

FISCAL YEAR 2022- FISCAL YEAR 2026 TRANSPORTATION IMPROVEMENT PROGRAM

ADOPTED: June 15, 2021

AMENDED _____

CRTPA RESOLUTION 2021-06-6A

A RESOLUTION OF THE CAPITAL REGION TRANSPORTATION PLANNING AGENCY (CRTPA) ENDORSING THE FY 2022 – FY 2026 TRANSPORTATION IMPROVEMENT PROGRAM

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

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

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

1. The Fiscal Year 2022 through Fiscal Year 2026 Transportation Improvement Program is hereby endorsed as an accurate representation of the region's transportation effort as developed through a continuing, cooperative, and comprehensive process that provided consideration to all transportation modes in accordance with the metropolitan planning provisions of U.S.C. 134;
2. The CRTPA authorizes the Chair to sign the State of Florida certification statement, which must be submitted annually with the TIP;
3. In order to expedite amendments to the TIP, the CRTPA authorizes the Executive Director to administratively approve airport project amendments which do not materially affect surface transportation traffic volumes or traffic distribution in the vicinity of the subject airport;
4. The CRTPA also authorizes the Executive Director to administratively approve project amendments to the TIP which do not meet any of the four (4) criteria which require a formal tip amendment listed in Chapter 5, Section 13 of the Florida Department of Transportation's Metropolitan Planning Organization Program Management Handbook; and
5. The CRTPA requires the Executive Director to inform the CRTPA of all TIP amendments approved under these authorizations quarterly.

Passed and duly adopted by the Capital Region Transportation Planning Agency (CRTPA) on this 15th day of June 2021.

Capital Region Transportation Planning Agency

Attest:

By:

Jeremy Matlow, Chairman


Greg Slay, Executive Director

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EXECUTIVE SUMMARY

Purpose of the TIP

Prepared annually, the Transportation Improvement Program (TIP) provides a prioritization of projects covering a five-year period that is consistent with the Capital Region Transportation Planning Agency's (CRTPA) Long-Range Transportation Plan, the *"2045 Regional Mobility Plan."* The TIP contains all transportation projects in the CRTPA's Metropolitan Planning Area (MPA) funded with Federal Highway Administration (FHWA) and Federal Transit Administration (FTA) funds, as well as regionally significant projects regardless of funding source (23 C.F.R. 450.326(a)); (49 U.S.C. Chapter 53).

The TIP satisfies federal mandates (Title 23 United States Code (U.S.C.) 134 (j)) requiring Metropolitan Planning Organizations (MPOs) to develop a prioritized listing/program of transportation projects covering a period of four years that is consistent with the agency's LRTP. Also, the TIP provides a staged, multi-year listing of regionally significant transportation improvements within the MPA, which is Florida's Capital Region counties of Gadsden, Jefferson, Leon and Wakulla, that will be funded by Title 23 and Title 49 U.S.C. funds. In addition, it contains all regionally significant projects for which federal action is required, regardless of whether the projects are funded with [Federal] Title 23 and Title 49 funds. Furthermore, pursuant to Florida Statutes (subsection 339.175(8)(c)) the TIP also provides a list of locally and privately funded projects for information purposes.

State and federally funded projects within the TIP are listed by project type, as follows:

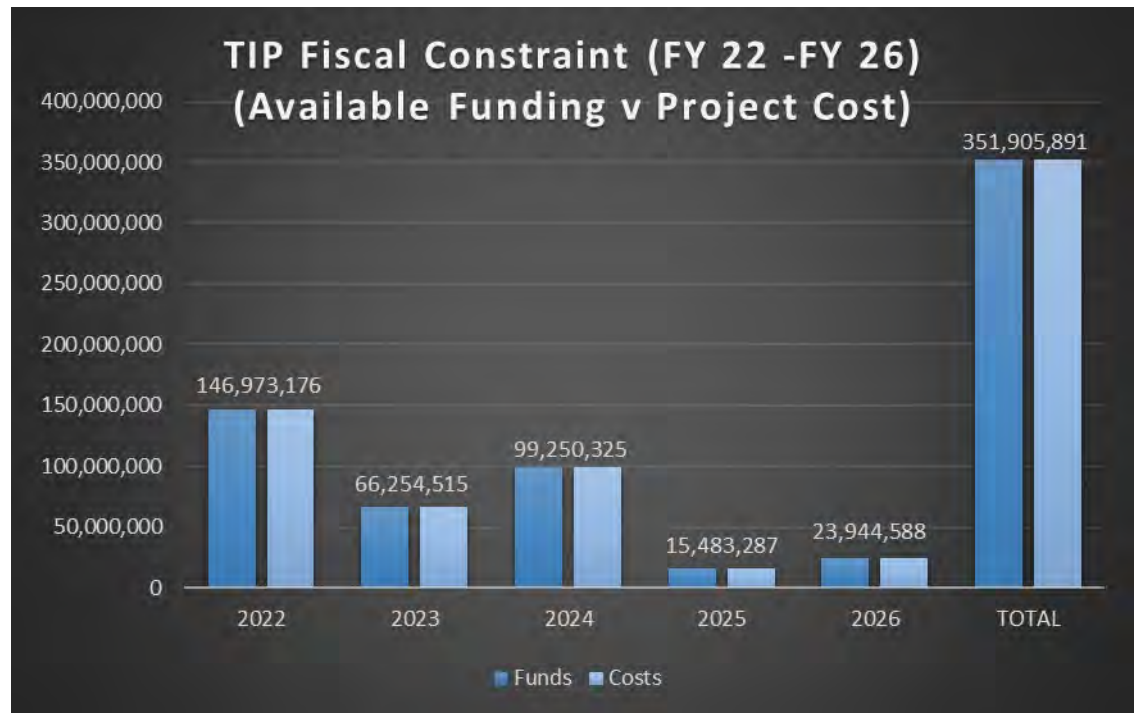
- **Aviation**
- **Bicycle/Pedestrian**
- **Bridge**
- **Major Roadway**
- **Resurfacing**
- **Transportation Systems Management**
- **Planning**
- **Public Transportation**

Pursuant to federal law, the TIP must cover a four-year time period with years beyond the four-year time period being considered informational. Florida law, however, mandates that the TIP cover a five-year period. In addition to the satisfying federal mandates, the TIP serves to inform the public of those projects within the CRTPA area that have received funding.

Financial Plan

In accordance with Title 23 CFR Part 450.324, the TIP is a financially constrained document. The document identifies those projects that can be implemented using existing revenue sources, as well as those projects that are to be implemented through use of projected revenue sources based upon the FDOT Final Tentative Work Program and locally dedicated transportation revenues. The TIP is developed by the CRTPA in cooperation with the Florida Department of Transportation (FDOT) and the transit operator, StarMetro, who provide the CRTPA with estimates of available federal and state funds for use in development of the financial plan. Project cost estimates are developed in present day costs and inflated to year of expenditure using inflation factors (“Year of Expenditure”).

The chart to the right (“TIP FISCAL CONSTRAINT”) identifies anticipated available funding and estimated project costs over the next 5 years. A summary of funds by funding category and project type is contained within the TIP in the “Funding Source Summary” section and provides more detail on both the funding amounts and sources for each project included in the TIP.



Project Selection

Projects included within the TIP reflect the CRTPA’s transportation priorities. The CRTPA’s prioritization process individually ranks projects by project type on several project lists and is consistent with the federal requirements of 23 CFR 450.322(b). The TIP prioritization process evaluates projects to assess the anticipated effect of reducing both fatal and injury crashes. Specifically, safety is adopted as a criterion for project selection in the *2045 Regional Mobility Plan* (RMP), and for the ranking of projects on the CRTPA’s project priority lists. Additionally, the CRTPA’s Congestion Management Process Plan is reviewed for potential project identification to ensure the safe and effective integrated management and operation of the region’s multimodal transportation system. More information on the CRTPA’s prioritization process is provided below in the “Project Priority Statement” discussion, as well as in [Section 3](#) of this document (“TIP Basics”). Furthermore, [Appendix E](#) (“Adopted Project priority Lists”) provides the agency’s most recently adopted priorities.

Consistency with Other Plans

All projects included within the TIP are consistent with the *Connections 2045 RMP*, adopted on November 23, 2021. The RMP defines the strategy to accommodate existing and future travel needs for the four-county CRTPA region and is the region's long-range transportation planning document. The adopted *Connections 2045 RMP* contains the following broad planning factors identified for special focus:

- Connectivity
- Economic Development
- Access
- Multimodal
- Land Use
- Security
- Safety
- Public Health
- Natural Resource Protection/Conservation
- Freight and Transportation Technology

In addition to consistency with the 2045 RMP, the TIP is consistent with the Aviation Master Plan of the Tallahassee International Airport and the Transit Development Plan of StarMetro (which was developed in conjunction with the RMP). Furthermore, the TIP is consistent with the approved local government comprehensive plans of the local governments within the CRTPA region (s. 339.175(8)(a) F.S.).

Projects within the TIP are consistent with the Fixing America's Surface Transportation Act (FAST Act) that was signed into law in December 2015. The FAST Act serves as the primary surface transportation legislation.

The FAST Act identifies the following ten planning factors to be considered as part of the review of projects and plans:

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

Project Priority Statement

Project priorities selected for inclusion within the TIP are consistent with the CRTPA's adopted 2045 RMP, as well as the FDOT's Adopted Five Year Work Program. The CRTPA's FY 2022 – FY 2026 project priority lists (PPLs) were adopted by the Governing Board on June 15, 2020 and September 21, 2020 to provide guidance to the FDOT in development of the State Work Program. The following identifies the eight PPLs adopted by the CRTPA and includes the general criteria that were used in developing each list:

- **Regional Mobility Plan (RMP) Roadways PPL** - identifies roadway capacity and corridor improvement projects. [Project source: The 2045 Regional Mobility Plan]. The RMP Roadways PPL is developed from projects identified in the adopted long-range transportation plan, *Connections 2045 RMP*. Projects included were ranked based upon the RMP's adopted goals.
- **Regional Mobility Plan (RMP) Bicycle and Pedestrian PPL** - identifies bicycle and pedestrian projects. [Project source: The 2045 Regional Mobility Plan.] The RMP Roadways PPL is developed from projects identified in the adopted *Connections 2045 RMP*. Projects listed in the RMP were identified in local government bicycle and pedestrian master plans [consistent with the plan's identified goals and objectives](#).
- **Regional Trails PPL** - identifies regional trail projects. [Project source: The 2045 Regional Mobility Plan and FDOT SUN Trail Network.] The Regional Trails PPL is developed to highlight regional trail projects and unique funding opportunities.
- **Transportation Systems Management and Safety (TSM&S) PPL** - identifies low cost improvements to the existing transportation network that can be constructed in less than two years. [Project source: The FDOT District Three Safety Office, local governments and the CRTPA.] Typically, projects on the TSM&S PPL go through a specific FDOT process in order to be included. Factors evaluated in developing this list include safety, mobility, timing and cost of project delivery, and estimated current intersection level of service information.
- **Intelligent Transportation Systems (ITS) PPL** - identifies technological and system efficiencies to improve traffic flow and reduce congestions. [Project source: The City of Tallahassee ITS Master Plan.] Projects on this list aim to maximize the transportation systems efficiency and performance using technology and regional collaboration for all modes of transportation in the region.
- **Transportation Alternatives (TA) PPL** - provides funding for transportation projects that expand travel choices and enhance the transportation experience by integrating modes and improving the cultural, historic, and environmental aspects of our transportation infrastructure. (Project source: Applications solicited by the CRTPA and submitted by eligible sponsors for funding). This list was evaluated and ranked by the TA Subcommittee using seven prioritization criteria prior to consideration by the CRTPA.
- **StarMetro PPL** provides a listing of transit projects, *developed by StarMetro*, reflecting projects consistent with StarMetro's adopted Transit Development Plan (TDP).
- **Tallahassee International Airport PPL** (provides a listing of airport projects, *developed by the Tallahassee International Airport*, reflecting consistent with the adopted Airport Master Plan Update.

Appendix E contains the CRTPA's adopted FY 2023 – FY 2027 Project priority Lists as well as more detail on the prioritization process. This section will be updated once the lists are finalized.

Implemented Projects

Updates of select projects in the CRTPA region are listed in **Appendix B**. Additionally, included within the TIP is the Annual Listing of Federally Obligated Projects located within **Appendix D**. This listing, which is also posted on the CRTPA's website (www.crtpa.org), includes all projects (listed by county) that have received federal obligation in fiscal year 2020 (October 1, 2019 to September 30, 2020). Pursuant to federal law, such a list "shall be published or made available by the metropolitan planning organization for public review" (Title 23 U.S.C. 134(h)(7)(B)). **Appendix D** also provides a listing of FTA obligations developed in concert with StarMetro.

Public Involvement (This section is updated once all Public Involvement is completed.)

Typically, the TIP public involvement includes conducting public meetings in person within the region to present the document (as well as information regarding the draft project priority lists) in May. However, due to the COVID-19 situation and need to assist in slowing the spread of the virus, adjustments to the manner in which the CRTPA conducted public involvement activities were required. To that end, the CRTPA conducted a virtual meeting on May 27 in which a total of fourteen (14) attendees viewed the presentation live. Although the meeting was not in person, the virtual meeting provided attendees the opportunity to learn about the projects receiving funding in the region as well about the metropolitan transportation planning process. The public was able to submit questions and comments both before and during the meeting. Information regarding the meeting was sent out in an email blast as well as advertised in each of the four (4) county newspapers prior to the meeting. Additionally, the draft TIP was placed on the CRTPA's webpage (www.crtpa.org) in early May and the document was discussed at the CRTPA's two (2) committees (Citizens Multimodal Advisory Committee (CMAC) and Technical Advisory Committee (TAC)), as well as the CRTPA Board meeting in June. Furthermore, the current TIP reflects use of an enhanced public involvement technology and opportunity. Specifically, prior to TIP adoption the public was able to go online and directly comment on projects that were graphically linked to a map of the CRTPA region. Finally, the TIP is a featured CRTPA document placed on the agency's homepage (in addition to the "Documents" page). **Appendix H** ("Public Involvement") documents these efforts.

APPENDIX F (FHWA- Eastern Federal Lands Highway Division (EFLHD) Projects)

This appendix reflects those projects within the CRTPA region that have received funding for transportation improvements on federal lands. Such projects do not impact the funds available to the CRTPA region that are annually prioritized by the agency for inclusion in this document.

TMA Certification & Joint Certification

TMA Certification - The CRTPA's most recent TMA Certification occurred on February 26 – February 28, 2021. At these meetings, the CRTPA staff met with the Federal Highway Administration (FHWA), the Federal Transit Administration (FTA), the Florida Department of Transportation (FDOT), and StarMetro to discuss the certification of the CRTPA as a Transportation Management Area (TMA). The TMA Certification Report has not yet been issued. This material will be added to the TIP once it has been received from FHWA and FTA. (Appendix D).

Joint Certification - Each year, the FDOT District and the MPO must jointly certify the metropolitan transportation planning process as described in 23 C.F.R. §450.336. The District and the MPO create a joint certification package that includes a summary of noteworthy achievements by the MPO and, if applicable, a list of any recommendations and/or corrective actions. The certification package and statement must be submitted to Central Office, Office of Policy Planning (OPP) no later than June 1. The CRTPA's 2020 joint certification will be discussed with the CRTPA at its May 18, 2021 meeting.

Congestion Management Process

The CRTPA Congestion Management Process Plan (CMPP) was adopted by the CRTPA on September 18, 2018 (section 339.175(6)(c)(1), F.S.). The CMP provide for the development of tools and strategies focused on the reduction of peak hour vehicle miles of travel, reduction of congestion, the improvement of connectivity between employment centers and areas with concentrations of transportation disadvantaged populations, and support access to jobs. In development of the CRTPA's project priority lists, the adopted CMPP was reviewed for potential identification of projects for inclusion on the agency's project priority list. The CRTPA's Congestion Management Process Plan may be viewed on the CRTPA's website in the "Documents" section.

Transportation Disadvantaged

In accordance with Chapter 427, F.S., the TIP includes information related to transportation disadvantaged services for Gadsden, Jefferson, Leon and Wakulla counties. Specifically, revenues provided for Transportation Disadvantaged services are provided in the "Public Transportation" listing of projects (listed by county). Furthermore, a summary of expenses and revenues by county (provided by the Florida Commission for the Transportation Disadvantaged) is contained within **Appendix C** ("Transportation Disadvantaged"). The region's for local boards (Gadsden, Jefferson, Leon, and Wakulla counties' local transportation disadvantaged coordinating boards) are staffed by the Apalachee Regional Planning Council.

Performance Management

Consistent with 23 C.F.R. 450.326(c)(d), the TIP shall include, to the maximum extent practicable, a description of the anticipated effect of the TIP toward achieving the performance targets identified in the metropolitan transportation plan, linking investment priorities to those performance targets. Performance Management is a strategic approach to connect investment and policy decisions to help achieve performance goals. Performance measures are quantitative criteria used to evaluate progress. Performance measure targets are the benchmarks against which collected data is gauged. The Moving Ahead for Progress in the 21st Century Act (MAP-21) requires State DOTs and MPOs to conduct performance-based planning by tracking performance measures and setting data-driven targets to improve those measures. Performance-based planning ensures the most efficient investment of federal transportation funds by increasing accountability, transparency, and providing for better investment decisions that focus on key outcomes related to seven national goals:

- Improving Safety;
- Maintaining Infrastructure Condition;
- Reducing Traffic Congestion;
- Improving the Efficiency of the System and Freight Movement;
- Protecting the Environment; and,
- Reducing Delays in Project Delivery.

The Fixing America's Surface Transportation (FAST) Act supplements the MAP-21 legislation by establishing timelines for State DOTs and MPOs to comply with the requirements of MAP-21. State DOTs are required to establish statewide targets and MPOs, such as the CRTPA, have the option to support the statewide targets or adopt their own. Furthermore, the "Transportation Performance Measures Consensus Planning Document", adopted by the CRTPA on May 19, 2020, was established "to outline the minimum roles of FDOT, the MPOs, and the providers of public transportation in the MPO planning areas to ensure consistency to the maximum extent practicable in satisfying the transportation performance management requirements promulgated by the United States Department of Transportation in Title 23 Parts 450, 490, 625, and 673 of the Code of Federal Regulations (23 CFR)". The document was "cooperatively developed by the Florida Department of Transportation (FDOT) and Florida's 27 Metropolitan Planning Organizations (MPOs) through the Florida Metropolitan Planning Organization Advisory Council (MPOAC), and, by representation on the MPO boards and committees, the providers of public transportation in the MPO planning areas."

Consistent with federal legislation, the CRTPA is required to address performance management in seven (7) areas: safety, pavement condition, highway performance, bridge condition, freight movement, traffic congestion, and on-road mobile sources. The following provides information on how the agency is meeting each of these requirements

Highway Safety Measures/Safety is the first national goal identified in the FAST Act. In March of 2016, the Highway Safety Improvement Program (HSIP) and Safety Performance Management Measures Rule (Safety PM Rule) was finalized and published in the *Federal Register*. The rule requires MPOs to set targets for the following safety-related performance measures and report progress to the State DOT:

- Fatalities;
- Serious Injuries;
- Nonmotorized Fatalities and Serious Injuries;
- Rate of Fatalities per 100M Vehicle Miles Traveled (VMT); and
- Rate of Serious Injuries per 100M VMT.

On February 16, 2021, the CRTPA established safety performance targets for the MPO’s planning area. The agency developed such targets through use of data provided to the CRTPA from FDOT consistent with the “Transportation Performance Measures Consensus Planning Document”. This document was adopted by the CRTPA on May 19, 2020 and is an agreement between the FDOT and Florida’s Metropolitan Planning Organizations (such as the CRTPA) to outline the roles of the agencies in ensuring consistency with transportation performance management requirements promulgated by the United States Department of Transportation.

The following provides the adopted safety targets for 2021:

2021 CRTPA Adopted Highway Safety Performance Measures and Targets

Safety Performance Measure	Target
Number of fatalities	58
Rate of fatalities per 100 Million Vehicle Miles Traveled (VMT)	1.273
Number of serious injuries	252
Rate of serious injuries per 100 Million VMT	5.513
Number of non-motorized fatalities and non-motorized serious injuries	42.2

The Florida Transportation Plan (FTP) and Florida’s Strategic Highway Safety Plan (SHSP) both highlight the statewide commitment to a vision of zero deaths. The Florida Highway Safety Improvement Program (HSIP) annual report documents the statewide performance measures toward that vision. The CRTPA acknowledges FDOT statewide 2021 safety targets, which set the target at “0” for each performance measure to reflect FDOT’s goal of zero deaths. However, CRTPA is establishing its safety performance targets based upon data collected within the MPO planning area for previous years and based on analysis of anticipated progress that can be achieved in the next year.

Safety performance measure targets are required to be adopted on an annual basis. FDOT, in August of each calendar year, will report the following year’s targets in the HSIP Annual Report. After FDOT adopts the targets, the MPO is required to either adopt FDOT’s targets or establish its own targets by the following February.

On January 16, 2018, the CRTPA adopted the first of its annual targets for the 5 safety performance measures. The CRTPA chose to adopt its own targets using data provided to the agency from FDOT (discussed above) that was based upon an average for each performance measures for the most recent five-years of available data (2012 – 2016). Specifically, the five-year averages were used as the target for each of the five safety performance measures.

Although the CRTPA has continued this method of adopting its own targets through use of the most recently available five-year data averages as was first utilized by the CRTPA in 2018, in 2021 the agency modified this approach slightly. Specifically, the CRTPA voted to adopt its 2021 safety targets using the lowest of the averages for each of the 5 measures that were identified between the adopted 2020 targets and the proposed 2021 targets. As a result, the 2021 adopted safety targets were developed in a more hybridized manner than had been developed in years past. Discussion with the Board reflected a continued desire and commitment towards increasing safety within the region. Furthermore, a refined analysis of the historical trends focused on bicycle and pedestrian serious injuries and deaths was presented to the Board at its May 16, 2021 meeting. This information included an analysis of contributing factors associated with documented deaths and serious injuries.

In terms of baseline conditions and trends, the following provides an analysis of the safety targets that have been adopted by the CRTPA on the 5-year rolling average since 2018 as well as a comparison to what was actually reported for year of adoption using the most recently available data:

CRTPA ADOPTED SAFETY PERFORMANCE TARGETS VERSUS REPORTED (2018 to 2021)

SAFETY PERFORMANCE MEASURE	Adopted Target 2018 ¹	Reported 2018 ²	Adopted Target 2019 ¹	Reported 2019 ²	Adopted Target 2020 ¹	Adopted Target 2021 ¹
Number of fatalities	56	58	54	54	58	58
Rate of fatalities per 100 Million Vehicle Miles Traveled (VMT)	1.279	1.245	1.203	1.166	1.273	1.273
Number of serious injuries	266	245	258	243	256	252
Rate of serious injuries per 100 Million VMT	7.313	5.259	5.842	5.249	5.684	5.513

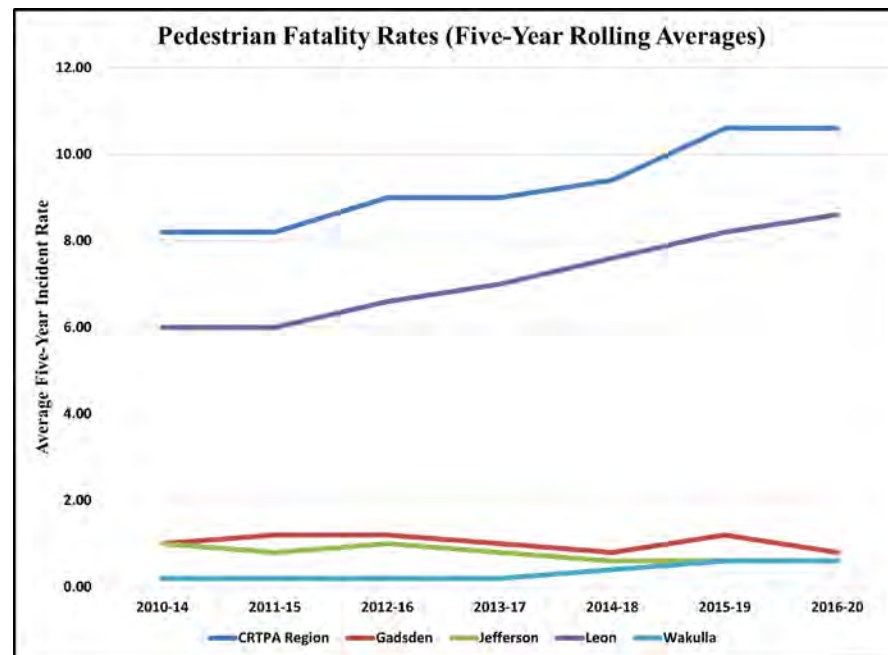
Number of non-motorized fatalities and non-motorized serious injuries	44	37		43.8	46		42.2	42.2
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¹ - based on reported 5-year data average (source: Annual Safety Data for FHWA Performance Measures by MPO provided by FDOT)

² - based on reported annual data (source: Annual Safety Data for FHWA Performance Measures by MPO provided by FDOT)

As may be seen above, for the years 2018 and 2019 (which contains the most recently available reported data), the agency has met 4 of the 5 adopted safety targets. Specifically, in 2018, a higher number of fatalities (58) occurred than the adopted target (56) and in 2019 a higher number of non-motorized fatalities and non-motorized serious injuries (46) were reported by than the adopted target (43.8).

Digging deeper in an effort to utilize the most currently available data (though year 2020) obtained through [Signal Four Analytics](#), the CRTPA analyzed crash reports focusing on non-motorized fatalities and non-motorized serious injuries. Specifically, the agency separately evaluated pedestrian and bicycle crashes and further evaluated each crash type by serious injuries and fatalities. Based upon this Signal Four Analytics analysis for the years 2010 to 2020, it appears that serious injuries for both pedestrian and bicyclists are decreasing as are bicycle fatalities. However, as shown on the following graph, pedestrian fatalities in the CRTPA region appear to be on the increase*:



*Source – Data obtained from Signal Four Analytics

With regards to statewide data, the Draft 2021 Florida Strategic Highway Safety Plan (SHSP) reflects the following statewide trends:

- Total fatalities in Florida generally had been on a downward trend between 2008 and 2014 and have been increasing on a five-year rolling average basis since 2014. The fatality rate relative to VMT has been increasing in the past few years as well.
- Total number of serious injuries, on a five-year rolling average, increased slightly in 2016 and 2017 and decreased in 2018 and again in 2019.
- Total number of non-motorized (pedestrian and bicycle) fatalities and serious injuries increased steadily until 2018 where they began to decline.

The following chart reflects these statewide trends as contained within the 2021 Florida SHSP*:

FEDERAL PERFORMANCE MEASURE (FIVE-YEAR ROLLING AVERAGE)	2015	2016	2017	2018	2019	TREND	CALENDAR YEAR 2021 TARGET	TARGET MET?
Fatalities	2,495.8	2,688.2	2,825.4	2,972.0	3,110.4	●	0	No
Fatality Rate (per 100 million VMT)	1.28	1.33	1.36	1.39	1.42	●	0	No
Serious Injuries	20,518.0	20,844.2	20,929.2	20,738.4	20,169.8	●	0	No
Serious Injury Rate (per 100 million VMT)	10.43	10.36	10.13	9.77	9.29	●	0	No
Non-Motorized Fatalities & Serious Injuries	3,200.0	3,294.4	3,304.2	3,339.6	3,311.4	●	0	No

Note: All data on the above table are five-year rolling averages, as required for reporting and target setting by the federal government. For example, the 3110.4 fatalities show for 2019 is an average of the actual fatalities reported for the five-year period, as follows: 2,939 (2015), 3,166 (2016), 3,120 (2017), 3,134 (2018), 3,186 (2019). The trend column indicates progress toward target from the baseline: green indicates performance is moving toward the target; yellow indicates limited change; red indicates performance is moving away from the target.

*Source - 2021 Florida Strategic Highway Safety Plan (page 8)

As described in the SHSP, “Traditionally, there are four major approaches recognized among safety professionals as those with a potential impact on safety. These are referred to as the 4Es of traffic safety: Engineering, Education, Enforcement, and Emergency Response. While these continue to be key approaches, we are also thinking more broadly and inclusively by addressing four additional approaches, which we refer to as the 4Is: Information Intelligence, Innovation, Insight into Communities, and Investments and Policies.”

To that end, CTRPA efforts related to improving safety within the region reflect and complement the statewide efforts discussed above.

The CRTPA TIP considers potential projects that fall into specific investment programs established by the MPO. For the CRTPA this includes safety programs and policies such as:

- Bi-monthly safety coordination meetings held with FDOT District 3 in concert with local partners that identify and discuss safety issues;
- CRTPA annual funding commitment (\$500,000) to the Tallahassee Regional Traffic Management Center for operations and traffic maintenance;
- Safety review of resurfacing projects in concert with FDOT and local transportation partners, identifying opportunities for inclusion of safety improvements in near-term resurfacing projects;
- CRTPA Urban Attributable (SU) funding guidance, adopted in November 2017, identifying explicit funding for safety projects, and active agency implementation of pedestrian safety projects utilizing such funds;
- Annual development and adoption of the Transportation Systems Management (TSM) Priority Project List that includes a number of pedestrian safety projects for which the agency is seeking funding;
- 2018 adoption of Congestion Management Plan Update that includes a strong focus on the implementation of safety projects and 2021 initiation of review of document to further identify potential projects;
- Implementation of infrastructure projects that improve regional safety including addition of enhanced lighting at key intersections to improvement pedestrian safety and access management improvements to address roadway safety;
- Adoption (November 23, 2020) of the Connections 2045 Regional Mobility Plan which reflects the incorporation of the five main performance areas (including Safety Performance Management) into the document. In order to track the progress towards meeting performance targets, the RMP relates the performance targets to how the recommended projects address one or more of the performance areas.
- CRTPA website focus on transportation performance management in detail. This information includes a background on the TPM requirements of the agency, the latest information related to the CRTPA's adoption of measures, and information related to how the agency is actively seeking to achieve its adopted measures: <http://crtpa.org/transportation-performance-measures/>.
- CRTPA participation in, and monitoring of, the region's four (4) Community Traffic Safety Teams including reinvigoration in 2020 of Leon County CTST with a return to bi-monthly meetings;
- Continued focus on pedestrian and bicycle safety through funding and implementation of multimodal focused projects including construction of sidewalks and multi-use trails as well as adoption in 2020 of the Leon County Bicycle and Pedestrian Master Plan and participation in regional bike month events;
- CRTPA 2021 initiation of safety data refinement utilizing Signal Four Analytics related to bicycle and pedestrian fatalities and serious injuries and presentation to CRTPA board and committees;
- CRTPA Transportation Alternatives (TA) Program coordinating annual federal TA funding and historic placement of such funding on projects that strengthen pedestrian and bicyclist safety (see project #4484511 funding the construction of sidewalks on US 90 in the City of Quincy and is located in the Bicycle and Pedestrian projects section of this document).

Specific investment projects within the TIP support the CRTPA's goals (including the goal of safety) through the use of a prioritization and a project selection process established in the CRTPA's most recently adopted 2045 Regional Mobility Plan (adopted in November 2020). This process provided the highest prioritization weighting for safety improvement projects and, relatedly, the TIP prioritization process mirrors the RMP's prioritization process through a focus on selection of projects that have an anticipated effect of reducing both fatal and injury crashes. Going forward, the project evaluation and prioritization processes used in the RMP and the TIP will continue to use a data-driven strategy that considers stakeholder input to evaluate projects that have an anticipated effect of reducing both fatal and injury crashes.

The program of projects identified through this process are anticipated to contribute toward achievement of the CRTPA's safety targets. The safety infrastructure investments are targeted at specific opportunities to improve safety. Examples of such investments include the addition of roadway lighting at key signalized intersections locations in Leon County that will assist in improving pedestrian visibility (see project #44440382) and a pedestrian safety project near Florida State University along US 90 (see project #4456051).

Contained within the FY 22 – FY 26 is a total programmed investment of \$13,111,562 toward safety improvements. These funds include traffic signals, lighting and ADA upgrades, signage and pavement markings, and safety projects.

• FM# 4456631	SR 10 (US 90) FROM W OF BYRD RD TO OPPORTUNITY LN	GADSDEN	SIGNING/PAVEMENT MARKINGS
• FM# 4367411	GADSDEN COUNTY TSMCA	GADSDEN	TRAFFIC SIGNALS
• FM# 4456571	SR 8 (I-10) FROM LEON COUNTY LINE TO MADISON COUNTY LINE	JEFFERSON	SAFETY PROJECT
• FM# 4367451	JEFFERSON COUNTY TSMCA	JEFFERSON	TRAFFIC SIGNALS
• FM# 4440301	CR 260 SILVER LAKE RD FROM BEGINNING OF PAVEMENT TO ICE HOCKEY LN	LEON	SIGNING/PAVEMENT MARKINGS
• FM# 4440381	SR 61 CRAWFORDVILLE RD FROM SR 263 CAPITAL CIRCLE SW TO MCKENZIE DR	LEON	LIGHTING
• FM# 4456051	SR 10 (US 90) W TENNESSEE ST FROM CALIARK ST TO W BREVARD ST	LEON	SAFETY PROJECT
• FM# 4367461	LEON COUNTY TSMCA	LEON	TRAFFIC SIGNALS
• FM# 2197852	LEON COUNTY COMPUTER BASED ATMS IMPLEMENTATION/OPERATIONS	LEON	ITS COMMUNICATION SYSTEM
• FM# 4456061	SR 267 BLOXHAM CUTOFF RD AT CR 61 WAKULLA SPRINGS RD	WAKULLA	SAFETY PROJECT
• FM# 4367511	WAKULLA COUNTY TSMCA	WAKULLA	TRAFFIC SIGNALS
• FM# 414716 1	TALLAHASSEE ITS REGIONAL TRANS MGT CNTR BLDG & ASSOCIATED SYSTEM	CRTPA REGION	TRAFFIC MANAGEMENT CENTERS

Pavement & Bridge Condition Measures/On May 18, 2018, FDOT established statewide performance targets for the pavement and bridge measures. MPOs are required to set four-year targets for all six performance measures for Bridge and Pavement Conditions no later than November 14, 2018 and, consistent with this requirement, on September 18, 2018 the CRTPA adopted the statewide targets shown below:

CRTPA Adopted Pavement & Bridge Condition Measures	GOAL	2-Year Target	4-Year Target
PAVEMENT			
% of Interstate pavements in GOOD condition	≥ 80 %	Not Required	≥ 60 %
% of Interstate pavements in POOR condition		Not Required	≤ 5%
% of non-Interstate NHS pavements in GOOD condition		≥ 40 %	≥ 40 %
% of non-Interstate NHS pavements in POOR condition		≤ 5%	≤ 5%
BRIDGES			
Percent of NHS bridges by deck area in GOOD condition	≥ 90 %	≥ 50 %	≥ 50 %
Percent of NHS bridges by deck area in POOR condition		≤ 10%	≤ 10%

In terms of monitoring, as of 2021, the CRTPA region has no bridges in poor condition and out of a total of 138 bridges, 59% are in fair condition and 41% are in good condition. With regards to bridge deck area, 69% are in fair condition and 31% are in good condition, as reflected in the below table:

CAPITAL REGION (TPA) - NHS STRUCTURES April 1, 2021				
	# BRIDGES	% BRIDGES	DECK AREA	% DECK AREA
RANK				
2-FAIR	81.00	58.70	1,416,891.51	69.39
3-GOOD	57.00	41.30	625,070.15	30.61
TOTAL	138.00	100.00	2,041,961.66	100.00

The CRTPA's TIP reflects investment priorities established in the CRTPA 2045 Regional Mobility Plan (RMP) including the goal of safety. The focus of CRTPA's investments in bridge and pavement condition related to system preservation/maintenance on the Interstate and non-Interstate NHS in the MPO include:

- Pavement replacement or reconstruction (on the NHS) projects contained within the Resurfacing section of this document

- New lanes or widenings of NHS facilities, including resurfacing existing NHS lanes associated with new capacity projects contained within the Major Capacity section of this document
- Bridge replacement or reconstruction projects that are contained within the Bridge section of this document
- New bridge capacity projects as identified in the Bridge section of the TIP

Funding in the CRTPA TIP reflects a significant amount of resources to projects that maintain pavement and bridge condition performance. Investments in pavement and bridge condition include pavement replacement and reconstruction, bridge replacement and reconstruction, and new bridge and pavement capacity. The TIP reflects a commitment to bridge safety and reconstruction and includes the following projects programmed at \$17,235,450:

- | | | | |
|---------------|--|-----------|------------------------------|
| • FM# 2225393 | SR 8 (I-10) OVER CROOKED CREEK BRIDGE NO. 500073 | GADSDEN | BRIDGE-REPAIR/REHABILITATION |
| • FM# 4393741 | CR 159 SALEM ROAD OVER SWAMP CREEK BRIDGE NO. 500032 | GADSDEN | BRIDGE REPLACEMENT |
| • FM# 4067424 | SR 8 (I-10) OVER APALACHICOLA RIVER BRIDGE NOS. 500086 & 087 | GADSDEN | FENDER WORK |
| • FM# 4340321 | CR 257A OVER AUCILLA RIVER BRIDGE NO. 544061 | JEFFERSON | BRIDGE REPLACEMENT |
| • FM# 4393661 | CR 259 OVER SCL RAILROAD BRIDGE NO. 540027 | JEFFERSON | BRIDGE REPLACEMENT |
| • FM# 4393661 | CR 259 OVER SCL RAILROAD BRIDGE NO. 540027 | JEFFERSON | BRIDGE REPLACEMENT |
| • FM# 4429441 | MICCOSUKEE ROAD OVER UNNAMED BRANCH BRIDGE NO. 550051 | LEON | BRIDGE REPLACEMENT |
| • FM# 4429511 | CR 372 SURF ROAD OVER OTTER CREEK RISE BRIDGE NO. 594049 | WAKULLA | BRIDGE REPLACEMENT |

With regards to resurfacings, the TIP reflects an investment of \$133,378,876 in resurfacing projects that maintain the pavement condition of the facilities within the CRTPA region. Specifically, the following projects are included in the document:

219689	4	SR 261 (US 319) CAP CIR FROM SR 363 WOODVILLE HWY TO CR 259 TRAM RD	LEON	RESURFACING	\$6,240,510.00
413425	3	SR 10 (US 90) FROM JACKSON COUNTY LINE TO BATES ST	GADSDEN	RESURFACING	\$3,289,933.00
426937	3	SR 10 (US 90) W TENNESSEE ST FROM CR 1581 AENON CHURCH RD TO OCALA RD	LEON	RESURFACING	\$10,907,632.00
426961	2	SR 10 (US 90) MAHAN DR FR SR 263 (US 319) CAPITAL CIR TO E OF CR 1568	LEON	RESURFACING	\$4,049,093.00
428739	2	SR 261 (US 319) CAP CIR FROM SR 20 (US 27) APALACHEE PKWY TO PARK AVE	LEON	RESURFACING	\$4,001,694.00
432550	2	SR 267 BLOXHAM CUTOFF RD FROM LEON COUNTY LINE TO SR 363 WOODVILLE RD	WAKULLA	RESURFACING	\$12,305,549.00
434645	1	SR 10 (US 90) FROM W OF FLYING J TO LEON COUNTY LINE	GADSDEN	RESURFACING	\$6,633,451.00
434670	1	SR 363 WOODVILLE HWY FROM BRIANDAV STREET TO SUNDAY COURT	LEON	RESURFACING	\$3,363,703.00
437756	1	SR 30 (US 98) FROM E OF SR 61 (US 319) TO W OF WAKULLA RIVER BRIDGE	WAKULLA	RESURFACING	\$6,401,801.00

437757	1	SR 57 (US 19) N JEFF. ST FROM SR 10 (US 90) WASH. ST TO GA STATE LINE	JEFFERSON	RESURFACING	\$16,447,458.00
437758	1	SR 369 (US 319) FROM WAKULLA CO LINE TO S OF CR 2204 OAK RIDGE RD	LEON	RESURFACING	\$1,167,186.00
439732	1	SR 371 ORANGE AVE/LAKE BRADFORD RD FROM W OF RANKIN AVE TO SR 366	LEON	RESURFACING	\$3,078,546.00
440620	1	CR 259 LAKE ROAD FROM SR 57 (US 19) TO COCROFT ROAD	JEFFERSON	RESURFACING	\$2,026,102.00
440622	1	CR 65 ATTAPULGUS HWY FROM SR 12 EAST KING ST TO GEORGIA STATE LINE	GADSDEN	RESURFACING	\$3,598,310.00
440624	2	CR 375 SMITH CREEK RD FROM MACK LAKE RD TO FOREST ROAD 13 - PHASE II	WAKULLA	WIDEN/RESURFACE EXIST LANES	\$3,993,522.00
443642	1	SR 63 (US 27) FROM N OF CR 159A POTTER WOODBERRY RD TO GEORGIA SL	GADSDEN	RESURFACING	\$4,671,261.00
443643	1	SR 10 (US 90) FROM OPPORTUNITY LANE TO W OF SR 8 (I-10)	GADSDEN	RESURFACING	\$6,529,941.00
443973	1	SR 8 (I-10) FROM E OF CR 158 LLOYD HWY TO E OF SR 57 (US 19) CAPPS RD	JEFFERSON	RESURFACING	\$6,449,050.00
445020	1	CR 372 SURF ROAD FROM SILVER ACRES DRIVE TO SR 30 (US 98)	WAKULLA	RESURFACING	\$1,624,640.00
445634	1	SR 155 MERIDIAN RD FROM SR 61 THOMASVILLE RD TO CR 63A LAKESHORE DR	LEON	RESURFACING	\$3,985,380.00
446065	2	STEWART STREET RESURFACING PHASE II	GADSDEN	RESURFACING	\$145,228.00
446575	1	CR 267A SPOONER RD FROM CR 65B OLD FEDERAL RD TO SR 267 PAT THOMAS	GADSDEN	FLEXIBLE PAVEMENT RECONSTRUCT.	\$1,496,783.00
446576	1	CASA BIANCA RD FROM CR 259 WAUKEENAH HWY TO CR 158 OLD LLOYD RD	JEFFERSON	FLEXIBLE PAVEMENT RECONSTRUCT.	\$956,142.00
446586	1	MLK RD FROM SR 61 (US 319) CRAWFORDVILLE RD TO CR 365 SPRING CREEK RD	WAKULLA	RESURFACING	\$1,692,825.00
446590	1	GOVERNMENT FARM RD FROM CR 257 TO NORTH OF PARKER POND RD	JEFFERSON	RESURFACING	\$742,988.00
448033	1	NORTH AVENUE FROM SR 10 (US 90) TO GRETN TREATMENT PLANT ENTRANCE	GADSDEN	RESURFACING	\$158,757.00
448604	1	CR 268 HARDAWAY HIGHWAY FROM ATWATER ROAD TO SR 10 (US 90)	GADSDEN	WIDEN/RESURFACE EXIST LANES	\$4,436,317.00
448605	1	CR 145 ASHVILLE HWY FROM ST MARGARET CHURCH RD TO BASSETT DAIRY RD	JEFFERSON	WIDEN/RESURFACE EXIST LANES	\$1,790,858.00
448609	1	CR 368 ARRAN RD FROM FH-13 TO SR 30 (US 98/319) CRAWFORDVILLE HWY	WAKULLA	RESURFACING	\$1,398,523.00
448611	1	CR 274 BEN BOSTIC RD FROM I-10 OVERPASS TO SR 10 (US 90)	GADSDEN	WIDEN/RESURFACE EXIST LANES	\$1,902,402.00
448613	1	CR 149 BOSTON HIGHWAY FROM SR 57 (US 319) FL/GA PKWY TO STILL ROAD	JEFFERSON	WIDEN/RESURFACE EXIST LANES	\$2,008,694.00

448619	1	TIGER HAMMACK RD FROM S OF MYSTERIOUS WATERS RD TO SR 61 SHADEVILLE RD	WAKULLA	RESURFACING	\$462,575.00
448622	1	WHIDDON LAKE RD FROM SR 61 (US319) CRAWFORDVILLE RD TO STOKLEY RD	WAKULLA	RESURFACING	\$556,924.00
448654	1	LONNIE RAKER LANE FROM EAST IVAN RD TO SR 267 BLOXHAM CUTOFF RD	WAKULLA	RESURFACING	\$653,784.00
437756	2	SR 30 (US 98) FROM W OF WAKULLA RIVER BR TO SR 267 BLOXHAM CUTOFF RD	WAKULLA	RESURFACING	\$4,211,314.00

System & Freight Performance Measures/On May 18, 2018, FDOT established statewide performance targets for the system performance measures. The CRTPA is required to set four-year targets for all three performance measures for Level of Travel Time Reliability (LOTTR) and Truck Travel Time Reliability index (TTTR) no later than November 14, 2018. To that end, on September 18, 2018 the CRTPA adopted the statewide targets as adopted by FDOT thus agreeing to plan and program projects in the TIP that once implemented, are anticipated to make progress toward achieving the statewide targets. These measures are indicated below:

CRTPA Adopted System & Freight Performance Measures	2-Year Target	4-Year Target
LOTTR		
% of person-miles on the Interstate system that are reliable (Interstate LOTTR)	75%	70%
% of person-miles on the non-Interstate NHS that are reliable (Non-Interstate NHS LOTTR)	Not Required	50%
TTTR		
Truck travel time reliability (TTTR)	1.75%	2.0

Most recent data related to travel time reliability on the Interstate system in the CRTPA region for percent of person-miles reflects that the region

Percent of Person-Miles Traveled on the Interstate that are Reliable (2020)*

MPO	HERE Data				INRIX Data		
	2014	2015	2016	2017	2018	2019	2020
Capital Region TPA	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%

*Source: FDOT data provided April 2021

The CRTPA TIP reflects investment priorities established in the CRTPA 2045 Regional Mobility Plan (RMP) and an investment of \$78,478,781 in projects that address system performance and freight though development of capacity projects. Specifically, the following projects are included in the document:

• FM# 4157829	SR 263 CAPITAL CIRCLE FROM CR 2203 SPRINGHILL RD TO SR 371 ORANGE AVE	LEON	ADD LANES & RECONSTRUCT
• FM# 4379024	SR 373 ORANGE AVE FROM N LAKE BRADFORD RD TO SR 61 S MONROE ST	LEON	ADD LANES & RECONSTRUCT
• FM# 4449991	NORTHEAST GATEWAY - WELAUNEE BLVD PH I	LEON	NEW ROAD CONSTRUCTION
• FM# 2225936	SR 8 (I-10) INTERCHANGE AT SR 61 & SR 261 (US 319)	LEON	INTERCHANGE IMPROVEMENT
• FM# 2197935	CRTPA RESERVE BOX FOR FUTURE PROJECTS USING URBAN FUNDS	LEON	FUNDING ACTION
• FM# 2197939	CRTPA CONTINGENCY BOX FOR CRTPA URBAN FUNDS	LEON	FUNDING ACTION
• FM# 2204956	SR 61 (US 319) FROM NORTH OF ALASKA WAY TO LOST CREEK BRIDGE	WAKULLA	ADD LANES & RECONSTRUCT

Additionally, the TIP includes the other types of projects that improve system performance and freight:

- Intersection improvements identified in the Transportation Systems Management section including funding for the maintenance of traffic signals;
- TSMO/ITS projects or programs such as annual funding provided to the Tallahassee Advanced Traffic Management System (TATMS), the regional traffic management center identified in the Transportation Systems Management section as well as the inclusion of detailed projects identified in the ITS Master Plan that have been included on the agency's TSM project priority list.

The projects included in the TIP are consistent with FDOT's Five Year Work Program, and therefore to FDOT's approach to prioritize funding to address performance goals and targets. Per federal planning requirements, the state selects projects on the NHS in cooperation with the MPO from the approved TIP. Given the significant resources devoted in the TIP to programs that address system performance and freight, the MPO anticipates that once implemented, the TIP will contribute to progress towards achieving the statewide reliability performance targets. The CRTPA will continue to coordinate with FDOT and transit providers to take action on the additional targets and other requirements of the federal performance management process.

Transit Access Performance Measures/ On July 26, 2016, FTA published the final Transit Asset Management rule. This rule applies to all recipients and subrecipients of Federal transit funding that own, operate, or manage public transportation capital assets. The rule defines the term “state of good repair,” requires that public transportation providers develop and implement transit asset management (TAM) plans and establishes state of good repair standards and performance measures for four asset categories: equipment, rolling stock, transit infrastructure, and facilities. The rule became effective on October 1, 2018.

Table 4.1 identifies performance measures outlined in the final rule for transit asset management.

Asset Category	Performance Measure
1. Equipment	Percentage of non-revenue, support-service and maintenance vehicles that have met or exceeded their Useful Life Benchmark
2. Rolling Stock	Percentage of revenue vehicles within a particular asset class that have either met or exceeded their Useful Life Benchmark
3. Infrastructure	Percentage of track segments with performance restrictions
4. Facilities	Percentage of facilities within an asset class rated below condition 3 on the TERM scale

For equipment and rolling stock classes, useful life benchmark (ULB) is defined as the expected lifecycle of a capital asset, or the acceptable period of use in service, for a particular transit provider’s operating environment. ULB considers a provider’s unique operating environment such as geography, service frequency, etc. and is not the same as an asset’s useful life.

Public transportation agencies are required to establish and report transit targets annually for the following fiscal year. Each public transit provider or its sponsors must share its targets with each MPO in which the transit provider’s projects and services are programmed in the MPO’s TIP. The MPO can either agree to program projects that will support the TAM targets or establish its own separate regional TAM targets for the MPO planning area. MPO TAM targets may differ from agency TAM targets, especially if there are multiple transit agencies in the MPO planning area.

Tier I providers are those that operate rail service or more than 100 vehicles in all fixed route modes, or more than 100 vehicles or more in one non-fixed route mode. Tier II providers are those that are a subrecipient of FTA 5311 funds, or an American Indian Tribe, or have 100 or less vehicles across all fixed route modes, or have 100 vehicles or less in one non-fixed route mode. A Tier I provider must establish its own transit asset management targets, as well as report performance and other data to FTA. A Tier II provider has the option to establish its own targets or to participate in a group plan with other Tier II providers whereby targets are established by a plan sponsor, typically a state DOT, for the entire group.

The CRTPA region is served by one (1) Tier I transit service provider: StarMetro (City of Tallahassee) and two (2) Tier II providers: Big Bend Transit, Inc. and Wakulla Senior Citizens Council, Inc. The CRTPA's Tier II providers participate in the group TAM plan developed by the FDOT Public Transit Office in Tallahassee.

On September 18, 2018, the CRTPA agreed to support StarMetro's transit asset management targets, thus agreeing to plan and program projects in the TIP that, once implemented, are anticipated to make progress toward achieving the transit provider targets.

The transit asset management targets are based on the condition of existing transit assets and planned investments in equipment, rolling stock, infrastructure, and facilities over the next year. The targets reflect the most recent data available on the number, age, and condition of transit assets, and expectations and capital investment plans for improving these assets during the next fiscal year. The following table summarizes both existing conditions for the most recent year available, and the targets for the fiscal years:

StarMetro Performance Measures & Targets

Asset Category - Performance Measure	Asset Class	2019 Target	2020 Target	2021 Target	2022 Target	2023 Target
Revenue Vehicles						
AGE	BU1 - Bus, Diesel, 30'	0%	0%	0%	0%	0%
	BU2 - Bus, Diesel, 35'	0%	0%	4%	18%	14%
	BU3 - Bus, Diesel, 40'	0%	0%	0%	0%	0%
	BU4 - Bus, CNG, 30'	0%	0%	0%	0%	0%
	BU5 - Bus, CNG, 35'	0%	0%	0%	0%	0%
	BU6 - Bus, Electric, 35'	0%	0%	0%	0%	0%
	CU1- Cutaway Bus, Gasoline	0%	0%	0%	0%	0%
	CU2 - Cutaway Bus, CNG	0%	0%	0%	0%	0%
	CU3 - Cutaway Bus, CNG, Low Floor	0%	0%	0%	0%	0%
	TB - Trolleybus	0%	0%	0%	0%	100%
	VN1 - Van, ADA	0%	0%	0%	0%	30%
	VN2 - Van, Non-ADA	0%	0%	0%	0%	0%
Equipment						
AGE/CONDITION	Non-Revenue / Service Automobile	0%	0%	0%	0%	0%
	Trucks and other Rubber Tire Vehicles	0%	0%	0%	0%	0%
	Computer Software / Equipment	0%	0%	0%	0%	0%
	Maintenance Equipment	0%	0%	0%	0%	0%
	Electric Bus Chargers, Fast Charge	0%	0%	0%	0%	0%

	Electric Bus Chargers, Depot	0%	0%	0%	0%	0%
Facilities						
Condition	Administration & Maintenance Facility	0%	0%	0%	0%	0%
	Passenger Facilities	0%	0%	0%	0%	0%
	Lifts	33%	0%	0%	0%	0%
	Fueling Facility	0%	0%	0%	0%	0%

StarMetro Asset Condition Assessment

Asset Category	Total Number	Avg Age	Avg Mileage	Avg Condition	Useful Life Benchmark	% At or Past ULB (Current)
Revenue Vehicles	111	5	138,294	9		0%
BU1 - Bus, Diesel, 30'	6	12	321,420	7	14	0%
BU2 - Bus, Diesel, 35'	21	11	392,630	8	14	0%
BU3 - Bus, Diesel, 40'	27	8	374,899	9	14	0%
BU4 - Bus, CNG, 30'	3	3	121,216	10	14	0%
BU5 - Bus, CNG, 35'	6	1	47,342	10	14	0%
BU6 - Bus, Electric, 35'	4	6	73,202	9	14	0%
CU1 - Cutaway Bus, Gasoline	1	5	130,880	8	10	0%
CU2 - Cutaway Bus, CNG	18	2	68,434	9	10	0%
CU3 - Cutaway Bus, CNG, Low Floor	4	2	14,437	10	10	0%
TB - Trolleybus	5	8	79,621	7	13	0%
VN1 - Van, ADA	7	2	26,417	8	8	0%
VN2 - Van, Non-ADA	9	2	9,024	10	8	0%
Equipment	26	9	69,453	8		8%
Non-Revenue / Service Automobile	6	6	66,554	8	8	0%
Trucks and other Rubber Tire Vehicles	11	8	72,351	7	8	0%
Computer Software / Equipment	5	8	N/A	9	3	0%
Maintenance Equipment	2	17	N/A	5	3	50%
Electric Bus Chargers, Fast Charge	1	6	N/A	8	14	0%
Electric Bus Chargers, Depot	1	6	N/A	9	14	0%

Facilities	6	27		3		0%
Administration & Maintenance	1	41	N/A	3	50	0%
Passenger Facilities	1	34	N/A	3	50	0%
Lifts	3	16	N/A	4	40	0%
Fueling Facility	1	18	N/A	3	40	0%

As noted above, Big Bend Transit, Inc. and Wakulla Senior Citizens Council, Inc. (the CRTPA region Tier II providers) are part of the Group TAM Plan for Fiscal Years 2018/2019-2022/2023 developed by FDOT for Tier II providers in Florida. The FY 2019 asset conditions and 2020 targets for the Tier II providers are shown on the following page.

The statewide group TAM targets are based on the condition of existing transit assets and planned investments in equipment, rolling stock, infrastructure, and facilities over the next year. The targets reflect the most recent data available on the number, age, and condition of transit assets, and expectations and capital investment plans for improving these assets during the next fiscal year, using the asset inventory and investment prioritization process incorporated in the Group TAM Plan.

Key findings of the Group TAM Plan include the following:

- Approximately 27 percent of all inventoried assets have met or exceeded their ULB.
- The asset inventory includes a total of 752 revenue vehicles with an average age of 5.5 years, of which 271 (or 35 percent) have met or exceeded their ULB.
- Based on the investment prioritization, vehicles that are rated poor or marginal in the cutaway class and the van class will be prioritized for replacement.

As required by FTA, FDOT will update this TAM Plan at least once every four years. FDOT will update the statewide performance targets for the participating agencies on an annual basis and will notify Big Bend Transit, Inc. and Wakulla Senior Citizens Council, Inc., as well as the CRTPA, when the targets are updated.

Group Transit Asset Management Targets for Big Bend Transit, Inc. and Wakulla Senior Citizens Council, Inc.

Asset Category - Performance Measure	Asset Class	FY 2019 Asset Conditions	FY 2020 Performance Target
Revenue Vehicles			
Age - % of revenue vehicles within a particular asset class that have met or exceeded their Useful Life Benchmark (ULB)	Automobile	55%	45%
	Bus	15%	13%
	Cutaway Bus	28%	28%
	Mini-Bus	31%	28%
	Mini-Van	13%	11%
	SUV	0%	0%
	Van	47%	34%
Equipment			
Age - % of equipment or non-revenue vehicles within a particular asset class that have met or exceeded their Useful Life Benchmark (ULB)	Non Revenue/Service Automobile	67%	67%
	Trucks and other Rubber Tire Vehicles	50%	40%
	Maintenance Equipment	50%	50%
	Routing and Scheduling Software	100%	100%
Facilities			
Condition - % of facilities with a condition rating below 3.0 on the FTA Transit Economic Requirements Model (TERM) Scale	Administration	0%	9%
	Maintenance	6%	12%

The above targets for the CRTPA's planning area reflect the targets established by StarMetro through their Transit Asset Management Plan, as well as the statewide targets established by FDOT for those providers participating in the Group Transit Asset Management Plan, which include the following providers in the CRTPA planning area: Big Bend Transit, Inc. and Wakulla Senior Citizens Council, Inc.

Transit Asset Management in the TIP

The CRTPA TIP was developed and is managed in cooperation with the CRTPA region's public transportation providers (StarMetro, Big Bend Transit, Inc. and Wakulla Senior Citizens Council, Inc.). The TIP reflects the investment priorities established in the CRTPA 2040 Connections Regional Mobility Plan.

FTA funding, as programmed by the region's transit providers and FDOT, is used for programs and products to improve the condition of the region's transit assets. The focus of the CRTPA's investments that address transit state of good repair include projects and programs contained within the Public Transportation Section of this document including the following:

- Continued bus and paratransit replacements with compressed natural gas conversion (CNG)
- Repair, rehabilitation, and replacement of transit infrastructure

Transit asset condition and state of good repair is a consideration in the methodology the CRTPA uses to select projects for inclusion in the TIP. The TIP includes specific investment priorities that support all of the MPO's goals, including transit state of good repair, using a prioritization and project selection process established in the LRTP. This process evaluates projects that, once implemented, are anticipated to improve transit state of good repair in the MPO's planning area. The CRTPA's 2045 Regional Mobility Plan reflects goals supportive of transit state of good repair. Furthermore, development of the CRTPA's annual list of project priorities occurs in concert with the agency's transportation partners. With regards to transit, such coordination includes StarMetro and reflects consistency with StarMetro's adopted Transit Development Plan. An update to the StarMetro TDP is currently underway and will be completed in the fall of 2021.

The CRTPA TIP has been evaluated and the anticipated effect of the overall program is that, once implemented, progress will be made towards achieving the transit asset performance targets. The CRTPA will continue to coordinate with the StarMetro, Big Bend Transit, Inc. and Wakulla Senior Citizens Council, Inc. to maintain the region's transit assets in a state of good repair.

Currently, programmed investments in the CRTPA region's public transit system identifies \$40,429,473 in both capital and operational projects over the next 5 years.

Transit Safety Performance/The Federal Transit Administration (FTA) established transit safety performance management requirements in the Public Transportation Agency Safety Plan (PTASP) final rule, which was published on July 19, 2018. This rule requires providers of public transportation systems that receive federal financial assistance under 49 U.S.C. Chapter 53 to develop and implement a PTASP based on a Safety Management Systems approach.

The rule applies to all operators of public transportation that are a recipient or sub-recipient of FTA Urbanized Area Formula Grant Program funds under 49 U.S.C. Section 5307, or that operate a rail transit system that is subject to FTA's State Safety Oversight Program. The rule does not apply to certain modes of transit service that are subject to the safety jurisdiction of another Federal agency, including passenger ferry operations that are regulated by the United States Coast Guard, and commuter rail operations that are regulated by the Federal Railroad Administration.

The PTASP must include performance targets for the performance measures established by FTA in the National Public Transportation Safety Plan, which was published on January 28, 2017. The transit safety performance measures are:

- Total number of reportable fatalities and rate per total vehicle revenue miles by mode.
- Total number of reportable injuries and rate per total vehicle revenue miles by mode.
- Total number of reportable safety events and rate per total vehicle revenue miles by mode.
- System reliability – mean distance between major mechanical failures by mode.

In Florida, each Section 5307 or 5311 transit provider must develop a System Safety Program Plan (SSPP) under Chapter 14-90, Florida Administrative Code. FDOT technical guidance recommends that Florida's transit agencies revise their existing SSPPs to be compliant with the new FTA PTASP requirements.¹

Each provider of public transportation that is subject to the federal rule must certify that its SSPP meets the requirements for a PTASP, including transit safety targets for the federally required measures. Providers initially were required to certify a PTASP and targets by July 20, 2020. However, on April 22, 2020, FTA extended the deadline to December 31, 2020 to provide regulatory flexibility due to the extraordinary operational challenges presented by the COVID-19 public health emergency. On December 11, 2020, FTA extended the PTASP deadline for a second time to July 20, 2021. Once the public transportation provider establishes targets, it must make the targets available to MPOs to aid in the planning process. MPOs have 180 days after receipt of the PTASP targets to establish transit safety targets for the MPO planning area. In addition, the CRTPA must reflect those targets in any LRTP and TIP updated on or after July 20, 2021.

¹ FDOT Public Transportation Agency Safety Plan Guidance Document for Transit Agencies. Available at <https://www.fdot.gov/transit/default.shtm>

The following transit providers operate in the CRTPA planning area: (1) Tier I transit service provider - StarMetro (City of Tallahassee) and two (2) Tier II providers - Big Bend Transit, Inc. and Wakulla Senior Citizens Council, Inc.

Of these, StarMetro responsible for developing a PTASP and establishing transit safety performance targets annually. StarMetro established the transit safety targets identified in the below table in January 2021:

Transit Safety Performance Targets for StarMetro

Transit Mode	Fatalities (total)	Fatalities (rate)	Injuries (total)	Injuries (rate)	Safety Events (total)	Safety Events (rate)	System Reliability
Fixed Route Bus	0	0	5	0.2	7	.028	9,500
ADA/ Paratransit	0	0	2	0.1	1	0.1	68,456

On May 18, 2021, the CRTPA agreed to support StarMetro's transit safety targets as contained within the PTASP, thus agreeing to plan and program projects in the TIP that once implemented, are anticipated to make progress toward achieving the targets.

The CRTPA's TIP was developed and is managed in cooperation with StarMetro. It reflects the investment priorities established in the CRTPA's 2045 Regional Mobility Plan. The CRTPA supports StarMetro's transit safety targets and agrees to plan and program projects in the TIP that will, once implemented, make progress toward achieving the transit provider's targets. The TIP has been evaluated and the anticipated effect of the overall program is that, once implemented, progress will be made towards achieving the transit safety performance targets. FTA funding, as programmed by the region's transit providers and FDOT, is used for programs and products to improve the safety of the region's transit systems. The focus of the CRTPA's investments that address transit safety performance include:

- Pedestrians infrastructure projects that expand pedestrian connectivity and safety within the region to transit facilities.
- Roadway resurfacing projects
- Transportation System Management & Operations (TSM&O) projects

Transit safety is a consideration in the methodology CRTPA uses to select projects for inclusion in the TIP. The TIP includes specific investment priorities that support all of the MPO's goals, including transit safety, using a prioritization and project selection process established in the RMP. This process evaluates projects that, once implemented, are anticipated to improve transit safety in the MPO's planning area. This prioritization process considers the following criteria:

Prioritization Criteria	Weighting
Safety Improvement	75
Universal Accessibility	60
Growth Center/Economic Development	30
Existing Congestion Reduction	25
Supportive of Bicycle and Pedestrian Mobility and Accessibility	20
Supportive of Transit Priorities and Accessibility	20
Future Congestion Reduction	15
Supportive of Freight Priorities	15
Supportive of Transportation Technology	15
Resilience	10
Evacuation Route	5
Travel and Tourism	5
Tiebreaker: Funding Commitment	1
Total Potential Points	296

The CRTPA TIP has been evaluated and the anticipated effect of the overall program is that, once implemented, progress will be made towards achieving the transit safety performance targets. The CRTPA will continue to coordinate with the StarMetro to maintain and improve the safety of the region's transit system and maintain transit assets in a state of good repair.

TIP BASICS

What is the CRTPA?

The Capital Region Transportation Planning Agency (CRTPA) is the region's metropolitan planning organization (MPO). An MPO is a federally mandated local transportation policy-making organization that is comprised of representatives from local government and transportation agencies. The CRTPA coordinates the regional transportation planning process and includes all of Gadsden, Jefferson, Leon and Wakulla counties. Voting representatives from the following local governments serve on the CRTPA Board:

- Leon County
- City of Tallahassee
- Leon County School Board
- Gadsden County
- City of Chattahoochee
- Town of Greensboro
- City of Gretna
- Town of Havana
- City of Midway
- City of Quincy
- Jefferson County
- City of Monticello
- Wakulla County
- City of Sopchoppy
- City of St. Marks

What is the TIP?

The Transportation Improvement Program (TIP) is a multi-year document reflecting transportation projects programmed for federal, state, and local funding within the Capital Region Transportation Planning Agency (CRTPA) area (Gadsden, Jefferson, Leon and Wakulla counties).

Why does the CRTPA develop a TIP?

In order to use federal funds for a transportation improvement, the US Department of Transportation requires that the improvement be identified within an adopted TIP. Specifically, 23 U.S.C. 134(j), 23 CFR 450 and subsection 339.175(7), F.S. require MPOs to develop a TIP.

What types of projects are included within the TIP?

The TIP contains state and federal projects. Projects within the document are listed by county and project type, as follows:

- ❑ Major Capacity (significant capacity additions to existing roadways or the construction of new roadways);
- ❑ Transportation Systems Management (projects that typically provide low cost improvements to existing roadways, such as the addition of turn lanes at intersections or improvements to assist pedestrians; also includes Intelligent Transportation System (ITS) projects);
- ❑ Bicycle/Pedestrian (includes bicycle and pedestrian projects as well as transportation enhancement projects consistent with the requirements of the Safe, Accountable, Flexible and Efficient Transportation Equity Act (SAFETEA-LU) including such projects as bicycle and pedestrian amenities, landscaping, and rehabilitation of historical transportation buildings);
- ❑ Public Transportation (includes operations and capital improvements projects for StarMetro, as well as projects that fund the provision of public transportation services for the transportation disadvantaged and projects that fund commuting services between the communities with the CRTPA region);
- ❑ Aviation (includes aviation projects for the Tallahassee International Airport and the Quincy Municipal Airport);
- ❑ Bridge (includes bridge rehabilitation and replacement projects selected by the FDOT); and,
- ❑ Resurfacings (includes resurfacing and repaving projects on the state system as identified by the FDOT).

Projects listed in the TIP are identified by project phase (planning, project development & environment study, right-of-way, design/preliminary engineering, and construction). Within the TIP, this information is located in the 'Phase Code' column of each listed project, with an explanation of the codes listed in **Appendix A** under "Project Phase Abbreviations".

How can I search projects in the TIP?

The projects contained within this document may be interactively searched on-line at the CRTPA's Interactive TIP site. The site may be accessed through the agency's website (www.crtpa.org) or directly (<http://crtpa.dev.dtsiptool.com/>). The Interactive TIP allows users to search for projects by project type or location. Additionally, an interactive map allows users to identify the location of programmed projects within the TIP. Contact CRTPA staff to arrange a training session on how to use the Interactive TIP.

Why does the CRTPA amend the adopted TIP?

Subsequent to the annual adoption of the TIP in June, the CRTPA frequently amends the document to reflect changes to the FDOT work program such changes. Examples of such changes may include changes to the funding of an existing project or the addition of a newly funded project. The purpose of these amendments is to ensure the document accurately reflects the transportation projects within the CRTPA region.

What is the schedule for development of the TIP?

Development of the CRTPA's TIP is closely tied to the schedule for development of the FDOT's Work Program. This is because the FDOT Work Program, which provides a statewide project list of transportation improvements and activities for implementation during a five-year period, is used by the CRTPA to identify federal and state funded projects with the CRTPA area for inclusion within the TIP. A draft of the Work Program is developed in the late fall of each year and adopted in July of the subsequent year by the FDOT Secretary. Typically, the following contains the typical schedule for CRTPA TIP development:

- January: TIP development is initiated subsequent to FDOT development of the FDOT Draft Work Program.
- April/May: The draft TIP is placed on the CRTPA's webpage (www.crtpa.org) for public review.
- May: Public meetings to present the draft TIP are held in the CRTPA region in conjunction with the draft project priority lists.
- June: The CRTPA adopts the TIP and the adopted document is placed on the CRTPA's webpage. After adoption, the TIP is provided to the FDOT for incorporation into the State Transportation Improvement Program (STIP).

What are the CRTPA's Project Priority Lists and how are they used for funding?

Annually, the CRTPA adopts project priority lists (PPLs). The PPLs contain a listing of transportation projects in priority (ranked) order for which funding is sought. Subsequent to CRTPA adoption, the PPLs are provided to the FDOT for use in development of the FDOT Annual Work Program. Specifically, the FDOT matches eligible funding available to the CRTPA with the top ranked projects identified by the CRTPA. Projects included within the TIP must be consistent with the policies and priorities of the CRTPA's adopted Long Range Transportation Plan ("The Regional Mobility Plan") as well as the adopted comprehensive plans of CRTPA member governments. Consistent with this process, the following CRTPA FY 2022 – FY 2025 project priority lists (PPLs) were adopted on April 16 and June 17, 2019:

- Regional Mobility Plan (RMP) Roadways PPL (identifies roadway projects). (Project source: Regional Mobility Plan). The RMP Roadways PPL maintains the project ranking order as developed in adopted Connections 2040 RMP in which identified projects were ranked based upon the RMP's adopted goals and objectives.
- Regional Mobility Plan (RMP) Bicycle and Pedestrian PPL (identifies bicycle and pedestrian projects). (Project source: Regional Mobility Plan). The RMP Roadways PPL maintains the project ranking order as developed in the adopted Connections 2040 RMP in which identified projects were ranked based upon the RMP's adopted goals and objectives.
- Regional Trails PPL (identifies regional trail projects). (Project source: The Regional Mobility Plan & FDOT SUN Trail Network). The Regional Trails PPL is a new CRTPA PPL developed to highlight regional trail projects and unique funding opportunities.
- Transportation Systems Management (TSM) PPL (identifies low cost improvements to the existing transportation system that can be constructed in less than two years (such as intersection improvements). (Project source: FDOT provides a list of eligible projects). Projects on the TSM PPL go through a specific FDOT process in order to be included on the list. Factors evaluated in generation of this list included: safety, mobility and estimated current intersection level of service information.

- Transportation Alternatives PPL (provides funding for transportation projects that expand travel choices and enhance the transportation experience by integrating modes and improving the cultural, historic, and environmental aspects of our transportation infrastructure). (Project source: eligible alternatives projects solicited by the CRTPA and submitted by eligible sponsors). This list was evaluated and recommended for ranking by the Transportation Alternatives Subcommittee using eight (8) prioritization criteria prior to adoption by the CRTPA.
- StarMetro PPL (provides a listing of transit projects, *developed by StarMetro*, reflecting projects consistent with StarMetro’s adopted Transit Development Plan (TDP).
- Tallahassee International Airport PPL (provides a listing of airport projects, *developed by the Tallahassee International Airport*, consistent with the adopted 2019 Airport Master Plan Update).

Prior to adoption, public meetings to present the CRTPA’s Draft FY 2022– 2025 Project priority Lists were held in May 2019 throughout the CRTPA Region (Monticello, Crawfordville, Quincy and Tallahassee). Information regarding the meetings were placed on the CRTPA’s website (www.crtpa.org), in the region’s newspapers and an e-mail message regarding the meeting was sent to the agency’s transportation partners. **Appendix E** contains the CRTPA’s adopted FY 2022 – FY 2025 PPLs including the criteria used in the development of the lists. Additionally, more information regarding the CRTPA’s PPLs is located in the above **Executive Summary** of this document under “Project Priority Statement”.

How can the public provide input?

A variety of public involvement opportunities are provided to citizens associated with the development of the TIP prior to CRTPA adoption. Such opportunities include CRTPA public meetings typically held in May to solicit comments on the draft TIP as well as the placement, and request for comment, of the draft TIP on the CRTPA’s website (www.crtpa.org). Additionally, the draft TIP is typically presented to the CRTPA’s two (2) advisory committees, the Citizens Multimodal Advisory Committee (CMAC) and Technical Advisory Committee (TAC) as well as the CRTPA Board in May. The TIP is adopted by the CRTPA at its June meeting. Citizens are allowed to provide comments at all CRTPA meetings. As noted previously, due

All public comments received regarding the TIP are formally documented. Specifically, any comments are included in the TIP document in **Appendix H** (“Public Involvement”) which details the public involvement efforts prior to TIP adoption. Additionally, public comments are included in the TIP agenda item as an attachment when the document is adopted in June of each year.

Because the TIP reflects projects already programmed for funding, a good time to provide public comment on the CRTPA’s transportation projects is during the annual development of the CRTPA’s PPLs. To that end, PPL public meetings are held prior to PPL adoption by the CRTPA (and often in concert with the TIP public meetings). This public meeting provides citizens an opportunity to comment not only on specific transportation projects, but also the *type* of projects (i.e. roadway, transit, bicycle or pedestrian) that they believe should receive funding priority. In addition, the public is allowed to provide comment prior the CRTPA’s adoption of the PPLs.

Furthermore, every five years the CRTPA updates its Long Range Transportation Plan (“The Regional Mobility Plan” (RMP)). The RMP is a twenty-year document that identifies future projects that are ultimately placed (and ranked) on the PPLs. Public involvement in the RMP update is extensive and provides one of the best opportunities citizens have to get involved in the planning of the region’s transportation system. The update to the current RMP (The CRTPA 2040 Regional Mobility Plan) was adopted on November 15, 2015 with the update (2045 RMP) currently under development.

How does the TIP get approved?

At the local level, the CRTPA approves the TIP prior to submittal to the State and Federal government for review and approval. At the State level, the Governor approves the TIP prior to it becoming part of the State Transportation Improvement Program. The Federal Highway Administration (FHWA) and Federal Transit Administration (FTA) approve the TIP at the Federal level.

How are the projects within the TIP Funded?

Federal and state dedicated sources of funding contained within the TIP originate from the Federal Highway Trust Fund and the State Transportation Trust Fund. Each of these funds receives specific tax source revenue earmarked solely for transportation purposes. Such funding includes sources such as gasoline taxes (federal gas tax and state motor fuel tax) as well as motor vehicle fees. Funding for transit includes funding from the Federal Transit Administration (FTA), Florida Department of Transportation (FDOT) Public Transit Office, and the City of Tallahassee. Funding for local government transportation projects (as reflected within adopted Capital Improvements Programs) may be from a variety of sources including general revenue, local option gas taxes, and optional penny sales taxes.

How can I learn more about the CRTPA?

Information regarding the CRTPA including adopted documents, meeting dates, staff/member contact information and opportunities for public involvement may be viewed on the CRTPA’s website (www.crtpa.org). Furthermore, citizens are also welcome to contact the CRTPA directly at 850 891 8630.

How do I get to the full project cost and other project details?

For projects on the Strategic Intermodal System (SIS):

The normal project production sequence is to have a Project Development and Environment (PD&E) phase, a Design (PE) phase, a Right of Way (ROW) phase and a Construction (CST) phase. Some projects may not have a ROW phase, if land is not needed to complete the project. Costs on the TIP pages for projects on the SIS will have historical costs, five years of the current TIP and five years beyond the current TIP, which may or may not be the total project cost. If there is no CST phase on the TIP page, then the entry will probably not be reflective of the total project cost. For some projects, such as resurfacing, safety or operational projects, there may not be a total cost provided but rather additional details on that program.

The SIS is a network of high priority transportation facilities which includes the state's largest and most significant commercial service airports, spaceports, deep water seaports, freight rail terminals, passenger rail and intercity bus terminals, rail corridors, waterways and highways. All projects on the SIS are identified in the Project Description section of each TIP page as such.

For costs beyond the ten-year window, please refer to the agency's long range transportation plan: The Regional Mobility Plan (RMP). The link to the RMP is: www.crtpa.org/RMP.html. The RMP reference on the TIP page provides the information necessary to locate the full project costs and/or additional details regarding the project in the RMP. If there is no RMP reference in the TIP, full project costs are provided in the TIP.

For projects NOT on the Strategic Intermodal System (SIS):

The normal project production sequence is to have a Project Development and Environment (PD&E) phase, a Design (PE) phase, a Right of Way (ROW) phase and a Construction (CST) phase. Some projects may not have a ROW phase, if land is not needed to complete the project. Costs on the TIP pages for projects not on the SIS will have historical costs and five years of the current TIP, which may or may not be the total project cost. If there is no CST phase on the TIP page, then the entry will probably not be reflective of the total project cost. For some projects, such as resurfacing, safety or operational projects, there may not be a total cost provided but rather additional details on that program. Total project costs and other project details will be accessible in the TIP for all non SIS projects in the TIP. All projects not on the SIS will have a Non-SIS identifier on the TIP project page.

For costs beyond the five-year window, please refer to the agency's long range transportation plan: The Regional Mobility Plan (RMP). The link to the RMP is: www.crtpa.org/RMP.html. The RMP reference on the TIP page provides the information necessary to locate the full project costs and/or additional details regarding the project in the RMP. If there is no RMP reference in the TIP, full project costs are provided in the TIP.

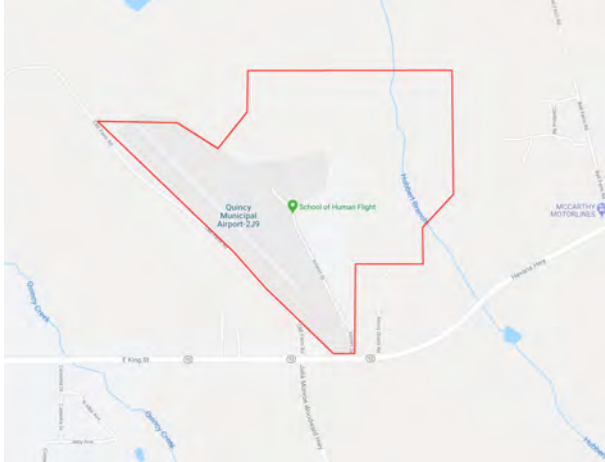
DISCLAIMER:

The "Total Project Cost" amount displayed for each of the federal and state funded projects in the TIP represents 10 years of programming in the Florida Department of Transportation's (FDOT's) Work Program database for projects on the Strategic Intermodal System (SIS) (FYs 2016 through 2025), and 5 years of programming in the FDOT Work Program for non-SIS projects (FYs 2016 through 2020), plus historical cost information for all projects having expenditures paid by FDOT prior to FY 2016.

For a more comprehensive view of a particular project's anticipated total project cost for all phases of the project, please refer to the CRTPA's Regional Mobility Plan.

SECTION A - AVIATION (STATE/FEDERALLY FUNDED)

QUINCY MUNICIPAL AIRPORT CONSTRUCT PERIMETER TAXIWAYS A & B
4203724 Non-SIS



Project Description: AVIATION PRESERVATION PROJECT

Lead Agency: MANAGED BY QUINCY GADSDEN **From:**
 AIRPORT **To:**

County: GADSDEN

Length: 0

Phase Group: CAPITAL

Phase	Fund Code	2022	2023	2024	2025	2026	Total
CAP	DDR	550,000	550,000	0	0	0	1,100,000
		550,000	550,000				1,100,000

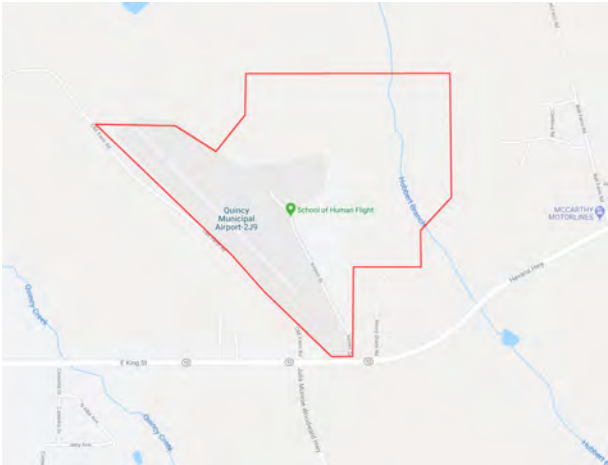
Prior Year Cost: 921,704

Future Year Cost: 0

Total Project Cost: 2,021,704

LRTP: 2045 RMP Table 5-7 - Page 5-9

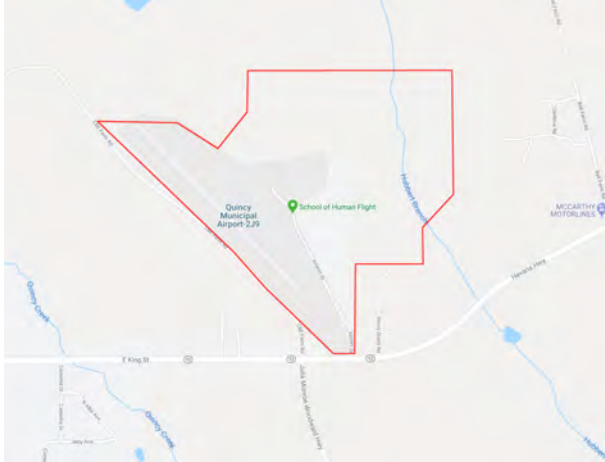
QUINCY MUNICIPAL AIRPORT ENVIRONMENTAL/DESIGN/CONSTR HANGARS & TAXIWAY
4256119 Non-SIS



Project Description: AVIATION REVENUE/OPERATIONAL
Lead Agency: MANAGED BY QUINCY GADSDEN **From:**
AIRPORT **To:**
County: GADSDEN
Length: 0
Phase Group: CAPITAL

Phase	Fund Code	2022	2023	2024	2025	2026	Total
CAP	DDR	0	0	800,000	0	0	800,000
		800,000			800,000		

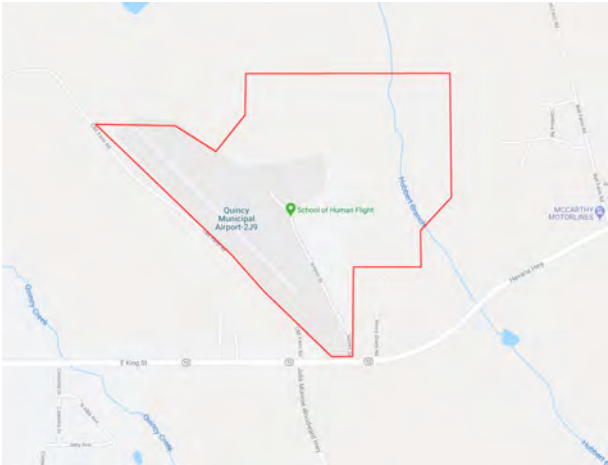
Prior Year Cost: 2,458,117
Future Year Cost: 0
Total Project Cost: 3,258,117
LRTP: 2045 RMP Table 5-7 - Page 5-9

QUINCY MUNICIPAL AIRPORT ENVIRON. DESIGN & CONSTRUCTION OF APRON AREA**4466471 Non-SIS****Project Description:** AVIATION CAPACITY PROJECT**Lead Agency:** MANAGED BY QUINCY GADSDEN **From:**
AIRPORT **To:****County:** GADSDEN**Length:** 0**Phase Group:** CAPITAL

Phase	Fund Code	2022	2023	2024	2025	2026	Total
CAP	DPTO	0	0	0	800,000	0	800,000
					800,000		800,000

Prior Year Cost: 0**Future Year Cost: 0****Total Project Cost: 800,000****LRTP: 2045 RMP Table 5-7 - Page 5-9**

QUINCY MUNICIPAL AIRPORT ENVIRONMENTAL/DESIGN OF T-HANGARS & TAXILANE
4485621 Non-SIS



Project Description: AVIATION REVENUE/OPERATIONAL
Lead Agency: GADSEN QUINCY AIRPORT **From:**
County: GADSDEN **To:**
Length: 0
Phase Group: CAPITAL

Phase	Fund Code	2022	2023	2024	2025	2026	Total
CAP	DPTO	0	0	0	0	550,000	550,000
						550,000	550,000

Prior Year Cost: 0
Future Year Cost: 0
Total Project Cost: 550,000
LRTP: 2045 RMP Table 5-7 - Page 5-9

TALLAHASSEE INTERNATIONAL AIRPORT EMERGENCY POWER IMPROVEMENTS

2267924 SIS



Project Description: AVIATION SAFETY PROJECT

Lead Agency: MANAGED BY CITY OF

TALLAHASSEE

County: LEON

Length: 0

Phase Group: CAPITAL

From:

To:

Phase	Fund Code	2022	2023	2024	2025	2026	Total
CAP	FAA	675,000	0	0	0	0	675,000
CAP	LF	37,501	0	0	0	0	37,501
CAP	DDR	37,501	0	0	0	0	37,501
		750,002					750,002

Prior Year Cost: 1,100,000

Future Year Cost: 0

Total Project Cost: 24,075,002

LRTP: 2045 RMP Table 5-7 - Page 5-9

TALLAHASSEE INTERNATIONAL AIRPORT INFORMATION TECHNOLOGY ANALYSIS

2267925 SIS



Project Description: AVIATION PRESERVATION PROJECT

Lead Agency: MANAGED BY CITY OF

From:

TALLAHASSEE

To:

County: LEON

Length: 0

Phase Group: CAPITAL

Phase	Fund Code	2022	2023	2024	2025	2026	Total
CAP	LF	75,000	0	0	0	0	75,000
CAP	DDR	75,000	0	0	0	0	75,000
		150,000					150,000

Prior Year Cost: 1,100,000

Future Year Cost: 0

Total Project Cost: 24,075,002

LRTP: 2045 RMP Table 5-7 - Page 5-9

TALLAHASSEE INTERNATIONAL AIRPORT REHAB FACILITIES BUILDING**2267926 SIS****Project Description:** AVIATION REVENUE/OPERATIONAL**Lead Agency:** MANAGED BY CITY OF**From:**

TALLAHASSEE

To:**County:** LEON**Length:** 0**Phase Group:** CAPITAL

Phase	Fund Code	2022	2023	2024	2025	2026	Total
CAP	LF	225,000	0	0	0	0	225,000
CAP	DDR	194,330	0	0	0	0	194,330
CAP	DPTO	30,670	0	0	0	0	30,670
		450,000					450,000

Prior Year Cost: 1,100,000**Future Year Cost: 0****Total Project Cost: 24,075,002****LRTP: 2045 RMP Table 5-7 - Page 5-9**

TALLAHASSEE INTERNATIONAL AIRPORT RENOVATE/UPGRADE OPERATIONS CENTER
2267927 SIS



Project Description: AVIATION REVENUE/OPERATIONAL
Lead Agency: MANAGED BY CITY OF TALLAHASSEE
From:
To:
County: LEON
Length: 0
Phase Group: CAPITAL

Phase	Fund Code	2022	2023	2024	2025	2026	Total
CAP	LF	200,000	0	0	0	0	200,000
CAP	DDR	200,000	0	0	0	0	200,000
		400,000					400,000

Prior Year Cost: 1,100,000
Future Year Cost: 0
Total Project Cost: 24,075,002
LRTP: 2045 RMP Table 5-7 - Page 5-9

TALLAHASSEE INTERNATIONAL AIRPORT AIR CARGO FACILITY EXPANSION**2267928 SIS****Project Description:** AVIATION CAPACITY PROJECT**Lead Agency:** MANAGED BY CITY OF**From:**

TALLAHASSEE

To:**County:** LEON**Length:** 0**Phase Group:** CAPITAL

Phase	Fund Code	2022	2023	2024	2025	2026	Total
CAP	LF	1,112,500	0	0	0	0	1,112,500
CAP	DIS	1,112,500	0	0	0	0	1,112,500
		2,225,000					2,225,000

Prior Year Cost: 1,100,000**Future Year Cost: 0****Total Project Cost: 24,075,002****LRTP: 2045 RMP Table 5-7 - Page 5-9**

TALLAHASSEE INTERNATIONAL AIRPORT TAXIWAY REHAB

2267929 SIS



Project Description: AVIATION PRESERVATION PROJECT

Lead Agency: MANAGED BY CITY OF

From:

TALLAHASSEE

To:

County: LEON

Length: 0

Phase Group: CAPITAL

Phase	Fund Code	2022	2023	2024	2025	2026	Total
CAP	FAA	0	9,000,000	8,100,000	0	0	17,100,000
CAP	LF	0	500,000	450,000	0	0	950,000
CAP	DPTO	0	500,000	450,000	0	0	950,000
			10,000,000	9,000,000			19,000,000

Prior Year Cost: 1,100,000

Future Year Cost: 0

Total Project Cost: 24,075,002

LRTP: 2045 RMP Table 5-7 - Page 5-9

TALLAHASSEE INTERNATIONAL AIRPORT TERMINAL PLB ACQU/INSTALL**4421091 SIS****Project Description:** AVIATION REVENUE/OPERATIONAL**Lead Agency:** MANAGED BY CITY OF**From:**

TALLAHASSEE

To:**County:** LEON**Length:** 0**Phase Group:** CAPITAL

Phase	Fund Code	2022	2023	2024	2025	2026	Total
CAP	LF	0	546,754	0	0	0	546,754
CAP	DPTO	0	546,754	0	0	0	546,754
		1,093,508					1,093,508

Prior Year Cost: 6,250,000**Future Year Cost: 0****Total Project Cost: 13,226,244****LRTP: 2045 RMP Table 5-7 - Page 5-9**

TALLAHASSEE INTERNATIONAL AIRPORT MULTI-MODAL TRANSPORTATION CENTER 4421095 SIS



Project Description: AVIATION PRESERVATION PROJECT

Notes: FLP Intermodal Facility

Lead Agency: MANAGED BY CITY OF TALLAHASSEE

From:

To:

County: LEON

Length: 0

Phase Group: CAPITAL

Phase	Fund Code	2022	2023	2024	2025	2026	Total
CAP	LF	1,136,748	354,620	0	0	0	1,491,368
CAP	DDR	473,063	354,620	0	0	0	827,683
CAP	DPTO	663,685	0	0	0	0	663,685
		2,273,496	709,240				2,982,736

Prior Year Cost: 6,250,000

Future Year Cost: 0

Total Project Cost: 13,226,244

LRTP: 2045 RMP Table 5-7 - Page 5-9

TALLAHASSEE INTERNATIONAL AIRPORT SECURITY FENCE & GATE REHABILITATION**4421096 SIS****Project Description:** AVIATION SECURITY PROJECT**Lead Agency:** MANAGED BY CITY OF**From:**

TALLAHASSEE

To:**County:** LEON**Length:** 0**Phase Group:** CAPITAL

Phase	Fund Code	2022	2023	2024	2025	2026	Total
CAP	LF	0	0	450,000	0	0	450,000
CAP	DDR	0	0	100,000	0	0	100,000
CAP	DPTO	0	0	350,000	0	0	350,000
				900,000			900,000

Prior Year Cost: 6,250,000**Future Year Cost: 0****Total Project Cost: 13,226,244****LRTP: 2045 RMP Table 5-7 - Page 5-9**

TALLAHASSEE INTERNATIONAL AIRPORT PARKING AREA IMPROVEMENTS**4421097 SIS****Project Description:** AVIATION PRESERVATION PROJECT**Lead Agency:** MANAGED BY CITY OF**From:**

TALLAHASSEE

To:**County:** LEON**Length:** 0**Phase Group:** CAPITAL

Phase	Fund Code	2022	2023	2024	2025	2026	Total
CAP	LF	0	1,000,000	0	0	0	1,000,000
CAP	DPTO	0	1,000,000	0	0	0	1,000,000
		2,000,000					2,000,000

Prior Year Cost: 6,250,000**Future Year Cost: 0****Total Project Cost: 13,226,244****LRTP: 2045 RMP Table 5-7 - Page 5-9**

TALLAHASSEE INTERNATIONAL AIRPORT TERMINAL MODERNIZATION**4466401 SIS****Project Description:** AVIATION PRESERVATION PROJECT**Lead Agency:** MANAGED BY CITY OF**From:**

TALLAHASSEE

To:**County:** LEON**Length:** 0**Phase Group:** CAPITAL

Phase	Fund Code	2022	2023	2024	2025	2026	Total
CAP	LF	0	0	0	750,000	0	750,000
CAP	DDR	0	0	0	750,000	0	750,000
					1,500,000		1,500,000

Prior Year Cost: 0**Future Year Cost: 0****Total Project Cost: 1,500,000****LRTP: 2045 RMP Table 5-7 - Page 5-9**

TALLAHASSEE INTERNATIONAL AIRPORT AIR CARRIER APRON IMPROVEMENTS**4466411 SIS****Project Description:** AVIATION PRESERVATION PROJECT**Lead Agency:** MANAGED BY CITY OF**From:**

TALLAHASSEE

To:**County:** LEON**Length:** 0**Phase Group:** CAPITAL

Phase	Fund Code	2022	2023	2024	2025	2026	Total
CAP	LF	0	0	0	900,000	0	900,000
CAP	DDR	0	0	0	900,000	0	900,000
					1,800,000		1,800,000

Prior Year Cost: 0**Future Year Cost: 0****Total Project Cost: 1,800,000****LRTP: 2045 RMP Table 5-7 - Page 5-9**

TALLAHASSEE INTERNATIONAL AIRPORT DESIGN VARIOUS COMPONENTS & LIGHTING**4485651 SIS****Project Description:** AVIATION PRESERVATION PROJECT**Lead Agency:** MANAGED BY CITY OF**From:**

TALLAHASSEE

To:**County:** LEON**Length:** 0**Phase Group:** CAPITAL

Phase	Fund Code	2022	2023	2024	2025	2026	Total
CAP	FAA	0	0	0	0	3,150,000	3,150,000
CAP	LF	0	0	0	0	175,000	175,000
CAP	DPTO	0	0	0	0	175,000	175,000
						3,500,000	3,500,000

Prior Year Cost: 0**Future Year Cost: 0****Total Project Cost: 3,500,000****LRTP: 2045 RMP Table 5-7 - Page 5-9**

TALLAHASSEE INTERNATIONAL AIRPORT CONSTRUCT PARKING LOT REHAB/UPGRADES

4485801 SIS



Project Description: AVIATION PRESERVATION PROJECT

Lead Agency: MANAGED BY CITY OF

From:

TALLAHASSEE

To:

County: LEON

Length: 0

Phase Group: CAPITAL

Phase	Fund Code	2022	2023	2024	2025	2026	Total
CAP	LF	0	0	0	0	750,000	750,000
CAP	DPTO	0	0	0	0	750,000	750,000
						1,500,000	1,500,000

Prior Year Cost: 0

Future Year Cost: 0

Total Project Cost: 2,600,000

LRTP: 2045 RMP Table 5-7 - Page 5-9

TALLAHASSEE INTERNATIONAL AIRPORT CONSTRUCT AIRFIELD/LIGHTING IMPROVS
4485802 SIS



Project Description: AVIATION PRESERVATION PROJECT
Lead Agency: MANAGED BY CITY OF TALLAHASSEE
County: LEON
Length: 0
Phase Group: CAPITAL

From:
To:

Phase	Fund Code	2022	2023	2024	2025	2026	Total
CAP	LF	0	0	0	0	550,000	550,000
CAP	DPTO	0	0	0	0	550,000	550,000
						1,100,000	1,100,000

Prior Year Cost: 0
Future Year Cost: 0
Total Project Cost: 2,600,000
LRTP: 2045 RMP Table 5-7 - Page 5-9

SECTION B - BICYCLE AND PEDESTRIAN (STATE/FEDERALLY FUNDED)

HAVANA MIDDLE SCHOOL SIDEWALK EXTENSION

4381271 Non-SIS



Project Description: SIDEWALK

Lead Agency: MANAGED BY GADSDEN COUNTY

BOCC

From:

To:

County: GADSDEN

Length: 0.535

Phase Group: PRELIMINARY ENGINEERING, CONSTRUCTION

Phase	Fund Code	2022	2023	2024	2025	2026	Total
CST	TALU	215,366	0	0	0	0	215,366
		215,366					215,366

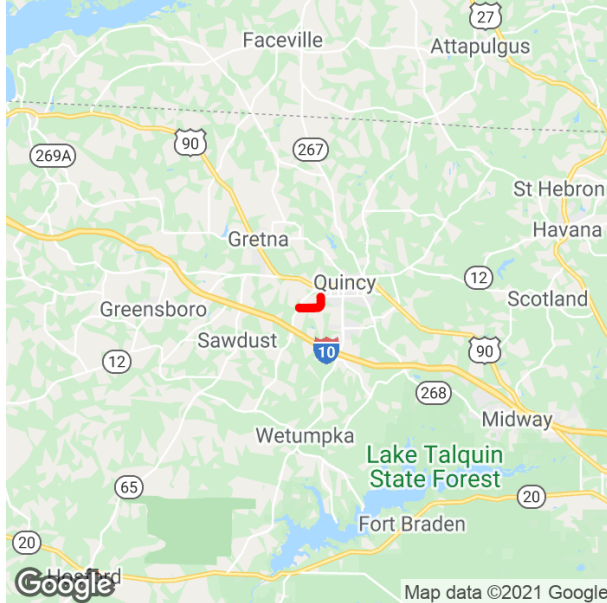
Prior Year Cost: 169,888

Future Year Cost: 0

Total Project Cost: 385,254

LRTP: 2045 Table 5-5 - Page 5-8

CR 274 ATLANTA ST FROM BEN BOSTIC RD TO MARTIN LUTHER KING BLVD
4407241 Non-SIS



Project Description: SIDEWALK
Lead Agency: MANAGED BY FDOT
County: GADSDEN
Length: 1.447
Phase Group: PRELIMINARY ENGINEERING, CONSTRUCTION

From: BEN BOSTIC RD
To: MARTIN LUTHER KING BLVD

Phase	Fund Code	2022	2023	2024	2025	2026	Total
CST	CM	0	1,994	0	0	0	1,994
CST	TALT	0	676,514	0	0	0	676,514
CST	TALU	0	286,728	0	0	0	286,728
		965,236					965,236

Prior Year Cost: 249,348
Future Year Cost: 0
Total Project Cost: 1,214,584
LRTP: 2045 Table 5-5 - Page 5-8

SR 10/SR 12 (US 90) JEFF. ST FROM CHALK ST TO RALPH STRONG RD SIDEWALK

4484511 Non-SIS



Project Description: SIDEWALK

Lead Agency: MANAGED BY FDOT

County: GADSDEN

Length: 1.073

Phase Group: CONSTRUCTION, PRELIMINARY ENGINEERING

From: CHALK ST

To: RALPH STRONG RD SIDEWALK

Phase	Fund Code	2022	2023	2024	2025	2026	Total
CST	TALT	0	0	186,694	191,248	0	377,942
CST	TALU	0	0	289,951	289,082	0	579,033
				476,645	480,330		956,975

Prior Year Cost: 383,967

Future Year Cost: 0

Total Project Cost: 1,340,942

LRTP: 2045 Table 5-5 - Page 5-8

SR 57 (US 19) FL GA PKWY FROM CR 57A DAVID RD TO MARTIN RD
4039313 SIS



Project Description: BIKE PATH/TRAIL

Lead Agency: MANAGED BY FDOT

County: JEFFERSON

Length: 2.725

Phase Group: P D & E, PRELIMINARY ENGINEERING

From: CR 57A DAVID RD

To: MARTIN RD

Phase	Fund Code	2022	2023	2024	2025	2026	Total
PE	SU	0	750,000	0	0	0	750,000
PE	DIH	0	10,000	0	0	0	10,000
		760,000					760,000

Prior Year Cost: 555,587

Future Year Cost: 0

Total Project Cost: 1,315,587

LRTP: 2045 Table 5-5 - Page 5-8

ROBERTS ELEMENTARY SCHOOL SAFE ROUTES SIDEWALK PROJECT

4456131 Non-SIS



Project Description: SIDEWALK
Lead Agency: MANAGED BY CITY OF TALLAHASSEE
County: LEON
Length: 0.141
Phase Group: PRELIMINARY ENGINEERING

From:
To:

Phase	Fund Code	2022	2023	2024	2025	2026	Total
PE	SR2T	0	93,753	0	0	0	93,753
			93,753				93,753

Prior Year Cost: 0
Future Year Cost: 0
Total Project Cost: 93,753
LRTP: 2045 Table 5-5 - Page 5-8

SABAL PALMS ELEMENTARY SAFE ROUTES / SIDEWALKS
4481521 Non-SIS

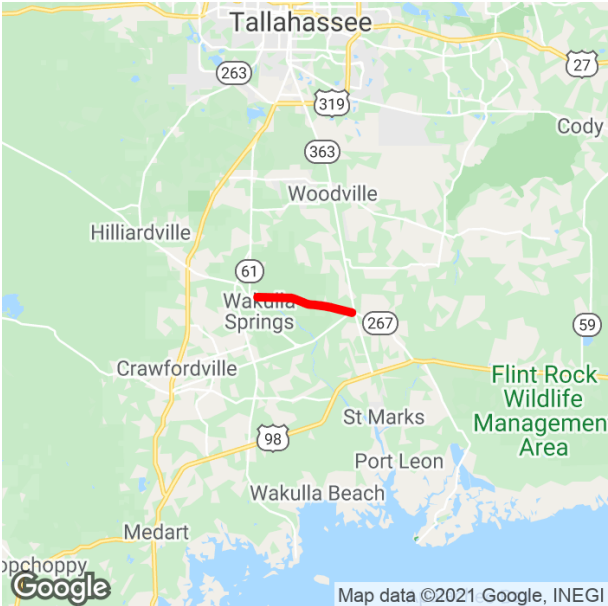


Project Description: SIDEWALK: Various Locations
Lead Agency: MANAGED BY CITY OF TALLAHASSEE
County: LEON
Length: 0.38
Phase Group: CONSTRUCTION

Phase	Fund Code	2022	2023	2024	2025	2026	Total
CST	SR2T	0	0	0	0	510,219	510,219
						510,219	510,219

Prior Year Cost: 0
Future Year Cost: 0
Total Project Cost: 510,219
LRTP: 2045 Table 5-7 - Page 5-8

SR 267 BLOXHAM CUTOFF FROM WAKULLA SPRINGS PARK TO ST MARKS TRAIL
4101722 Non-SIS



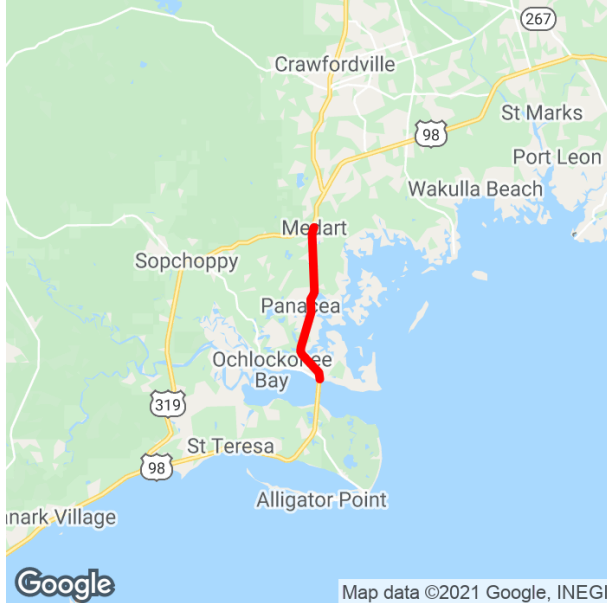
Project Description: BIKE PATH/TRAIL
Lead Agency: MANAGED BY FDOT
County: WAKULLA
Length: 4.78
Phase Group: PRELIMINARY ENGINEERING

From: WAKULLA SPRINGS PARK
To: ST MARKS TRAIL

Phase	Fund Code	2022	2023	2024	2025	2026	Total
PE	SU	0	0	630,000	0	0	630,000
				630,000			630,000

Prior Year Cost: 18,810
Future Year Cost: 0
Total Project Cost: 648,810
LRTP: 2045 Table 5-5 - Page 5-8

SR 30 (US 98) COASTAL HWY FROM S OF TOWER ROAD TO SR 61 (US 319)
4399263 Non-SIS



Project Description: BIKE PATH/TRAIL

Lead Agency: MANAGED BY FDOT

County: WAKULLA

Length: 0

Phase Group: PRELIMINARY ENGINEERING, RIGHT OF WAY, CONSTRUCTION, ENVIRONMENTAL

From: S OF TOWER ROAD

To: SR 61 (US 319)

Phase	Fund Code	2022	2023	2024	2025	2026	Total
ENV	DDR	217,403	0	0	0	0	217,403
		217,403					217,403

Prior Year Cost: 25,153,931

Future Year Cost: 0

Total Project Cost: 29,191,194

LRTP: 2045 Table 5-5 - Page 5-8

SR 30 (US 98) FROM W OF SR 363 WOODVILLE HWY TO LIGHTHOUSE RD
4405501 Non-SIS



Project Description: BIKE PATH/TRAIL

Lead Agency: MANAGED BY FDOT

County: WAKULLA

Length: 0

Phase Group: PRELIMINARY ENGINEERING, CONSTRUCTION, ENVIRONMENTAL

From: W OF SR 363 WOODVILLE HWY

To: LIGHTHOUSE RD

Phase	Fund Code	2022	2023	2024	2025	2026	Total
CST	DIH	0	0	34,847	0	0	34,847
CST	TLWR	0	0	3,521,275	0	0	3,521,275
ENV	DDR	0	263,738	0	0	0	263,738
			263,738	3,556,122			3,819,860

Prior Year Cost: 25,153,931

Future Year Cost: 0

Total Project Cost: 29,191,194

LRTP: 2045 Table 5-5 - Page 5-8

SECTION C - BRIDGE (STATE/FEDERALLY FUNDED)

SR 8 (I-10) OVER CROOKED CREEK BRIDGE NO. 500073
2225393 SIS



Project Description: BRIDGE-REPAIR/REHABILITATION
Lead Agency: **From:**
Length: 0.027 **To:**
Phase Group: PRELIMINARY ENGINEERING, CONSTRUCTION

Phase	Fund Code	2022	2023	2024	2025	2026	Total
CST	BRRP	2,662,117	0	0	0	0	2,662,117
CST	DIH	27,037	0	0	0	0	27,037
		2,689,154					2,689,154

Prior Year Cost: 951,682
Future Year Cost: 0
Total Project Cost: 3,640,836
LRTP:

SR 8 (I-10) OVER APALACHICOLA RIVER BRIDGE NOS. 500086 & 087
4067424 SIS



Project Description: FENDER WORK

Lead Agency: MANAGED BY FDOT

County: GADSDEN

Length: 1.155

Phase Group: PRELIMINARY ENGINEERING, CONSTRUCTION

From:

To:

Phase	Fund Code	2022	2023	2024	2025	2026	Total
CST	BRRP	0	4,202,707	0	0	0	4,202,707
CST	DIH	0	51,612	0	0	0	51,612
		4,254,319					4,254,319

Prior Year Cost: 3,055,509

Future Year Cost: 0

Total Project Cost: 8,223,719

LRTP: 2045 RMP Appendix B, Table 10 -

Page 9

SR 8 (I-10) OVER APALACHICOLA RIVER BRIDGE NO. 500087
4067425 SIS



Project Description: BRIDGE - PAINTING

Lead Agency: MANAGED BY FDOT

County: GADSDEN

Length: 1.037

Phase Group: PRELIMINARY ENGINEERING, CONSTRUCTION

From:

To:

Phase	Fund Code	2022	2023	2024	2025	2026	Total
CST	BRRP	894,178	0	0	0	0	894,178
CST	DIH	19,713	0	0	0	0	19,713
		913,891					913,891

Prior Year Cost: 3,055,509

Future Year Cost: 0

Total Project Cost: 8,223,719

LRTP: 2045 RMP Appendix B, Table 10 -

Page 9

CR 159 SALEM ROAD OVER SWAMP CREEK BRIDGE NO. 500032
4393741 Non-SIS



Project Description: BRIDGE REPLACEMENT

Lead Agency: MANAGED BY FDOT

County: GADSDEN

Length: 0.674

Phase Group: PRELIMINARY ENGINEERING, RIGHT OF WAY, CONSTRUCTION, ENVIRONMENTAL

From:

To:

Phase	Fund Code	2022	2023	2024	2025	2026	Total
CST	ACBZ	4,792,677	0	0	0	0	4,792,677
ENV	ACBZ	127,533	0	0	0	0	127,533
		4,920,210					4,920,210

Prior Year Cost: 943,800

Future Year Cost: 0

Total Project Cost: 5,864,010

LRTP: 2045 RMP Appendix B, Table 10 -

Page 9

CR 257A OVER AUCILLA RIVER BRIDGE NO. 544061
4340321 Non-SIS



Project Description: BRIDGE REPLACEMENT

Lead Agency: MANAGED BY FDOT

County: JEFFERSON

Length: 0.281

Phase Group: CONSTRUCTION, PRELIMINARY ENGINEERING, RIGHT OF WAY

From:

To:

Phase	Fund Code	2022	2023	2024	2025	2026	Total
CST	ACBR	0	0	3,887,164	0	0	3,887,164
ROW	ACBR	47,900	0	0	0	0	47,900
		47,900		3,887,164			3,935,064

Prior Year Cost: 1,006,361

Future Year Cost: 0

Total Project Cost: 4,941,425

LRTP: 2045 RMP Appendix B, Table 10 -

Page 9

CR 259 OVER SCL RAILROAD BRIDGE NO. 540027
4393661 Non-SIS



Project Description: BRIDGE REPLACEMENT

Lead Agency: MANAGED BY FDOT

County: JEFFERSON

Length: 0.028

Phase Group: PRELIMINARY ENGINEERING, RIGHT OF WAY, RAILROAD & UTILITIES, CONSTRUCTION

From:

To:

Phase	Fund Code	2022	2023	2024	2025	2026	Total
RRU	ACBR	83,255	0	0	0	0	83,255
CST	ACBR	3,384,874	0	0	0	0	3,384,874
		3,468,129					3,468,129

Prior Year Cost: 988,126

Future Year Cost: 0

Total Project Cost: 4,456,255

LRTP: 2045 RMP Appendix B, Table 10 -

Page 9

SR 20 (US 27) APALACHEE PARKWAY FG&A RR BRIDGE NO. 550940
4374971 Non-SIS



Project Description: BRIDGE - PAINTING

Lead Agency: MANAGED BY FDOT

County: LEON

Length: 0.003

Phase Group: PRELIMINARY ENGINEERING, RAILROAD & UTILITIES, CONSTRUCTION

From:

To:

Phase	Fund Code	2022	2023	2024	2025	2026	Total
RRU	BRRP	0	83,600	0	0	0	83,600
CST	BRRP	0	526,716	0	0	0	526,716
CST	DIH	0	8,035	0	0	0	8,035
		618,351					618,351

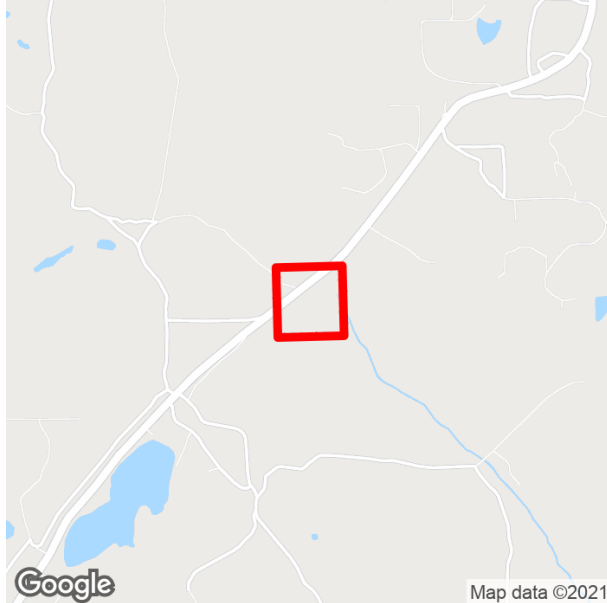
Prior Year Cost: 74,161

Future Year Cost: 0

Total Project Cost: 692,512

LRTP: 2045 RMP Appendix B, Table 10 -

Page 9

MICCOSUKEE ROAD OVER UNNAMED BRANCH BRIDGE NO. 550051**4429441 Non-SIS****Project Description:** BRIDGE REPLACEMENT**Lead Agency:** MANAGED BY FDOT**From:****County:** LEON**To:****Length:** 0.015**Phase Group:** CONSTRUCTION, PRELIMINARY ENGINEERING, RIGHT OF WAY

Phase	Fund Code	2022	2023	2024	2025	2026	Total
CST	ACBR	0	0	1,708,309	0	0	1,708,309
CST	LF	0	0	559,702	0	0	559,702
ROW	ACBR	78,750	0	0	0	0	78,750
ROW	LF	21,250	0	0	0	0	21,250
		100,000		2,268,011			2,368,011

Prior Year Cost: 987,467**Future Year Cost: 0****Total Project Cost: 3,355,478****LRTP: 2045 RMP Appendix B, Table 10 -****Page 9**

CR 372 SURF ROAD OVER OTTER CREEK RISE BRIDGE NO. 594049
4429511 Non-SIS



Project Description: BRIDGE REPLACEMENT

Lead Agency: MANAGED BY FDOT

County: WAKULLA

Length: 0.005

Phase Group: PRELIMINARY ENGINEERING, RIGHT OF WAY, CONSTRUCTION

From:

To:

Phase	Fund Code	2022	2023	2024	2025	2026	Total
PE	ACBR	0	737,000	0	0	0	737,000
ROW	ACBR	0	0	0	3,500	0	3,500
CST	ACBR	0	0	0	0	1,517,204	1,517,204
			737,000		3,500	1,517,204	2,257,704

Prior Year Cost: 0

Future Year Cost: 0

Total Project Cost: 2,257,704

LRTP: 2045 RMP Appendix B, Table 10 –

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SECTION D - MAJOR CAPACITY (STATE/FEDERALLY FUNDED)

SR 8 (I-10) JEFFERSON COUNTY REST AREAS EXPANSION OF SPRAYFIELDS
2226692 SIS



Project Description: REST AREA

Lead Agency: MANAGED BY FDOT

County: JEFFERSON

Length: 0.471

Phase Group: PRELIMINARY ENGINEERING, RIGHT OF WAY, CONSTRUCTION

From:

To:

Phase	Fund Code	2022	2023	2024	2025	2026	Total
ROW	DRA	125,000	0	0	0	0	125,000
CST	DIH	0	19,808	0	0	0	19,808
CST	DRA	0	1,612,931	0	0	0	1,612,931
		125,000	1,632,739				1,757,739

Prior Year Cost: 1,282,408

Future Year Cost: 0

Total Project Cost: 3,040,147

LRTP: 2045 RMP Table 5-1 - Page 5-2

ORCHARD POND TOLL FACILITY INSURANCE
0001543 Non-SIS



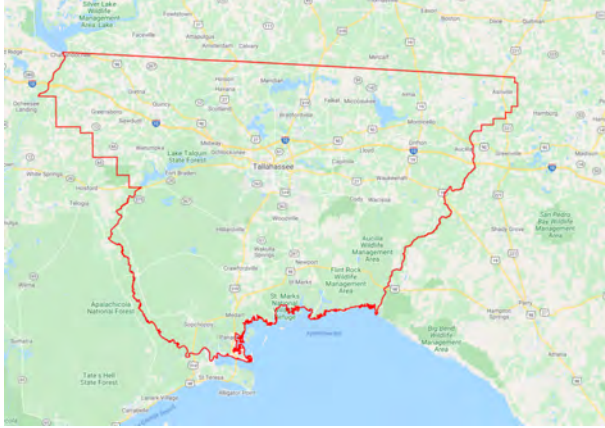
Project Description: TOLL PLAZA
Lead Agency: MANAGED BY FDOT
County: LEON
Length: 0
Phase Group: OPERATIONS

From:
To:

Phase	Fund Code	2022	2023	2024	2025	2026	Total
OPS	D	2,000	2,000	2,000	2,000	2,000	10,000
		2,000	2,000	2,000	2,000	2,000	10,000

Prior Year Cost: 7,505
Future Year Cost: 0
Total Project Cost: 17,505
LRTP:

CRTPA RESERVE BOX FOR FUTURE PROJECTS USING URBAN FUNDS
2197935 Non-SIS



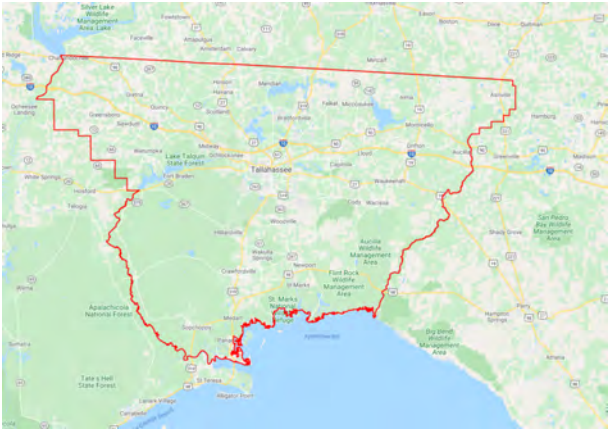
Project Description: FUNDING ACTION
Lead Agency: MANAGED BY FDOT
County: LEON
Length: 0
Phase Group: CONSTRUCTION

From:
To:

Phase	Fund Code	2022	2023	2024	2025	2026	Total
CST	SU	0	0	2,663,613	3,558,086	3,528,126	9,749,825
				2,663,613	3,558,086	3,528,126	9,749,825

Prior Year Cost: 2,239,179
Future Year Cost: 0
Total Project Cost: 14,848,512
LRTP: 2045 RMP Table 5-1 - Page 5-2

CRTPA CONTINGENCY BOX FOR CRTPA URBAN FUNDS
2197939 Non-SIS



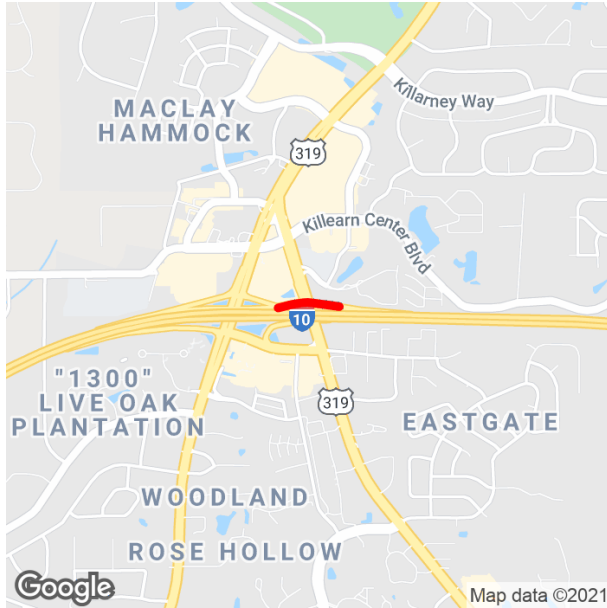
Project Description: FUNDING ACTION
Lead Agency: MANAGED BY FDOT
County: LEON
Length: 0
Phase Group: PRELIMINARY ENGINEERING, RIGHT OF WAY, CONSTRUCTION

From:
To:

Phase	Fund Code	2022	2023	2024	2025	2026	Total
CST	SU	2,099,312	760,196	0	0	0	2,859,508
		2,099,312	760,196				2,859,508

Prior Year Cost: 2,239,179
Future Year Cost: 0
Total Project Cost: 14,848,512
LRTP: 2045 RMP Table 5-1 - Page 5-2

SR 8 (I-10) INTERCHANGE AT SR 61 & SR 261 (US 319)
2225936 SIS



Project Description: INTERCHANGE IMPROVEMENT

Lead Agency: MANAGED BY FDOT

From:

County: LEON

To:

Length: 1.413

Phase Group: PRELIMINARY ENGINEERING, CONSTRUCTION

Phase	Fund Code	2022	2023	2024	2025	2026	Total
CST	ACNP	0	0	0	0	5,329,076	5,329,076
						5,329,076	5,329,076

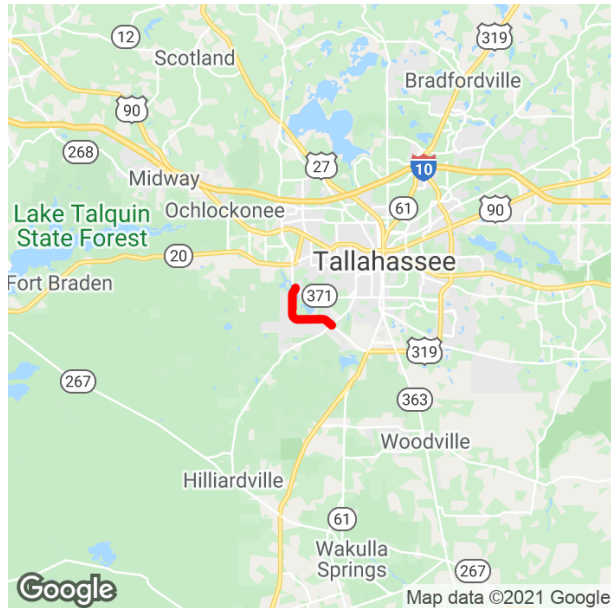
Prior Year Cost: 87,540,963

Future Year Cost: 0

Total Project Cost: 92,870,039

LRTP: 2045 RMP Table 5-1 - Page 5-2

SR 263 CAPITAL CIRCLE FROM CR 2203 SPRINGHILL RD TO SR 371 ORANGE AVE
4157829 SIS



Prior Year Cost: 203,523,744

Future Year Cost: 0

Total Project Cost: 257,903,058

LRTP: 2045 RMP Table 5-1 - Page 5-2

Project Description: ADD LANES & RECONSTRUCT

Lead Agency: MANAGED BY FDOT

From: CR 2203 SPRINGHILL RD

County: LEON

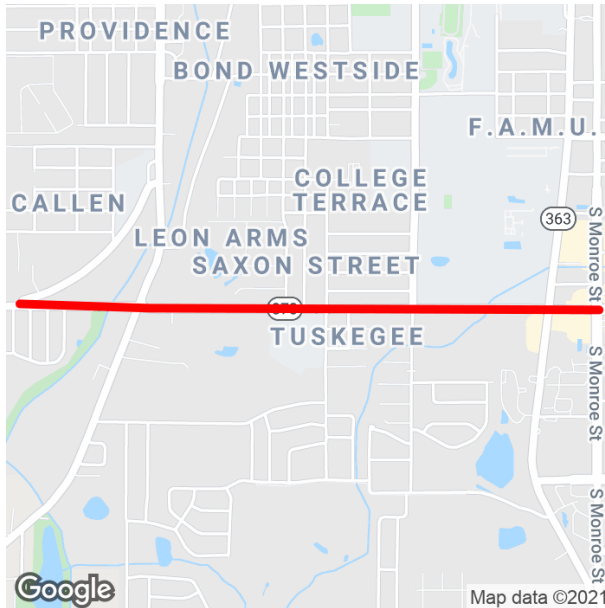
To: SR 371 ORANGE AVE

Length: 4.47

Phase Group: PRELIMINARY ENGINEERING, ENVIRONMENTAL, RAILROAD & UTILITIES, CONSTRUCTION

Phase	Fund Code	2022	2023	2024	2025	2026	Total
ENV	ACNP	60,221	0	0	0	0	60,221
RRU	ACNP	142,000	0	0	0	0	142,000
CST	ACNP	24,006,278	0	0	0	0	24,006,278
CST	ACSA	1,677,267	0	0	0	0	1,677,267
CST	LF	1,832,000	0	0	0	0	1,832,000
CST	DI	26,661,548	0	0	0	0	26,661,548
		54,379,314					54,379,314

SR 373 ORANGE AVE FROM N LAKE BRADFORD RD TO SR 61 S MONROE ST
4379024 Non-SIS



Project Description: ADD LANES & RECONSTRUCT

Lead Agency: MANAGED BY FDOT

From: N LAKE BRADFORD RD

County: LEON

To: SR 61 S MONROE ST

Length: 1.708

Phase Group: PRELIMINARY ENGINEERING

Phase	Fund Code	2022	2023	2024	2025	2026	Total
PE	DIH	190,000	0	0	0	0	190,000
PE	REPE	963,113	0	0	0	0	963,113
PE	DDR	936,887	0	0	0	0	936,887
		2,090,000					2,090,000

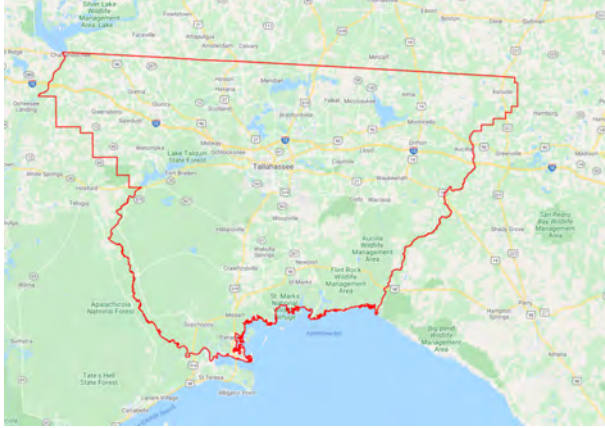
Prior Year Cost: 1,790,428

Future Year Cost: 0

Total Project Cost: 3,880,428

LRTP: 2045 RMP Table 5-1 - Page 5-2

CAPITAL REGION TPA (TALLAHASSEE) FY 2020/2021-2021/2022 UPWP
4393233 Non-SIS



Project Description: TRANSPORTATION PLANNING

Lead Agency: RESPONSIBLE AGENCY NOT AVAILABLE

From:

To:

County: LEON

Length: 0

Phase Group: PLANNING

Phase	Fund Code	2022	2023	2024	2025	2026	Total
PLN	CM	176,880	0	0	0	0	176,880
PLN	PL	520,644	0	0	0	0	520,644
PLN	SU	722,007	0	0	0	0	722,007
		1,419,531					1,419,531

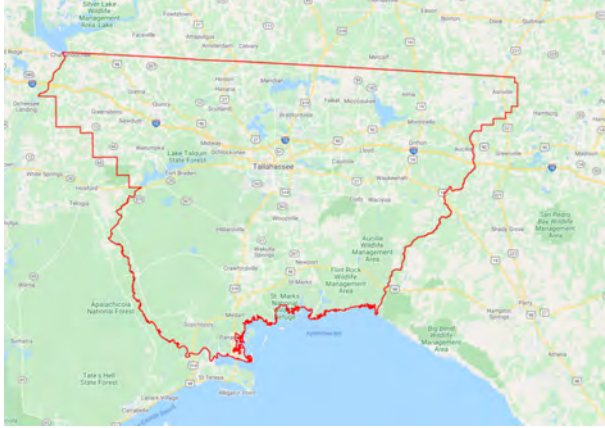
Prior Year Cost: 6,572,437

Future Year Cost: 0

Total Project Cost: 11,314,272

LRTP: 2045 RMP Table 5-1 - Page 5-2

CAPITAL REGION TPA (TALLAHASSEE) FY 2022/2023-2023/2024 UPWP
4393234 Non-SIS

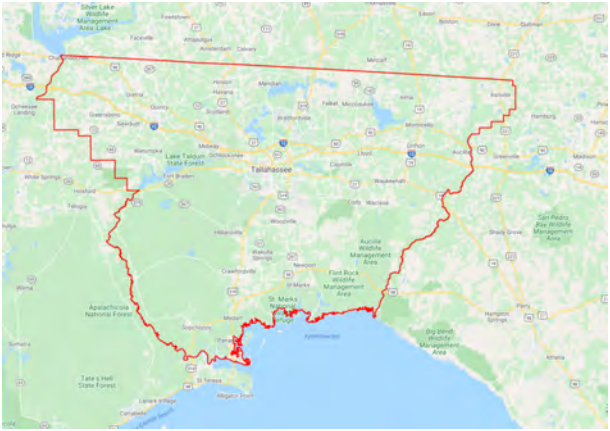


Project Description: TRANSPORTATION PLANNING
Lead Agency: MANAGED BY CAPITAL REGION **From:**
 TRNSP PLAN AGCY **To:**
County: LEON
Length: 0
Phase Group: PLANNING

Phase	Fund Code	2022	2023	2024	2025	2026	Total
PLN	CM	0	0	450,000	0	0	450,000
PLN	PL	0	518,076	518,076	0	0	1,036,152
PLN	SU	0	550,000	250,000	0	0	800,000
			1,068,076	1,218,076			2,286,152

Prior Year Cost: 6,572,437
Future Year Cost: 0
Total Project Cost: 11,314,272
LRTP: 2045 RMP Table 5-1 - Page 5-2

CAPITAL REGION TPA (TALLAHASSEE) FY 2024/2025-2025/2026 UPWP
4393235 Non-SIS



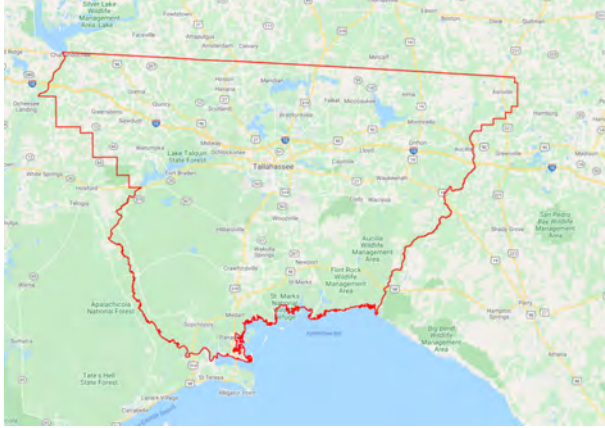
Project Description: TRANSPORTATION PLANNING
Lead Agency: RESPONSIBLE AGENCY NOT AVAILABLE
From:
To:
County: LEON
Length: 0
Phase Group: PLANNING

Phase	Fund Code	2022	2023	2024	2025	2026	Total
PLN	PL	0	0	0	518,076	518,076	1,036,152
					518,076	518,076	1,036,152

Prior Year Cost: 6,572,437
Future Year Cost: 0
Total Project Cost: 11,314,272
LRTP: 2045 RMP Table 5-1 - Page 5-2

MPO ADVISORY COMMITTEE STAFF FY 2020/2021-2021/2022 UPWP

4393393 Non-SIS



Project Description: TRANSPORTATION PLANNING

Lead Agency: MANAGED BY FDOT

From:

County: LEON

To:

Length: 0

Phase Group: PLANNING

Phase	Fund Code	2022	2023	2024	2025	2026	Total
PLN	PL	642,952	0	0	0	0	642,952
		642,952					642,952

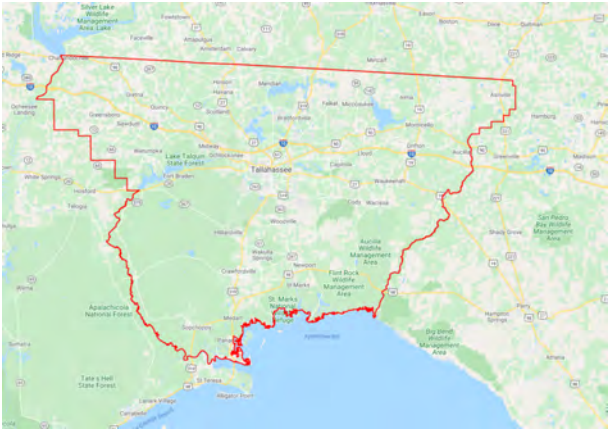
Prior Year Cost: 2,929,644

Future Year Cost: 0

Total Project Cost: 6,144,404

LRTP: 2045 RMP Page 5-10 - CFP Table 1

MPO ADVISORY COMMITTEE STAFF FY 2022/2023-2023/2024
4393394 Non-SIS



Project Description: TRANSPORTATION PLANNING

Lead Agency: MANAGED BY FDOT

From:

County: LEON

To:

Length: 0

Phase Group: PLANNING

Phase	Fund Code	2022	2023	2024	2025	2026	Total
PLN	PL	0	642,952	642,952	0	0	1,285,904
			642,952	642,952			1,285,904

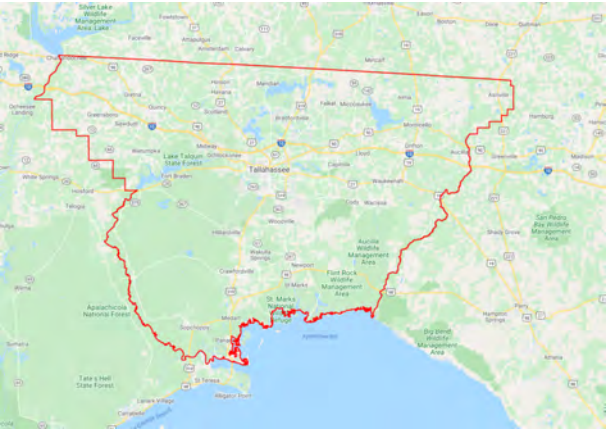
Prior Year Cost: 2,929,644

Future Year Cost: 0

Total Project Cost: 6,144,404

LRTP: 2045 RMP Page 5-10 - CFP Table 1

MPO ADVISORY COMMITTEE STAFF FY 2024/2025-2025/2026 UPWP
4393395 Non-SIS



Project Description: TRANSPORTATION PLANNING
Lead Agency: MANAGED BY FDOT
County: LEON
Length: 0
Phase Group: PLANNING

From:
To:

Phase	Fund Code	2022	2023	2024	2025	2026	Total
PLN	PL	0	0	0	642,952	642,952	1,285,904
					642,952	642,952	1,285,904

Prior Year Cost: 2,929,644
Future Year Cost: 0
Total Project Cost: 6,144,404
LRTP: 2045 RMP Page 5-10 - CFP Table 1

NORTHEAST GATEWAY - WELAUNEE BLVD PH I
4449991 Non-SIS



Project Description: NEW ROAD CONSTRUCTION

Lead Agency: MANAGED BY BLUEPRINT 2000

From:

INTERGOVERNMENTA

To:

County: LEON

Length: 5

Phase Group: PRELIMINARY ENGINEERING, LOCAL ADVANCE REIMBURSE

Phase	Fund Code	2022	2023	2024	2025	2026	Total
LAR	TRIP	0	576,725	0	0	0	576,725
LAR	TRWR	0	923,275	0	0	0	923,275
		1,500,000					1,500,000

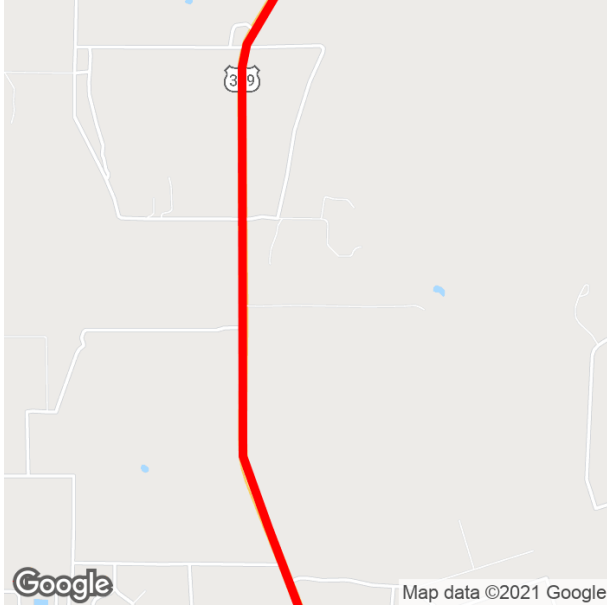
Prior Year Cost: 4,500,000

Future Year Cost: 0

Total Project Cost: 6,000,000

LRTP: 2045 RMP Table 5-1 - Page 5-2

SR 61 (US 319) FROM NORTH OF ALASKA WAY TO LOST CREEK BRIDGE
2204956 Non-SIS



Project Description: ADD LANES & RECONSTRUCT

Lead Agency: MANAGED BY FDOT

From: NORTH OF ALASKA WAY

County: WAKULLA

To: LOST CREEK BRIDGE

Length: 3.395

Phase Group: RIGHT OF WAY

Phase	Fund Code	2022	2023	2024	2025	2026	Total
ROW	CM	0	503,298	0	0	0	503,298
ROW	SU	0	1,495,746	0	0	0	1,495,746
ROW	DDR	0	572,014	0	0	0	572,014
		2,571,058				2,571,058	

Prior Year Cost: 118,431,596

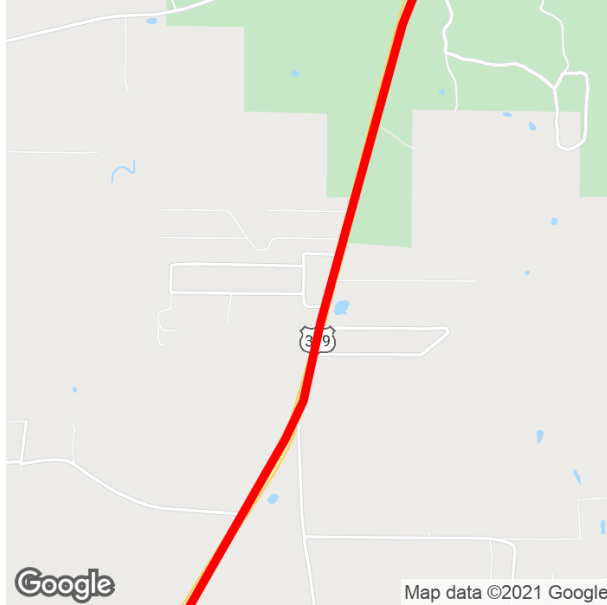
Future Year Cost: 0

Total Project Cost: 121,873,728

LRTP: 2045 RMP Table 5-1 - Page 5-2

SR 369 (US 319) FROM NORTH OF SR 267 TO LEON COUNTY LINE LANDSCAPING

2204959 Non-SIS



Project Description: LANDSCAPING

Lead Agency: MANAGED BY FDOT

County: WAKULLA

Length: 2.243

Phase Group: CONSTRUCTION

From: NORTH OF SR 267

To: LEON COUNTY LINE LANDSCAPING

Phase	Fund Code	2022	2023	2024	2025	2026	Total
CST	DDR	861,840	0	0	0	0	861,840
CST	DIH	9,234	0	0	0	0	9,234
		871,074					871,074

Prior Year Cost: 118,431,596

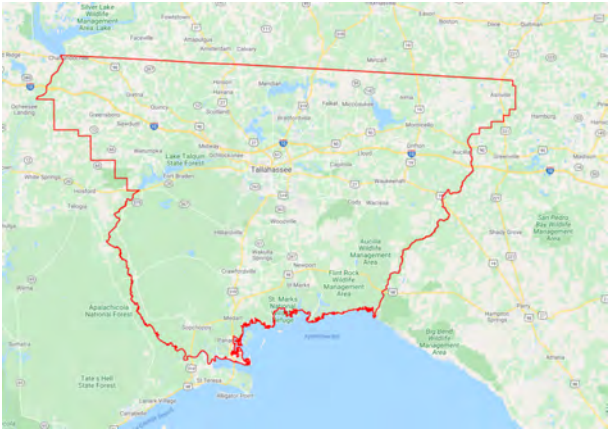
Future Year Cost: 0

Total Project Cost: 121,873,728

LRTP: 2045 RMP Table 5-1 - Page 5-2

SECTION E - PUBLIC TRANSPORTATION (STATE/FEDERALLY FUNDED)

BIG BEND TRANSIT COMMUTER ROUTE
4222621 Non-SIS

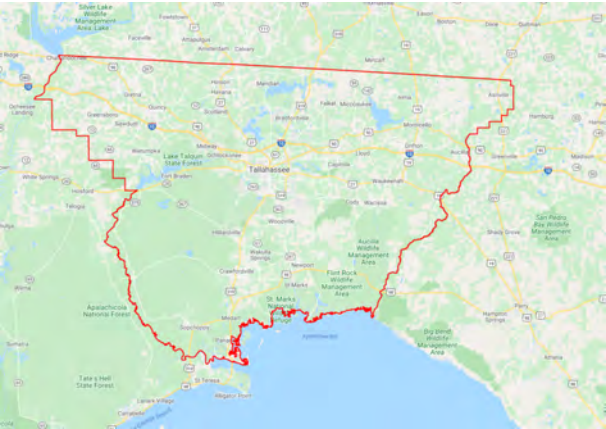


Project Description: COMMUTER TRANS. ASSISTANCE
Lead Agency: MANAGED BY BIG BEND TRANSIT **From:**
County: GADSDEN **To:**
Length: 0
Phase Group: OPERATIONS

Phase	Fund Code	2022	2023	2024	2025	2026	Total
OPS	LF	9,300	10,000	10,000	10,000	10,000	49,300
OPS	DDR	9,300	10,000	10,000	10,000	10,000	49,300
		18,600	20,000	20,000	20,000	20,000	98,600

Prior Year Cost: 215,012
Future Year Cost: 0
Total Project Cost: 313,612
LRTP: 2045 RMP Table 5-6 - Page 5-9

BIG BEND TRANSIT COMMUTER FIXED ROUTE
4486551 Non-SIS

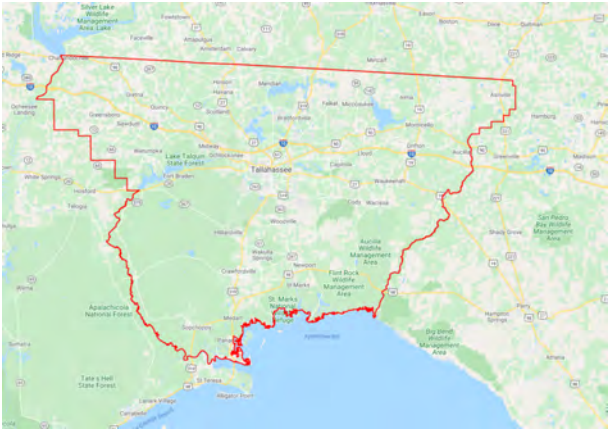


Project Description: TRANSIT SERVICE DEMONSTRATION
Lead Agency: MANAGED BY BIG BEND TRANSIT **From:**
County: JEFFERSON **To:**
Length: 0
Phase Group: OPERATIONS

Phase	Fund Code	2022	2023	2024	2025	2026	Total
OPS	DPTO	500,160	0	0	0	0	500,160
		500,160					500,160

Prior Year Cost: 0
Future Year Cost: 0
Total Project Cost: 500,160
LRTP: 2045 RMP Table 5-6 - Page 5-9

BIG BEND TRANSIT COMMUTER ASSISTANCE
4203111 Non-SIS

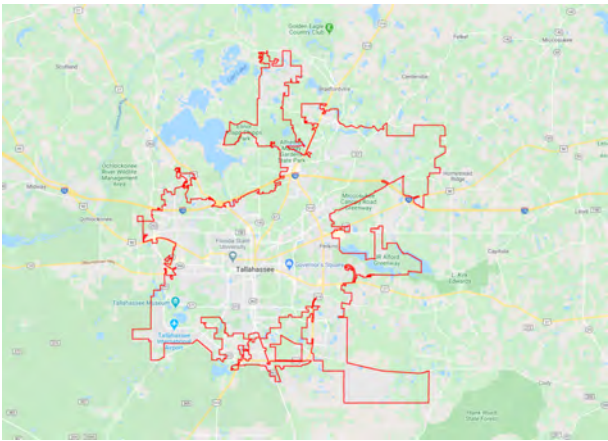


Project Description: COMMUTER TRANS. ASSISTANCE
Lead Agency: MANAGED BY BIG BEND TRANSIT **From:**
County: LEON **To:**
Length: 0
Phase Group: OPERATIONS

Phase	Fund Code	2022	2023	2024	2025	2026	Total
OPS	DDR	39,300	38,558	38,559	40,000	40,000	196,417
		39,300	38,558	38,559	40,000	40,000	196,417

Prior Year Cost: 227,994
Future Year Cost: 0
Total Project Cost: 424,411
LRTP: 2045 RMP Table 5-6 - Page 5-9

CITY OF TALLAHASSEE TRANSIT NON-URBANIZED AREA 5311
4213643 Non-SIS



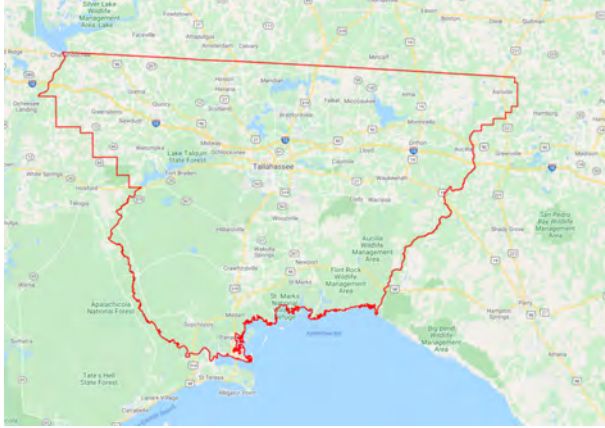
Project Description: OPERATING/ADMIN. ASSISTANCE
Lead Agency: MANAGED BY TALLAHASSEE
County: LEON
Length: 0
Phase Group: OPERATIONS

From:
To:

Phase	Fund Code	2022	2023	2024	2025	2026	Total
OPS	DU	250,000	0	0	0	0	250,000
OPS	LF	250,000	0	0	0	0	250,000
		500,000					500,000

Prior Year Cost: 4,267,625
Future Year Cost: 0
Total Project Cost: 4,767,625
LRTP: 2045 RMP Table 5-6 Page 5-9

**CAPITAL REGION TPA PLANNING SECTION 5303 GRANT
4217162 Non-SIS**



Project Description: MODAL SYSTEMS PLANNING

Lead Agency: MANAGED BY CAPITAL REGION

From:

TRNSP PLAN AGCY

To:

County: LEON

Length: 0

Phase Group: PLANNING

Phase	Fund Code	2022	2023	2024	2025	2026	Total
PLN	DU	147,236	151,654	156,202	160,889	170,172	786,153
PLN	LF	18,403	18,956	19,525	20,110	21,271	98,265
PLN	DPTO	18,403	18,956	19,525	20,110	21,271	98,265
		184,042	189,566	195,252	201,109	212,714	982,683

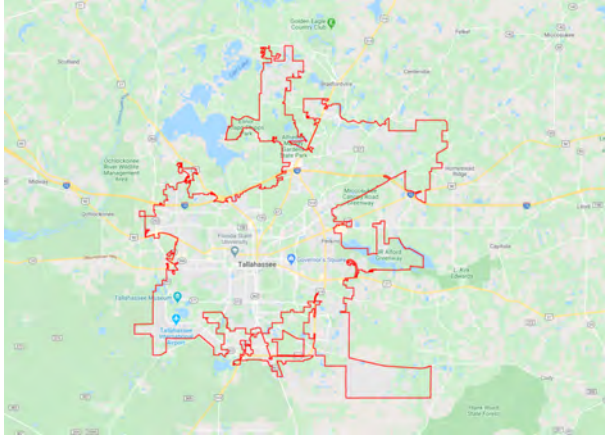
Prior Year Cost: 2,209,636

Future Year Cost: 0

Total Project Cost: 3,192,319

LRTP: 2045 Table 5-6 - Page 5-9

CITY OF TALLAHASSEE TRANSIT OPERATING ASSISTANCE
4222501 Non-SIS



Project Description: OPERATING FOR FIXED ROUTE

Lead Agency: MANAGED BY TALLAHASSEE

From:

County: LEON

To:

Length: 0

Phase Group: OPERATIONS

Phase	Fund Code	2022	2023	2024	2025	2026	Total
OPS	LF	1,483,584	1,528,091	1,573,934	1,621,152	1,669,786	7,876,547
OPS	DDR	921,351	714,234	0	0	1,669,786	3,305,371
OPS	DPTO	562,233	813,857	1,573,934	1,621,152	0	4,571,176
		2,967,168	3,056,182	3,147,868	3,242,304	3,339,572	15,753,094

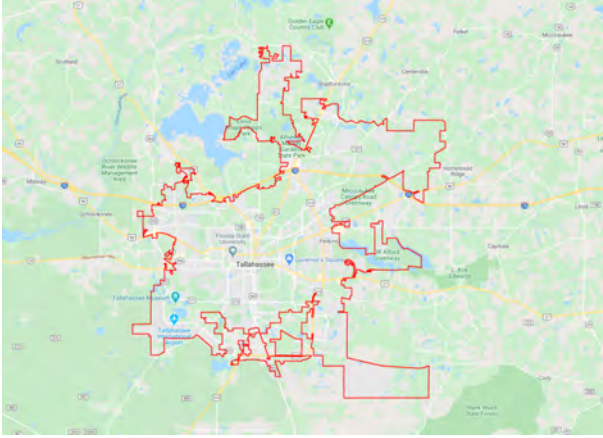
Prior Year Cost: 22,684,794

Future Year Cost: 0

Total Project Cost: 38,437,888

LRTP: 2045 RMP Table 5-6 Page 5-9

CITY OF TALLAHASSEE STARMETRO CAPITAL SECTION 5307
4222512 Non-SIS



Project Description: CAPITAL FOR FIXED ROUTE

Lead Agency: MANAGED BY TALLAHASSEE

From:

County: LEON

To:

Length: 0

Phase Group: CAPITAL

Phase	Fund Code	2022	2023	2024	2025	2026	Total
CAP	FTA	1,865,796	1,921,770	1,921,770	0	0	5,709,336
CAP	LF	466,449	480,442	480,442	0	0	1,427,333
		2,332,245	2,402,212	2,402,212			7,136,669

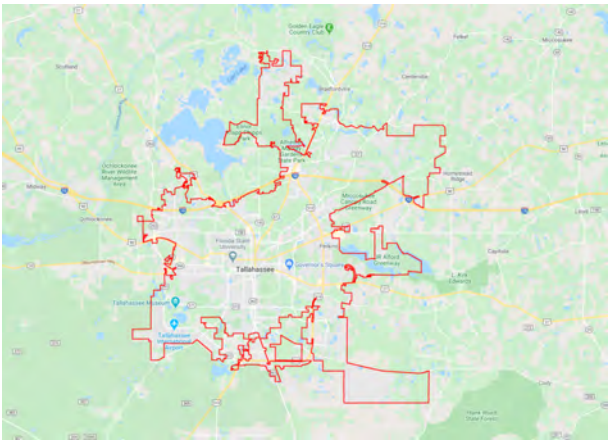
Prior Year Cost: 45,167,268

Future Year Cost: 0

Total Project Cost: 63,747,873

LRTP: 2045 Table 5-6 - Page 5-9

CITY OF TALLAHASSEE STARMETRO OP. FIXED ROUTE 5307
4222513 Non-SIS

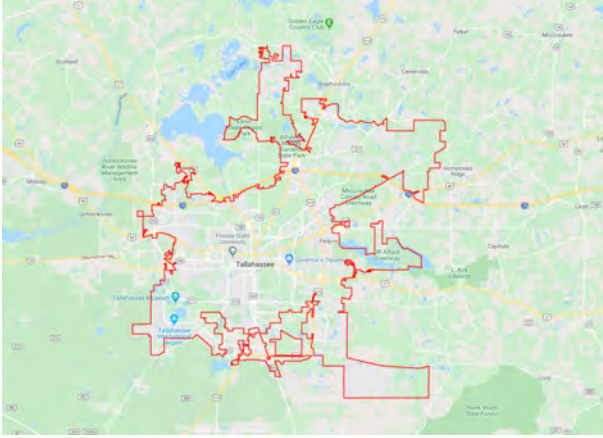


Project Description: OPERATING FOR FIXED ROUTE
Lead Agency: MANAGED BY TALLAHASSEE **From:**
County: LEON **To:**
Length: 0
Phase Group: OPERATIONS

Phase	Fund Code	2022	2023	2024	2025	2026	Total
OPS	FTA	1,869,924	1,926,022	1,926,022	0	0	5,721,968
OPS	LF	1,869,924	1,926,022	1,926,022	0	0	5,721,968
		3,739,848	3,852,044	3,852,044			11,443,936

Prior Year Cost: 45,167,268
Future Year Cost: 0
Total Project Cost: 63,747,873
LRTP: 2045 Table 5-6 - Page 5-9

**CITY OF TALLAHASSEE STARMETRO SECTION 5339 CAPITAL
4252699 Non-SIS**



Project Description: CAPITAL FOR FIXED ROUTE

Lead Agency: MANAGED BY TALLAHASSEE

From:

County: LEON

To:

Length: 0

Phase Group: CAPITAL

Phase	Fund Code	2022	2023	2024	2025	2026	Total
CAP	FTA	405,829	418,004	418,004	0	0	1,241,837
CAP	LF	101,457	104,501	104,501	0	0	310,459
		507,286	522,505	522,505			1,552,296

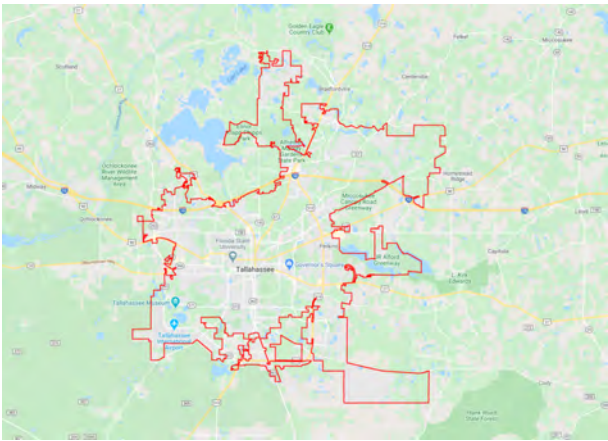
Prior Year Cost: 17,602,482

Future Year Cost: 0

Total Project Cost: 19,154,778

LRTP: 2045 RMP Table 5-6 Page 5-9

CITY OF TALLAHASSEE STARMETRO CAPITAL-OPERATING 5310
4336851 Non-SIS



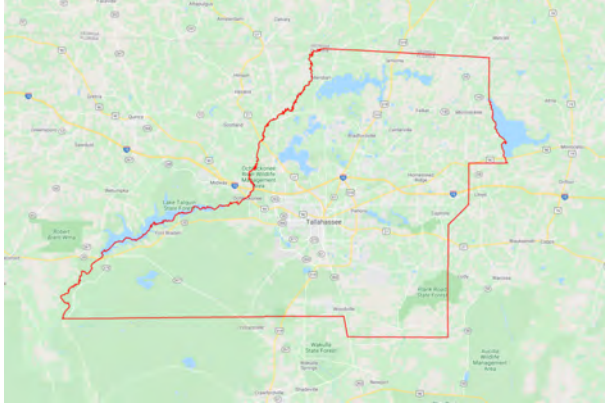
Project Description: CAPITAL FOR FIXED ROUTE
Lead Agency: MANAGED BY TALLAHASSEE
County: LEON
Length: 0
Phase Group: CAPITAL

From:
To:

Phase	Fund Code	2022	2023	2024	2025	2026	Total
CAP	FTA	115,818	115,818	115,818	0	0	347,454
CAP	LF	28,955	28,955	28,955	0	0	86,865
		144,773	144,773	144,773			434,319

Prior Year Cost: 1,692,212
Future Year Cost: 0
Total Project Cost: 2,126,531
LRTP: 2045 RMP Table 5-6 Page 5-9

**APALACHEE REGIONAL PLANNING COUNCIL COMMUTER ASSISTANCE
4469941 Non-SIS**



Project Description: COMMUTER TRANS. ASSISTANCE

Lead Agency: MANAGED BY APALACHEE **From:**

REGIONAL PLN COUNCIL **To:**

County: LEON

Length: 0

Phase Group: OPERATIONS

Phase	Fund Code	2022	2023	2024	2025	2026	Total
OPS	DDR	222,500	230,000	237,703	90,340	256,179	1,036,722
OPS	DPTO	0	0	0	154,577	0	154,577
		222,500	230,000	237,703	244,917	256,179	1,191,299

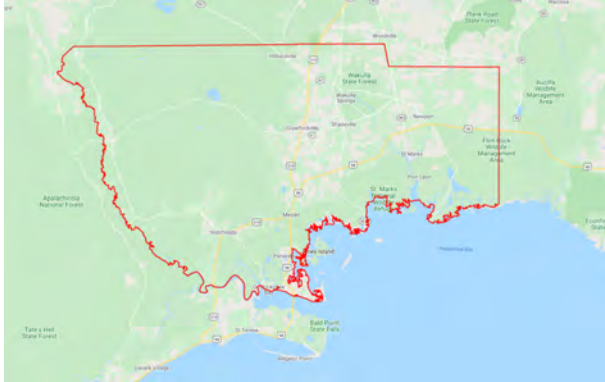
Prior Year Cost: 436,413

Future Year Cost: 0

Total Project Cost: 1,627,712

LRTP: 2045 RMP Table 5-6 Page 5-9

WAKULLA COUNTY SENIOR CITIZEN TRANSIT NON-URBANIZED AREA 5311
4213663 Non-SIS



Project Description: OPERATING/ADMIN. ASSISTANCE
Lead Agency: MANAGED BY WAKULLA CO SR
From: CITIZEN COUNCIL
To:
County: WAKULLA
Length: 0
Phase Group: OPERATIONS

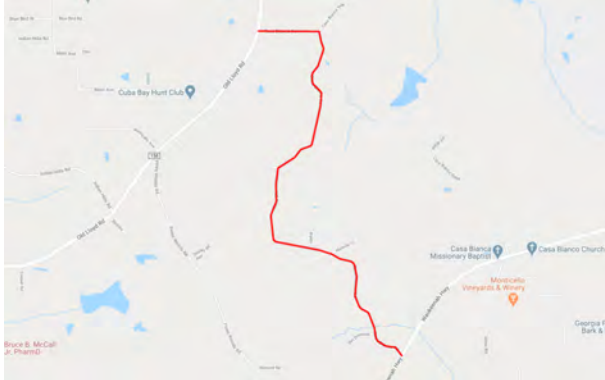
Phase	Fund Code	2022	2023	2024	2025	2026	Total
OPS	DU	320,000	0	0	0	0	320,000
OPS	LF	320,000	0	0	0	0	320,000
		640,000					640,000

Prior Year Cost: 4,376,596
Future Year Cost: 0
Total Project Cost: 5,016,596
LRTP: 2045 Table 5-6 - Page 5-9

SECTION F - RESURFACING (STATE/FEDERALLY FUNDED)

CASA BIANCA RD FROM CR 259 WAUKEENAH HWY TO CR 158 OLD LLOYD RD

4465761 Non-SIS



Project Description: FLEXIBLE PAVEMENT RECONSTRUCT.

Lead Agency: MANAGED BY JEFFERSON COUNTY BOCC **From:** CR 259 WAUKEENAH HWY
To: CR 158 OLD LLOYD RD

County: JEFFERSON

Length: 2.41

Phase Group: CONSTRUCTION

Phase	Fund Code	2022	2023	2024	2025	2026	Total
CST	GRSC	956,142	0	0	0	0	956,142
		956,142					956,142

Prior Year Cost: 0

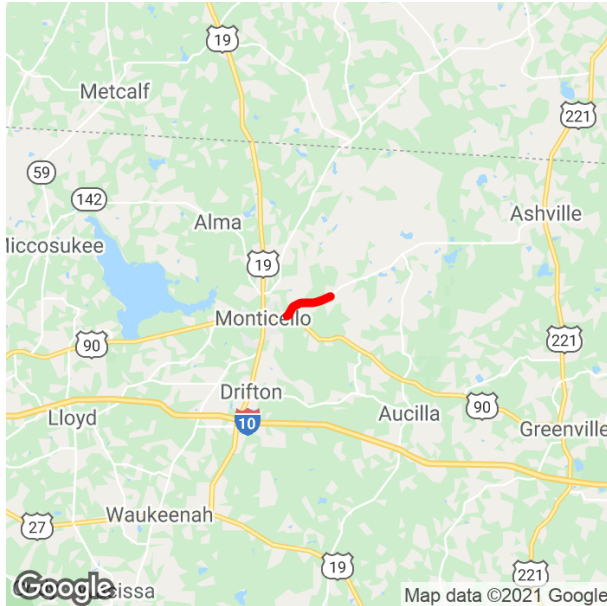
Future Year Cost: 0

Total Project Cost: 956,142

LRTP: 2045 RMP Page 5-8 - CFP Table 10

CR 145 ASHVILLE HWY FROM ST MARGARET CHURCH RD TO BASSETT DAIRY RD

4486051 Non-SIS



Project Description: WIDEN/RESURFACE EXIST LANES

Lead Agency: MANAGED BY JEFFERSON COUNTY **From:** ST MARGARET CHURCH RD
BOCC **To:** BASSETT DAIRY RD

County: JEFFERSON

Length: 2.42

Phase Group: PRELIMINARY ENGINEERING, CONSTRUCTION

Phase	Fund Code	2022	2023	2024	2025	2026	Total
PE	SCOP	142,200	0	0	0	0	142,200
CST	GRSC	0	1,648,658	0	0	0	1,648,658
		142,200	1,648,658				1,790,858

Prior Year Cost: 0

Future Year Cost: 0

Total Project Cost: 1,790,858

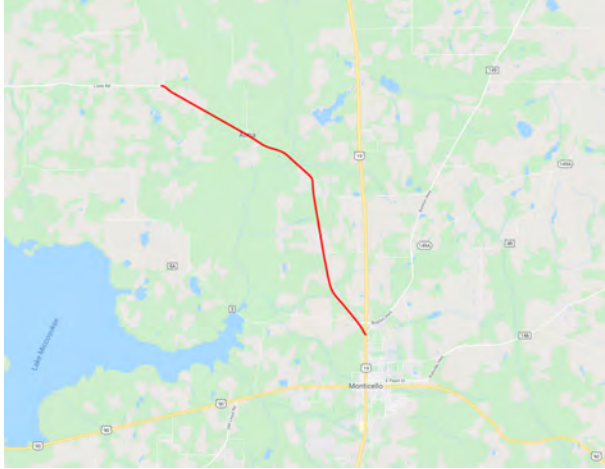
LRTP: 2045 RMP Page 5-8 - CFP Table 10

CR 149 BOSTON HIGHWAY FROM SR 57 (US 319) FL/GA PKWY TO STILL ROAD**4486131 Non-SIS****Project Description:** WIDEN/RESURFACE EXIST LANES**Lead Agency:** MANAGED BY JEFFERSON COUNTY BOCC
From: SR 57 (US 319) FL/GA PKWY
To: STILL ROAD**County:** JEFFERSON**Length:** 2.85**Phase Group:** CONSTRUCTION

Phase	Fund Code	2022	2023	2024	2025	2026	Total
CST	SCOP	0	0	283,893	0	0	283,893
CST	SCWR	0	0	1,724,801	0	0	1,724,801
				2,008,694			2,008,694

Prior Year Cost: 0**Future Year Cost: 0****Total Project Cost: 2,008,694****LRTP: 2045 RMP Page 5-8 - CFP Table 10**

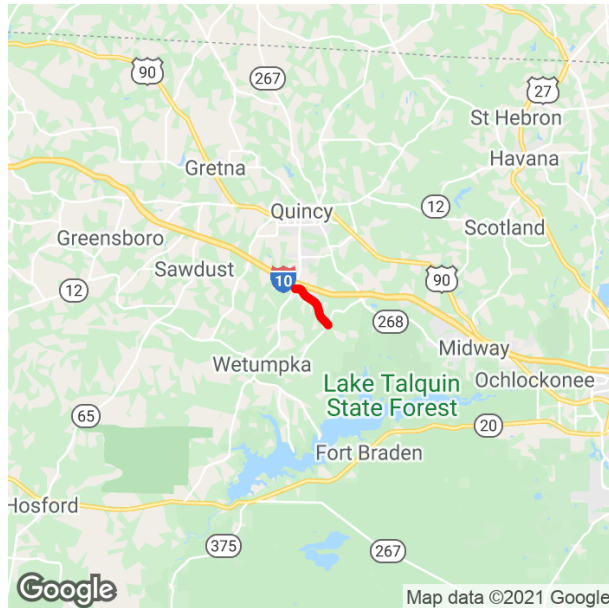
CR 259 LAKE ROAD FROM SR 57 (US 19) TO COCROFT ROAD
4406201 Non-SIS



Project Description: RESURFACING
Lead Agency: MANAGED BY JEFFERSON COUNTY **From:** SR 57 (US 19)
BOCC **To:** COCROFT ROAD
County: JEFFERSON
Length: 6.148
Phase Group: PRELIMINARY ENGINEERING, CONSTRUCTION

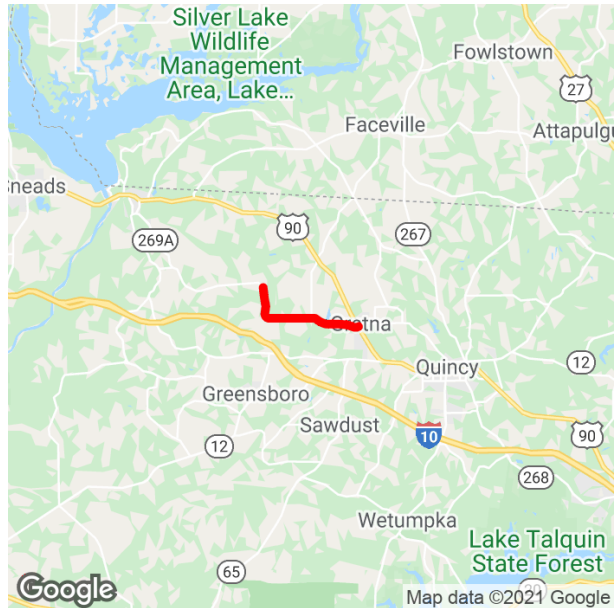
Phase	Fund Code	2022	2023	2024	2025	2026	Total
CST	GRSC	2,026,102	0	0	0	0	2,026,102
		2,026,102					2,026,102

Prior Year Cost: 219,972
Future Year Cost: 0
Total Project Cost: 2,246,074
LRTP: 2045 RMP Page 5-8 - CFP Table 10

CR 267A SPOONER RD FROM CR 65B OLD FEDERAL RD TO SR 267 PAT THOMAS**4465751 Non-SIS****Project Description:** FLEXIBLE PAVEMENT RECONSTRUCT.**Lead Agency:** MANAGED BY GADSDEN COUNTY BOCC**From:** CR 65B OLD FEDERAL RD
To: SR 267 PAT THOMAS**County:** GADSDEN**Length:** 2.468**Phase Group:** CONSTRUCTION

Phase	Fund Code	2022	2023	2024	2025	2026	Total
CST	GRSC	0	1,496,783	0	0	0	1,496,783
		1,496,783					1,496,783

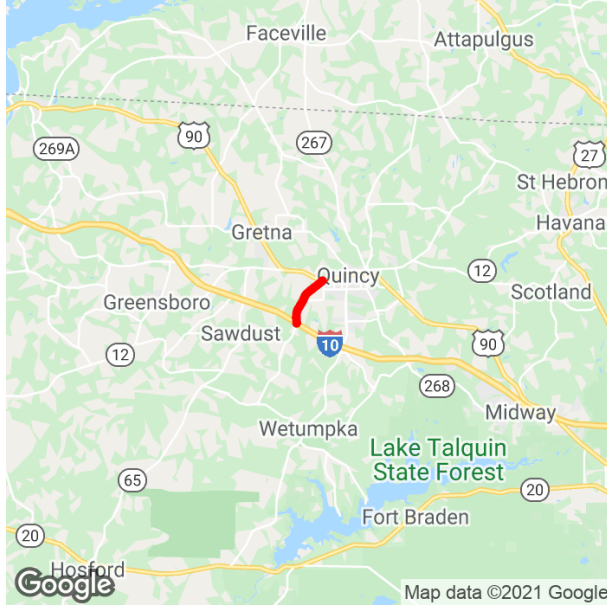
Prior Year Cost: 0**Future Year Cost: 0****Total Project Cost: 1,496,783****LRTP: 2045 RMP Page 5-8 - CFP Table 10**

CR 268 HARDAWAY HIGHWAY FROM ATWATER ROAD TO SR 10 (US 90)**4486041 Non-SIS****Project Description:** WIDEN/RESURFACE EXIST LANES**Lead Agency:** MANAGED BY GADSDEN COUNTY **From:** ATWATER ROAD
BOCC **To:** SR 10 (US 90)**County:** GADSDEN**Length:** 5.9**Phase Group:** PRELIMINARY ENGINEERING, CONSTRUCTION

Phase	Fund Code	2022	2023	2024	2025	2026	Total
PE	SCOP	352,256	0	0	0	0	352,256
CST	GRSC	0	4,084,061	0	0	0	4,084,061
		352,256	4,084,061				4,436,317

Prior Year Cost: 0**Future Year Cost: 0****Total Project Cost: 4,436,317****LRTP: 2045 RMP Page 5-8 - CFP Table 10**

CR 274 BEN BOSTIC RD FROM I-10 OVERPASS TO SR 10 (US 90)
4486111 Non-SIS



Project Description: WIDEN/RESURFACE EXIST LANES

Lead Agency: MANAGED BY GADSDEN COUNTY BOCC
From: I-10 OVERPASS
To: SR 10 (US 90)

County: GADSDEN

Length: 2.47

Phase Group: PRELIMINARY ENGINEERING, CONSTRUCTION

Phase	Fund Code	2022	2023	2024	2025	2026	Total
PE	SCOP	0	147,325	0	0	0	147,325
CST	SCWR	0	0	1,755,077	0	0	1,755,077
			147,325	1,755,077			1,902,402

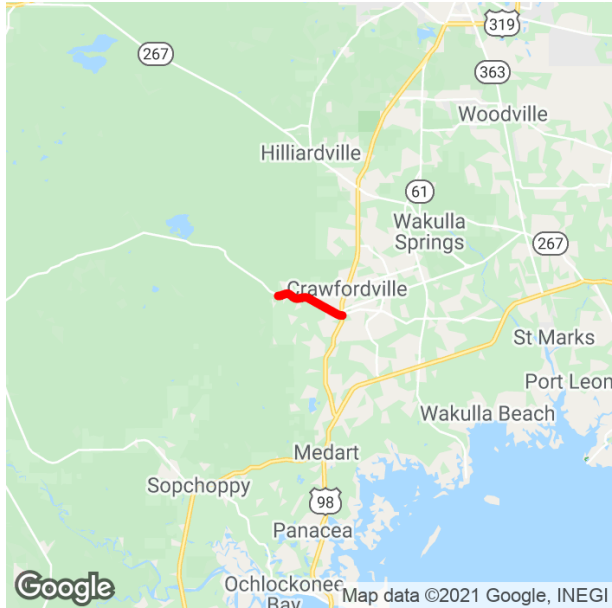
Prior Year Cost: 0

Future Year Cost: 0

Total Project Cost: 1,902,402

LRTP: 2045 RMP Page 5-8 - CFP Table 10

CR 368 ARRAN RD FROM FH-13 TO SR 30 (US 98/319) CRAWFORDVILLE HWY
4486091 Non-SIS



Project Description: RESURFACING

Lead Agency: MANAGED BY JEFFERSON COUNTY **From:** FH-13

BOCC

To: SR 30 (US 98/319) CRAWFORDVILLE HWY

County: WAKULLA

Length: 3.375

Phase Group: PRELIMINARY ENGINEERING, CONSTRUCTION

Phase	Fund Code	2022	2023	2024	2025	2026	Total
PE	SCOP	103,523	0	0	0	0	103,523
CST	GRSC	0	1,295,000	0	0	0	1,295,000
		103,523	1,295,000				1,398,523

Prior Year Cost: 0

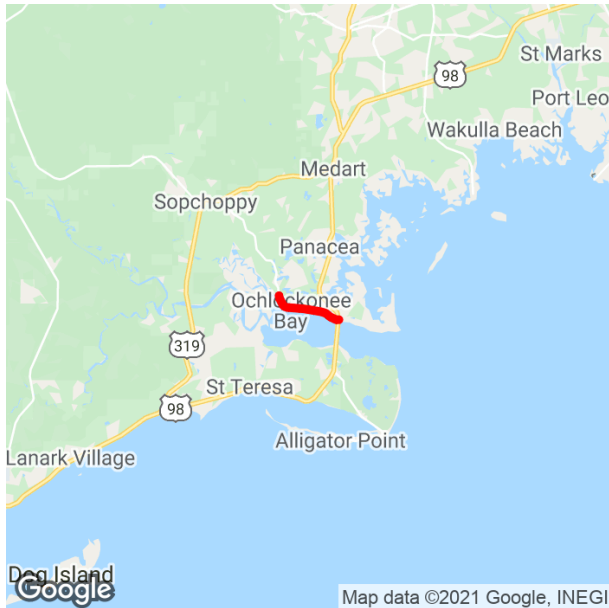
Future Year Cost: 0

Total Project Cost: 1,398,523

LRTP: 2045 RMP Page 5-8 - CFP Table 10

CR 372 SURF ROAD FROM SILVER ACRES DRIVE TO SR 30 (US 98)

4450201 Non-SIS



Project Description: RESURFACING

Lead Agency: MANAGED BY WAKULLA COUNTY

BOARD OF COUNTY

County: WAKULLA

Length: 3.293

Phase Group: PRELIMINARY ENGINEERING, CONSTRUCTION

From: SILVER ACRES DRIVE

To: SR 30 (US 98)

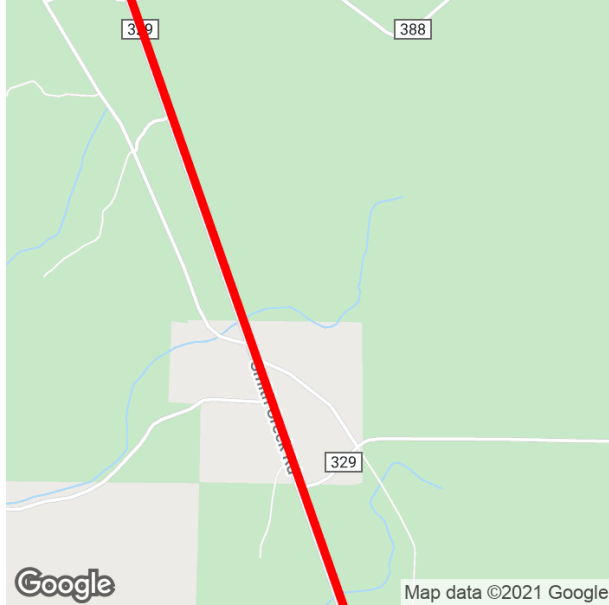
Phase	Fund Code	2022	2023	2024	2025	2026	Total
CST	SRMC	1,624,640	0	0	0	0	1,624,640
		1,624,640					1,624,640

Prior Year Cost: 131,995

Future Year Cost: 0

Total Project Cost: 1,756,635

LRTP: 2040 RMP Maintenance (5.7)

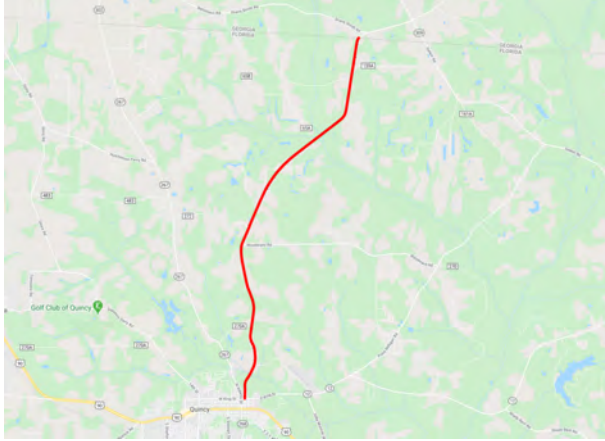
CR 375 SMITH CREEK RD FROM MACK LAKE RD TO FOREST ROAD 13 - PHASE II**4406242 Non-SIS****Project Description:** WIDEN/RESURFACE EXIST LANES**Lead Agency:** MANAGED BY WAKULLA COUNTY**From:** MACK LAKE RD

BOARD OF COUNTY

To: FOREST ROAD 13 - PHASE II**County:** WAKULLA**Length:** 5.997**Phase Group:** CONSTRUCTION

Phase	Fund Code	2022	2023	2024	2025	2026	Total
CST	SCED	2,952,347	0	0	0	0	2,952,347
CST	SCMC	1,041,175	0	0	0	0	1,041,175
		3,993,522					3,993,522

Prior Year Cost: 0**Future Year Cost: 0****Total Project Cost: 3,993,522****LRTP: 2045 RMP Page 5-8 - CFP Table 10**

CR 65 ATTAPULGUS HWY FROM SR 12 EAST KING ST TO GEORGIA STATE LINE**4406221 Non-SIS****Project Description:** RESURFACING**Lead Agency:** MANAGED BY GADSDEN COUNTY
BOCC**From:** SR 12 EAST KING ST**To:** GEORGIA STATE LINE**County:** GADSDEN**Length:** 8.226**Phase Group:** PRELIMINARY ENGINEERING, CONSTRUCTION

Phase	Fund Code	2022	2023	2024	2025	2026	Total
CST	GRSC	114,576	0	0	0	0	114,576
CST	SCMC	436,386	0	0	0	0	436,386
CST	SCWR	3,047,348	0	0	0	0	3,047,348
		3,598,310					3,598,310

Prior Year Cost: 304,968**Future Year Cost: 0****Total Project Cost: 3,903,278****LRTP: 2045 Table 5-6 - Page 5-9**

GOVERNMENT FARM RD FROM CR 257 TO NORTH OF PARKER POND RD

4465901 Non-SIS



Project Description: RESURFACING

Lead Agency: MANAGED BY JEFFERSON COUNTY **From:** CR 257

BOCC

To: NORTH OF PARKER POND RD

County: JEFFERSON

Length: 1.63

Phase Group: PRELIMINARY ENGINEERING, CONSTRUCTION

Phase	Fund Code	2022	2023	2024	2025	2026	Total
CST	SCRA	742,988	0	0	0	0	742,988
		742,988					742,988

Prior Year Cost: 65,833

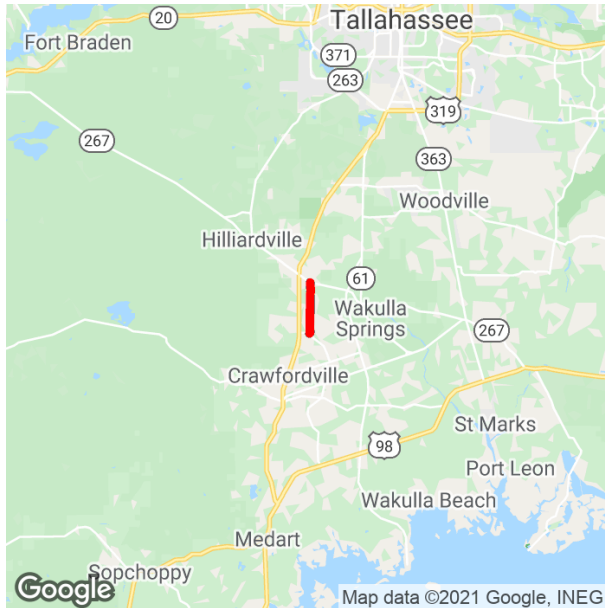
Future Year Cost: 0

Total Project Cost: 808,821

LRTP: 2045 RMP Page 5-8 - CFP Table 10

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

4486541 Non-SIS



Project Description: RESURFACING

Lead Agency: MANAGED BY WAKULLA COUNTY

BOARD OF COUNTY

County: WAKULLA

Length: 2.41

Phase Group: PRELIMINARY ENGINEERING, CONSTRUCTION

From: EAST IVAN RD

To: SR 267 BLOXHAM CUTOFF RD

Phase	Fund Code	2022	2023	2024	2025	2026	Total
PE	CIGP	54,482	0	0	0	0	54,482
CST	CIGP	0	599,302	0	0	0	599,302
		54,482	599,302				653,784

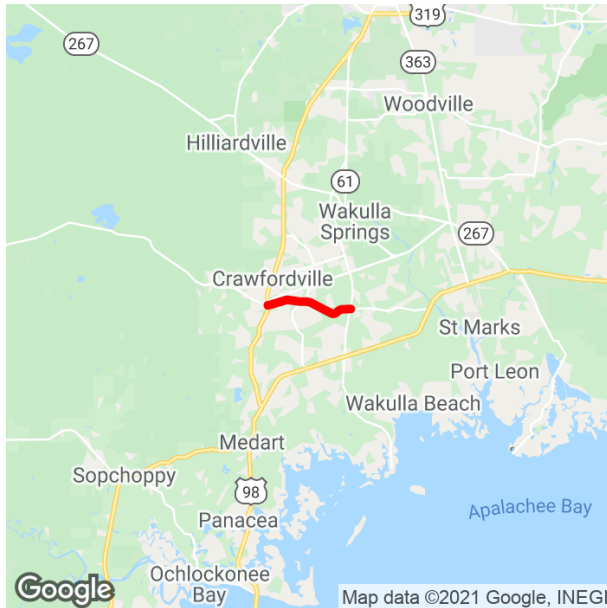
Prior Year Cost: 0

Future Year Cost: 0

Total Project Cost: 653,784

LRTP: 2045 RMP Page 5-8 - CFP Table 10

MLK RD FROM SR 61 (US 319) CRAWFORDVILLE RD TO CR 365 SPRING CREEK RD
4465861 Non-SIS



Project Description: RESURFACING

Lead Agency: RESPONSIBLE AGENCY NOT AVAILABLE

County: WAKULLA

Length: 4.178

Phase Group: PRELIMINARY ENGINEERING

From: SR 61 (US 319) CRAWFORDVILLE RD

To: CR 365 SPRING CREEK RD

Phase	Fund Code	2022	2023	2024	2025	2026	Total
CST	SCRA	1,692,825	0	0	0	0	1,692,825
		1,692,825					1,692,825

Prior Year Cost: 138,527

Future Year Cost: 0

Total Project Cost: 1,831,352

LRTP: 2045 RMP Page 5-10 - CFP Table 1

NORTH AVENUE FROM SR 10 (US 90) TO GRETNA TREATMENT PLANT ENTRANCE

4480331 Non-SIS



Project Description: RESURFACING

Lead Agency: RESPONSIBLE AGENCY NOT AVAILABLE

County: GADSDEN

Length: 0.43

Phase Group: CONSTRUCTION

From: SR 10 (US 90)

To: GRETNA TREATMENT PLANT ENTRANCE

Phase	Fund Code	2022	2023	2024	2025	2026	Total
CST	SCRC	158,757	0	0	0	0	158,757
		158,757					158,757

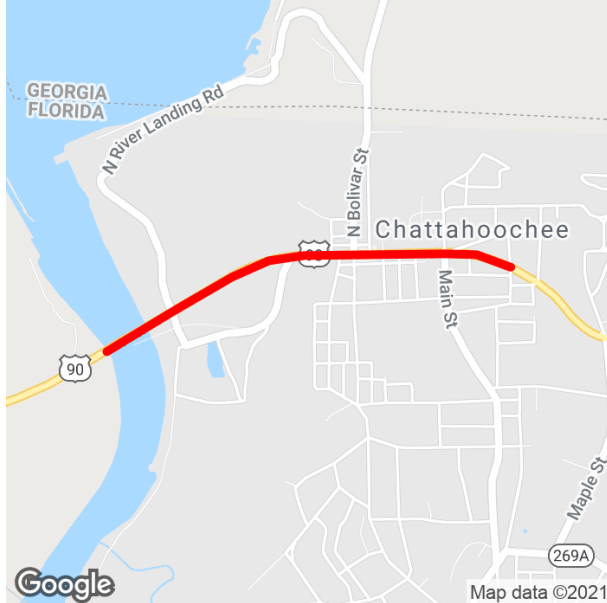
Prior Year Cost: 0

Future Year Cost: 0

Total Project Cost: 158,757

LRTP: 2045 RMP Page 5-10 - CFP Table 1

SR 10 (US 90) FROM JACKSON COUNTY LINE TO BATES ST
4134253 Non-SIS



Project Description: RESURFACING

Lead Agency: MANAGED BY FDOT

County: GADSDEN

Length: 1.01

Phase Group: PRELIMINARY ENGINEERING, CONSTRUCTION

From: JACKSON COUNTY LINE

To: BATES ST

Phase	Fund Code	2022	2023	2024	2025	2026	Total
PE	DDR	568,000	0	0	0	0	568,000
PE	DIH	56,800	0	0	0	0	56,800
CST	DDR	0	0	2,447,474	0	0	2,447,474
CST	DIH	0	0	28,252	0	0	28,252
CST	DS	0	0	189,407	0	0	189,407
		624,800		2,665,133			3,289,933

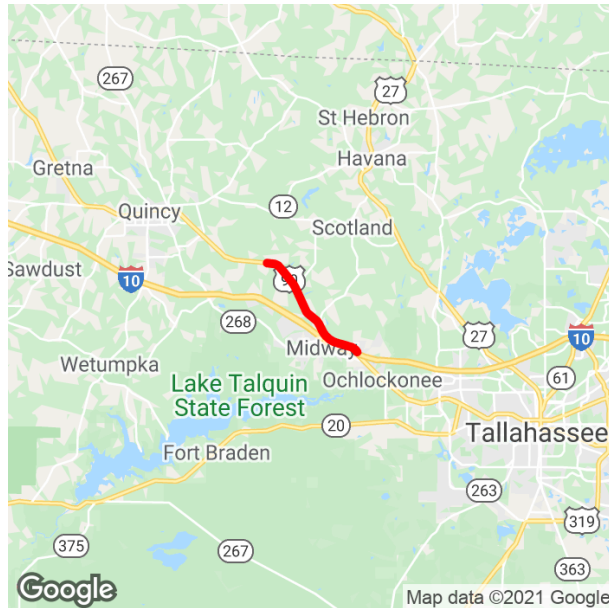
Prior Year Cost: 4,615,521

Future Year Cost: 0

Total Project Cost: 7,905,454

LRTP: 2045 RMP Page 5-10 - CFP Table 10

SR 10 (US 90) FROM OPPORTUNITY LANE TO W OF SR 8 (I-10)
4436431 Non-SIS



Project Description: RESURFACING

Lead Agency: MANAGED BY FDOT

County: GADSDEN

Length: 6.234

Phase Group: PRELIMINARY ENGINEERING, CONSTRUCTION

From: OPPORTUNITY LANE

To: W OF SR 8 (I-10)

Phase	Fund Code	2022	2023	2024	2025	2026	Total
CST	DDR	687,885	0	0	0	0	687,885
CST	DIH	109,680	0	0	0	0	109,680
CST	NHRE	284,680	0	0	0	0	284,680
CST	SA	5,447,696	0	0	0	0	5,447,696
		6,529,941					6,529,941

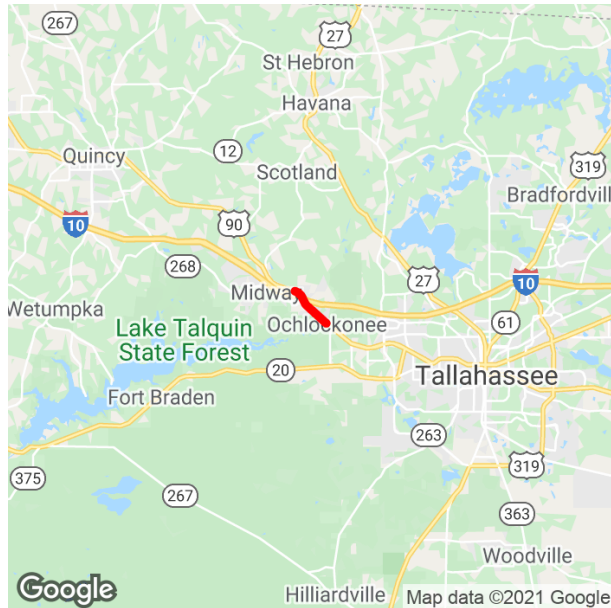
Prior Year Cost: 889,854

Future Year Cost: 0

Total Project Cost: 7,419,795

LRTP: 2045 RMP Page 5-8 - CFP Table 10

SR 10 (US 90) FROM W OF FLYING J TO LEON COUNTY LINE
4346451 Non-SIS



Project Description: RESURFACING

Lead Agency: MANAGED BY FDOT

County: GADSDEN

Length: 1.96

Phase Group: PRELIMINARY ENGINEERING, RIGHT OF WAY, CONSTRUCTION

From: W OF FLYING J

To: LEON COUNTY LINE

Phase	Fund Code	2022	2023	2024	2025	2026	Total
ROW	DDR	681,400	0	0	0	0	681,400
ROW	DIH	20,000	0	0	0	0	20,000
CST	DDR	0	5,240,327	0	0	0	5,240,327
CST	DIH	0	62,884	0	0	0	62,884
CST	DS	0	628,840	0	0	0	628,840
		701,400	5,932,051				6,633,451

Prior Year Cost: 1,637,740

Future Year Cost: 0

Total Project Cost: 8,271,191

LRTP: 2045 Table 5-6 - Page 5-9

SR 10 (US 90) MAHAN DR FROM SR 263 (US 319) CAPITAL CIR TO E OF CR 1568
4269612 Non-SIS



Project Description: RESURFACING

Lead Agency: MANAGED BY FDOT

County: LEON

Length: 0.94

Phase Group: PRELIMINARY ENGINEERING, CONSTRUCTION

From: SR 263 (US 319) CAPITAL CIR

To: E OF CR 1568

Phase	Fund Code	2022	2023	2024	2025	2026	Total
PE	DDR	550,000	0	0	0	0	550,000
PE	DIH	55,000	0	0	0	0	55,000
CST	DDR	0	0	365,098	0	0	365,098
CST	DIH	0	0	36,510	0	0	36,510
CST	DS	0	0	3,042,485	0	0	3,042,485
		605,000		3,444,093			4,049,093

Prior Year Cost: 0

Future Year Cost: 0

Total Project Cost: 4,049,093

LRTP: 2045 RMP Page 5-10 - CFP Table 1

SR 10 (US 90) W TENNESSEE ST FROM CR 1581 AENON CHURCH RD TO OCALA RD
4269373 Non-SIS



Project Description: RESURFACING

Lead Agency: MANAGED BY FDOT

County: LEON

Length: 3.951

Phase Group: PRELIMINARY ENGINEERING, CONSTRUCTION

From: CR 1581 AENON CHURCH RD

To: OCALA RD

Phase	Fund Code	2022	2023	2024	2025	2026	Total
PE	DDR	1,015,000	0	0	0	0	1,015,000
PE	DIH	101,500	0	0	0	0	101,500
CST	DDR	0	0	1,037,929	0	0	1,037,929
CST	DIH	0	0	103,793	0	0	103,793
CST	DS	0	0	8,649,410	0	0	8,649,410
		1,116,500		9,791,132			10,907,632

Prior Year Cost: 0

Future Year Cost: 0

Total Project Cost: 10,907,632

LRTP: 2045 RMP Page 5-8 - CFP Table 10

SR 155 MERIDIAN RD FROM SR 61 THOMASVILLE RD TO CR 63A LAKESHORE DR
4456341 Non-SIS



Project Description: RESURFACING

Lead Agency: MANAGED BY FDOT

County: LEON

Length: 2.543

Phase Group: PRELIMINARY ENGINEERING, CONSTRUCTION

From: SR 61 THOMASVILLE RD

To: CR 63A LAKESHORE DR

Phase	Fund Code	2022	2023	2024	2025	2026	Total
CST	DIH	0	42,247	0	0	0	42,247
CST	DS	0	3,943,133	0	0	0	3,943,133
		3,985,380					3,985,380

Prior Year Cost: 742,035

Future Year Cost: 0

Total Project Cost: 4,727,415

LRTP: 2045 RMP Page 5-8 - CFP Table 10

SR 261 (US 319) CAP CIR FROM SR 20 (US 27) APALACHEE PKWY TO PARK AVE
4287392 Non-SIS



Project Description: RESURFACING

Lead Agency: MANAGED BY FDOT

County: LEON

Length: 1.077

Phase Group: PRELIMINARY ENGINEERING, CONSTRUCTION

From: SR 20 (US 27) APALACHEE PKWY

To: PARK AVE

Phase	Fund Code	2022	2023	2024	2025	2026	Total
PE	DDR	490,000	0	0	0	0	490,000
PE	DIH	49,000	0	0	0	0	49,000
CST	DDR	0	0	367,070	0	0	367,070
CST	DIH	0	0	36,707	0	0	36,707
CST	DS	0	0	3,058,917	0	0	3,058,917
		539,000		3,462,694			4,001,694

Prior Year Cost: 0

Future Year Cost: 0

Total Project Cost: 4,001,694

LRTP: 2045 RMP Page 5-8 - CFP Table 10

SR 261 (US 319) CAP CIR FROM SR 363 WOODVILLE HWY TO CR 259 TRAM RD
2196894 Non-SIS



Project Description: RESURFACING

Lead Agency: MANAGED BY FDOT

County: LEON

Length: 2.298

Phase Group: PRELIMINARY ENGINEERING, CONSTRUCTION

From: SR 363 WOODVILLE HWY

To: CR 259 TRAM RD

Phase	Fund Code	2022	2023	2024	2025	2026	Total
PE	DIH	57,600	0	0	0	0	57,600
PE	DS	576,000	0	0	0	0	576,000
CST	DDR	0	0	594,372	0	0	594,372
CST	DIH	0	0	59,437	0	0	59,437
CST	DS	0	0	4,953,101	0	0	4,953,101
		633,600		5,606,910			6,240,510

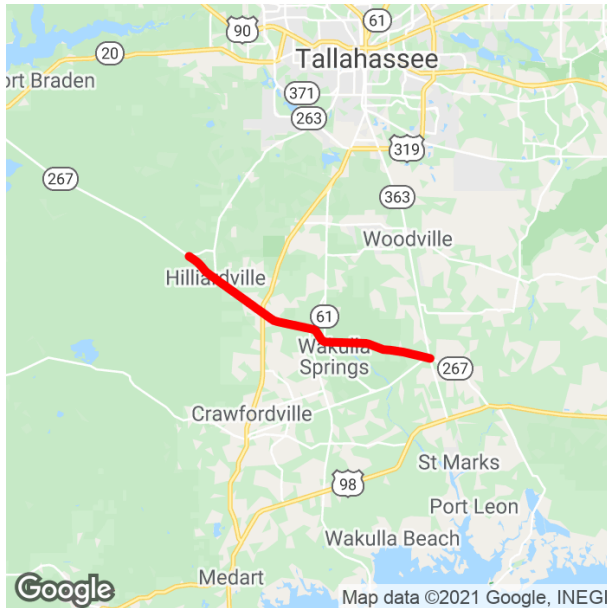
Prior Year Cost: 0

Future Year Cost: 0

Total Project Cost: 6,240,510

LRTP: 2045 RMP Page 5-8 - CFP Table 10

SR 267 BLOXHAM CUTOFF RD FROM LEON COUNTY LINE TO SR 363 WOODVILLE RD
4325502 Non-SIS



Project Description: RESURFACING

Lead Agency: MANAGED BY FDOT

County: WAKULLA

Length: 12.742

Phase Group: PRELIMINARY ENGINEERING, CONSTRUCTION

From: LEON COUNTY LINE

To: SR 363 WOODVILLE RD

Phase	Fund Code	2022	2023	2024	2025	2026	Total
PE	DDR	1,375,000	0	0	0	0	1,375,000
PE	DIH	137,500	0	0	0	0	137,500
CST	NHRE	0	0	9,534,495	0	0	9,534,495
CST	DDR	0	0	1,144,140	0	0	1,144,140
CST	DIH	0	0	114,414	0	0	114,414
		1,512,500		10,793,049			12,305,549

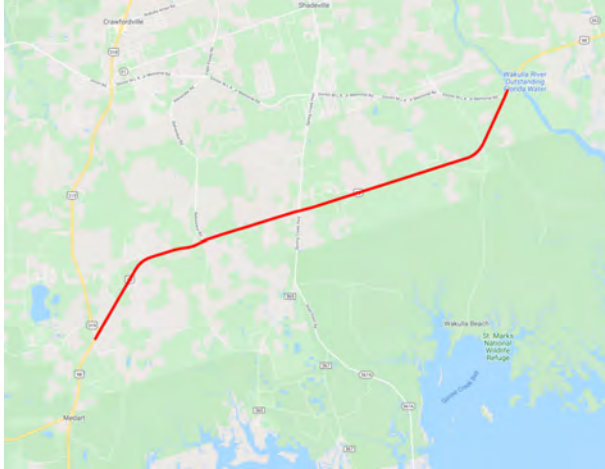
Prior Year Cost: 0

Future Year Cost: 0

Total Project Cost: 12,305,549

LRTP: 2045 RMP Page 5-8 - CFP Table 10

SR 30 (US 98) FROM E OF SR 61 (US 319) TO W OF WAKULLA RIVER BRIDGE
4377561 Non-SIS



Project Description: RESURFACING

Lead Agency: MANAGED BY FDOT

County: WAKULLA

Length: 9.319

Phase Group: PRELIMINARY ENGINEERING, CONSTRUCTION

From: E OF SR 61 (US 319)

To: W OF WAKULLA RIVER BRIDGE

Phase	Fund Code	2022	2023	2024	2025	2026	Total
CST	DDR	606,733	0	0	0	0	606,733
CST	DIH	70,153	0	0	0	0	70,153
CST	SA	5,056,115	0	0	0	0	5,056,115
		5,733,001					5,733,001

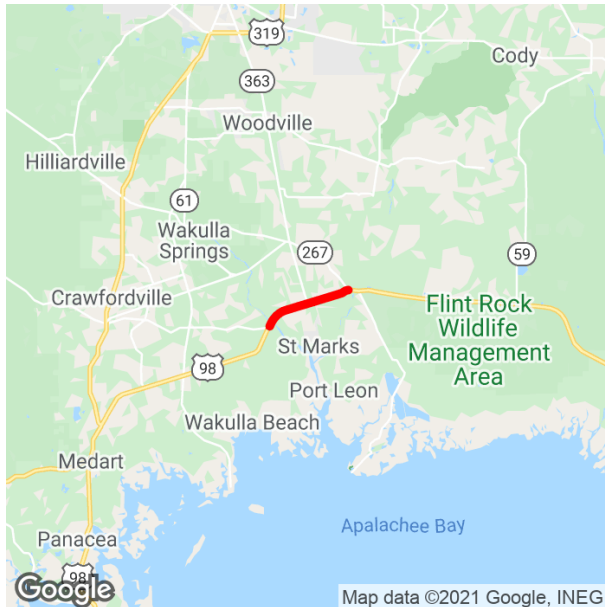
Prior Year Cost: 1,213,335

Future Year Cost: 0

Total Project Cost: 11,157,650

LRTP: 2045 RMP Page 5-8 - CFP Table 10

SR 30 (US 98) FROM W OF WAKULLA RIVER BR TO SR 267 BLOXHAM CUTOFF RD
4377562 Non-SIS



Project Description: RESURFACING

Lead Agency: MANAGED BY FDOT

County: WAKULLA

Length: 4.652

Phase Group: PRELIMINARY ENGINEERING, CONSTRUCTION

From: W OF WAKULLA RIVER BR

To: SR 267 BLOXHAM CUTOFF RD

Phase	Fund Code	2022	2023	2024	2025	2026	Total
PE	DDR	608,000	0	0	0	0	608,000
PE	DIH	60,800	0	0	0	0	60,800
CST	DDR	0	0	375,531	0	0	375,531
CST	DIH	0	0	37,553	0	0	37,553
CST	DS	0	0	3,129,430	0	0	3,129,430
		668,800		3,542,514			4,211,314

Prior Year Cost: 1,213,335

Future Year Cost: 0

Total Project Cost: 11,157,650

LRTP: 2045 RMP Page 5-8 - CFP Table 10

SR 363 WOODVILLE HWY FROM BRIANDAV STREET TO SUNDAY COURT
4346701 Non-SIS



Project Description: RESURFACING

Lead Agency: MANAGED BY FDOT

County: LEON

Length: 1.325

Phase Group: PRELIMINARY ENGINEERING, CONSTRUCTION

From: BRIANDAV STREET

To: SUNDAY COURT

Phase	Fund Code	2022	2023	2024	2025	2026	Total
PE	DDR	442,000	0	0	0	0	442,000
PE	DIH	44,200	0	0	0	0	44,200
CST	DDR	0	0	2,153,035	0	0	2,153,035
CST	DIH	0	0	23,068	0	0	23,068
		486,200		2,176,103			2,662,303

Prior Year Cost: 0

Future Year Cost: 0

Total Project Cost: 2,662,303

LRTP: 2045 RMP Page 5-8 - CFP Table 10

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



Project Description: RESURFACING

Lead Agency: MANAGED BY FDOT

County: LEON

Length: 1.627

Phase Group: PRELIMINARY ENGINEERING, CONSTRUCTION

From: WAKULLA CO LINE

To: S OF CR 2204 OAK RIDGE RD

Phase	Fund Code	2022	2023	2024	2025	2026	Total
CST	DDR	0	1,031,083	0	0	0	1,031,083
CST	DIH	0	12,373	0	0	0	12,373
CST	DS	0	123,730	0	0	0	123,730
		1,167,186					1,167,186

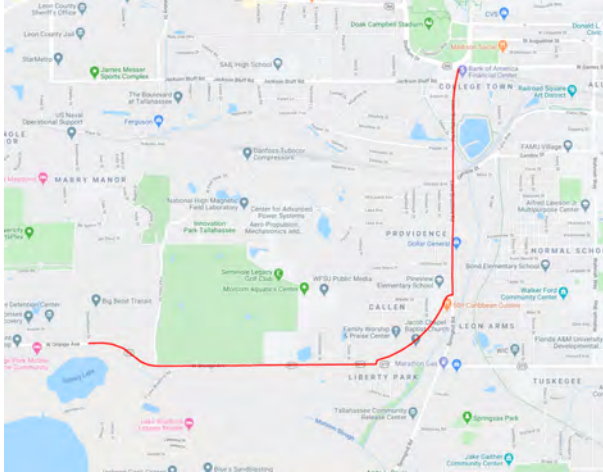
Prior Year Cost: 316,107

Future Year Cost: 0

Total Project Cost: 1,483,293

LRTP: 2045 RMP Page 5-8 - CFP Table 10

SR 371 ORANGE AVE/LAKE BRADFORD RD FROM W OF RANKIN AVE TO SR 366
4397321 Non-SIS



Project Description: RESURFACING

Lead Agency: MANAGED BY FDOT

County: LEON

Length: 4.789

Phase Group: PRELIMINARY ENGINEERING, CONSTRUCTION

From: W OF RANKIN AVE

To: SR 366

Phase	Fund Code	2022	2023	2024	2025	2026	Total
CST	DDR	324,768	0	0	0	0	324,768
CST	DIH	47,380	0	0	0	0	47,380
CST	DS	2,706,398	0	0	0	0	2,706,398
		3,078,546					3,078,546

Prior Year Cost: 795,970

Future Year Cost: 0

Total Project Cost: 3,874,516

LRTP: 2045 RMP Page 5-8 - CFP Table 10

SR 57 (US 19) N JEFF. ST FROM SR 10 (US 90) WASH. ST TO GEORGIA STATE LINE
4377571 SIS



Project Description: RESURFACING

Lead Agency: MANAGED BY FDOT

County: JEFFERSON

Length: 8.309

Phase Group: PRELIMINARY ENGINEERING, CONSTRUCTION

From: SR 10 (US 90) WASH. ST

To: GEORGIA STATE LINE

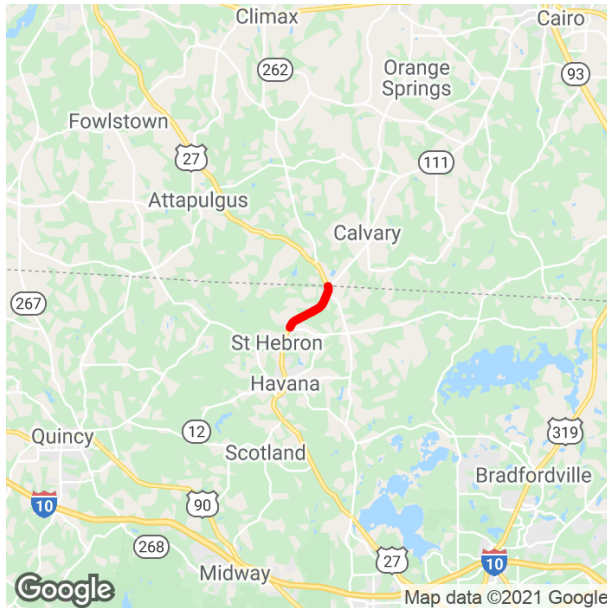
Phase	Fund Code	2022	2023	2024	2025	2026	Total
PE	DDR	1,200,000	0	0	0	0	1,200,000
PE	DIH	120,000	0	0	0	0	120,000
CST	NHRE	0	0	13,363,478	0	0	13,363,478
CST	DDR	0	0	1,603,618	0	0	1,603,618
CST	DIH	0	0	160,362	0	0	160,362
		1,320,000		15,127,458			16,447,458

Prior Year Cost: 0

Future Year Cost: 0

Total Project Cost: 16,447,458

LRTP: 2045 RMP Page 5-8 - CFP Table 10

SR 63 (US 27) FROM N OF CR 159A POTTER WOODBERRY RD TO GEORGIA STATE LINE**4436421 Non-SIS****Project Description:** RESURFACING**Lead Agency:** MANAGED BY FDOT**County:** GADSDEN**Length:** 3.484**Phase Group:** PRELIMINARY ENGINEERING, CONSTRUCTION**From:** N OF CR 159A POTTER WOODBERRY RD**To:** GEORGIA STATE LINE

Phase	Fund Code	2022	2023	2024	2025	2026	Total
CST	DDR	494,199	0	0	0	0	494,199
CST	DIH	58,745	0	0	0	0	58,745
CST	DS	4,118,317	0	0	0	0	4,118,317
		4,671,261					4,671,261

Prior Year Cost: 735,967**Future Year Cost: 0****Total Project Cost: 5,407,228****LRTP: 2045 RMP Page 5-8 - CFP Table 10**

SR 8 (I-10) FROM E OF CR 158 LLOYD HWY TO E OF SR 57 (US 19) CAPPS RD
4439731 SIS



Project Description: RESURFACING

Lead Agency: MANAGED BY FDOT

County: JEFFERSON

Length: 5.992

Phase Group: PRELIMINARY ENGINEERING, CONSTRUCTION

From: E OF CR 158 LLOYD HWY

To: E OF SR 57 (US 19) CAPPS RD

Phase	Fund Code	2022	2023	2024	2025	2026	Total
CST	ACNP	6,449,050	0	0	0	0	6,449,050
		6,449,050					6,449,050

Prior Year Cost: 1,174,711

Future Year Cost: 0

Total Project Cost: 7,623,761

LRTP: 2045 RMP Page 5-8 - CFP Table 10

STEWART STREET RESURFACING PHASE II

4460652 Non-SIS



Project Description: RESURFACING

Lead Agency: MANAGED BY GADSDEN COUNTY

BOCC

County: GADSDEN

Length: 0.211

Phase Group: CONSTRUCTION

From:

To:

Phase	Fund Code	2022	2023	2024	2025	2026	Total
CST	SCRC	145,228	0	0	0	0	145,228
		145,228					145,228

Prior Year Cost:

Future Year Cost: 0

Total Project Cost: 145,228

LRTP: 2045 RMP Page 5-8 - CFP Table 10

TIGER HAMMACK RD FROM S OF MYSTERIOUS WATERS RD TO SR 61 SHADEVILLE RD
4486191 Non-SIS



Project Description: RESURFACING

Lead Agency: MANAGED BY WAKULLA COUNTY
 BOARD OF COUNTY

County: WAKULLA

Length: 1.344

Phase Group: CONSTRUCTION

From: S OF MYSTERIOUS WATERS RD

To: SR 61 SHADEVILLE RD

Phase	Fund Code	2022	2023	2024	2025	2026	Total
CST	SCRA	462,575	0	0	0	0	462,575
		462,575					462,575

Prior Year Cost: 0

Future Year Cost: 0

Total Project Cost: 462,575

LRTP: 2045 RMP Page 5-8 - CFP Table 10

WHIDDON LAKE RD FROM SR 61 (US319) CRAWFORDVILLE RD TO STOKLEY RD
4486221 Non-SIS



Project Description: RESURFACING

Lead Agency: MANAGED BY WAKULLA COUNTY
 BOARD OF COUNTY

County: WAKULLA

Length: 1.15

Phase Group: CONSTRUCTION

From: SR 61 (US319) CRAWFORDVILLE RD

To: STOKLEY RD

Phase	Fund Code	2022	2023	2024	2025	2026	Total
CST	SCRA	0	556,924	0	0	0	556,924
		556,924					556,924

Prior Year Cost: 0

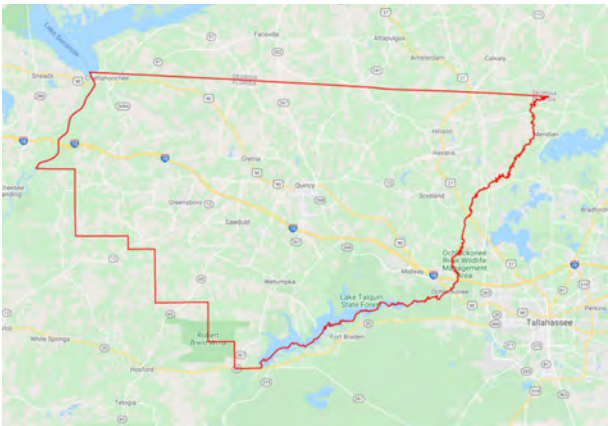
Future Year Cost: 0

Total Project Cost: 556,924

LRTP: 2045 RMP Page 5-8 - CFP Table 10

SECTION G - TRANSPORTATION SYSTEMS MANAGEMENT AND SAFETY (STATE/FEDERALLY FUNDED)

GADSDEN CO MAINT & COMPENSATION OF TRAFFIC SIGNALS ON STATE ROADS
4367411 Non-SIS



Project Description: TRAFFIC SIGNALS
Lead Agency: MANAGED BY GADSDEN COUNTY
From: BOCC
To:
County: GADSDEN
Length: 0
Phase Group: OPERATIONS

Phase	Fund Code	2022	2023	2024	2025	2026	Total
OPS	DITS	87,461	90,086	92,338	95,109	97,962	462,956
		87,461	90,086	92,338	95,109	97,962	462,956

Prior Year Cost: 407,128
Future Year Cost: 0
Total Project Cost: 870,084
LRTP: 2045 RMP Page 5-8 - CFP Table 10

SR 10 (US 90) FROM W OF BYRD RD TO OPPORTUNITY LN
4456631 Non-SIS



Project Description: SIGNING/PAVEMENT MARKINGS

Lead Agency: MANAGED BY FDOT

From: W OF BYRD RD

County: GADSDEN

To: OPPORTUNITY LN

Length: 2.115

Phase Group: PRELIMINARY ENGINEERING

Phase	Fund Code	2022	2023	2024	2025	2026	Total
PE	ACSS	0	0	39,793	0	0	39,793
				39,793			39,793

Prior Year Cost: 0

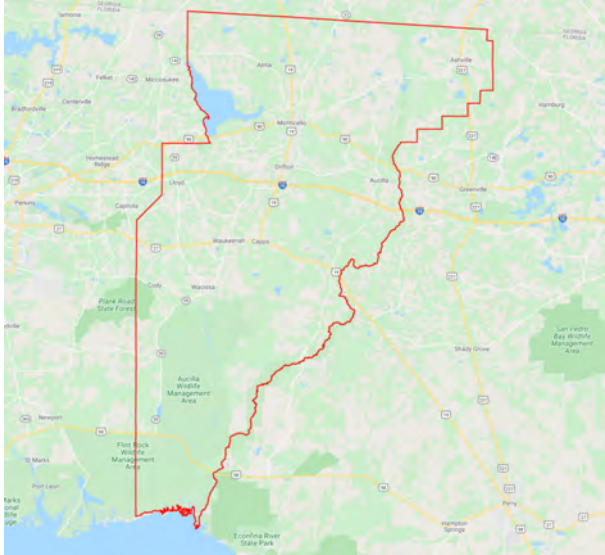
Future Year Cost: 0

Total Project Cost: 39,793

LRTP: 2045 RMP Table 5-1 - Page 5-5

JEFFERSON COUNTY MAINT & COMPENSATION OF TRAFFIC SIGNALS ON STATE ROADS

4367451 Non-SIS



Project Description: TRAFFIC SIGNALS

Lead Agency: MANAGED BY JEFFERSON COUNTY

From: BOCC

To:

County: JEFFERSON

Length: 0

Phase Group: OPERATIONS

Phase	Fund Code	2022	2023	2024	2025	2026	Total
OPS	DDR	6,878	0	0	0	0	6,878
OPS	DITS	0	7,084	7,262	7,480	7,705	29,531
		6,878	7,084	7,262	7,480	7,705	36,409

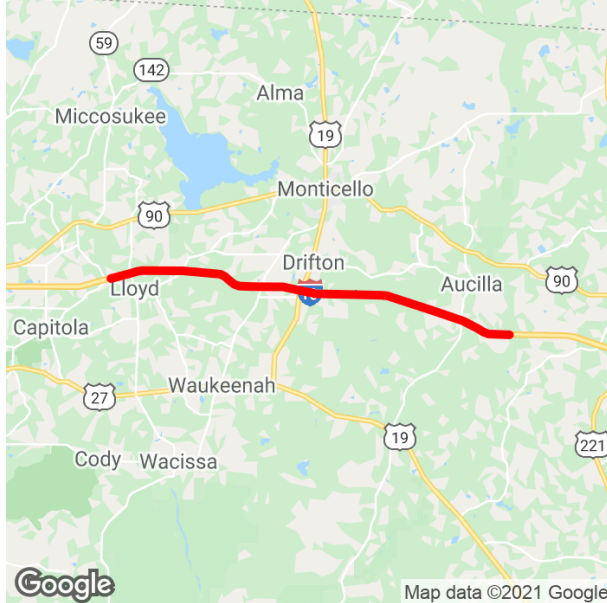
Prior Year Cost: 32,981

Future Year Cost: 0

Total Project Cost: 69,390

LRTP: 2045 RMP Page 5-8 - CFP Table 10

SR 8 (I-10) FROM LEON COUNTY LINE TO MADISON COUNTY LINE
4456571 SIS



Project Description: SAFETY PROJECT

Lead Agency: MANAGED BY FDOT

County: JEFFERSON

Length: 19.487

Phase Group: CONSTRUCTION, PRELIMINARY ENGINEERING

From: LEON COUNTY LINE

To: MADISON COUNTY LINE

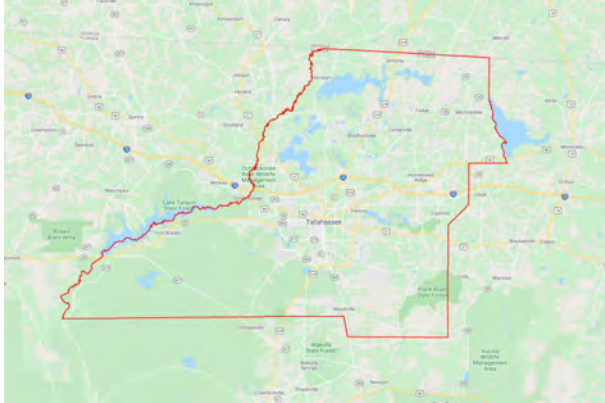
Phase	Fund Code	2022	2023	2024	2025	2026	Total
CST	ACSS	0	2,128,747	0	0	0	2,128,747
			2,128,747				2,128,747

Prior Year Cost: 165,000

Future Year Cost: 0

Total Project Cost: 2,293,747

LRTP: 2045 RMP Table 5-1 - Page 5-2

LEON COUNTY COMPUTER BASED ATMS IMPLEMENTATION/OPERATIONS**2197852 Non-SIS****Project Description:** ITS COMMUNICATION SYSTEM**Lead Agency:** MANAGED BY CITY OF**From:**

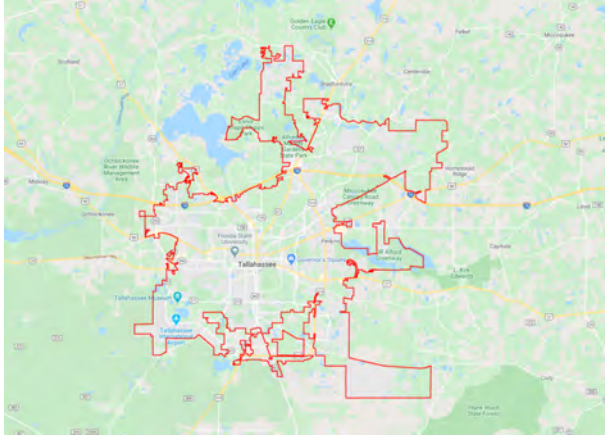
TALLAHASSEE

To:**County:** LEON**Length:** 0**Phase Group:** OPERATIONS

Phase	Fund Code	2022	2023	2024	2025	2026	Total
OPS	SU	750,000	0	0	0	0	750,000
OPS	DDR	0	0	500,000	500,000	0	1,000,000
		750,000		500,000	500,000		1,750,000

Prior Year Cost: 0**Future Year Cost: 0****Total Project Cost: 1,750,000****LRTP: 2045 RMP Table 5-1 - Page 5-2**

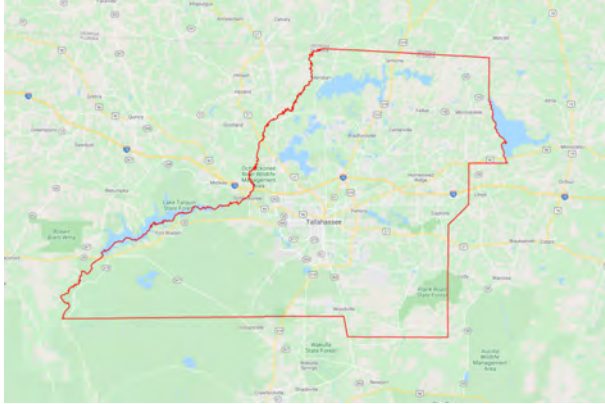
TALLAHASSEE ITS REGIONAL TRANS MGT CNTR BLDG & ASSOCIATED SYSTEM
4147161 SIS



Project Description: TRAFFIC MANAGEMENT CENTERS
Lead Agency: MANAGED BY CITY OF TALLAHASSEE
County: LEON
Length: 0.001
Phase Group: BRDG/RDWY/CONTRACT MAINT

Phase	Fund Code	2022	2023	2024	2025	2026	Total
MNT	D	400,000	400,000	400,000	400,000	0	1,600,000
		400,000	400,000	400,000	400,000		1,600,000

Prior Year Cost: 10,428,132
Future Year Cost: 0
Total Project Cost: 12,028,132
LRTP: 2045 RMP Table 5-1 - Page 5-2

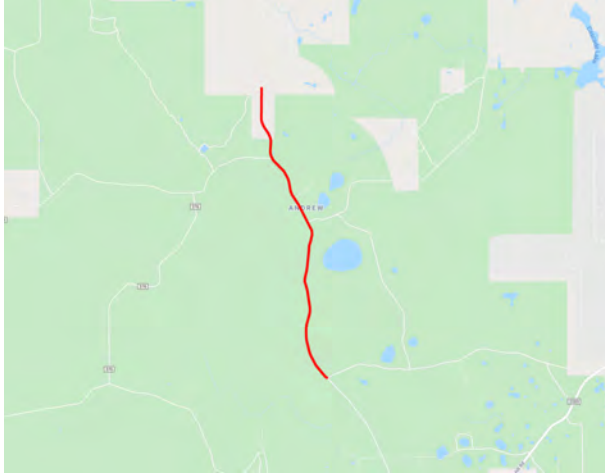
LEON COUNTY MAINT & COMPENSATION OF TRAFFIC SIGNALS ON STATE ROADS**4367461 Non-SIS****Project Description:** TRAFFIC SIGNALS**Lead Agency:** MANAGED BY BOARD OF COUNTY COMMISSIONERS L**From:****To:****County:** LEON**Length:** 0**Phase Group:** OPERATIONS

Phase	Fund Code	2022	2023	2024	2025	2026	Total
OPS	DDR	695,866	904,307	926,897	954,703	983,344	4,465,117
OPS	DITS	382,275	216,442	221,888	228,545	235,401	1,284,551
		1,078,141	1,120,749	1,148,785	1,183,248	1,218,745	5,749,668

Prior Year Cost: 5,470,765**Future Year Cost: 0****Total Project Cost: 11,220,433****LRTP: 2045 RMP Table 5-1 - Page 5-2**

CR 260 SILVER LAKE RD FROM BEGINNING OF PAVEMENT TO ICE HOCKEY LN

4440301 Non-SIS



Project Description: SIGNING/PAVEMENT MARKINGS

Lead Agency: MANAGED BY BOARD OF COUNTY COMMISSIONERS L
From: BEGINNING OF PAVEMENT
To: ICE HOCKEY LN

County: LEON

Length: 2.322

Phase Group: CONSTRUCTION

Phase	Fund Code	2022	2023	2024	2025	2026	Total
CST	ACSS	0	89,001	0	0	0	89,001
			89,001				89,001

Prior Year Cost: 127,831

Future Year Cost: 0

Total Project Cost: 216,832

LRTP: 2045 RMP Table 5-1 - Page 5-2

SR 61 CRAWFORDVILLE RD FROM SR 263 CAPITAL CIRCLE SW TO MCKENZIE DR
4440382 Non-SIS



Project Description: LIGHTING
Lead Agency: MANAGED BY CITY OF TALLAHASSEE
County: LEON
Length: 1.15
Phase Group: CONSTRUCTION

From: SR 263 CAPITAL CIRCLE SW
To: MCKENZIE DR

Phase	Fund Code	2022	2023	2024	2025	2026	Total
CST	ACSS	0	778,465	0	0	0	778,465
		778,465					778,465

Prior Year Cost: 104,513
Future Year Cost: 0
Total Project Cost: 882,978
LRTP: 2045 RMP Table 5-1 - Page 5-2

SR 10 (US 90) W TENNESSEE ST FROM CALIARK ST TO W BREVARD ST
4456051 Non-SIS



Project Description: SAFETY PROJECT
Lead Agency: MANAGED BY FDOT
County: LEON
Length: 0.317
Phase Group: PRELIMINARY ENGINEERING

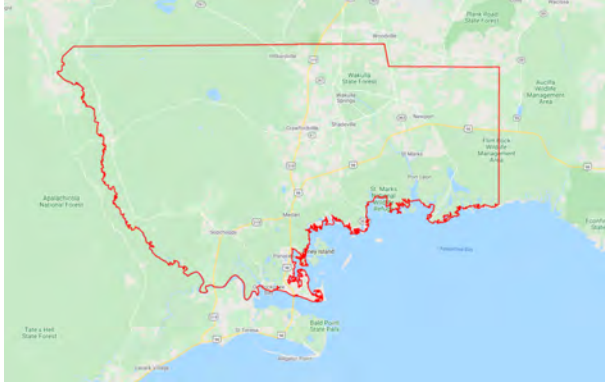
From: CALIARK ST
To: W BREVARD ST

Phase	Fund Code	2022	2023	2024	2025	2026	Total
PE	ACSS	0	0	0	191,693	0	191,693
					191,693		191,693

Prior Year Cost: 0
Future Year Cost: 0
Total Project Cost: 191,693
LRTP: 2045 RMP Table 5-1 - Page 5-2

WAKULLA CO MAINT & COMPENSATION OF TRAFFIC SIGNALS ON STATE ROADS

4367511 Non-SIS



Project Description: TRAFFIC SIGNALS

Lead Agency: MANAGED BY WAKULLA COUNTY

BOARD OF COUNTY

County: WAKULLA

Length: 0

Phase Group: OPERATIONS

From:

To:

Phase	Fund Code	2022	2023	2024	2025	2026	Total
OPS	DDR	41,943	0	0	0	0	41,943
OPS	DITS	2,848	49,707	50,954	52,483	54,058	210,050
		44,791	49,707	50,954	52,483	54,058	251,993

Prior Year Cost: 175,534

Future Year Cost: 0

Total Project Cost: 427,527

LRTP: 2045 RMP Table 5-1 - Page 5-2

SR 267 BLOXHAM CUTOFF RD AT CR 61 WAKULLA SPRINGS RD
4456061 Non-SIS



Project Description: SAFETY PROJECT

Lead Agency: MANAGED BY FDOT

County: WAKULLA

Length: 0.4

Phase Group: PRELIMINARY ENGINEERING

From:

To:

Phase	Fund Code	2022	2023	2024	2025	2026	Total
PE	ACSS	0	0	32,837	0	0	32,837
				32,837			32,837

Prior Year Cost: 0

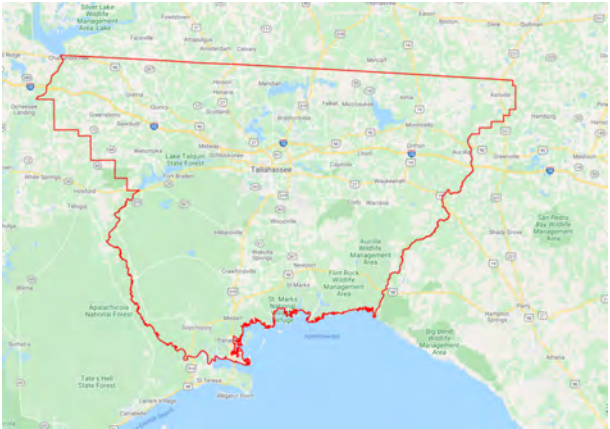
Future Year Cost: 0

Total Project Cost: 32,837

LRTP: 2045 RMP Table 5-1 - Page 5-2

SECTION H - MAINTENANCE/CAPITAL OUTLAY (STATE/FEDERALLY FUNDED)

MIDWAY OPERATIONS CENTER ELECTRICAL LIGHTING RETROFIT
4483301 Non-SIS



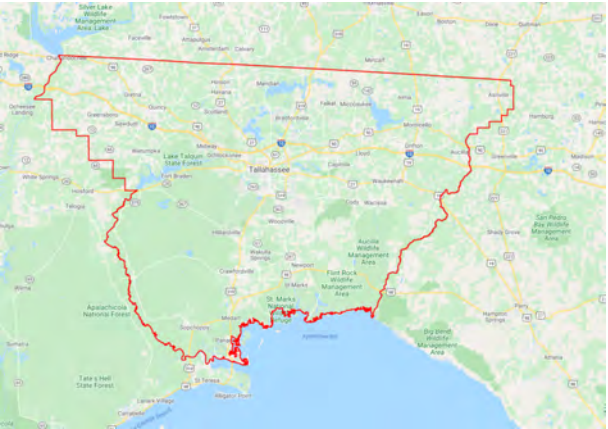
Project Description: FIXED CAPITAL OUTLAY
Lead Agency: MANAGED BY FDOT
County: GADSDEN
Length: 0
Phase Group: BRDG/RDWDY/CONTRACT MAINT

From:
To:

Phase	Fund Code	2022	2023	2024	2025	2026	Total
MNT	D	5,000	0	0	0	0	5,000
		5,000					5,000

Prior Year Cost: 0
Future Year Cost: 0
Total Project Cost: 9,600
LRTP: Not Applicable

MIDWAY OPERATIONS CENTER EMERGENCY GENERATOR COMPONENTS REPLACEMENT
4483302 Non-SIS



Project Description: FIXED CAPITAL OUTLAY
Lead Agency: MANAGED BY FDOT
County: GADSDEN
Length: 0
Phase Group: BRDG/RDWDY/CONTRACT MAINT

From:
To:

Phase	Fund Code	2022	2023	2024	2025	2026	Total
MNT	D	4,600	0	0	0	0	4,600
		4,600					4,600

Prior Year Cost: 0
Future Year Cost: 0
Total Project Cost: 9,600
LRTP: Not Applicable

APL- APPROVED PRODUCT LIST - PRODUCT EVALUATION WEBSITE ENHANCEMENTS

4428671 Non-SIS

Prior Year Cost: 567,613

Future Year Cost: 0

Total Project Cost: 578,113

LRTP: Not Applicable

Project Description: INFORMATION SYSTEMS

Lead Agency: MANAGED BY FDOT

County: LEON

Length: 0

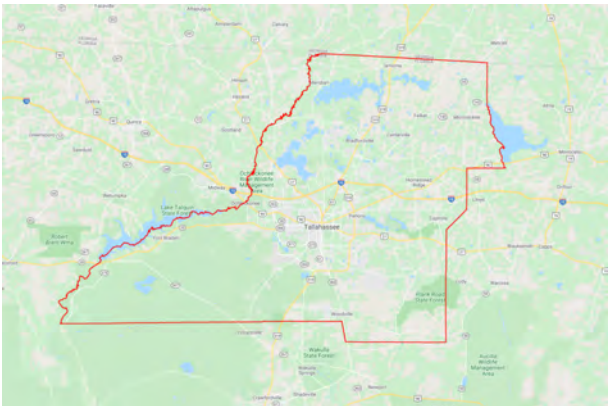
Phase Group: PRELIMINARY ENGINEERING

From:

To:

Phase	Fund Code	2022	2023	2024	2025	2026	Total
PE	DC	10,500	0	0	0	0	10,500
		10,500					10,500

SPRINGHILL ADMIN BLDG. ROOF REPLACEMENT
4482661 Non-SIS



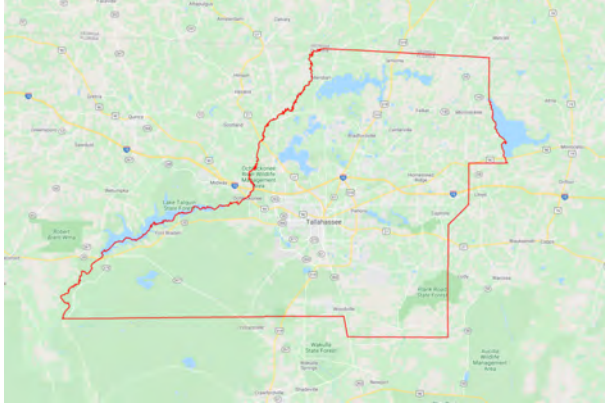
Project Description: FIXED CAPITAL OUTLAY
Lead Agency: MANAGED BY FDOT
County: LEON
Length: 0
Phase Group: CONSTRUCTION

From:
To:

Phase	Fund Code	2022	2023	2024	2025	2026	Total
CST	FCO	192,000	0	0	0	0	192,000
		192,000					192,000

Prior Year Cost: 0
Future Year Cost: 0
Total Project Cost: 192,000
LRTP: Not Applicable

TALLAHASSEE HQ BURNS BLDG ADA PARKING IMPROVEMENTS
4482671 Non-SIS



Project Description: FIXED CAPITAL OUTLAY

Lead Agency: MANAGED BY FDOT

County: LEON

Length: 0

Phase Group: PRELIMINARY ENGINEERING, CONSTRUCTION

From:

To:

Phase	Fund Code	2022	2023	2024	2025	2026	Total
PE	FCO	9,000	0	0	0	0	9,000
CST	FCO	81,000	0	0	0	0	81,000
		90,000					90,000

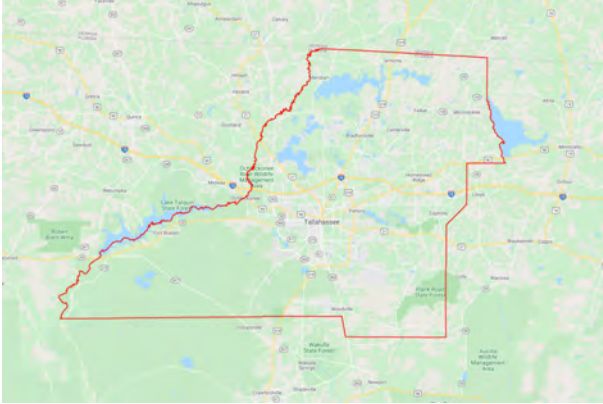
Prior Year Cost: 0

Future Year Cost: 0

Total Project Cost: 90,000

LRTP: Not Applicable

TALL HQ BURNS BLDG ELEVATOR SAFETY UPGRADES - MECHANICAL SYS REPLACE
4482691 Non-SIS



Project Description: FIXED CAPITAL OUTLAY

Lead Agency: MANAGED BY FDOT

County: LEON

Length: 0

Phase Group: PRELIMINARY ENGINEERING, CONSTRUCTION

From:

To:

Phase	Fund Code	2022	2023	2024	2025	2026	Total
PE	FCO	75,000	0	0	0	0	75,000
CST	FCO	675,000	0	0	0	0	675,000
		750,000					750,000

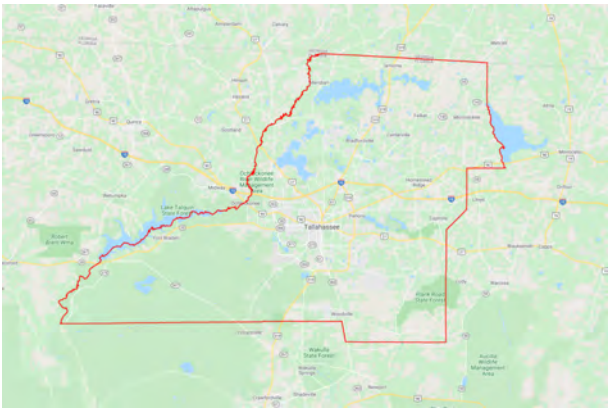
Prior Year Cost: 0

Future Year Cost: 0

Total Project Cost: 750,000

LRTP: Not Applicable

BURNS BLDG - WALLPAPER REMOVAL/WALL REPAIR/PAINTING - ELEVATOR
4482711 Non-SIS



Project Description: FIXED CAPITAL OUTLAY
Lead Agency: MANAGED BY FDOT
County: LEON
Length: 0
Phase Group: BRDG/RDWY/CONTRACT MAINT

From:
To:

Phase	Fund Code	2022	2023	2024	2025	2026	Total
MNT	D	35,000	0	0	0	0	35,000
		35,000					35,000

Prior Year Cost: 0
Future Year Cost: 0
Total Project Cost: 35,000
LRTP: Not Applicable

APPENDICES

**CLICK HERE FOR
APPENDICES**