety in the CRTPA Region, including the following:

- Resurfacings – Mr. Burke stated resurfacings allow the CRTPA to incorporate bike and pedestrian safety improvements through coordination efforts between CRTPA, local governments and the FDOT. These resurfacings include the addition of missing sidewalks, crosswalks, bicycle lanes and pedestrian improvements. He noted the examples of US 90/W Tennessee Street (Aenon Church Road to Ocala Road-Leon County), US 90 (Jackson County Line to Bates Street-Gadsden County) and US 19 (US 90 to Georgia State Line-Jefferson County) as projects that will incorporate pedestrian safety access associated with the resurfacings.
- Corridor Safety Evaluations – Mr. Burke stated the evaluations of the regions corridors to address identified safety issues was an ongoing and discussed specific projects. Mr. Burke noted the examples of Monroe Street (Palmer Avenue to Thomasville Road), Magnolia Drive (Apalachee Parkway to Seventh Avenue) were a part of FDOT Corridor Safety Study. The study will analyze the identified high crash corridors. He also noted the Pensacola Street Safety Improvements (Appleyard Drive to Stadium Drive) stating FDOT had funded safety improvements based upon the recent roadway safety audit to address bicycle, pedestrian and vehicular crashes and noted midblock crossing improvements were planned. Mr. Burke also discussed Thomasville Road (Calhoun Street, 3rd Avenue, Beard Street and 7th Avenue) stating that 3 rectangular rapid flashing beacons (RRFBs) were installed in the midtown area as well as the addition of a missing crosswalk at 7th Avenue/Thomasville Road. These improvements will enhance the multimodal safety and visibility in upcoming resurfacings.
- Feasibility Studies – Mr. Burke stated the feasibility studies were the first step in pursuing corridor wide improvements which include improvements to pedestrian and bicyclist safety. Mr. Burke noted the examples of Midtown Area Transportation Plan, which was adopted by the

CRTPA in October 2020 and identified recommended changes to improve the area's mobility for all modes and the Iron Bridge Road Feasibility Study (Gadsden County) that evaluates the construction of a multiuse trail on Iron Bridge Road from Orchard Pond Road to US 27 in Havana. Construction of this project under study will enhance connectivity to the CRTPA regional existing and planned regional trails.

- Transportation Alternatives Program (TA) – Mr. Burke stated the CRTPA coordinates the region's Transportation Alternatives Program, which was a federally funded program. The CRTPA solicits applications from the region and discussed recently completed and ongoing projects. Mr. Burke noted the examples of Blountstown Street Sidewalk Improvements (US 90 to Tharpe Street) explaining this was a combination of City of Tallahassee and CRTPA TA and SU funding that was used to construct the .7 miles of sidewalk project. Another project discussed was the US 90 Sidewalk (Chalk Street to Ralph Strong Road) that would construct 1.06 miles of sidewalk on the east side of US 90 within the City of Quincy.
- Expanding the Regional Trails Network – Mr. Burke stated expanding the regional trails network through the construction of multiuse trails has expanded safety for pedestrians and cyclists. Mr. Burke noted examples of US 98 (Woodville Highway to Lighthouse Road in Wakulla County) which extended the Coastal Trail east to the St. Marks Wildlife Refuge providing a safe multimodal connection.
- Community Traffic Safety Teams (CTSTs) – Mr. Burke stated all four CRTPA counties have CTSTs to support safety initiatives through a forum of local highway safety advocates committed to solving traffic safety problems. CTSTs also coordinate campaigns to educate drivers, motorcyclists, pedestrians, and bicyclist. The CRTPA staffs the Leon County CTST.
- High Visibility Enforcement – Mr. Burke stated the High Visibility Enforcement was a FDOT bicycle and pedestrian initiative. The program is designed to increase awareness of and compliance with traffic laws and regulations that increase safety on Florida roads. Mr. Burke stated Leon County was currently among the top 25 counties (ranked 23). Mr. Burke discussed the Leon County High Visibility Enforcement Initiative. He stated the initiative was being conducted by Tallahassee Police Department at identified high crash locations and that enforcement efforts will continue to May 2022. The targeted areas are Monroe Street, W. Pensacola Street, W. Tennessee Street, US 90, Gaines Street, Orange Avenue Crawfordville Road, Capital Circle SE, and Apalachee Parkway.
- CRTPA Congestion Management Process Report Update – Mr. Burke Stated the last update was in 2018 and an update is scheduled in 2022. The report includes a strong safety focus and will identify potential projects for future study.

Mr. Burke discussed the region's historic trends related to safety. He stated in the most recent FDOT data was from 2020. He noted ultimately, we met 4 of 5 most recent adopted targets for which data is available and noted that the target for rate of fatalities for VMT was not achieved. Most recent available data for 2016-2021 identifies that serious injuries have decreased, and fatalities have remained consistent. He noted the action today is to adopt the five (5) Safety

Targets for 2022. The proposed 2022 Targets recommend using the adopted 2021 targets as a baseline with the addition of a 5% reduction for each target to be applied annually. Additionally, he noted the recommendation includes the CRTPA's adopting of a long-term safety goal of zero fatalities and serious injuries for the region.

Mr. Slay stated the CTSTs recently held helmet fitting training. At the training there were staff from FDLE, Planning, EMS, and citizens. Commissioner Dozier stated Leon County EMS hosts a Safety Fair that is held to assist citizens with car seat installation and other safety issues. She noted this would be a good partner for CRTPA to work with in the future.

Board Action: Commissioner Richardson made a motion to adopt the CRTPA Annual Safety Targets. Commissioner Matlow seconded the motion. The motion was unanimously passed.

8. FLORIDA DEPARTMENT OF TRANSPORTATION REPORT

Mr. Paulk provided an update on the Capital Circle SW Project (Orange Avenue to Springhill Road). He explained this project has had significant right-of-way issues and the project has been postponed the letting and the current date is for June 2022, with construction beginning in September 2022.

9. EXECUTIVE DIRECTOR'S REPORT

Mr. Slay provided an update on a signal warrant at Tallahassee Nurseries business on Thomasville Road. The intersection analysis identified that the location did not warrant a traffic light at that location. Mr. Slay stated he was waiting to receive a copy of the analysis from FDOT. Commissioner Minor requested to review the analysis. Mr. Slay stated he would provide this information to the Board.

Mr. Slay stated there would be two (2) in person open houses for the US 90 Multi-Use Trail Feasibility Study: February 22 at the Jefferson County Courthouse, Annex Building (5:00 pm - 7:30 pm) and March 1 (5:00 pm-7:30 pm) at the Leon County Library-East Branch.

Lastly, Mr. Slay provided an update on the crossing at Nims Middle School. He noted the FDOT has made some progress and noted potential funding programs that the FDOT would request funds for that project. The estimated cost is \$750,000 and would include overhead pedestrian signals at each end of the Nims Middle School Campus. FDOT submitted an application for funds in March and hopefully, by early summer, staff would have information the funding for the project.

10. CRTPA INFORMATION

A. Future Meeting Dates

B. Committee Actions (Citizen's Multimodal Advisory Committee & Technical Advisory Committee)

11. ITEMS FROM CRTPA BOARD MEMBERS

Commissioner Barfield noted she has worked with University of Florida (UF) on the Technical Assistance team with FDOT. She explained the FDOT has partnered with UF to assist rural counties with technical assistance on roadways and sidewalks. She noted this was a data gathering location of projects for small rural counties and working with the CTSTs. She stated she would provide information to other members.

She discussed the lighting at US 27 and Highway 59 and noted a citizen expressed concerns with the lighting that was very bright on this property. Mr. Paulk stated he would follow up and make contact with Commissioner Barfield.

Commissioner Barfield noted she rides an e-Bike and stated local municipalities set individual rules for e-Bikes.

Board Action: Commissioner Barfield made a motion to request staff locate someone to provide a presentation on e-Bikes in the future. Commissioner Minor agreed and seconded the motion. He stated he would like to receive additional on the upcoming trend. He stated CRTPA should research what other communities have done regarding e-Bike policies. The motion was unanimously passed. Mr. Slay noted he would look into having an informational item presented to the Board. Mr. Rietow stated he would reach out to his contacts at Greenways and Trails.

Commissioner Williams-Cox discussed rail. She stated the CRTPA should remain updated on any information on the status of the infrastructure dollars and, hopefully, use those to fund railways in the region. Mr. Slay stated he would follow up with Mr. Fitzgerald at FDOT and provide any additional information.

12. ADJOURNMENT

The meeting was adjourned at 2:15 p.m.

March 15, 2022



AGENDA ITEM 4 B

DRAFT UNIFIED PLANNING WORK PROGRAM (UPWP) FISCAL YEAR 2022/23 – FISCAL YEAR 2023/24

TYPE OF ITEM: CONSENT

STATEMENT OF ISSUE

The CRTPA's Fiscal Year (FY) 2022/23 – FY 2023/2024 Draft Unified Planning Work Program, provided as **Attachment 1**, has been developed for transmittal to state and federal review agencies. (Florida Department of Transportation (FDOT), Federal Highway Administration (FHWA) and Federal Transit Administration (FTA).

RECOMMENDED ACTION

Option 1: Approve the transmittal of the CRTPA Draft FY 2022/23 – FY 2023/2024 UPWP to state and federal review agencies (Florida Department of Transportation, Federal Highway Administration and Federal Transit Administration) for review and comment.

BACKGROUND

The UPWP is developed every two years and serves as the CRTPA's work activities 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 refine the tasks, task schedules and project and operating budget information. Additionally, The CRTPA - FDOT contract, required budget forms, and federal and state documents will accompany the completed UPWP. The draft budget outline is included; however, we are still working to finalize the overall funding available for the two-year period.

Upon approval by the Board, the draft UPWP is submitted to FDOT, FHWA and FTA for review. The final UPWP will reflect any comments made by the agencies, committees, or the public, as well as the total budget and required documents. The CRTPA Planning Contract with FDOT will accompany the final UPWP document. In May the final version will be presented to the TAC and CMAC Committees and to the Board for approval.

Recommendation

Approve the transmittal of the C RTPA Draft FY 2022/23 – FY 2023/2024 UPWP to state and federal review agencies (Florida Department of Transportation, Federal Highway Administration and Federal Transit Administration) for review and comment.

ATTACHMENT

Attachment 1: Draft FY 2022/23 – FY 2023/2024 UPWP

.



UNIFIED PLANNING WORK PROGRAM

Effective Date: July 1, 2023—June 30, 2024

Draft Version March 15, 2022

Adoption Date: May 17, 2022

*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. _____
FDOT Financial Project Numbers: 439323-4-14-01 (PL), -02 (SU), -03 (CM)*

*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.**

TABLE OF CONTENTS

Endorsing Resolution.....	i
Cost Analysis Certification	ii
Glossary	iii
Introduction.....	1
District Planning Activities.....	7
Organization and Management.....	8
Status of Local and Regional Planning Activities.....	11
Priorities for FYs 2022/23 & 2023/24	15
Work Program.....	17
Task 1.0 - Program Administration.....	19
Task 2.0 - Data Collection.....	24
Task 3.0 - Long Range Planning	27
Task 4.0 - Short Range Planning	31
Task 5.0 - Mobility Planning.....	35
Task 6.0 - Public Involvement	41
Task 7.0 - Special Projects	45
TABLE I: FAST Act Planning Factors.....	48
TABLE II: Federal and State Planning Emphasis Areas.....	49
TABLE III: Schedule of Selected Projects.....	50
TABLE IV, V: Agency Participation, Funding Sources – 2020/21	
TABLE VI, VII: Agency Participation, Funding Sources – 2021/22-24	
FIGURE 1: Map of CRTPA Planning Area.....	v
FIGURE 2: UPWP Task Development.....	1
FIGURE 3: Performance Measures.....	12
APPENDIX I. FY 2022/23 & FY 2023/24 Estimated Expense Budget Detail Administrative, Facility and Office	
Required Forms <i>This section will be updated with the final version.</i>	
Certifications and Assurances	
Certification of Restrictions of Lobbying	
Debarment and Suspension Certification	
Title VI Nondiscrimination Policy Statement	
Disadvantaged Business Enterprise Utilization	
Agency Comments	

Resolution 2022-05-__

A RESOLUTION APPROVING THE FY 2020/21– FY 2021/22 UNIFIED PLANNING WORK PROGRAM FOR THE PITTLAND REGION TRANSPORTATION PLANNING AGENCY (CRTPA); AUTHORIZING THE CHAIRMAN TO EXECUTE ALL REQUIRED FORMS AND 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 Year (FY) 2022/2023 and Fiscal Year (FY) 2023/2024 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 2022/23 and FY 2023/24; 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 the Section 5305(d) Transit Planning Grant.

DONE, ORDERED, AND ADOPTED THIS 15th DAY OF MAY 2022

CAPITAL REGION TRANSPORTATION PLANNING AGENCY

Kristin Dozier, Chair

ATTEST: _____
Greg Slay, Executive Director

FDOT COST ANALYSIS CERTIFICATION
Capital Region Transportation Planning Agency (CRTPA)
Unified Planning Work Program – FY 2023/23- 2023/24

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 5/17/2022

Bryant Paulk, AICP
Urban Planning Manager, District 3

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
CPGA	-	Consolidated Planning Grant Agreement
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
LEP	-	Limited English Proficiency

GLOSSARY OF ABBREVIATIONS (CONT.)

L RTP	-	Long Range Transportation Plan
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
RMP	-	Regional Mobility 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

CRTPA METROPOLITAN PLANNING AREA

The Capital Region Metropolitan Planning Area (MPA) includes Gadsden, Jefferson, Leon, and Wakulla Counties, which is also consistent with Tallahassee Metropolitan Statistical Area (MSA). The CRTPA is responsible for transportation policy development, planning, and programming for the counties and municipalities in the Capital Region.



Figure 1

INTRODUCTION

The Unified Planning Work Program (UPWP) has been prepared to outline 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, 2022 through June 30, 2024. This document serves to define planning tasks and activities for the public as well as public officials and agencies that contribute manpower and allocate funds to the transportation planning process.

UPWP PLANNING TASK DEVELOPMENT

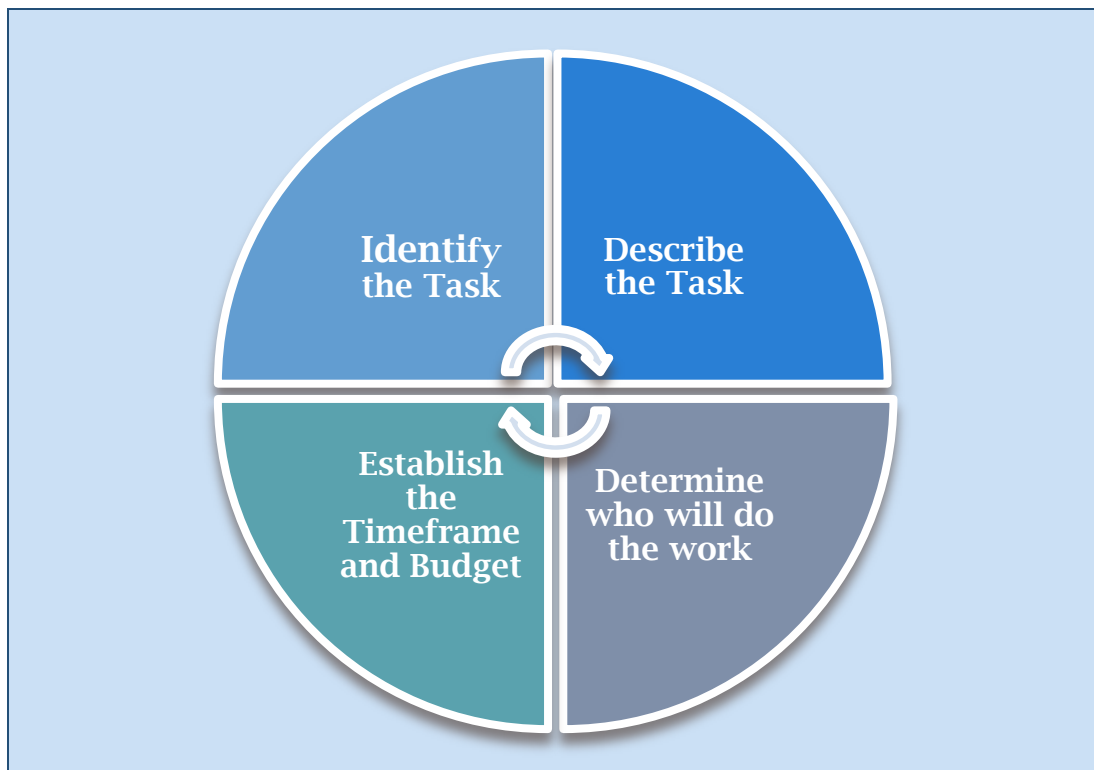


Figure 2

The UPWP contains seven primary tasks or elements that provide the framework for the work program. Within each element the tasks further define planning activities, including products, projects, and plans. Furthermore, any UPWP planning task funded in partnership with another agency or local government is identified as a “Joint Planning Task.” Joint Planning Tasks are established through an Agreement or Memorandum of Understanding between the parties.

DEVELOPMENT OF THIS UPWP

Development of this UPWP officially began on February 10, 2022, as a part of the CRTPA's Joint Certification meeting. CRTPA staff and the Florida Department of Transportation met to discuss the Certification Report responses and to go over 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 within the document. Development of the UPWP also included a review of the CRTPA's top critical priorities identified at past Annual Retreats and then outlining tasks to address these priorities. The UPWP is framed considering the Federal Planning Factors and the State Planning Emphasis Areas, which are further detailed in Section I. Lastly, staff reviewed the requirements related to development of UPWPs as contained within the [FDOT MPO Program Management Handbook](#).

CRTPA PLANNING DOCUMENTS

Transportation planning in the CRTPA Planning Area is guided by the Connections 2045 Regional Mobility Plan (RMP), also referred to as a Long-Range Transportation Plan. The Connections 2045 RMP, constructed with input from government officials, citizen's advisory boards, technical experts, and the public, was adopted at the November 2020 CRTPA meeting. Selected projects from the RMP 2045 Cost Feasible Plan are identified in the Project Priority Lists (PPLs) and implemented in the Transportation Improvement Program (TIP), both adopted annually. The Congestion Management Plan and the Public Involvement Plan are reviewed for updates following the CRTPA's quadrennial certification. Short and long-range planning tasks in the UPWP detail the activities, as well as local and regional coordination associated with the development of the CRTPA planning documents. Although the CRTPA Metropolitan Planning Area is in air quality attainment status, staff in conjunction with the Florida Department of Transportation continues to monitor the CRTPA's air quality status as well as air quality issues.

PUBLIC INVOLVEMENT

Public involvement during the development of the UPWP is accomplished through online platforms and in-person activities. A draft and final version is presented at the regularly scheduled meetings of the Technical Advisory Committee (TAC) and Citizens Multimodal Advisory Committee (CMAC), and to the CRTPA Board.

In addition to presenting the draft UPWP to the Committees and Board, a notice is posted CRTPA website (www.crtpa.org) 15-days prior to approval by the CRTPA, consistent with the Public Involvement Plan (PIP). During the development of the UPWP the CRTPA coordinates with FDOT and FHWA to ensure all planning activities are eligible consistent with 2CFR200 and State law.

PUBLIC INVOLVEMENT (CONT.)

The draft UPWP was presented to the CRTPA Board and Committees and the public for comment (March 2022) and approved by the CRTPA at its May 17, 2022, meeting. Additionally, a Public Meeting was advertised in a local newspaper for each of the four counties. Public Meetings were coordinated with the local governments and an announcement made via the CRTPA's and local governments' contact lists. The UPWP reflects compliance with the comprehensive Title VI of the Civil Rights Act of 1964 and Environmental Justice (Executive Order 12898) procedures.

CONSOLIDATED PLANNING GRANT

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. The FDOT and the Capital Region Transportation Planning Agency participate in the Consolidated Planning Grant (CPG). The CPG enables FDOT, in cooperation with the MPO, FHWA, and FTA, to annually consolidate Florida's FHWA PL and FTA 5305(d) metropolitan planning fund allocations into a single grant that is administered by the FHWA Florida Division. These funds are annually apportioned to FDOT as the direct recipient and allocated to the MPO by FDOT utilizing formulas approved by the MPO, FDOT, FHWA and FTA in accordance with 23 CFR 420.109 and 49, U.S.C. Chapter 53. The FDOT is fulfilling the CPG's required 18.07% non-federal share (match) using Transportation Development Credits (Credits) as permitted by 23 CFR 120(i) and FTA C 8100.1D.

The Credits are in essence a "soft-match" provision that allows the Federal share to be increased up to 100%.

SUMMARY

Planning activities programmed within the UPWP satisfy the level of effort requirements anticipated by the CRTPA to meet local priorities, as well as the requirements of Federal Highway Administration, Federal Transit Administration and the FDOT. After 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 the need for possible amendment.

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 as amended. As part of the review of projects and plans the FAST Act requires consideration of the following ten Planning Factors.

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;
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; and,
10. Enhance travel and tourism.

Integral to a continuous, cooperative, and comprehensive metropolitan transportation planning process is the consideration and implementation of projects, strategies, and services that will address the federal planning factors. Additionally, these factors are considered in the development of required documents, as well as the studies and plans initiated by the CRTPA.

Table I, on page 37, illustrates the CRTPA's consideration of the ten planning factors in the transportation planning process.

FLORIDA PLANNING EMPHASIS AREAS 2021

In coordination with the development of the UPWP, the FDOT Office of Policy Planning develops Planning Emphasis Areas (PEAs) for consideration as part of the transportation planning process. The four state PEAs are Safety, Equity, Resilience and Emerging Technology. The CRTPA's develops and implements planning programs that support both the State PEAs and the Federal Planning Factors.

SAFETY

Safety has been a federal and state planning priority over numerous iterations of 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 targets. Planning activities included in the UPWP support the identification of safety needs and improvements. The CRTPA planning documents, stand-alone [area or corridor] safety studies and safety considerations within modal planning elements support the goal of a safer transportation system for all users. Additionally, data analyses and community involvement better inform the identification and prioritization of safety projects in the planning process.

EQUITY

Identifying and selecting projects that promote equity and access to opportunity is essential for addressing the mobility and accessibility needs of historically disadvantaged populations. Executive Order 14008, Tackling the Climate Crisis at Home and Abroad, created the "Justice40 Initiative" that aims to deliver 40 percent of the overall benefits of relevant federal investments to disadvantaged communities. This initiative supports Executive Order 13985, Advancing Racial Equity and Support for Underserved Communities Through the Federal Government, outlines federal policy and defines equity as the consistent and systematic fair, just, and impartial treatment of individuals. Identifying and implementing improvements based on data-driven project prioritization considers the impacts of transportation projects on a community, as well as the benefit to enhance opportunities for a community, thus furthering transportation equity.

RESILIENCE

The FAST Act introduced the requirement that states and metropolitan planning organizations consider and implement improving the resiliency and reliability of the transportation system. 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 is a consideration within every planning document prepared by the CRTPA. Additionally, the CRTPA coordinates with agency partners responsible for natural disaster risk reduction and supports local resilience planning initiatives. Increased costs associated with reducing vulnerability of the existing transportation infrastructure is another factor that is evaluated. Proactive resiliency planning will help the CRTPA develop planning documents that are ultimately more realistic and cost-effective.

EMERGING MOBILITY

Advances in communication and automation technology result in new mobility options, ranging from automated and connected transport, electric vehicles, ridesharing, and micro-mobility. These changes may be disruptive and transformational, with impacts to safety, vehicle ownership, travel capacity, vehicle miles traveled, land-use, transportation design, future investment demands, supply chain logistics, economy, and the workforce.

The UPWP recognizes the important influence of emerging mobility on the multi-modal transportation system and includes related planning studies, collaboration efforts, research, or other activities. 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.

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

The Florida Department of Transportation District Three covers 16 counties in the Northwest Florida region including the four counties of Gadsden, Jefferson, Leon and Wakulla that comprise the Capital Region.

ORGANIZATION AND MANAGEMENT OF THE CRTPA

A public agency, the CRTPA is responsible for the guidance of the transportation planning process 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. 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.

CRTPA RESPONSIBILITIES

The CRTPA's annual responsibilities are to perform the tasks of preparing transportation plans and programs as delegated by the federal and state laws. These duties include insuring adequate representation in the transportation process and assessing the compatibility of state, county, and municipal projects in the transportation multi-modal network. Consideration is given to all modes of transportation with respect to the needs of the elderly and handicapped as outlined in the Americans with Disabilities Act. The plans and programs developed by the CRTPA implement the requirements of the transportation planning process.

CRTPA BOARD

The CRTPA Board is the transportation policy-making body comprised of representatives from local government and transportation agencies with authority and responsibility in urbanized areas. Local government representatives from the Gadsden, Leon, Jefferson and Wakulla County Commissions, the City of Tallahassee City Commission and the Leon County School. 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 typically serves a two-year term.

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.

CRTPA COMMITTEES

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 the Apalachee Regional Planning Council (ARPC).

CRTPA STAFF

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, the 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 community meetings.

CRTPA AGREEMENTS

Agreements with state and local governments, and local and regional agencies promote the continuing, cooperative, and comprehensive (“3-C”) planning process.

These agreements are:

[Amended Interlocal Agreement for the Formation & 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.

CRTPA AGREEMENTS (CONT.)

Agreements with state and local governments, and local and regional agencies

Intergovernmental Coordination and Review and Public Transportation Coordination Joint Project Agreement (ICAR)

Updated in 2020, 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 ARPC, the City of Tallahassee StarMetro, and the City of Tallahassee Regional Airport,

The Consolidated Planning Grant (CPG) 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 2023- FY 2023 UPWP.

Public Transportation Grant Agreement

Through Federal Fiscal Year 2021 the CRTPA executed Public Transportation Grant Agreement provides FTA Section 5305 (d) funds, and state funds for ten percent of the local cash match. The Agreement, executed on June 26, 2019, is effective through June 30, 2023. an support of metropolitan planning activities, the

Staff Services Agreement

Approved by the CRTPA Board in 2021, 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 and are reviewed annually as a part of the budget development.

STATUS OF LOCAL AND REGIONAL PLANNING ACTIVITIES

CONNECTIONS 2045 REGIONAL MOBILITY PLAN (RMP)

The Connection 2045 RMP is a long-range vision, strategy, and capital improvement program that guides the investment of public funds in transportation facilities. The plan is updated every five years and may be amended because of changes in available funding and/or findings from planning studies. Adopted in November 2020, the Connections 2045 RMP identifies roadway, transit, bicycle, and pedestrian projects within the CRTPA Planning Area. Multi-modal projects in the plan are identified in coordination with the CRTPA's transportation planning partners and other member jurisdictions. The adopted Connections 2045 RMP meets the Federal Highway Administration (FHWA) guidelines and requirements.

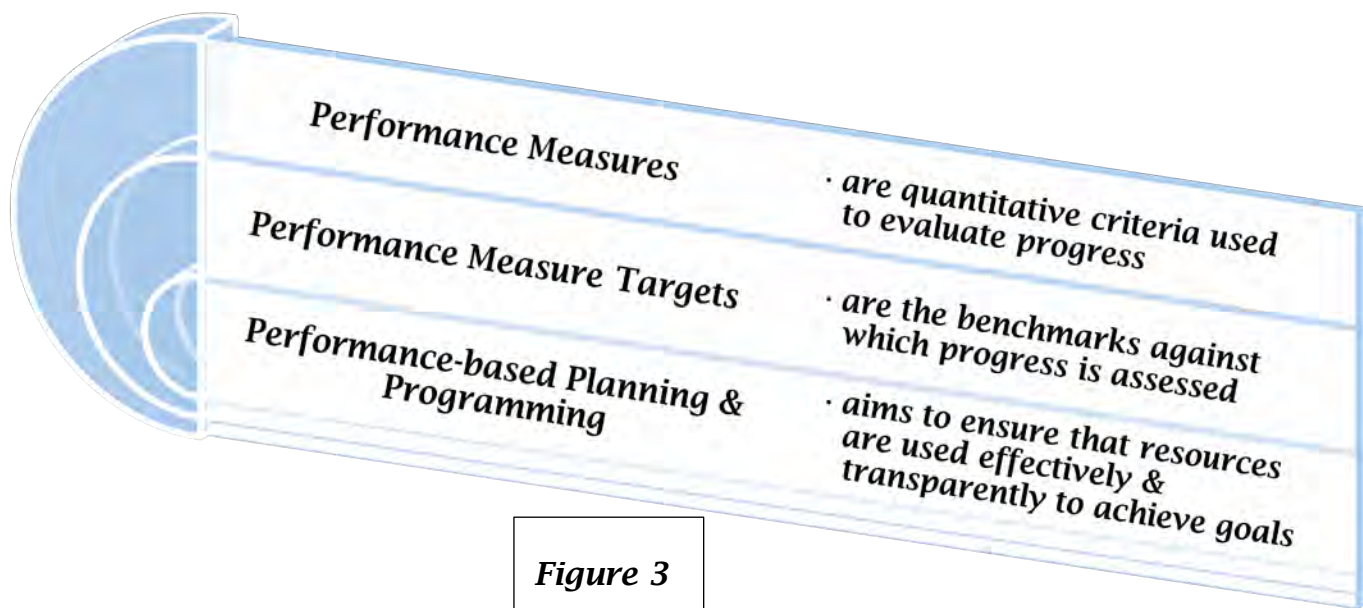
TRANSPORTATION IMPROVEMENT PROGRAM

The development of the Transportation Improvement Program is coordinated with the FDOT, FHWA, FTA and member governments. Adopted annually, the TIP is a comprehensive list of federal and state projects, and local projects of regional significance. The Florida Department of Transportation's Work Program is used to produce the CRTPA's five-year TIP. Funded transportation projects in the TIP include transit, roadways, bridges, aviation, seaport, rail and commuter rail, bicycle facilities, pedestrian provisions, and enhancement projects like landscaping and greenways.

CONGESTION MANAGEMENT PLAN PROCESS AND PLAN UPDATE

The [CRTPA Congestion Management Plan Process \(CMP\)](#), approved in 2018, 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 identified the development of tools and strategies aimed at reducing peak hour vehicle miles of travel and congestion and improving connectivity between employment centers and areas with concentrations of transportation disadvantaged populations.

An update to the Congestion Management Process Plan (CMP) is currently underway. The updated CMP will build upon the identified strategies to reduce congestion/delay levels, as well as consider related safety improvements. The update to the CMP refines the evaluation criteria for assessing projects to ensure 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.



TRANSPORTATION PERFORMANCE MANAGEMENT (PERFORMANCE MEASURES)

The FAST Act requires the CRTPA to adopt [Performance Measures and Targets](#). Performance measures are adopted for highway safety, bridge and pavement, system performance and freight management, transit asset management, and transit safety. The targets, developed cooperatively with our transportation planning partners, are based on the best available data and objective information. Performance Measures are important to the CRTPA's planning program because they allow us to set goals and measure the progress towards those goals over time. Annually, the CRTPA analyses and reports on the progress towards achieving the Performance Measures and may adjust the goal in response to the data. At the February 21, 2022 Board Meeting, the CRTPA Board adopted the 2022 Performance Measures and Targets, including support for the FDOT Vision Zero goal.

STARMETRO COMPREHENSIVE OPERATIONAL AND TRANSIT DEVELOPMENT PLAN

The CRTPA partnered with StarMetro to complete a Comprehensive Operations Analysis (COA) and update to the Transit Development Plan (TDP). The TDP establishes a 10-year strategy for StarMetro's system development along with the agency's long-term vision and goals, and updates the agency's financial projects. Concurrently StarMetro completed a COA, compiling 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.

FHWA/FTA QUADRENNIAL CERTIFICATION - METROPOLITAN PLANNING PROCESS

The CRTPA's Metropolitan Planning Program was recertified by FHW and FTA. Two Corrective Actions related to the Connections 2045 RMP were identified during the review process. The CRTPA has satisfactorily addressed the Corrective Actions.

THOMASVILLE ROAD MULTI-USE PATH FEASIBILITY STUDY

At the January 31, 2022, CRTPA Board meeting, members accepted the recommendations from the study and approved the project moving into the Design Phase. The path begins at Betton Road and extends to Metropolitan Boulevard, with a future connection to the Market Square District. This project is identified in the Tallahassee-Leon County Bicycle and Pedestrian Master Plan as one of the significant gaps in the network. While improving connectivity the shared-use path also provides a safe facility for residents.

US 90 MULTI-USE TRAIL FEASIBILITY STUDY

Initiated in late 2019, the study analyzed the viability of a trail connecting Tallahassee to Monticello on US 90. Approximately 21 miles in length, the trail limits are Pedrick Road in the City of Tallahassee (Leon County) east to the Monticello Bike Trail in the City of Monticello (Jefferson County). Public engagement continued through early 2022 and the recommendations from the study will be presented to the Board at the April 2022 meeting. *(Update in Final Version)*

IRON BRIDGE ROAD MULTI USE TRAIL FEASIBILITY STUDY

The study, currently underway, evaluates the feasibility of adding a multi-use trail on Iron Bridge Road from Orchard Pond Road in Leon County to Havana (US27) in Gadsden County. The Feasibility Study will review right-of-way availability, identifying potential trail alignments, document natural conditions and physical constraints, and assess any potential fatal flaws. It is anticipated the study will be completed in the Spring of 2023.

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

Following the same scope and schedule as detailed above, the SR 267/Bloxham Cutoff Feasibility Study began in the Spring of 2022. This proposed trail segment begins at Wakulla Springs State Park/Entrance and ends at the St. Marks Trail. The project is identified the Capital City to the Sea Trails Master Plan and connects two major recreational facilities.

CORRIDOR AND SAFETY STUDIES

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

There has been ongoing discussion about modifying this intersection to promote the safe passage of pedestrians, cyclists, and vehicles alike. This study examined current and projected future (2045) operations, at the intersection and the surrounding network; evaluated alternative improvements to the intersection; and identified the opportunities and constraints associated with the improvements. The study also considers network improvements to divert traffic around/away from the intersection.

PENSACOLA STREET AND ST. AUGUSTINE STREET OPERATIONAL ANALYSIS

In conjunction with the Stadium Dr/N Lake Bradford Rd/Gaines St/Varsity Dr Intersection Study, an Operational Analysis was completed for Pensacola Street and St. Augustine Road. The Operational Analysis evaluated existing and projected future conditions on the corridors to determine if improvements could enhance mobility and efficiency without major capacity expansions. The analysis assessed capacity constraints and opportunities, identified spot congestion, and considered multi-modal improvement facilities. The assessment explored converting Pensacola Street and St. Augustine Street from two-way streets to one-way bidirectional pairs. There were no recommended improvements in the final report.

SR373/ORANGE AVENUE SAFETY STUDY (LIBERTY PARK/NIMS)

An Arterial Safety Study was conducted by FDOT District 3 for Orange Avenue in the Liberty Park Neighborhood and the vicinity of Nims School. The Study included a comprehensive, systematic review of safety and operational conditions along SR 373/Orange Avenue from Holton Street to Pasco Street with an emphasis on motorist, pedestrian, and bicyclist movements from Nims Middle School. Detailed information regarding existing roadway conditions in the corridor was compiled and analyzed. The analysis formed the basis for recommended short-term, mid-term and long-term improvements aimed at improving safety, mobility, and operations along the corridor. The CRTPA prioritized this project for funding and continues to work with FDOT to implement identified safety improvements.

PRIORITIES FOR FY 2022/23 & FY 2023/24

REGIONAL TELECOMMUTING STUDY

The Regional Telecommuting Study will examine the potential long-term transportation impacts of increased telecommuting in response to the COVID-19 Pandemic. The Pandemic saw significant changes to organizational practices related to work-from-home and education. The purpose of the study will be to review the prevailing views on telecommuting to determine the extent to which they may be permanent and how they will affect our transportation system. As part of the study, the CRTPA will engage stakeholders from local chambers of commerce, businesses, learning institutions and government agencies in the Capital Region. The study will include an assessment of state and national telecommuting trends; a survey providing insights into the telecommuting experience in the CRTPA area and the benefits and challenges to telecommuting. Based on the information gathered, study may provide recommendations to improve/promote telecommuting as a method to reduce overall traffic congestion in the region.

PUBLIC INVOLVEMENT PLAN (PIP) UPDATE

Early and continuing public engagement in the development of various CRTPA plans and programs is essential. The CRTPA is responsible for actively involving all affected and interested parties in an open, cooperative and collaborative process that provides meaningful opportunities to influence transportation decisions. The update will identify strategies and techniques to inform and engage the public in transportation planning issues and further integrate virtual and interactive opportunities. The update will examine ways of maximizing participation, social equity and effectiveness. As part of the update, new criteria will be included to measure the effectiveness of the Public Involvement Plan and processes.

IRON BRIDGE ROAD MULTI USE TRAIL FEASIBILITY STUDY

This project (described in the previous section) started in the Winter of 2022 and it is anticipated that the study will be presented to the Board in the Fall. Additional public involvement activities may be identified and programmed through an amendment to the UPWP.

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

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

REGIONAL FREIGHT STUDY

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

WORK PROGRAM

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

- 1.0 Administration: identifies the necessary functions 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.

WORK PROGRAM (CONT.)

Each task provides an overview and schedule of the activities to be completed, who will complete the work, the funding sources and the costs associated with those activities. Costs are provided for the following categories.

Personnel: Salaries and fringe benefits for CRTPA staff. Fringe includes retirement, FICA, health insurance, worker's compensation and executive benefits.

Travel: Costs for travel to meetings, training and project events.

Direct Expenses: Office: Supplies, Telecom/IT services, copier, postage, equipment, etc.

Administrative: Professional Services per Staff Services Agreement: Facilities (office space), Accounting, Procurement and Human Resources.

Professional: Training, legal, audit, etc.

Consultant: Costs for consultant services.

Any activity that does not include a schedule or completion date (i.e., Fall 2023) 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

FY21 – FY22 UPWP (July 2020, July 2021)

Provided staff support to CRTPA, Executive and TAC/CMAC Committees

Completed Annual Single Audit (June FY21 and FY22)

Attended MPOAC meetings (2021, 2022)

FHWA Quadrennial Certification (Feb 2021)

Executed Staff Services Agreement with the City of Tallahassee (June 2021)

Adopted CRTPA Fiscal Policies and Procedures. (Aug 2021)

Satisfactory addressed all corrective actions from FDOT OIG Audit. (Sep 2021)

FDOT Joint Certification (Jan 2021 and Feb 2022)

Provided training and professional development to elected officials and staff in the following areas:

- *FDOT Transplex Oct 2020, April 2021, Oct 2021)*
- *Florida APA Annual Conference (Sept 20, Aug 21)*
- *Diversity Training (Sep 20)*
- *Diversity, Equity, and Inclusion Forum (FL APA, Sep 20)*
- *Diversity Awareness Training (Nov 21)*
- *FL Metropolitan Partnership (Feb 20, Feb 21)*
- *American Associations of Metropolitan Planning Organizations (Oct 21)*
- *Anti-Harassment (Nov 21)*
- *FDOT DBE Program and GAP System (Jan 22)*
- *Board Docs Public Meeting Documents Software (Feb 22)*
- *UPWP Template and Updates (Feb 2022)*
- *FHWA Urban Boundary Training (Mar 2022)*
- *FDOT Trails (April 22)*
- *Land Use and Transportation (Smart Growth, Univ. of MD)*
- *1000 Friends of Florida Webinars*

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.). (Ongoing)
- 1.2 Administrative support for travel, purchasing, invoice development, payroll processing and overall office administration. (Ongoing)
- 1.3 Grant administration (PL, Section 5305(d), SU, CM and other funds that may be utilized) through the monitoring/maintenance of the FY 2022/23- FY 2023/24 UPWP:
 - Prepare and submit invoices on a quarterly basis
 - Complete quarterly desk audits
 - Ensure compliance with federal and state grant requirements (Ongoing)
- 1.4 Continue participation in the Metropolitan Planning Organization Advisory Council (MPOAC). (Ongoing)
- 1.5 Maintain and update, as necessary, all CRTPA agreements. (Ongoing)
- 1.6 Purchase computers and other office equipment/furnishings as needed. *Note: items over \$5,000 require FDOT and FWA approval prior to purchase.* (Ongoing)
- 1.7 Other administrative activities consistent with the UPWP as directed by the CRTPA Board or its subcommittees. (Ongoing)

UNIFIED PLANNING WORK PROGRAM

- 1.8 Modify/Amend the FY 2022/23- FY 2023/24 UPWP as necessary. (Ongoing)
- 1.9 Continue to improve linkage between UPWP and City of Tallahassee financial systems. (Ongoing)
- 1.10 Develop FY 2024/25- FY 2025/26 UPWP (March and May 2023)
 - Review status of current planning projects.
 - Coordinate with planning partners to determine new planning projects to be included in UPWP.

- 1.10 Develop FY 2024/25– FY 2025/26 UPWP (*Cont.*)
- Review upcoming planning requirements to address in new UPWP.
 - Identify potential planning projects.
 - Develop operating budget.
 - Develop and execute required funding agreements for PL and as applicable for SU, SA, CM.

CERTIFICATION

- 1.11 FDOT Annual Certification (Jan 2023, Jan 2024)
- Compile responses to FDOT certification questions.
 - Meet with FDOT staff to review responses and prepare final certification documentation.

AUDIT/LEGAL SERVICES

- 1.12 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). (Annually)
- 1.13 Assist in the development of the Comprehensive Annual Financial Report (CAFR) as it relates to CRTPA grants. (Annually)
- 1.14 Receive copy of all audit reports relating to revenues and expenditures. (Annually)
- 1.15 Submit Single Audit to FDOT.
- 1.16 Retain legal counsel for the CRTPA. (Ongoing)

TRAINING

- 1.17 Continue to provide training opportunities to CRTPA Board and staff members in various policy, technical and administrative areas. (Ongoing)
- *Title VI*
 - *GIS, Payroll and Accounting*
 - [*FDOT Transplex*](#)
 - *FDOT Workshops*
 - [*FDOT Online Computer Based Training*](#)
 - [*Florida APA Annual Conference and Webinars*](#)
 - *MPOAC Institute (2023, 2023)*
 - *Florida Metropolitan Planning Partnership*

END PRODUCT

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

Final FY 2024/25 – FY 2025/26 UPWP. (May 2024)

FDOT Joint Certification of the Metropolitan Planning Process. (May 2023, 2024)

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

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

Annual audit. (June 2023, 2024)

RESPONSIBLE AGENCIES

CRTPA

FDOT – Certification Report

ESTIMATED TAK BUDGET AND FUNDING SOURCES TASK 1.0

Budget is under development.

Once finalized this section will be updated in the Draft UPWP.

UWP TASK 2.0 – DATA COLLECTION/PERFORMANCE MEASURES

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.

Reviewed crash data for the Capital Region and site-specific areas to identify potential improvements.

Adopted FTA safety performance targets. (May 2021)

Participation on local Community Traffic Safety Teams (CTST).

Expanded participation of the Leon County CTST and conducted regular meetings.

Safety Booth at Springtime Tallahassee. (May 2021)

ANTICIPATED ACTIVITIES

DATA COLLECTION

- 2.1 Coordinate collection and dissemination of GIS data with Tallahassee-Leon County GIS (TLCGIS). (Ongoing)
- 2.2 Continue to collect necessary data for Congestion Management System (CMS). (Ongoing)
- 2.3 Work with TATMS staff to develop travel-time reports from Bluetooth sensors along local roadways. (Ongoing)

- 2.4 Monitor and review traffic operation needs through collection and analysis of peak hour traffic data. (Ongoing)
- 2.5 Monitor and analyze 2020 Census data. (Fall 2023)
- 2.6 Incorporate 2020 Census data into the MPO's essential planning documents. (Winter, Spring 2023)

SAFETY/PERFORMANCE MEASURES

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

END PRODUCT

Coordination of data needs with local partners. (Ongoing)
Development of travel time reports to monitor system performance. (Ongoing)
Continued coordination with CTST partners in the CRTPA planning area. (Ongoing)
Annual reporting on FHWA and FTA Safety Performance Measures. (Winter 2023, 2023)
Updated MAP-21/FAST ACT FHWA and FTA Performance Measures. (Feb 2023, 2024)

RESPONSIBLE AGENCY

CRTPA

ESTIMATED TASK BUDGET AND FUNDING SOURCES TASK 2.0

Budget is under development.

Once finalized this section will be updated in the Draft UPWP.

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

- 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

2045 REGIONAL MOBILITY PLAN

Adopt the final Connections 2045 RMP, Cost Feasible Plan (CFP). (Nov 2020)

Consultant activities prior and subsequent to adopting the 2045 RMP CFP:

- Integrate FAST Act Performance measures as required. [Consultant] (Fall 2020)
- Data Collection. [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. [Consultant] (Spring/Summer 2020)
- Develop Needs and Cost Feasible Plans. (Spring/Summer 2020)
- Conduct Public Hearings. (Fall 2020)
- Adopt final plan. (November 2020)
- Amend the RMP 2045 to include Transit improvements. (June 21)

Coordinate with FHWA to address the two corrective actions on the CFP.

REGIONAL TRAILS

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

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

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

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 MPOAC Freight Advisory Committee.

ANTICIPATED ACTIVITIES

PLANNING SUPPORT WORK

- 3.0 Data collection and planning activities consistent with listed tasks. (Consultant)

REGIONAL MOBILITY PLAN

- 3.1 Amend Connections 2045 RMP as necessary. (Ongoing)
- 3.2 Assist local governments with incorporating relevant portions of the 2045 RMP into their respective comprehensive plans. (Ongoing)
- 3.3 Amend Connections 2045 RMP as necessary. (Ongoing)
- 3.4 Monitor FHWA and FTA Performance Measures. (Feb 2023, 24)

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.

REGIONAL AND LOCAL COORDINATION (CONT.)

- 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 [Consultant] (Spring – Winter 2022)
 - Iron Bridge Road Trail Feasibility Study [Consultant] (Spring – Winter 2022)
 - US 90 Tallahassee to Monticello Trail PD&E (FDOT)
- 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.
- Coordinate with FDOT during the Design Phase of the Thomasville Road Multi-Use Path. [FDOT]
 - Continue public engagement during project implementation.

END PRODUCT

Amended Connections 2045 RMP (As Needed)
Analysis of FHWA and FTA Performance Measures Data
Adopted FHWA and FTA Performance Measures (Feb 2023, 2024)
Participation in training related to Fast Act Performance Measures (Ongoing)
Regionally Coordinated Transportation Planning Process (Ongoing)
Multi-Use Trail Feasibility Studies (See Task 5 for Trail Project Information)

RESPONSIBLE AGENCY

CRTPA

ESTIMATED TASK BUDGET AND FUNDING SOURCES TASK 3.0

Budget is under development.

Once finalized this section will be updated in the Draft UPWP.

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 2045 RMP and other CRTPA plans. Primary activities of the task include the Annual Project Priority process that serves as the basis for developing 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

PLANNING SUPPORT WORK

- 4.0 Data collection and planning activities consistent with listed tasks.
(Consultant)
- 4.1 Administrative support for planning activities and public engagement associated with listed tasks.

PROJECT PRIORITY LISTS

4.2 Develop Annual Project Priority Lists (PPLs). (June 2023, 2024)

PPLs are developed for:

- 2045 RMP Projects
 - Major Capacity Projects
- Transportation System and Safety Management
 - Operations-level projects
 - Intersections
 - ITS
 - Pedestrian Improvements
- Transportation Alternatives
- Regional Trails
- Transportation Regional Incentive Program (TRIP)
- StarMetro
- Tallahassee International Airport

4.3 Conduct public outreach for the PPLs consistent with the requirements of the latest Public Involvement Plan. (Spring 2023, 2024)

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

TRANSPORTATION IMPROVEMENT PROGRAM (TIP)

4.4 Develop and adopt the Annual TIP. (June 2023, 2024)

4.5 Coordinate the development of the TIP with FDOT D3 as well as local governments and agencies. (Spring 2023, 2024)

4.6 Conduct public involvement for the adoption of the TIP consistent with the requirements of the latest Public Involvement Plan. (Spring 2023, 2024)

4.7 Review local government comprehensive plans for consistency with CRTPA TIP and LRTP as necessary. (Spring 2023, 2024)

4.8 Publish Annual listing of federally funded obligated projects. (December 2022, 2023)

4.9 Continue refinement of Interactive TIP system. (Ongoing)

4.10 Modify/Amend TIP as necessary. (Ongoing)

MONITOR TRANSPORTATION SYSTEM IMPACTS

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

FAST ACT TRANSPORTATION ALTERNATIVES (TA) PROGRAM

- 4.16 Assist local governments in the CRTPA's 2024 - 2025 FAST Act TA application process. (Jan 2024)
- 4.17 Conduct an evaluation meeting with TAC/CMAC representatives and local government representative. (Mar 2024)
- 4.18 Monitor progress of programmed TA projects and assist in their implementation when necessary. (Ongoing)

LEGISLATIVE ACTIVITIES

- 4.19 Develop Annual legislative priorities. (November 2022, 2023)
- 4.20 Monitor legislative activities on both the federal and state level to determine impact on transportation issues. (Winter 2023, 2023)
- 4.21 Assist MPOAC with legislative activities. (\$500 - Local funds)

END PRODUCT

Annual Priority Project Lists. (June 2023, 2024)
Annual Transportation Improvement Plan, including annual monitoring and reporting on the adopted Performance Measures. (June 2023, 2024)
Amendments to the Transportation Improvement Plan (TIP). (Ongoing)
Annual Legislative Priorities. (November 2022, 2023)

RESPONSIBLE AGENCY

CRTPA

ESTIMATED TASK BUDGET AND FUNDING SOURCES TASK 4.0

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.

OBJECTIVE

To guide and to ensure the efficient and effective provision of multimodal transportation system.

PREVIOUS WORK

BICYCLE/PEDESTRIAN PLANNING

Development of Project Priority Lists (PPLs) for Bicycle/Pedestrian Projects and Transportation Alternatives Projects. (May 2020, 2021)

Completed Phase I and Phase II of the Thomasville Road Multiuse Path Feasibility Study [Consultant] (Fall 2020 – Jan 2022)

Coordination with Bicycle Work Group in Leon County, Leon County Schools and Emergency Management, Community Traffic Safety Teams and FDOT District 3 on outreach opportunities to promote safety and mobility options.

Coordination with Blueprint IA, the local governments on pedestrian and bicycle safety improvements and implementation of transportation plans.

Active participant of joint City/County/CRTPA Bicycle Work Group.

Coordination with Florida DEP and FDOT regarding Regional Trails programmed and proposed through the CRTPA and/or SUNTrail.

Coordinated Helmet Fitting Training with the FL Traffic & Bicycle Safety Education Program, 16 participants certified.

TRANSIT – STARMETRO

Coordinate update to the Annual Transit PPL with StarMetro.

Partnered with StarMetro to complete update to the Transit Development Plan and a Comprehensive Operational Analysis.

Work with StarMetro in the development of Transit performance measures.

Adopted StarMetro's Transit Asset Management Plan. (June 2021)

AVIATION

Worked with TIA to update the Aviation PPL (May 2021, 2022)

CONGESTION MANAGEMENT PLAN

Initiated an update of the Congestion Management Plan. (March 2022)

INTELLIGENT TRANSPORTATION SYSTEMS

Worked with local TATMS and FDOT to incorporate ITS-related improvements in FDOT projects. (July 2021)

Tallahassee Advanced Transportation Management System (TATMS) Working Group - Participated in the development of a Master Traffic Signal Management Plan documenting objectives and a performance-based approach for improving the design, operations and maintenance of the Tallahassee Advanced Transportation Management System.

ANTICIPATED ACTIVITIES

PLANNING SUPPORT WORK

- 5.0 Data collection and planning activities consistent with listed tasks. (Consultant)

BICYCLE/PEDESTRIAN

- 5.1 Develop of the FY 2023 & 2024 Priority Project Lists for Bicycle and Pedestrian and Transportation Alternatives projects. (June 2023, June 2024)
- 5.2 Continue participation in the Bicycle Work Group. (Ongoing)
- 5.3 Coordination with the CMAC to identify and program key bicycle and pedestrian projects and programs for the region. (Ongoing)
- 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. (As Scheduled)
- 5.5 Coordinate with the CTST's to promote responsible transportation behavior for all users of the network. (Quarterly 2023, 2024)
- 5.6 Coordinate with technical and citizen's groups to identify roadway design improvements as opportunities arise to improve the system. (Ongoing)

- 5.7 Implement Tallahassee/Leon County Bicycle/Pedestrian Master Plan. (Ongoing)
- 5.8 Iron Bridge Road from Orchard Pond Rd. to US27 in Havana
 - Document limits of existing right-of-way.
 - Identify any physical barriers or environmental features.
 - Identify possible constraints and opportunities.
 - Assess any potential fatal-flaw issues.
 - Determine the preferred option(s).
- 5.9 Bloxham Cutoff (SR 267) Feasibility Study [Consultant] (Spring 2023)
 - Document limits of existing right-of-way.
 - Identify any physical barriers or environmental features.
 - Evaluate possible constraints and opportunities.
 - Assess any potential fatal-flaw issues.
 - Determine the preferred option(s).

TRANSIT (STARMETRO)

- 5.10 Assist StarMetro as necessary to improve transit service. (Ongoing)
- 5.11 Coordinate with StarMetro on the annual update of the Transit Development Plan (TDP). (Summer 2023)
- 5.12 Coordinate with StarMetro on the development of the annual Project Priority List for transit. (Spring 2023, 2024)
- 5.13 Work with StarMetro to identify potential ITS strategies/deployments to improve transit operations and efficiency. (Ongoing)
- 5.14 Continue coordination on Comprehensive Operational Analysis and Transit Development Plan update in cooperation with StarMetro. [Consultant] (Winter 2023)
- 5.15 Adopt FAST Act FTA Performance Measures/Targets as required. (Feb 2023, 2024)

AVIATION

- 5.16 Assist Tallahassee International Airport (TIA), as necessary, in the update of their Airport Master Plan. (Ongoing)

- 5.17 Coordinate with TIA on transportation projects that have a direct impact on airport operations. (Ongoing)
- 5.18 Assist TIA, as necessary, with the development of the Joint Aviation Capital Improvement Program (JAICP). (Ongoing)
- 5.19 Coordinate with TIA on the development of the Annual Project Priority List for aviation. (Spring 2023, 2023)

CONGESTION MANAGEMENT PLAN/PERFORMANCE MEASURES

- 5.20 Congestion Management Process Plan Update Phase II [Consultant]
(Summer/Fall 2022)
 - 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 and bridge condition
- 5.21 Establish, collect, and review data for the various performance measures to determine progress on adopted targets. (Ongoing)

INTELLIGENT TRANSPORTATION SYSTEMS (ITS)

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

ADDITIONAL PLANNING TASKS

- 5.26 Additional planning work or studies may be identified and programmed in the UPWP as an amendment.

END PRODUCT

Effective and efficient coordinated public transportation system. (Ongoing)

Completion of CTC review (Annual)/Completion of NTD report. (Annual)

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

Iron Bridge Road Trail Feasibility Study. (Spring 2023)

Wakulla Springs (SR267) Bloxham Cutoff Trail Feasibility Study. (Spring 2023)

Complete CMP Phase II. (Summer 2023)

Trail Feasibility Studies and Mobility Studies.

RESPONSIBLE AGENCY

CRTPA

ESTIMATED TASK BUDGET AND FUNDING SOURCES TASK 5.0

UPWP TASK 6.0 – PUBLIC INVOLVEMENT

The Public Involvement task identifies the activities that encourage and facilitate public participation in the transportation planning process. Public engagement activities are carried out in accordance with the adopted Public Involvement Plan and Limited English Proficiency Plan. Activities to engage and inform include, virtual and in-person public meetings; interactive project and program material; written notice via postcard, web and social media platforms. Presentations to engage various civic groups, project stakeholders and local agencies is ongoing.

OBJECTIVE

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

PREVIOUS WORK

CRTPA

Updated CRTPA website and evaluated for ADA compliance. – www.crtpa.org.

Expanded language data set with access to the website's translation feature.

Minor update to the CRTPA's Limited English Proficiency Plan

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

Enhanced public engagement for the Thomasville Rd and US90 Trail Projects.

Utilized virtual Story Books for main trail projects.

Safety Information booth at the Springtime Tallahassee Festival.

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

PLANNING SUPPORT WORK

- 6.0 Data collection and planning activities consistent with listed tasks.
(Consultant)

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. (Ongoing)

CRTPA – PUBLIC INVOLVEMENT (CONT.)

- 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. (Ongoing)
- 6.3 Provide a clearinghouse for transportation related activities for all levels of government and public involved in improving the local transportation system. (Ongoing)
- 6.4 Provide CRTPA information and public involvement items at public events including community festivals and institutions of education. (Ongoing)
- 6.5 Complete regular updates to the CRTPA webpage - www.ctpa.org. (Ongoing)
- 6.6 Continue to monitor and track all public information requests. (Ongoing)
- 6.7 Continue efforts related to increasing input from the region's traditionally underserved population. (Ongoing)
- 6.8 Continue televising CRTPA meetings live on WCOT and provide post-meeting access to the video via the CRTPA website and YouTube Channel. (Monthly)
- 6.9 Develop and publish an Annual report on CRTPA activities. (Summer 2023, 2024)
- 6.10 Periodically review and update Public Involvement Plan (PIP) to comply with the FAST Act, Title VI and other applicable requirements. (Ongoing)

- 6.11 Review and update Public Involvement Process Plan to incorporate guidance for Virtual Online Public Meetings and regarding COOP activities. (Fall 2022)
- 6.12 Update (as necessary) the Limited English Proficiency Plan for the CRTPA planning area. (Ongoing)
- 6.13 Conduct safety programs at public schools, as requested, in Gadsden, Leon, Jefferson, and Wakulla counties. (Ongoing)

CRTPA – PUBLIC INVOLVEMENT (CONT.)

- 6.14 Continue to coordinate with FDOT on the Annual Work Program Hearing. (Fall 2022, 2023)
- 6.15 Initiate public education campaign in coordination with the local colleges. (Ongoing)

END PRODUCT

Effective program to provide the public information regarding the transportation planning process and specific projects. (Ongoing)
Updated Public Involvement Process Plan. (Fall 2022)
Updates of CRTPA website. (Ongoing)

RESPONSIBLE AGENCY

CRTPA

ESTIMATED TASK BUDGET AND FUNDING SOURCES TASK 6.0

Budget is under development.

Once finalized this section will be updated in the Draft UPWP.

UPWP TASK 7.0 – SPECIAL PROJECTS

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

OBJECTIVE

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

PREVIOUS WORK

CRTPA

US 90 Multi-use Trail Feasibility Study Phases I and II.
Stadium Dr./Lake Bradford Rd./Gaines St./Varsity Dr. Intersection Study.
Pensacola St./St. Augustine St. Operational Analysis Study.
Continued coordination on implementing Midtown Area Transportation Plan.

ANTICIPATED ACTIVITIES

- 7.1 Telecommuting Study [Consultant] (Fall 2023)
- Review of the prevailing views on telecommuting.
 - Assess state and national telecommuting trends.
 - Document limits of existing right-of-way, publicly owned lands and cultural resources, environmental features and any physical barriers and identify possible constraints.
 - Coordinate with applicable agencies and local governments.
 - Engage stakeholders from local chambers of commerce, businesses, learning institutions and government agencies in the Capital Region.
 - Coordinate meetings with CRTPA staff and key stakeholders.
 - Survey of telecommuting experiences in the CRTPA area.
 - Identify the benefits and challenges to telecommuting.
 - Provide recommendations to improve/promote telecommuting as a method to reduce overall traffic congestion in the region.

ANTICIPATED ACTIVITIES (CONT.)

- 7.2 Freight Study [Consultant] (Winter 2024)
 - Review of the prevailing views on telecommuting.
 - Assess state and national telecommuting trends.
 - Document limits of existing right-of-way,
- 7.3 Other planning projects as Identified
 - *Once a planning project is identified the UPWP will be amended to reflect to scope of work and budget.*

RESPONSIBLE AGENCY

CRTPA

END PRODUCT

Telecommuting Study (Fall 2023)
Corridor and Operational Studies as Identified (Ongoing)

ESTIMATED TASK BUDGET AND FUNDING SOURCES TASK 7.0

Budget is under development.

Once finalized this section will be updated in the Draft UPWP.

Table I
FAST ACT PLANNING FACTORS

UPWP Tasks							
FAST ACT Planning Factors	Admin	Data Collection	LRP	SRP	Mobility Planning	Public Involvement	Special Projects
Support Economic Vitality	X		X	X	X	X	X
Increase Safety	X	X	X	X	X	X	X
Increase Security		X	X	X	X	X	X
Increase Accessibility	X	X	X	X	X	X	X
Protect Environment		X	X	X	X	X	
Enhance Connectivity		X	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	X
Enhance Travel and Tourism	X	X	X	X	X	X	X

Table II
STATE PLANNING EMPHASIS AREAS

UPWP Tasks							
FAST ACT Planning Factors	Admin	Data Collection	LRP	SRP	Mobility Planning	Public Involvement	Special Projects
Safety	X	X	X	X	X	X	X
Equity	X	X	X	X	X	X	X
Resilience		X	X	X	X	X	X
Emerging Mobility		X	X	X	X	X	X

See Page 3 for additional details.

TABLE III:
Schedule of Selected Projects FY 2023/FY2024

Budget is under development.

Once finalized this section will be updated in the Draft UPWP.

TABLE IV
FY 2022/23 Funding by Agency

TABLE V
FY 2022/23 Funding Sources by Agency

TABLE VI
FY 2023/24 Funding by Agency

TABLE VII
FY 2023/24 Funding Source by Agency

APPENDIX I - FY 2023 Operating Costs



March 15, 2022

AGENDA ITEM 5

CONSENT ITEMS PULLED FOR DISCUSSION

March 15, 2022



AGENDA ITEM 6A

FISCAL YEAR (FY) 2022 – FY 2026 TRANSPORTATION IMPROVEMENT PROGRAM AMENDMENT

TYPE OF ITEM: Roll Call

STATEMENT OF ISSUE

The purpose of this item is to amend the CRTPA Fiscal Year (FY) 2022 – FY 2026 Transportation Improvement Program (TIP) to add the Design Phase for the Thomasville Road project as detailed below.

- SR 61 Thomasville Road from Betton Rd. to Metropolitan Blvd. (Project 448868-1): (Leon County) Provides \$1,250,000 in funding in FY 22 for the Design Phase of the Thomasville Road Multi-use Path. The draft TIP Project page and a location map are provided in **Attachment 1**.

CRTPA COMMITTEE MEETINGS

At the February 1, 2022 meetings, the CRTPA Technical Advisory Committee (TAC) and the Citizen's Multimodal Advisory (CMAC) Committee recommended the Board approve the TIP amendment for the Thomasville Road Multi-Use Path. However, this agenda item was moved from the February CRTPA meeting to the March meeting. The Committees received an update on the project at the March 1, 2022 Meetings.

RECOMMENDED ACTION

Option 1: Adopt Resolution No. 2022-03-6A (**Attachment 2**) amending the FY 2022 – FY 2026 Transportation Improvement Program to add the Design Phase for the Thomasville Road project as follows:

- SR 61 Thomasville Road from Betton Rd. to Metropolitan Blvd. (Project 448868-1): (Leon County) Provides \$1,250,000 in funding in FY 22 for the Design Phase of the Thomasville Road Multi-use Path. The draft TIP Project page and a location map are provided in **Attachment 1**.

HISTORY AND ANALYSIS

Adopted annually, the CRTPA's Transportation Improvement Program reflects those projects in the region that have received state and federal funding in the Florida Department of Transportation Five-year Work Program. Following adoption, the TIP is occasionally amended to reflect project changes such as the addition or deletion of a project. This TIP Amendment adds a project that is funded in current year.

FDOT had requested an amendment to include the Design Phase for the Thomasville Road Multi-Use Path. The original TIP Amendment design estimate was based on a path from Armistead Road to Metropolitan Boulevard to be constructed within the existing right-of-way and curb line. Subsequently, FDOT informed the CRTPA that due to the expanded scope of the project, as recommended in the Feasibility Study, the design costs needed to be updated.

As revised, the cost estimate includes the design for the multi-use path starting at Betton Road, moving curb and gutter to increase available land for the path and buffers, and an ADA compliant sidewalk on the west side of Thomasville Road between Waverly Road and Woodgate Way. The inclusion of this additional work is consistent with, and implements, the recommendations in the Feasibility Study.

OPTIONS

Option 1: Adopt Resolution No. 2022-03-6A (***Attachment 2***) amending the FY 2022 – FY 2026 Transportation Improvement Program to add the Design Phase for the Thomasville Road project as follows::

- SR 61 Thomasville Road from Betton Rd. to Metropolitan Blvd. (Project 448868-1): (Leon County) Provide \$1,250,000 funding in FY 22 for the Design Phase of the Thomasville Road Multi-use Path. The draft TIP Project page and a location map are provided in ***Attachment 1***.

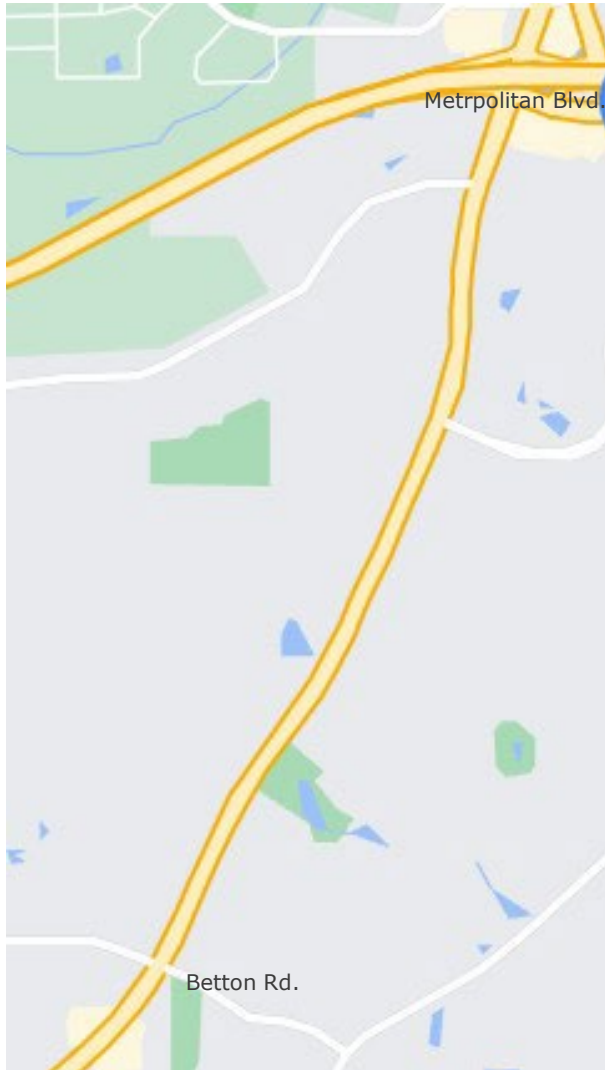
(Recommended)

Option 2: Provide other direction.

ATTACHMENTS

Attachment 1: Thomasville Road Project 448868-1 FY 2022 – FY 2026 TIP Page.

Attachment 2: Resolution No. 2022-03-06A

THOMASVILLE ROAD (SR61) MULTI-USE PATH
4488681 Non-SIS

Project Description: MULTI-USE PATH

Notes: This project was amended into the TIP at the March 15, 2022 CRTPA Meeting and provides funding for the design.

Lead Agency: MANAGED BY FDOT

From: BETTON ROAD

County: LEON

To: METROPOLITAN BLVD

Length: 2.2

Phase Group: PRELIMINARY ENGINEERING

Phase	Fund Code	2022	2023	2024	2025	2026	Total
PE	SU	1,250,000	0	0	0	0	1,250,000
		1,250,000					1,250,000

Prior Year Cost: 0
Future Year Cost: 0
Total Project Cost: 1,250,000
LRTP: 2045 Table 5-5 - Page 5-8

CRTPA RESOLUTION 2022-03-6A**A RESOLUTION OF THE CAPITAL REGION TRANSPORTATION PLANNING AGENCY (CRTPA) BOARD ENDORSING
THE FY 2022 – FY 2026 TRANSPORTATION IMPROVEMENT PROGRAM**

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

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

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

Whereas, authorization for federal funding of projects within an urbanized area cannot be obtained unless the projects are included in the CRTPA's TIP;

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

The CRTPA amends the FY 2022 – FY 2026 Transportation Improvement Program to reflect:

- SR 61 Thomasville Road from Betton Rd. to Metropolitan Blvd. (Project 448868-1): (Leon County) Provide \$1,250,000 in funding in FY 22 for the design phase of the Thomasville Road Multi-use Path.

Passed and duly adopted by the Capital Region Transportation Planning Agency on this 15th day of March 2022.

Capital Region Transportation Planning Agency

By: _____

Kristen Dozier, Chair

Attest

Greg Slay, Executive Director



March 15, 2022

AGENDA ITEM 7 A

STADIUM DRIVE AT LAKE BRADFORD ROAD INTERSECTION

TYPE OF ITEM: Action

STATEMENT OF ISSUE

Capital Region Transportation Planning Agency (CRTPA) staff and RS&H staff (the Project Team) will be making a presentation regarding the Stadium Drive at Lake Bradford Road Intersection Project.

RECOMMENDED ACTION

For Discussion Only.

INTRODUCTION

Over the last several years, the southern portion of downtown Tallahassee has undergone dramatic growth and significant investments in transportation infrastructure. The Gaines Street Corridor Revitalization Plan included extensive infrastructure improvements designed to foster multimodal usage and economic investments. In addition to the corridor revitalization and redevelopment, the Capital Cascades Park at the eastern end of Gaines Street was also developed, which fostered even more growth in the area. The adjacent streets within the area also received major economic investments as the areas continues to redevelop.

With the presence of the FSU campus and stadium, additional properties are being developed or redeveloped and/or are anticipated to be redevelop in the future. These developments include large apartment complexes targeted to the student market. This increasing presence of residential uses has increased the need for pedestrian and bicycle safety as the number of users continues to rise both during every-day conditions, as well as game day conditions.

The intersection of Stadium Drive and Lake Bradford Road is a very large, complex intersection that can easily confuse drivers, as well as pedestrians. The width of pavement, complex turning movements, and increasing numbers of pedestrians, particularly accessing campus from the residential areas on the south side of Gaines Street and Stadium Drive poses multiple hazards for all entering the intersection regardless of the mode of travel.

In assessing the intersection area, it is important to consider both the “upstream” and “downstream” areas that potential recommendations will likely impact. Understanding the ripple effects will be critical to ensure any recommendations are feasible and will not adversely impact other intersections or mobility efficiency in the surrounding area.

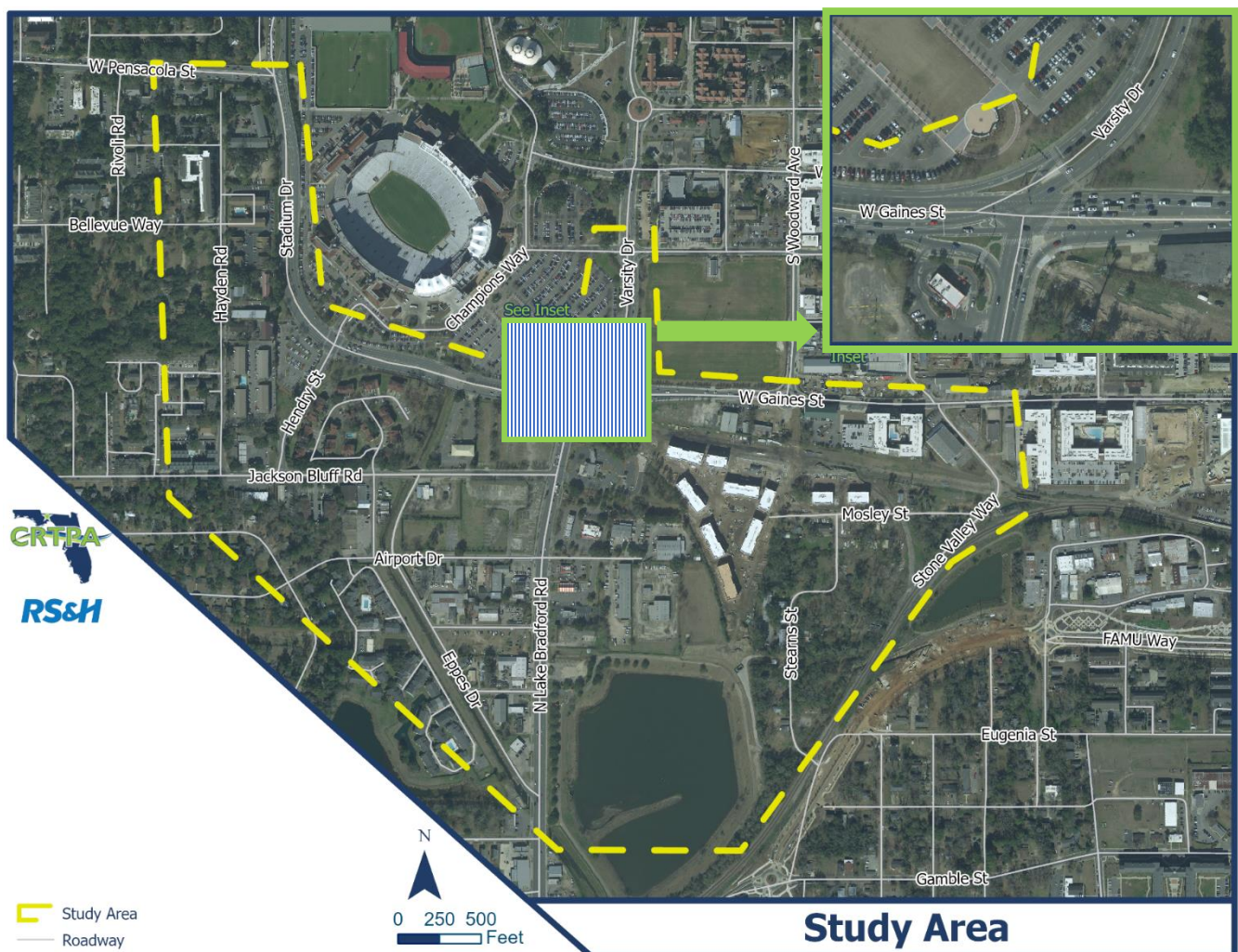
PROCESS

Like other CRTPA studies, the first effort of this project was to develop an [Existing Conditions Report](#) that was based on the collect of data along any of the Study Area corridors and/or intersections. In addition to transportation data, the following was also collected for this project.

- Existing Land Use
- Building locations
- Historic and Cultural Sites
- Socioeconomic Data

STUDY AREA

The study area is shown in the graphic on the following page and will roughly cover from Stone Valley Way/Gaines Street intersection on the east, to Pensacola Street on the north, Hendry Street on the west, and Eppes Drive on the south.



GOALS AND OBJECTIVES

The intent of this project is to identify existing and future conditions within the area which will be used to develop recommendations for improving the intersection. The project intersection has unconventional vehicle movements and lane merging areas, making it confusing for motorists in the area. Additionally, its location next to the FSU campus leads to an increased number of pedestrians and cyclists that frequent the area during the academic year. The following goals have been identified to provide the framework for this effort.

General Improvement of traffic flow through the area within the future year 2045

- Consider recommendations that allow this intersection to achieve Level of Service (LOS) C during peak hour traffic.
- Consider the transportation impact on nearby intersections for any proposed changes at the project intersection.

Reduction in vehicular crash severity and frequency within the study area

- Propose recommendations that will lead to fewer and less severe crashes.
- Reduce pedestrian and cyclist conflict points.

Continue the trend of roadway improvement within Tallahassee

- Consider the development of the Gaines Street corridor and the planned improvements along Lake Bradford Road.

PREVIOUS AND ON-GOING STUDIES

There are several studies that have occurred at this intersection between 2017 and 2020. These includes projects completed by the Florida Department of Transportation (FDOT) in 2017 and 2020. In addition to these studies the Blueprint Intergovernmental Agency is performing a Project Development and Environment (PD&E) Study for the Airport Gateway.

EXISTING CONDITIONS REPORT TRANSPORTATION DATA

The Existing Conditions Report includes the following information to develop a database to use for creating and evaluating intersection and study area alternatives.

- Turning Movement Counts
- 24-Hour Pedestrian Actuated Counts
- Peak-Hour Determination
- Existing Operational Performance
- Pedestrian Movement Analysis
- Bicycle and Micro-Mobility Considerations
- Crash Analysis
- Transit Operations

ALTERNATIVES DEVELOPMENT

After completing the Existing Conditions analysis in July of 2021, the Project Team initiated the Alternatives Development phase of the project. This effort built on the data that was gathered (for modeling purposes) to evaluate eleven (11) alternatives for the Stadium Drive at Lake Bradford Road intersections. The Project Team has provided links for a visual rendition of each improvement.

Alternative 1 No-Build

- Existing conditions maintained in the design year of 2045

[Intersection Image](#)

Alternative 1B No-build – Slip Lane Removal

- Removal of the northbound right slip lane at the study intersection
- Replaced with an exclusive northbound signalized right-turn lane

[Overhead image](#)

[Slip Lane removal \(northbound Lake Bradford Road turning right onto Stadium Drive\)](#)

Alternatives 2A and 2B - Eppes Drive Extension

Extension of Eppes Drive to create either

- A direct connection with Hendry Street (2A).
- Improved existing connection with Jackson Bluff Road via W Eppes Drive (2B).

Optional: Hendry Street intersection improvements

- Adds capacity to the southern leg of the Hendry Street and Stadium Drive intersection .
- Additional northbound lane (Hendry Street), while also converting the current right-turn lane to a shared through/right lane.
- Two exclusive left-turn lanes (Hendry Street) while also accommodating an exclusive left-turn phase.

[Overhead Image](#)

[Hendry Street Improvement](#)

[Eppes Drive Improvement](#)

[Hendry Street and Eppes Drive Rendition](#)

Alternative 3 - Quadrant System

Closes the northbound-to-westbound and eastbound-to-southbound movements at the Stadium Drive/Lake Bradford Road intersection, diverting the corresponding traffic to a quadrant system via Hendry Street and Jackson Bluff Road.

Stadium Drive at Lake Bradford Road

- Removes eastbound right-hand turn from Stadium Drive onto Lake Bradford Road. Under this configuration, this movement is made at the Hendry Street and Stadium Drive intersection.
- Removes direct access to Checkers from Stadium Drive and limits access to right-in and right-out only onto Lake Bradford Road.

Stadium Drive and Hendry Street intersection

- Add northbound lane (Hendry Street) with the exclusive right-turn lane converted to a shared through/right lane.

Jackson Bluff Road and Lake Bradford Road intersection

- Add exclusive southbound right-turn lane (from Lake Bradford Road turning onto Jackson Bluff Road).
- Add exclusive westbound left-turn lane (at Jackson Bluff Road and Hendry Street).
- Add dual northbound left and eastbound right-turn lanes (from Lake Bradford Road turning onto Jackson Bluff Road).

[Overhead Image](#)

[Zoomed in configuration](#)

[Stadium Drive at Lake Bradford Road Rendition](#)

Alternative 4 - East-West Overpass

This alternative proposes a single-lane grade-separated overpass that bypasses the Stadium Drive and Lake Bradford Road intersection. The eastbound and westbound through movements at the study intersection are diverted through the overpass, and the remainder of the geometry is maintained from existing conditions.

[Overhead Image](#)

[Zoomed in Configuration](#)

[Overpass Rendition](#)

Alternative 5 - Existing Intersection 'Build-Out'

The purpose of this alternative is to achieve LOS D at the study intersection without diverting traffic

Stadium Drive and Lake Bradford Road intersection

- Additional through lane is added in all four directions.
- Exclusive left-turn lanes are provided at the northbound and southbound approaches to accommodate exclusive phases for those movements (split-phasing is currently provided).

Jackson Bluff Road and Lake Bradford Road intersection

- Exclusive right-turn lane is provided to prevent queue spillback to Stadium Drive.

[Overhead Image](#)

[Zoomed in Configuration](#)

[Build-out Rendition](#)

Alternative 6 - Two-Lane Roundabout

Proposes a two-lane roundabout at the intersection of Stadium Drive at Lake Bradford Road.

- Right-turn bypass (slip) lanes are provided for the northbound, southbound and eastbound right-turning movements.

[Overhead Image](#)
[Zoomed in Configuration](#)
[Roundabout Rendition](#)

Alternative 7 - Realignment

Proposes median and roadway realignment at the study intersection to reduce complexity and improve the bike/ped experience.

- All existing vehicle movements are maintained.

[Overhead Image](#)
[Zoomed in Configuration](#)

Alternatives 8A and 8B - Eppes Extension and Quadrant “Full Build-out”

Proposes a hybrid alternative which combines the Eppes Drive extension along West Eppes Drive. Closes the northbound-to-westbound and eastbound-to-southbound movements at the study intersection, diverting the corresponding traffic to a quadrant system via Hendry Street and Jackson Bluff Road and the Eppes Extension. Since the traffic diversion is enough to provide LOS D or better at the Jackson Bluff Road / Lake Bradford Road intersection, an iteration was performed maintaining the existing geometry at that location. An additional “Full Buildout” was also assessed, which carries over all capacity improvements from the original Quadrant alternative.

Alternatives 8A & 8B - Hendry Street and Stadium Drive intersection

- Add NBL lane, while also converting the current right-turn lane to a shared through/right lane.
- Two exclusive left-turn lanes while also accommodating an exclusive left-turn phase.

Alternative 8A – Jackson Bluff Road and Lake Bradford Road intersection

- Alternative 8A
 - Add exclusive southbound right-turn lane.
 - Add exclusive westbound left-turn lane.
 - Add Dual northbound left and eastbound right-turn lanes.
- Alternative 8B
 - Jackson Bluff Road and Lake Bradford maintain existing conditions.

[Alternative 8A Overhead](#)
[Alternative 8A Zoomed in Configuration](#)
[Alternative 8B Overhead](#)
[Alternative 8B Zoomed in Configuration](#)

FUTURE YEAR TRAFFIC ANALYSIS

The next step in the process is assessing the alternatives impact on the transportation network. Using the Existing Conditions documentation, traffic was projected to the year 2045 and then applied to the varying alternatives that were presented on the previous pages. This effort produced the [Future Year Traffic Analysis – Level of Service](#). The table indicates the delay that each vehicle will experience at the Stadium Drive / Lake Bradford Road intersection, which in turn, equates to a “level-of-service” (shown in **RED** if the intersection is at E or F).

COMPARING ALTERNATIVES

While the level-of-service is an important indicator of how the vehicular traffic flows it is not the sole determinant of evaluating various alternatives. Other factors included:

- Bike and Pedestrian System Improvement
- Vehicle Safety
- Bike and Pedestrian Safety
- Timeline for Implementation
- Construction Complexity
- Driver Perceived Complexity

These factors and the specific possible scores can be found in the [Comparison Matrix](#). The results of applying these factors to the alternatives produced a total score for each alternative ([Matrix Results](#)). The three alternatives scoring the highest include:

Alternative 3- Quadrant System (16 points)

Alternative 8A – Eppes Extension and Quadrant “Full Build-out” (16 points)

Alternative 8B - Eppes Extension and Quadrant Reduced Build (16 points)

PROJECT COORDINATION

Additionally, the Project Team coordinated with the City of Tallahassee, Leon County, Florida State University, and Blueprint to ensure that their input was incorporated into the process.

NEXT STEPS

After the CRTPA Board meeting in March the project will move to a public engagement phase which will begin in Summer/Fall of 2022.

March 15, 2022



AGENDA ITEM 8

FLORIDA DEPARTMENT OF TRANSPORTATION REPORT

TYPE OF ITEM: Information

A status report on the activities of the Florida Department of Transportation will be discussed.

March 15, 2022



AGENDA ITEM 9

EXECUTIVE DIRECTOR'S REPORT

TYPE OF ITEM: Information

A status report on the activities of the Capital Region Transportation Planning Agency (CRTPA) will be provided.



March 15, 2022

AGENDA ITEM 10A

FUTURE MEETINGS

TYPE OF ITEM: CRTPA Information

Meeting Date	Meeting Type	Location
April 19	Board Meeting	City of Tallahassee, City Hall, Commission Chambers, 2 nd Floor, 1:30 pm – 4:00 pm
May 17	Board Meeting	City of Tallahassee, City Hall, Commission Chambers, 2 nd Floor, 1:30 pm – 4:00 pm
June 20*	Board Meeting	City of Tallahassee, City Hall, Commission Chambers, 2 nd Floor, 1:30 pm – 4:00 pm
September 27**	Board Meeting	City of Tallahassee, City Hall, Commission Chambers, 2 nd Floor, 1:30 pm – 4:00 pm
October 18	Retreat/Workshop	9:00 AM-1:00 PM Location: TBD
November 15	Board Meeting	City of Tallahassee, City Hall, Commission Chambers, 2 nd Floor, 1:30 pm – 4:00 pm
December 20	Board Meeting	City of Tallahassee, City Hall, Commission Chambers, 2 nd Floor, 1:30 pm – 4:00 pm

*Indicates Monday Meeting

** Moved to address conflicts with Budget Workshop and Public Hearing (Leon County)

March 15, 2022



AGENDA ITEM 10B

COMMITTEE ACTIONS (CITIZEN'S MULTIMODAL ADVISORY COMMITTEE & TECHNICAL ADVISORY COMMITTEE)

TYPE OF ITEM: CRTPA Information

STATEMENT OF ISSUE

This item provides information on the activities of the Technical Advisory Committee (TAC) and the Citizens Multimodal Advisory Committee (CMAC) to the Capital Region Transportation Planning Agency (CRTPA).

TAC and CMAC: The committees each met on March 1, 2022, and took action on the following:

- **Minutes of the February 1 Committee Meetings**
 - **TAC Action:** Recommended approval.
 - **CMAC Action:** There was no quorum present at the meeting, therefore, minutes will be on the next meeting agenda for approval.
- **Stadium Drive at Lake Bradford Road Intersection**
 - **TAC Action:** Informational Item, therefore, no action taken.
 - **CMAC Action:** Informational Item, therefore, no action taken.



March 15, 2022

AGENDA ITEM 11

ITEMS FROM MEMBERS

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.