



COMMITTEE AGENDA ITEM 7B

CONNECTIONS 2045 REGIONAL MOBILITY PLAN UPDATE

STATEMENT OF ISSUE

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

BACKGROUND

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

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

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

NEXT STEPS

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

ATTACHMENTS

Attachment 1 - Connections 2045 Regional Mobility Plan Update

Connections 2045 Regional Mobility Plan

The Process and Where We Are

Kicking Off from Connections 2040

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

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

Beginning Connections 2045

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

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

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

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

Roadway Projects

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

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

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

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

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

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

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

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

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

Examples of the roadway project prioritization is described below:

Woodville Highway/SR 363 is included in the project list with three widening projects (2 to 4 lanes). Two of the three projects are located within Leon County and the third is in Wakulla County. The project for Woodville Highway from Capital Circle SE (SR 263/US 319) to Paul Russell Road (SR 263) has been identified as a priority for the following reasons:

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

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

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

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

Bicycle and Pedestrian Projects

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

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

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

Example Project 1: US 90 Trail from Tallahassee to Monticello



Project Limits: Pederick Road to Monticello Bike Trail

Project Type: Regional Trail

County: Leon County and Jefferson County

Status: Currently in a feasibility study

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

Example Project 2: Wakulla Springs State Park Trail



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

Project Type: County Project

County: Wakulla County

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

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

Current Efforts

Cost Feasible Plan Development

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

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

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

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

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