



CRTPA BOARD

MEETING OF TUESDAY, NOVEMBER 16, 2021 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 November 15. 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 November 15 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 September 13 CRTPA Meeting and October 19 CRTPA Retreat**
- B. CRTPA 2022 Calendar**
- C. Citizens Multimodal Advisory Committee (CMAC) Appointment**

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

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

- Cleveland Street R/R Crossing #625589H (Project #450042-1): Provide funding to upgrade signals (Leon County).
- Adams Street R/R Crossing #625587U (Project #450042-1): Provide funding to upgrade signals (Leon County).

"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. Fiscal Year (FY) 2023 – FY 2027 Draft Tentative Work Program

This item provides information related to the FY 2023 – FY 2027 Draft Tentative Work Program.

B. Rail Discussion

A discussion of rail will be provided by Rickey Fitzgerald, Florida Department of Transportation Freight and Multimodal Operations Office.

C. Strategic Intermodal System (SIS) Policy Plan Update

An update to the SIS Policy Plan currently under development will be presented by the Florida Department of Transportation.

D. CRTPA Urban Attributable (SU) Funding

A discussion related to the design funding currently placed on the Monticello Trail Extension project will be provided.

E. Election of Chair/Vice Chair

Annually, CRTPA member elect a new Chair and Vice Chair to serve for the upcoming calendar year. Currently, Commissioner Jeremy Matlow and Commissioner Kristin Dozier hold the CRTPA Chair and Vice Chair positions, respectively.

F. Transportation Alternatives (TA) Program

This item provides a discussion related to capping the amount of TA funding sought by applicants associated with CRTPA TA Program.

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G. US 90 Multi-Use Trail Project Update

A project update will be provided including upcoming public involvement opportunities.

H. CRTPA Interlocal Agreement

This item seeks direction related to the CRTPA's Interlocal Agreement.

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

A status report on CRTPA activities will be provided including a discussion on CRTPA Executive Committee appointments.

10. C RTPA INFORMATION**A. Future Meeting Dates****B. Committee Actions (Citizen's Multimodal Advisory Committee & Technical Advisory Committee)****C. CRTPA Budget Utilization****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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November 16, 2021

AGENDA ITEM 1

CALL TO ORDER AND ROLL CALL



November 16, 2021

AGENDA ITEM 2

AGENDA MODIFICATIONS



November 16, 2021

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
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November 16, 2021

AGENDA ITEM 4A

MINUTES

TYPE OF ITEM: Consent

The minutes from the September 13 CRTPA Meeting and October 19, 2021 CRTPA Retreat are provided as ***Attachments 1 & 2***, respectively.

RECOMMENDED ACTION

Option 1: Approve the minutes of the September 13 CRTPA Meeting and October 19, 2021 CRTPA Retreat.

ATTACHMENT

Attachment 1: Minutes of the September 13, 2021 CRTPA Meeting

Attachment 2: Minutes of the October 19, 2021 CRTPA Retreat



CRTPA BOARD

MEETING OF MONDAY, SEPTEMBER 13, 2021 AT 1:30 PM

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

Meeting Minutes

Members Present:

Commissioner Jeremy Matlow, Chair, City of Tallahassee
Commissioner Kristin Dozier, Leon County (Virtually)
Commissioner Nick Maddox, Leon County
Commissioner Rick Minor, Leon County
Commissioner Curtis Richardson, City of Tallahassee
Commissioner Dianne Williams-Cox, City of Tallahassee
Commissioner Randy Merritt, Wakulla County
Commissioner Betsy Barfield, Jefferson County

Staff and Others Present: Greg Slay, CRTPA; Jack Kostrzewa, CRTPA; Greg Burke, CRTPA; Suzanne Lex, CRTPA; Yulonda Mitchell, CRTPA; Thornton Williams, CRTPA Attorney; Andrea Rosser, StarMetro; Patrick Twyman (Virtually); Bryant Paulk, FDOT; Cathy Kendall, FHWA; Wayne Durrett, James Moore & Company; Andrew Ferguson, James Moore & Company; Kate Widness, KHA; Lindsay Slautterback, KHA

1. CALL TO ORDER AND ROLL CALL

Meeting was called to order at 1:30 PM with a roll call.

2. AGENDA MODIFICATIONS

3. PUBLIC COMMENT ON ITEMS NOT APPEARING ON THE AGENDA

Dave Jacobson, 3019 Windy Hill Lane, President of Stonegate HOA on Centerville Road. Mr. Jacobson spoke regarding the proposed noise abatement barrier from Olson Road to Centerville Road noting that FDOT will install barriers in the future. Mr. Jacobson stated the HOA would like to request the CRTPA have a dialogue with FDOT regarding installing the barriers now instead of on FDOT's proposed timeline. He also noted the HOA was requesting the barriers be fourteen foot high and continue from Olson Road to Centerville Road. He stated he also represented 734 other residents and was requesting the CRTPA takes steps on behalf of the HOA to request the barriers be installed now.

Terry Ryan, 2538 Stonegate Drive, co-founder of the residents of Centerville Road Group. Mr. Ryan stated this group was made up of ten neighborhood/subdivisions from Olson Road to Interstate 10. He stated when City of Tallahassee installed a massive electrical line, there were numerous amounts of trees removed and a wooden fence was placed as a barrier. He noted that wooden barrier has since fallen and that there has been an increased amount of noise in the subdivisions that back up along Interstate 10. He discussed the problem of vagrants entering subdivisions from the interstate and walking around the subdivision and stated the FDOT has conducted studies and concluded the barriers are needed. He also requested that the CRTPA provide any advice to the citizens in the subdivisions.

4. CONSENT AGENDA

- A. Minutes of the June 15 CRTPA Meeting & Public Hearing**
- B. CRTPA Attorney Contract Extension**
- C. Unified Planning Work Program (UPWP) Amendment**
- D. CRTPA Fiscal Years 2021-2025 Transportation Improvement Program (TIP) Amendment**
- E. CRTPA Fiscal Policies and Procedures**

Board Action: Commissioner Merritt made a motion to approve the consent agenda as presented. Commissioner Barfield seconded the motion. The motion was unanimously passed.

5. CONSENT ITEMS PULLED FOR DISCUSSION

6. CRTPA ACTION

A. CRTPA Federal Certification

A presentation on the CRTPA's recent Transportation Management Area certification will be provided by the Federal Highway Administration.

Ms. Cathy Kendall, Federal Highway Administration, provided an overview of the Federal Certification process. She stated the CRTPA undergoes certification every four years and Federal Certification was conducted for the CRTPA this year. She provided information on the process for the Federal Certification and provided the findings of the certification report.

Board Action: Information only

B. CRTPA Fiscal Year (FY) 2020 Financial Statements

A presentation on the findings of the recent annual audit of the CRTPA will be provided.

Mr. Wayne Durrett, James Moore & Company presented information on the CRTPA FY 2020 Annual Audit and Financial Statements. He provided background on the audit process and noted that there were no findings. Mr. Durrett noted that the CRTPA was found to be in compliance with all requirements.

Board Action: Commissioner Merritt made a motion to accept the CRTPA Fiscal Year 2020 Annual Audit and Financial Statements. Commissioner Richardson seconded the motion. The motion was unanimously passed.

C. Thomasville Road Multi-Use Path Feasibility Study

A project update will be provided including upcoming public involvement opportunities.

Kate Widness, KHA, provided a presentation on the Thomasville Road Multi-Use Path Feasibility Study. Ms. Widness stated provided background information on the process of the Feasibility Study. She stated there was a data collection component, multiple site visits on the corridor and the alternative routes, virtual room meetings, public meetings, and multiple question & answer sessions. She provided information on the feasible alternative routes that are under consideration and public comment. Lastly, information was provided on next steps and a schedule for additional public engagement.

Public Speakers:

Meg Bates, 721 Kenilworth Road, stated she lives in the Waverley Hills neighborhood and was a long-time bike rider. She stated she felt this was a good process for the Feasibility Study to begin the discussions with the community. She supports a multi-use path. She discussed concerns with crossing Thomasville Road for residents of Waverly Hills and Piedmont residents.

Mary Kay Falconer, 2140 Armistead Road, CMAC Chair, briefly discussed the CMAC committee discussion the item on September 7. She also stated she is a cyclist and uses an e-scooter. She stated the Thomasville Road corridor was not safe and has some unique challenges. She provided recommendations: 1) Explore other path options from Betton Road to Ashford Club Apartments. She discussed a "loop" option, which would divert the path out to Post Road and avoid an overlay on the existing McCord Park multi-use path. She noted several Betton Hills residents were willing to work with staff on this option. 2) There should be a comprehensive analysis of trips generated by residents and businesses along Thomasville Road. She noted the entries that produce more than a low trip threshold should be identified. This information would further guide selection of the route along the corridor. 3) Placement of an effective and attractive physical barrier between traffic and the path at appropriate places along the corridor should be considered.

Clifford Stokes, Jr, 1340 Peacefield Place, expressed concerns regarding the difficulty entering and exiting his neighborhood. He stated most of his neighbors are retirees. He stated he was concerned with the safety of his family and his neighbors. He stated this path was not practical for the residents who live in the area.

Jim Brainerd, 2814 Rabbit Hill Road, he discussed concerns with the location of the path and the location may require many trees be removed. He expressed safety concerns and suggested to keep the path off Thomasville, as much as possible.

Mathew Wilson, 3101 Sharer Road, stated he managed the Great Bicycle Shop in the past. He stated many cyclists were commuters that use a bike as a primary transportation. He noted the southern section, he felt was good. He stated the northern section would be better for new/less experienced users. He felt the drainage area would have less impacts on the roads or driveways and this option would be a safer way to access McCord Park. He stated he supported the plan.

Ted Thomas, 1469 Vieux Carre Road, discussed the necessity and safety of this proposed project. He stated between Betton Road and Metropolitan Boulevard there are bike lanes and sidewalks on both side of the road. He expressed safety concerns and possible conflicts with pedestrians and cyclists using the same path. He asked if this path was necessary. He also expressed safety concerns with the proposed pedestrian crossing at Woodgate Way. He requested the board find another project that meets the needs and is safe in the community.

Pat Martin, 3119 Brockton Way, expressed concerns with safety. She discussed this path would be unsafe for pedestrians, cyclist, and vehicles. Two-way bicycle traffic was unsafe for residents with children and dogs. She discussed the need for equity and provided information on the demographics of the area. She stated up to 35% of residents from Betton Road to Metropolitan Boulevard were in poverty, older and some don't have a vehicle. She stated this was not a viable solution for the citizens in this area. She noted there was no funding to build a path from Seventh Avenue to Betton Road. She stated this plan risks building a path to nowhere. She discussed the need to increase public input on the project.

Jimmy Glisson, 1308 Peacefield Place, he expressed concerns with the lack of notification and mailouts. He stated his neighborhood did not receive notice of the Study. He discussed concerns with Woodgate Way and the multiple traffic accidents. He noted there was only one way into his neighborhood and felt the project didn't need to be implemented.

Wayne Blanton, 1319 Peacefield Place, discussed Tallahassee drivers and driving habits. He discussed crossing options for crossing Thomasville Road stating how dangerous the crossings would be. He stated this would be an accident waiting to happen.

Paul Brock, 2666 Noble Drive, stated he works at Tallahassee Nurseries. He noted many customers would not be able to see oncoming cyclists and could cause an accident, due to sight visibility issues. He expressed concerns with improving an existing bike lane (Freedom Church to the North on Thomasville). The money could be better spent in another area as this area was not conducive to cycling or walking.

Nate Prosser, 2911 Thomasville Road, stated he works at Tallahassee Nurseries and also discussed safety concerns. He expressed the need for a study entrance at Tallahassee Nurseries. He stated this area was unsafe for pedestrians and cyclists. He suggested splitting up the pedestrian and cyclist traffic on each side walks (east side/west side of the road). He stated there would be a need to remove 5-16 trees along the corridor. He discussed the traffic at his business stating there are vendors, customers, and employees, noting that area has the potential to be a high traffic area.

Jonette Sawyer, 2012 Winthrop Way, stated she was opposed to the McCord Park/Trescott ditch option. She stated there were incompatibility and safety issues. McCord Park has multi-generational users getting exercise in a safe place. She stated using the option would add faster moving cyclist, e-cyclist, and skate boarders into the area. This would create safety issues and destroy the current quiet nature. She noted there were other parks in the area and only McCord Park was proposed to have this path go through the middle of the park. She stated the essence of McCord Park should be preserved in the same way the other three parks are preserved. She would like to explore the “loop” option and noted the full Trescott ditch would not be covered. She stated this segment should be removed from the plan and all the green spaces should be reserved.

Beth Dolan, 2117 Trescott Drive, discussed the McCord Park. She stated this was a passive park for people to enjoy nature. She stated this funneling cyclist through the park and expressed concerns with the safety users of the park. She noted this option does not provide a safe connection and requested removal the McCord Park option.

Larry Gonzalez, 825 Greenbrier Lane, President of the Thomasville Trace HOA, he stated he was in opposition to the Multi-Use Path. He stated there were already sidewalks along Thomasville Road and those sidewalks required trees to be removed when they were built. Building the multi-use path would require more trees removed. He felt the biggest issue was safety along segment 1 and that the path should be run along the ditch not along Thomasville Road.

Chole Wilcox, 1309 Leewood Drive, Student at School of Arts and Sciences. Stated she was in favor of the proposed multi-use path. She stated she and friends usually ride their bikes to commute to different destinations in the area. She stated when traveling to the destinations, they mostly use the current sidewalks along Thomasville Road. She stated that having a multi-use path would be a safer option for kids and others who don't have a car.

Marcella Polanski, 914 Delores Drive, stated she was in favor of the path. She stated she has a bicycle and that was her main form of transportation since she moved to Tallahassee a few years ago. She stated the bike lanes on Thomasville Road were not safe. She was excited about the proposed path.

Ann Bidlingmaier, 1920 Harriett Drive, stated she was on the Board of the Friends of Miccosukee Greenway. She stated the Miccosukee Greenway would be a perfect area for cyclists to ride. Thomasville Road is not safe for cyclists. She stated she was opposed to the proposal. She noted too many trees and green spaces would be sacrificed for this project. She stated she likes mixed-use paths but not when the paths are superimposed over established neighborhoods. She stated this was a nice idea but not feasible, practical, or appropriate for Thomasville Road. She noted there was not enough room to put the path without losing the unique character of the roadway.

Gayle Nelson, 3119 Brockton Way, stated during the time of the expansion of Thomasville Road she was on the Leon County Commission and provided a brief background of that decision. She

stated back then the decision was made to widen to four-lanes instead of six-lanes; she noted the decision that was made was not popular but over the years proven to be good public policy based on data. She stated there was nothing that could be done to make forty-four driveway cuts safe.

Yvonne Gsteiger, 2110 Trescott Drive, stated her backyard was near the McCord Park ditch and Ashford Club Apartments. She stated she was in favor of a multi-use path on Thomasville Road and should have one on both the east and west side of the road. She discussed the cost of the project and strongly suggested having a smaller path on both sides of the road. She stated the McCord Park ditch will not be totally paved over. She noted this was not amiable and that she supported the "loop" option presented by Ms. Falconer and asked the board to consider that option.

Chet Smith, 1108 Lasswade Drive, he stated he rides weekly on Thomasville Road and uses McCord Park. He stated he takes his young son on walks in the parks in the area. He stated this pathway was needed for generations to come to connect all the parks and have a safe pathway between the parks to the Market District. Cycling on the road can be dangerous. He noted vehicles should be looking all directions and looking for cyclist and pedestrians. He felt this trail would benefit the community in the long run.

Ben Watkins, 1330 Preakness Point, stated he lived on Thomasville and runs along the corridor daily. This proposal would remove the current bike lanes and narrow Thomasville Road. He stated everyone who drives Thomasville Road should be concerned and this would make a main artery have more congestion. He was in opposition and stated there are other areas in the community that would be better suited for the path.

Neil Charness, 1325 Peacefield Place, stated he walks the corridor. He stated the multi-use path should not shift the risk for serious injury from cyclist to pedestrians. He stated the pedestrians and cyclist should be kept separate. He noted Tallahassee has a growing population of seniors who would more likely be walking than cycling. He supports separate pathways to ensure safety of the pedestrian and cyclists.

Laurie Guido, 1328 Peacefield Place, discussed the study. She discussed neighborhoods with single entrance/exit into the neighborhood and stated 169 homes would be impacted and noted this would be a disadvantage. She noted the project may be feasible but was not practical. This jeopardizes the safety of residents, users and citizens that commute on Thomasville Road.

Bob Guido, 1328 Peacefield Place, he stated this project was not safe and safety comes first. This was the reason for the opposition. He noted at the CMAC meeting, a member noted how unsafe this route would be. He noted with the speed limits on Thomasville Road would not be safe. He noted the path would only create safety hazards.

Bret Ingerman, 1114 Savannah Trace, stated he jogs on Thomasville Road everyday. He stated he was 100% in favor of the multi-use path. He noted currently there are cyclist and

pedestrians, going in both directions, using the sidewalk on the east side of the road but this wasn't safe for either. The project takes the current bike lanes and sidewalks and enhances the corridor and makes them safer for everyone not more dangerous. He stated he was also a cyclist but would not use the bike lanes on Thomasville Road. He urged the board to include a viable sidewalk on the west side of the corridor as well.

Commissioner Minor noted that as he has spoken with neighborhoods impacted in the area and that one thing discussed was the next phase of public engagement. He suggested that the CRTPA notify citizens within one thousand feet of the project by mail. He stated the access points it seems like there would be major safety concerns on a very busy road and requested additional data on safety before making a final decision of the route. Commissioner Williams-Cox stated everyone should be notified of the next public engagements. She asked if the options could be narrowed down. She discussed McCord Park and asked if it could possibly be removed as an option. Commissioner Dozier stated she understands the concerns over safety. She stated she consistently hear the trails are unsafe and welcome any measures to improve safety along the corridor. She stated McCord was a park she frequents and that was a "slow" park. She stated she would like to explore a way to avoid the McCord Park and stated could Post Road be an alternative. Mr. Slay noted that that has been discussed and could be a proposed option and be reconsidered. Commissioner Matlow suggested to expand the notices to all neighborhoods and within one thousand feet of the project as suggested by Commissioner Minor. He expressed concerns regarding the impacts to neighborhoods. He stated the options that keep pedestrians and cyclist safe off of Thomasville Road should be explored and continue to engage the neighborhoods and have a better understanding of the utilization of the proposed path. Mr. Slay stated staff has already mapped out subdivision boundaries and the owners should be getting a notice on public engagement. Commissioner Minor state there should be a notice sent to neighborhoods or subdivisions that may be just outside of the one-thousand-foot boundary as well. Commissioner Dozier stated she agrees with the expanded notices in the area. She stated it would be a good idea to review safety concerns at the Retreat. She expressed concerns with stopping the process after money has been spent especially if the project will not be eliminated. Commissioner Matlow stated there was consensus to review safety concerns at the retreat and there would be increased public notices.

D. Fiscal Year (FY) 2023 – FY 2027 Roadway Project Priority List Update

This item seeks Board approval to split the limits of the current #3 ranked project (Crawfordville Road from Lost Creek Bridge to E. Ivan Road) into two (2) segments given the length of the project's limits.

Board Action: Commissioner Richardson made a motion to adopt the Fiscal Year (FY) 2023 – FY 2027 Roadway Project Priority List Update. Commissioner Barfield seconded the motion. The motion was unanimously passed.

E. 2022 CRTPA Budget

The CRTPA's budget for 2022 has been developed for Board discussion.

Mr. Slay introduced the 2022 CRTPA Budget and stated approval was recommended by the Executive Committee at the meeting on August 24, 2021.

Board Action: Commissioner Maddox made a motion to approve the 2022 CRTPA Budget. Commissioner Barfield seconded the motion. The motion was unanimously passed.

7. FLORIDA DEPARTMENT OF TRANSPORTATION REPORT

Mr. Paulk provided information on the following:

- Reminder US 19 Multi-use Trail Public Meeting on September 16 at the Monticello Opera House at 5:30 pm-6:30 pm. This Public Meeting has a virtual option and more information can be found at northwestfloridaroads.com site.
- Orange Avenue and Wahnish Way, the department relocated the right lane signs “Must Turn Right” signs were located further to the east to give travelers advance warning to initiate a lane change if they wish to continue on to Orange Avenue.

8. EXECUTIVE DIRECTOR’S REPORT

Mr. Slay provided information on the next meeting date. The meeting, a retreat, is scheduled for October 19, 2021 at 9:00 AM. The location will be determined and a notice will go out to members.

9. CRTPA INFORMATION

- A. Future Meeting Dates**
- B. FY 21 – FY 25 Transportation Improvement Program (TIP) Administrative Amendment & FY 22 – FY 26 TIP Modification**
- C. Committee Actions (Citizen’s Multimodal Advisory Committee & Technical Advisory Committee)**
- D. CRTPA Project Updates**

10. ITEMS FROM CRTPA BOARD MEMBERS

Commissioner Richardson spoke of the need for crosswalks at Nims Middle School and Liberty Park Neighborhood. He expressed concerns with the length of time it has taken FDOT to review these two areas and provide safety improvements.

Adjournment:

The meeting was adjourned at 4:25 pm.

Attested:

Yulonda Mitchell, Recording Secretary

Jeremy Matlow, CRTPA Chairman



CRTPA RETREAT

**TUESDAY, OCTOBER 19, 2021
9 AM – 1 PM**

**THE PARKVIEW AT CASCADES
414 E. BLOXHAM STREET, SUITE 300
TALLAHASSEE, FL 32301**

MEETING MINUTES

Members Present:

Commissioner Jeremy Matlow, Chair, City of Tallahassee
Commissioner Betsy Barfield, Jefferson County
Commissioner Anthony Viegbesie, Gadsden County
Commissioner Kristin Dozier, Leon County
Commissioner Nick Maddox, Leon County
Commissioner Rick Minor, Leon County
Commissioner Curtis Richardson, City of Tallahassee
Commissioner Dianne Williams-Cox, City of Tallahassee

Staff Present: Greg Slay, CRTPA; Jack Kostrzewa, CRTPA; Greg Burke, CRTPA; Suzanne Lex, CRTPA; Yulonda Mitchell, CRTPA; Thornton Williams, CRTPA Attorney

9:00 – 9:15 WELCOME

9:15 – 9:50 MULTIUSE TRAIL SAFETY REVIEW

A review of crash data associated with multi-use trails and streets/driveways will be provided. This review was requested by the Board at the September 13 meeting during an update of the Thomasville Road Multi-Use Path Feasibility Study.

Mr. Kostrzewa provided an introduction of the Multi-Use Trail Safety Review item. Mr. Kostrzewa stated at the September meeting the Board directed staff to review other trails in the local area, state, and the nation for comparison with the proposed Thomasville Road Multi-Use Path. Mr. Kostrzewa stated staff found twenty (20) similar trails and the list was narrowed down to eight (8) comparable trails. Mr. Kostrzewa introduced Mr. Steven Miller and Ms. Lindsay Slautterback from Kimley Horn and Associates for the presentation of the item.

Mr. Steven Miller stated that staff conducted a safety review for corridors that were comparable to Thomasville Road (Betton Road to Metropolitan Boulevard). He noted the corridors were chosen based upon characteristics that are like Thomasville Road. Mr. Miller stated these corridors have an 8–10-foot paved path that is adjacent to the roadway, posted speed, annual traffic volumes, land uses, and curb cuts that are like Thomasville Road. The following provides a listing of the comparisons used:

- Local comparisons: Lafayette Street and Franklin Boulevard
- State comparisons: US-1 Overseas Trail, Marathon, FL and Cross Seminole Trail, Sanford, FL, Cortez Boulevard, Spring Hill, FL
- National comparisons: North Walton Boulevard Trail, Bentonville, AR; Falls of Neuse Road Trail, Raleigh, NC; Dallas Road Trail, Dallas, TX

Mr. Miller provided information on bicycle and pedestrian crashes for the corridors over the 5-year period of 2016-2020.

Ms. Lindsay Slautterback provided examples of crosswalks treatments and signage examples that could be used on Thomasville Road to address the safety conditions within the corridor. Such examples included crosswalks with high visibility paint or brick pavers to highlight the crosswalks. Lastly, Ms. Slautterback provided information on signage opportunities on both the trail as well as the crosswalks.

Mr. Kostrzewa stated additional materials can be found at the CRTPA.org website.

Commissioner Minor discussed the Betton Road to Post Road option of the project and requested an update. Mr. Kostrzewa stated that the CRTPA met with City of Tallahassee Underground Utilities staff to discuss the design plans for the covered ditch at McCord Park. He stated staff assessed if there could be a shared-use path which would be 8-10 ft wide path and noted that staff was still reviewing the information and wanted to wait until the next round of public involvement for the results of the information to be released. Mr. Kostrzewa noted that there would be public involvement up to and including the CRTPA Board meeting in January 2022 and that although the last public meeting is scheduled for November 4, 2021, public comment may still be submitted by citizens. Such comment may be submitted through the website, email or at the public meeting.

Commissioner Matlow expressed concerns regarding the project and making Thomasville Road more dangerous. He stated he didn't want to create a path that would have increased fatalities and noted the need for the speed limit to be lowered for the roadway to accommodate pedestrians, vehicles and bicycles.

Mr. Slay summarized the timeline for project and stated that although the last public meeting is scheduled for November 4, 2021, staff will still be accepting public input and meeting with all interested parties that would like to meet to discuss the project.

Mr. Slay noted the next steps would be the November 4, 2021 public meeting, followed by recommendations published on the website by the second week of December 2021. Mr. Slay noted this would allow time for review before the Committee and Board meetings in January 2022.

9:50 – 10:15 RAIL DISCUSSION

A discussion of rail will be provided by Rickey Fitzgerald, Florida Department of Transportation Freight and Multimodal Operations Office.

Mr. Slay noted Rickey Fitzgerald was unavailable to attend the meeting. Mr. Slay noted the Rail Discussion would be postponed to November Board Meeting.

10:15 – 10:30 BREAK

10:30 – 11:00 FDOT SETTING THE STAGE

Alison Stettner, Director, Office of Policy Planning, Florida Department of Transportation, will discuss trends in transportation.

Ms. Alison Stettner, Office of Policy Planning, FDOT, discussed trends in transportation that are influencing the decisions that are being made in the state. Ms. Stettner discussed the key emphasis areas in the new policy and noted that safety continues to be the number one priority. She stated that this increased emphasis on safety is related to the State's safety target goal of zero. Ms. Stettner noted job creation for high performance, high paying jobs within the transportation industry and also discussed equity. She noted that emphasis on equity will be placed on enhancing equitable outcomes in transportation decisions, so that all communities may advance. Ms. Stettner discussed future funding and the reliance on fuel tax for funding infrastructure while noting that the tax was currently waning as fuel efficient or electric vehicles no longer need gas. Lastly, she noted there are stimulus funds that are available right now but noted that a long-term solution to funding problems will be required.

Commissioner Barfield discussed the need for support of broadband connectivity policy in the rural communities and noted that Jefferson County was currently struggling with the end user portion. Ms. Stettner stated Department of Economic Opportunity (DEO) was taking the lead on the Broadband Master Plan and noted the Florida Department of Transportation (FDOT) was creating a network that included

installing fiber to improve connectivity throughout the DOT network. She also stated there are areas where services may not be perfect, but DOT was moving forward with improving connectivity over the entire state.

Commissioner Viegbesie expressed concerns for Gadsden County and stated that there should be a traffic light in Quincy at intersection of SR 12 and Point Milligan Road, crosswalks at Pat Thomas crossing at the Walgreens to Captain Ds Restaurant, and Walmart to the National Guard Armory, and turning lane on Highway 27 onto Gibson Sawmill Road. He stated there was a major accident with a tractor trailer and noted that we should all be responsible for the safety of our communities. Ms. Stettner stated she would forward the comments by the Board to the proper FDOT department.

11:00 – 11:30 STARMETRO DISCUSSION

An update on the development of StarMetro's Transit Development Plan and Comprehensive Operations Analysis will be provided.

Ms. Andrea Rosser introduced the consultant stating that Ms. Andrea Ostrodka would provide a presentation on the TDP that was submitted to FDOT earlier this year.

Ms. Ostrodka provided information on the differences between the Transit Development Plan (TDP) and the Comprehensive Operations Analysis (COA). She noted the TDP was a longer-term vision plan, focused on the system, required by FDOT for funding and the TDP was finalized and submitted in June 2020. Furthermore, the Transit Development Plan is a needs-based plan that covers a 10-year timeframe that is required by the state and is due in September 2021. The TDP reviews the services, infrastructure and the technology and planning policies and provides alternatives.

In comparison, the COA is a shorter-term action plan, focused on services, and aligns with the TDP. Ms. Ostrodka provided information on the public engagement for the COA project. She stated there were three (3) meetings held in September that provided an opportunity for key riders and interested citizens to provide input. Ms. Ostrodka state the COA provided a notification to community stakeholders about transit projects and developed a standard procedure for outreach that can be replicated for other projects. She also discussed the surveys that were also conducted in September noting that onboard surveys were conducted during the week of September 27 on the bus as well as at major bus stops within the community. Ms. Ostrodka stated the survey would help staff understand existing trips and provide more information on rider ideas and preferences and that a total of 344 surveys were conducted both online and on paper.

The Board discussed coordination to provide transit service from the rural area. Ms. Rosser stated there was currently a Gadsden Express and Havana Express service from Gadsden County and also noted there was also a service from Monticello into Leon County. Commissioner Richardson discussed the need for funding to continue to provide services noting that StarMetro was not self-sustained but was supplemented by the City of Tallahassee's general fund. Commissioner Williams-Cox noted the primary funding source to StarMetro was state and federal transit funding. She also discussed the staffing issues at StarMetro with lack of drivers, due to the pandemic.

11:30 – 12:00 PENSACOLA STREET ROADWAY SAFETY AUDIT (RSA)

A discussion of the Pensacola RSA, including recommendations, will be provided by Michael Lewis, P.E., Traffic Safety Program Manager, Florida Department of Transportation – District 3.

Mr. Slay introduced Mr. Mike Lewis, PE, Traffic Safety Program Manager, Florida Department of Transportation-District 3 to discuss the Pensacola Street Roadway Safety Audit (RSA).

Mr. Lewis stated there was a field review on December 11, 2019 and that the study limits were Appleyard Drive to Stadium Drive. Mr. Lewis stated the Kearney Center requested the study to address several pedestrian fatalities in the area near the Center on Pensacola Street. He stated the pedestrian fatalities were occurring at night and noted that were likely visibility issues. Mr. Lewis noted that the project coordination included FDOT, City of Tallahassee, Leon County, Tallahassee Police Department, Big Bend Homeless Coalition, and the Kearney Center. He noted due to Covid, the Kearney Center was closed for several months and DOT staff has not met to discuss the findings or recommendations of the Roadway Safety Audit as of October 2021.

12:00 – 12:15 WORKING LUNCH

12:15 – 12:30 CRTPA PROJECTS UPDATE/WRAP UP

The CRTPA Executive Director will provide an update of upcoming CRTPA projects.

Mr. Slay provided the Board an update on CRTPA projects. He stated funds were budgeted to do a Regional Transit Study but wanted to wait until StarMetro finished the TDP to proceed. Mr. Slay also discussed the increase in telecommuting in the community and noted that the agency was looking at the long-term impacts within the four-county region. Finally, he discussed the potential to perform a freight study to study the impact of freight or heavy truck traffic in the region.

Attested:

Yulonda Mitchell, Recording Secretary

Jeremy Matlow, CRTPA Chairman

November 16, 2021



AGENDA ITEM 4 B

2022 MEETING CALENDAR

TYPE OF ITEM: Consent

STATEMENT OF ISSUE

The 2022 CRTPA Meeting Calendar has been developed for board adoption.

RECOMMENDED ACTION

Option 1: Approve the 2022 CRTPA Meeting Calendar.

Meeting Date	Meeting Type	Location
January 18	Board Meeting	City of Tallahassee, City Hall, Commission Chambers, 2 nd Floor, 1:30 pm – 4:00 pm
February 21*	Board Meeting	City of Tallahassee, City Hall, Commission Chambers, 2 nd Floor, 1:30 pm – 4:00 pm
March 15	Board Meeting	City of Tallahassee, City Hall, Commission Chambers, 2 nd Floor, 1:30 pm – 4:00 pm
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	City of Tallahassee, City Hall, Commission Chambers, 9:00 AM-1:00 PM
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)



November 16, 2021

AGENDA ITEM 4 C

CITIZENS MULTIMODAL ADVISORY COMMITTEE APPOINTMENT

TYPE OF ITEM: Consent

STATEMENT OF ISSUE

This item seeks board approval of the appointment of John Dunn to serve on the CRTPA's Citizens Multimodal Advisory Committee (CMAC). The application of Mr. Dunn is provided as ***Attachment 1***.

RECOMMENDED ACTION

Option 1: Approve the appointment of Mr. John Dunn to the CRTPA's Citizens Multimodal Advisory Committee


BACKGROUND

The CMAC is an advisory committee to the CRTPA composed of volunteers who dedicate their time and advice to the CRTPA on issues pertaining to transportation planning within the region. Pursuant to Article III, Section 2 of the CMAC Bylaws, the CMAC may consist of a maximum of fifteen (15) voting representatives from the four (4) county region. Currently, the CMAC is comprised of nine (9) members. In addition to the CMAC, the CRTPA is advised by the Technical Advisory Committee (TAC), which is composed of local and state planners and engineers with expertise in the area of transportation.

ATTACHMENT

Attachment 1: Application of Mr. John Dunn

Capital Region Transportation Planning Agency (CRTPA) CITIZEN'S MULTIMODAL ADVISORY COMMITTEE (CMAC) APPLICATION

Please return in person to: Capital Region Transportation Planning Agency 300 S. Adams St., 3rd Floor Tallahassee, Florida 32301 Or mail to: CRTPA 300 S. Adams St, Box A-19 Tallahassee, FL 32301		This application will remain in active files for two years. Please contact the CRTPA to advise of any changes regarding the information on this application. Email: yulonda.mitchell@crtpa.com PHONE: 850-891-8628
Name: <u>John Dunn D.C.</u>		Date: <u>6-1-21</u>
Cell Phone: <u>850-815-8200</u>	Home Phone: <u>850-539-0682</u>	Email: <u>dunnet@talstar.com</u>
Please list your specific employer/occupation if employed by a State, Federal, or local government:		
Employer: <u>Retired Chiropractor / Donn Chiropractic 1213 N. Monroe Tall, FL</u>		
Please provide your home and work address (if applicable). Please check that box of your preferred mailing address.		
<input checked="" type="checkbox"/> Home Address: <u>819 Shady Rest Rd. HAVANA, FL</u>		
City/State/Zip: <u>32333</u>		
<input type="checkbox"/> Work Address: <u>Retired</u>		
City/State/Zip:		
<p style="text-align: center;">The Capital Region Transportation Planning Agency strives to ensure that its citizens multimodal advisory committee is representative of the community's demographic makeup. To assist in this endeavor, please provide the following information (voluntary).</p> <p style="text-align: center;"><i>Please also note if you are physically challenged.</i> <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No</p>		
Race: <input type="checkbox"/> American Indian or Alaskan Native <input type="checkbox"/> Black <input type="checkbox"/> Other <input type="checkbox"/> Asian or Pacific Islander <input type="checkbox"/> Hispanic <input checked="" type="checkbox"/> White		Gender: <input type="checkbox"/> Female <input checked="" type="checkbox"/> Male
Identify any potential conflicts of interest that might occur were you to be appointed: <u>NONE</u>		
Do you ride the bus? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No Do you drive a car? <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	Do you bicycle to work/shopping? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No Do you bicycle for recreation? <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No Do you walk to work/shopping? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No Do you walk for recreation? <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	
Please circle your age bracket 18 - 25 / 26 - 35 / 36 - 49 / <u>50 and over</u> <u>73</u>		
Can you serve a multi-year term? <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	Can you regularly attend meetings? <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No Conflicts:	
Please circle any special population interests you may represent:		
Minorities, <u>Road Cyclists</u> , Off-Road Cyclists,	Transit Riders	Transportation Disadvantaged
Child, Youth, or Senior Pedestrian Advocates	Students	Persons with Disabilities, Seniors

CITIZEN'S MULTIMODAL ADVISORY COMMITTEE APPLICATION

Please tell us something about yourself! This information will help us create an advisory board that is reflective of a broad spectrum of the community. If you have any interests, hobbies, community activities, previous experience on committees, or anything else you would like us to know in consideration of your application please write it here. You may also attach this information.

My wife is a triathlete. We moved to Gadsden Co. to ride. We purchased land on one of Havana's Hills in 1988 & built soon after. My job was to be a domestique while Barbara trained, keep her out of the wind, and find interesting routes for her to train. We have ridden over 100,000 miles here since 1991. My dream - sitting in front of her in the wind, was to have a trail from Tall. so people could see the beauty of this unique region county. I am a retired Chiropractor. (See ride with gps/find.com)

How did you hear about us?

Mary Kaye

(Type in ride Havana Hills)

There are over 50 routes that start & end in downtown Havana. "Best Road Riding in Florida"

All statements and information provided in this application are true to the best of my knowledge.

A FACT.

Signature:

John Dunn D.C.

If you have a disability requiring accommodations, or need assistance filling out this application, please contact the Capital Region Transportation Planning Agency at 850-891-8630.

The telephone number for the Florida Relay TDD Service is 711 or 1-800-955-8771.

Havana is close to Tallahassee, yet people have little idea how special it is. A trail would serve Tallahassee, as much as it would Havana.



November 16, 2021

AGENDA ITEM 5

CONSENT ITEMS PULLED FOR DISCUSSION

November 16, 2021



AGENDA ITEM 6A

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

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 two rail safety projects which are detailed below.

- Cleveland Street Railroad Crossing #625589H (Project 450042-1): (Leon County) Provide funding in FY 22 for a rail safety project. The improvement includes installing flashing lights, gates, signal house and power and upgrading the crossing surface. The draft TIP Project page and a location map are provided in **Attachment 1**.
- Adams Street Railroad Crossing #625587U (Project No. 450043-1): (Leon County) Provide funding in FY 22 for a rail safety project. The improvement includes installing flashing lights, gates, signal house and power. The draft TIP Project page and a location map are provided in **Attachment 2**.

CRTPA COMMITTEE ACTIONS

At the November 2, 2021 meetings, the CRTPA Technical Advisory Committee (TAC) and the Citizen's Multimodal Advisory (CMAC) Committee recommended the Board approve the TIP amendment and adopt Resolution 2021-11-6A, **Attachment 3**. The Cleveland Street improvement was briefly discussed at the TAC and CMAC Committee meetings. This improvement is part of the [Blueprint Capital Cascades Trail adjacent to Coal Chute Pond](#).

RECOMMENDED ACTION

Option 1: Adopt Resolution No. 2021-11-6A (**Attachment 3**) amending the FY 2022 – FY 2026 Transportation Improvement Program to reflect the addition of projects as follows:

- Cleveland Street R/R Crossing #625589H (Project 450042-1): (Leon County) Provide funding in FY 22 for a rail safety project.

- S Adams Street Railroad Crossing #625587U (Project No. 450043-1): (Leon County)
Provide funding in FY 22 for a rail safety project.

BACKGROUND

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. Subsequent to adoption, the TIP is occasionally amended to reflect project changes such as the addition or deletion of a project.

OPTIONS

Option 1: Adopt Resolution No. 2021-11-6A (***Attachment 3***) amending the FY 2022 – FY 2026 Transportation Improvement Program to reflect the addition of projects as follows:

- Cleveland Street R/R Crossing #625589H (Project 450042-1): (Leon County) Provide funding in FY 22 for a rail safety project.
- S Adams Street Railroad Crossing #625587U (Project No. 450043-1): (Leon County)
Provide funding in FY 22 for a rail safety project.
(Recommended)

Option 2: Provide other direction.

**CLEVELAND STREET R/R CROSSING #625589H
450042 SIS**



Project Description: RAIL SAFETY PROJECT.

Extra Description: INSTALL FLASHING LIGHTS, GATES, SIGNAL HOUSE, POWER & UPGRADE CROSSING SURFACE.

Lead Agency: MANAGED BY FDOT

County: LEON

Length: 0.00

Phase Group: CONSTRUCTION

From:

To:

Phase	Fund Code	2022	2023	2024	2025	2026	Total
CST	RHP	450,000	0	0	0	0	450,000
		450,000					450,000

Prior Year Cost: 0

Future Year Cost: 0

Total Project Cost: 450,000

LRTP: 2045 RMP Appendix B, Table 10 -

Page 9



**ADAMS STREET R/R CROSSING #625587U
450043 SIS**



Project Description: RAIL SAFETY PROJECT

Extra Description: INSTALL FLASHING LIGHTS, GATES, SIGNAL HOUSE AND POWER..

Lead Agency:

From:

County: LEON

To:

Length: 0.00

Phase Group: CONSTRUCTION

Phase	Fund Code	2022	2023	2024	2025	2026	Total
CST	RHP	313,121	0	0	0	0	313,121
		313,121					313,121

Prior Year Cost: 0

Future Year Cost: 0

Total Project Cost: 313,121

LRTP: LRTP: 2045 RMP Appendix B, Table 10

- Page 9



CRTPA RESOLUTION 2021-11-6A

**A RESOLUTION OF THE CAPITAL REGION TRANSPORTATION PLANNING AGENCY (CRTPA) AMENDING
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; and

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 THAT:

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

- Cleveland Street R/R Crossing #625589H (Project #450042-1): Provide funding to upgrade signals (Leon County).
- Adams Street R/R Crossing #625587U (Project #450043-1): Provide funding to upgrade signals (Leon County).

Passed and duly adopted by the Capital Region Transportation Planning Agency on this 16th day of November 2021.

Capital Region Transportation Planning Agency

Chair: Jeremy Matlow

Attest:

Greg Slay

November 16, 2021



AGENDA ITEM 7A

FISCAL YEAR (FY) 2023 – FY 2027 DRAFT TENTATIVE WORK PROGRAM

TYPE OF ITEM: Action

STATEMENT OF ISSUE

The FY 2023 – FY 2027 Tentative Work Program has been developed and will be presented by the Florida Department of Transportation (FDOT) District 3. The Tentative Work Program identifies transportation projects that have received state and federal funding within the next five (5) years. **Attachment 1** provides projects located within the CRTPA region (Gadsden, Jefferson, Leon and Wakulla counties) that are included in the tentative work program.

DISTRICT 3



TENTATIVE WORK PROGRAM PUBLIC HEARING REPORT

FISCAL YEAR 2023 TO FISCAL YEAR 2027



SUMMARY REPORT - GADSDEN COUNTY

AS OF **10/1/2021-12:58 AM** SUBJECT TO CHANGE

FLORIDA DEPARTMENT OF TRANSPORTATION DISTRICT 3
PROJECTS FUNDED JULY 1, 2022 TO JUNE 30, 2027
VISIT US AT WWW.FDOT.GOV/WPPH/DISTRICT3

Draft Tentative Five-Year Work Program Public Hearing Summary Report - As of October 1, 2021

July 1, 2022 through June 30, 2027
Florida Department of Transportation - District Three

GADSDEN COUNTY

Fixed Capital Outlay

449956-1 - MIDWAY OPERATIONS CENTER CONSTRUCT POLE BARN
Type of Work: FIXED CAPITAL OUTLAY

GADSDEN COUNTY

Phase	Funding Source	2023	2024	2025	2026	2027
Construction	State	\$65,280				
Total for Project 449956-1		\$65,280				

449959-1 - MIDWAY OPERATIONS CENTER REMODEL BATHROOM STALL PARTITION/COUNTER TOPS
Type of Work: FIXED CAPITAL OUTLAY

Phase	Funding Source	2023	2024	2025	2026	2027
Construction	State	\$27,000				
Total for Project 449959-1		\$27,000				



Draft Tentative Five-Year Work Program Public Hearing Summary Report - As of October 1, 2021

July 1, 2022 through June 30, 2027

Florida Department of Transportation - District Three

GADSDEN COUNTY**Freight Logistics And Passenger Operations Program: Aviation****420372-4 - QUINCY MUNICIPAL AIRPORT CONSTRUCT PERIMETER TAXIWAYS A & B**

Type of Work: AVIATION PRESERVATION PROJECT

Phase	Funding Source	2023	2024	2025	2026	2027
Capital	State	\$550,000				
Total for Project 420372-4		\$550,000				

425611-9 - QUINCY MUNICIPAL AIRPORT ENVIRONMENTAL/DESIGN/CONSTR HANGARS & TAXIWAY

Type of Work: AVIATION REVENUE/OPERATIONAL

Phase	Funding Source	2023	2024	2025	2026	2027
Capital	State		\$800,000			
Total for Project 425611-9			\$800,000			

446647-1 - QUINCY MUNICIPAL AIRPORT ENVIRON. DESIGN & CONSTRUCTION OF APRON AREA

Type of Work: AVIATION CAPACITY PROJECT

Phase	Funding Source	2023	2024	2025	2026	2027
Capital	State			\$800,000		
Total for Project 446647-1				\$800,000		

448562-1 - QUINCY MUNICIPAL AIRPORT ENVIRONMENTAL/DESIGN OF T-HANGARS & TAXILANE

Type of Work: AVIATION REVENUE/OPERATIONAL

Phase	Funding Source	2023	2024	2025	2026	2027
Capital	State				\$550,000	
Total for Project 448562-1					\$550,000	

449895-1 - QUINCY MUNICIPAL AIRPORT TAXIWAY REHABILITATION - CONSTRUCTION, CEI/RP

Type of Work: AVIATION PRESERVATION PROJECT

Phase	Funding Source	2023	2024	2025	2026	2027
Capital	State					\$700,000
Total for Project 449895-1						\$700,000

Draft Tentative Five-Year Work Program Public Hearing Summary Report - As of October 1, 2021

July 1, 2022 through June 30, 2027
Florida Department of Transportation - District Three

GADSDEN COUNTY **Freight Logistics And Passenger Operations Program: Transit**

422262-1 - BIG BEND TRANSIT COMMUTER ROUTE

Type of Work: COMMUTER TRANS. ASSISTANCE

Phase	Funding Source	2023	2024	2025	2026	2027
Operations	Local	\$10,000	\$10,000	\$10,000	\$10,000	\$10,000
	State	\$10,000	\$10,000	\$10,000	\$10,000	\$10,000
Total for Project 422262-1		\$20,000	\$20,000	\$20,000	\$20,000	\$20,000



Draft Tentative Five-Year Work Program Public Hearing Summary Report - As of October 1, 2021

July 1, 2022 through June 30, 2027

Florida Department of Transportation - District Three

GADSDEN COUNTY**Highways****218845-2 - SR 267 FROM LIBERTY COUNTY LINE TO S OF SR 8 (I-10)**

Type of Work: RESURFACING

Phase	Funding Source	2023	2024	2025	2026	2027
Construction	State			\$9,114,113		
Preliminary Engineering	State	\$1,298,000				
Total for Project 218845-2		\$1,298,000		\$9,114,113		

406742-4 - SR 8 (I-10) OVER APALACHICOLA RIVER BRIDGE NOS. 500086 & 087

Type of Work: FENDER WORK

Phase	Funding Source	2023	2024	2025	2026	2027
Construction	State	\$4,208,733				
Total for Project 406742-4		\$4,208,733				

413425-2 - SR 10 (US 90) FROM W OF 4 LANE TO SR 65 / CR 12 MADISON ST

Type of Work: RESURFACING

Phase	Funding Source	2023	2024	2025	2026	2027
Construction	Federal			\$2,757,690		
	State			\$8,225,736		
Preliminary Engineering	State	\$1,309,000				
Total for Project 413425-2		\$1,309,000		\$10,983,426		

413425-3 - SR 10 (US 90) FROM JACKSON COUNTY LINE TO BATES ST

Type of Work: RESURFACING

Phase	Funding Source	2023	2024	2025	2026	2027
Construction	Federal		\$1,255,838			
	State		\$1,337,246			
Total for Project 413425-3			\$2,593,084			

434645-1 - SR 10 (US 90) FROM W OF FLYING J TO LEON COUNTY LINE

Type of Work: RESURFACING

Phase	Funding Source	2023	2024	2025	2026	2027
Construction	Local	\$10,270				
	State	\$7,039,760				
Total for Project 434645-1		\$7,050,030				

436741-1 - GADSDEN COUNTY TSMCA

Type of Work: TRAFFIC SIGNALS

Phase	Funding Source	2023	2024	2025	2026	2027
Operations	State	\$80,510	\$82,743	\$85,263	\$87,869	\$90,656
Total for Project 436741-1		\$80,510	\$82,743	\$85,263	\$87,869	\$90,656

Draft Tentative Five-Year Work Program Public Hearing Summary Report - As of October 1, 2021

July 1, 2022 through June 30, 2027

Florida Department of Transportation - District Three

GADSDEN COUNTY**Highways****440724-1 - CR 274 ATLANTA ST FROM BEN BOSTIC RD TO MARTIN LUTHER KING BLVD**

Type of Work: SIDEWALK

Phase	Funding Source	2023	2024	2025	2026	2027
Construction	Federal	\$1,113,981				
Total for Project 440724-1		\$1,113,981				

445663-1 - SR 10 (US 90) FROM W OF BYRD RD TO OPPORTUNITY LN

Type of Work: SIGNING/PAVEMENT MARKINGS

Phase	Funding Source	2023	2024	2025	2026	2027
Construction	Federal				\$220,806	
Preliminary Engineering	Federal		\$39,793			
Total for Project 445663-1			\$39,793		\$220,806	

446637-2 - CR 12 FAIRBANKS RD FROM CR 157 CONCORD RD TO LEON CO LINE - PHASE II

Type of Work: RESURFACING

Phase	Funding Source	2023	2024	2025	2026	2027
Construction	State			\$1,867,495		
Preliminary Engineering	State		\$169,653			
Total for Project 446637-2			\$169,653	\$1,867,495		

448451-1 - SR 10/SR 12 (US 90) JEFFERSON ST FROM CHALK ST TO RALPH STRONG RD

Type of Work: SIDEWALK

Phase	Funding Source	2023	2024	2025	2026	2027
Construction	Federal		\$583,708	\$467,837		
Total for Project 448451-1			\$583,708	\$467,837		

448604-1 - CR 268 HARDAWAY HIGHWAY FROM ATWATER ROAD TO SR 10 (US 90)

Type of Work: WIDEN/RESURFACE EXIST LANES

Phase	Funding Source	2023	2024	2025	2026	2027
Construction	State		\$4,091,811			
Total for Project 448604-1			\$4,091,811			

448611-1 - CR 274 BEN BOSTIC RD FROM I-10 OVERPASS TO SR 10 (US 90)

Type of Work: WIDEN/RESURFACE EXIST LANES

Phase	Funding Source	2023	2024	2025	2026	2027
Construction	State		\$1,755,077			
Preliminary Engineering	State	\$147,325				
Total for Project 448611-1		\$147,325	\$1,755,077			

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GADSDEN COUNTY

Highways

449500-1 - SR 10 (US 90) AT DOVER ROAD INTERSECTION IMPROVEMENTS

Type of Work: INTERSECTION IMPROVEMENT

Phase	Funding Source	2023	2024	2025	2026	2027
Construction	State			\$1,449,730		
Right of Way	State		\$203,500			
Total for Project 449500-1			\$203,500	\$1,449,730		



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GADSDEN COUNTY**Maintenance****448330-2 - MIDWAY OPERATIONS CENTER EMERGENCY GENERATOR COMPONENTS REPLACEMENT**

Type of Work: FIXED CAPITAL OUTLAY

Phase	Funding Source	2023	2024	2025	2026	2027
Bridge/Roadway/Contract Maintenance	State	\$5,500	\$5,500	\$5,500	\$5,500	
Total for Project 448330-2		\$5,500	\$5,500	\$5,500	\$5,500	

449957-1 - MIDWAY OPERATIONS CENTER PAINTING INTERIOR

Type of Work: FIXED CAPITAL OUTLAY

Phase	Funding Source	2023	2024	2025	2026	2027
Bridge/Roadway/Contract Maintenance	State	\$5,000				
Total for Project 449957-1		\$5,000				

449958-1 - MIDWAY OPERATIONS CENTER PAINTING/CLEANING EXTERIOR

Type of Work: FIXED CAPITAL OUTLAY

Phase	Funding Source	2023	2024	2025	2026	2027
Bridge/Roadway/Contract Maintenance	State	\$3,500	\$2,500			
Total for Project 449958-1		\$3,500	\$2,500			

449960-1 - MIDWAY OPERATIONS CENTER ROOF REPAIRS

Type of Work: FIXED CAPITAL OUTLAY

Phase	Funding Source	2023	2024	2025	2026	2027
Bridge/Roadway/Contract Maintenance	State	\$2,500				
Total for Project 449960-1		\$2,500				

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FLORIDA DEPARTMENT OF TRANSPORTATION DISTRICT 3
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JEFFERSON COUNTY**JEFFERSON COUNTY**

Highways

222669-2 - SR 8 (I-10) JEFFERSON COUNTY REST AREAS EXPANSION OF SPRAYFIELDS

Type of Work: REST AREA

Phase	Funding Source	2023	2024	2025	2026	2027
Construction	State	\$1,708,367				
Total for Project 222669-2		\$1,708,367				

403931-3 - SR 57 (US 19) FL GA PKWY FROM CR 57A DAVID RD TO MARTIN RD

Type of Work: BIKE PATH/TRAIL

Phase	Funding Source	2023	2024	2025	2026	2027
Preliminary Engineering	Federal	\$750,000				
	State	\$10,000				
Total for Project 403931-3		\$760,000				

434032-1 - CR 257A OVER AUCILLA RIVER BRIDGE NO. 544061

Type of Work: BRIDGE REPLACEMENT

Phase	Funding Source	2023	2024	2025	2026	2027
Construction	Federal		\$6,076,549			
Total for Project 434032-1			\$6,076,549			

436745-1 - JEFFERSON COUNTY TSMCA

Type of Work: TRAFFIC SIGNALS

Phase	Funding Source	2023	2024	2025	2026	2027
Operations	State	\$7,500	\$8,262	\$8,480	\$8,705	\$8,952
Total for Project 436745-1		\$7,500	\$8,262	\$8,480	\$8,705	\$8,952

437757-1 - SR 57 (US 19) N JEFF. ST FROM SR 10 (US 90) WASH. ST TO GA STATE LINE

Type of Work: RESURFACING

Phase	Funding Source	2023	2024	2025	2026	2027
Construction	Federal		\$12,578,231			
	State		\$1,660,326			
Total for Project 437757-1			\$14,238,557			

438366-2 - CR 259 WAUKEENAH HWY FROM SR 20 (US 27) W CAPPS HWY TO SR 57 (US 19)

Type of Work: WIDEN/RESURFACE EXIST LANES

Phase	Funding Source	2023	2024	2025	2026	2027
Construction	State	\$2,618,320				
Total for Project 438366-2		\$2,618,320				

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JEFFERSON COUNTY**Highways****445657-1 - SR 8 (I-10) FROM LEON COUNTY LINE TO MADISON COUNTY LINE**

Type of Work: SAFETY PROJECT

Phase	Funding Source	2023	2024	2025	2026	2027
Construction	Federal	\$2,615,437				
Total for Project 445657-1		\$2,615,437				

446590-1 - GOVERNMENT FARM RD FROM CR 257 TO NORTH OF PARKER POND RD

Type of Work: RESURFACING

Phase	Funding Source	2023	2024	2025	2026	2027
Construction	State	\$743,712				
Total for Project 446590-1		\$743,712				

448605-1 - CR 146 ASHVILLE HWY FROM ST MARGARET CHURCH RD TO BASSETT DAIRY RD

Type of Work: WIDEN/RESURFACE EXIST LANES

Phase	Funding Source	2023	2024	2025	2026	2027
Construction	State		\$1,651,786			
Total for Project 448605-1			\$1,651,786			

448613-1 - CR 149 BOSTON HIGHWAY FROM SR 57 (US 319) FL/GA PKWY TO STILL ROAD

Type of Work: WIDEN/RESURFACE EXIST LANES

Phase	Funding Source	2023	2024	2025	2026	2027
Construction	State			\$2,014,259		
Total for Project 448613-1				\$2,014,259		

449726-1 - SOUTH WATER STREET FROM BOWMAN STREET TO SR 10 (US 90)

Type of Work: RESURFACING

Phase	Funding Source	2023	2024	2025	2026	2027
Construction	State	\$232,176				
Total for Project 449726-1		\$232,176				

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LEON COUNTY**LEON COUNTY****Freight Logistics And Passenger Operations Program: Aviation****226792-9 - TALLAHASSEE INTERNATIONAL AIRPORT TAXIWAY REHAB**

Type of Work: AVIATION PRESERVATION PROJECT

Phase	Funding Source	2023	2024	2025	2026	2027
Capital	Federal	\$9,000,000	\$8,100,000			
	Local	\$500,000	\$450,000			
	State	\$500,000	\$450,000			
Total for Project 226792-9		\$10,000,000	\$9,000,000			

442109-1 - TALLAHASSEE INTERNATIONAL AIRPORT TERMINAL PLB ACQU/INSTALL

Type of Work: AVIATION REVENUE/OPERATIONAL

Phase	Funding Source	2023	2024	2025	2026	2027
Capital	Local	\$546,754				
	State	\$546,754				
Total for Project 442109-1		\$1,093,508				

442109-6 - TALLAHASSEE INTERNATIONAL AIRPORT SECURITY FENCE & GATE REHABILITATION

Type of Work: AVIATION SECURITY PROJECT

Phase	Funding Source	2023	2024	2025	2026	2027
Capital	Local		\$450,000			
	State		\$450,000			
Total for Project 442109-6			\$900,000			

446640-1 - TALLAHASSEE INTERNATIONAL AIRPORT TERMINAL MODERNIZATION

Type of Work: AVIATION PRESERVATION PROJECT

Phase	Funding Source	2023	2024	2025	2026	2027
Capital	Local			\$750,000		
	State			\$750,000		
Total for Project 446640-1				\$1,500,000		

446641-1 - TALLAHASSEE INTERNATIONAL AIRPORT AIR CARRIER APRON IMPROVEMENTS

Type of Work: AVIATION PRESERVATION PROJECT

Phase	Funding Source	2023	2024	2025	2026	2027
Capital	Local			\$900,000		
	State			\$900,000		
Total for Project 446641-1				\$1,800,000		

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LEON COUNTY**Freight Logistics And Passenger Operations Program: Aviation****448565-1 - TALLAHASSEE INTERNATIONAL AIRPORT DESIGN VARIOUS COMPONENTS & LIGHTING**

Type of Work: AVIATION PRESERVATION PROJECT

Phase	Funding Source	2023	2024	2025	2026	2027
Capital	Federal				\$3,150,000	
	Local				\$175,000	
	State				\$175,000	
Total for Project 448565-1					\$3,500,000	

448580-1 - TALLAHASSEE INTERNATIONAL AIRPORT CONSTRUCT PARKING LOT REHAB/UPGRADES

Type of Work: AVIATION PRESERVATION PROJECT

Phase	Funding Source	2023	2024	2025	2026	2027
Capital	Local				\$750,000	
	State				\$750,000	
Total for Project 448580-1					\$1,500,000	

448580-2 - TALLAHASSEE INTERNATIONAL AIRPORT CONSTRUCT AIRFIELD/LIGHTING IMPROVS

Type of Work: AVIATION PRESERVATION PROJECT

Phase	Funding Source	2023	2024	2025	2026	2027
Capital	Local				\$550,000	
	State				\$550,000	
Total for Project 448580-2					\$1,100,000	

450038-1 - TALLAHASSEE INTERNATIONAL AIRPORT AIR CARRIER APRON IMPROVEMENTS

Type of Work: AVIATION PRESERVATION PROJECT

Phase	Funding Source	2023	2024	2025	2026	2027
Capital	Local					\$550,000
	State					\$550,000
Total for Project 450038-1						\$1,100,000

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LEON COUNTY

Freight Logistics And Passenger Operations Program: Intermodal

442109-5 - TALLAHASSEE INTERNATIONAL AIRPORT MULTI-MODAL TRANSPORTATION CENTER

Type of Work: AVIATION PRESERVATION PROJECT

Phase	Funding Source	2023	2024	2025	2026	2027
Capital	Local	\$354,620				
	State	\$354,620				
Total for Project 442109-5		\$709,240				

442109-7 - TALLAHASSEE INTERNATIONAL AIRPORT PARKING AREA IMPROVEMENTS

Type of Work: AVIATION PRESERVATION PROJECT

Phase	Funding Source	2023	2024	2025	2026	2027
Capital	Local	\$1,000,000				
	State	\$1,000,000				
Total for Project 442109-7		\$2,000,000				

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LEON COUNTY **Freight Logistics And Passenger Operations Program: Rail**

449894-1 - FGA TALLAHASSEE YARD CAPACITY EXPANSION

Type of Work: RAIL CAPACITY PROJECT

Phase	Funding Source	2023	2024	2025	2026	2027
Capital	Local	\$500,625				
	State	\$1,501,875				
Total for Project 449894-1		\$2,002,500				



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LEON COUNTY**Freight Logistics And Passenger Operations Program: Transit****420311-1 - BIG BEND TRANSIT COMMUTER ASSISTANCE**

Type of Work: COMMUTER TRANS. ASSISTANCE

Phase	Funding Source	2023	2024	2025	2026	2027
Operations	State	\$38,558	\$38,559	\$40,000	\$40,000	\$40,000
Total for Project 420311-1		\$38,558	\$38,559	\$40,000	\$40,000	\$40,000

421364-3 - CITY OF TALLAHASSEE TRANSIT NON-URBANIZED AREA 5311

Type of Work: OPERATING/ADMIN. ASSISTANCE

Phase	Funding Source	2023	2024	2025	2026	2027
Operations	Federal	\$250,000	\$255,000	\$265,000	\$280,000	\$295,000
	Local	\$250,000	\$255,000	\$265,000	\$280,000	\$295,000
Total for Project 421364-3		\$500,000	\$510,000	\$530,000	\$560,000	\$590,000

422250-1 - CITY OF TALLAHASSEE TRANSIT OPERATING ASSISTANCE

Type of Work: OPERATING FOR FIXED ROUTE

Phase	Funding Source	2023	2024	2025	2026	2027
Operations	Local	\$1,524,447	\$1,570,180	\$1,617,286	\$1,665,804	\$1,715,778
	State	\$1,524,447	\$1,570,180	\$1,617,286	\$1,665,804	\$1,715,778
Total for Project 422250-1		\$3,048,894	\$3,140,360	\$3,234,572	\$3,331,608	\$3,431,556

422251-2 - CITY OF TALLAHASSEE STARMETRO CAPITAL SECTION 5307

Type of Work: CAPITAL FOR FIXED ROUTE

Phase	Funding Source	2023	2024	2025	2026	2027
Capital	Federal	\$1,921,770	\$1,921,770			
	Local	\$480,442	\$480,442			
Total for Project 422251-2		\$2,402,212	\$2,402,212			

422251-3 - CITY OF TALLAHASSEE STARMETRO OP. FIXED ROUTE 5307

Type of Work: OPERATING FOR FIXED ROUTE

Phase	Funding Source	2023	2024	2025	2026	2027
Operations	Federal	\$1,926,022	\$1,926,022			
	Local	\$1,926,022	\$1,926,022			
Total for Project 422251-3		\$3,852,044	\$3,852,044			

425269-9 - CITY OF TALLAHASSEE STARMETRO SECTION 5339 CAPITAL

Type of Work: CAPITAL FOR FIXED ROUTE

Phase	Funding Source	2023	2024	2025	2026	2027
Capital	Federal	\$418,004	\$418,004			
	Local	\$104,501	\$104,501			
Total for Project 425269-9		\$522,505	\$522,505			

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LEON COUNTY

Freight Logistics And Passenger Operations Program: Transit

433685-1 - CITY OF TALLAHASSEE STARMETRO CAPITAL-OPERATING 5310

Type of Work: CAPITAL FOR FIXED ROUTE

Phase	Funding Source	2023	2024	2025	2026	2027
Capital	Federal	\$115,818	\$115,818			
	Local	\$28,955	\$28,955			
Total for Project 433685-1		\$144,773	\$144,773			

446994-1 - APALACHEE REGIONAL PLANNING COUNCIL COMMUTER ASSISTANCE

Type of Work: COMMUTER TRANS. ASSISTANCE

Phase	Funding Source	2023	2024	2025	2026	2027
Operations	Local					\$269,514
	State	\$230,000	\$237,703	\$244,917	\$256,179	\$269,514
Total for Project 446994-1		\$230,000	\$237,703	\$244,917	\$256,179	\$539,028

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LEON COUNTY**Highways****000154-3 - ORCHARD POND TOLL FACILITY INSURANCE**

Type of Work: TOLL PLAZA

Phase	Funding Source	2023	2024	2025	2026	2027
Operations	State	\$2,000	\$2,000	\$2,000	\$2,000	\$2,000
Total for Project 000154-3		\$2,000	\$2,000	\$2,000	\$2,000	\$2,000

219484-2 - SR 61 (US 319) CRAWFORDVILLE RD FR S OF SR 61 SB TO ARDEN RD

Type of Work: RESURFACING

Phase	Funding Source	2023	2024	2025	2026	2027
Construction	Federal			\$3,384,868		
	State			\$2,628,612		
Preliminary Engineering	State	\$1,017,500				
Total for Project 219484-2		\$1,017,500		\$6,013,480		

219485-2 - SR 366 PENSACOLA ST FROM RAILROAD OVERPASS TO SR 366 STADIUM DR

Type of Work: RESURFACING

Phase	Funding Source	2023	2024	2025	2026	2027
Construction	State			\$5,149,367		
Preliminary Engineering	State	\$1,012,000				
Total for Project 219485-2		\$1,012,000		\$5,149,367		

219668-2 - SR 61 THOMASVILLE HWY FR N OF SR 63 (US 27) MONROE ST TO N OF 9TH AVE

Type of Work: RESURFACING

Phase	Funding Source	2023	2024	2025	2026	2027
Construction	Local			\$43,440		
	State			\$1,875,185		
Preliminary Engineering	State	\$638,000				
Total for Project 219668-2		\$638,000		\$1,918,625		

219689-4 - SR 261 (US 319) CAP CIR FROM SR 363 WOODVILLE HWY TO CR 259 TRAM RD

Type of Work: RESURFACING

Phase	Funding Source	2023	2024	2025	2026	2027
Construction	Federal		\$4,892,484			
	State		\$465,924			
Total for Project 219689-4			\$5,358,408			

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LEON COUNTY**Highways****219722-5 - SR 263 CAP CIR NW FROM W OF SR 10 (US 90) TENN ST TO N OF SR 8 (I-10)**

Type of Work: RESURFACING

Phase	Funding Source	2023	2024	2025	2026	2027
Construction	Federal			\$5,371,437		
	Local			\$86,880		
	State			\$643,031		
Preliminary Engineering	State	\$847,000				
Total for Project 219722-5		\$847,000		\$6,101,348		

219749-2 - SR 263 (US 319) C.C. FROM SR 61 CRAWFORDVILLE TO CR 2203 SPRINGHILL RD

Type of Work: ADD LANES & RECONSTRUCT

Phase	Funding Source	2023	2024	2025	2026	2027
Right of Way	Federal		\$1,900,000			
	State	\$1,380,045	\$1,349,418	\$2,774,611		
Total for Project 219749-2		\$1,380,045	\$3,249,418	\$2,774,611		

219785-2 - LEON COUNTY COMPUTER BASED ATMS IMPLEMENTATION/OPERATIONS

Type of Work: ITS COMMUNICATION SYSTEM

Phase	Funding Source	2023	2024	2025	2026	2027
Operations	State		\$500,000	\$500,000	\$500,000	\$500,000
Total for Project 219785-2			\$500,000	\$500,000	\$500,000	\$500,000

219820-2 - SR 20 BLOUNTSTOWN HWY/SR 366 PENSACOLA ST FEASIBILITY STUDY

Type of Work: FEASIBILITY STUDY

Phase	Funding Source	2023	2024	2025	2026	2027
PD & E	Federal	\$1,600,000				
Total for Project 219820-2		\$1,600,000				

219881-1 - SR 369 (US 319) FROM L. L. WALLACE ROAD TO S SR 61 INTERSECTION

Type of Work: RIGHT OF WAY - FUTURE CAPACITY

Phase	Funding Source	2023	2024	2025	2026	2027
Right of Way	Federal		\$500,004			
Total for Project 219881-1			\$500,004			

222589-6 - SR 8 (I-10) FROM W OF OLD BAINBRIDGE RD TO W OF OLSON RD

Type of Work: RESURFACING

Phase	Funding Source	2023	2024	2025	2026	2027
Construction	Federal				\$21,563,865	
Preliminary Engineering	Federal		\$1,230,000			
Total for Project 222589-6			\$1,230,000		\$21,563,865	

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LEON COUNTY**Highways****222593-6 - SR 8 (I-10) INTERCHANGE AT SR 61 & SR 261 (US 319)**

Type of Work: INTERCHANGE IMPROVEMENT

Phase	Funding Source	2023	2024	2025	2026	2027
Construction	Federal	\$4,810,443				
Railroad & Utilities	State	\$516,000				
Total for Project 222593-6		\$5,326,443				

403942-3 - SR 10 (US 90) TENN ST FR SR 61 (US 27) MONROE ST TO SR 265 MAGNOLIA DR

Type of Work: RESURFACING

Phase	Funding Source	2023	2024	2025	2026	2027
Construction	State			\$4,764,185		
Preliminary Engineering	State	\$1,089,000				
Total for Project 403942-3		\$1,089,000		\$4,764,185		

417643-2 - SR 8 (I-10) FROM W OF OLSON RD TO E OF SR 10 (US 90) MAHAN DRIVE

Type of Work: RESURFACING

Phase	Funding Source	2023	2024	2025	2026	2027
Construction	Federal			\$13,964,635		
Preliminary Engineering	Federal	\$990,000				
Total for Project 417643-2		\$990,000		\$13,964,635		

421635-4 - SR 61 S MONROE ST FROM PERKINS ST TO N OF JEFFERSON ST

Type of Work: RESURFACING

Phase	Funding Source	2023	2024	2025	2026	2027
Construction	State			\$3,559,172		
Preliminary Engineering	State	\$737,000				
Total for Project 421635-4		\$737,000		\$3,559,172		

426937-3 - SR 10 (US 90) W TENNESSEE ST FROM CR 1581 AENON CHURCH RD TO OCALA RD

Type of Work: RESURFACING

Phase	Funding Source	2023	2024	2025	2026	2027
Construction	State		\$8,616,464			
Total for Project 426937-3			\$8,616,464			

426961-2 - SR 10 (US 90) MAHAN DR FR SR 263 (US 319) CAPITAL CIR TO E OF CR 1568

Type of Work: RESURFACING

Phase	Funding Source	2023	2024	2025	2026	2027
Construction	State		\$3,469,349			
Total for Project 426961-2			\$3,469,349			

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LEON COUNTY**Highways****428739-2 - SR 261 (US 319) CAP CIR FROM SR 20 (US 27) APALACHEE PKWY TO PARK AVE**

Type of Work: RESURFACING

Phase	Funding Source	2023	2024	2025	2026	2027
Construction	State		\$3,207,005			
Total for Project 428739-2			\$3,207,005			

434670-1 - SR 363 WOODVILLE HWY FROM BRIANDAV STREET TO SUNDAY COURT

Type of Work: RESURFACING

Phase	Funding Source	2023	2024	2025	2026	2027
Construction	State		\$1,763,861			
Total for Project 434670-1			\$1,763,861			

436746-1 - LEON COUNTY TSMCA

Type of Work: TRAFFIC SIGNALS

Phase	Funding Source	2023	2024	2025	2026	2027
Operations	State	\$1,098,749	\$1,148,785	\$1,183,248	\$1,218,745	\$1,257,745
Total for Project 436746-1		\$1,098,749	\$1,148,785	\$1,183,248	\$1,218,745	\$1,257,745

437758-1 - SR 369 (US 319) FROM WAKULLA CO LINE TO S OF CR 2204 OAK RIDGE RD

Type of Work: RESURFACING

Phase	Funding Source	2023	2024	2025	2026	2027
Construction	State	\$1,397,782				
Total for Project 437758-1		\$1,397,782				

439579-3 - SR 366 PENSACOLA ST FROM APPLEYARD DR TO STADIUM DRIVE

Type of Work: INTERSECTION IMPROVEMENT

Phase	Funding Source	2023	2024	2025	2026	2027
Construction	Federal				\$1,070,174	
Preliminary Engineering	Federal	\$385,000				
Total for Project 439579-3		\$385,000			\$1,070,174	

442944-1 - MICCOSUKEE ROAD OVER UNNAMED BRANCH BRIDGE NO. 550051

Type of Work: BRIDGE REPLACEMENT

Phase	Funding Source	2023	2024	2025	2026	2027
Construction	Federal		\$1,769,103			
	Local		\$579,619			
Total for Project 442944-1			\$2,348,722			

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LEON COUNTY**Highways****444030-1 - CR 260 SILVER LAKE RD FROM BEGINNING OF PAVEMENT TO ICE HOCKEY LN**

Type of Work: SIGNING/PAVEMENT MARKINGS

Phase	Funding Source	2023	2024	2025	2026	2027
Construction	Federal	\$89,001				
Total for Project 444030-1		\$89,001				

444038-2 - SR 61 CRAWFORDVILLE RD FROM SR 263 CAPITAL CIRCLE SW TO MCKENZIE DR

Type of Work: LIGHTING

Phase	Funding Source	2023	2024	2025	2026	2027
Construction	Federal	\$778,465				
Total for Project 444038-2		\$778,465				

445605-1 - SR 10 (US 90) W TENNESSEE ST FROM CALIARK ST TO W BREVARD ST

Type of Work: SAFETY PROJECT

Phase	Funding Source	2023	2024	2025	2026	2027
Construction	Federal				\$544,443	
Preliminary Engineering	Federal			\$191,693		
Total for Project 445605-1				\$191,693	\$544,443	

445613-1 - ROBERTS ELEMENTARY SCHOOL SAFE ROUTES SIDEWALK PROJECT

Type of Work: SIDEWALK

Phase	Funding Source	2023	2024	2025	2026	2027
Preliminary Engineering	Federal	\$93,753				
Total for Project 445613-1		\$93,753				

445634-1 - SR 155 MERIDIAN RD FROM SR 61 THOMASVILLE RD TO CR 63A LAKESHORE DR

Type of Work: RESURFACING

Phase	Funding Source	2023	2024	2025	2026	2027
Railroad & Utilities	Local	\$300,000				
Construction	State	\$4,020,272				
Total for Project 445634-1		\$4,320,272				

448152-1 - SABAL PALMS ELEMENTARY SAFE ROUTES / SIDEWALKS

Type of Work: SIDEWALK

Phase	Funding Source	2023	2024	2025	2026	2027
Construction	Federal				\$510,219	
Total for Project 448152-1					\$510,219	

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LEON COUNTY**Highways****449079-1 - SPRINGHILL ROAD OVER MUNSON SLOUGH BRIDGE NO 550054**

Type of Work: BRIDGE REPLACEMENT

Phase	Funding Source	2023	2024	2025	2026	2027
Construction	Federal					\$1,805,189
Preliminary Engineering	Federal	\$637,500				
Right of Way	Federal			\$197,500		
Construction	Local					\$591,444
Preliminary Engineering	Local	\$187,500				
Right of Way	Local			\$52,500		
Total for Project 449079-1		\$825,000		\$250,000		\$2,396,633

449172-1 - SR 366 STADIUM DRIVE FROM PENSACOLA ST TO GAINES ST

Type of Work: RESURFACING

Phase	Funding Source	2023	2024	2025	2026	2027
Construction	State			\$1,946,883		
Preliminary Engineering	State	\$676,500				
Total for Project 449172-1		\$676,500		\$1,946,883		

449663-1 - SIB LOAN TO BLUEPRINT IA FOR NORTHEAST GATEWAY PROJECT

Type of Work: ADD LANES & RECONSTRUCT

Phase	Funding Source	2023	2024	2025	2026	2027
Construction	SIB	\$25,500,000				
Total for Project 449663-1		\$25,500,000				

449703-1 - WOODVILLE PREK-8 CANYON CREEK SIDEWALK

Type of Work: SIDEWALK

Phase	Funding Source	2023	2024	2025	2026	2027
Construction	Federal					\$201,673
Preliminary Engineering	Federal			\$86,997		
Total for Project 449703-1				\$86,997		\$201,673

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LEON COUNTY **Miscellaneous**

442867-1 - APL- APPROVED PRODUCT LIST - PRODUCT EVALUATION WEBSITE ENHANCEMENTS

Type of Work: INFORMATION SYSTEMS

Phase	Funding Source	2023	2024	2025	2026	2027
Preliminary Engineering	State	\$2,137				
Total for Project 442867-1		\$2,137				

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Florida Department of Transportation - District Three

LEON COUNTY**Transportation Planning****439323-4 - CAPITAL REGION TPA (TALLAHASSEE) FY 2022/2023-2023/2024 UPWP**

Type of Work: TRANSPORTATION PLANNING

Phase	Funding Source	2023	2024	2025	2026	2027
Planning	Federal	\$1,715,094	\$1,365,094			
Total for Project 439323-4		\$1,715,094	\$1,365,094			

439323-5 - CAPITAL REGION TPA (TALLAHASSEE) FY 2024/2025-2025/2026 UPWP

Type of Work: TRANSPORTATION PLANNING

Phase	Funding Source	2023	2024	2025	2026	2027
Planning	Federal			\$665,094	\$665,094	
Total for Project 439323-5				\$665,094	\$665,094	

439323-6 - CAPITAL REGION TPA (TALLAHASSEE) FY 2026/2027-2027/2028 UPWP

Type of Work: TRANSPORTATION PLANNING

Phase	Funding Source	2023	2024	2025	2026	2027
Planning	Federal					\$665,094
Total for Project 439323-6						\$665,094

439339-4 - MPO ADVISORY COMMITTEE STAFF FY 2022/2023-2023/2024

Type of Work: TRANSPORTATION PLANNING

Phase	Funding Source	2023	2024	2025	2026	2027
Planning	Federal	\$672,952	\$672,952			
Total for Project 439339-4		\$672,952	\$672,952			

439339-5 - MPO ADVISORY COMMITTEE STAFF FY 2024/2025-2025/2026 UPWP

Type of Work: TRANSPORTATION PLANNING

Phase	Funding Source	2023	2024	2025	2026	2027
Planning	Federal			\$672,952	\$672,952	
Total for Project 439339-5				\$672,952	\$672,952	

439339-6 - MPO ADVISORY COMMITTEE STAFF FY 2026/2027-2027/2028 UPWP

Type of Work: TRANSPORTATION PLANNING

Phase	Funding Source	2023	2024	2025	2026	2027
Planning	Federal					\$672,952
Total for Project 439339-6						\$672,952

DISTRICT 3



TENTATIVE WORK PROGRAM PUBLIC HEARING REPORT

FISCAL YEAR 2023 TO FISCAL YEAR 2027



SUMMARY REPORT - WAKULLA COUNTY

AS OF **10/1/2021-12:58 AM** SUBJECT TO CHANGE

FLORIDA DEPARTMENT OF TRANSPORTATION DISTRICT 3
PROJECTS FUNDED JULY 1, 2022 TO JUNE 30, 2027
VISIT US AT WWW.FDOT.GOV/WPPH/DISTRICT3

Draft Tentative Five-Year Work Program Public Hearing Summary Report - As of October 1, 2021

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Florida Department of Transportation - District Three

WAKULLA COUNTY

WAKULLA COUNTY

Freight Logistics And Passenger Operations Program: Transit

421366-3 - WAKULLA COUNTY SENIOR CITIZEN TRANSIT NON-URBANIZED AREA 5311
Type of Work: OPERATING/ADMIN. ASSISTANCE

Phase	Funding Source	2023	2024	2025	2026	2027
Operations	Federal	\$200,000	\$205,000	\$215,000	\$225,000	\$235,000
	Local	\$200,000	\$205,000	\$215,000	\$225,000	\$235,000
Total for Project 421366-3		\$400,000	\$410,000	\$430,000	\$450,000	\$470,000



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Florida Department of Transportation - District Three

WAKULLA COUNTY**Highways****410172-2 - SR 267 BLOXHAM CUTOFF FROM WAKULLA SPRINGS PARK TO ST MARKS TRAIL**

Type of Work: BIKE PATH/TRAIL

Phase	Funding Source	2023	2024	2025	2026	2027
Preliminary Engineering	Federal		\$630,000			
Total for Project 410172-2			\$630,000			

419315-2 - SR 369 (US 319) FROM (US 319) NB OFF RAMP TO LEON COUNTY LINE

Type of Work: RESURFACING

Phase	Funding Source	2023	2024	2025	2026	2027
Construction	Federal			\$4,492,636		
	State			\$511,155		
Preliminary Engineering	State	\$880,000				
Total for Project 419315-2		\$880,000		\$5,003,791		

432550-2 - SR 267 BLOXHAM CUTOFF RD FROM LEON COUNTY LINE TO SR 363 WOODVILLE RD

Type of Work: RESURFACING

Phase	Funding Source	2023	2024	2025	2026	2027
Construction	Federal		\$7,747,810			
	State		\$1,022,710			
Total for Project 432550-2			\$8,770,520			

436751-1 - WAKULLA COUNTY TSMCA

Type of Work: TRAFFIC SIGNALS

Phase	Funding Source	2023	2024	2025	2026	2027
Operations	State	\$33,000	\$33,957	\$34,975	\$36,059	\$37,152
Total for Project 436751-1		\$33,000	\$33,957	\$34,975	\$36,059	\$37,152

437756-2 - SR 30 (US 98) FROM W OF WAKULLA RIVER BR TO SR 267 BLOXHAM CUTOFF RD

Type of Work: RESURFACING

Phase	Funding Source	2023	2024	2025	2026	2027
Construction	State		\$3,443,717			
Total for Project 437756-2			\$3,443,717			

438358-2 - CR 61 WAKULLA SPRINGS RD FROM SR 267 BLOXHAM CUTOFF TO LEON CO. LINE

Type of Work: WIDEN/RESURFACE EXIST LANES

Phase	Funding Source	2023	2024	2025	2026	2027
Construction	State	\$1,187,141				
Total for Project 438358-2		\$1,187,141				

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Florida Department of Transportation - District Three

WAKULLA COUNTY**Highways****440550-1 - SR 30 (US 98) FROM W OF SR 363 WOODVILLE HWY TO LIGHTHOUSE RD**

Type of Work: BIKE PATH/TRAIL

Phase	Funding Source	2023	2024	2025	2026	2027
Construction	State		\$3,759,618			
Environmental	State	\$263,738				
Total for Project 440550-1		\$263,738	\$3,759,618			

442951-1 - CR 372 SURF ROAD OVER OTTER CREEK RISE BRIDGE NO. 594049

Type of Work: BRIDGE REPLACEMENT

Phase	Funding Source	2023	2024	2025	2026	2027
Construction	Federal				\$1,541,264	
Preliminary Engineering	Federal	\$737,000				
Right of Way	Federal			\$3,500		
Total for Project 442951-1		\$737,000		\$3,500	\$1,541,264	

445606-1 - SR 267 BLOXHAM CUTOFF RD AT CR 61 WAKULLA SPRINGS RD

Type of Work: SAFETY PROJECT

Phase	Funding Source	2023	2024	2025	2026	2027
Construction	Federal				\$205,708	
Preliminary Engineering	Federal		\$32,837			
Total for Project 445606-1			\$32,837		\$205,708	

446586-1 - MLK RD FROM SR 61 (US 319) CRAWFORDVILLE RD TO CR 365 SPRING CREEK RD

Type of Work: RESURFACING

Phase	Funding Source	2023	2024	2025	2026	2027
Construction	State	\$1,694,475				
Total for Project 446586-1		\$1,694,475				

448609-1 - CR 368 ARRAN RD FROM FH-13 TO SR 30 (US 98/319) CRAWFORDVILLE HWY

Type of Work: RESURFACING

Phase	Funding Source	2023	2024	2025	2026	2027
Construction	State	\$1,228,038				
Total for Project 448609-1		\$1,228,038				

448619-1 - TIGER HAMMACK RD FROM S OF MYSTERIOUS WATERS RD TO SR 61 SHADEVILLE RD

Type of Work: RESURFACING

Phase	Funding Source	2023	2024	2025	2026	2027
Construction	State		\$476,100			
Total for Project 448619-1			\$476,100			

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Florida Department of Transportation - District Three

WAKULLA COUNTY

Highways

448622-1 - WHIDDON LAKE RD FROM SR 61 (US319) CRAWFORDVILLE RD TO STOKLEY RD

Type of Work: RESURFACING

Phase	Funding Source	2023	2024	2025	2026	2027
Construction	State			\$573,832		
Total for Project 448622-1				\$573,832		

448654-1 - LONNIE RAKER LANE FROM EAST IVAN RD TO SR 267 BLOXHAM CUTOFF RD

Type of Work: RESURFACING

Phase	Funding Source	2023	2024	2025	2026	2027
Construction	State	\$599,302				
Total for Project 448654-1		\$599,302				

449725-1 - PARK AVENUE FROM END OF EXISTING PAVEMENT TO SHELDON STREET

Type of Work: FLEXIBLE PAVEMENT RECONSTRUCT.

Phase	Funding Source	2023	2024	2025	2026	2027
Construction	State	\$333,050				
Total for Project 449725-1		\$333,050				

November 16, 2021



AGENDA ITEM 7B

RAIL DISCUSSION

TYPE OF ITEM: Action

STATEMENT OF ISSUE

This item provides a discussion of rail by Rickey Fitzgerald, Florida Department of Transportation Freight and Multimodal Operations Office.

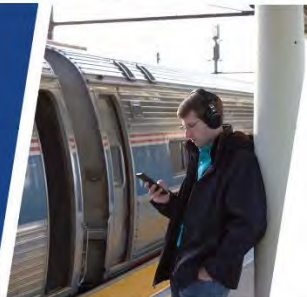
ATTACHMENT

Attachment 1: Draft Presentation

State Rail Discussion

November 16, 2021





GULF COAST RAIL

Background

- **2005:** Amtrak service along Gulf Coast, suspended after Hurricane Katrina
- **Mid-2015:** the Southern Rail Commission asked Amtrak to evaluate potential restoration options
- **December 2015:** the Fixing America's Surface Transportation (FAST) Act mandated the creation of the Gulf Coast Working Group (GCWG) to complete a report to Congress on Gulf Coast passenger rail restoration
- **2016:** CSX and GCWG completed separate feasibility and cost estimates studies

Gulf Coast Working Group Report to Congress



Prepared for: Committee on Commerce, Science and Transportation
of the Senate and Committee on Transportation and Infrastructure of
the House of Representatives

Submitted by: The Gulf Coast Working Group

Final Report
July 2017

Gulf Coast Route: New Orleans to Orlando



New Orleans – Mobile: 137.7 miles CSX

Mobile – Flomaton: 59 miles CSX

Flomaton – Pensacola: 45 miles CSX

Pensacola – Tallahassee: 202 miles FGA

Tallahassee – Baldwin 150 miles FGA

Baldwin – Jacksonville 21 miles CSX

Jacksonville – Deland 109 miles CSX

Deland – Orlando 61 miles FDOT

Corridor Infrastructure Characteristics



■ New Orleans to Flomaton

- 196 miles
- 39.2 miles of 2nd track
- signaled with PTC

■ Flomaton to Jacksonville

- 393 miles
- 32.9 miles of 2nd track
- non-signaled without PTC (243 miles)
- signaled without PTC (150 miles)

■ Jacksonville to Deland

- 127 miles
- 21.3 miles of 2nd track
- signaled with PTC

■ Deland to Orlando

- 41.8 miles
- 28.3 miles of 2nd track
- signaled with PTC

Corridor Operational Characteristics



■ New Orleans to Flomaton

- 11-13 thru freight trains per day
- 2-6 local trains per day

■ Flomaton to Jacksonville

- 7-8 thru freight trains per day
- 8 local freight trains per day

■ Jacksonville to Deland

- 4 thru freight trains per day
- 4 Amtrak trains per day
- 1 local freight train per day

■ Deland to Orlando

- 4 thru freight trains per day
- 4 Amtrak trains per day
- 40 SunRail trains per day

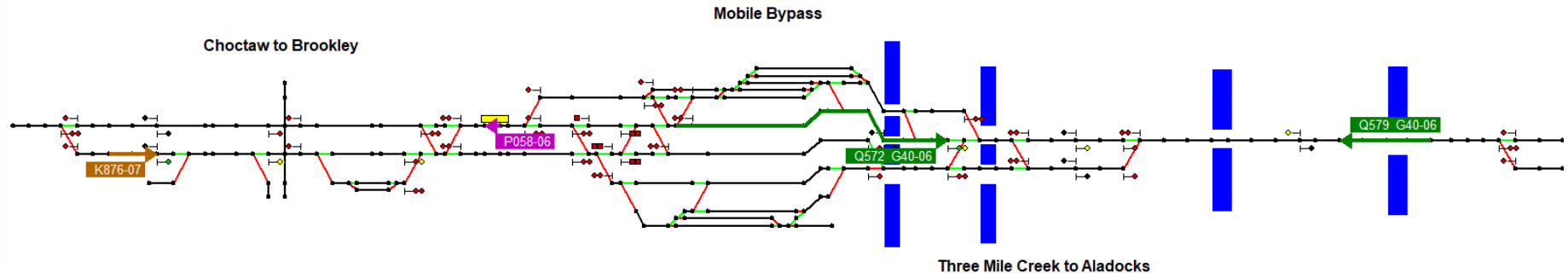
Moveable bridges are a major constraint

- 17 moveable bridges
- Marine traffic has priority, open and close independent of freight traffic
- Occasional mechanical failures
- Manned with bridge tenders, some require track time to reach bridge



Factors Impacting Costs

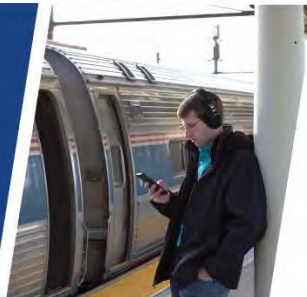
- On-Time Performance (OTP)
- Average Speed (mph)
- Delay



Adding Gulf Coast Passenger Rail Requires Significant Investment

- Cost estimate to reinstate and sustain Amtrak:
Up to \$2.254B
- Required to have high passenger OTP while maintaining freight level of service
- Operational challenges:
 - Congested terminal areas
 - Trains holding on mainline to serve customers and yards
 - Sparse sidings
 - Moveable bridges
- Limited access and marshy terrain makes construction costly





PASSENGER RAIL STRATEGY DEVELOPMENT

Working Group Objectives

- Define role in passenger rail
 - Vision and policy position
 - Organizational structure and resource needs
 - Projects and opportunities
 - Partnership approaches and funding strategies



Intercity



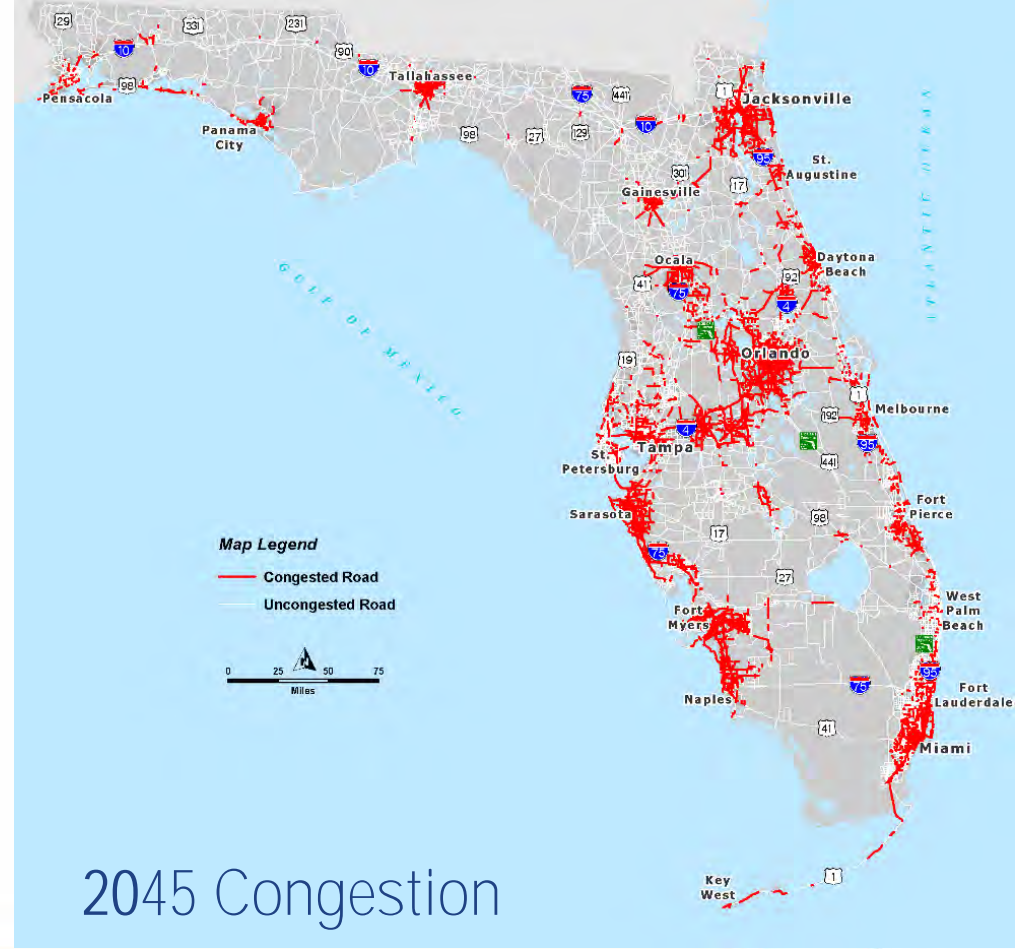
Regional



Urban

Why?

- Robust multimodal transportation system vision
- Florida's unique geography and development patterns
- Mobility needs of a growing state
- Multimodal connectivity – systems approach
- Safer and cleaner mode of travel
- Economic development
- Equity and accessibility



Lessons Learned From Other States

- Clearly define the role that passenger rail should play in state mobility
- Political support is critical to success
- Have a dedicated source of ongoing, sustainable funding for passenger rail
- Connections strengthen transportation systems
- Existing freight corridors are not guarantees of available alignment or track capacity



Funding

- Conduct needs assessment and develop financial plan to support the vision.
- Opportunity cost of current obligations

Partnerships

- Develop shared vision – early coordination is critical
- Intercity
- Regional and Urban
- Class I Freight Railroads
 - Capacity investments and incentives are needed to ensure reliable freight and passenger operations
- Partner with other states



Next Steps

- Passenger rail strategy
- Stakeholder interviews
- Research white paper
- Visual summary report
- Executive presentation





SAFETY GOAL ACHIEVEMENT



CLEARING THE PATH FOR A SAFER JOURNEY.

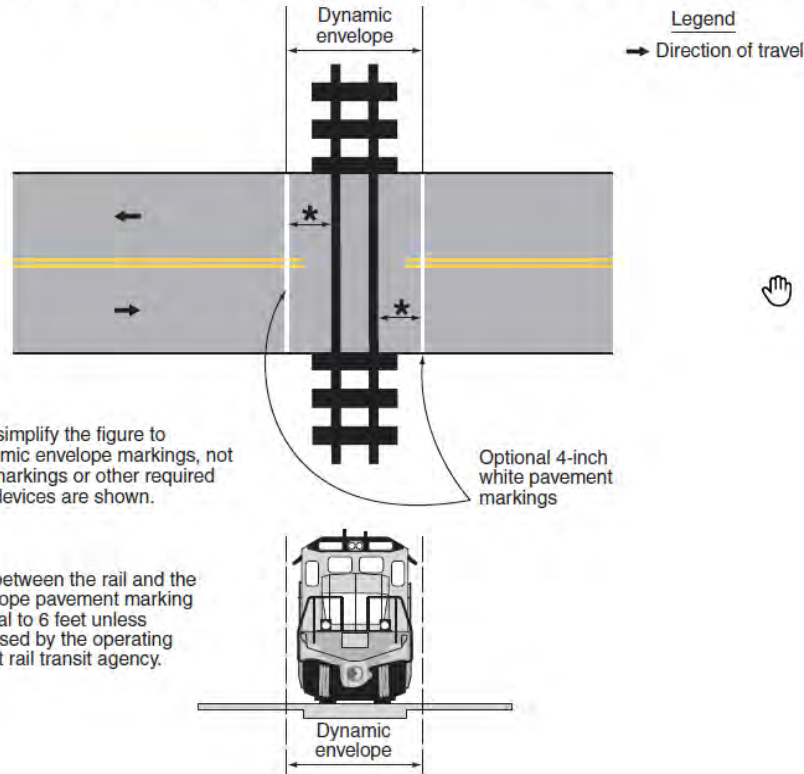
Dynamic Envelopes pavement markings are used to decrease unsafe stopping behavior for motorists, bicyclists, and pedestrians near railroad crossings. These white markings, coated with reflective glass powder, indicate the clearance needed for trains to safely pass.



Statewide Traffic and Railroad Initiative Using Dynamic Envelopes

Dynamic Envelope Projects: Planning

Figure 8B-8. Example of Dynamic Envelope Pavement Markings at Grade Crossings



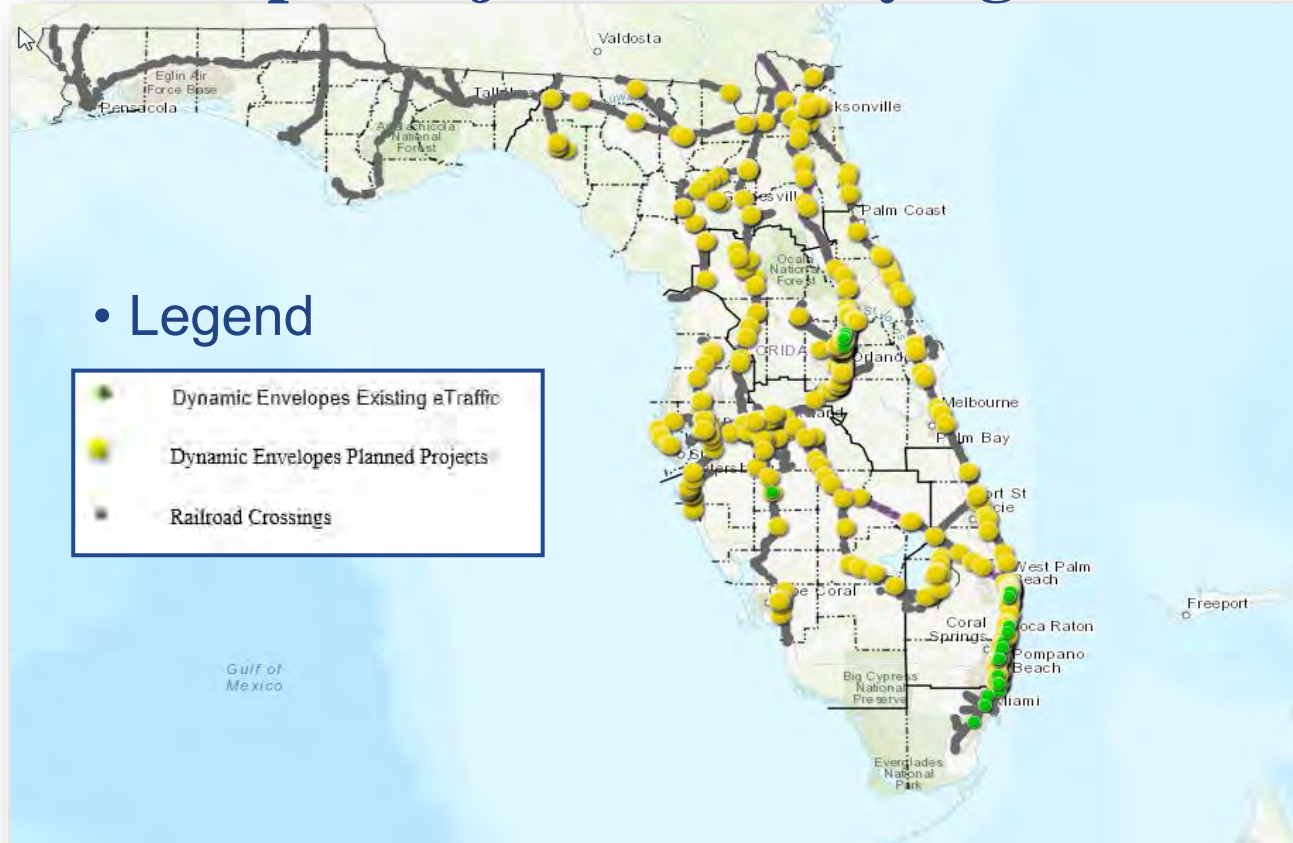
Implemented statewide:

- Improve behavior at grade crossings
- Increase awareness of rail infrastructure and safety

Partnerships (District, & RRs):

- New or updated agreements
- Plans development, review, and recommendations

Dynamic Envelope Projects: Identifying and Prioritizing



Dynamic Envelope Projects: Signage & Pavement Markings



Thermoplastic Edge Lines and Cross Lines

Dynamic Envelope Projects: Outreach

Business Outreach:

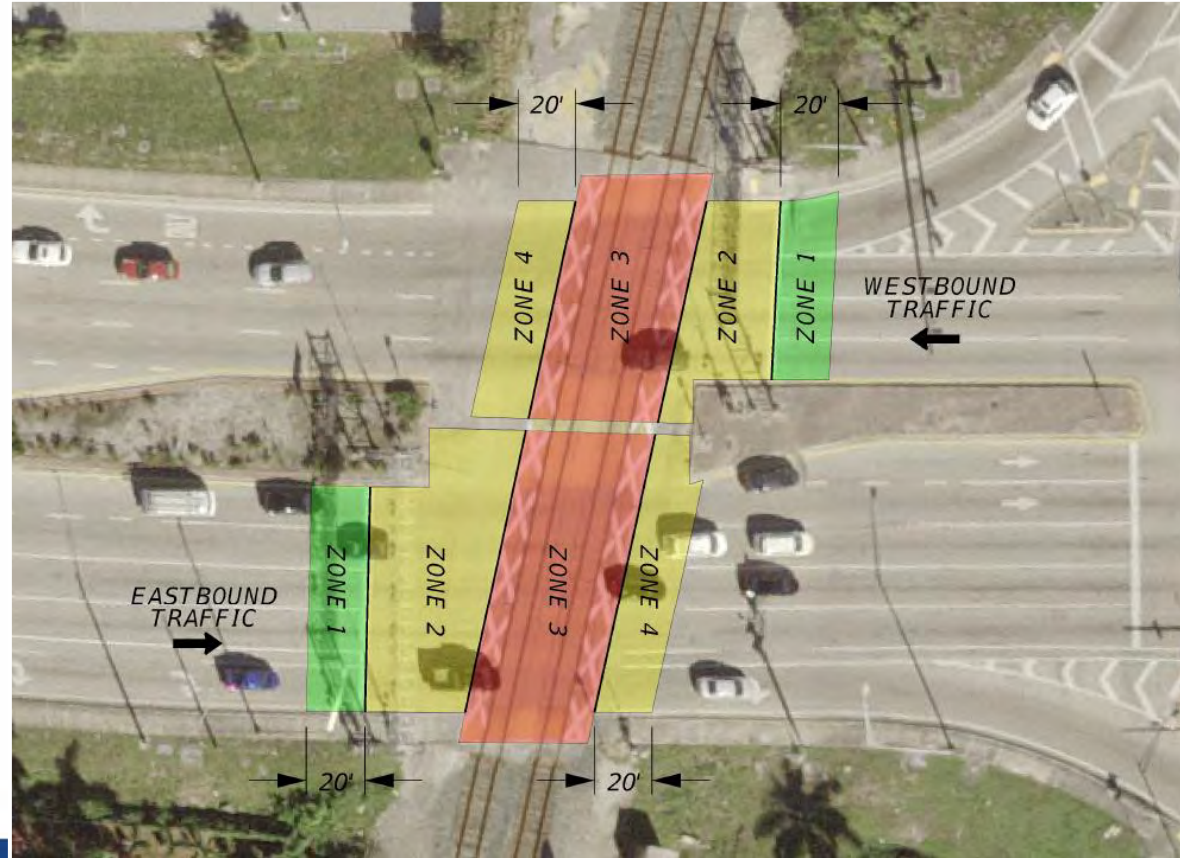
focused on surrounding business and communities within a 1 mile radius

Digital Outreach: use of websites and social media sites



Dynamic Envelope Projects: Effectiveness Evaluation

- **Zone 1**: 20' behind stop bar and gate arm
- **Zone 2**: Downstream of stop bar but upstream of track foul zone
- **Zone 3**: On the tracks foul zone
- **Zone 4**: 20' immediately downstream outside of track foul zone





Rickey Fitzgerald

Manager, Freight and Multimodal Operations

605 Suwannee Street, MS 57
Tallahassee, FL 32399
Phone: 850-414-4700
Email: rickey.fitzgerald@dot.state.fl.us



November 16, 2021



AGENDA ITEM 7C

STRATEGIC INTERMODAL SYSTEM (SIS) POLICY PLAN UPDATE

TYPE OF ITEM: Action

STATEMENT OF ISSUE

An update to the Florida Department of Transportation's (FDOT) Strategic Intermodal System (SIS) Plan is currently underway. Staff from the FDOT will provide information related to the plan update (***Attachment 1***).

As a background, the SIS is Florida's high priority network of transportation facilities important to the state's economy and mobility and was established in 2003 by the Governor and Legislature. The SIS was created to focus the state's limited transportation resources on the facilities most significant for interregional, interstate, and international travel. As such, the SIS is the state's highest priority for transportation capacity investments and a primary focus for implementing the Florida Transportation Plan (FTP), the state's long-range transportation vision and policy plan.

A map of SIS facilities within FDOT District 3 is provided as ***Attachment 2***.

ATTACHMENT

Attachment 1: SIS Policy Plan Update Brochure

Attachment 2: FDOT D-3 SIS Map



SIS POLICY PLAN UPDATE

ATTACHMENT 1

A plan to guide policy and investment decisions for the SIS.

WHAT IS THE STRATEGIC INTERMODAL SYSTEM (SIS)?

The SIS is a **statewide network of high-priority transportation facilities**, including the State's **largest and most significant** airports, spaceports, public seaports, freight rail terminals, passenger rail and intercity bus terminals, rail corridors, waterways, and highways.

These facilities represent the State's **primary means for moving people and freight** between Florida's regions, as well as between Florida and other states and nations.

WHAT IS THE INTENT OF THE SIS?

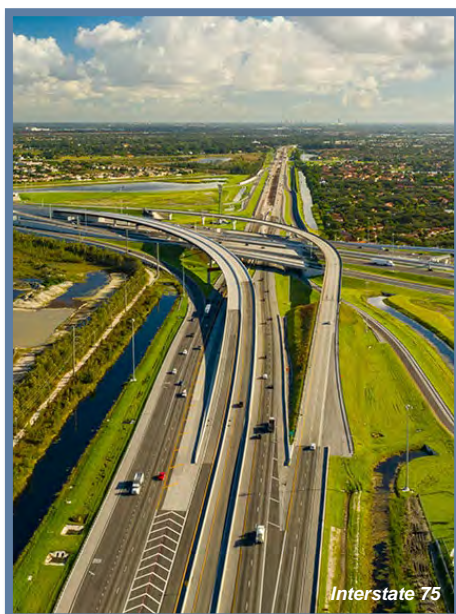
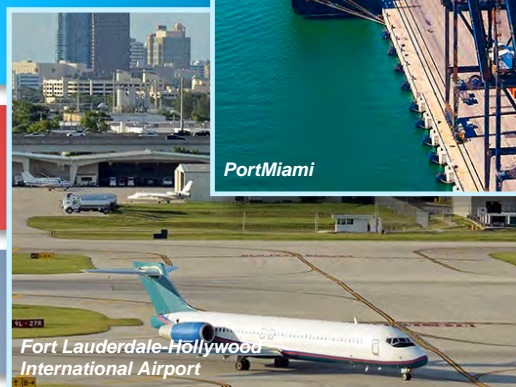
Florida's Governor and Legislature established the SIS in 2003 for many reasons – all of which are still relevant today.

Help meet growing demand for moving people and freight

Link Florida's economic regions

Enhance Florida's competitiveness
as a global hub for trade

Make strategic choices for transportation
investments within financial constraints



WHAT IS THE SIGNIFICANCE OF THE SIS?

The SIS is the state's highest priority for transportation capacity investments and a primary tool for implementing the Florida Transportation Plan (FTP), the state's long-range transportation vision and policy plan.

SIS facilities are the workhorses of Florida's transportation system and account for a dominant share of the people and freight movement to, from, and within Florida.

The SIS includes transportation facilities owned by the Florida Department of Transportation (FDOT), local governments, independent authorities, and the private sector. To be designated as part of the SIS, transportation facilities must meet criteria related to transportation or economic activity, as well as screening factors related to potential community and environmental impacts.

SIS facilities generally are the largest and most strategic facilities in the state. The SIS also includes smaller facilities providing critical economic connections, especially those in Rural Areas of Opportunity, that have the potential to become SIS facilities in the near future. All facilities designated on the SIS are eligible for state transportation investments consistent with the policy framework defined in the SIS Policy Plan.



WHAT WILL BE INCLUDED IN THE SIS POLICY PLAN?

The SIS Policy Plan will include:

- **Objectives** to define how we plan and manage the SIS, consistent with the broader goals for the FTP.
- **Focus Areas** that will be addressed over the next five years as part of the plan update.
- **Policies/Strategies** directed toward the objectives and focus areas.
- **Implementation Guidance** for how to carry the plan forward.

2016 SIS POLICY PLAN OBJECTIVES

Interregional Connectivity



Ensure the efficiency and reliability of multimodal transportation connectivity between Florida's economic regions and between Florida and other states and nations.

Intermodal Connectivity



Expand transportation choices and integrate modes for interregional trips.

Economic Development



Provide transportation systems to support Florida as a global hub for trade, tourism, talent, innovation, business, and investment.

FOCUS AREAS

The 2022 SIS Policy Plan update will focus on these five areas:



Safety. How will the SIS contribute to our vision of eliminating fatalities and serious injuries on Florida's transportation system?



Resilience. How can we reduce vulnerabilities of SIS infrastructure to risks including extreme weather, sea-level rise, coastal and inland flooding, wildfires, and extreme heat?



Technology and Innovation. How do we prepare the SIS for emerging technologies such as automated, connected, electric, and shared vehicles?



Urban Mobility and Connectivity. How do we address the impact of congestion on the efficiency and reliability of the SIS for interregional travel?



Rural Mobility and Connectivity. How can the SIS support rural revitalization and economic development and facilitate emergency evacuation and response while supporting environmental stewardship and community visions?

WHAT IS THE PROCESS FOR UPDATING THE SIS POLICY PLAN?


Florida Statute requires FDOT to update the SIS Policy Plan at least once every five years following the update to the FTP. The plan is developed by:

- reviewing the most recent FTP goals and objectives to ensure the SIS Policy Plan aligns with the FTP,
- considering current trends and conditions, including applicable performance measures, to ensure the plan addresses key issues and opportunities for the SIS, and
- gathering input through various partner and public outreach efforts such as partner briefings, social media outreach, virtual information sharing, and website publications.





SISatlas

Airports


 Strategic Growth Airport


Seaports


 SIS Seaport


 Strategic Growth Seaport

Highway


 SIS Highway Corridor


 SIS Highway Connector


 Strategic Growth Highway Connector


 Military Access Facility

Rail


 SIS Railway Corridor


 Strategic Growth Railway Corridor


 SIS Railway Connector

 Strategic Growth Railway Connector


Waterways

 SIS Waterway

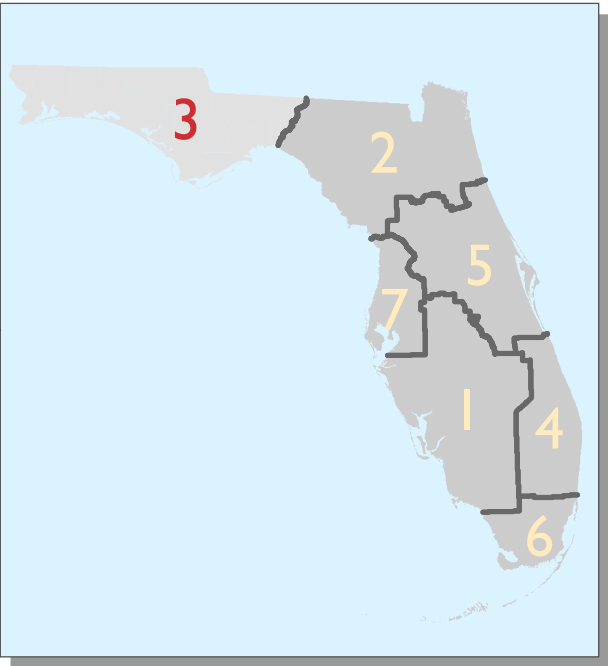
 SIS Waterway Connector

 SIS Waterway Shipping Lane

Connector Map Insets



DESIGNATED SIS AND STRATEGIC GROWTH FACILITIES						
Facility Type	Active and Planned Drop Facilities					Future Facility
	Corridor / Hub		Connector		Military Access Facility	
	SIS	Strategic Growth	SIS	Strategic Growth		
Airports	-	4	-	-	-	-
Seaports	1	2	-	-	-	-
Rail Miles	283	17	73	97	-	-
Highway Miles (Centerline)	597	-	8	32	32	-
Highway Miles (Lane)	2374	-	23	119	101	-



November 16, 2021



AGENDA ITEM 7 D

CRTPA URBAN ATTRIBUTABLE (SU) FUNDING

TYPE OF ITEM: Action

STATEMENT OF ISSUE

This item seeks Board approval to move CRTPA Urban Attributable (SU) funds (currently placed on the design phase of the Monticello Trail Extension) to the next phase of the US 90 Multi-Use Trail project. ***Note:** If approved, such placement is contingent on CRTPA Board approval of the US 90 Multi-Use Trail Feasibility Study, currently scheduled to be presented at the March 2022 CRTPA meeting.

RECOMMENDED ACTION

Option 1: Approve moving \$750,000 in Urban Attributable (SU) funds, currently programmed on the design phase of the Monticello Trail Extension, to the next phase of the US 90 Multi-Use Trail Feasibility Study, contingent upon Board approval of the project's feasibility study.

BACKGROUND

[The US 90 Multi-Use Trail Feasibility Study](#) is currently being developed to evaluate the feasibility of constructing a multi-use trail to connect Tallahassee to Monticello along US 90, a corridor identified on the Florida Shared-Use Nonmotorized (SUN) Trail Regional Trail Network. The limits of the project are from Pedrick Road (Leon County) continuing eastwards to the Monticello Bike Trail on the east side of Monticello (Jefferson County), a distance of approximately 21 miles.

An update on this project is scheduled to occur at today's CRTPA meeting with the completed project scheduled to return for Board approval in March 2022. Pending Board approval of the project, the next phase of the US 90 Multi-Use Trail Feasibility Study is the project's environmental phase (Project Development & Environment (PD&E) Study).

Relatedly, in September 2019, the CRTPA approved a feasibility study for the extension of the Monticello Trail in Jefferson County. [The Monticello Bike Trail Feasibility Study](#) examined the feasibility of extending the existing Monticello Bike Trail south to the Jefferson County Middle/High School (a distance of approximately 2 miles). The Monticello Trail, including the proposed extension, are also identified on the Florida SUN Trail Regional Trail Network.

Subsequent to Board approval of the Monticello Trail study in 2019, SU funding was placed on the next two phases of the project, PD&E Study and Design. [The PD&E Study](#) for the Monticello Bike Trail extension (project #4039313) is currently underway and anticipated to be complete in the Spring of 2022. The project's next phase (design) is scheduled for fiscal year 2023 with \$750,000 programmed in SU funds.

Florida SUN Trails

As noted above, both projects (US 90 Multi-Use Trail and Monticello Bike Trail) are located on the Florida SUN Trail Network. The SUN Trail network is the statewide system of high-priority (strategic) paved trail corridors for bicyclists and pedestrians that includes a combination of existing, planned, and conceptual multiple-use trails. One of the requirements for funding eligibility of the SUN Trail program is that the project be within the SUN Trail network.

Because both trail projects are located on the SUN Trail Network, they are both eligible for such funding.

SU Funding Proposal

Given the regional nature of the US 90 Multi-Use Trail project, CRTPA staff is proposing that the SU funds (\$750,000) currently placed on the Monticello Trail extension project for the next phase (design) be placed on the next phase (PD&E Study) of the US 90 project (contingent upon CRTPA approval of the project's feasibility study).

It is thought that placement of CRTPA SU funds on the US 90 project will better position the project towards receiving future SUN Trail funding as it reflects a strong CRTPA commitment to this project. Such commitment is important to future CRTPA solicitation of SUN Trail funding from the FDOT as such funding will be required to construct a project of such magnitude.

Furthermore, given the upcoming completion of the PD&E Study for the Monticello Trail Extension project, staff believes that this project is well positioned to compete for future SUN Trails funding.

As a background, the CRTPA, as a Transportation Management Area, receives an annual allocation of approximately \$3 - \$4 million of SU funds. Unlike other funding available to the CRTPA, SU funds provide more flexibility in their use and may be used on different types of transportation projects with the requirement that they be used on projects on the Federal-aid urban system. As noted above, the funding staff is seeking to move to the next phase of the US 90 Multi-Use Trail Feasibility study is such funding.

OPTIONS

- Option 1: Approve moving \$750,000 in Urban Attributable (SU) funds, currently programmed on the design phase of the Monticello Trail Extension, to the next phase of the US 90 Multi-Use Trail Feasibility Study, contingent upon Board approval of the project's feasibility study.
(Recommended)
- Option 2: Provide other direction.

November 16, 2021



AGENDA ITEM 7 E

ELECTION OF CHAIR AND VICE CHAIR

TYPE OF ITEM: Action

STATEMENT OF ISSUE

The Capital Region Transportation Planning Agency (CRTPA) members annually elect a new Chair and Vice-Chair to serve for the upcoming calendar year. The current positions are held by Commissioner Jeremy Matlow as Chair and Commissioner Kristin Dozier as Vice Chair. Staff is seeking the approval of a new Chair and Vice Chair to serve for calendar year 2022.

RECOMMENDED ACTION

Option 1: Elect a Chair and Vice Chair.

HISTORY AND ANALYSIS

Section IV, CRTPA By-laws provides the following guidance regarding the annual selection of the Chairperson and Vice Chairperson of the CRTPA:

“C. Officers and Duties

1. The CRTPA Board shall hold an annual organizational meeting no later than the last Board meeting of the calendar year for the purpose of electing the following officers from its voting membership:
 - Chairperson
 - Vice-Chairperson
 - Representative to the Florida Metropolitan Planning Organization Advisory Council
 - Alternate representative to the Florida Metropolitan Planning Organization Advisory Council

The Chairperson and Vice-Chairperson shall be members of different member governments.”

The following provides a listing of the members who have served as the CRTPA's most recent Chair and Vice-Chair:

YEAR	CHAIR	VICE CHAIR
2021	COMMISSIONER MATLOW	COMMISSIONER DOZIER
2020	COMMISSIONER MERRITT	COMMISSIONER MATLOW
2019	COMMISSIONER VIESBESIE	COMMISSIONER RANDY MERRITT
2018	COMMISSIONER NICK MADDOX	COMMISSIONER ANTHONY VIESBESIE
2017	COMMISSIONER RICHARDSON	COMMISSIONER NICK MADDOX
2016	COMMISSIONER BARFIELD	COMMISSIONER RICHARDSON

OPTIONS

Option 1: Elect a Chair and Vice Chair
(RECOMMENDED)

Option 2: Provide other direction



AGENDA ITEM 7F

**CRTPA TRANSPORTATION ALTERNATIVES PROGRAM (TAP)
DIRECTION**

TYPE OF ITEM: Action

STATEMENT OF ISSUE

This item provides a discussion related to capping the funding amount sought by applicants associated with CRTPA Transportation Alternatives Program.

RECOMMENDED ACTION

Option 1: Approve the CRTPA limiting the maximum amount of TA funding that may be requested for a TA project to \$650,000.

HISTORY AND ANALYSIS

The CRTPA coordinates the solicitation and ranking of TA projects within the four-county capital region. The process, described below in detail, includes the solicitation of new applications every two (2) years due to the relatively small amount of TA funding that is guaranteed to the CRTPA region (approximately \$310,000) and the high number of applications that are typically received.

Relatedly, given the limited amount of TA funding and the frequently large funding requests sought by TA applicants, staff is proposing to cap the maximum of TA funding that may be sought. Specifically, staff is seeking to cap this amount at \$650,000 per project. This amount reflects an approximately two (2) year CRTPA allocation of such funds.

Benefits associated with placing a maximum cap on the TA funds include:

- Ensures that TA funding is spread throughout the CRTPA region by limiting the submission of projects that could require multiple years of TA appropriation;
- Provides a more realistic reflection of the annual funding appropriation received by the CRTPA and a tailoring submission of projects accordingly.

Such a cap would not preclude applicants from using or seeking other funding placed towards the construction of such projects.

Background

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

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

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

As noted above, the CRTPA receives approximately \$310,000 annually in TA funding explicitly dedicated to the CRTPA region. In addition, other TA funding may be available for placement on TA projects within the CRTPA region at the discretion of the Florida Department of Transportation (FDOT).

Consistent with CRTPA Board direction, solicitation of new TA projects occurs biennially with the CRTPA scheduled to begin soliciting new applications in December (with applications due in early Spring of 2022*).

*NOTE- At the time of agenda development, FDOT District 3 had not yet released the TA schedule for 2021/2022.

CRTPA TAP Process

Guiding the CRTPA TAP is the CRTPA TAP Subcommittee. The subcommittee, comprised of 6 members (3 from the CRTPA's Citizen's Multimodal Advisory Committee (CMAC) and 3 from the Technical Advisory Committee (TAC)), review and recommend a ranking of the TA applications to the CRTPA Board. Ultimately, the projects are placed in recommended priority order on the agency's TA Project Priority List for CRTPA consideration and adoption.

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

ADOPTED CRITERIA

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

NEXT STEPS

The following provides the general timeline associated with the CRTPA's 2021/2022 TA Solicitation Cycle:

November 2, 2021 – CRTPA TA Subcommittee forms for 2021/2022 TA Solicitation Cycle
December 2021 – CRTPA initiates call for new TA applications for FY 2024 – FY 2028
December 2021 – TA Informational Public Meeting
March 2022* – TA applications DUE
March 2022 – TA applicant interviews with TA Subcommittee
March 2022 – TA Subcommittee application ranking meeting
April 2022 – CRTPA adopts FY 2024 – FY 2028 Transportation Alternatives Priority Project List

*NOTE: Awaiting release of FDOT 2021/2022 TA schedule

RECOMMENDED ACTION

Option 1: Approve the CRTPA limiting the maximum amount of TA funding that may be requested for a TA project to \$650,000.
(Recommended)

Option 2: Board Direction

November 16, 2021



AGENDA ITEM 7G

US 90 MULTI-USE TRAIL FEASIBILITY STUDY UPDATE

TYPE OF ITEM: Action

STATEMENT OF ISSUE

This item provides an update on the US 90 Multi-Use Trail Feasibility Study including project history and future scheduled public involvement opportunities.

CRTPA COMMITTEE ACTIONS

The CRTPA's two (2) committees (Citizen's Multimodal Advisory Committee and Technical Advisory Committee) received a project update at their respective November 2, 2021 meetings.

RECOMMENDED ACTION

For Information Only

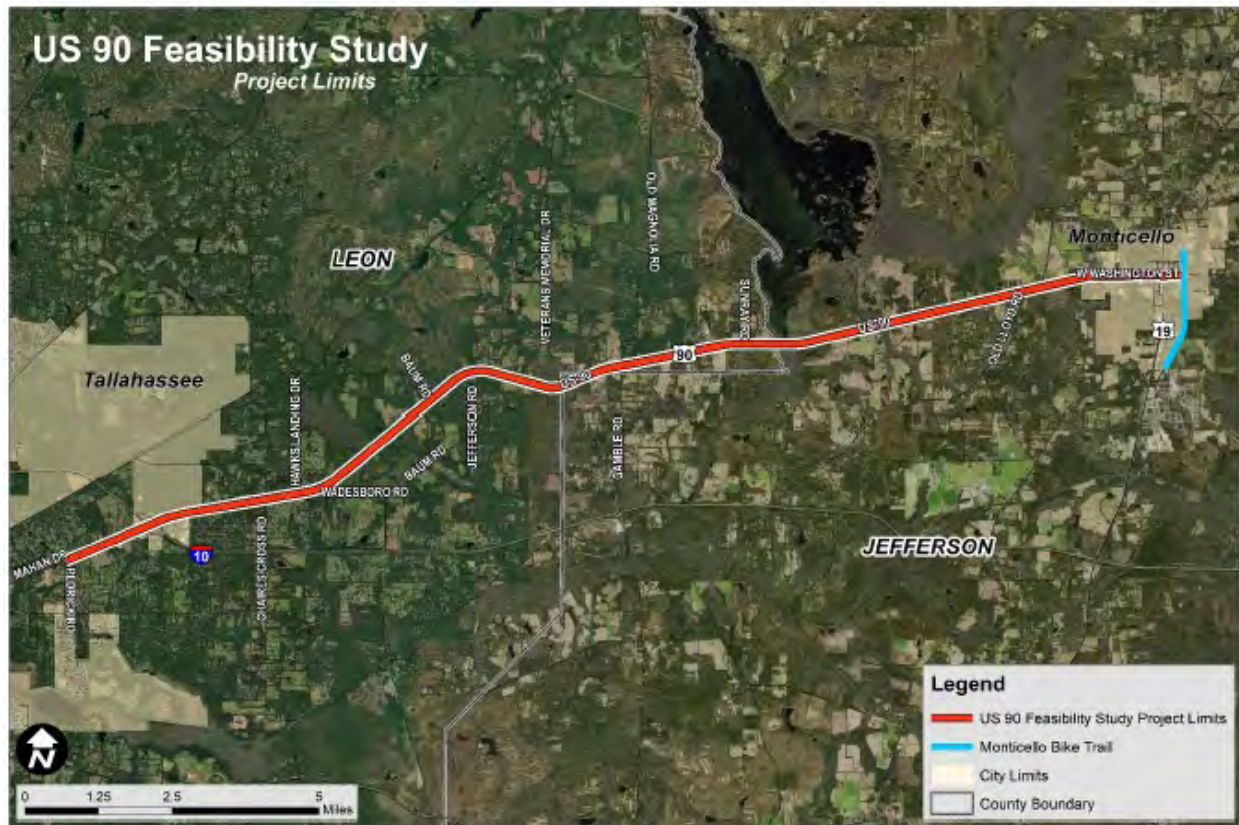
BACKGROUND

The US 90 Multi-Use Trail Feasibility Study is being developed to evaluate the feasibility of constructing a multi-use to connect Tallahassee to Monticello along US 90. The limits of the project are from Pedrick Road (Leon County) in the west continuing eastwards to the Monticello Bike Trail on the east side of Monticello (Jefferson County), a distance of approximately 21 miles.

The study was initiated in late 2019 and is being developed by the CRTPA's general planning consultant, Kimley Horne and Associates (KHA). Project goals of the US 90 Study are as follows:

- Provide a safe, continuous multimodal facility between Tallahassee and Monticello
- Expand upon the growing SUNTrails Regional Trail Network
- Provide new alternative transportation opportunities for residents, businesses, and visitors along the US 90 corridor
- Spur economic development and activity

Project Limits/Map



More information on the project may be found on the CRTPA's [US 90 Multi-Use Trail project page](#).

Public Outreach

Public outreach associated with the project has included individual meetings (virtual) with neighborhood groups along the corridor and on-site meetings with corridor property and business owners.

The first major public involvement push occurred in April & May 2021 and were impacted by safety protocols associated with COVID 19. As a result, in-person meetings were minimized with efforts focused on the creation of a virtual room (open to the public from April 6 to May 7) and related live question and answer sessions conducted on April 8 ([view meeting transcript](#)) & 12 ([view meeting transcript](#)) virtually.

UPCOMING: A second round of public involvement efforts to present refined alternatives for the trail have been *tentatively* scheduled for January/February 2022, as follows:

- **Leon County Open House (In-Person)** - January 20 (5 p.m. - 7:30 p.m.) at Tallahassee Eastside Branch Library (1538 Pedrick Road, Tallahassee)

- **Jefferson County Open House** (In-Person) - January 27 (5 p.m. - 7:30 p.m.) at Jefferson County Courthouse Annex (435 Walnut Street, Monticello)
- **Live Question & Answer Sessions** (conducted virtually with the project team): January 13 & February 1 (Starting at 6 p.m.)

A summary of public comments received to date is provided in **Attachment 1**.

Existing Conditions

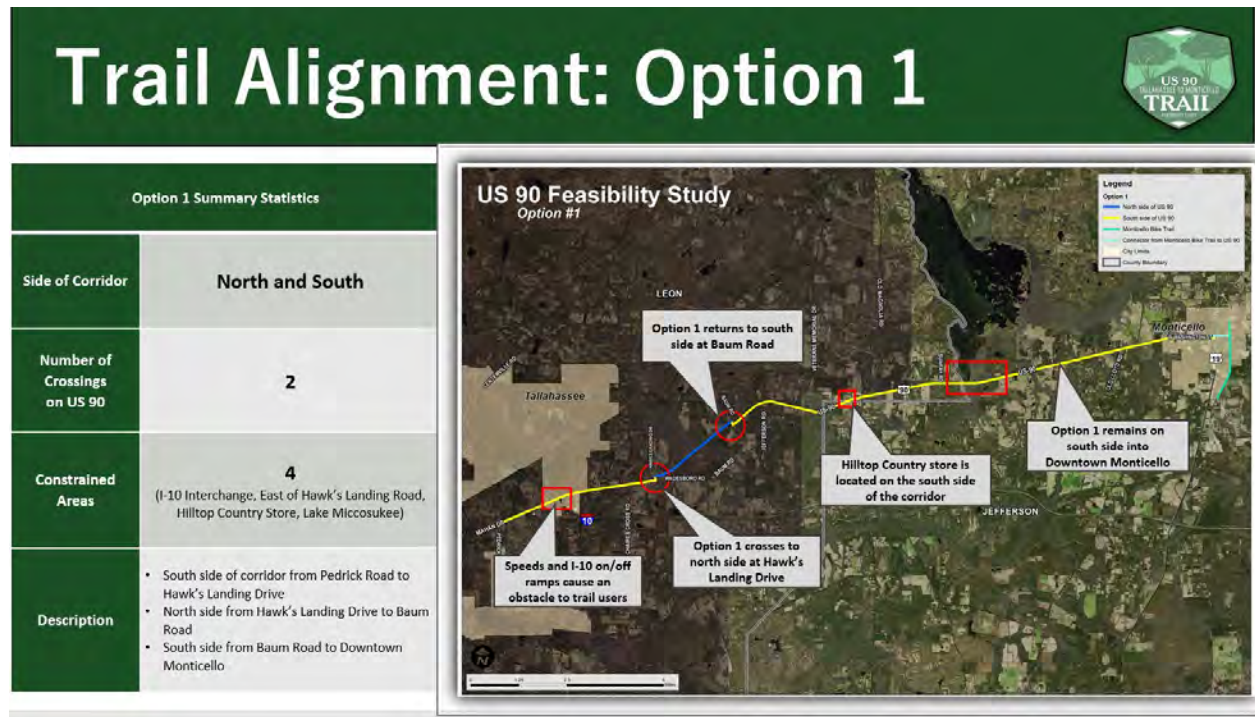
A draft [Existing Conditions report](#) has been developed for the project. The report details the corridor's conditions with detailed information on the following:

- Transportation and Roadway Characteristics/Provides corridor data by segments including such information as speed and average annual daily traffic (AADT) information.
- Right-of Way/Provides information related to availability of right-of-way (R/W) by segment employing property appraiser data from Leon County and Jefferson County. Such data reflects that r/w fluctuates along US 90 between approximately 55 feet and 300 feet.
- Land Use/Notes the differing land uses along project limits including suburban and rural uses.
- Grade and Elevation/Details the uniqueness of the project's corridor given its rolling hills.
- Environmental Conditions/Provides information related to the corridors' wetlands, trees, and natural areas, including property easements, conservation lands, and lakes are located adjacent to US 90.
- Historic and Cultural Resources/Using data provided by State Historic Preservation Office (SHPO) areas with any known historic or culturally significant resources near the corridor are identified.
- Existing Trail Connections/Identifies the existing trail networks contained within the City of Tallahassee and the City of Monticello that create opportunities for long-distance trips to other destinations in the region.
- Locations of Note/Provides information on specific locations along the corridor have been identified that require attention as the project proceeds.

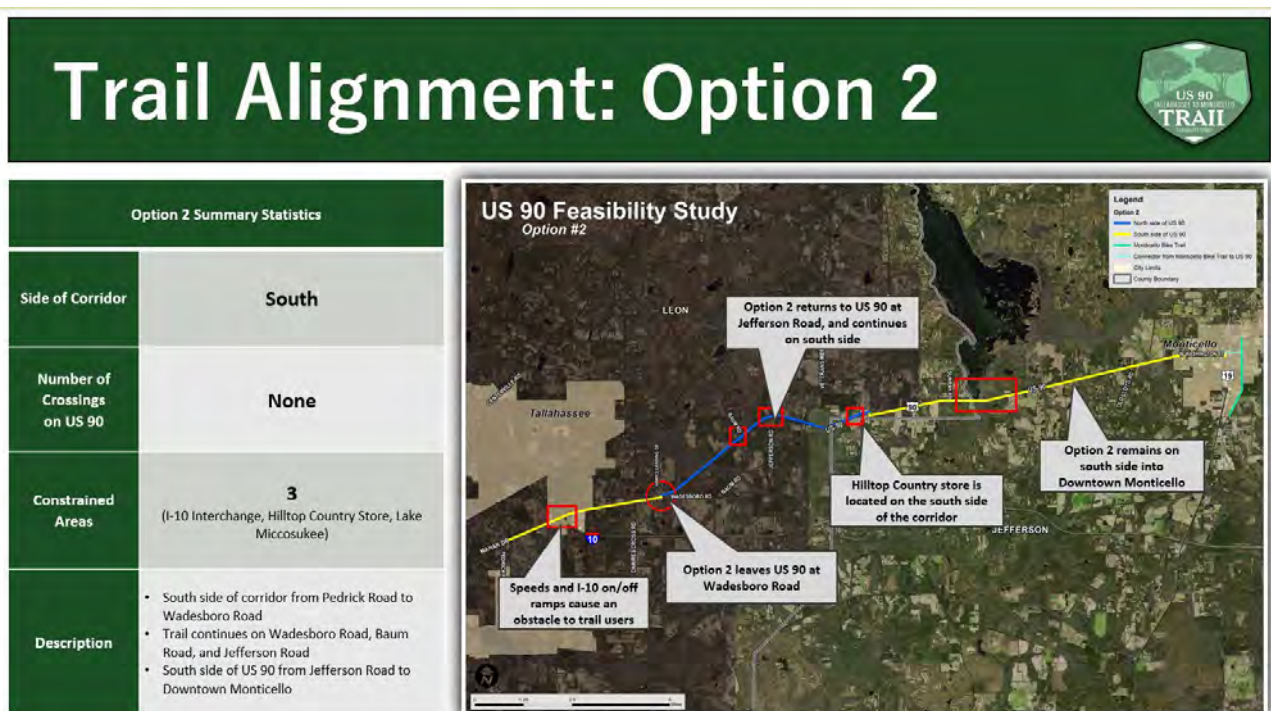
Multi-Use Trail Alternatives

Alternatives for the route along US 90 have been developed based upon data collection, stakeholder input and public feedback. These alternatives are shown as on the following pages:

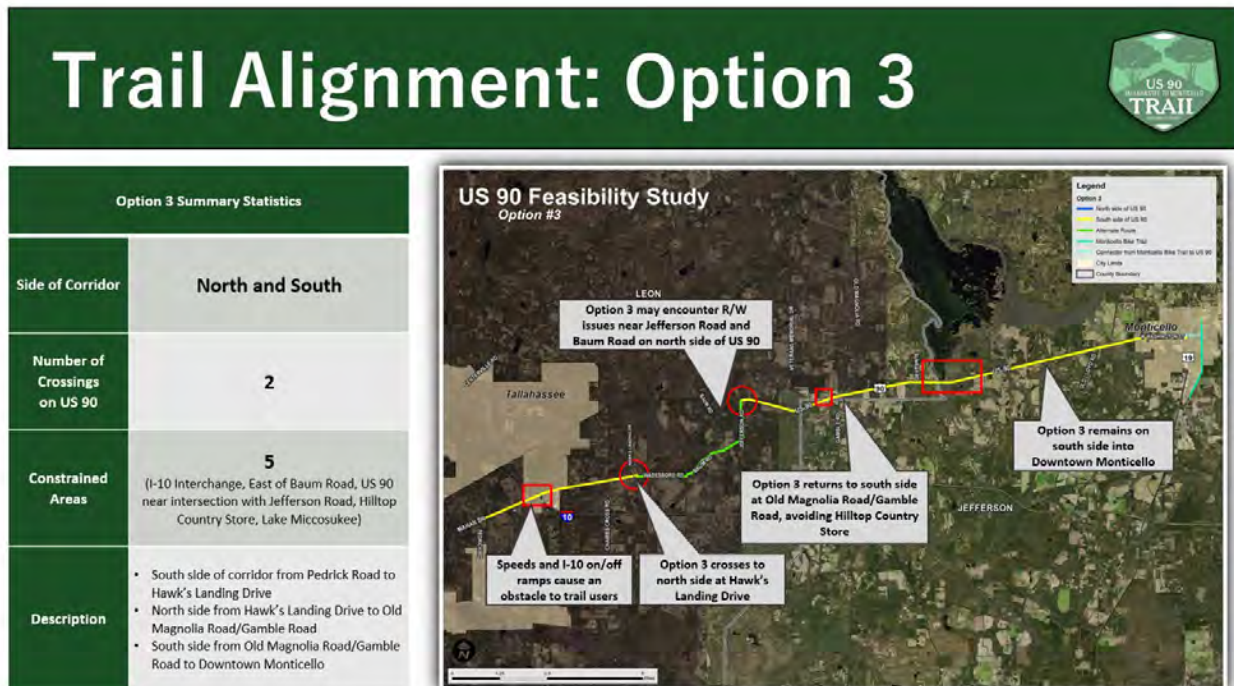
Trail Alignment Option 1 – This proposed alignment is on both sides (north and south) of US 90 and contains a total of 2 crossings and 4 constrained areas:



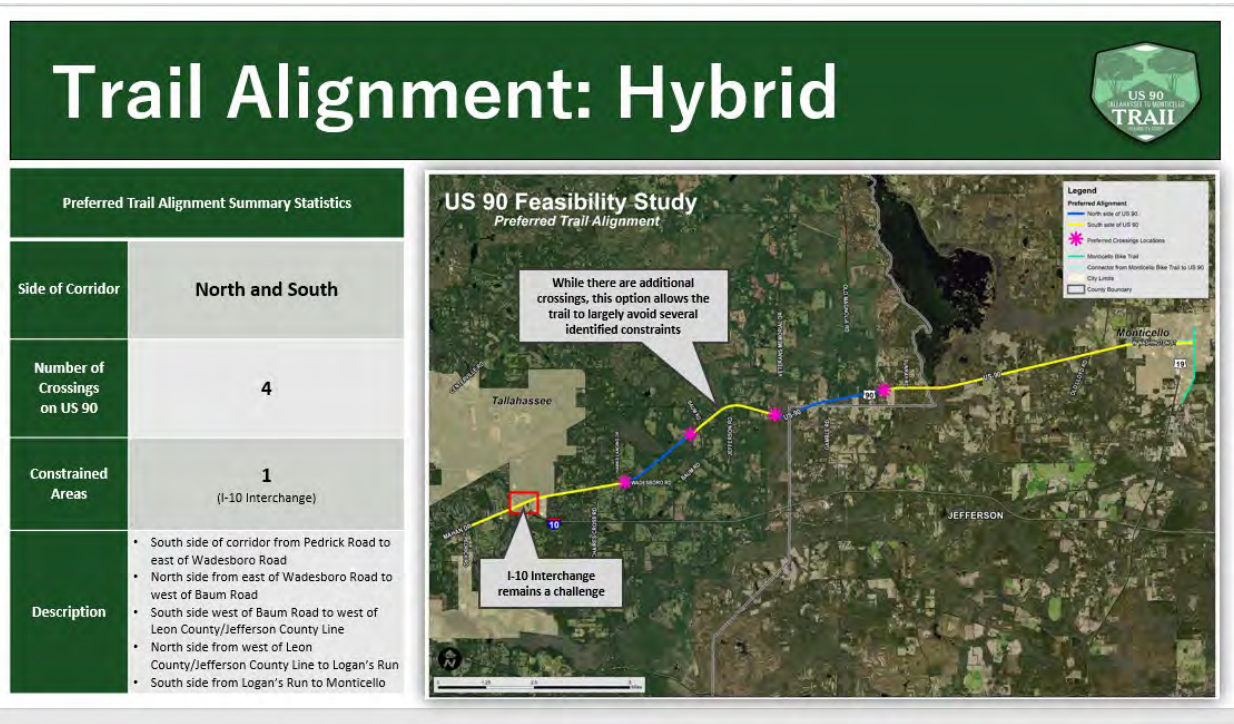
Trail Alignment Option 2 – This proposed alignment stays on the southside of US 90 for its entirety and includes a total of 3 constrained areas:



Trail Alignment Option 3 – This proposed alignment is on both sides (north and south) of US 90 and contains a total of 2 crossings and 5 constrained areas:



Hybrid Trail Alignment* – This proposed alignment is on both sides (north and south) of US 90 and contains a total of 4 crossings and 1 constrained area:



*Note – The Hybrid option avoids many of the constraints identified in the other options. This option was previously identified as “Preferred Trail Alternative” at the November 2 CRTPA Committee meetings.

NEXT STEPS

As noted, the second and final public involvement round for the feasibility study are tentatively scheduled for early 2022. The purpose of these efforts is to present the recommended alternative for the route along US 90 (discussed above) and receive additional public input. Such efforts will include two (2) planned on-line virtual question and answer sessions as well as two (2) in-person public meetings held in Jefferson and Leon counties. Furthermore, staff will be contacting neighborhoods along the corridor to offer additional public meeting opportunities.

Subsequent to completion of the next public involvement efforts, the project will be return the CRTPA Board and Committees for final presentation and approval, tentatively scheduled for March 2022.

ATTACHMENT

Attachment 1: Project Comments Received

US 90 Multi-Use Trail Feasibility Study - Comments Received*						
* Comment text has not been edited for spelling, and is included in this document as received from members of the public .						
Comment		Source	Positive	Negative	Question	Recommendation
1	Having been involved in the design and construction of these types of projects all over the Southeastern United States, I can overwhelmingly testify to their success. These types of projects are initially approach by property owners with fear of losing privacy and fear of crime being increased. These fears have never been confirmed in any of the projects I have been associated with. What I have seen confirmed is an increased sense of community between neighbors, increased use of the trail by adjacent land owners and increased property values. I have found the same individuals that were apposed to the project initially are present at the ribbon cutting, celebrating their new found love of the project. My advise to everyone involved in this project is to be kind to one another, listen to one another, I mean listen not just be waiting to speak as soon as the person speaking is done. Visit other similar trail projects together and speak to property owners along the trail to hear their experiences living along side one of these trails. Go visit a construction site together a see first hand what to expect during construction. Ask someone from the PATH foundation or The Truss for Public Land to come and speak at a meeting and give their success stories on trail systems like this. There is ample evidence available to help provide accurate information to those who are concerned about a project they have no practical experience with.	Virtual Room	X			
2	I think it is a great idea. I ride segments of HWY 90 all the time and ride scared due to speed of cars. A protected path would be wonderful as it is so beautiful but away from traffic - pick up trucks going fast. Any plan looks good to me for my riding purposes. Tlt would be so good to connect the three counties as we have such a beautiful area and I am sure it would bring tourism. Thank you!	Virtual Room	X			
3	Alignment is essential. Huge safety issue on 90. Thank you.	Virtual Room	X			
4	I remain unconvinced that a Multi-Use Trail along US90 is necessary. I bike on a lot of the roads in rural east Leon County and Jefferson County, and US90 is one of the safest roads thanks to its wide shoulder. Currently the least safe part of US90 is the portion between the I-10 interchange and Chaires Cross Road. That portion of the route could use some safety attention, but east of Chaires Cross Road, the traffic is light enough that I don't understand how a multi-use trail would significantly improve my riding experience. Your presentation talks about how this multi-use trail would increase accessibility for bicyclists. While more bicyclists would feel comfortable riding on a separate multi-use trail than on the (already rather wide) shoulder of the highway, the topography between Tallahassee and Monticello is rather hilly. I imagine that most people looking for an accessible ride would stick with the St. Mark's trail. Who is this multi-use trail for? Although I bike US90 between Tallahassee and Monticello several times a year, I rarely see other cyclists on it. And those who I do see cycling the roads of east Leon County and Jefferson County tend to be people like myself: White people on expensive road bikes. Is this trail for the people who live near US90? The areas along the proposed route are some of the wealthiest in the region (at least on the Leon County side of the route). Is this proposed multi-use trail just going to improve the recreational experiences of already privileged cyclists? Would this money not be better spent building infrastructure for underserved communities where people ride bikes out of necessity, not for recreation?	Virtual Room		X		
5	Might be value in showing all 3 options on single boards, perhaps by major segment	Virtual Room				X
6	I think this is an EXCELLENT idea. I cycle this area often and riding on 90 can be terrifying. I try to avoid it, but sometimes that is difficult. Not only would a protected lane allow people to enjoy the corridor along 90, but it would provide access to other, quieter roads in the area without having to ride along 90 on the shoulder. Drivers on 90 just don't pay attention and often cross over the line separating the shoulder from the driving lane. I would personally prefer a trail that does not cross back and forth over 90. I have ridden the trail along 98 many times and those crossings can be hazardous. I hope this will happen. I would definitely use a trail like this often.	Virtual Room	X			
7	Option 3, which has the trail leave the noise and traffic of Highway 90, at least for a short distance, is attractive. Also, the Crepe Myrtles, however beloved by some, are an invasive exotic plant, and it would be nice to offset them with lots of native plantings. I certainly appreciate the single toilets along the St. Marks Trail and something similar would be nice. Having real restrooms at trailheads is also a plus.	Virtual Room	X			
8	Great public input process in pandemic times! I don't know what alignment might be best, but think that's dependent on scenic values and separation from traffic (quality of experience) along with safety. #3, involving alternative route on Baum Road, looks promising on several counts. If funding and space permit, consideration of rest stops (tables, bike racks, maybe a restroom and parking so bikers could start midway?) in critical spots would be a huge plus, similar to what is provided along the West Orange Trail in Orlando (although probably not as extensive or expensive).	Virtual Room	X			
9	Please allow the American heritage of horseback riding on this multi-use trail.	Virtual Room				X
10	Looks really cool! I like that option 3 has the store as part of the trail.	Virtual Room	X			
11	As residents of 9904 Mahan, two of the options would use our side of the roadway. Our concern are the trees in our front yard. There are the multiple Crape Myrtles along the roadway which would lead us to believe that the trail would use the area of our front yard. Are there any plans to encapsulate the drainage ditch, or would it just use existing flat land?	Virtual Room			X	
12	Option 3 looks great. But 1 and 2 are fine. There will need to be some warnings/lights/ speed limiting devise at the I-10 crossing	Virtual Room	X			
13	The feasibility study has not specified how the proposed trail will avoid impacts to existing wetlands, forested areas, significant slopes, recognized conservation lands, along the alignment.etc. The only trees that seem to acknowledge along the proposed trail are Crepe Myrtles. What about native forested areas? Environmentally sensitive areas should be avoided. There is also no mention of Letchworth Mounds State Park near Sunray Road. I also question the "economic development"" benefit. The Trail primarily offers an opportunity to alternative transportation alternative and an opportunity to enjoy the rural landscape. Trying to show economic benefits, in my opinion, sounds like an add to justify the trail. Separating the trail from the traffic lanes is appropriate but the width of the trail, 10 to 12 feet, may need to be adjusted to avoid forested areas, wetlands, etc. The tail surface should be pervious to reduce runoff and erosion. Vegetated buffers should be retained along the trail. Wetlands and native vegetation should be avoided. Fertilizers and herbicides should not be used to maintain the trail buffer areas. Plants native to the areas should be used re-vegetate areas where needed. Biologist and ecologist should be used to identify the trail route to avoid sensitive areas and to restore any disturbed areas.	Virtual Room				X
14	Is it possible to view a larger version of the maps online?	Virtual Room			X	
15	I like the idea of staying on the southside all the way - I perfer not corssing the road (US 90) - Also I would suggest that you look at the oppertunity to connect the trail to Letchworth Mounds State Park - a nice destanation and it could also be used as an alternative trailhead and parking area	Virtual Room	X			
16	This is a great project. Please limit the number of crossings of US 90 and there are crossings, provide signalized crossings to stop traffic on US 90. It would be better to take the trail off of US 90 than to have crossings of US 90. Please enhance the safety of trail users at side roads and driveways with appropriate signage and trail alignment.	Virtual Room	X			
17	I am very excited about the possibility of this multi use trail. Multi use trails provide much safer cycling and walking opportunities for the community. I know this trail would be well used.	Virtual Room	X			

Comment		Source	Positive	Negative	Question	Recommendation
18	ALL Crepe Myrtles should be preserved. Definite challenges in areas noted (Lake Miccosukee Bridge, Hilltop Cafe,) and are a definite safety concern. I did not see any mention on how far off the road this trail will be located. There are a lot of dangerous areas already which I have experienced driving and cycling.	Virtual Room				X
19	I have spoken to many residents in the area and everyone is very excited about the trail.	Virtual Room	X			
20	I support the US 90 Multi-Use Trail.	Virtual Room	X			
21	I'm in favor of the US 90 Multi-Use Trail Feasibility Study. I live two miles away and could make this trail a routine part of my trail use. I do both short and longer distances and I usually spend money (\$10 - \$30) along the way at trailside businesses.	Email	X			
22	A bike trail between Tallahassee and Monticello is needed and wanted!	Email	X			
23	Please have mile markers and maps on on all trails including the St. Mark's trail from Cascades. Because we do not have signs, very few people know that you can bike on a dedicated bike trail from downtown to the coast. This is a tremendous missed opportunity for bike tourism for which we could be a destination, but again, not one knows about our trails. Thank you.	Email				X
24	I support both projects on Thomasville Rd and Highway 90 E to create multi-use paths. Additionally, it would make it much safer for those of us who walk or bike if the speed limit were reduced to 35mph from 45mph. Many vehicles travel at speeds close to 55mph creating a dangerous situation when crossing Thomasville Rd or just walking /biking along the road. I believe the lower speed should be imposed from the section of Thomasville Rd starting at Betton Rd to Hermitage. With a high concentration of residences on both sides of Thomasville Rd, the safety of walkers and bikers is extremely important.	Email	X			
25	Thanks for doing this. I read about protecting the crape myrtles. If they are in the way a GOOD case could be made for removing them since they are non native plants which are a BIG problem getting worse. Replanting with native plants would get a lot of support. Thanks!	Email	X			
26	Please go forward with this study.	Email	X			
27	I remember when the St. Marks trail was first a gun. People hated the idea, people even erected fences across the path of the bike trail around with Jill. And now I think if you took away that trail people from Woodville and Saint Marks would be the ones crying the loudest. Once trails are installed in areas, families, children' Of all ages, shapes and sizes walk, ride & bike. I've already seen the signs put up along Lakeshore Drive that are Opposed to the trail. I think they're worried about crime and about homeless encampment. However, we seen very little of this on the St Marks Trail Mgr. and the other trails around town. I think we can expect to see more people using the trails and enjoying our beautiful, beautiful area.	Email	X			
28	I support the multi-use trail from Highway 90 to Monticello.	Email	X			
29	Great idea ! A wonderful way for people to hike & be outdoors exploring and connecting with nature! My daughter lives in Cary, NC, There they have trails throughout the he city & trails continue under the roads, so people don't have to cross major traffic to continue their walking/hiking! I love to go there ! Just amazing!	Email	X			
30	I have been generally informed about the potential for a bike trail along Highway 90 from Eastern Tallahassee to Monticello. My property (5521 West Washington Street) is roughly 9/10's of a mile from the Lake Miccosukee Lake drain, east to Tallamont Road on the south side. All three of the proposed routes appear to take the trail along my property boundary. I would like to learn more about how the trail will specifically interact with my property. Can you please add me to an email list for notification, but more importantly can you send me specific/detailed information about how the trail interacts with my property? It is owned as Bailey's Mill, LLC and I am the manager. In addition, Bailey's Mill, LLC owns three acres (+/-) on the north side of Lake Miccosukee where the dam is located. I would also like to know how/if the trail will have any impact on this parcel as well.	Email			X	
31	Incase you are interested in bike trails - I think this is a great project	Email	X			
32	Thanks for hearing my concerns about the multi-use trail along US 90, particularly at the intersection of Baum Road, As we discussed, the well for my property is located very near or within the paths for options 1 & 2. Thanks for keeping us in the loop!	Email				X
33	I was unable to attend the virtual meetings last week for more information on this project, so I figured I would contact you to see what had come of it. Is there an expected timetable? Will the trail be on the north or south side of 90? Any information you can provide me with would be most helpful.	Email			X	
34	Please provide information regarding the types of surfaces to be used and how many trees including crepe myrtles, wetlands or other environmentally sensitive sites will be impacted by the three route options?	Email			X	
35	Thank you for the email on progress of the Trail and for your efforts on this project. The Virtual exhibit room was great way to stay connected. I don't have any comments either way on the best side of the road to procede with the trail. I'll leave it to you and your project members to decide the Best for safety and ease of getting it completed.	Email	X			
36	St Marks Trail has parking at the trailhead, JR Lewis Park, and Wakulla Station. Of course, Cascades Park is also used by some as the trailhead. I suggest you get some information on Wakulla Station on St. Marks trail. Take a drive there to look at it. This is a park on the St. Marks trail that is multi-purpose. There is plenty of parking there. There is a restroom. There are picnic pavilions that I often see used. There is a huge children's playground that is very popular. Wakulla is a politically conservative county and this trail was able to move into and through that county for this purpose. I think the same could happen with the 90 trail. Partnerships that serve multiple purposes for people who live in the area work. I'll keep trying to get more people to provide input. Most of my friends are supportive but still have good suggestions.	Email				X
37	I share an initial summary of comments on this trail below. My older Mac is not handling the virtual presentation very well--hard to navigate through the different focus areas. I'm relying on the PPs and other info links. Maybe I can get more specifics on the call later today--particularly where people can park and access the trail. I have been doing a lot of riding over the past several months which has included multi-use trails and several roads between Miccosukee and Monticello. Regarding just the Trail. My understanding is the entire trail will be off and a safe distance from 90. The use of the trail will be enhanced considerably if it is far enough away from the road to be able to talk comfortably while riding. Weaving the trail through wooded areas (to the extent that they exist) will also enhance its desirability. Shade will be enhanced and reductions in noise levels from the traffic on 90 will be more likely. Weaving the trail can also help manage elevation changes which are a considerable challenge for new riders. Having several points at which a rider or walker can access the trail will be desirable. Some will not want to go the entire 21 miles and to have other places to park cars along the trail will be important. That might be in the plans--just can't identify. Having respite/rest stops that are shaded along the way is certainly a must--I think that is in the plans. As a comparison, the trail to the Sea is an excellent extension from St. Marks trail and has multiple access locations so people can adjust their distances and destinations. I must admit I don't enjoy the trail when it is close to 98 but those sections are limited. We also have to cross 98 twice but it is not a problem with the signage/lights. Enhancing Existing Bike Routes. There are several current routes for riding from Miccosukee to Monticello (you should already know this!). In addition to the Miccosukee area, I have been riding around Capitola and between the two areas. Jefferson, Baum, and the beautiful West Lake Road stand out as favorite low traffic roads. In fact, West Lake Road is a perfect route to Monticello for a wider range of skill riders because it has less dramatic changes in elevation. There is also very little traffic on West Lake Road. The reason I am mentioning this is it would be helpful if the 90 multi-use trail could connect with or enhance accessibility with some of these current bike routes. While we enjoy some of the roads, it would often be desirable to have the up or back route easier and more direct. For example, riding up on West Lake (or parts of it) and back on the 90 trail would be a desirable option. Getting to West Lake from Miccosukee (park at old school) is quite a challenge with the hills so picking up West Lake or another road route from the trail would be a good thing. Maybe some of the experienced cyclists have already discussed some of these options with you. I would need to study the maps! The goal in my thinking is to serve a wide range of skill levels.	Email				X

Comment		Source	Positive	Negative	Question	Recommendation
38	My driveway is the second driveway east of Wadesboro Road. Due to the curve and the banking of the highway, my driveway is very short with a steep descent from Mahan down towards my house. I am extremely concerned about a trail being put in what small area I have in the front of my house and am apprehensive that if another 10 feet is taken between the road and my house, it will make navigating my driveway impossible. I already have numerous delivery people tell me it is difficult to manage my driveway, if it is any shorter or if the steep descent is increased for the sake of putting in a trail, it would be impossible. My house is one of several in the "Pioneer Village" development and our homes were built back in the 1980s. I have been trying in vain to determine if this proposed trail will be placed on the north side of Mahan along this stretch or on the south side - the side I am on - and I cannot find any information other than it will be on the south side where it begins at Pedrick and on the south side when it reaches Monticello and the goal is to avoid the trail crossing to the other side as much as possible. Can you please tell me if the plan is to have the trail on the south side in my part of the plan? If so, I need to have someone come to my home and explain to me how that will possibly work given the steep bank and the lack of space.	Email			X	
39	As homeowners we have lived on Hwy 90 (Mahan Drive) for over 43 years. We do not feel that it is feasible nor practical to build a 10-12 foot wide bike trail on this highway from Tallahassee to Monticello. Reasons why are as follows: 1. The commute from Monticello to Tallahassee is too far for anyone to ride a bicycle to work or school. The only use would be recreational. The only pedestrians we see out here are occasional transients. 2. A great many trees would have to be removed for this project. 3. Flood issues occur at the Leon/Jefferson county line during heavy rain events. The trail could be impassable during those events. 4. Maintenance of the trail would be time consuming and expensive due to falling tree branches and leaves. 5. Erosion caused by water flowing downhill during heavy rains could undermine the pavement. Our area has remained in a natural state for many years and we would prefer it to stay that way. Please reply that you have received this email. Thank you.	Email		X		
40	Just wanted to voice my support for the Hwy. 90 trail from two senior riders.(aged 69 and 76) . Two potential public interest areas may be Letchworth-Love Mounds area and Lake Miccosukee where it intersects Hwy. 90. The ramp and parking area there may be a site for rest facilities and/or parking/picnic area. It could use some improvement. Thanks for your time.	Email	X			
41	I would like to get some more information on the Mahan Bike Trail project. Are there any renderings, drawings, or plans showing the following: 1. How the proposed bike trail would look where Mahan transitions from 4 lane to 2 lane east of Summit East office park? 2. Preliminary plans that show what side of Mahan the proposed bike trail would be on between Baum and Jefferson Road on Mahan Drive? Lastly, can you confirm that there are no planned right of way acquisitions as a part of this project for its entire length?	Email				X
42	I support the development of this trail. It will add a beautiful segment to a regional trail network. There will also be future opportunities to enhance the use of this trail by those living adjacent to and near the trail through the addition of parks and recreational facilities. Savvybusinesses located along the trail will find ways to benefit economically. Monticello businesses will also benefit economically. Thank you.	Email	X			

TOTAL COMMENT COUNT AS OF 6/21/2021

POSITIVE

NEGATIVE

QUESTIONS

RECOMMENDATIONS

25

2

7

8

November 16, 2021



AGENDA ITEM 7H

CRTPA INTERLOCAL AGREEMENT

TYPE OF ITEM: Discussion

STATEMENT OF ISSUE

At their November 9, 2021 meeting, the Leon County Commission representatives requested an agenda item to discuss the CRTPA Interlocal agreement changes related to weighted voting. To date, the following member governments have approved the revised agreement removing the weighted voting language:

- Gadsden County
- Jefferson County
- Wakulla County
- City of Gretna
- City of Midway
- City of Quincy

The agreement was scheduled on the meeting agendas for the City of Tallahassee (11/10), Town of Greensboro (11/15) and the Leon County School Board (11/16) but was pulled for consideration at the request of CRTPA staff. We are following up with the City of Chattahoochee and the Town of Havana to see if they have approved the agreement.

RECOMMENDED ACTION

As desired by the Board.

ATTACHMENT

Attachment 1: Agenda item from the January 21, 2020 CRTPA meeting.

January 21, 2020

**AGENDA ITEM 6 D****CRTPA BOARD WEIGHTED VOTING UPDATE****TYPE OF ITEM: Action****STATEMENT OF ISSUE**

This item provides an update and seeks direction related to the Board's decision for staff to proceed with updating the Interlocal Agreement to eliminate weighted voting.

RECOMMENDED ACTION

Option 1: Board Direction

HISTORY AND ANALYSIS

At the January 16, 2018 CRTPA Board meeting, members requested an agenda item to consider eliminating the weighted voting currently in use by the Board. To that end, at the February 20, 2018 CRTPA meeting, an agenda item related to the CRTPA Board weighted voting was presented and discussed. The item (see ***Attachment 1***) provided a detailed history of the agency's expansion and development of the weighted voting of its membership.

The discussion resulted in Board approval of (1) updating the CRTPA Interlocal Agreement to eliminate references to weighted voting and (2) updating the CRTPA Bylaws to eliminate references to weighted voting. The agenda item noted that if the Board chooses to move to a one member – one vote structure, it may be accomplished using the current eleven (11) members as shown below:

CRTPA Board Member	Votes
Gadsden County Cities	1
Gadsden County	1
Jefferson County	1
Wakulla County	1
Leon County School Board	1
Tallahassee	3
Leon County	3
Total Votes	11

Furthermore, the agenda item noted that based on the structure, the option for the City of Tallahassee and Leon County to change their respective number members would need to be eliminated.

Subsequent to the meeting, as staff initiated the process of updating the Interlocal Agreement, the membership of the CRTPA Board changed with the addition of a Leon County representative. As a result, the proposal to change the Board's weighted voting (as identified above) will need to be re-evaluated.

OPTIONS

Option 1: CRTPA Board Direction.

ATTACHMENT

Attachment 1: February 20, 2018 CRTPA Agenda Item 6A ("CRTPA Board Weighted Voting")



February 20, 2018

AGENDA ITEM 6 A

CRTPA BOARD WEIGHTED VOTING

TYPE OF ITEM: Action

STATEMENT OF ISSUE

At the January 16, 2018 CRTPA Board meeting, members requested an agenda item to consider eliminating the weighted voting currently in use by the Board. Staff has provided the history of the weighted vote as well as considerations before any final decision is made.

HISTORY AND ANALYSIS

The potential removal of the weighted voting currently used by the CRTPA Board includes several considerations for Board members. This section of the agenda will address:

- The History of MPO Expansion and Weighted Voting of Membership
- The use of “voting points”
- Florida Statute Requirements
- One Member-to One Vote Structure

MPO Expansion and Weighted Voting of Membership

Since the establishment of the Tallahassee/Leon County MPO in 1977 several membership additions and expansions have occurred. There are a couple points to make prior to describing the MPO expansions, including:

1. While the number of voting members may vary, Tallahassee and Leon County have always been equal partners in terms of totals points that each organization represented whether it was the Tallahassee/Leon County MPO or the CRTPA.
2. All the expansions of the MPO that have occurred from 1977 to 2008 met Florida Statute 339.175 (Metropolitan Planning Organization) requirements.

The details of these expansions are provided below.

Tallahassee/Leon County Metropolitan Planning Organization (MPO)

On February 8, 1977, the City of Tallahassee and Leon County executed an interlocal agreement establishing the Tallahassee-Leon County Metropolitan Planning Organization (MPO) to carry out a continuing, coordinated, and comprehensive transportation planning process. At that time, the City Commission and County Board had five (5) members each, so the voting did not have any weighting that occurred, each member had a single vote.

Leon County BOCC Expansion

The first time the Board was expanded was to reflect the expansion of the Leon County Board of County Commissioners (Leon County BOCC) from five (5) to seven (7) members. To reflect this change, and keep the voting equal, the Board went to a weighted vote. Each Leon County member had one vote with a weight of five (5) points, 35 in total, while each City member had a vote with a weight of seven (7) points, 35 in total. Therefore, the maximum potential points were 70 for any item brought to the Board.

Leon County School Board Expansion

The second time the Board expanded was to incorporate the Leon County School Board into the MPO process. This expansion occurred in 1998. In terms of voting and weighting points, the City of Tallahassee and Leon County maintained the same structure of one (1) vote – seven (7) points for the City and one (1) vote – five (5) points for the County. The Board provided one (1) vote with a weight of (1) to the Leon County School Board. Therefore, the maximum potential points were 71 for any item brought to the Board.

Tallahassee/Leon County MPO Expansion to CRTPA

The third expansion of the MPO was initiated on October 13, 2003 when the Board approved membership include portions of Gadsden County and portions of Wakulla County. To reflect this expansion, the Board approved a voting scenario based on the populations that each member represented. This scenario is shown below.

Member	Votes	Points
Havana	1	1
Midway	1	1
Quincy	1	2
Gadsden County	1	5
Wakulla County	1	6
Leon County School Board	1	1
Tallahassee	5	42
Leon County	7	42
Totals Points		100

The points for this scenario, based on population, reflect the 2000 Census data. When this expansion occurred, the CRTPA included four (4) members from Gadsden County and one (1) member from Wakulla County. The new membership changed the Tallahassee/Leon County points from the previous 100 to 84. Again, with equal representation amongst city and county members, each was provided 42 points, which were divided by the members on the Board.

It should be noted that Tallahassee and Leon County have the capabilities to reduce the number of members, which would increase the number of points to the remaining Tallahassee or Leon County members. In this instance, both opted to keep the entirety of their respective commissions on the CRTPA Board. In total, the CRTPA had 18 members.

2008 Expansion to Metropolitan Statistical Area (MSA)

Florida Statute 339.175 (2)(c) allows for the expansion of an MPO's borders to encompass the entire Metropolitan Statistical Area or MSA. The MSA, known as the Tallahassee MSA, includes Gadsden County, Jefferson County, Leon County and Wakulla County. The reasons for this expansion included better regional coordination amongst the counties and the recognition that more than half of the workers in Gadsden, Jefferson and Wakulla Counties travel to Leon County for their jobs. Additionally, it provided the region with a stronger and unified voice in transportation decisions.

However, the expansion to the MSA included some tough decisions about the CRTPA Board membership. First, the size of the Board could quickly become overwhelming if each incorporated municipality and the county had representation. Therefore, Gadsden County was provided two (2) votes, one (1) for the six incorporated municipalities and one (1) for the county. Jefferson County was provided one (1) vote that represented both the county and Monticello. Wakulla County was also provided a vote to represent the county, Sopchoppy and St. Marks. These changes are reflected below:

Member	Votes	Points
Gadsden County Cities	1	5
Gadsden County	1	8
Jefferson County	1	4
Wakulla County	1	8
Leon County School Board	1	1
Tallahassee	3	37
Leon County	3	37
Totals Points		100

The points for two of the members changed from the 2000 Census to the 2010 Census data. Gadsden County was reduced by one (1) point and Wakulla County was increased by one (1) point. All others remained the same. The biggest change that occurred more recently on the Board was the City of Tallahassee and Leon County both reducing the number of voting members from five (5) and seven (7) to three (3) and three (3), respectively.

Voting Points

The use of the CRTPA's voting points are used for several functions, including:

Quorum

Originally, when the MPO was exclusively the Tallahassee/Leon County MPO, the quorum for a meeting had to be the majority of city and county commissioners in attendance. Therefore, the minimum number of members could be six (6), based on the original MPO, and seven (7) based on the expansion of the MPO due to the Leon County BOCC expansion. The introduction of Leon County School Board members did not change the quorum requirements. These boards did not require the weighted vote for a quorum.

However, the expansion to the CRTPA in 2003 and again in 2008 uses the weighted vote to determine the quorum. Currently, the points associated with each member are totaled to determine when the Board meeting can begin based on the points associated with each member and not the individual member. For example, the total number of points for members outside of Leon County and the City of Tallahassee totals 25 and requires that at least two (2) City or county members (12.33 points for each member, or 24.66 points for two), and the LCSB member (one point) be present for the meeting to have a quorum. This is just one example, but it is possible to have a quorum with less than half of the members present.

Therefore, as Board membership ebbs and flows during the meeting, staff is constantly checking the points to ensure that a quorum is present.

Board Voting

The main function of having voting points is to ensure there is no “tie” to any vote that the Board makes. Since 2003, there has only been one (1) vote that required the use of the voting points to determine if a motion failed or passed.

Florida Statute Requirements

Since there is a Florida House of Representative Bill currently being considered staff wanted to provide a little background comparison on that as well. Only the proposed changes that would potentially affect the CRTPA have been included below.

Current F.S. Chapter 339.175 Metropolitan Planning Organization Requirements

There are several Florida Statutes that help guide MPO membership and voting, including the following:

F.S. 339.175 (3) Voting Membership

The language under 339.175 (3)(a) states:

(a) The voting membership of an M.P.O. shall consist of not fewer than 5 or more than 19 apportioned members, the exact number to be determined on an equitable geographic-population ratio basis by the Governor, based on an agreement among the affected units of general-purpose local government as required by federal rules and regulations....

Currently, the CRTPA is comprised of eleven (11) members and well within the Florida Statute guidelines.

(a).... County commission members shall compose not less than one-third of the M.P.O. membership...

Currently, county commissioners constitute 55% of the CRTPA Board.

House Bill 575 (HB 575)

This proposed legislation, if implemented by the Florida Legislature, would change several paragraphs in Florida Statute 339.175, relating to the number of MPO Board members, the constitution of commission members, and the removal of the weighted voting structure that several MPO's utilize. It should be noted HB 575 has not progressed through any additional committees since its approval in Local, Federal and Veterans Affairs on January 10. The companion bill SB 1516, has yet to be heard in committee.

Voting Membership

Changes to F.S. 339.175 on voting membership are proposed as:

....(a) 1. The voting membership of an M.P.O. designated in an urbanized area with a population of 500,000 or fewer shall consist of at least 5 but not more than 11 ~~25~~ apportioned members, with the exact number determined on an equitable geographic-population ratio basis..

The CRTPA has eleven (11) members, and therefore meets the proposed change.

County Commission Membership

Changes to F.S. 339.175 on county commission membership are proposed as:

....(a) 3. In accordance with 23 U.S.C. s. 134, the Governor may also allow M.P.O. members who represent municipalities to alternate with representatives from other municipalities within the metropolitan planning area which do not have members on the M.P.O. ~~With the exception of instances in which all of the county commissioners in a single county M.P.O. are members of the M.P.O. governing board,~~ County commissioners shall compose at least one-third of the M.P.O. governing board membership; however, the entire county commission may not be members of the M.P.O. governing board...

The CRTPA does not have the entirety of any county commission as voting members.

Weighted Voting

Changes to F.S. 339.175 on weighted voting are proposed as:

...An M.P.O. may not adopt a weighted voting structure....

The CRTPA does have a weighted voting structure that is based on the population that each member represents. This structure has been in place since the expansion from the MPO to the CRTPA occurred in 2003. At the time, CRTPA Board did not want to move to a "1 to 1" without Leon County and the City of Tallahassee maintaining their majority voting position. Staff felt that the best way to accommodate this was to move towards a weighted representative vote.

The proposed language changes to the F.S. 339.175 through HB 575 only affect the CRTPA on the removal of weighted voting. The CRTPA is not the only MPO that relies on weighted voting. North Florida TPO (Jacksonville), River to the Sea TPO (Volusia), Pasco County MPO, and Heartland MPO (South-Central Florida) have weighted voting on their respective Boards.

One Member - One Vote Structure

If the CRTPA Board so chooses to move to a one member – one vote structure, it can be accomplished using the current eleven (11) members (shown below). Based on this structure, the option for the City of Tallahassee and Leon County to change their respective number members would need to be eliminated.

CRTPA Board Member	Votes
Gadsden County Cities	1
Gadsden County	1
Jefferson County	1
Wakulla County	1
Leon County School Board	1
Tallahassee	3
Leon County	3
Total Votes	11

Should the Board choose to eliminate weighted voting, two things will need to occur:

1. Update the CRTPA Interlocal Agreement to eliminate references to weighted voting.

Since each member government is a party to the interlocal agreement, this would be the most time-consuming portion of the process since the update would be contingent on review by 12 attorneys and placing the agreement on 12 different meeting agendas. FDOT is a party to the agreement as well. Estimated time to complete: 6 - 9 months.

2. Update the CRTPA Bylaws to eliminate references to weighted voting.

The Bylaw update could be accomplished in one meeting upon completing the update of the Interlocal Agreement.

NEXT STEPS

Options for the CRTPA Board to consider, at this point, include:

1. Direct staff to initiate the process of updating the Interlocal Agreement to change from a weighted vote to a one member – one vote structure regardless of any proposed changes to F.S. 339.175.
2. Wait to see if HB 575 is passed and then make modifications based on any changes to F.S. 339.175.
3. Maintain the current structure. If the legislation does not pass, the CRTPA Board meets all current F.S. 339.175 provisions.

November 16, 2021



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.

November 16, 2021



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.

November 16, 2021



AGENDA ITEM 7H

CRTPA INTERLOCAL AGREEMENT

TYPE OF ITEM: Discussion

STATEMENT OF ISSUE

At their November 9, 2021 meeting, the Leon County Commission representatives requested an agenda item to discuss the CRTPA Interlocal agreement changes related to weighted voting. To date, the following member governments have approved the revised agreement removing the weighted voting language:

- Gadsden County
- Jefferson County
- Wakulla County
- City of Gretna
- City of Midway
- City of Quincy

The agreement was scheduled on the meeting agendas for the City of Tallahassee (11/10), Town of Greensboro (11/15) and the Leon County School Board (11/16) but was pulled for consideration at the request of CRTPA staff. We are following up with the City of Chattahoochee and the Town of Havana to see if they have approved the agreement.

RECOMMENDED ACTION

As desired by the Board.

ATTACHMENT

Attachment 1: Agenda item from the January 21, 2020 CRTPA meeting.

January 21, 2020

**AGENDA ITEM 6 D****CRTPA BOARD WEIGHTED VOTING UPDATE****TYPE OF ITEM: Action****STATEMENT OF ISSUE**

This item provides an update and seeks direction related to the Board's decision for staff to proceed with updating the Interlocal Agreement to eliminate weighted voting.

RECOMMENDED ACTION

Option 1: Board Direction

HISTORY AND ANALYSIS

At the January 16, 2018 CRTPA Board meeting, members requested an agenda item to consider eliminating the weighted voting currently in use by the Board. To that end, at the February 20, 2018 CRTPA meeting, an agenda item related to the CRTPA Board weighted voting was presented and discussed. The item (see ***Attachment 1***) provided a detailed history of the agency's expansion and development of the weighted voting of its membership.

The discussion resulted in Board approval of (1) updating the CRTPA Interlocal Agreement to eliminate references to weighted voting and (2) updating the CRTPA Bylaws to eliminate references to weighted voting. The agenda item noted that if the Board chooses to move to a one member – one vote structure, it may be accomplished using the current eleven (11) members as shown below:

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Leon County	3
Total Votes	11

Furthermore, the agenda item noted that based on the structure, the option for the City of Tallahassee and Leon County to change their respective number members would need to be eliminated.

Subsequent to the meeting, as staff initiated the process of updating the Interlocal Agreement, the membership of the CRTPA Board changed with the addition of a Leon County representative. As a result, the proposal to change the Board's weighted voting (as identified above) will need to be re-evaluated.

OPTIONS

Option 1: CRTPA Board Direction.

ATTACHMENT

Attachment 1: February 20, 2018 CRTPA Agenda Item 6A ("CRTPA Board Weighted Voting")



February 20, 2018

AGENDA ITEM 6 A

CRTPA BOARD WEIGHTED VOTING

TYPE OF ITEM: Action

STATEMENT OF ISSUE

At the January 16, 2018 CRTPA Board meeting, members requested an agenda item to consider eliminating the weighted voting currently in use by the Board. Staff has provided the history of the weighted vote as well as considerations before any final decision is made.

HISTORY AND ANALYSIS

The potential removal of the weighted voting currently used by the CRTPA Board includes several considerations for Board members. This section of the agenda will address:

- The History of MPO Expansion and Weighted Voting of Membership
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MPO Expansion and Weighted Voting of Membership

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1. While the number of voting members may vary, Tallahassee and Leon County have always been equal partners in terms of totals points that each organization represented whether it was the Tallahassee/Leon County MPO or the CRTPA.
2. All the expansions of the MPO that have occurred from 1977 to 2008 met Florida Statute 339.175 (Metropolitan Planning Organization) requirements.

The details of these expansions are provided below.

Tallahassee/Leon County Metropolitan Planning Organization (MPO)

On February 8, 1977, the City of Tallahassee and Leon County executed an interlocal agreement establishing the Tallahassee-Leon County Metropolitan Planning Organization (MPO) to carry out a continuing, coordinated, and comprehensive transportation planning process. At that time, the City Commission and County Board had five (5) members each, so the voting did not have any weighting that occurred, each member had a single vote.

Leon County BOCC Expansion

The first time the Board was expanded was to reflect the expansion of the Leon County Board of County Commissioners (Leon County BOCC) from five (5) to seven (7) members. To reflect this change, and keep the voting equal, the Board went to a weighted vote. Each Leon County member had one vote with a weight of five (5) points, 35 in total, while each City member had a vote with a weight of seven (7) points, 35 in total. Therefore, the maximum potential points were 70 for any item brought to the Board.

Leon County School Board Expansion

The second time the Board expanded was to incorporate the Leon County School Board into the MPO process. This expansion occurred in 1998. In terms of voting and weighting points, the City of Tallahassee and Leon County maintained the same structure of one (1) vote – seven (7) points for the City and one (1) vote – five (5) points for the County. The Board provided one (1) vote with a weight of (1) to the Leon County School Board. Therefore, the maximum potential points were 71 for any item brought to the Board.

Tallahassee/Leon County MPO Expansion to CRTPA

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Quincy	1	2
Gadsden County	1	5
Wakulla County	1	6
Leon County School Board	1	1
Tallahassee	5	42
Leon County	7	42
Totals Points		100

The points for this scenario, based on population, reflect the 2000 Census data. When this expansion occurred, the CRTPA included four (4) members from Gadsden County and one (1) member from Wakulla County. The new membership changed the Tallahassee/Leon County points from the previous 100 to 84. Again, with equal representation amongst city and county members, each was provided 42 points, which were divided by the members on the Board.

It should be noted that Tallahassee and Leon County have the capabilities to reduce the number of members, which would increase the number of points to the remaining Tallahassee or Leon County members. In this instance, both opted to keep the entirety of their respective commissions on the CRTPA Board. In total, the CRTPA had 18 members.

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However, the expansion to the MSA included some tough decisions about the CRTPA Board membership. First, the size of the Board could quickly become overwhelming if each incorporated municipality and the county had representation. Therefore, Gadsden County was provided two (2) votes, one (1) for the six incorporated municipalities and one (1) for the county. Jefferson County was provided one (1) vote that represented both the county and Monticello. Wakulla County was also provided a vote to represent the county, Sopchoppy and St. Marks. These changes are reflected below:

Member	Votes	Points
Gadsden County Cities	1	5
Gadsden County	1	8
Jefferson County	1	4
Wakulla County	1	8
Leon County School Board	1	1
Tallahassee	3	37
Leon County	3	37
Totals Points		100

The points for two of the members changed from the 2000 Census to the 2010 Census data. Gadsden County was reduced by one (1) point and Wakulla County was increased by one (1) point. All others remained the same. The biggest change that occurred more recently on the Board was the City of Tallahassee and Leon County both reducing the number of voting members from five (5) and seven (7) to three (3) and three (3), respectively.

Voting Points

The use of the CRTPA's voting points are used for several functions, including:

Quorum

Originally, when the MPO was exclusively the Tallahassee/Leon County MPO, the quorum for a meeting had to be the majority of city and county commissioners in attendance. Therefore, the minimum number of members could be six (6), based on the original MPO, and seven (7) based on the expansion of the MPO due to the Leon County BOCC expansion. The introduction of Leon County School Board members did not change the quorum requirements. These boards did not require the weighted vote for a quorum.

However, the expansion to the C RTPA in 2003 and again in 2008 uses the weighted vote to determine the quorum. Currently, the points associated with each member are totaled to determine when the Board meeting can begin based on the points associated with each member and not the individual member. For example, the total number of points for members outside of Leon County and the City of Tallahassee totals 25 and requires that at least two (2) City or county members (12.33 points for each member, or 24.66 points for two), and the LCSB member (one point) be present for the meeting to have a quorum. This is just one example, but it is possible to have a quorum with less than half of the members present.

Therefore, as Board membership ebbs and flows during the meeting, staff is constantly checking the points to ensure that a quorum is present.

Board Voting

The main function of having voting points is to ensure there is no “tie” to any vote that the Board makes. Since 2003, there has only been one (1) vote that required the use of the voting points to determine if a motion failed or passed.

Florida Statute Requirements

Since there is a Florida House of Representative Bill currently being considered staff wanted to provide a little background comparison on that as well. Only the proposed changes that would potentially affect the C RTPA have been included below.

Current F.S. Chapter 339.175 Metropolitan Planning Organization Requirements

There are several Florida Statutes that help guide MPO membership and voting, including the following:

F.S. 339.175 (3) Voting Membership

The language under 339.175 (3)(a) states:

(a) The voting membership of an M.P.O. shall consist of not fewer than 5 or more than 19 apportioned members, the exact number to be determined on an equitable geographic-population ratio basis by the Governor, based on an agreement among the affected units of general-purpose local government as required by federal rules and regulations....

Currently, the C RTPA is comprised of eleven (11) members and well within the Florida Statute guidelines.

(a).... County commission members shall compose not less than one-third of the M.P.O. membership...

Currently, county commissioners constitute 55% of the C RTPA Board.

House Bill 575 (HB 575)

This proposed legislation, if implemented by the Florida Legislature, would change several paragraphs in Florida Statute 339.175, relating to the number of MPO Board members, the constitution of commission members, and the removal of the weighted voting structure that several MPO's utilize. It should be noted HB 575 has not progressed through any additional committees since its approval in Local, Federal and Veterans Affairs on January 10. The companion bill SB 1516, has yet to be heard in committee.

Voting Membership

Changes to F.S. 339.175 on voting membership are proposed as:

....(a) 1. The voting membership of an M.P.O. designated in an urbanized area with a population of 500,000 or fewer shall consist of at least 5 but not more than 11 ~~25~~ apportioned members, with the exact number determined on an equitable geographic-population ratio basis..

The CRTPA has eleven (11) members, and therefore meets the proposed change.

County Commission Membership

Changes to F.S. 339.175 on county commission membership are proposed as:

....(a) 3. In accordance with 23 U.S.C. s. 134, the Governor may also allow M.P.O. members who represent municipalities to alternate with representatives from other municipalities within the metropolitan planning area which do not have members on the M.P.O. With the exception of instances in which all of the county commissioners in a single county M.P.O. are members of the M.P.O. governing board, County commissioners shall compose at least one-third of the M.P.O. governing board membership; however, the entire county commission may not be members of the M.P.O. governing board...

The CRTPA does not have the entirety of any county commission as voting members.

Weighted Voting

Changes to F.S. 339.175 on weighted voting are proposed as:

...An M.P.O. may not adopt a weighted voting structure....

The CRTPA does have a weighted voting structure that is based on the population that each member represents. This structure has been in place since the expansion from the MPO to the CRTPA occurred in 2003. At the time, CRTPA Board did not want to move to a "1 to 1" without Leon County and the City of Tallahassee maintaining their majority voting position. Staff felt that the best way to accommodate this was to move towards a weighted representative vote.

The proposed language changes to the F.S. 339.175 through HB 575 only affect the CRTPA on the removal of weighted voting. The CRTPA is not the only MPO that relies on weighted voting. North Florida TPO (Jacksonville), River to the Sea TPO (Volusia), Pasco County MPO, and Heartland MPO (South-Central Florida) have weighted voting on their respective Boards.

One Member - One Vote Structure

If the CRTPA Board so chooses to move to a one member – one vote structure, it can be accomplished using the current eleven (11) members (shown below). Based on this structure, the option for the City of Tallahassee and Leon County to change their respective number members would need to be eliminated.

CRTPA Board Member	Votes
Gadsden County Cities	1
Gadsden County	1
Jefferson County	1
Wakulla County	1
Leon County School Board	1
Tallahassee	3
Leon County	3
Total Votes	11

Should the Board choose to eliminate weighted voting, two things will need to occur:

1. Update the CRTPA Interlocal Agreement to eliminate references to weighted voting.

Since each member government is a party to the interlocal agreement, this would be the most time-consuming portion of the process since the update would be contingent on review by 12 attorneys and placing the agreement on 12 different meeting agendas. FDOT is a party to the agreement as well. Estimated time to complete: 6 - 9 months.

2. Update the CRTPA Bylaws to eliminate references to weighted voting.

The Bylaw update could be accomplished in one meeting upon completing the update of the Interlocal Agreement.

NEXT STEPS

Options for the CRTPA Board to consider, at this point, include:

1. Direct staff to initiate the process of updating the Interlocal Agreement to change from a weighted vote to a one member – one vote structure regardless of any proposed changes to F.S. 339.175.
2. Wait to see if HB 575 is passed and then make modifications based on any changes to F.S. 339.175.
3. Maintain the current structure. If the legislation does not pass, the CRTPA Board meets all current F.S. 339.175 provisions.



November 16, 2021

AGENDA ITEM 10 A

FUTURE MEETINGS

TYPE OF ITEM: CRTPA Information

Meeting Date	Meeting Type	Location
December 21	Board Meeting	City of Tallahassee, City Hall, Commission Chambers, 2 nd Floor, 1:30 pm – 4:00 pm



AGENDA ITEM 10 B

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 November 2, 2021, and took action on the following:

- **September 7, 2021 Committee Meeting Minutes**
 - **TAC Action:** Recommended approval.
 - **CMAC Action:** Recommended approval.
- **2022 Committee Meeting Dates**
 - **TAC Action:** Recommended approval.
 - **CMAC Action:** Recommended approval.
- **Fiscal Year (FY) 2023- FY 2027 Draft Tentative Work Program**
 - **TAC Action:** Informational Item.
 - **CMAC Action:** Informational Item.
- **Election of Chair, Vice Chair, TA Subcommittee**
 - **TAC Action:** Chair: Ryan Guffey; Vice-Chair: Eric Houge
TA Subcommittee Members: Ryan Guffey, Allen Secreast, Kwentin Eastberg
 - **CMAC Action:** Chair: Mary Kay Falconer; Vice-Chair Chad Hanson
TA Subcommittee Members: Mary Kay Falconer, Hans van Tol, Chad Hanson
- **US 90 Multi-Use Trail Feasibility Study**
 - **TAC Action:** Informational Item.
 - **CMAC Action:** Informational Item.

- **TIP Amendment**
 - **TAC Action:** Recommended approval.
 - **CMAC Action:** Recommended approval.

- **Future Meeting Dates**
 - **TAC Action:** Informational Item.
 - **CMAC Action:** Informational Item.

November 16, 2021



AGENDA ITEM 10C

QUARTERLY BUDGET REPORTS

TYPE OF ITEM: Information

A status report on the Quarter 4 (April - June 2021) Fiscal Year 2021 Unified Planning Work Program budget utilization is provided for the following:

- CRTPA Budget Report PL Funds (***Attachment 1***)
- CRTPA Budget Report SU Funds (***Attachment 2***)

Contract# G1L15 (PL FUNDS)					
FPID# 439323-3-14-01					
Unified Planning Work Program - Fiscal Years 2020/21-2021/22					
Invoice #: PL-4					
Invoice Period: 3/01/2021 - 6/30/21					
Task 1.0 - Administration					
EXPENDITURE CATEGORY AND DESCRIPTION	2020/2021 FHWA (PL) Budgeted Amount	2020/2021 FHWA (PL) Previous Payments	2020/2021 FHWA (PL) Current Cost (Q3)	2020/2021 FHWA (PL) Remaining Balance	Budget Utilization
Personnel Services					
Salaries and Fringe	\$ 238,203.00	175,688.82	\$ 62,399.48	\$ 114.70	
Sub Total:	\$ 238,203.00	\$ 175,688.82	\$ 62,399.48	\$ 114.70	100%
Consultant Services					
Contract/Consultant Services					
Audit	\$ 18,000.00	\$ -	\$ 16,500.00	\$ 1,500.00	92%
Legal	\$ 32,000.00	\$ 15,920.00	\$ 9,257.50	\$ 6,822.50	79%
Sub Total:	\$ 50,000.00	\$ 15,920.00	\$ 25,757.50	\$ 8,322.50	83%
Other Direct Expenses					
Travel/Training	\$ 9,780.00	\$ 1,187.59	\$ 1,602.66	\$ 6,989.75	29%
Operating Staff Services	\$ 63,245.00	\$ 56,584.35	\$ 5,981.04	\$ 679.61	99%
Office/Administrative Costs	\$ 22,425.00	\$ 20,717.00	\$ 1,695.66	\$ 12.34	100%
Sub Total:	\$ 95,450.00	\$ 78,488.94	\$ 9,279.36	\$ 7,681.70	92%
	\$ 383,653.00	\$ 270,097.76	\$ 97,436.34	\$ 16,118.90	96%
Task 2.0 - Data Collection					
EXPENDITURE CATEGORY AND DESCRIPTION	2020/2021 FHWA (PL) Budgeted Amount	2020/2021 FHWA (PL) Previous Payments	2020/2021 FHWA (PL) Current Cost (Q7)	2020/2021 FHWA (PL) Remaining Balance	
Personnel Services					
Salaries and Fringe	\$ 13,500.00	\$ 13,500.00		\$ -	
Sub Total:	\$ 13,500.00	\$ 13,500.00	\$ -	\$ -	100%
Consultant Services					
Contract/Consultant Services	-	-	-	-	
Sub Total:	\$ -	\$ -	\$ -	\$ -	
Total:	\$ 13,500.00	\$ 13,500.00	\$ -	\$ -	100%
Task 3.0 - Long Range Planning					
EXPENDITURE CATEGORY AND DESCRIPTION	2020/2021 FHWA (PL) Budgeted Amount	2020/2021 FHWA (PL) Previous Payments	2020/2021 FHWA (PL) Current Cost (Q7)	2020/2021 FHWA (PL) Remaining Balance	
Personnel Services					
Salaries and Fringe	\$ 27,000.00	\$27,000.00	\$ -	\$ -	
Sub Total:	\$ 27,000.00	\$27,000.00		\$ -	100%
Consultant Services					
Contract/Consultant Services	\$ -	\$ -	\$ -	\$ -	
Sub Total:	\$ -	\$ -	\$ -	\$ -	
Total:	\$ 27,000.00	\$ 27,000.00	\$ -	\$ -	100%
Task 4.0 - Short-Range Planning					
EXPENDITURE CATEGORY AND DESCRIPTION	2020/2021 FHWA (PL) Budgeted Amount	2020/2021 FHWA (PL) Previous Payments	2020/2021 FHWA (PL) Current Cost (Q7)	2020/2021 FHWA (PL) Remaining Balance	
Personnel Services					
Salaries and Fringe	\$ 37,500.00	\$ 20,227.10	\$ 17,272.90	\$ 0.00	
Sub Total:	\$ 37,500.00	\$ 20,227.10	\$ 17,272.90	\$ 0.00	100%
Consultant Services					
Contract/Consultant Services	\$ -	\$ -	\$ -	\$ -	
Sub Total:	\$ -	\$ -	\$ -	\$ -	
Other Direct Expenses					
TIP Software (Budgeted to FTA in FY 21)	\$ -	\$ -	\$ -	\$ -	
Sub Total:	\$ -	\$ -	\$ -	\$ -	
Total:	\$ 37,500.00	\$ 20,227.10	\$ 17,272.90	\$ 0.00	100%

PL-4 ITEMIZED EXPENDITURE DETAIL REPORT
April 1, 2021 - June30, 2021

Contract# G1L15 (PL FUNDS)					
FPID# 439323-3-14-01					
Unified Planning Work Program - Fiscal Years 2020/21-2021/22		Invoice #: PL-4			
Invoice Period: 3/01/2021 - 6/30/21					
Task 5.0 - Mobility Planning					
EXPENDITURE CATEGORY AND DESCRIPTION	2020/2021 FHWA (PL) Budgeted Amount	2020/2021 FHWA (PL) Previous Payments	2020/2021 FHWA (PL) Current Cost (Q7)	2020/2021 FHWA (PL) Remaining Balance	Budget Utilizatiom
Personnel Services					
Salaries and Fringe	\$ 40,000.00	\$ 22,734.57	\$ 17,265.43	\$ 0.00	
Sub Total:	\$ 40,000.00	\$ 22,734.57	\$ 17,265.43	\$ 0.00	100%
Consultant Services					
Contract/Consultant Services	\$ -	\$ -	\$ -	\$ -	
Sub Total:	\$ -	\$ -	\$ -	\$ -	
Total:	\$ 40,000.00	\$ 22,734.57	\$ 17,265.43	\$ 0.00	100%
Task 6.0 - Public Involvement					
EXPENDITURE CATEGORY AND DESCRIPTION	2020/2021 FHWA (PL) Budgeted Amount	2020/2021 FHWA (PL) Previous Payments	2020/2021 FHWA (PL) Current Cost (Q7)	2020/2021 FHWA (PL) Remaining Balance	
Personnel Services					
Salaries and Fringe	\$ 27,000.00	\$ 17,578.63	\$ 9,421.37	\$ 0.00	
Sub Total:	\$ 27,000.00	\$ 17,578.63	\$ 9,421.37	\$ 0.00	100%
Consultant Services					
Contract/Consultant Services	\$ -	\$ -	\$ -	\$ -	
Sub Total:	\$ -	\$ -	\$ -	\$ -	
Total:	\$ 27,000.00	\$ 17,578.63	\$ 9,421.37	\$ 0.00	100%
Task 7.0 - Special Projects					
EXPENDITURE CATEGORY AND DESCRIPTION	2020/2021 FHWA (PL) Budgeted Amount	2020/2021 FHWA (PL) Previous Payments	2020/2021 FHWA (PL) Current Cost (Q7)	2020/2021 FHWA (PL) Remaining Balance	
Personnel Services					
Salaries and Fringe	\$ 24,000.00	\$ 24,000.00		\$ -	
Sub Total:	\$ 24,000.00	\$ 24,000.00	\$ -	\$ -	100%
Consultant Services					
Contract/Consultant Services					
Sub Total:	\$ -	\$ -	\$ -	\$ -	
Total:	\$ 24,000.00	\$ 24,000.00	\$ -	\$ -	
PL-1					
GRAND TOTAL EXPENDITURE DETAIL :	\$ 552,653	\$ 395,138.06	\$ 141,396.04	\$ 16,118.91	97%
			Rounding Error		
			0.01	\$ 16,118.90	

Capital Region Transportation Planning Agency			Contract# G1L 15 (SU FUNDS)		
Unified Planning Work Program -					
Fiscal Years 2020-21/2021-22			FPID# 439323-2-14-02		
SU Invoice #: SU-4			Invoice Period: 04/01/2021 - 6/30/2021		
Task 1.0 - Administration					
EXPENDITURE CATEGORY AND DESCRIPTION	2020/2021 FHWA (SU) Budgeted Amount	2020/2021 FHWA (SU) Previous Payments	2020/2021 FHWA (SU) Current Cost	2020/2021 FHWA (SU) Remaining Balance	Budget Utilization
Personnel Services					
Salaries and Fringe	\$17,000.00			\$ 17,000.00	0%
Sub Total:	\$17,000.00	\$ -	\$ -	\$ 17,000.00	
Consultant Services					
Contract/Consultant Services	\$ -	\$ -	\$ -	\$ -	0%
Sub Total:	\$ -	\$ -	\$ -	\$ -	
Other Direct Expenses					
Audit Fees	\$ -	\$ -	\$ -	\$ -	0%
Legal Fees	\$ -	\$ -	\$ -	\$ -	
Direct/Operating Expenses	\$ -	\$ -	\$ -	\$ -	
Sub Total:	\$ -	\$ -	\$ -	\$ -	
Total: \$ 17,000.00		\$ -	\$ -	\$ 17,000.00	
Task 2.0 - Data Collection and Safety					
EXPENDITURE CATEGORY AND DESCRIPTION	2020/2021 FHWA (SU) Budgeted Amount	2020/2021 FHWA (SU) Previous Payments	2020/2021 FHWA (SU) Current Cost	2020/2021 FHWA (SU) Remaining Balance	
Personnel Services					
Salaries and Fringe	\$ 15,450.00	\$ 2,885.65	\$ 12,515.83	\$ 48.52	100%
Sub Total:	\$ 15,450.00	\$ 2,885.65	\$ 12,515.83	\$ 48.52	
Consultant Services					
Contract/Consultant Services	\$ -	\$ -	\$ -	\$ -	100%
Sub Total:	\$ -	\$ -	\$ -	\$ -	
Total: \$ 15,450.00		\$ 2,885.65	\$ 12,515.83	\$ 48.52	
Task 3.0 - Long Range Planning					
EXPENDITURE CATEGORY AND DESCRIPTION	2020/2021 FHWA (SU) Budgeted Amount	2020/2021 FHWA (SU) Previous Payments	2020/2021 FHWA (SU) Current Cost	2020/2021 FHWA (SU) Remaining Balance	
Personnel Services					
Salaries and Fringe	\$ 37,800.00	\$ 24,000.00	\$ 13,736.73	\$ 63.27	100%
Sub Total:	\$ 37,800.00	\$ 24,000.00	\$ 13,736.73	\$ 63.27	
Consultant Services					
3.0 Planning Support	\$ 30,000.00	\$ -	\$ -	\$ 30,000.00	0%
3.1 Long Range Transportation Plan (RMP 2045)	\$ 240,650.00	\$ 240,649.50	\$ -	\$ 0.50	100%
Sub Total:	\$ 270,650.00	\$ 240,649.50	\$ -	\$ 30,000.50	89%
Total: \$ 308,450.00		\$ 264,649.50	\$ 13,736.73	\$ 30,063.77	90%
Task 4.0 - Short-Range Planning					
EXPENDITURE CATEGORY AND DESCRIPTION	2020/2021 FHWA (SU) Budgeted Amount	2020/2021 FHWA (SU) Previous Payments	2020/2021 FHWA (SU) Current Cost	2020/2021 FHWA (SU) Remaining Balance	
Personnel Services					
Salaries and Fringe	\$ 17,500.00	\$ -	\$ 5,775.59	\$ 11,724.41	33%
Sub Total:	\$ 17,500.00	\$ -	\$ 5,775.59	\$ 11,724.41	
Consultant Services					
4.0 Planning Support	\$ 30,000.00	\$ -	\$ -	\$ 30,000.00	0%
Sub Total:	\$ 30,000.00	\$ -	\$ -	\$ 30,000.00	
Other Direct Expenses					
TIP Software	\$ -	\$ -	\$ -	\$ -	12%
Sub Total:	\$ -	\$ -	\$ -	\$ -	
Total:	\$ 47,500.00	\$ 0.00	\$ 5,775.59	\$ 41,724.41	

Task 5.0 - Mobility Planning					
EXPENDITURE CATEGORY AND DESCRIPTION	2020/2021 FHWA (SU) Budgeted Amount	2020/2021 FHWA (SU) Previous Payments	2020/2021 FHWA (SU) Current Cost	2020/2021 FHWA (SU) Remaining Balance	Budget Utilization
Personnel Services					33%
Salaries and Fringe	\$ 34,250.00		\$ 11,304.33	\$ 22,945.67	
Sub Total:	\$ 34,250.00	\$ -	\$ 11,304.33	\$ 22,945.67	
Consultant Services					
5.0 Planning Support Work	\$ 30,000.00	\$ -	\$ -	\$ 30,000.00	
5.8.1 Thomasville Rd. Path Feasibility Study (FS) Ph. I	\$ 89,955.00	\$ 59,970.00	\$ -	\$ 29,985.00	
5.8.2 Thomasville Rd. Path FS Ph. IL Public Involvement	\$ 82,000.00	\$ 38,284.80	\$ 25,736.98	\$ 17,978.22	
5.9 Wakulla Springs (SR 267) Feasibility Study	\$ 100,000.00	\$ -	\$ -	\$ 100,000.00	
5.10 Apalachee Pkwy Trail Feasibility Study	\$ 60,000.00	\$ -	\$ -	\$ 60,000.00	
5.11 Oak Ridge Road Trail Feasibility Study	\$ 75,000.00	\$ -	\$ -	\$ 75,000.00	
5.12 Midtown Phase II	\$ 2,500.00	\$ 1,909.50		\$ 590.50	76%
5.18 Comprehensive Operational Analysis (Transit)	\$ 250,000.00	\$ 134,116.83	\$ 41,186.11	\$ 74,697.06	70%
5.19 Regional Transit Study Update	\$ 60,000.00	\$ -	\$ -	\$ 60,000.00	0%
5.25 Congestion Management Plan Process Phase II	\$ 125,000.00	\$ -	\$ -	\$ 125,000.00	0%
Other Trail Studies/Mobility Projects (TBD)**	\$ 159,291.00	\$ -	\$ -	\$ 159,291.00	0%
Sub Total:	\$ 1,033,746.00	\$ 234,281.13	\$ 66,923.09	\$ 732,541.78	29%
Total:	\$ 1,067,996.00	\$ 234,281.13	\$ 78,227.42	\$ 755,487.45	29%
Task 6.0 - Public Involvement					
EXPENDITURE CATEGORY AND DESCRIPTION	2020/2021 FHWA (SU) Budgeted Amount	2020/2021 FHWA (SU) Previous Payments	2020/2021 FHWA (SU) Current Cost	2020/2021 FHWA (SU) Remaining Balance	
Personnel Services					6%
Salaries and Fringe	\$ 18,000.00	\$ -	\$ 1,145.26	\$ 16,854.74	
Sub Total:	\$ 18,000.00	\$ -	\$ 1,145.26	\$ 16,854.74	
Consultant Services					0%
6.0 Planning Support	\$ 30,000.00	\$ -	\$ -	\$ 30,000.00	
Sub Total:	\$ 30,000.00	\$ -	\$ -	\$ 30,000.00	
Total:	\$ 48,000.00	\$ -	\$ 1,145.26	\$ 46,854.74	
Task 7.0 - Special Projects					
EXPENDITURE CATEGORY AND DESCRIPTION	2020/2021 FHWA (SU) Budgeted Amount	2020/2021 FHWA (SU) Previous Payments	2020/2021 FHWA (SU) Current Cost	2020/2021 FHWA (SU) Remaining Balance	
Personnel Services					95%
Salaries and Fringe	\$ 79,107.00	\$ 44,815.69	\$ 30,189.09	\$ 4,102.22	
Sub Total:	\$ 79,107.00	\$ 44,815.69	\$ 30,189.09	\$ 4,102.22	
Consultant Services					40%
7.1.1 US90 Bike/Ped Tr.Feasibility Study (FS) Phase I	\$ 43,754.00	\$ 38,892.00	\$ -	\$ 4,862.00	
7.1.2 US90 Bike/Ped Tr. FS Phase II Public Involvement	\$ 100,000.00	\$ 35,337.00	\$ 13,286.25	\$ 51,376.75	
7.2 Stadium/Lk. Bradford/Gaines/Varsity Int. Study	\$ 175,000.00	\$ -	\$ 47,238.24	\$ 127,761.76	
7.3 Other Special Projects/Safety Studies (TBD)**	\$ 120,000.00	\$ -	\$ -	\$ 120,000.00	
Corridor/Complete Streets (TBD)**	\$ 59,994.00	\$ -	\$ -	\$ 59,994.00	
7.4 Pensacola St./St. Augustine Operational Analysis	\$ 30,000.00		\$ 21,067.80	\$ 8,932.20	
Sub Total:	\$ 528,748.00	\$ 74,229.00	\$ 81,592.29	\$ 372,926.71	
Total:	\$ 607,855.00	\$ 119,044.69	\$ 111,781.38	\$ 377,028.93	38%
SU -4 GRAND TOTAL CONSULTANT EXPENDITURE DETAIL	\$ 2,112,251.00	\$ 620,860.97	\$ 223,182.21	\$ 1,268,207.82	40%