



May 22, 2023

AGENDA ITEM 4 A

MINUTES

TYPE OF ITEM: Consent

The minutes from the April 18, 2023, CRTPA Meeting are provided as ***Attachment 1***.

RECOMMENDED ACTION

Option 1: Approve the minutes of the April 18, 2023, CRTPA Meeting.

ATTACHMENT

Attachment 1: Minutes of the April 18, 2023, CRTPA Meeting



CRTPA BOARD

MEETING OF TUESDAY, APRIL 18 AT 1:30 PM

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

Meeting Minutes

Members Present:

Commissioner Rick Minor, Chair, Leon County
Commissioner Quincee Messersmith, Vice Chair, Wakulla County
Commissioner Kimblin NeSmith, Gadsden County
Commissioner Austin Hosford, Jefferson County
Commissioner Nick Maddox, Leon County
Commissioner David O'Keefe, Leon County
Commissioner Laurie Cox, Leon County School Board
Commissioner Jeremy Matlow, City of Tallahassee
Commissioner Curtis Richardson, City of Tallahassee
Commissioner Dianne Williams-Cox, City of Tallahassee

Staff Present: Greg Slay, Executive Director; Jack Kostrzewa, CRTPA; Greg Burke, CRTPA; Suzanne Lex, CRTPA; Yulonda Mitchell, CRTPA; Andrea Rosser, StarMetro; Bryant Paulk, FDOT; Chris Rietow, ARPC

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 February 28 CRTPA Meeting
 - B. FY 2025 – FY 2029 Transportation Alternatives Project Priority List
 - C. Unified Planning Work Program (UPWP) Amendment
 - D. Citizens Multimodal Advisory Committee (CMAC) Appointment

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

5. **CONSENT ITEMS PULLED FOR DISCUSSION**

6. **CRTPA ACTION**

A. Rail Presentation

Holly Cohen, Freight and Rail Planning Administrator, FDOT Rail Office, will provide an update on the FDOT Rail System Plan.

Mr. Slay introduced Holly Cohen, Freight and Rail Planning Administrator, FDOT Rail Office.

Ms. Cohen provided information on the Freight and Rail Planning Program noting that the FDOT Freight and Rail office conducts the Florida Rail System Plan every four years. She discussed the former Sunset Limited route that was an existing passenger rail service route run by Amtrak that ran parallel to the I-10 corridor. Ms. Cohen stated after that hurricane Katrina, the freight services were restored but not the passenger rail services. She stated there have been many studies at the local, state and federal levels to have a clear understanding of what the costs would be to begin the services again. Ms. Cohen noted Amtrak determined it was not viable to restore the service; however, the FDOT continues to have conversations with partners on passenger rail.

Ms. Cohen provided information on the Florida Rail System Plan Update noting that the plan was a required and articulates the passenger and freight rail vision for the state. She stated the rail service and investment program was a long-term investment strategy that identifies rail improvements and needs. Ms. Cohen discussed rail and the effects on the economy noting there was an eighty-three billion dollar economic impact back in 2018. Ms. Cohen presented strategies that the FDOT has reviewed when evaluating existing and future corridors as well as the funding for passenger and freight services. She noted that rail funding has increased noting that the total funding for FY 22-FY 26 was sixty-six billion dollars for advance appropriations and thirty-six billion for FY 22-FY 26 of authorized funds. Mr. Slay noted that although thirty-six billion in funds was identified in the legislation from congress only 7 billion was currently authorized by congress. Ms. Cohen discussed the evaluation of the passenger rail needs noting that meetings were held across the state and the feed back was geared toward connectivity (new routes); more departures and extended hours; accessibility for all users; corridor preservation; awareness of services; safety for everyone; partnerships between FDOT, local governments, other agencies; and funding. She noted the freight rail needs included increased capacity/corridors; modal shift; maintenance needs; intermodal facilities; business; safety around railroad tracks; coordination/relationships; FDOT's role within the state. Commissioner Minor asked a question on the requirements for joining the Southern Rail Commission (SRC). Ms. Cohen stated there would be a financial commitment and the information could be provided to the board at a later date but noted these requirements are still being established by FDOT.

Board Action: Commissioner Matlow made a motion to request additional information on joining the Southern Rail Commission (SRC) for the State of Florida. Commissioner Williams-Cox seconded the motion. The motion was unanimously passed.

Board Action: Commissioner Richardson made a motion to also request a copy of the grant application submitted by City of Pensacola to review parameters to decide if within the next application cycle this is something that the Tallahassee area may wish to pursue. Commissioner Cox seconded the motion. The motion was unanimously passed.

Chris Rietow, ARPC, noted the ARPC Board discussed the rail issue back in the fall. He stated, there was a motion made to request the state join the SRC. He stated at least 15 local governments within the ARPC Region were in support of that.

Commissioner O’Keefe discussed the recent Ohio railroad derailment that spilled hazardous materials in February 2023. He asked about the current safety standards in Florida relating to freight hazardous materials. Ms. Cohen stated hazardous freight was regulated via the federal government and noted that there are inspectors trained by the federal government and the trainings are ongoing.

B. SR 267/Bloxham Cutoff Trail Feasibility Study

An update on the feasibility study being developed to provide a connection between Wakulla Springs State Park and the St. Marks Trail will be provided.

Mr. Kostrzewa introduced the SR 267 Bloxham Cutoff Trail Feasibility Study.

Mr. Phillips, Halff & Associates, provided background on the SR 267 Bloxham Cutoff Trail Feasibility Study. He stated the trail would be 4.8 miles from the Edward Ball Wakulla Springs State Park entrance on SR 267 to the St. Marks Trail and noted the purpose of the study was to evaluate reasonable alternatives to carry forward to a preferred trail route.

Mr. Phillips stated this trail connection was a listed as a need within the Capital City to the Sea Plan; Wakulla County Bicycle and Pedestrian Master Plan; and the Edward Ball Wakulla Springs State Park Unit Management Plan. The Wakulla Springs Unit Management Plan calls for part of the trail to be on the park’s property and that project would cross SR 267 just west of Rosa Shingles Trailhead (on the north side of SR 267) and head west on an existing service road within the park and to the new park entrance. Mr. Phillips briefly discussed mapping data, which included speed, public lands and environmental data for the area. He noted the speed data shows the speed limit is 45 mph on both the east and west ends of the trail with the main portions of the corridor posted at 55 mph. Mr. Phillips noted the annual daily traffic was approximately two thousand cars and stated that the Edward Ball Wakulla Springs Park and the Wakulla State Forest are along both sides of the corridor. He briefly discussed the FEMA Floodplain and stated most of the corridor would have no effect

on the floodplain, except for a bridge crossing at the McBride Slough. Mr. Phillips provided information on the alternatives and discussed four alternatives:

Alternative 1 North Side- trail corridor is completely on the north side of SR 267, then crossing SR 267 (just west of Rosa Shingles Trailhead), to the south and enter the Edward Ball Wakulla Springs State Park utilizing a service road to the park entrance. He stated there were 11 driveway connections, one business entrance; provides a connection to Rosa Shingles Trailhead/Wakulla WMA; five roadway crossings (SR 267, Page Oliver Road, Summerwood Drive; Sharonwood Drive, Sam Smith Circle); right-of-way owned by FDOT and Wakulla Springs State Park; impacts to trees would be minimal and there would be limited shade along the corridor.

Alternative 2 South Side- trail corridor completely on the south side of SR 267. Mr. Phillips stated there were 23 driveway connections, one business entrance; does not provide a connection to Rosa Shingles Trailhead/Wakulla WMA; would have four roadway crossings (Shadeville Road, Rock Road, Canopy Lane, Old Nails Road); right-of-way owned by FDOT and Wakulla Springs State Park; corridor would follow overhead utilities. This alternative would provide shade in the afternoon.

Alternative 3 North Side (Off System)- this alternative has 11 driveway connections, one business entrance; provides connection to Rosa Shingles Trailhead/Wakulla WMA; would have five roadway crossings (SR 267, Page Oliver Road, Summerwood Drive; Sharonwood Drive, Sam Smith Circle); right-of-way owned by FDOT and Wakulla Springs State Park and Florida Department of Agriculture and Consumer Services (FDACS). Mr. Phillips noted this alternative was not supported by FDACS and no longer considered as an option.

Alternative 4 South Side (Off System)- this alternative has the trail corridor on the south side of SR 267 with an off-system portion that would be on the Wakulla Springs State Park property. Mr. Phillips stated there were 11 driveway connections, one business entrance; no connection to Rosa Shingles Trailhead/Wakulla WMA; has two roadway crossings (Shadeville Road, Rock Road); right-of-way owned by FDOT and Wakulla Springs State Park. This alternative was not supported by Wakulla Springs State Park and no longer considered as an option.

Mr. Phillips briefly discussed the stakeholder meetings that were held noting meetings conducted with FDACS, Wakulla Springs State Park, Friends of Wakulla Springs, FDOT, District 3 and Utility Agency Owners. The stakeholders at the meetings had the opportunity to provide comments on the alternatives. Mr. Phillips stated the next steps will be to finalize the existing conditions report and hold a public meeting in June to present the options to the public and get public comments on the alternatives.

Board Action: This item was informational; therefore, no action was taken.

C. CRTPA Project Priority List (PPL) Discussion

A discussion related to the upcoming annual adoption of the CRTPA's PPLs, scheduled to occur in June, will be provided.

Ms. Lex provided information on the CRTPA Project Priority Lists. She noted the Project Priority Lists will be presented for the Board's reviewed for approval in June. Ms. Lex stated the priorities were developed from the CRTPA's Regional Mobility Plan/LRTP. She presented the draft project priority lists including Roadways, Bike-Pedestrian, Regional Trails, and ITS Project Priorities. Ms. Lex noted that after Board adoption in June staff will meet with FDOT to coordinate the programming of funding in the State Work Program and, ultimately, the CRTPA Transportation Improvement Program.

7. FLORIDA DEPARTMENT OF TRANSPORTATION REPORT

A status report on FDOT activities will be provided including information related to a US 90 resurfacing project.

Mr. Paulk discussed Capital Circle from Springhill Road to Crawfordville Road and stated that this segment was not on the SIS. He noted FDOT District Three has been working for many years to have that segment included in the SIS and that FDOT has struggled with securing funding for that segment. He stated FDOT was seeking that this segment be included in the Governor's "Moving Florida Forward Plan".

8. EXECUTIVE DIRECTOR'S REPORT

A status report on CRTPA activities will be provided.

Mr. Slay discussed the Governor's Moving Florida Forward program. He stated the original proposal was for seven billion dollars in funds, but the legislature reduced that amount down to two billion dollars which significantly reducing the number of projects funded. Specifically, the original proposal included 20 projects around the state but the latest proposal by legislature removes 18 projects which includes Capital Circle (Springhill Road to Crawfordville Road).

Mr. Slay also updated the board on the Thomasville Road Multi-Use Trail Project and stated that a presentation for the design at 60% plans would be provided to the Board at the May 22 meeting.

9. C RTPA INFORMATION

A. Future Meeting Dates

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

C. Correspondence

10. 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.

Commissioner Richardson discussed the need for an orientation for the new members that are currently on the CRTPA Board. He stated he felt it would be helpful to the newer members.

Mr. Slay also recommended the newer members attend the MPOAC Institute and that the institute was recently restarted. He noted that two members are scheduled for such training this year.

Mr. Rietow suggested the Board receive a presentation on the Florida Department of Environmental Protection Trail Town initiative. He noted that four new towns were added to the list of Trail Towns and that the City of Tallahassee just received the designation of Trail Town. Tallahassee was the first large city to receive the designation.

Meeting was adjourned at 3:09 p.m.